SEATTLE CITY COUNCIL

Transportation, Waterfront, and Seattle Center Committee

Agenda

Public Hearing

Thursday, May 7, 2026

9:30 AM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

Rob Saka, Chair
Alexis Mercedes Rinck, Vice-Chair
Dionne Foster, Member
Robert Kettle, Member
Eddie Lin, Member

Chair Info: 206-684-8801; Rob.Saka@seattle.gov

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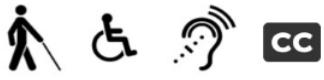

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Agenda
May 7, 2026 - 9:30 AM

Public Hearing

Meeting Location:
Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:
https://seattle.gov/council/transportation-waterfront-and-seattle-center

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Members of the public may register for remote or in-person Public Comment to address the Council. Please register in advance in order to be recognized by the Chair. Details on how to register for Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at https://www.seattle.gov/council/committees/public-comment. Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting.

In-Person Public Comment - Register to speak on the public comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting.

Please submit written comments no later than four business hours prior to the start of the meeting to ensure that they are distributed to Councilmembers prior to the meeting. Comments may be submitted at Council@seattle.gov or at Seattle City Hall, Attn: Council Public Comment, 600 4th Ave., Floor 2, Seattle, WA 98104. Business hours are considered 8 a.m. - 5 p.m. Comments received after that time will be distributed after the meeting to Councilmembers and included as part of the public record.

Please Note: Times listed are estimated

A. Call To Order

B. Approval of the Agenda

C. Public Comment

Members of the public may address items on the agenda and matters within the purview of the committee. Please register in advance to be recognized by the Chair.

D. Items of Business

1. CB 121176 **AN ORDINANCE relating to shared streets; adding a new Chapter 11.45 to the Seattle Municipal Code; adding new Sections 11.14.562 and 11.52.125 to the Seattle Municipal Code; amending Sections 11.40.090, 11.40.100, 11.40.120, 11.40.160, 11.40.220, 11.40.240, 11.44.040, 11.44.060, and 11.53.205 of the Seattle Municipal Code; and amending the title of Title 11, Subtitle I, Part 4 of the Seattle Municipal Code.**

Supporting Documents:
- Summary and Fiscal Note
- Presentation
- Amendment 1

Briefing, Discussion, and Possible Vote

Presenter: Calvin Chow, Council Central Staff

2. **District Project Fund Implementation**

Supporting Documents:
- Presentation

Briefing and Discussion

Presenters: Jim Curtin, Simon Blenski, and Bill LaBorde, Seattle Department of Transportation (SDOT)

3. CF 314530 **Petition of THE YEW, LLC, for the vacation of a portion the alley lying within Block 2, Wegener's Addition to the City of Seattle, being the block bounded by N 87th Street, 1st Avenue NW, Palatine Avenue N, and N 85th Street, at 8623 Palatine Ave N.**

Attachments:
- Alley Vacation Petition
- BindingDocs
- Exhibits_Combined
- Notarized Petition Form
- Vacation Map

Supporting Documents:
- Flow Chart
- SDOT Recommendation
- Central Staff Memo (5/7/26)
- Presentation (5/7/26)

Public Hearing, Briefing, and Discussion

Presenters: Amy Gray and Kelsey Timmer, Seattle Department of Transportation (SDOT); Michael Jenkins, Seattle Design Commission (SDC); Molly Lawrence, Van Ness Feldman; Jeff Swanson, Greenwood Shopping Center; Kevin Cleary, Baylis Architects

E. Adjournment

File #: CB 121176, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to shared streets; adding a new Chapter 11.45 to the Seattle Municipal Code; adding new Sections 11.14.562 and 11.52.125 to the Seattle Municipal Code; amending Sections 11.40.090, 11.40.100, 11.40.120, 11.40.160, 11.40.220, 11.40.240, 11.44.040, 11.44.060, and 11.53.205 of the Seattle Municipal Code; and amending the title of Title 11, Subtitle I, Part 4 of the Seattle Municipal Code.

WHEREAS, in 2025, the Washington State Legislature passed Engrossed Senate Bill 5595, establishing local authority to designate shared streets where pedestrians, bicyclists, and vehicular traffic share a portion or all of the same street; and

WHEREAS, the City Council desires the Seattle Department of Transportation to develop procedures for implementing shared streets where appropriate; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. A new Section 11.14.562 is added to the Seattle Municipal Code as follows:

11.14.562 Shared streets

"Shared streets" means a city street designated by placement of official traffic control devices where pedestrians, bicyclists, and vehicular traffic share a portion or all of the same street.

Section 2. The title of Title 11, Subtitle I, Part 4 of the Seattle Municipal Code is amended as follows:

Part 4((-)) PEDESTRIAN, HITCHHIKING, BICYCLE, <u>SHARED STREETS,</u> EPAMD<u>,</u> AND MOTORIZED FOOT SCOOTER RULES

Section 3. A new Chapter 11.45 is added to the Seattle Municipal Code as follows:

Chapter 11.45 SHARED STREETS

11.45.010 Designation of shared streets

The City Traffic Engineer shall establish procedures for the designation of non-arterial streets, parts of streets, or alleys as shared streets following the completion of appropriate traffic and engineering studies.

11.45.020 Right-of-way in shared streets

A. Vehicular traffic traveling along a shared street shall yield the right-of-way to any pedestrian, bicyclist, or operator of a micromobility device on the shared street.

B. A bicyclist or operator of a micromobility device shall yield the right-of-way to any pedestrian on a shared street.

11.45.030 Reporting

The Seattle Department of Transportation shall post an annual report on the department's website of the number of traffic accidents, including those that involve a pedestrian, bicyclist, or operator of a micromobility device, that occurred on designated shared streets. The report shall include the number of speeding violations and driving under the influence violations that occurred on designated shared streets.

Section 4. Section 11.40.090 of the Seattle Municipal Code, enacted by Ordinance 108200, is amended as follows:

11.40.090 Entry into street outside of crosswalk-Disabled persons-Exception((.))

A. Except as otherwise provided in this ((~~subtitle~~)) Subtitle I, every pedestrian crossing a roadway at a point other than at designated crosswalks or other than within an unmarked crosswalk at an intersection shall yield right-of-way to all vehicles upon the roadway.

B. Where curb ramps exist at or adjacent to intersections or at marked crosswalks in other locations, disabled persons may enter the roadway from such curb ramps and cross the roadway within or as closely as practicable to the crosswalk. All other pedestrian rights and duties as defined elsewhere in this ((~~subtitle~~)) Subtitle I shall remain applicable.

C. This Section 11.40.090 does not apply on a shared street.

Section 5. Section 11.40.100 of the Seattle Municipal Code, enacted by Ordinance 108200, is amended as follows:

11.40.100 Prohibited crossing near signals((.))

A. No pedestrian shall cross the roadway between adjacent intersections at which traffic-control signals are in operation, except in a marked crosswalk. (((~~RCW 46.61.240 (3)~~)))

B. This Section 11.40.100 does not apply on a shared street.

Section 6. Section 11.40.120 of the Seattle Municipal Code, enacted by Ordinance 108200, is amended as follows:

11.40.120 Yield near overpass or underpass((.))

A. Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway. (((~~RCW 46.61.240(2)~~)))

B. This Section 11.40.120 does not apply on a shared street.

Section 7. Section 11.40.160 of the Seattle Municipal Code, enacted by Ordinance 108200, is amended as follows:

11.40.160 Crossing intersection diagonally((.))

A. No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements. (((~~RCW 46.61.240(4)~~)))

B. This Section 11.40.160 does not apply on a shared street.

Section 8. Section 11.40.220 of the Seattle Municipal Code, last amended by Ordinance 126681, is amended as follows:

11.40.220 Walking on sidewalk

A. Where sidewalks are provided and are accessible, no pedestrian shall move along and upon an

adjacent roadway. Where sidewalks are provided but wheelchair access is not available, disabled persons may move along and upon an adjacent roadway until they reach an access point in the sidewalk.

B. Subsection 11.40.220.A does not apply when the roadway is duly closed to vehicular traffic by placement of official traffic control devices for the sole purposes of pedestrian and bicyclist use of the roadway.

C. Subsection 11.40.220.A does not apply on a shared street.

Section 9. Section 11.40.240 of the Seattle Municipal Code, last amended by Ordinance 126681, is amended as follows:

11.40.240 Walking in roadway

A. Where sidewalks are not provided or are inaccessible, a pedestrian walking or otherwise moving along and upon a street shall:

1. When shoulders are provided and are accessible, walk on the shoulder of the roadway as far as is practicable from the edge of the roadway, facing traffic when a shoulder is available in this direction; or

2. When shoulders are not provided or are inaccessible, walk as near as is practicable to the outside edge of the roadway facing traffic, and when practicable, move clear of the roadway upon meeting an oncoming vehicle.

B. A pedestrian traveling to the nearest emergency reporting device on a one-way roadway of a controlled access highway is not required to travel facing traffic as otherwise required by subsection 11.40.240.A.

C. When walking or otherwise moving along and upon an adjacent roadway, a pedestrian shall exercise due care to avoid colliding with any vehicle upon the roadway.

D. Subsection 11.40.240.A does not apply when the roadway is duly closed to vehicular traffic by placement of official traffic control devices for the sole purposes of pedestrian and bicyclist use of the roadway.

E. Subsection 11.40.240.A and subsection 11.40.240.C do not apply on a shared street.

Section 10. Section 11.44.040 of the Seattle Municipal Code, last amended by Ordinance 126517, is

amended as follows:

11.44.040 Riding on roadways

A. Every person operating a bicycle upon a roadway at a speed slower than the normal and reasonable flow of motor vehicle traffic thereon shall ride as near to the right side of the right through lane as is safe, except:

1. While preparing to make or while making turning movements at an intersection or into a private road or driveway;

2. When approaching an intersection where right turns are permitted and there is a dedicated right turn lane, in which case a person may operate a bicycle in this lane even if the operator does not intend to turn right;

3. While overtaking and passing another bicycle or vehicle proceeding in the same direction; and

4. When reasonably necessary to avoid unsafe conditions including, but not limited to, fixed or moving objects, parked or moving vehicles, bicyclists, pedestrians, animals, and surface hazards.

B. A person operating a bicycle upon a roadway that carries traffic in one direction only and that has two or more marked traffic lanes may ride as near to the left side of the left through lane as is safe.

C. A person operating a bicycle upon a roadway may utilize the shoulder of the roadway or any specially designated bicycle lane.

D. When the operator of a bicycle is using the travel lane of a roadway with only one lane for traffic moving in the direction of travel and it is wide enough for a bicyclist and a vehicle to travel safely side-by-side within it, the bicycle operator shall operate far enough to the right to facilitate the movement of an overtaking vehicle unless other conditions make it unsafe to do so or unless the bicyclist is preparing to make a turning movement or while making a turning movement.

<u>E. This Section 11.44.040 does not apply on a shared street.</u>

Section 11. Section 11.44.060 of the Seattle Municipal Code, enacted by Ordinance 108200, is amended

as follows:

11.44.060 Riding more than two (((~~(2)~~))) abreast prohibited(((~~.~~)))

A. Persons operating bicycles upon a roadway or sidewalk shall not ride more than two (((~~(2)~~))) abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. (((~~(RCW 46.61.770(2))~~)))

B. This Section 11.44.060 does not apply on a shared street.

Section 12. A new Section 11.52.125 is added to the Seattle Municipal Code as follows:

11.52.125 Speed limit on shared streets

No person shall operate any vehicle at a speed in excess of 10 miles per hour upon a shared street.

Section 13. Section 11.53.205 of the Seattle Municipal Code, last amended by Ordinance 126517, is amended as follows:

11.53.205 Overtaking a pedestrian or bicycle(((~~.~~)))

A. The operator of a vehicle approaching an individual who is travelling as a pedestrian or on a bicycle, riding an animal, or using a farm tractor or implement of husbandry without an enclosed shell, and who is travelling in the right lane of a roadway or on the right-hand shoulder or bicycle lane of the roadway, shall:

1. On a roadway with two lanes or more for traffic moving in the direction of travel, before passing and until safely clear of the individual, move completely into a lane to the left of the right lane when it is safe to do so;

2. On a roadway with only one lane for traffic moving in the direction of travel:

a. When there is sufficient room to the left of the individual in the lane for traffic moving in the direction of travel, before passing and until safely clear of the individual:

((~~i.~~)) 1) Reduce speed to a safe speed for passing relative to the speed of the individual; and

((~~ii.~~)) 2) Pass at a safe distance, where practicable of at least 3 feet, to clearly avoid coming into contact with the individual or the individual's vehicle or animal; or

b. When there is insufficient room to the left of the individual in the lane for traffic moving in the direction of travel to comply with subsection 11.53.205.A.2.a, before passing and until safely clear of the individual, move completely into the lane for traffic moving in the opposite direction when it is safe to do so and in compliance with Sections 11.53.210, 11.53.240, 11.53.260, 11.53.280, 11.53.290, and 11.53.300.

B. A driver of a motor vehicle found to be in violation of subsection 11.53.205.A must be assessed an additional fine equal to the base penalty assessed under Section 11.31.120. This fine may not be waived, reduced, or suspended, unless the court finds the offender to be indigent, and shall be collected by the clerk of the court and transmitted to the state for deposit into the vulnerable roadway user education account created in RCW 46.61.145.

C. This Section 11.53.205 does not apply on a shared street.

Section 14. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the _____ day of _____, 2026, and signed by me in open session in authentication of its passage this _____ day of _____, 2026.

_____

President _____ of the City Council

Approved / returned unsigned / vetoed this ____day of _____, 2026.

_____

Katie B. Wilson, Mayor

Filed by me this _____ day of _____, 2026.

_____

Scheereen Dedman, City Clerk

(Seal)

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
Legislative	Chow/x4-4652	n/a

1. BILL SUMMARY

Legislation Title:
AN ORDINANCE relating to shared streets; adding a new Chapter 11.45 to the Seattle Municipal Code; adding new Sections 11.14.562 and 11.52.125 to the Seattle Municipal Code; amending Sections 11.40.090, 11.40.100, 11.40.120, 11.40.160, 11.40.220, 11.40.240, 11.44.040, 11.44.060, and 11.53.205 of the Seattle Municipal Code; and amending the title of Title 11, Subtitle I, Part 4 of the Seattle Municipal Code.

Summary and Background of the Legislation:
This legislation would make various changes to the Seattle Municipal Code (SMC) to conform with 2025 state legislation (Engrossed Senate Bill 5595) authorizing shared streets. Shared streets are designated streets where pedestrians, bicyclists, and vehicle traffic share a portion or all of the same street. Under the state provisions for shared streets, pedestrians have right-of-way over bicyclists, bicyclists have right-of-way over vehicle traffic, and the maximum speed limit is 10 miles per hour.

This legislation would establish shared streets in SMC and would assign the responsibility for establishing procedures for the designation of shared streets to the City Traffic Engineer.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ **Yes** ☒ **No**

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☐ **Yes** ☒ **No**

3.a. Appropriations

☐ **This legislation adds, changes, or deletes appropriations.**

Appropriations Notes: No changes to appropriations.

3.b. Revenues/Reimbursements

☐ **This legislation adds, changes, or deletes revenues or reimbursements.**

Revenue/Reimbursement Notes: No changes to revenues.

3.c. Positions

☐ **This legislation adds, changes, or deletes positions.**

Position Notes: No changes to positions.

3.d. Other Impacts

No direct financial costs are anticipated by the passage of this enabling legislation. The future designation of specific shared streets may require physical improvements or operational changes to infrastructure that would have to be addressed as part of implementation.

The Seattle Department of Transportation would be responsible for implementing shared streets.

4. OTHER IMPLICATIONS

a. Is a public hearing required for this legislation?
No.

b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?
No.

c. Does this legislation affect a piece of property?
No.

d. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.

i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.
No impacts anticipated.

ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.
No analysis prepared.

iii. What is the Language Access Plan for any communications to the public?
This is enabling legislation to allow for implementation of shared streets. Future implementation would involve standard SDOT procedures for communicating and educating the public on shared street changes.

e. Climate Change Implications

i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.
No direct impact on emissions anticipated. Shared streets promote pedestrian and bicycle uses.

ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.
No direct impact on climate resiliency anticipated.

f. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?
Implementation of shared streets is anticipated to promote Vision Zero safety goals. The proposed legislation includes reporting requirements (as directed under the state enabling legislation) for the number of traffic accidents, speeding violations, and driving under the influence violations occurring on shared streets.

g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?
No.

5. ATTACHMENTS

Summary Attachments:
No attachments.

SEATTLE CITY COUNCIL
CENTRAL STAFF

Shared Streets (CB 121176)

CALVIN CHOW, CENTRAL STAFF

TRANSPORTAITON, WATERFRONT & SEATTLE CENTER COMMITTEE
MAY 7, 2026

Shared Streets

- Authorized by the State Legislature in 2025 (Engrossed Senate Bill 5595)
  - Allows local jurisdictions to designate **non-arterial** roads as Shared Streets after establishing procedures for such designation
- Key features of Shared Streets
  - Prioritizes **pedestrian** movements over bicycles/micromobility
  - Prioritizes **bicycle/micromobility** movements over motorized vehicles
  - Allows for a 10 miles per hour speed limit
  - Requires annual safety reporting on City's website
- CB 121176 revises the Seattle Municipal Code to be consistent with the changes in State law

Next Steps/Implementation of Shared Streets

- CB 121176 does not designate **specific** locations as Shared Streets
- Legislation assigns responsibility for establishing Shared Streets designation procedures to the City Traffic Engineer
- SDOT's Vision Zero team anticiaptes releasing designation procedures in **June**
- Procedures and guidelines would be subject to SEPA review
- If any additional SMC revisions are needed, future legislation would be proposed

Questions?

Calvin Chow
Transportation, Waterfront, and Seattle Center Committee
April 27, 2026
D#1
Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 1 (Version 1) to CB 121176 - Shared Streets ORD

Sponsor: Councilmember Saka

Author: Councilmember Strauss

Code Language Clarification

Effect: This amendment would add clarifying language for implementing the 2025 state legislation (Engrossed Senate Bill 5595). This amendment would not change the underlying policy intent to align City code with the state authority.

This amendment would make the following clarifications:

- Clarify that restrictions on pedestrian diagonal crossing of intersections (SMC 11.40.160) do not apply to unsignalized intersections within a shared street.
- Clarify that restrictions on bicyclists riding more than two abreast (SMC 11.44.060) do not apply on the roadway of a shared street.

Amend Section 7 as follows:

Section 7. Section 11.40.160 of the Seattle Municipal Code, enacted by Ordinance 108200, is amended as follows:

11.40.160 Crossing intersection diagonally((.))

A. No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements. (((~~RCW 46.61.240(4)~~)))

B. This Section 11.40.160 does not apply at unsignalized intersections within ~~on~~ a shared street.

Amend Section 11 as follows:

Section 11. Section 11.44.060 of the Seattle Municipal Code, enacted by Ordinance 108200, is amended as follows:

11.44.060 Riding more than two (((~~2~~))) abreast prohibited((.))

A. Persons operating bicycles upon a roadway or sidewalk shall not ride more than two (((~~2~~))) abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. (((~~RCW 46.61.770(2)~~)))

B. This Section 11.44.060 does not apply on the roadway of a shared street.

Legislation Text

File #: Inf 2888, **Version:** 1

District Project Fund Implementation

District Project Fund

Seattle City Council

STEPS Committee - May 7, 2026

Seattle Department of Transportation

District Project Fund Overview

- Funds neighborhood-scale traffic safety improvements and other district priorities at the direction of the City Council
- 2025 Budget and CIP identified $7 million in 2025 and $7 million in 2026
- Any unspent funding automatically carries forward to future years
- No secured funding for 2027 or beyond

Today, we will provide an update on the 2026 project selection process and next steps.

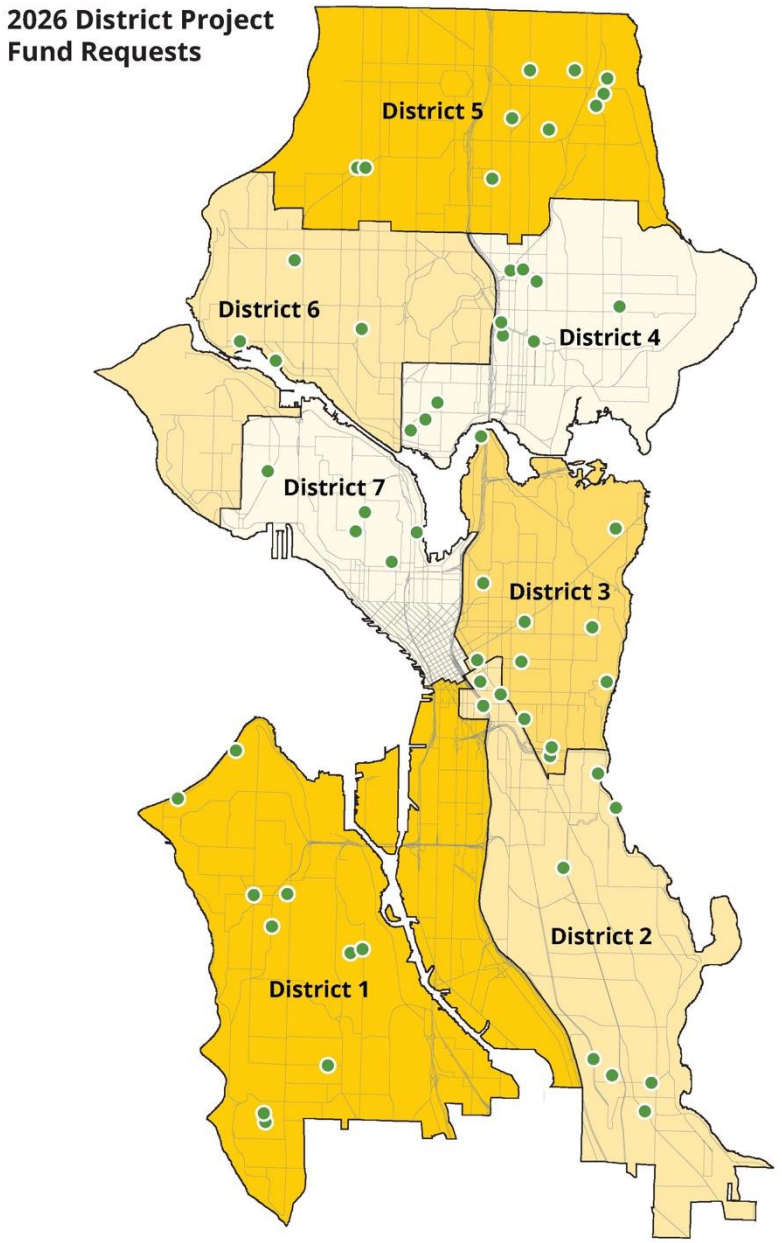
Annual Program Schedule

- **Fall-Winter:** Share project selection resources with Councilmembers
- **March 1:** Councilmembers submit project ideas to SDOT for review
- **May 1:** SDOT shares feasibility review and cost estimates with Councilmembers
- **June 1:** Councilmembers select projects to fund
- **After project selection:** SDOT designs and builds projects, typically withing 1-2 years

2026 Project Requests

This March, we received 60 projects requests across the 7 Council Districts:

- District 1: 10
- District 2: 11
- District 3: 10
- District 4: 10
- District 5: 10
- District 6: 4
- District 7: 5



2026 Project Types

- Projects range from street maintenance to public realm improvements
- Most requests are for **crossing enhancements** and **traffic calming**
- Most projects directly support safety and improve connections to parks, schools, and businesses

2026 Project Review Process

In March and April, we reviewed all 60 project requests:

- Confirmed project feasibility based on City and federal standards, guidelines, and best practices
- Developed cost estimates, which include design, construction, standard contingencies and staff review time
- Prepared project review forms with comments, design concepts, cost estimates
- Where appropriate, we provided multiple design options for consideration

2026 Project Review Outcome

We recommend 55 of the 60 project requests:

- Most projects can be delivered by SDOT crews in 2027
  - A couple projects recommended for 2028-2029 delivery due to overlapping work or coordination opportunities
- 5 projects are not recommended, due to:
  - Already planned/funded improvements
  - Scope not deliverable by SDOT crews

Projects that are not recommended have been discussed with the respective Council offices

2026 Project Selection

Councilmembers have until June 1 to select projects to fund:

- $2 million currently available for each Council District
- Total project costs for some districts exceed $2 million, so may need to consider lower cost options or defer some projects
- Any unspent funds will carry forward to future years

Next Steps

- Answer questions about the project review and cost estimates
- Councilmembers to select projects to fund by June 1
- Design and build selected projects – most by 2027
- Provide regular projects updates to you and community

Questions?

Legislation Text

File #: CF 314530, **Version:** 1

Petition of THE YEW, LLC, for the vacation of a portion the alley lying within Block 2, Wegener's Addition to the City of Seattle, being the block bounded by N 87th Street, 1st Avenue NW, Palatine Avenue N, and N 85th Street, at 8623 Palatine Ave N.

The Clerk File is provided as an attachment.

NOVEMBER 17, 2023

THE YEW | ALLEY VACATION PETITION

8631 PALATINE AVE N, SEATTLE

PRESENTED BY BAYLIS ARCHITECTS

I. Vacation Petition Submittal

The Yew, LLC (the "applicant") submits this vacation Petition packet to the City of Seattle to begin the vacation Petition review process. Included is the signed Petition form as provided by Seattle Department of Transportation ("SDOT"), the required supplemental documentation described by the City of Seattle Vacation Policies, as well as maps, sketches, and exhibits depicting the proposal. Please accept these materials to use as the basis for your review of the application and decision on the vacation.

A. List of Exhibits

Exhibit A: Map of Proposed Vacation Area and Plat Map for Project Site
Exhibit B: Legal Description of Street Proposed to be Vacated
Exhibit C: Preferred Development Alternative
Exhibit D: Design Imagery for Public Benefits
Exhibit E: No Vacation Development Alternative
Exhibit F: Transportation Assessment and Alley Vacation Analysis
Exhibit G: Utilities and ROW Plan
Exhibit H: Neighborhood Outreach Plan Summary
Exhibit I: City of Seattle Vacation Policy values
Exhibit J: Public Benefit Value Worksheet
Exhibit K: SEPA Checklist

B. Point of contact for vacation process:

Ownership:

The Yew LLC
8623 Palatine Ave N
Seattle, WA 98103
Contact: Brad Hansford
bhansford@comcast.net
Phone: 425 301 4443

Architect:

Shilpa Karve
Baylis Architects
10801 Main Street, Suite #110, Bellevue WA 98004
karves@baylisarchitects.com
Phone: 425 454 0566

Contractor:

RAFN
1721 132nd Ave NE
Bellevue, WA 98003
Contact: Kevin Rowe
krowe@rafn.com
Phone: 206 510 4234

II. Project Site Information

The Project site is a 0.49-acre site (including the area of the alley proposed to be vacated) located at 8631 Palatine Ave N in the Greenwood-Phinney Ridge Neighborhood. The Project site is in City Council District No. 6. An exhibit depicting the area proposed to be vacated and the plat map for the project site may be found in **EXHIBIT A** to this Petition. The legal descriptions of the parcel and the proposed vacation area are provided below:

A. Legal Description of Project Site:

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.

B. Legal Description of Area Proposed to be Vacated (**EXHIBIT B**)

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 LIES WITHIN LOT 2 OF CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3009165, RECORDED IN VOLUME 267, PAGE 29 THROUGH 32, UNDER RECORDING NUMBER 20091103900009.

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

C. Adjacent Property Ownership:

The proposed vacation area is adjacent to several parcels that are all owned by LLCs controlled by the applicant. Signatures of authorized agents of these LLCs consenting to the proposed vacation are notarized and listed on the vacation Petition form provided to the applicant by SDOT. Ownership information for these adjacent parcels is also copied below:

- **Parcel No. 9231900145 (W parcel)**
  Owner: GREENWOOD MSC PROPERTIES LLC, a Washington limited liability company
  Address: 8623 PALATINE AVE N, SEATTLE, WA, 98103-3690

- **Parcel No. 9231900105 (S parcel)**
  Owner: SEDGES LLC, a Washington limited liability company
  Address: 8623 PALATINE AVE N, SEATTLE, WA, 98103-3690

- **Parcel No. 9231900095 (Project Site with alley to be vacated)**
  Owner: The Yew LLC, a Washington limited liability company
  Address: 8623 PALATINE AVE N, SEATTLE, WA, 98103-3690

III. Alley Vacation and Proposed Project Summary

A. Proposed Vacation Area Summary

The area proposed to be vacated is an alley approximately 121.9 feet in length and 16 feet in width for a total area of 1,951 square feet. The legal description of the area to be vacated is stated in Section II.C, above, and is listed and graphically depicted in **EXHIBIT B**.

B. Project Information

Site Context

The Project site is located on the northern edge of the Greenwood-Phinney Ridge Urban Village, at the southwest corner of the intersection of N 87th Street and Palatine Ave N. Zoning designations for the surrounding properties include Neighborhood Residential 3 ("NR3") for the northern parcels located across N 87th Street and Neighborhood Commercial 2 ("NC2-75") for all other parcels to the east, south, and west of the Project. The Project site is 21,659 square feet (0.5 acres) in size and is designated NC2-75(M) by the Seattle Municipal Code. The Seattle Comprehensive Plan designates the site as Residential Urban Village.

The Project is located within a category I peat settlement area (referred to as "the bog" by local residents), which prevents below-grade construction due to poor underlying soil conditions. The site is predominantly flat and possesses gentle slopes of approximately 4 feet from east to west. The site has been previously disturbed and is currently vacant. The NC2-75(M) zone allows for multi-family development to occur at heights of up to 75-feet; no retail uses or resident parking are required by the Code.

View of the Project Site from NE corner

Preferred Alternative Summary

The preferred alternative is depicted in plans and exhibits located in **EXHIBIT C**. Seventy units are proposed to be constructed in a 70-foot high seven-story building, with five stories of market rate apartments located over two stories of resident parking. The lobby entrance to the apartments is at the corner of Palatine Ave N and N 87th St. Ground floor townhome-style rental units with private exterior entrances are proposed along Palatine Ave N. Interior spaces for leasing offices, bicycle storage and resident amenities are accessed through the residential lobby. In total, the proposed includes, 73,000 square feet of residential uses over the 70 units, 7,200 square feet of private open space available to residents throughout the development, approximately 1,800 square feet in open space accessible to the public (Yew Courtyard), and 25,000 square feet of parking garage area with 68 parking spaces.

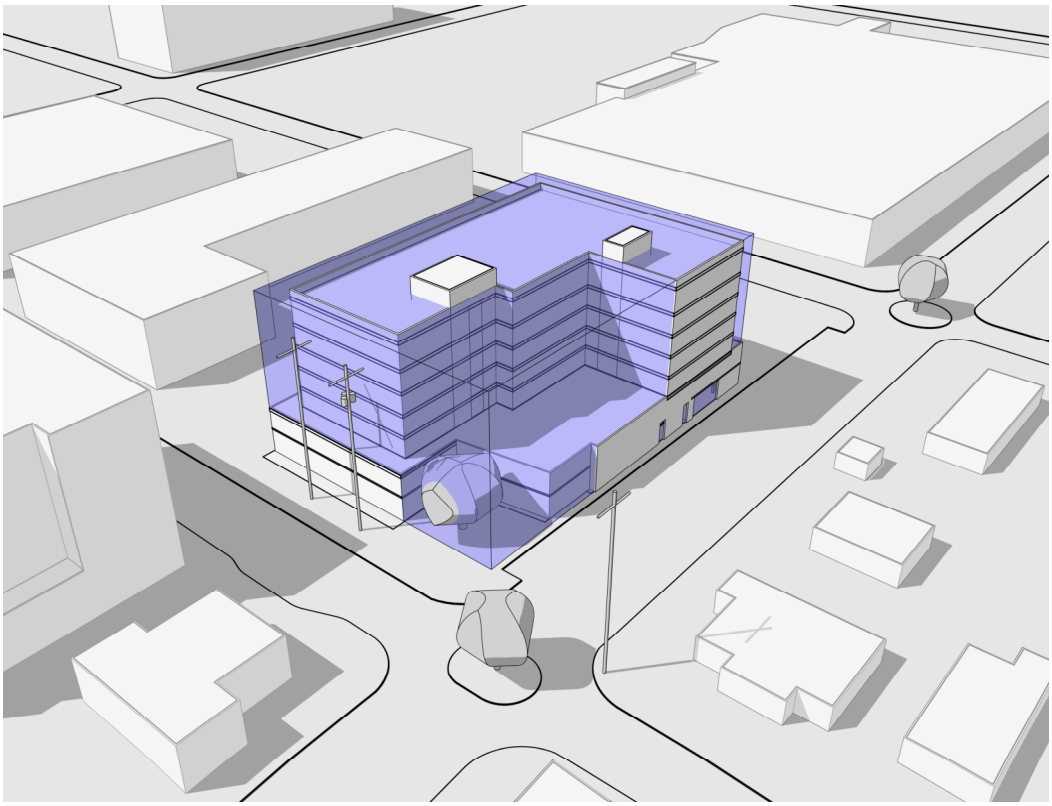
The preferred alternative relies on the vacation of an unimproved alley that runs north-south across the property. The alley historically continued south to N 86th Street, but the southern portion (between N 86th Street and the parcel property line) was vacated in 1972 (Seattle Ordinance 100842). The proposed alley vacation increases design flexibility, allowing the preferred alternative to step the massing of the upper five-floors back from the N 87th Street, maximizing access to light and air for pedestrians on the street and for the single-family dwellings located across N 87th Street. The gradual transition that the step-back of the upper stories offers also provides for the development of an amenitized resident courtyard and landscape area on the roof of the second story. This massing design is a result of community outreach efforts wherein residents expressed a concern for access to light and air along the street. Additionally, a green-roof and rooftop courtyard are proposed for the roof of the seventh story that will provide residents access to views, light, and air. Green-building methods will conserve energy and ensure resource-efficient development during both construction and operational phases of the building's life.

Ground-floor townhomes located along Palatine Ave N effectuate the land use transition from southerly areas of more-intense development to the single-family edge of the Greenwood-Phinney Ridge Urban Village. Together, the corner plaza, ground-floor townhomes, and residential lobby expand sightlines and increase street-level vibrancy while reducing the impersonal scale of taller buildings. These ground-floor uses also contribute to the safety of the area by providing additional eyes on the street – another design solution that is a direct result of community outreach.

The preferred alternative also includes several public benefits proposed as part of the alley vacation request. Specifically, the preferred alternative includes extra-wide sidewalks (9.5 feet rather than the code required 6 ft) and generous landscape planters (6.5 feet rather than the code required 5.0 ft). The preferred alternative also includes extending the sidewalk to the west along the northern frontage of an adjoining parcel, which is also under control of the applicant but is not part of the current project, creating a new pedestrian connection to the intersection of N 87th Street and 1st Avenue NW. This adjoining parcel (hereinafter the "Conservation Parcel") is subject to a Property Use and Development Agreement ("PUDA") with the City that predates the current vacation Petition and requires the parcel to be preserved in perpetuity for conservation and groundwater infiltration purposes. (See King County AFN 20100216001383.) The preferred alternative also includes installing decorative fencing along the north and west boundaries of the Conservation Parcel and placing interpretive signage describing the history of the Greenwood neighborhood and the "bog" underlying much of the development in the area. The preferred alternative also includes a publicly accessible landscape plaza on the northeast corner of the Project site including a new garden surrounding a mature Yew tree that we previously rehomed to this parcel as part of the PUDA mentioned above. This plaza will provide the general public

and wildlife in the area space for shade and respite. These public benefit design features are explained in greater detail in Section IX below and conceptually depicted in **EXHIBIT D**.

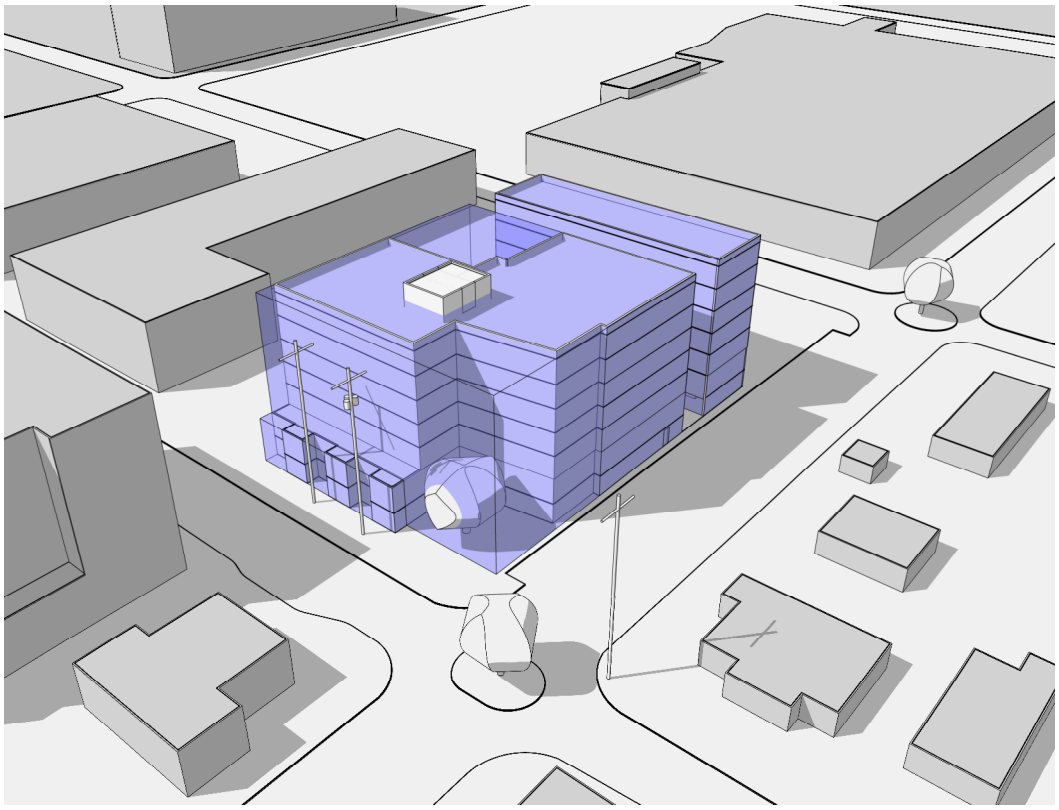
The estimated total construction cost for the project is $33,843,544.00



View of the Preferred Alternative from NE corner

No-Vacation Alternative Summary

Conceptual exhibits and plans for the no-vacation alternative are depicted in **EXHIBIT E** and shown, below. The Project site is zoned NC2-75(M), allowing for mixed-use residential and commercial development to occur in buildings up to 75-feet in height. The unimproved alley bisects the parcel into two buildable areas approximately 0.1 and 0.35 acres in size. Due to their size, developing the two parcels separately is financially infeasible and would result in projects that are inconsistent with the goals and objectives of the Greenwood-Phinney Neighborhood Plan and the underlying NC2-75(M) zoning. The no-vacation alternative would provide fewer opportunities for public spaces and residential amenities, and would require the massing of the upper stories to be developed up to the property line, inconsistent with feedback desiring massing step-backs gathered during public outreach.



View of the No-Vacation Alternative from NE corner

C. Why the Alley Vacation is Needed

The 1,951 square feet of alley area proposed to be vacated is the only remaining portion of alley within the subject block. The majority of the alley was previously vacated (1972, Ordinance 100842), leaving the subject unimproved 1,951 square feet. The City's recent upzoning of this property to NC2-75(M) in 2019 and its location within the Greenwood-Phinney Ridge Urban Village reflect the suitability of moderate-intensity residential development for this area. The presence of the unimproved alley on the property restricts not only the ability to design a financially feasible project, but also the applicant's ability to propose a project that is a scale and aesthetic quality consistent with the intent of the Greenwood-Phinney Ridge Neighborhood Plan and community preferences. Instead of two smaller buildings that are less likely to achieve a design that is consistent with community feedback, vacating the alley allows a building design that responds to neighborhood preferences and provides greater opportunities for public spaces and resident amenities. The proposed alley vacation would allow the Project site to be developed in a way that achieves the goals of the Greenwood-Phinney Neighborhood Plan, is consistent with the scale of development envisioned by the Seattle Zoning Code, provides the community with public benefits, and creates a development that respects the surrounding neighborhood while contributing to its overall character.

D. Applicant Profile

The applicant has been an active member of the Greenwood neighborhood for decades, with a focus on enacting positive social and economic growth in the community by contributing to new residential and retail development opportunities in the area. Examples of such developments include the nearby

Greenwood Fred Meyer and Morrow Apartments, as well as the adjacent Sedges Apartments, in addition to other developments still under construction. With the alley vacation, the applicant proposes to activate a vacant lot with a new market rate multi-family development at the intersection of N 87th Street and Palatine Ave N in response to the escalating need for housing in the City of Seattle.

E. Project Development Timeline

Below is a summary of actions completed to-date, shown in darker blue boxes, with future aspects of the development timeline shown in lighter blue. The yellow star indicates the current location of the application in the vacation Petition review process. Expected dates are preliminary estimates and may change as the permit process continues.

IV. Land Use Information and Summary Applicable City Plans and Policies

The Project site is zoned NC2-75(M) by the Seattle Zoning Code and designated Residential Urban Village by the Seattle Comprehensive Plan Future Land Use Map. Below is a summary of various applicable plans adopted by the City of Seattle and how the Project and the proposed alley vacation is consistent with those plans.

A. City of Seattle Comprehensive Plan (2015)

The site is designated Residential Urban Village by the Seattle Comprehensive Plan. The proposed development is consistent with the City of Seattle Comprehensive Plan, which aims to make the City more equitable, livable, sustainable, and resilient for today's communities and future residents. The development is consistent with goal UVG3 of the Urban Village element of the Plan and proposes to create additional housing opportunities in an urban village that is well-served by transit, utilities, parks, and other public amenities. The development will also incorporate green building practices and design features that enhance the neighborhood character and identity and provide street and landscaping improvements. The development will contribute to the City's goals of managing growth, reducing displacement, improving mobility, and protecting the environment. Vacation of the alley is supported by goal UVG7 of the plan, by proposing to use limited land resources efficiently and pursuing a development pattern that is economically sound. The alley currently provides limited benefits to public welfare, and may be better suited as part of a larger development that alleviates housing pressure and enhances the built environment.

B. The Greenwood-Phinney Ridge Neighborhood Plan (1999)

The Greenwood-Phinney Ridge Neighborhood Plan was approved in 1999 and is broadly focused on revitalizing the neighborhood, improving mobility and accessibility throughout the neighborhood, and increasing its mix of uses while preserving neighborhood character. The Plan identifies the community priority of preserving historic buildings that contribute character and authenticity to the area and also identifies opportunity areas for future development where more modern construction can occur without negatively impacting the character of the area. Additionally, the Plan seeks to remedy the loss of green vegetation and lack of infrastructure, such as sidewalks and drainage improvements. Additionally, the Plan seeks to create a main street for the Greenwood area and create highly connected civic places and commercial areas. Increasing landscaping quality and access to open space is also a priority of the Plan, as is improving walkability and accessibility within the community. The alley vacation supports these goals by allowing for development to occur with minimum setbacks from the sidewalk, enhancing the urban character of the Greenwood-Phinney Ridge neighborhood and contributing to a vibrant street scene – as opposed to preserving a dead-end alley that interrupts the street scene and provides no functional benefit.

C. Seattle Climate Action Plan (2013)

The Seattle Climate Action Plan aims to reduce greenhouse emissions by taking City actions that also benefit the neighborhoods, economy, and social justice. The Plan focuses on the most urgent and effective areas: road transportation, building energy and waste. The Plan also prepares our community for the expected impacts of climate change. The alley vacation will enable the development to provide compact urban living opportunities thus reducing the impact of new development, and proposes new shaded public places that may reduce the heat island effect in the area. Additionally, these open spaces

will provide a welcoming and inclusive space for everyone that enhances the neighborhood's liveliness, prosperity, and equity, and may reduce the need for vehicular trips to recreational spaces.

D. Seattle Pedestrian Master Plan (2017)

The vision of the Pedestrian Master Plan is to make Seattle the nation's most walkable and accessible city in the next 20 years. The Seattle Pedestrian Master Plan helps the City achieve this vision by focusing on the safety and well-being of residents and the vibrancy of our neighborhoods. The Plan proposes to improve walkability and accessibility by building and maintaining a complete pedestrian network, especially near schools and frequent transit. The Plan also sets strategies and actions to create vibrant public spaces and complete streets that make walking more comfortable and enjoyable. This alley vacation supports the Pedestrian Master Plan's goals by allowing for increased density in walkable neighborhoods, thus increasing pedestrian accessibility to other types of uses and public spaces.

E. Seattle Bicycle Master Plan (2014)

The Seattle Bicycle Master Plan (BMP) aims to integrate biking into the daily lives of Seattle residents of all ages and abilities by making it a comfortable mode of transportation. The BMP proposes a connected network of protected bike lanes and neighborhood greenways that will cater to the needs and preferences of different types of bikers, from the young and old, to the fast and fearless, to the casual and relaxed. The proposed project supports the BMP's goals and priorities by allowing a building design that implements street improvements and proposes a street configuration that removes parking from the northern property boundary, resulting in increased bicyclist visibility and fewer chances for vehicular conflicts for bikers.

F. Seattle Transit Master Plan (Amended 2016)

The Seattle Transit Master Plan is a 20-year vision for the transit system that Seattle will need in the long term. The Plan looks at how to meet the mobility needs of Seattle's residents and businesses with transit and how to support sustainable urban growth. The Transit Master Plan covers many important topics, such as: identifying the City's key transit corridors that have high or potential ridership; choosing the best transit modes for those corridors, such as bus rapid transit, light rail, or street car; connecting transit with walking and biking infrastructure, and using transit to create great places; improving bus transit performance with road improvements like bus bulbs and traffic signal priority; and working with Metro and Sound Transit to create a smooth, integrated, and user friendly network of transit services. The alley vacation will allow for the concentration of new residential development in areas that are already well-served by transit. Proposing higher-density development in walkable neighborhoods may bolster ridership on the nearby E line, 45 line, 28X line, and 5 line, reducing vehicular trips consistent with the goals of the Transit Master Plan.

V. Transportation

The alley is unimproved and does not provide any transportation functionality. No opportunity for future transportation use has been identified. The alley right-of-way is 16-feet wide and 121.9-feet long, for an approximate area of 1,951 feet. A Transportation Assessment and Alley Vacation Analysis (**EXHIBIT F**) was performed for the Project and reviewed the alley's functionality. This analysis indicated that the alley is not a functional piece of the City's transportation network, and vacation of the alley will not meaningfully affect transit, freight, pedestrian, and bicycle circulation and access.

VI. Utilities

No utility uses are located within the proposed alley vacation area, and no future utility uses have been identified. As a result, no mitigation is necessary or has been identified. **EXHIBIT G** depicts the current location of utilities within City rights-of-way in proximity to the Project site.

VII. Historic Sites or Buildings Affected by Vacation Proposal

No historic buildings have been identified on the Project site or its immediate surroundings.

VIII. Community Engagement Plan

A. Community Engagement Background

As part of the alley vacation process, applicants are required to develop community outreach plans with the Seattle Department of Neighborhoods ("DON") that reach demographics with historically underrepresented voices and address neighborhood specific concerns. The Community Engagement Plan for The Yew was submitted to the DON for review and was approved on April 27, 2023 (**EXHIBIT H**).

The Plan included a website hosting information for the Project, physical flyers posted throughout the neighborhood in areas of high foot traffic and local stores, and an in-person meeting at the Greenwood Library Branch where Project representatives gave an informational presentation and answered questions from members of the public. The in-person meeting took place on March 29, 2023. The project team also reached out to multiple local community groups in the area identified by the DON and shared updates with them throughout the outreach process.

Community Feedback Summary

Feedback received throughout the outreach process informed the Project's goals and design. The following is a summary of key issue areas identified by members of the public:

- Continuous sidewalks lacking in the neighborhood
- Pedestrian realm improvements
- Public safety improvements for "eyes on the street"
- High-quality architectural theme that is authentic to the Pacific Northwest

All community outreach efforts were summarized and approved by the DON. Early outreach requirements for the vacation Petition have been satisfied.

Community Feedback During Early Design Guidance

Three sentiments were expressed during the EDG public comment period. These are summarized below and include a brief statement on how the project's design responds to these comments.

What provisions are in place to ensure a safe walkable neighborhood?

- **Response**: The Project design responds to these comments. Sidewalk and asphalt enhancements will increase pedestrian safety in the area by providing accessible circulation surfaces. Additionally, ground-level residential uses place "eyes on the street" and contribute to an overall greater feeling of safety in the neighborhood.

A desire to have simplified use of colors on the project.

- **Response**: The Project implements a color palette that is authentic to the northwest and will not entail the use of fluorescent colors, loud colors, or an excessive amount of color and material changes.

A concern regarding an increase in shading on the north side of the building.

- **Response**: The Project's design mitigates concerns about shading along its northern edge by stepping back the massing of the upper levels southward, away from the street. This configuration minimizes the shade impacts to the public realm to the greatest extent feasible.

B. Project Consistency with Greenwood-Phinney Ridge Neighborhood Plan

The Project is located on the northern edge of the Greenwood-Phinney Ridge Residential Urban Village. The Greenwood-Phinney Ridge Neighborhood Plan implements goals and policies that have been tailored for the area. Key goals and policies from the Plan that are applicable to the project are listed below:

Goal: Conservation of the Historic Character of Greenwood's Four Corners.

- The Project is not located in the four corners area, but speaks to the historic character of Greenwood by implementing a materials and color palette that is authentic to the Pacific Northwest and consistent with the neighborhood pattern of development.

Goal: Protect and enhance the public qualities of corners with view east to Green Lake and the Cascade Mountains, and west to the Puget Sound and the Olympic Mountains.

- The Project is not located in an area that has street level views of these natural features, but nonetheless respects the streetscene and neighborhood context by stepping the majority of the massing back from the street to preserve access to light and air.

Goal: To create a vibrant pedestrian environment along diverse commercial and residential streets. This would include an eclectic set of design features including lively facades, signage, canopies, window displays, lighting, art, street trees, and plantings.

- The Project facilitates a vibrant streetscene by including ground level residential uses with two-storied townhomes on Palatine Ave N and two-storied storefront at the residential lobby entry facing the approximately 40’ wide of open Yew courtyard as a public amenity that may include landscaping, art and special lighting. The residential entry off the building corner transitions to a greenscreen wall and integrated overhead canopy providing weather protection along the widened sidewalk along N 87th Street. The Project also implements high quality landscaping in widened street planters that will contribute to the aesthetics of the street and increase pedestrian level interest. Interpretive signage describing the history of the area or the types of native vegetation used to landscape the site will provide an opportunity for visual interest and passive education.

Goal: Provide a reasonable cost system of walkways, roads, and surface water management strategies in keeping with the neighborhoods traditional character.

- The Project includes street improvements and will provide new walkable and continuous pedestrian connections between Palatine Ave N and 1st Avenue NW where previously there were none. The base Code requirements would only require a 6-foot sidewalk with a 5-foot landscaping planter along the project frontage. The Project proposes 9.5-foot sidewalks and a 6.5-foot landscape planter, in addition to an extra 92 feet of 6-foot sidewalk along the conservation parcel. The Project will also improve and resurface a roundabout located at N 87th Street and Palatine Ave. These improvements will be designed to speak to the character and "tell the story" of the neighborhood and the Greenwood Urban Village through new architectural screen/fence. The new Yew courtyard corner paving improvement at the intersection of N 87th St and Palatine include pervious paving and widened planters are proposed as public benefits that will fix some of the issues that have resulted from prior dewatering activities in the area. The building foundation system has several feet of gravel to control the roof run-off water flow into the existing stormwater system, gravel bed depth is sized per Geotechnical Engineer and Civil Engineer.

IX. City Vacation Policies

A. Summary of Project Consistency with City of Seattle Vacation Policies

The following section summarizes how the Project addresses and is consistent with the various Seattle vacation policy values (**EXHIBIT I**).

Public Trust

Generally, the City Council may only vacate streets and alleys within the City of Seattle when doing so is in the public interest. The alley under consideration for vacation serves no functional current or known potential future purpose and, due to the fact that it traverses an otherwise buildable parcel, is inhibiting the development of high-quality infill housing during a period of historic shortfalls in the construction of new housing and limiting residential opportunities in the City. In addition to providing improvements to the streetscape and landscaping in the neighborhood and an architecturally consistent multifamily building that is cohesive with existing development in the Greenwood-Phinney Ridge neighborhood, approval of the vacation will allow infill development that can satisfy at least some of the pent-up demand for housing in the City.

Circulation

The alley right-of-way proposed for vacation is a small remnant of what had been originally platted as an alley that was never improved between N 87th Street and N 86th Street. The majority of this alley was vacated in 1972, leaving just the remainder 1,952 square feet that are the subject of this Petition. All of the land abutting this alley is owned by the applicant or LLCs controlled by the applicant. As built, the alley provides no additional circulation benefits to the neighborhood. The alley provides no opportunity for increasing future access within the neighborhood as the parcel it bisects is the last remaining undeveloped parcel in the block and no other parcels can use it for access. The Project's proposed public benefits include enhancements to the existing vehicular and pedestrian circulation areas in and through the neighborhood, which consist of surfacing improvements at the intersection at the location of N 87th Street and Palatine Ave, and a continuous sidewalk along the full block width of N 87th Street.

Access

A primary purpose of rights-of-way is to provide access. As built, the alley provides no access benefits to the community or the parcels it abuts due to the configuration of existing development on adjacent parcels. The adjacent parcels are also owned by the applicant. The proposed vacation will not result in negative effects on current or future vehicular, bicycle, or transit access needs.

Utilities

No utilities are currently located within the unimproved alley. Given that the majority of the alley within this block was previously vacated, there is little to no opportunity to use the right-of-way as a utility corridor. Future development will be of a scale that utility access may occur directly from the street without negative impacts.

Free Speech

The alley is currently unimproved. To the knowledge of the applicant, the alley has not been the site of previous free-speech and protest activity; however, the Project will include identified publicly accessible plaza space on the corner of N 87th and Palatine Ave N that will allow for free speech activities to occur in-lieu of the alley. This corner plaza has greater visibility and accessibility than the existing alley.

Public Assembly

The alley is currently unimproved. To the knowledge of the applicant, the alley has not been the site of previous public assembly activity; however, the Project will include identified publicly accessible plaza space on the corner of N 87th and Palatine Ave N that will allow for public assembly activity to occur in-lieu of the alley. This corner plaza has greater visibility than the existing alley.

Open Space

The Project is proposing to provide publicly accessible open space beyond what is required along the sidewalks and to improve this area with high-quality landscaping. Additionally, the publicly accessible plaza area at N 87th Street and Palatine Ave N will provide open space for members of the public to rest and recreate. The alley is currently unimproved and does not provide useable amenities or outdoor space. Vacation of the alley results in an optimal use of the approximately 35' wide parcel to the west of the alley to be vacated and result in the proposed building configuration that recedes away from N 87th Street and visually maximizes the publicly accessible corner open space to the upper-level terrace amenities, thus increasing open space access for both residents and the general public.

Light and Air

Preservation of access to light and air is a significant component of the Project's design. The Project occurs at the northern edge of the Greenwood-Phinney Ridge Urban Village and transitions to single-family housing across N 87th Street. To preserve the access of light and air for the streets, neighboring properties and their yards, the massing of the upper stories of the project are set back significantly from the street. This design ensures the street and all neighboring properties continue to have access to light and air to the greatest extent feasible. Without the alley vacation, more development would have to be concentrated along the street; the alley vacation enables the proposed massing to step-back and the preservation of light and air by allowing the main components of the structure to be set back towards Project's southern property boundary.

Views

There are currently no view opportunities to major landscape features available from the alley, and the vacation of the alley will not result in the loss of any views.

Land Use and Urban Form

The majority of the alley within this block has been previously vacated and its vacation will not interrupt the functionality of the street system within the neighborhood. The urban character of the Greenwood-

Phinney Ridge Urban Village will be preserved and enhanced as the street levels of the Project are oriented to the street and includes minimal setbacks, while upper stories are concentrated to the rear of the site to provide massing relief to nearby single-family homes.

B. Public Benefits Proposal: Summary of Vision and Goals

Applicants are required to create a public benefits package that satisfies the public benefits and public trust requirements of the Seattle Vacation Policies as part of the alley vacation Petition process. The public benefits package for The Yew project was developed through neighborhood research, consultation with the DON to ascertain neighborhood needs, and most importantly, through a variety of direct public outreach methods that resulted in detailed information regarding community preferences.

The goal of the Project's public benefits package is to address community concerns and provide additional amenities beyond what is ordinarily required by the City Code. As described in Section VIII of this Petition, information gathered during the public outreach process identified several community-identified priorities for the neighborhood. These preferences and how they influenced the Project's proposed public benefits are described below. These public benefits are graphically depicted in **EXHIBIT C & EXHIBIT D** and summarized in **EXHIBIT J**.

Public Benefit: Sidewalk and Pedestrian Realm Enhancements

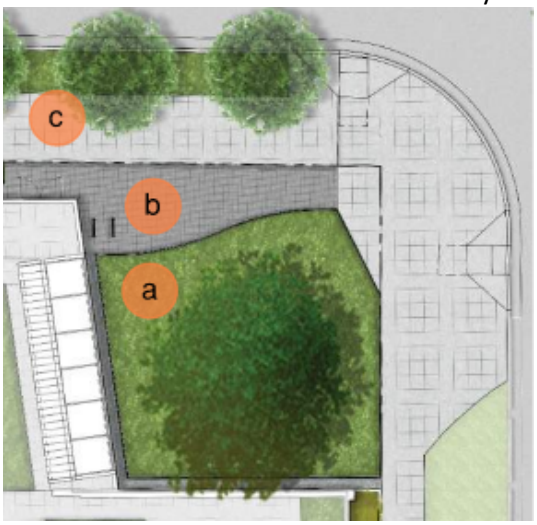
Among the most important items to the community was the provision of new, safe pedestrian connections. No sidewalks exist on the south side of this block of N 87th Street, and only intermittent and dilapidated sidewalks exist on the north side. The community indicated that this is a popular pedestrian thoroughfare because it is parallel to the busy North 85th Street retail corridor but offers a quieter, calmer pedestrian experience. However, they lamented the lack of continuity and accessible sidewalk connections in the area.

As a result of this feedback, the Project proposes to expand sidewalk widths along the project frontage from the minimum of 6-feet required by the existing Code to an increased 9.5-feet. Landscape planters will be expanded from the minimum of 5-feet to a larger 6.5-feet, increasing the buffer between pedestrians and the street. In addition, the applicant would also continue the new 9.5-foot sidewalk, an additional 93 feet to the west to 1st Avenue NW in front of the adjacent Conservation Parcel that is protected from development by the existing conservation. Together with the enhanced project frontage sidewalk, this new connection to the southeast corner of 1st Avenue NW and N 87th Street will provide a new, safer, continuous east-west connection in a neighborhood where previously there was none.

Public Benefit: The Yew Tree Corner Plaza

As part of the prior PUDA mentioned above, the mature Yew tree was relocated in November of 2018 from a neighboring property to the project parcel. The applicant proposes to utilize this existing landscape element by developing a garden beneath it and using them both to anchor a public plaza at the corner of the intersection of N 87th Street and Palatine Ave N. This 1,900 square foot plaza will be open to the public and will provide space for free speech and public assembly activities, as well as a peaceful area to recreate and relax.

The Story of the Yew Tree Relocation



Plan View of the Yew Courtyard

Rendered View of the Yew Courtyard

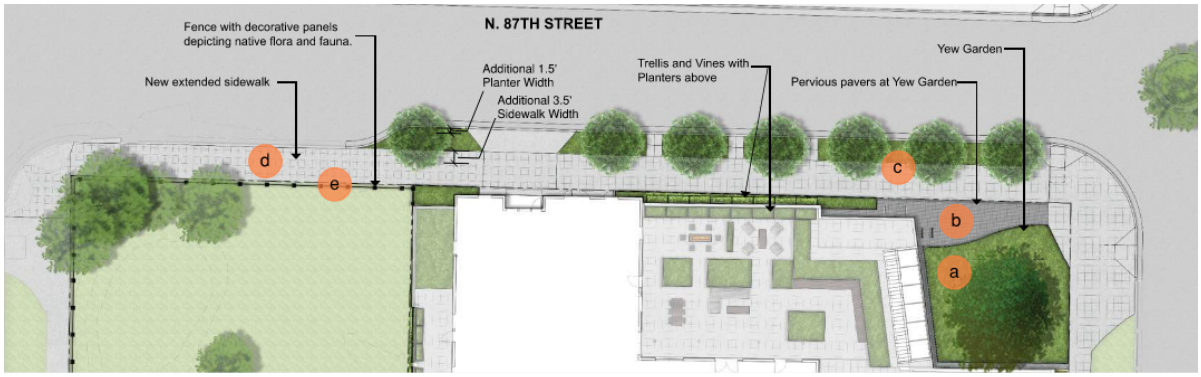
Public Benefit: Pedestrian-Scale Thematic Elements

Neighborhood authenticity was a concern raised by the public during the outreach process. Members of the public expressed dislike for building architecture with "tech-looking" facades that do not speak to the vernacular of the Greenwood neighborhood and the greater Pacific Northwest. As a result, preservation of community character was a significant design consideration during the design phase of the Project. Beyond simply ensuring architectural authenticity and compatibility of the proposed building, it is important for Project elements to contribute to the narrative of the neighborhood.

To achieve this integration, a suite of thematic pedestrian-scale elements are proposed. The Project implements a landscaping palette consisting of native plantings and landscape planters that exceed Code standards, and provide buffering from the street. Interpretive signage is proposed in areas such as the Yew Tree Courtyard, along the enhanced sidewalk, and at the edge of the Conservation Parcel describing native plantings and the history of the Greenwood neighborhood. The signage could also discuss "the bog" underlying this portion of the neighborhood and the importance of preserving the continuity of its natural systems. Thematic enhanced exterior lighting will emphasize these elements at night and contribute to the feeling of safety for those using the street in the evenings.

Public Benefit: Conservation Parcel Enhancements

The parcel to the west of the Project site is owned by the applicant and is subject to a pre-existing PUDA (King County AFN 20100216001383). Per the PUDA, the purpose of this Conservation Parcel is to provide natural open space that allows for infiltration to occur to preserve the characteristics of the peat settlement area underlying much of the neighborhood (i.e., "the bog"). As part of the current Project, the applicant proposes to improve and enhance the north edge of this Conservation Parcel by replacing the existing chain-link fence on the north and west property lines with a decorative architectural fence that depicts animals native to the area and foliage of plants native to the Pacific Northwest. Additionally, the previously mentioned interpretive signage may be located along this fence to educate the public about the purpose of the parcel, and the importance of balancing natural systems, such as groundwater infiltration, with human development.



Excerpt from **EXHIBIT D**

Public Benefit: Street Roundabout Resurfacing and Enhancement

Dewatering activity associated with past development in the neighborhood caused significant compaction of the subsurface peat. Over time, this compaction has altered the surface topology and affected the continuity of sidewalks and street use in the neighborhood. The roundabout at the intersection of N 87th Street and Palatine Ave N is one example of this subsidence, which has resulted in irregular driving and biking conditions due to the extreme variation in the asphalt surface of the street.

As part of the Project's public benefits package, the roundabout in this intersection is proposed to be reconfigured and its asphalt surface restored. This will provide relief by adding material to smooth out existing uneven surfaces and reconfiguring the roundabout landscape planter, improving the smoothness of the asphalt and increasing intersection safety.

Summary of Public Benefits Proposal

		YEW @GW: ALLEY VACATION VALUATION		
	Project Address	**8623 Palatine Ave N, Seattle, WA 98103**		
	Alley Area	1,951 SF	(Per Survey)	
	Total Cost of	$33,843,544		
	PUBLIC BENEFITS			
	Project Component	**Improvements Required by Code**	**Public Benefit Provided (above/beyond Code Requirements)**	**Value of Public Benefits ($)**
A	**Neighborhood Connectivity**			
	1) Streetscape and Pedestrian Experience	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	$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
	2) Placemaking	a) Nothing required by Code	a) Create a 1,900 square feet publicly accessible courtyard near the intersection of N 87th St and Palatine	$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
	3) Sidewalk Continuity along N 87th St, along the conservation parcel	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	**Neighborhood Safety**			
	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	
			TOTAL PUBLIC BENEFITS VALUATION (+/-)	**$301,381**

X. Environmental Review:

A SEPA checklist has been completed and is attached as **EXHIBIT K**.

XI. Previously Rejected Vacation Proposal

There has been no prior vacation Petition proposal associated with the Project or this site.

LIMITED LIABILITY COMPANY AGREEMENT
OF THE YEW, LLC

This LIMITED LIABILITY COMPANY AGREEMENT (this "Agreement") of The Yew, LLC, a Washington limited liability company (the "Company"), is made as of this 27 day of October, 2022 by Greenwood Shopping Center, Inc., a Washington corporation (the "Founding Member," and together with any other members of the Company, the "Members").

The Company was formed when its Certificate of Formation (the "Certificate of Formation") was filed with the Secretary of State of the State of Washington in accordance with the Washington Limited Liability Company Act (as amended from time to time, the "Act").

In consideration of the foregoing and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Members hereby agree as follows:

ARTICLE 1
The Limited Liability Company

1.1 Formation. The Company has been formed pursuant to the Certificate of Formation, which was filed with the Secretary of State of the State of Washington, in conformity with the Act.

1.2 Name. The name of the Company is "The Yew, LLC," and its business shall be carried on in such name with such variations and changes as the Manager shall determine or deem necessary to comply with requirements of the Act.

1.3 Business Purpose; Powers. The Company is formed for the purpose of acquiring, financing, developing, constructing, owning, and operating that certain real property located in the County of King, State of Washington, under King County Recording Number 2009110300009, and to engage in any lawful business, purpose or activity for which limited liability companies may be formed under the Act. The Company shall possess and may exercise all the powers and privileges granted by the Act or by any other law or by this Agreement, together with any powers incidental thereto, so far as such powers and privileges are necessary or convenient to the conduct, promotion or attainment of the business purposes or activities of the Company.

1.4 Registered Office and Agent. The location of the registered office of the Company is as set forth in the Certificate of Formation. The Company's registered agent at such address shall be as set forth in the Certificate of Formation.

1.5 Term. Subject to the provisions of Article 6 below, the Company shall have perpetual existence.

ARTICLE 2
The Members

2.1 The Members. The name and address of the Members are as follows:

Name	Address
Greenwood Shopping Center, Inc. (100 Class A Units)	8623 Palatine Avenue North Seattle, WA 98103-6903

2.2 Liability of the Members. All debts, obligations and liabilities of the Company, whether arising in contract, tort or otherwise, shall be solely the debts, obligations and liabilities of the Company, and the Members shall not be obligated personally for any such debt, obligation or liability of the Company solely by reason of being a Member unless the Members agree in a written instrument to be personally obligated.

2.3 Admission of Members. New Members shall be admitted only upon the prior written approval of the Manager and the Founding Member and upon amendment of this Agreement as provided in Section 9.2 below.

ARTICLE 3
Management by the Manager

3.1 Management of the Company. The Company shall be Manager managed as provided in the Act. Greenwood Shopping Center, Inc., a Washington corporation shall be the manager of the Company (in its capacity as the manager of the Company, the "Manager"). Upon the Manager's resignation or inability to serve, the Founding Member shall appoint a successor Manager. The Manager, acting alone, shall have the exclusive right and power to manage, operate and control the Company and to do all things and make all decisions necessary or appropriate to carry on the business and affairs of the Company consistent with its powers purpose and to act on behalf of the Company including, without limitation:

(a) To spend the capital and revenues of the Company;

(b) To acquire, sell, improve and operate any Company assets;

(c) To employ persons, firms and/or corporations for the operation and management of the Company's business and for the operation of any Company assets; including but not limited to management agents, maintenance contractors, service contractors, attorneys and accountants;

(d) To execute, acknowledge and deliver any and all instruments to effectuate any of the foregoing powers and any other powers granted the Manager under the laws of the state of Washington or other provisions of this Agreement, and to execute and file amendments to the Certificate of Formation for the Company, as determined to be appropriate by the Manager;

(e) To enter into and to execute agreements for services, as well as any other agreements and all other instruments the Manager deems necessary or appropriate to operate the Company's business and to operate and dispose of Company assets or to effectively and properly perform its duties or exercise its powers hereunder;

(f) To borrow money on a secured or unsecured basis from individuals, trusts, banks and other lending institutions to finance the acquisition of any asset or refinance Company assets, to meet other Company obligations, provide Company working capital and for any other Company purpose upon such terms and conditions as determined by the Manager in its sole discretion, and to execute promissory notes, security agreements, and assignments of Company property, and such other security instruments as a lender of funds may require; provided, that no person, bank or other lending institution to which the Manager applies for a loan shall be required to inquire as to the purpose for which such loan is sought, and as between the Company and such person, bank or other lending institution, it shall be conclusively presumed that the proceeds of such loan are to be, and will be, used for purposes authorized under the terms of this Agreement;

(g) To purchase, at the expense of the Company, such liability and other insurance as the Manager, in its sole discretion, deems advisable to protect the Company's assets and business; *provided, however*, that the Manager shall not be liable to the Company or the other Members for failure to purchase any insurance;

(h) To sue and be sued, complain, defend, settle and/or compromise, with respect to any claim in favor of or against the Company, in the name and on behalf of the Company; and

(i) To do all other things necessary or convenient for the operation of the Company.

3.2 Time Devoted to the Company. The Manager shall devote so much of its time to the business of the Company as in its judgment the conduct of the Company's business reasonably requires. The Manager may engage in business ventures and activities of any nature and description independently or with others, whether or not in competition with the business of the Company, and shall have no obligation to disclose business opportunities available to him, and neither the Company nor any of the other Members shall have any rights in and to such independent ventures and activities or the income or profits derived therefrom by reason of their acquisition of interests in the Company.

ARTICLE 4
Capital Structure and Contributions

4.1 Capital Structure. The capital structure of the Company does and shall consist of one hundred (100) Class A Units in the Company (the "Units"), and the Members own the Units as set forth in above in Section 2.1.

4.2 Capital Contributions. From time to time, the Manager may determine that the Company requires capital and may make requests or arrangements for additional capital. A capital account shall be maintained for each of the Members, to which contributions and profits shall be credited and against which distributions and losses shall be charged.

ARTICLE 5
Profits, Losses and Distributions

5.1 Profits and Losses. For financial accounting and tax purposes, the Company's profits or

losses shall be determined on an annual basis in accordance with the manner determined by the Manager. In each year, profits and losses shall be allocated entirely to the Members.

5.2 Distributions. The Manager shall determine in its sole discretion the amount, if any, of cash available to be distributed to the Members, and shall authorize and distribute on the Units, the determined amount when, as and if declared by the Manager. The distributions of any cash shall be allocated entirely pro rata to the holders of the Units.

ARTICLE 6
Events of Dissolution

The Company shall be dissolved and its affairs wound up upon the occurrence of either of the following events:

(a) the Manager's election to dissolve the Company if permitted pursuant to any loan to the Company; or

(b) any event which under applicable law would cause the dissolution of the Company, provided that, unless required by law, the Company shall not be wound up as a result of any such event and the business of the Company shall continue.

ARTICLE 7
Transfer of Interests in the Company

Members may not sell, assign, transfer, convey, gift, exchange or otherwise dispose of any or all of their Units except with the prior written consent of the Manager and the Founding Member and receipt by the Company of a written agreement executed by the person or entity to whom such Units are to be transferred agreeing to be bound by the terms of this Agreement.

ARTICLE 8
Exculpation and Indemnification

8.1 Exculpation. Notwithstanding any other provisions of this Agreement, whether express or implied, or any obligation or duty at law or in equity, none of the Manager or the Members (individually, a "Covered Person" and, collectively, the "Covered Persons") shall be liable to the Company or any other person or entity for any act or omission (in relation to the Company, its assets or the conduct of its business or affairs, this Agreement, any related document or any transaction or investment contemplated hereby or thereby) taken or omitted by a Covered Person in good faith in a manner such Covered Person believed to be in, or not contrary to, the best interests of the Company and within the scope of authority granted to such Covered Person by this Agreement, provided such act or omission does not constitute fraud, willful misconduct or gross negligence.

8.2 Indemnification. To the fullest extent permitted by law, the Company shall indemnify and hold harmless each Covered Person from and against any and all losses, claims, demands, liabilities, expenses, judgments, fines, settlements and other amounts arising from any and all

claims, demands, actions, suits or proceedings, civil, criminal, administrative or investigative, in which the Covered Person may be involved, or threatened to be involved, as a party or otherwise, by reason of its management of the affairs of the Company or which relates to or arises out of the Company or its assets, business or affairs.

ARTICLE 9
Miscellaneous

9.1 Tax Treatment. Unless otherwise determined by the Manager, the Company shall be a disregarded entity for U.S. federal income tax purposes (as well as for any analogous state or local tax purposes), and the Manager and the Company shall timely make any and all necessary elections and filings for the Company treated as a disregarded entity for U.S. federal income tax purposes (as well as for any analogous state or local tax purposes).

9.2 Amendments. Amendments to this Agreement and to the Certificate of Formation must be approved in writing by the Manager and the Founding Member. An amendment shall become effective as of the date specified in the approval of the Manager or, if none is specified, as of the date of such approval or as otherwise provided in the Act. Notwithstanding the foregoing, the Manager may, without the consent of any Member, amend: (a) Section 2.1 of this Agreement to reflect the proper admission of a new Member or the removal of a Member which has ceased to be a Member; (b) any provision of this Agreement to (i) effect compliance with any applicable law or regulation, and each Member agrees to be bound by the provisions of any such amendment, (ii) cure any ambiguity herein or eliminate inconsistent provisions, (iii) reflect any change in the Company's principal offices or agent for service of process; and/or (c) any provision of this Agreement provided such amendment does not adversely affect the rights of any Member.

9.3 Severability. If any provision of this Agreement is held to be invalid or unenforceable for any reason, such provision shall be ineffective to the extent of such invalidity or unenforceability; provided, however, that the remaining provisions will continue in full force without being impaired or invalidated in any way unless such invalid or unenforceable provision or clause shall be so significant as to materially affect the expectations of the Manager regarding this Agreement. Otherwise, any invalid or unenforceable provision shall be replaced by the Manager with a valid provision that most closely approximates the intent and economic effect of the invalid or unenforceable provision.

9.4 Limited Liability Company. The Manager and the Founding Member intend to form, and intends the Company to be, a limited liability company and did not intend to form, and does not intend the Company to be, a partnership under the laws of the state of Washington or any other laws.

9.5 Governing Law; Arbitration. This Agreement is being delivered in the State of Washington, and shall be construed and enforced in accordance with, and the rights of the parties shall be governed by, the law of the State of Washington without regard to principles of conflicts of laws. Any claim or dispute between the parties under this Agreement or otherwise shall be determined by arbitration in or near Seattle, Washington (or such other mutually agreed location) under the American Arbitration Association ("AAA") Commercial Arbitration Rules with

Expedited Procedures in effect on the date hereof, as modified by this Agreement, but the arbitration shall not be administered by the AAA. There shall be one neutral arbitrator, who shall be a neutral retired federal or state judge (*e.g.*, JAMS) selected by the parties as follows: each party shall submit a list of three proposed neutral arbitrators within ten (10) days of the arbitration demand, and if the parties do not agree to an arbitrator within five (5) days thereafter, then within three (3) days the responding party shall select the arbitrator from the list previously provided by the demanding party. If a party fails to comply timely in good faith with the selection process, any party may petition the presiding judge of the Snohomish County Superior Court to appoint the arbitrator. Any issue about whether a claim is covered by this Agreement or regarding the validity of the arbitrator's selection shall be determined by the arbitrator. At the request of either party made not later than thirty (30) days after the arbitration demand, the parties agree to submit the dispute to nonbinding mediation which shall not delay the arbitration date. There shall be no substantive motions or discovery, except the arbitrator shall authorize such discovery and enter such prehearing orders as may be appropriate to ensure a fair private hearing, no longer than two (2) days in length, which shall be held within sixty (60) days of the demand. These time limits are not jurisdictional. The arbitrator shall apply substantive law and may award injunctive relief or any other remedy available from a judge (except for punitive damages) and shall award attorneys' fees and costs to the substantially prevailing party.

9.6 Heirs, Successors, Assigns. Each and all of the covenants, terms, provisions and agreements contained in this Agreement shall be binding upon and inure to the benefit of the parties to this Agreement and, to the extent permitted by this Agreement, their respective heirs, legal representatives, successors and assigns.

9.7 Creditors; No Third Party Beneficiaries. None of the provisions of this Agreement shall be for the benefit of or enforceable by any creditor of the Company. The covenants, obligations and rights set forth in this Agreement are not intended to benefit any creditor of the Company, any creditor of any Member or any third party. Except as permitted by applicable law, no such creditor or third party shall, under any circumstances, have any right to compel any actions or payments by the Company or the Members, or shall, by reason or any provision contained in this Agreement, be entitled to make any claim in respect to any debt, liability, obligation or otherwise against any such party.

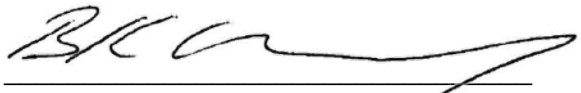
9.8 Additional Instruments. Each Member agrees to execute such other and further statements of interest and holdings, designations, powers of attorney and other instruments necessary to comply with any laws, rules or regulations.

9.9 Counterparts; Electronic Signature. The parties to this Agreement may execute this Agreement in any number of counterparts, each of which, when executed and delivered, shall be an original; but all such counterparts shall constitute one and the same instrument. Delivery of executed counterparts via electronic signature to this Agreement shall be effective and binding upon execution and delivery.

[Signature Page Follows]

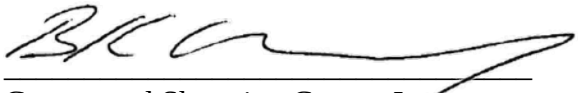
IN WITNESS WHEREOF, the undersigned has duly executed this Agreement as of the day first above written.

The Manager:



Greenwood Shopping Center, Inc.
By Brad K. Hansford
Its President

Founding Member:



Greenwood Shopping Center, Inc.
By Brad K. Hansford
Its President

Member: _____

[Signature Page to The Yew, LLC Agreement]

GREENWOOD MSC PROPERTIES LLC

a Washington limited liability company

OPERATING STATEMENT

The undersigned Member, having formed a limited liability company under the Laws of Washington, hereby states as follows:

Article 1
Formation

1.1 **Name.** The name of the limited liability company (the "**Company**") is Greenwood MSC Properties LLC.

1.2 **Certificate of Formation.** The Certificate of Formation was filed on October 26, 2012 with the Secretary of State's office.

1.3 **Nature of Business.** The purposes of the Company are to own, manage and operate property and to engage in any other lawful business permitted by the Washington Limited Liability Company Act ("Act") or the laws of any jurisdiction in which the Company may do business. The Company shall have the authority to do all things necessary or convenient to accomplish its purposes and operate its business.

1.4 **Defects as to Formalities.** A failure to observe any formalities or requirements of this Statement, the Certificate of Formation or the Act shall not be grounds for imposing personal liability on the Member for liabilities of the Company.

Article 2
Member, Capital Account and Contributions

2.1 **Name and Address.** The name and address of the sole Member of the Company is as follows:

Greenwood Shopping Center, Inc.
8623 Palatine Avenue North
Seattle, Washington 98103-6903

2.2 **Other Business of Member**. The Member may engage independently or with others in other business and investment ventures of every nature and description and shall have no obligation to account to the Company for such business or investments or for business or investment opportunities.

2.3 **Capital Account.** The Member's capital account shall be (i) credited with all capital contributions by the Member and all income and gain (including any income exempt from federal income tax) of the Company; and (ii) charged with the amount of all distributions to the Member and all losses and deductions of the Company. Non-cash capital contributions will be credited at the fair market value of the property on the date of contribution.

2.4 **Initial Capital Contribution.** The Member has or will have contributed to the capital of the Company, in the form of real property more particularly described in Schedule I.

2.5 **Additional Capital Contributions.** The Member may, from time to time, contribute to the Company cash or other property in such amounts as the Member determines to be reasonably necessary for the operation of the Company's business.

Article 3
Management

The Company shall be managed by the Member. The Member shall devote such time and attention to the business of the Company as may be reasonably necessary to the conduct of such business. The Member shall, to the fullest extent permitted by the Act, have the right and authority to manage the affairs of the Company. The Member shall have no duty to record in writing or otherwise any decision made by the Member in the Member's capacity as a member or manager, and the absence of any such record shall not impair the validity of any such decision.

Article 4
Transfer of Ownership Interests

The Member shall have the right to sell or otherwise voluntarily transfer the Member's ownership interest in the Company to any person or entity at any time and on such terms and conditions as the Member may determine.

Article 5
Admission of Additional Members

Whether additional members shall be admitted as members of the Company shall be in the sole discretion of the Member. If, at any time, the Company has two or more members, the members shall with reasonable promptness make all amendments to this Agreement as are necessary to reflect their agreement concerning the allocation of the Company's profits and losses, the allocation of management rights, and other appropriate matters.

Article 6
Accounting and Records

6.1 **Books of Account.** The Company shall maintain a register showing the name, address, and capital contributions of the Member and shall keep books and records of the operation of the Company which are appropriate and adequate for the Company's business. The Member shall have access thereto at all reasonable times.

6.2 **Fiscal Year.** The fiscal year of the Company shall be from October 1 to September 30.

6.3 **Tax Returns.** The Member shall cause all required federal and state income tax returns for the Company to be prepared and timely filed with the appropriate authorities.

6.4 **Expenses of Organization.** The Company is hereby authorized to pay all charges and expenses, including attorneys' fees and accounting fees, incident to or arising out of the organization of the Company and to reimburse the Member for any disbursement made by the Member therefor.

6.5 **Reimbursement.** The Company shall either pay directly or reimburse expenses incurred by the Member in connection with and related to the business of the Company, upon presentation of proper documentation supporting such expenses.

Article 7
Dissolution

The Member in the Member's sole and absolute discretion may determine whether and when to dissolve the Company. Unless the Member otherwise elects, the bankruptcy or insolvency of the Member shall not be an event of dissociation, nor shall it cause the Company to be dissolved.

Upon the dissolution of the Company, the Member shall wind up the affairs of the Company. A full account of the assets and liabilities of the Company shall be taken. The assets shall be promptly liquidated and the proceeds thereof applied as required by law. With the approval of the Member, the Company may, in the process of winding up the Company, elect to distribute certain property in kind.

Article 8
Indemnification

The Company shall indemnify and hold harmless the Member, to the fullest extent permissible under Washington law, from any and all liabilities, obligations, expenses (including, without limitation, attorneys' fees), claims, demands, actions, suits or proceedings (civil, criminal, administrative or investigative), in which the Member may be or become involved, as a party or otherwise, by reason of its membership in the Company or its participation in the management of the affairs of the Company, whether or not it continues to be a member or manager at the time any such alleged liability or expense is paid or incurred.

Article 9
Amendments

The Member may amend or repeal the provisions of this Statement or the Certificate of Formation at any time.

Article 10
Miscellaneous

10.1 **Governing Law.** This Statement and its formation, operation and performance, shall be governed, construed, performed and enforced in accordance with the laws of the State of Washington, excluding its conflict of law principles.

10.2 **Severability.** If any provision of this Statement, or the application thereof to any circumstance, person or place, shall be held by a court or other tribunal of competent jurisdiction to be invalid, unenforceable or void, the remainder of this Statement and such provisions as applied to other circumstances, persons or places shall remain in full force and effect.

ADOPTED to be effective as of the 26 day of October, 2012, by the undersigned sole Member.

Greenwood Shopping Center Inc.

Brad K. Hansford, President

GREENWOOD MSC PROPERTIES LLC

SCHEDULE I
Capital Contributions

SCHEDULE I as of _____, 2012

"Capital"

Real Property:

- 200 N 85th, **(Carpet Store/Office)** Property Tax Parcel Account Number: 362603-9042-06
- Lot 7, 8, 9 & 10 **(Lots on East side of Palatine Ave N and North of the McDonalds Lot)**
  Lot 7 Block 1 Wegeners Addition, Tax Parcel Account Number: 362603-9035-02
  Lot 8 Block 1 Wegeners Addition, Tax Parcel Account Number: 362603-9040-05
  Lot 9 Block 1 Wegeners Addition, Tax Parcel Account Number: 362603-9045-00
  Lot 10 Block 1 Wegeners Addition, Tax Parcel Account Number: 362603-9050-02
- Lot 1 of Boundary Adjustment No. 309165 recorded under King County Recording Number 20091103000009. **(North of The Sedges, between 1st NW & Palatine)** Tax Parcel Account Number: 923190-0145-09
- Lot 2 of Boundary Adjustment No. 309165 recorded under King County Recording Number 20091103000009. **(North of The Sedges, between 1st NW & Palatine)** Tax Parcel Account Number: 923190-0095-09

Total Assets: $_____

ORGANIZATIONAL CONSENT
OF
GREENWOOD MSC PROPERTIES LLC

The undersigned, being the sole member of Greenwood MSC Properties LLC, a Washington limited liability company (the "Company"), hereby waives all notices, statutory and otherwise, and consents to the following actions in lieu of holding an organizational meeting for that purpose:

RESOLVED, that the Certificate of Formation of the Company filed in the office of the Secretary of State of the State of Washington on October 26, 2012, is approved and placed in the Company's minute book.

RESOLVED, that the Operating Statement, in the form attached hereto as Exhibit A, is hereby approved, confirmed and ratified, and a duly authorized representative (the "Representative") of the sole Member and manager of the Company (the "Member") shall execute and cause the same to be inserted into the Company's minute book.

RESOLVED, that the Representative is hereby authorized and directed to accept for the Company such contributions of real property from Greenwood Shopping Center, Inc. as are more particularly described on **Exhibit A** and to arrange for the recording for such deeds as are reasonably necessary and appropriate to effect such transfer.

RESOLVED, that the Representative is authorized and directed, on behalf of the Company, to execute any required banking resolutions in such form as the Representative deems necessary and appropriate to establish and maintain with such bank or other financial institution as the Representative may select, any savings, checking and/or borrowing accounts as, in the Representative's discretion, are necessary and appropriate for the ongoing business and operation of the Company.

RESOLVED, that the Representative is hereby authorized and directed to file with the Secretary of State of Washington the Initial Annual Report for the Company within the time limit specified by statute.

RESOLVED, that the Representative is hereby authorized to take such actions as it deems reasonably necessary or appropriate and to enter into such arrangements, contracts, and other dealings as it might deem reasonably necessary or appropriate to make the Company operational and for the Company to commence operations.

RESOLVED, that the fiscal year of the Company shall commence on November 1st and end on October 31st of each year.

RESOLVED, that the Representative is hereby authorized and directed to apply for and to obtain all licenses, permits, and authorizations required under any laws or regulations affecting the operations of the Company. Any and all actions previously taken or to be taken by the Representative or Member for such purposes are hereby approved, ratified and confirmed in all respects.

RESOLVED, that the Representative is authorized and directed to take any and all actions as the Representative deems reasonably necessary or appropriate to effect the foregoing resolutions and the transactions contemplated by them.

RESOLVED, that all acts and actions taken by the Representative and the Member of the Company in connection with the business and operations of the Company, are approved, affirmed and ratified in all respects as acts of the Company.

Dated effective the 26 day of October 2012.

Greenwood Shopping Center, Inc.,
Sole Member

Brad K. Hansford, President

EXHIBIT A

Operating Statement

AMENDED AND RESTATED BYLAWS OF
GREENWOOD SHOPPING CENTER, INC.
ADOPTED APRIL 29, 2023

Article I. Offices

The principal office of Greenwood Shopping Center, Inc., a Washington corporation (the "Corporation") shall be located at 8623 Palatine Ave N, Seattle, Washington 98103-3691. The Corporation may have such other offices, either within or without the State of Washington, as the Board of Directors (the "Board") may designate or as the business of the Corporation may require from time to time.

Article II. Shareholders

2.1 Annual Meeting. The annual meeting of the shareholders shall be held between October 1 and December 31 of each year, at such time and place as shall be designated by the Board of Directors for the purpose of electing directors and transacting such other business as may come before the meeting. If the election of directors is not held on the day designated for the annual meeting of the shareholders, or at any adjournment thereof, the election shall be held at a special meeting of the shareholders called as soon thereafter as practicable.

2.2 Special Meetings. The President or the Board may call special meetings of the shareholders for any purpose. At the request of the holders of not less than one-tenth of all the outstanding shares of the Corporation entitled to vote at the meeting, the President shall call a special meeting of the shareholders.

2.3 Notice of Meeting. All meetings shall be held at the principal office of the Corporation or at such other place within or without the State of Washington designated by the Board. The Board, in its sole discretion, may also determine that an annual meeting or a special meeting will not involve a physical assembly of shareholders at a particular geographic location, but instead shall be held solely by means of remote communication, in accordance with RCW 23B.07.080 or any successor or other applicable law.

2.4 Place of Meeting. The President or Board, when calling an annual or special meeting of shareholders, shall cause to be delivered to each shareholder entitled to vote at such meeting notice of such meeting. Such notice may be delivered personally, by mail, by email or other method of electronic transmission (where the shareholder has consented to receipt of notices via email or other method of electronic transmission) or by other method authorized by applicable law not less than ten (10) nor more than 60 (sixty) days before the meeting written notice stating the place, day and hour of the meeting and, in the case of a special meeting, the purpose or purposes for which the meeting is called.

2.5 Action by Shareholders Without a Meeting. Any action required or permitted to be approved at a shareholders' meeting may be taken without a meeting if a written consent setting forth the action so approved is signed by all shareholders entitled to vote with respect to the subject matter thereof. Any such consent shall be inserted in the minute book as if it were the minutes of

a shareholders' meeting.

2.6 Quorum. A majority of the outstanding shares of each class of stock of the Corporation entitled to vote, represented in person or by proxy, shall constitute a quorum at a shareholders' meeting. If less than a majority of the outstanding shares of each class of stock of the Corporation entitled to vote are represented at a meeting, a majority of the shares so represented may adjourn the meeting from time to time without further notice. At an adjourned meeting at which a quorum is present or represented, any business may be transacted that might have been transacted at the meeting as originally notified. The shareholders present at a duly organized meeting may continue to transact business until the adjournment, notwithstanding the withdrawal of enough shareholders to leave less than a quorum.

2.7 Proxies. At all shareholders' meetings, a shareholder may vote by proxy executed in writing by the shareholder or by his, her, or its attorney-in-fact or other authorized agent. Such proxy shall be filed with the Secretary of the Corporation before or at the time of the meeting. Unless otherwise provided in the proxy, a proxy shall be invalid after eleven (11) months from the date of its execution.

2.8 Voting of Shares. Each outstanding share entitled to vote shall be entitled to one vote upon each matter submitted to a vote at a meeting of the shareholders.

2.9 Cumulative Voting. Each shareholder entitled to vote at an election of directors may vote in person or by proxy the number of shares owned by such shareholder for as many persons as there are directors to be elected and for whose election such shareholder has a right to vote or, provided that a meeting notice conspicuously states that cumulative voting is authorized or a shareholder provides notice to the Corporation not less than seventy-two (72) hours prior to a meeting to vote on directors, such shareholder may cumulate his, her or its votes by distributing among one or more candidates as many votes as are equal to the number of such directors multiplied by the number of such shareholder's shares.

Article III. Board of Directors

3.1 General Powers. The business and affairs of the Corporation shall be managed by the Board.

3.2 Number, Tenure and Qualifications. The Board shall consist of not less than three (3) nor more than seven (7) directors. Each director shall hold office until the next annual meeting and until his or her successor shall have been elected and qualified unless he or she resigns or is removed. Directors need not be shareholders of the Corporation.

3.3 Regular Meetings. A regular Board meeting shall be held without notice immediately after and at the same place (or by the same means of communication) as the annual meeting of shareholders. By resolution, the Board may provide the time and place either within or without the State of Washington for holding additional regular meetings without other notice than such resolution. The Board may also determine that a meeting shall be held solely by means of remote communication, in accordance with RCW 23B.08.200 or any successor or other

applicable law.

3.4 Special Meetings. Special Board meetings may be called by or at the request of the President or any two directors. The person or persons authorized to call special meetings may fix any place either within or without the State of Washington as the place for holding any special board meeting called by them. The person or persons authorized to call a special meeting may also determine that a meeting shall be held solely by means of remote communication, in accordance with RCW 23B.08.200 or any successor law or other applicable law.

3.5 Notice. Written notice of each special Board meeting shall be delivered personally, by mail (to the last known address of each director), by email or other method of electronic transmission (where the director has consented to receipt of notices via email or other method of electronic transmission) or by other method authorized by applicable law at least two days before the meeting; *provided, however*, that the person(s) issuing such notice to any directors by mail shall make reasonable efforts to provide such notice by other methods authorized by applicable law if the notice is given fewer than five (5) business days prior to the special Board meeting. If such notice is mailed, it shall be deemed to be delivered when deposited in the United States mail properly addressed, with postage prepaid. If such notice is given by email it shall be deemed delivered when the content of the email is delivered to the recipient's email address. The attendance of a director at a meeting shall constitute a waiver of notice of such meeting, except where a director attends a meeting for the express purpose of objecting to the transaction of any business because the meeting is not lawfully called or convened. Neither the business to be transacted at, nor the purpose of, any regular or special meeting of the Board need be specified in the notice or waiver of notice of such meeting.

3.6 Quorum. A majority of the directors shall constitute a quorum for the transaction of business at any Board meeting, but if less than such majority is present at a meeting, a majority of the directors present may adjourn the meeting from time to time without further notice.

3.7 Manner of Action. The act of the majority of the directors present at a meeting at which a quorum is present shall be the act of the Board.

3.8 Vacancies. Any vacancy occurring on the Board may be filled by the affirmative vote of a majority of the remaining directors, even if such remaining number do not constitute a quorum of the Board. A director elected to fill a vacancy shall be elected for the unexpired term of his or her predecessor in office. Any directorship to be filled by reason of an increase in the number of directors shall be filled by election at an annual meeting or at a special shareholders' meeting called for that purpose.

3.9 Removal. At a meeting of shareholders called expressly for that purpose, one or more members of the Board (including the entire Board) may be removed, with or without cause, by a vote of the holders of a majority of the shares then entitled to vote on election of directors. If less than the entire Board is to be removed, no one of the Directors may be removed if the votes cast against his or her removal would be sufficient to elect him or her if then cumulatively voted at an election of the entire Board.

3.10 Compensation. By Board resolution, directors may be paid their expenses, if any, of attendance at each Board meeting, a fixed sum for attendance at each Board meeting, a stated salary as director, or any combination of the foregoing. No such payment shall preclude any director from serving the Corporation in any other capacity and receiving compensation therefor.

3.11 Presumption of Assent. A director of the Corporation present at a Board meeting at which action on any corporate matter is taken shall be presumed to have assented to the action taken unless he or she files his or her written dissent to such action with the person acting as the secretary of the meeting before the adjournment thereof or unless he forwards such dissent by email or by registered mail to the Secretary of the Corporation immediately after the adjournment of the meeting. A director who voted in favor of such action may not dissent.

3.12 Action by Directors Without a Meeting. Any action required or permitted to be taken at a meeting of the Board may be taken without a meeting if a written consent setting forth the action to be taken is signed by each of the directors. Such written consent may be provided by email or other method permitted by applicable law. Any such written consent shall be inserted in the minute book as if it were the minutes of a Board meeting.

3.13 Executive and Other Committees. Standing or temporary committees of two or more persons may be appointed from its own number by the Board from time to time, and the Board may from time to time grant such committees such powers as it may see fit, subject to such conditions as may be prescribed by the Board or as limited by applicable law; *provided* that no such committee shall have authority to amend the Articles of Incorporation, adopt a plan of merger or consolidation, recommend the sale, lease or exchange or other disposition of all or substantially all the property and assets of the Corporation, recommend a voluntary dissolution or a revocation thereof, amend these bylaws or take any other action prohibited by applicable law. All committees so appointed shall keep regular minutes of the transactions of their meetings and shall cause them to be recorded in books kept for that purpose in the office of the Corporation. The designation of any such committee and the delegation of authority thereto, shall not relieve the Board or any member thereof, of any responsibility imposed by law.

Article IV. Officers

4.1 Number. The officers of the Corporation shall be a President, one or more Vice Presidents, a Secretary and a Treasurer, each of whom shall be elected by the Board. Such other officers and assistant officers as may be deemed necessary may be elected or appointed by the Board. Any two or more offices may be held by the same person, except the offices of President and Secretary.

4.2 Election and Term of Office. The officers of the Corporation shall be elected annually by the Board at the Board meeting held immediately after the annual meeting of the shareholders. If the election of officers is not held at such meeting, such election shall be held as soon thereafter as a Board meeting conveniently may practicably be held. Each officer shall hold office until the next annual meeting and until his or her successor shall have been elected and qualified unless he or she resigns or is removed.

4.3 Removal. Any officer or agent elected or appointed by the Board may be removed by the Board whenever in its judgment the best interests of the Corporation would be served thereby, but such removal shall be without prejudice to the contract rights, if any, of the person so removed.

4.4 Vacancies. A vacancy in any office because of death, resignation, removal, disqualification or otherwise, may be filled by the Board for the unexpired portion of the term.

4.5 President. The President shall be the principal executive officer of the Corporation and, subject to the Board's control, shall supervise and control all of the business and affairs of the Corporation. When present, the President shall preside over all shareholders' meetings and over all Board meetings except insofar as the Board has designated a Chair or some other member of the Board to preside over such meetings. With the Secretary or other officer of the Corporation authorized by the Board, the President may sign certificates for shares of the Corporation, deeds, mortgages, bonds, contracts, or other instruments that the Board has authorized to be executed, except when the signing and execution thereof has been expressly delegated by the Board or by these bylaws to some other officer or agent of the Corporation or is required by law to be otherwise signed or executed by some other officer or in some other manner. In general, he or she shall perform all duties incident to the office of President and such other duties as may be prescribed by the Board from time to time. Moreover, in the absence of the Vice President, Secretary, or Treasurer, or in the event of the death, disability, incapacity or inability or refusal to act of the Vice President, Secretary, or Treasurer, the President shall perform the duties of the Vice President, Secretary, or Treasurer, as the case may be, and when so acting shall have the powers of and be subject to all the restrictions upon the Vice President, Secretary, or Treasurer, as the case may be.

4.6 Vice President. In the absence of the President or in the event of his or her death, disability, incapacity or inability or refusal to act, the Vice President (or in the event of more than one Vice President, the Vice President who was first elected to such office, or in the event that more than one Vice President has the same tenure in office, then such Vice President as chosen by the Board) shall perform the duties of the President, and when so acting, shall have the powers of and be subject to all the restrictions upon the President. Vice Presidents shall perform such other duties as from time to time may be assigned to them by the President or by the Board.

4.7 Secretary. The Secretary shall: (a) keep the minutes of shareholders' and Board meetings in one or more books provided for that purpose; (b) see that all notices are duly given in accordance with the provisions of these bylaws or as required by applicable law; (c) be custodian of the corporate records and of the seal of the Corporation (if any) and see that such seal (if any) is affixed to all documents, the execution of which on behalf of the Corporation under its seal is duly authorized; (d) keep a register of the post office address of each shareholder as furnished to the Secretary by each shareholder; (e) sign with the President, or a Vice President, certificates for shares of the Corporation, the issuance of which has been authorized by resolution of the Board; (f) have general charge of the stock transfer books of the Corporation; and (g) in general perform all duties incident to the office of Secretary and such other duties as from time to time may be assigned to him or her by the President or by the Board.

4.8 Treasurer. If required by the Board, the Treasurer shall give a bond for the faithful

discharge of his or her duties in such amount and with such surety or sureties as the Board shall determine. The Treasurer shall have charge and custody of and be responsible for all funds and securities of the Corporation; receive and give receipts for moneys due and payable to the Corporation from any source whatsoever; deposit all such moneys in the name of the Corporation in such banks, trust companies or other depositaries as shall be selected in accordance with the provisions of these bylaws and in general perform all the duties incident to the office of Treasurer and such other duties as from time to time may be assigned to him or her by the President or by the Board.

4.9 Compensation. The salaries, benefits, and all forms of compensation for the officers shall be fixed from time to time by the Board, and no officer shall be prevented from receiving such compensation by reason of the fact that he or she is also a director of the Corporation.

Article V. Contracts, Loans, Checks and Deposits

5.1 Contracts. The Board may authorize any officer or officers or agent to enter into any contract or execute and deliver any instrument in the name of and on behalf of the Corporation, and such authority may be general or confined to specific instances.

5.2 Loans. No loans shall be contracted on behalf of the corporation and no evidence of indebtedness shall be issued in its name unless authorized by a resolution of the Board. Such authority may be general or confined to specific instances.

5.3 Loans to Officers and Directors. No loans shall be made by the Corporation to its officers or directors, unless first approved by the holders of two-thirds of the shares entitled to vote, and in no event shall any loans made by the Corporation be secured by its shares.

5.4 Checks, Drafts, etc. All checks, drafts or other orders for the payment of money, notes or other evidences of indebtedness issued in the name of the Corporation, shall be signed by such officer or agent of the Corporation and in such manner as is from time to time determined by resolution of the Board.

5.5 Deposits. All funds of the Corporation not otherwise employed shall be deposited from time to time to the credit of the Corporation in such banks, trust companies or other depositaries as the Board may select.

Article VI. Certificates for Shares and Their Transfer

6.1 Certificates for Shares . Certificates representing shares of the Corporation shall be signed by the President or the Vice President and by the Secretary and shall include on their face written notice of any restrictions which the Board may impose on the transferability of such shares. All certificates shall be consecutively numbered or otherwise identified. The name and address of the person to whom the shares represented thereby are issued, with the number of shares (and the designation of the series or class, if any, and if applicable a summary of the rights, preferences, limitations, and other materials of such class or series) and date of issue, shall be

entered on the stock transfer books of the Corporation. All certificates surrendered to the Corporation for transfer shall be cancelled and no new certificates shall be issued until the former certificates for a like number of shares shall have been surrendered and cancelled, except that in case of a lost, destroyed or mutilated certificate, a new one may be issued therefor upon such terms and indemnity to the Corporation as the Board may prescribe.

6.2 Transfer of Shares. Transfer of shares of the Corporation shall be made only on the stock transfer books of the Corporation by the holder of record thereof or by his or her legal representative, who shall furnish proper evidence of authority to transfer to one or more officers or directors of the Board, or by his or her attorney in fact authorized by power of attorney duly executed and filed with the Secretary of the Corporation, and on surrender for cancellation of the certificates for such shares. The person in whose name shares stand on the books of the Corporation shall be deemed by the Corporation to be the owner thereof for all purposes.

6.3 Preemptive Rights. Preemptive rights shall exist by class with respect to shares of stock or securities convertible into shares of stock of each class of stock of this Corporation. No class of stock shall have preemptive rights with respect to any other class of stock of this Corporation.

Article VII. Fiscal Year

The fiscal year of the Corporation shall commence on October 1 of each year and end on September 30 of each year.

Article VIII. Corporate Seal

The seal of the Corporation shall consist of the name of the Corporation, the state of the Corporation's incorporation, the year of its incorporation, the words "Corporate Seal," and such other details as may be determined by the Board from time to time. For the avoidance of doubt, the presence or absence of the Corporate Seal on any particular document shall have no bearing on the validity or enforceability of that document or any actions contemplated thereby.

Article IX. Waiver of Notice

Whenever any notice is required to be given to any shareholder or director of the Corporation under the provisions of these bylaws, the Articles of Incorporation of the Corporation, or the Washington Business Corporation (or any successor or other applicable law), a waiver thereof in writing, signed by the person or persons entitled to such notice whether before or after the time stated therein, shall be deemed equivalent to the giving of such notice.

Article X. Restrictions on Stock Transfers

No shareholder, and no executor or administrator or personal representative of a deceased shareholder shall transfer (voluntarily or involuntarily) any shares of Class B common stock of this Corporation unless it is made in compliance with this Article X. Herein, the terms "Shareholder" or "Share" are specifically defined in Section 8 of this Article X, and the term

"Section" shall refer to the specific subsection of this Article X. This Article X shall not apply to any class of stock of the Corporation other than the Class B common stock except as specifically provided otherwise in Section 3 hereof. Any transfer or purported transfer of Shares that does not comply with the terms of this Article X shall be deemed *void ab initio* and of no force and effect.

Section 1: Restriction on Transfer.

1.1 Restricted Transfers. No shareholder shall transfer by sale, gift, bequest or in any other way, any Shares of the Corporation now owned or hereafter acquired by him without the prior written consent of the Corporation, and all of the other Shareholders, unless the Shareholder desiring to make the transfer, or whose shares are being or about to be transferred (such Shareholder, the "Offeror") has either (i) first made the offer described in Section 1.2 below, and such offer has not accepted in the manner described in Section 1.3 or (ii) complied with the provisions of Sections 1.9 or 1.10 hereof.

1.2 Offer by Offeror. The offer shall be made to the Corporation and to all of the other Shareholders and shall consist of a written offer to sell the Shares of the Corporation that pertain to the proposed transfer (the "Offered Shares"). The Offeror shall attach to the offer a statement of intention to transfer setting forth the name and address of the prospective transferee, appropriate financial and other pertinent information concerning the prospective transferee, the number of Shares involved in the proposed transfer, the proposed purchase price, and any other information a party considering the offer would likely consider material to such offer. Notwithstanding any other provision of this Article X to the contrary, if part or all of the consideration to be paid for the Offered Shares as stated in the offer includes property other than cash, the Corporation and the other Shareholders shall have the right to purchase the Offered Shares for cash in an amount equal to the aggregate of the cash, if any, specified in the offer, plus the fair market value of the consideration other than money as provided in Section 2.1.

1.3 Acceptance of Offer. Within thirty (30) days after its receipt of the offer described in Section 1.2, the Corporation may, at its option, elect to purchase all or some portion of the Offered Shares, which election shall constitute acceptance of the offer to the extent of the Offered Shares so elected to be purchased. If such offer is not accepted by the Corporation as to all the Offered Shares, the Shareholders other than the Offeror may, at their option, elect within forty-five (45) days after their receipt of such offer to purchase the Offered Shares that the Corporation has not elected to purchase. Each such other Shareholder shall have the right to elect to purchase that number of the Offered Shares the Corporation has not elected to purchase which bears the same proportion to the number of all such Shares as the number of Shares of the Corporation owned by such Shareholder bears to the total number of outstanding shares of the Corporation (excluding the Shares owned by the Offeror); and if any one or more Shareholders does not elect within said 45-day period to purchase the number of Shares such Shareholder is entitled to elect to purchase, the remaining other Shareholders may, within the next ensuing ten (10) days, elect to purchase such Shares, again proportionately according to the number of Shares owned by each such Shareholder compared to the outstanding Shares of the Corporation (excluding the Shares owned by the Offeror and by Shareholders not electing to purchase); this procedure shall be continued and additional ten (10)-day periods provided until all Shares available for purchase have been offered to those Shareholders desiring to purchase the same. If there are only two

Shareholders, the Shareholder other than the Offeror shall have the option to purchase all the Offered Shares the Corporation has not elected to purchase. In any case, unless the Corporation and/or the other Shareholders have elected to purchase all of the Offered Shares within the time periods specified above, the offer shall be deemed not to have been accepted as to any portion of the Offered Shares, and the Offeror shall be free to dispose of the Offered Shares as provided in Section 1.6. The Corporation shall exercise its election to purchase by giving written notice thereof to the Offeror or his, her or its legal representative and to the other Shareholders. The other Shareholders shall exercise their election to purchase by giving written notice thereof to the Offeror or his, her or its legal representative and to the Corporation and to any other Shareholders. If no offer is made as required in Section 1.2, the Corporation and the Shareholders may nevertheless exercise their rights hereunder as to the Shares being transferred and they may do so at any time, even after the subject transfer.

1.4 Purchase Price. The purchase price for the Offered Shares shall be as set forth in Section 2 of this Article X. If there is no purchase price, the proposed transfer shall be considered a deemed offer to sell and the terms of Section 1.7 and 2.2 shall apply to the proposed transfer.

1.5 Closing of Purchase. Unless otherwise mutually agreed by the involved parties, the closing of any such purchase by the Corporation or by the other Shareholders shall take place at the registered office of the Corporation, on the first regular business day of the fourth week after the last notice of an election to purchase the Offered Shares has been received by the Offeror.

1.6 Release from Restriction. If the offer to sell the Offered Shares is not accepted as to all the Offered Shares by the Corporation or by the other Shareholders (or by both) as set forth in Section 1.3, and the Corporation is not obligated under Section 1.7 to purchase the Offered Shares not being purchased by the other Shareholders, the Offeror may transfer to the prospective transferee named in the statement of intention attached to the offer as described in Section 1.2, such transfer to be made only in strict accordance with the terms and conditions set forth in such statement, and to be completed within 180 days following the expiration of the time provided for the election by the other Shareholders to purchase such Shares, after which any such transfer shall again become subject to all the restrictions of this Article X. No transfer of Shares shall be effective until the transferee and transferee's spouse, if any, has signed a written acknowledgment that they are bound by the terms of these bylaws (including, for the avoidance of doubt, this Article X).

1.7 Death of Shareholder. The death of a Shareholder shall be deemed a proposed transfer of the Shares of the Corporation owned by such Shareholder; provided that, to the extent the decedent's Shares have been bequeathed, gifted or otherwise transferred in accordance with Sections 1.9 or 1.10] hereof, death shall not be deemed a proposed offer of such shares. In the case of the death of a Shareholder where Sections 1.9 or 1.10 do not apply, the date on which the Corporation receives notification of the death of such Shareholder shall, for purposes of Section 1.3, be deemed to be the date on which an offer to sell is received and from which the time periods described in Section 1.3 begin to run. However, in the case of the death of a Shareholder, if the deemed offer to sell the Offered Shares is not accepted as to all the Offered Shares by the Corporation or by the other Shareholders (or by both) in accordance with Section 1.3, the Offeror or his or her legal representative, as the case may be, may, at his or her option, by notice given to

the Corporation within 60 days from the date of death as described in this Section require the Corporation to purchase all (but not less than all) the Offered Shares not being purchased by the other Shareholders, in which case the Corporation shall, for all purposes hereunder, be deemed to have accepted the offer to sell such Offered Shares, but its obligation to so purchase such shares shall not arise unless the Board, in good faith, determines that the Corporation's purchase of such Offered Shares (i) does not conflict with any applicable law and (ii) will not result in the Corporation having insufficient working capital, cash, or liquidity (as determined in the Board's sole discretion). In the case of the death of a Shareholder, if the Corporation and/or the other Shareholders do not elect to purchase all of the Offered Shares pursuant to this Article X and if the Corporation is not obligated pursuant to this Section 1.7 to purchase such shares, then any subsequent transfer of such shares by the estate of the deceased Shareholder shall be subject to the terms of this Article X and to the restrictions on disposition described in Section 1 as if such estate constituted a Shareholder; provided, however, that this Article X does not in any way provide for any rights of the estate of any deceased Shareholder to purchase or to elect to purchase any shares of the Corporation (or any property interest therein) offered pursuant to this Article X for sale to the Corporation or to any Shareholder or Shareholders, unless such estate is included in the definition of the terms "Shareholders" provided in Section 8. In the event that a Shareholder, prior to death, has transferred his or her Shares to a trustee, in trust, or otherwise created a trust of such shares, any provision of the trust which provides upon the settlor's death for transfer of the Shares to or for the benefit of another shall be deemed an offer to sell the shares subject to this Section and section 1.3, except insofar as the provision complies with Sections 1.9 and/or 1.10 below.

1.8 Bankruptcy. If a voluntary or involuntary bankruptcy petition, assignment for the benefit of creditors, receivership, or similar insolvency proceeding of any Shareholder is commenced (unless such action is dismissed within 10 days after instituted) or if the Shares of any Shareholder comes into the hands of any sheriff, marshal or any other legally constituted official pursuant to suit, there shall be a deemed offer subject to the provisions of Section 1.3 hereof. The date on which the Corporation first receives notice of an event listed in this Section 1.8 shall, for purposes of Section 1.3, be deemed to be the date on which an offer to sell is received and from which the time periods described in Section 1.3 begin to run; *provided, however*, that notwithstanding the foregoing, such time periods shall not begin to run so long as the automatic stay arising under title 11 of the United States Code or any other stay, court order, or provision of title 11 of the United States Code (or any law made applicable by title 11 of the United States Code) is applicable to such Shares

1.9 Transfers to Family. Notwithstanding any other provision of this Article X, any Shareholder may transfer all or any part of his or her shares by sale, gift, bequest or otherwise to or for the benefit of himself or herself, his or her spouse, or his or her lineal descendants (including adopted descendants). In such case, the transferees shall receive and hold such Shares subject to the terms of this Article X and to the obligations hereunder and shall execute an appropriate instrument to that effect. In the case of a transfer to the spouse of a Shareholder under this Section 1.9, such spouse may further transfer such shares only to the lineal descendants (including adopted descendants) of the original Shareholder from whom he or she received the Shares or as permitted by Section 1.10 below.

1.10 Transfers to Other Shareholders. Notwithstanding any other provision of this

Article X, any Shareholder may transfer all or part of his, her or its Shares by sale, gift, bequest or otherwise to any other Shareholder or the lineal descendants of such Shareholder. In such case, the transferees shall receive and hold such shares subject to the terms of this Article X and to the obligations hereunder and shall execute an appropriate instrument to that effect.

1.11 Restricted Transfers. No transfer of any right, title or interest in shares of the corporation shall be effective, and the corporation shall not record or recognize any such transfer, until there has been compliance with the provisions of this Article X. In the event of any transfer accomplished in accordance with the provisions of this Article X, the transferee shall receive and hold any and all shares of the corporation so transferred subject to the terms and provisions of this Article X and to the obligations hereunder, and shall execute an appropriate instrument to that effect.

Section 2: Purchase Price. The purchase price, if any, for any Shares of the Corporation sold pursuant to this Article X shall be as follows:

2.1 Voluntary Offer to Sell. If a voluntary offer as described in Section 1.2 to sell Shares is proposed by the Offeror, the purchase price of each of the Offered Shares shall be the price per share proposed in such sale to be calculated with respect to the proposed purchase price, if any, set forth in the statement described in Section 1.2 to be attached to such offer; provided, however, that if the consideration for such proposed sale includes property other than cash, the value of such property for purposes of determining the proposed purchase price shall be deemed to be the fair market value of such property either at the time that the offer described in Section 1.2 is made or at the time that the last notice of election to purchase described in Section 1.3 is received by the Offeror, whichever value is the lesser. The good faith decision of the Board as to said fair market value shall be binding on the parties. The concept "voluntary offer to sell" encompasses any offer to sell by any Shareholder other than a deemed offer to sell due to (1) death of a Shareholder pursuant to Section 1.7 or (2) any event within the scope of Section 1.8.

2.2 Deemed Offer to Sell. If any offer to sell, other than a voluntary offer to sell as outlined in Section 2.1, is deemed to be made, and unless Section 2.2.1 applies, the purchase price for any Shares of the Corporation being purchased by the Corporation or by any of the Shareholders pursuant to this Article X shall be the par value of such Shares.

2.2.1 Appraised Value. In the event any Shares are to be purchased pursuant to Section 2.2, the Board, by a two-thirds (2/3) vote, may require that the purchase price be determined by appraisal. The Corporation shall prepare a list of three (3) competent appraisers and the offering Shareholder or his, her or its legal representative shall select one (1) appraiser from such list. The appraiser shall appraise the Corporation as of the end of the Corporation's fiscal year preceding the date of the offer or deemed offer to sell such shares. The appraiser may utilize whatever commercially reasonable method or methods will, in his or her opinion, result in the fair market value of the Corporation including factors such as, but not limited to, the valuation of the leases in which the Corporation is lessor. The value of each Share of stock shall be determined by dividing the appraised value of the Corporation by the number of issued and outstanding Shares as of the date of offer or deemed offer to sell such Shares. Any bona fide appraised value, as determined

herein, shall be final and binding on the parties, unless obtained through fraud or gross negligence. The cost of appraisal shall be borne by the Corporation.

2.3 Payments. Where the Corporation is purchasing Shares, the terms of payment shall be entirely at the discretion of the Corporation. Where another Shareholder is purchasing Shares, the terms of payment shall be subject to agreement between the parties.

Section 3: Purchase by Corporation. Whenever the Corporation shall, pursuant to this Article X, elect or be obligated to purchase Shares of the Corporation, each Shareholder or the legal representative of such Shareholder, as the case may be, shall do all things and execute and deliver all papers as may be necessary to consummate such purchase. Holders of the Class A stock of the Corporation shall be bound by this Section 3 except that no Class A holder shall be obligated to purchase any share of Class B stock hereunder.

Section 4: Setoff. In the event the Corporation purchases a Shareholder's shares pursuant to this Article X, the Corporation shall setoff against the purchase price for the Shares any indebtedness owed to the corporation by such Shareholder or his or her estate, whether or not such indebtedness is then due. If a Shareholder purchases another Shareholder's shares pursuant to this Article X, prior to making any payment to the seller, the purchaser shall pay to the Corporation that part of the purchase price equal to any indebtedness owed by the seller or his or her estate to the Corporation, whether or not such indebtedness is then due, and such payments shall be deemed payments made on account of said purchase price.

Section 5: Assumption of Guaranties. In the event the Corporation or any Shareholder purchases all of the Shares of the Corporation owned by another Shareholder, and the selling Shareholder is personally obligated with respect to any obligation owing by the Corporation, such as by virtue of a guaranty of an obligation of the Corporation to repay a loan, the Shareholder or Shareholders of the Corporation other than the selling Shareholder shall be irrevocably obligated, jointly and severally, to fully discharge any such obligation of the selling Shareholder, and to indemnify and hold harmless the selling Shareholder from any liability therefor; and, in the event the selling Shareholder must make any payment with respect to any such obligation, the other Shareholder or Shareholders shall promptly reimburse him for any such payments and all related costs and expenses, including any attorneys' fees, and for all costs, expenses and attorneys' fees incurred in connection with the enforcement of this obligation.

Section 6: Endorsement on Stock Certificates. Each certificate representing shares of the Corporation now or hereafter held by the Shareholders shall be stamped with a legend in substantially the following form:

> "This Certificate and the shares of stock hereby represented are subject to the terms, provisions and conditions of a Stock Transfer Restriction in the Bylaws of the Corporation as such Bylaws may from time to time be amended or supplemented, and may not be sold, transferred or encumbered except in accordance with the terms and provisions of said Bylaws, a copy of which is on file at the registered office of the Corporation."

Section 7: Notices. Any and all notices, elections, designations, consents, offers, acceptances or any other communication provided for herein shall be given by registered or certified mail addressed to the Corporation at its registered office or principal office as stated in these Bylaws, and to any Shareholder at his or her address appearing on the stock books of the Corporation. Shareholders shall have the duty of informing the Corporation in writing as to any address change. All notices shall be deemed to be received for purpose of this Article X on the date of mailing.

Section 8: Definition of the Terms "Shareholders" and "Shares." The term "Shareholders" as used in this Article X shall include any and all persons who have (a) performed such actions as necessary to be enrolled and are enrolled in the records of the Corporation as owners of the Class B common stock of the Corporation; and (b) agreed to be bound by the terms of this Article X by signing an acknowledgement in the form attached hereto as Exhibit A. Execution of any document such as the bylaws, Articles of Incorporation, Plan of Recapitalization/Exchange or any other document by which Class B stock was created shall not be considered an agreement to be bound for purposes of this Section 8. For purposes of Section 3 only, the term "Shareholders" also includes all such persons described above with respect to all Classes of shares of this Corporation as specifically provided in Section 3. The term "Shares" or "Stock" means Class B common stock of the Corporation owned by Shareholders as defined in this Section 8; for purposes of Section 3 only, the term "Shares" or "Stock" means all classes of shares of this Corporation as specifically provided in Section 3.

Section 9: Definition of the Terms "Shareholders" and "Shares." It is hereby declared that it is impossible to measure in money the damages that will accrue to any Shareholder or his, her or its legal representative by reason of a failure to perform any of the obligations under this Article X. Therefore, any Shareholder or his, her or its legal representative may institute any action or proceeding to specifically enforce the provisions hereof. If such an action or proceeding is instituted, any person (including the Corporation) against whom such an action or proceeding is brought hereby waives the claim or defense therein that such party or such personal repre sentative has an adequate remedy at law or in damages, and such person shall not urge in any such action or proceeding the claim or defense that such remedy at law or in damages exists.

Section 10: Successors. This Article X shall be fully binding on the successors, heirs, legal representatives and assigns of the Shareholders.

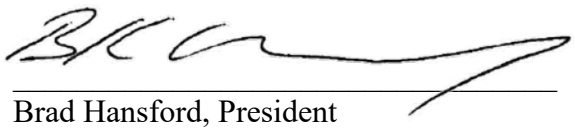
Section 11: Invalid Provision. The invalidity or unenforceability of any part of any provision of this Article X shall not affect the other provisions hereof, and the Article X shall be construed in all respects as if the invalid or unenforceable part of such provision was omitted to the extent it is invalid or unenforceable. Any transfer of Shares subject to this Article X shall be effective to the extent to which it does not violate the rule against perpetuities or the suspension of alienation or any other rule of law; in case of any such violation, this Article X shall be construed as if the part of this Article X giving rise to the violation were omitted.

Section 12: Termination of Article X. This Article X shall terminate twenty-one (21) years from the death of the last to die of the nephews and nieces of Veida S. Morrow who are living at the execution of the original form of this Article X (or the substantial equivalent thereof).

Section 13: Applicable Law. This Article X and its validity, construction and performance shall be governed by the laws of the State of Washington.

***

THESE AMENDED BYLAWS ARE ADOPTED THIS 29th DAY OF APRIL, 2023.



Brad Hansford, President

EXHIBIT A TO BYLAWS

SHAREHOLDER ACKNOWLEDGEMENT OF TRANSFER RESTRICTIONS

I, _____, hereby acknowledge that I have reviewed by the Amended Bylaws of Greenwood Shopping Center, Inc., dated [ ], and in particular Articles X and XI of such Bylaws, and I hereby understand that I am bound by, and I agree to comply with, all provisions of such Bylaws together with any amendments thereto.

Dated _____ day of _____.

_____
[Print name of Shareholder]

* * *

Spousal Consent

I, _____, lawful spouse of the Shareholder signing above, hereby consent to the above Agreement and agree that the stock which is community property shall be governed by such Agreement.

Dated _____ day of _____.

_____
[Print name of Spouse]

SEDGES LLC

a Washington limited liability company

OPERATING STATEMENT

The undersigned Member, having formed a limited liability company under the Laws of Washington, hereby states as follows:

Article 1
Formation

1.1 **Name.** The name of the limited liability company (the "**Company**") is Sedges LLC.

1.2 **Certificate of Formation.** The Certificate of Formation was filed on October 26, 2012 with the Secretary of State's office.

1.3 **Nature of Business.** The purposes of the Company are to own, manage and operate property and to engage in any other lawful business permitted by the Washington Limited Liability Company Act ("Act") or the laws of any jurisdiction in which the Company may do business. The Company shall have the authority to do all things necessary or convenient to accomplish its purposes and operate its business.

1.4 **Defects as to Formalities.** A failure to observe any formalities or requirements of this Statement, the Certificate of Formation or the Act shall not be grounds for imposing personal liability on the Member for liabilities of the Company.

Article 2
Member, Capital Account and Contributions

2.1 **Name and Address.** The name and address of the sole Member of the Company is as follows:

Greenwood Shopping Center, Inc.
8623 Palatine Avenue North
Seattle, Washington 98103-6903

2.2 **Other Business of Member**. The Member may engage independently or with others in other business and investment ventures of every nature and description and shall have no obligation to account to the Company for such business or investments or for business or investment opportunities.

2.3 **Capital Account.** The Member's capital account shall be (i) credited with all capital contributions by the Member and all income and gain (including any income exempt from federal income tax) of the Company; and (ii) charged with the amount of all distributions to the Member and all losses and deductions of the Company. Non-cash capital contributions will be credited at the fair market value of the property on the date of contribution.

2.4 **Initial Capital Contribution.** The Member has or will have contributed to the capital of the Company, in the form of real property more particularly described in Schedule I.

2.5 **Additional Capital Contributions.** The Member may, from time to time, contribute to the Company cash or other property in such amounts as the Member determines to be reasonably necessary for the operation of the Company's business.

Article 3
Management

The Company shall be managed by the Member. The Member shall devote such time and attention to the business of the Company as may be reasonably necessary to the conduct of such business. The Member shall, to the fullest extent permitted by the Act, have the right and authority to manage the affairs of the Company. The Member shall have no duty to record in writing or otherwise any decision made by the Member in the Member's capacity as a member or manager, and the absence of any such record shall not impair the validity of any such decision.

Article 4
Transfer of Ownership Interests

The Member shall have the right to sell or otherwise voluntarily transfer the Member's ownership interest in the Company to any person or entity at any time and on such terms and conditions as the Member may determine.

Article 5
Admission of Additional Members

Whether additional members shall be admitted as members of the Company shall be in the sole discretion of the Member. If, at any time, the Company has two or more members, the members shall with reasonable promptness make all amendments to this Agreement as are necessary to reflect their agreement concerning the allocation of the Company's profits and losses, the allocation of management rights, and other appropriate matters.

Article 6
Accounting and Records

6.1 **Books of Account.** The Company shall maintain a register showing the name, address, and capital contributions of the Member and shall keep books and records of the operation of the Company which are appropriate and adequate for the Company's business. The Member shall have access thereto at all reasonable times.

6.2 **Fiscal Year.** The fiscal year of the Company shall be from October 1 to September 30.

6.3 **Tax Returns.** The Member shall cause all required federal and state income tax returns for the Company to be prepared and timely filed with the appropriate authorities.

6.4 **Expenses of Organization.** The Company is hereby authorized to pay all charges and expenses, including attorneys' fees and accounting fees, incident to or arising out of the organization of the Company and to reimburse the Member for any disbursement made by the Member therefor.

6.5 **Reimbursement.** The Company shall either pay directly or reimburse expenses incurred by the Member in connection with and related to the business of the Company, upon presentation of proper documentation supporting such expenses.

Article 7
Dissolution

The Member in the Member's sole and absolute discretion may determine whether and when to dissolve the Company. Unless the Member otherwise elects, the bankruptcy or insolvency of the Member shall not be an event of dissociation, nor shall it cause the Company to be dissolved.

Upon the dissolution of the Company, the Member shall wind up the affairs of the Company. A full account of the assets and liabilities of the Company shall be taken. The assets shall be promptly liquidated and the proceeds thereof applied as required by law. With the approval of the Member, the Company may, in the process of winding up the Company, elect to distribute certain property in kind.

Article 8
Indemnification

The Company shall indemnify and hold harmless the Member, to the fullest extent permissible under Washington law, from any and all liabilities, obligations, expenses (including, without limitation, attorneys' fees), claims, demands, actions, suits or proceedings (civil, criminal, administrative or investigative), in which the Member may be or become involved, as a party or otherwise, by reason of its membership in the Company or its participation in the management of the affairs of the Company, whether or not it continues to be a member or manager at the time any such alleged liability or expense is paid or incurred.

Article 9
Amendments

The Member may amend or repeal the provisions of this Statement or the Certificate of Formation at any time.

Article 10
Miscellaneous

10.1 **Governing Law.** This Statement and its formation, operation and performance, shall be governed, construed, performed and enforced in accordance with the laws of the State of Washington, excluding its conflict of law principles.

10.2 **Severability.** If any provision of this Statement, or the application thereof to any circumstance, person or place, shall be held by a court or other tribunal of competent jurisdiction to be invalid, unenforceable or void, the remainder of this Statement and such provisions as applied to other circumstances, persons or places shall remain in full force and effect.

ADOPTED to be effective as of the 26 day of October, 2012, by the undersigned sole Member.

Greenwood Shopping Center Inc.

Brad K. Hansford, President

SEDGES LLC

SCHEDULE I
Capital Contributions

SCHEDULE I as of _____, 2012

"Capital"

Real Property:

King County Assessor's Tax Parcel No. 923190-0105-07 $_____

Legal Description: Lot 3 of Boundary Adjustment No. 309165 recorded under King County Recording Number 20091103000009

Address: 8623 Palatine Avenue North **(AKA New Mixed-Use Building)**

Total Assets: $_____

ORGANIZATIONAL CONSENT
OF
SEDGES LLC

The undersigned, being the sole member of Sedges LLC, a Washington limited liability company (the "Company"), hereby waives all notices, statutory and otherwise, and consents to the following actions in lieu of holding an organizational meeting for that purpose:

RESOLVED, that the Certificate of Formation of the Company filed in the office of the Secretary of State of the State of Washington on October 26, 2012, is approved and placed in the Company's minute book.

RESOLVED, that the Operating Statement, in the form attached hereto as Exhibit A, is hereby approved, confirmed and ratified, and a duly authorized representative (the "Representative") of the sole Member and manager of the Company (the "Member") shall execute and cause the same to be inserted into the Company's minute book.

RESOLVED, that the Representative is hereby authorized and directed to accept for the Company such contributions of real property from Greenwood Shopping Center, Inc. as are more particularly described on **Exhibit A** and to arrange for the recording for such deeds as are reasonably necessary and appropriate to effect such transfer.

RESOLVED, that the Representative is authorized and directed, on behalf of the Company, to execute any required banking resolutions in such form as the Representative deems necessary and appropriate to establish and maintain with such bank or other financial institution as the Representative may select, any savings, checking and/or borrowing accounts as, in the Representative's discretion, are necessary and appropriate for the ongoing business and operation of the Company.

RESOLVED, that the Representative is hereby authorized and directed to file with the Secretary of State of Washington the Initial Annual Report for the Company within the time limit specified by statute.

RESOLVED, that the Representative is hereby authorized to take such actions as it deems reasonably necessary or appropriate and to enter into such arrangements, contracts, and other dealings as it might deem reasonably necessary or appropriate to make the Company operational and for the Company to commence operations.

RESOLVED, that the fiscal year of the Company shall commence on November 1st and end on October 31st of each year.

RESOLVED, that the Representative is hereby authorized and directed to apply for and to obtain all licenses, permits, and authorizations required under any laws or regulations affecting the operations of the Company. Any and all actions previously taken or to be taken by the Representative or Member for such purposes are hereby approved, ratified and confirmed in all respects.

RESOLVED, that the Representative is authorized and directed to take any and all actions as the Representative deems reasonably necessary or appropriate to effect the foregoing resolutions and the transactions contemplated by them.

RESOLVED, that all acts and actions taken by the Representative and the Member of the Company in connection with the business and operations of the Company, are approved, affirmed and ratified in all respects as acts of the Company.

Dated effective the 26 day of October 2012.

Greenwood Shopping Center, Inc.,
Sole Member

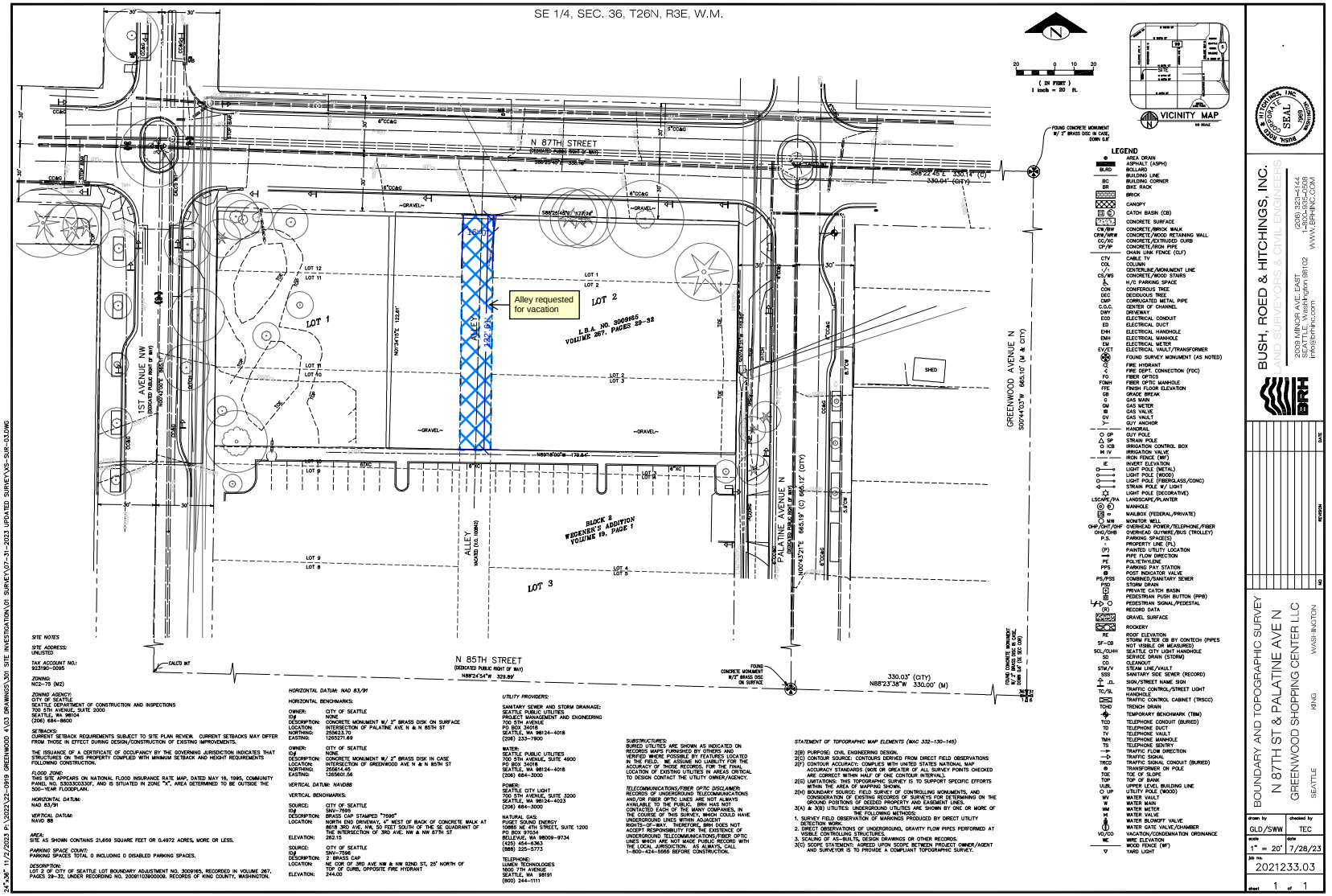
Brad K. Hansford, President

1076368

EXHIBIT A

Operating Statement

EXHIBIT A - MAP OF PROPOSED VACATION AREA AND PLAT MAP FOR PROJECT SITE



A - Page 1 of 1

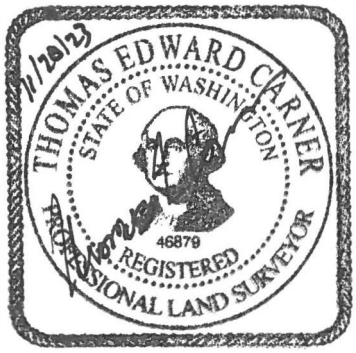
EXHIBIT B - LEGAL DESCRIPTION OF STREET PROPOSED TO BE VACATED

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;

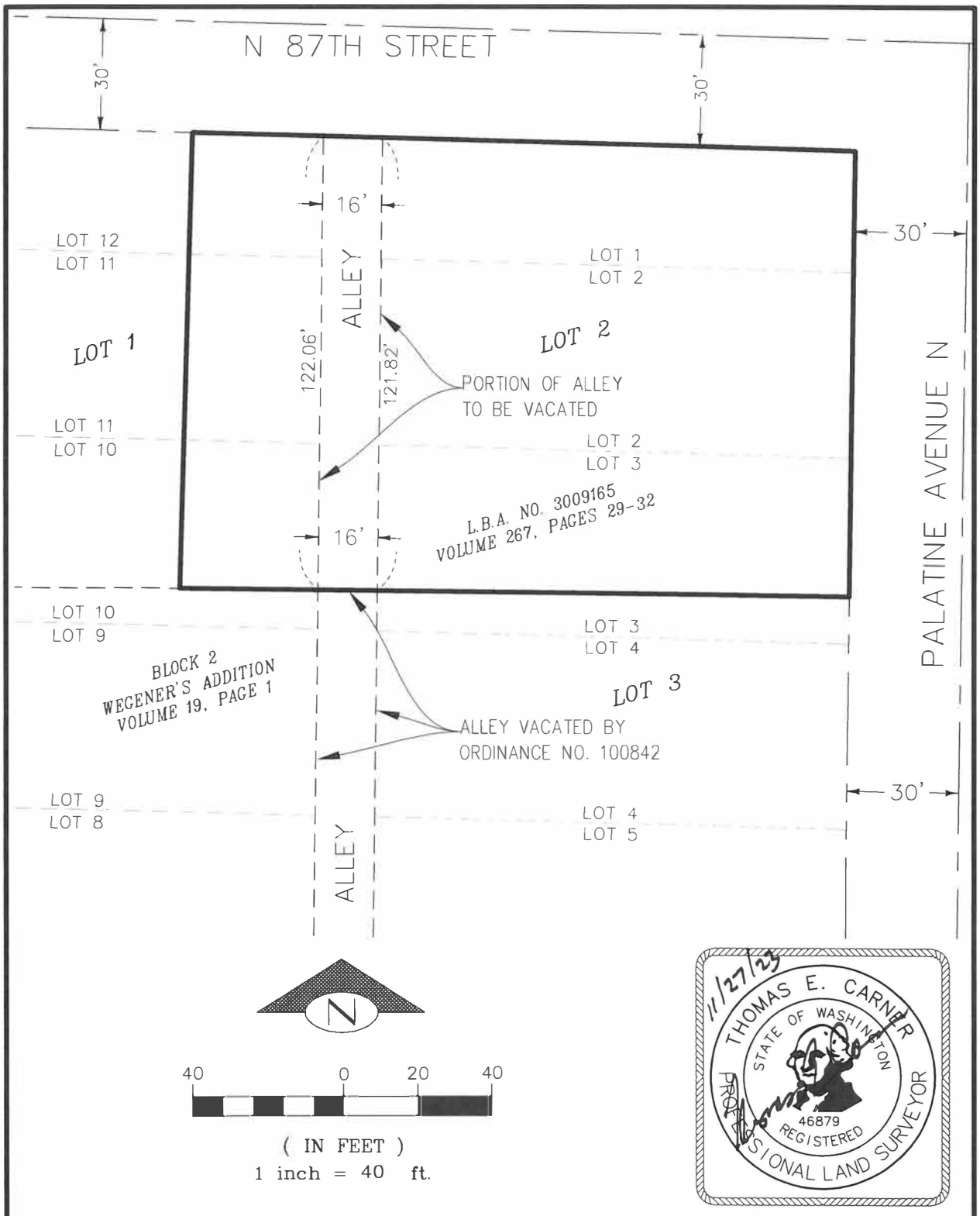
SAID PORTION OF ALLEY IS APPROXIMATELY 122 FEET LONG AND LIES WITHIN LOT 2 OF CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3009165, RECORDED IN VOLUME 267, PAGES 29 THROUGH 32, UNDER RECORDING NUMBER 20091103900009.

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 30TH PL, SUITE 100
BELLEVUE, WA 98007
(206) 323-4144



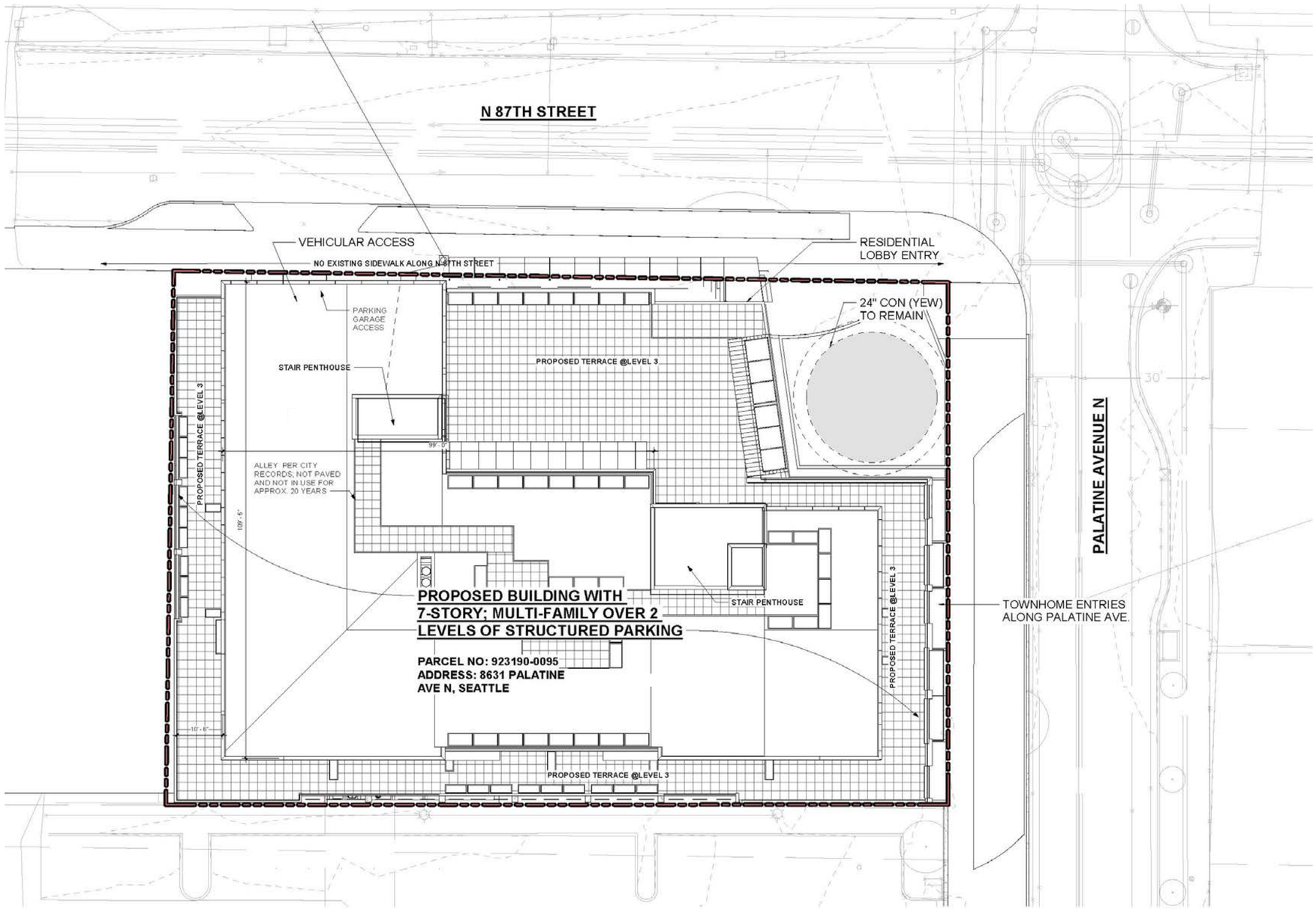
JOB NO: 2021233.01 DATE: 4/12/23 DRAWN: TEC

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:

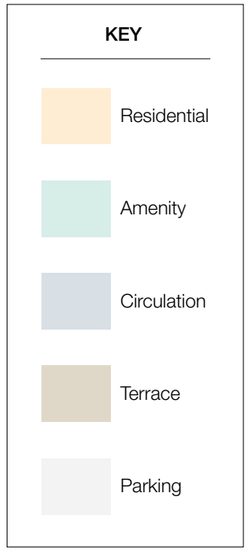
- Alley vacation is required.

Departures:

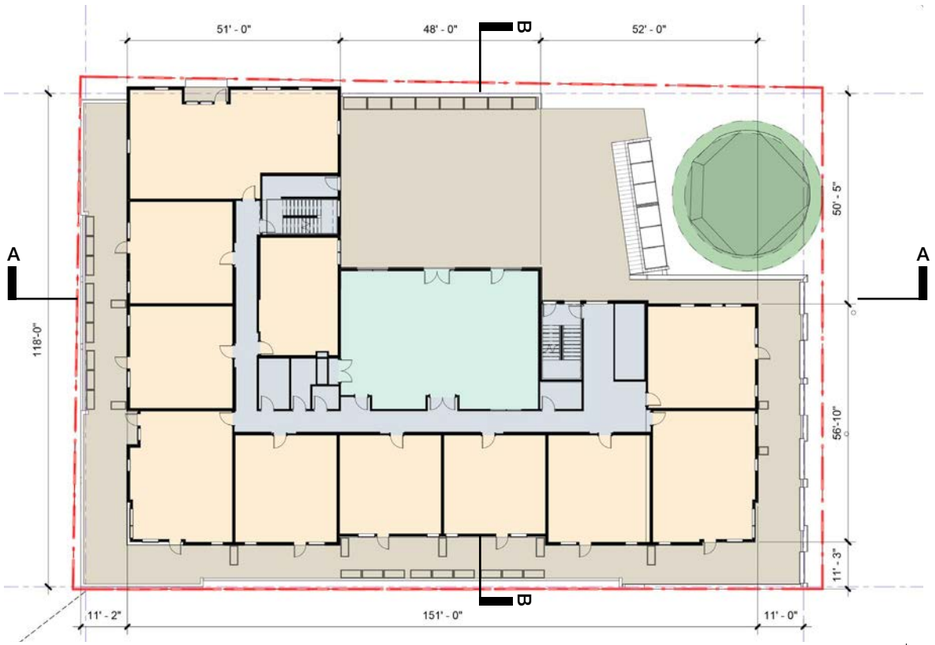
- None.

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.



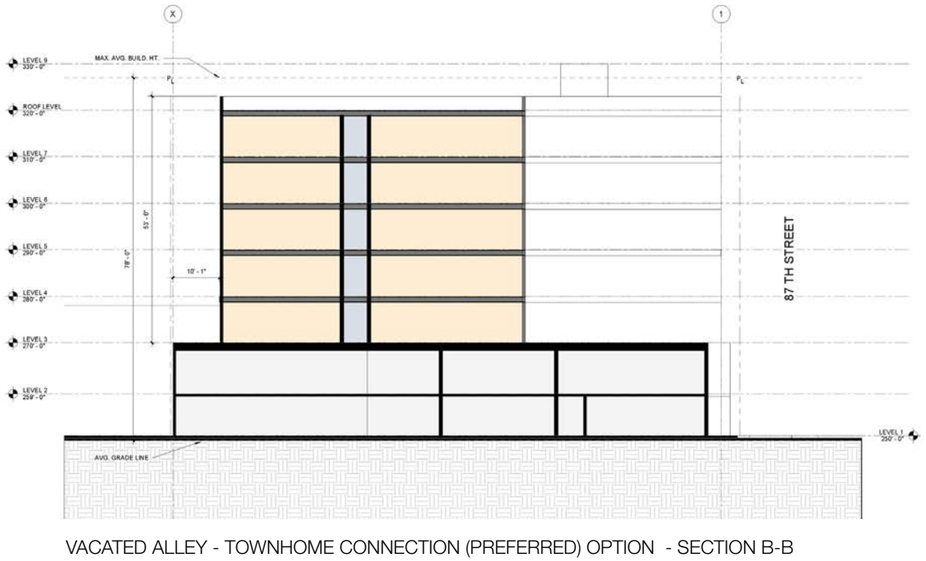
VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION - LEVEL 2



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

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

EXHIBIT C - PREFERRED DEVELOPMENT ALTERNATIVE



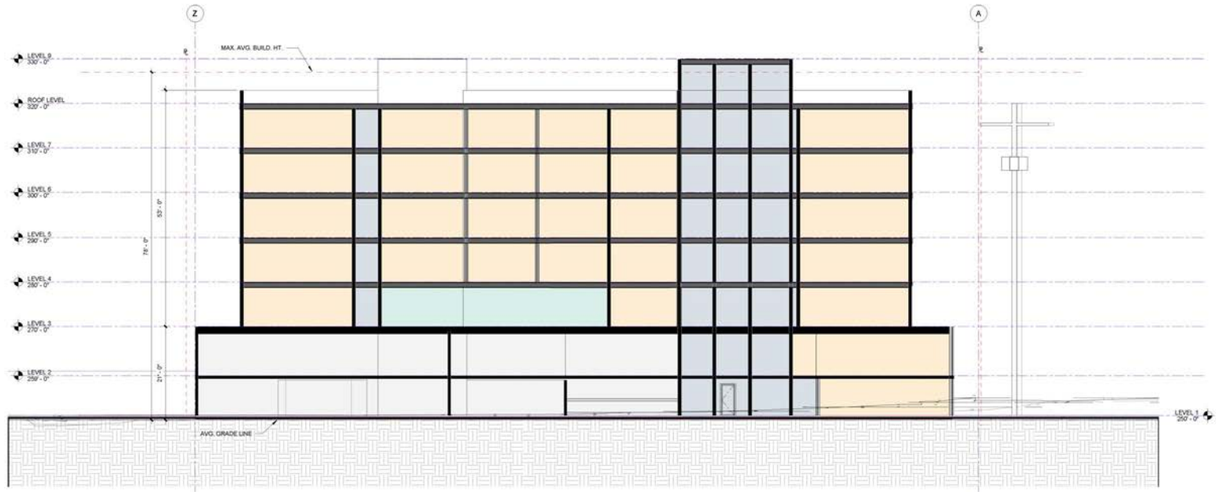
RESIDENTIAL

AMENITY

CIRCULATION

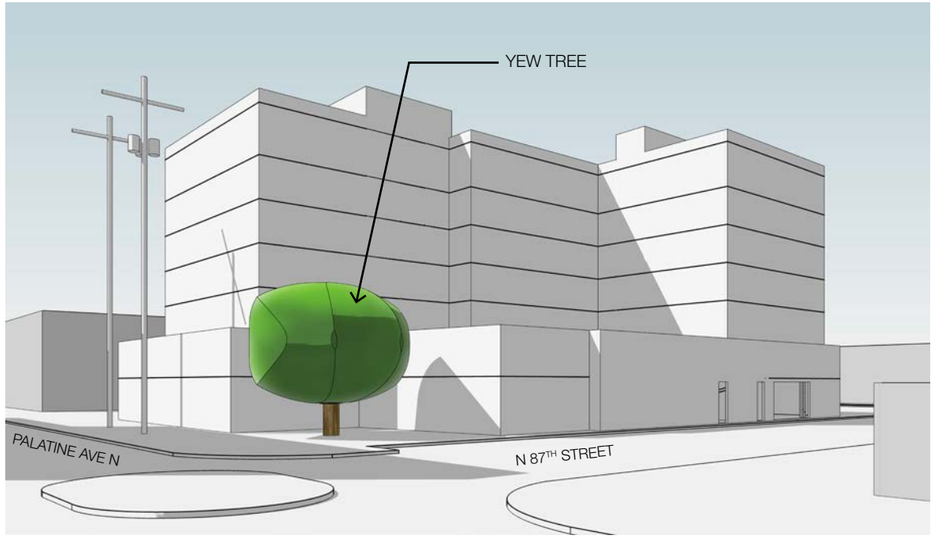
PARKING

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

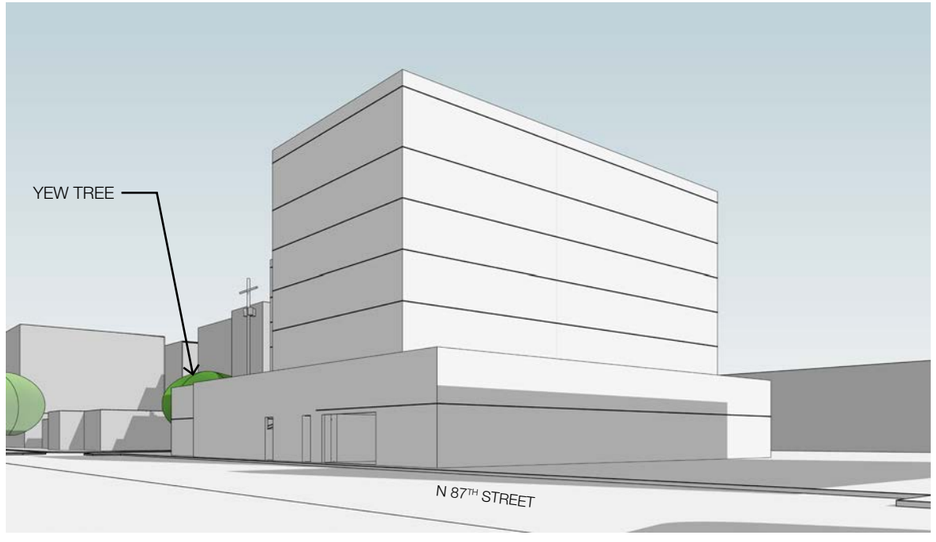


VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION - SECTION A-A

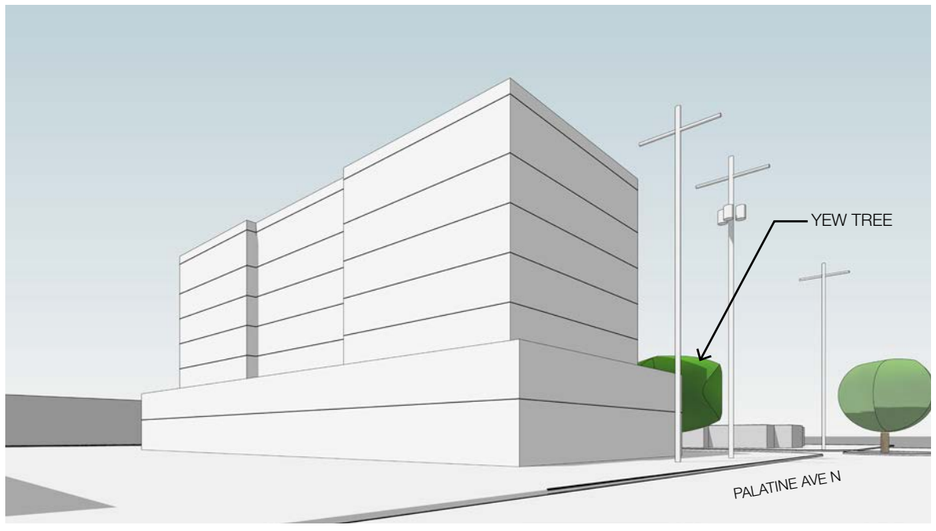
EXHIBIT C - PREFERRED DEVELOPMENT ALTERNATIVE



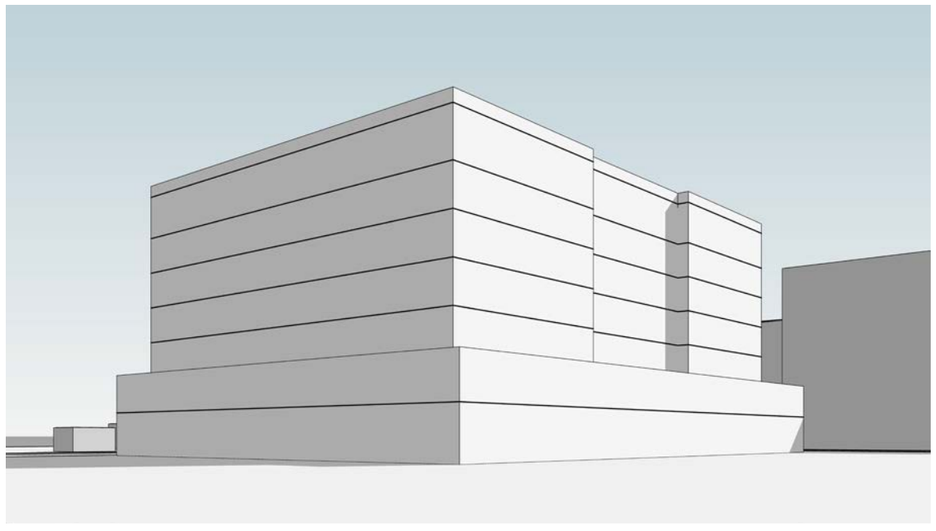
STREET VIEW ALONG PALATINE AVE N AND N 87TH STREET



STREET VIEW FROM NW CORNER ALONG N 87TH STREET

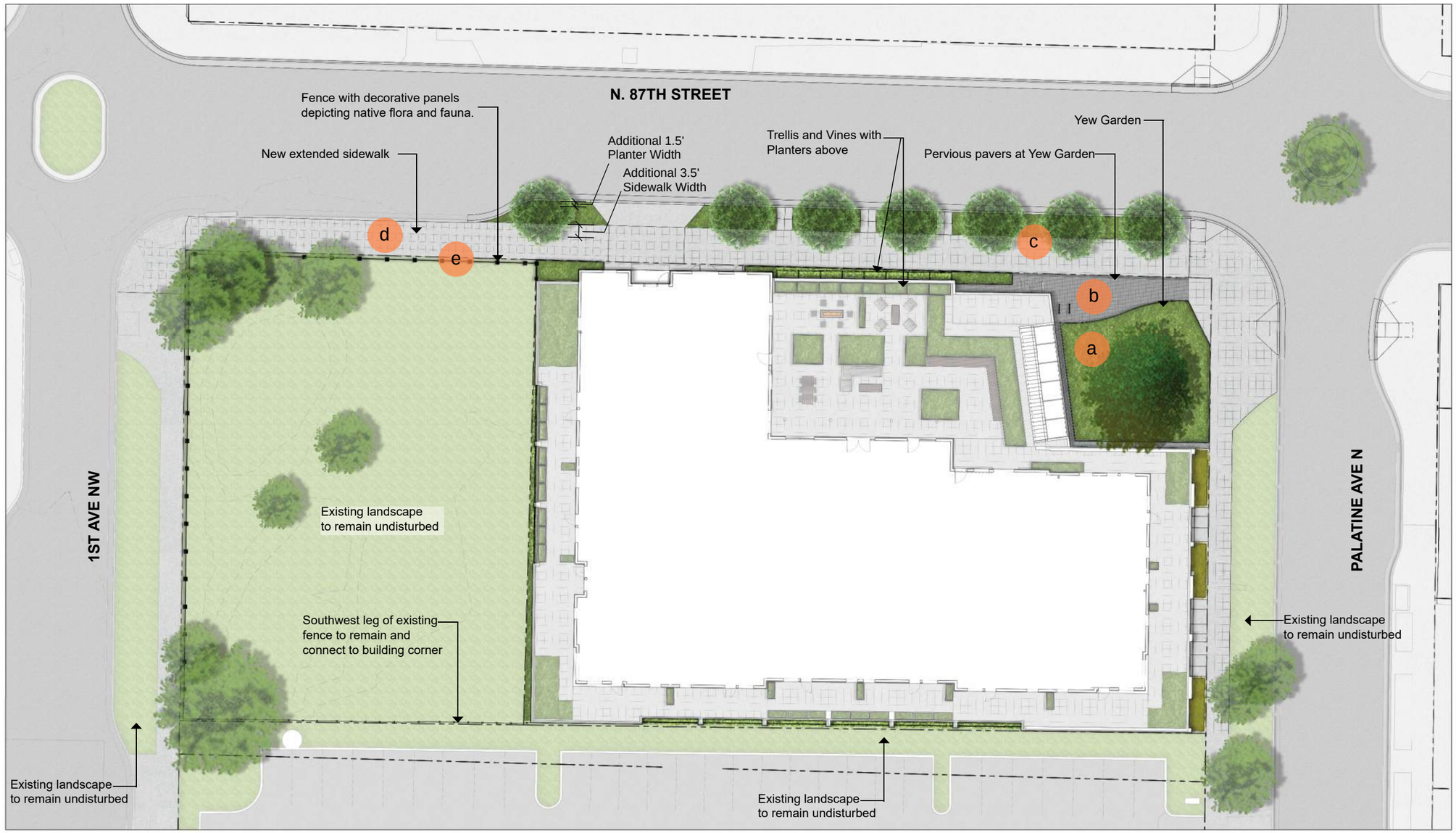


STREET VIEW ALONG PALATINE AVE N – LOOKING NORTH



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

a

b

e

EXHIBIT D - DESIGN IMAGERY FOR PUBLIC BENEFITS

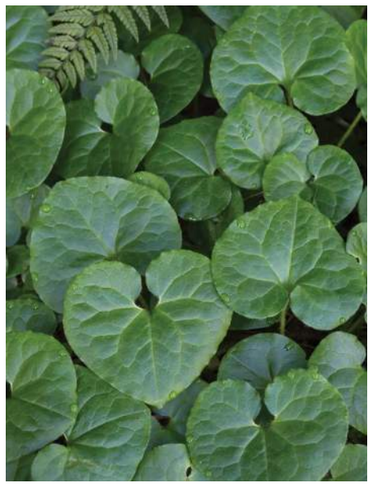
Yew Relocation:
In 2018 the Yew tree was relocated and replanted to preserve its presence in the neighborhood.

Pacific Yew:

The Pacific Yew / Taxus brevifolia is a conifer tree native to the Pacific Northwest. Today, the tree is not known for it's 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

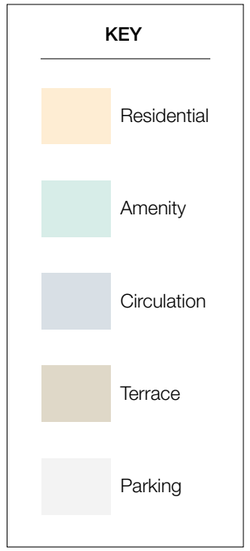
EXHIBIT E - NO-VACATION DEVELOPMENT ALTERNATIVE

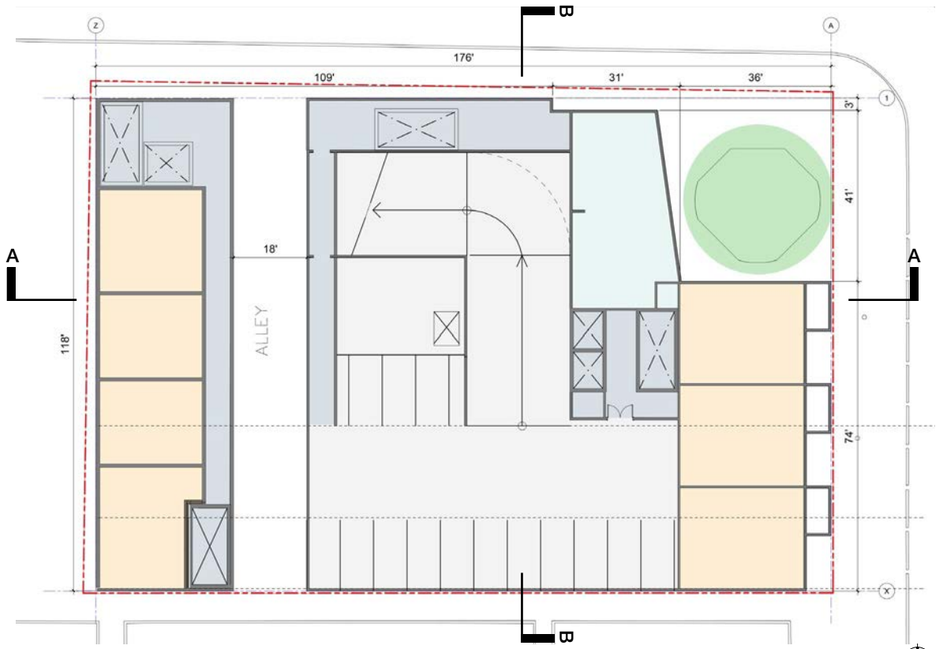
Development Objectives:
- Number of residential units: 72
- Number of parking stalls: 32

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”.

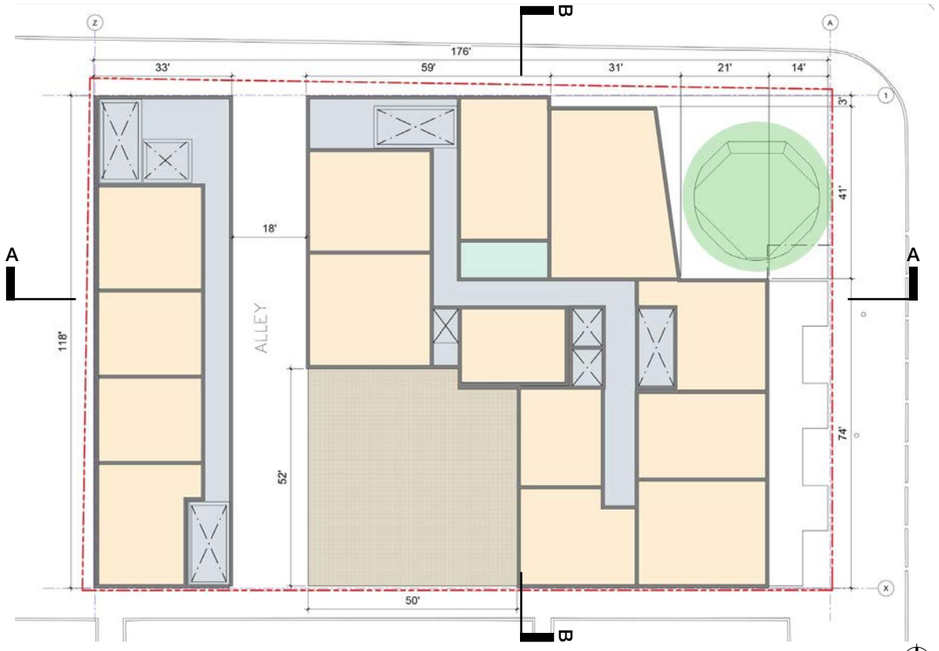
Cons:
- Open dead-end alley can contribute to security concerns in the neighborhood and the project.
- Lack of massing transition from the less intensive zoning to the north can block light to the single-family development.
- Buildings meet the zoning envelope however the massing is not proportionate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

Departures:
- None





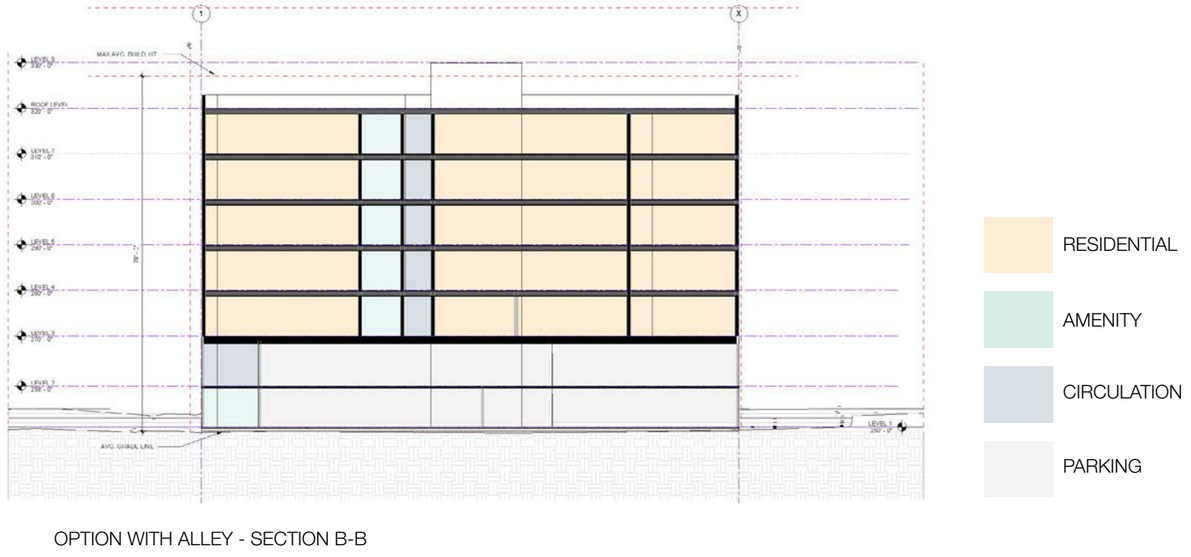
OPTION WITH ALLEY - LEVEL 2



OPTION WITH ALLEY - LEVEL 3

OPTION WITH ALLEY - MAIN LEVEL

EXHIBIT E - NO-VACATION DEVELOPMENT ALTERNATIVE



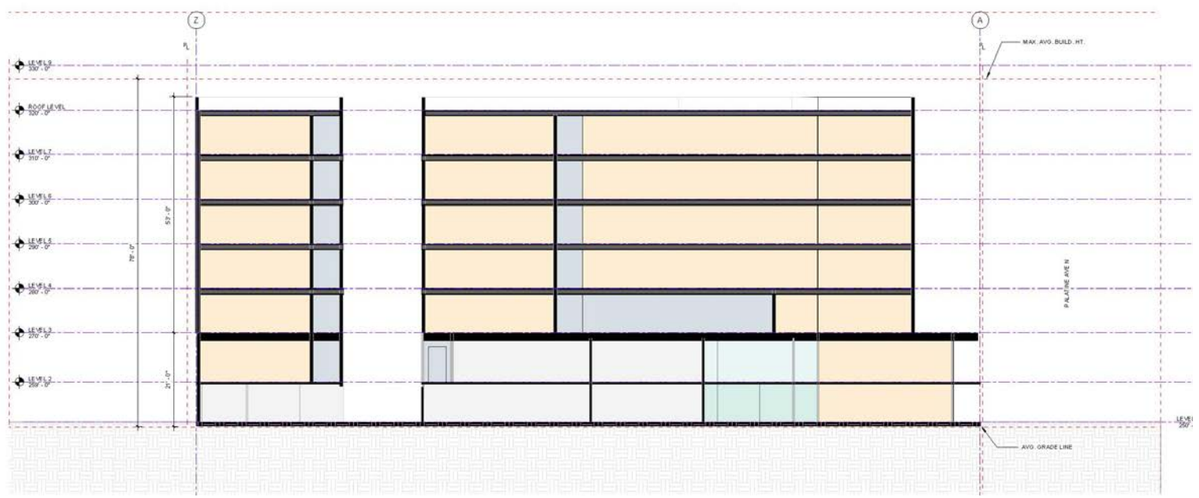
RESIDENTIAL

AMENITY

CIRCULATION

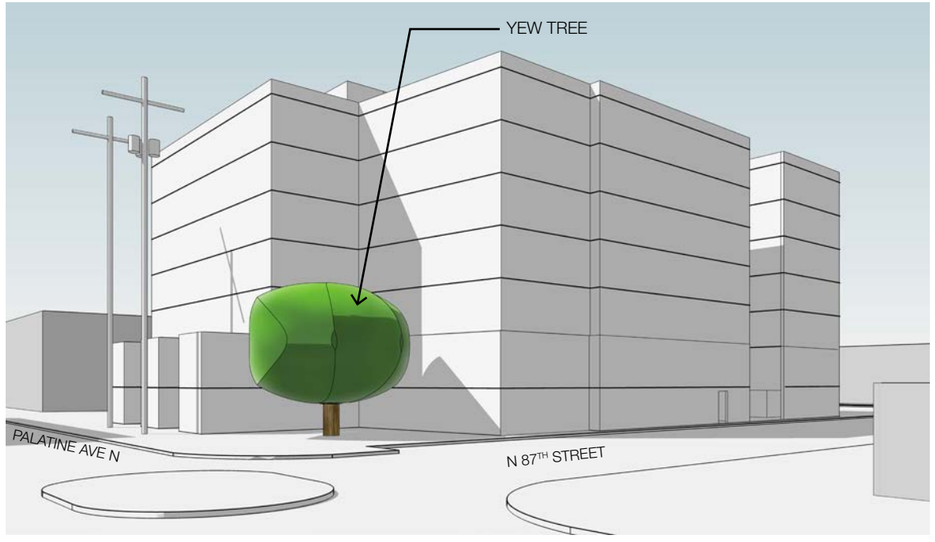
PARKING

OPTION WITH ALLEY - SECTION B-B

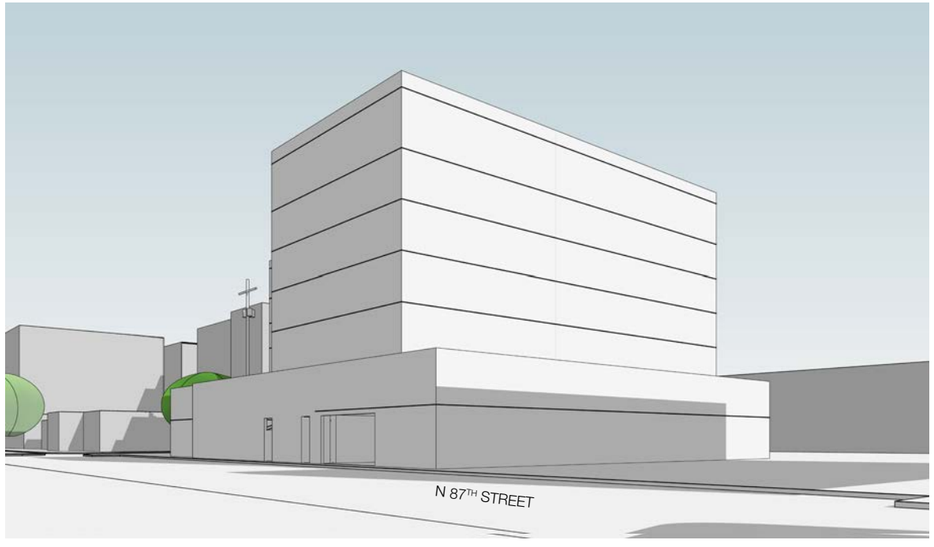


OPTION WITH ALLEY - SECTION A-A

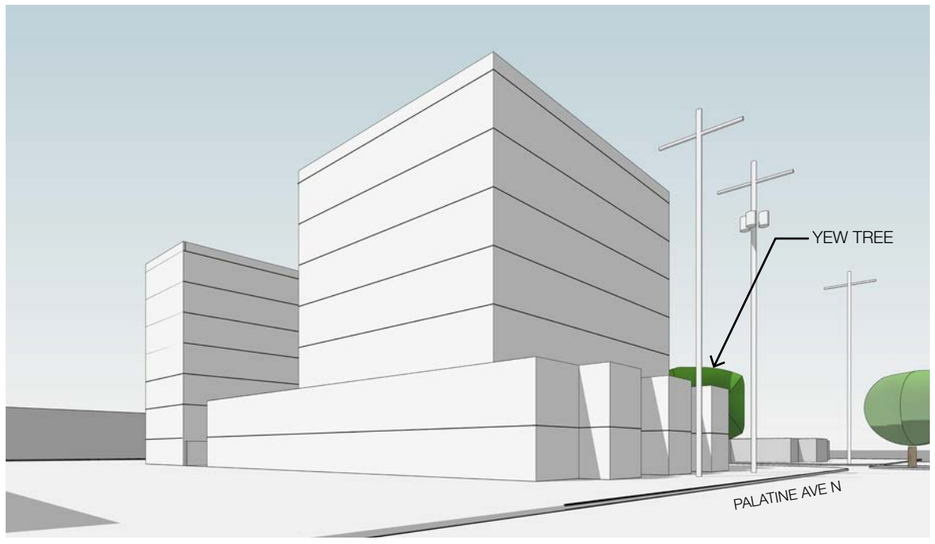
EXHIBIT E - NO-VACATION DEVELOPMENT ALTERNATIVE



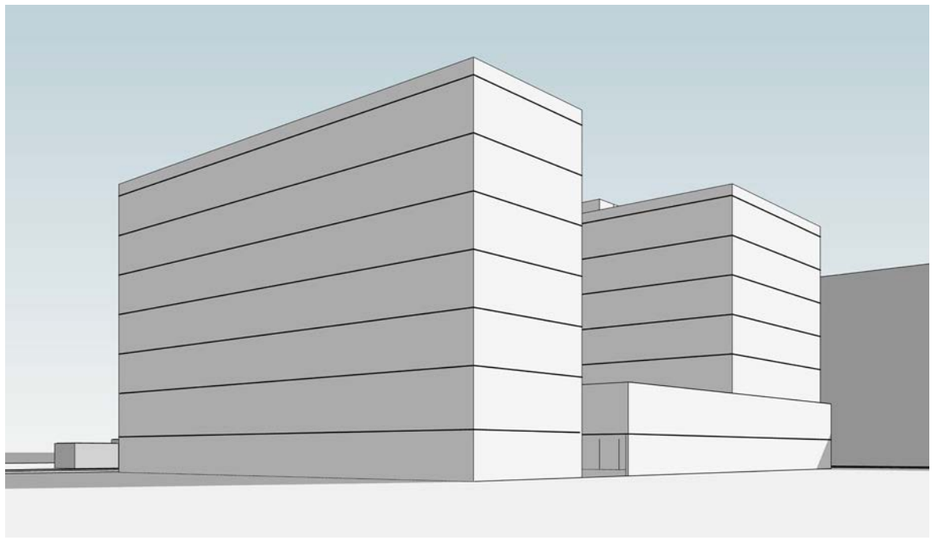
STREET VIEW ALONG PALATINE AVE N AND N 87TH STREET



STREET VIEW FROM NW CORNER ALONG N 87TH STREET



STREET VIEW ALONG PALATINE AVE N – LOOKING NORTH



STREET VIEW FROM SOUTHWEST CORNER

TENW
Transportation Engineering NorthWest

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

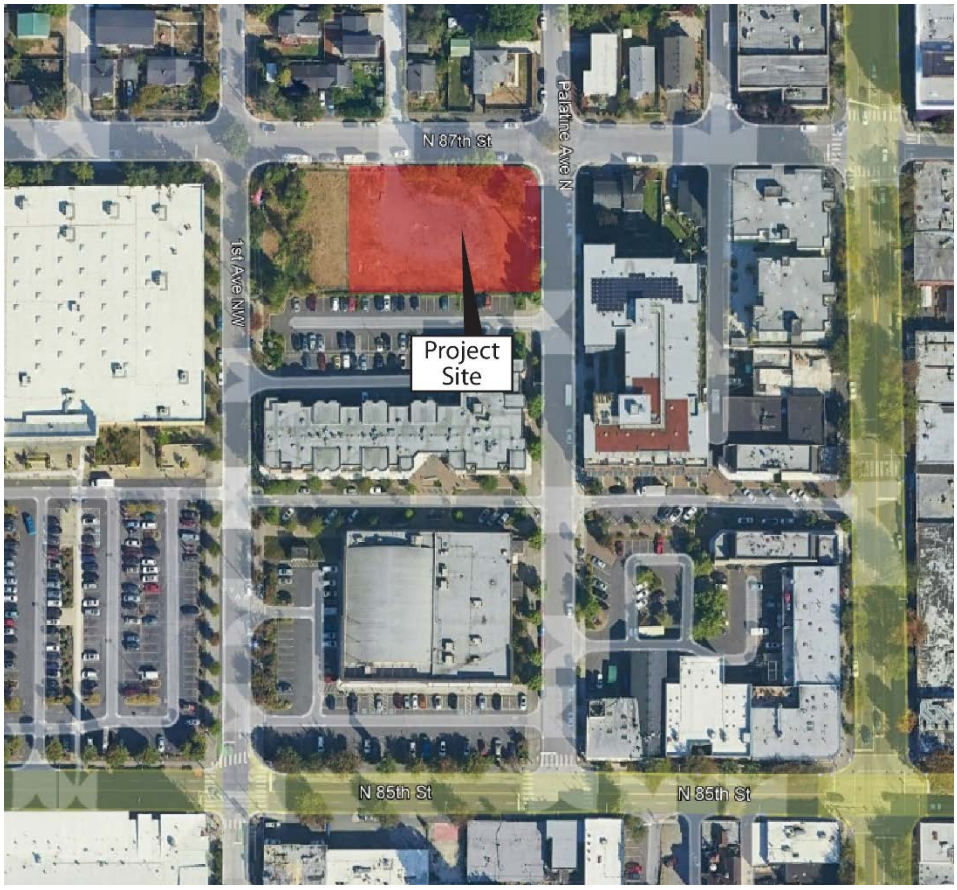
The proposed project includes the development of the site located at 8631 Palatine Avenue in Seattle, WA. A site vicinity map is provided in Attachment A. The proposed project includes a 7-storied multifamily building with 2 levels of on-grade structured parking and 5 levels of residential use (approximately 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 87th 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*, 11th 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

	New Trips Generated		
Weekday Time Period	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 87th 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 87th 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 87th 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 87th Street as the primary pick-up and drop-off location.

Alley Vacation Analysis

An existing alley is located south of N 87th Street approximately midway between 1st 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 87th 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 87th Street approximately between 1st 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 87th 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 87th Street at the location of the existing alley is gated.

Surrounding Street Type Classification

Along the proposed *Yew at Greenwood* project frontage, N 87th 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 85th Street is classified as a Major Arterial and a Principal Pedestrian Street. Additionally, 1st 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 87th Street. Without the alley vacation, the proposed project would be required to build and improve the existing alley located south of N 87th Street approximately mid-way between 1st Ave NW and Palatine Ave N. There would be no difference in impacts to N 87th Street with or without the alley vacation given both options would require new construction on N 87th 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 87th 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 87th 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 87th Street.

Conclusion

The existing north/south alley located south of N 87th Street between 1st 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 87th Street at the location of the existing alley is gated and the alley is located on a vacant site.

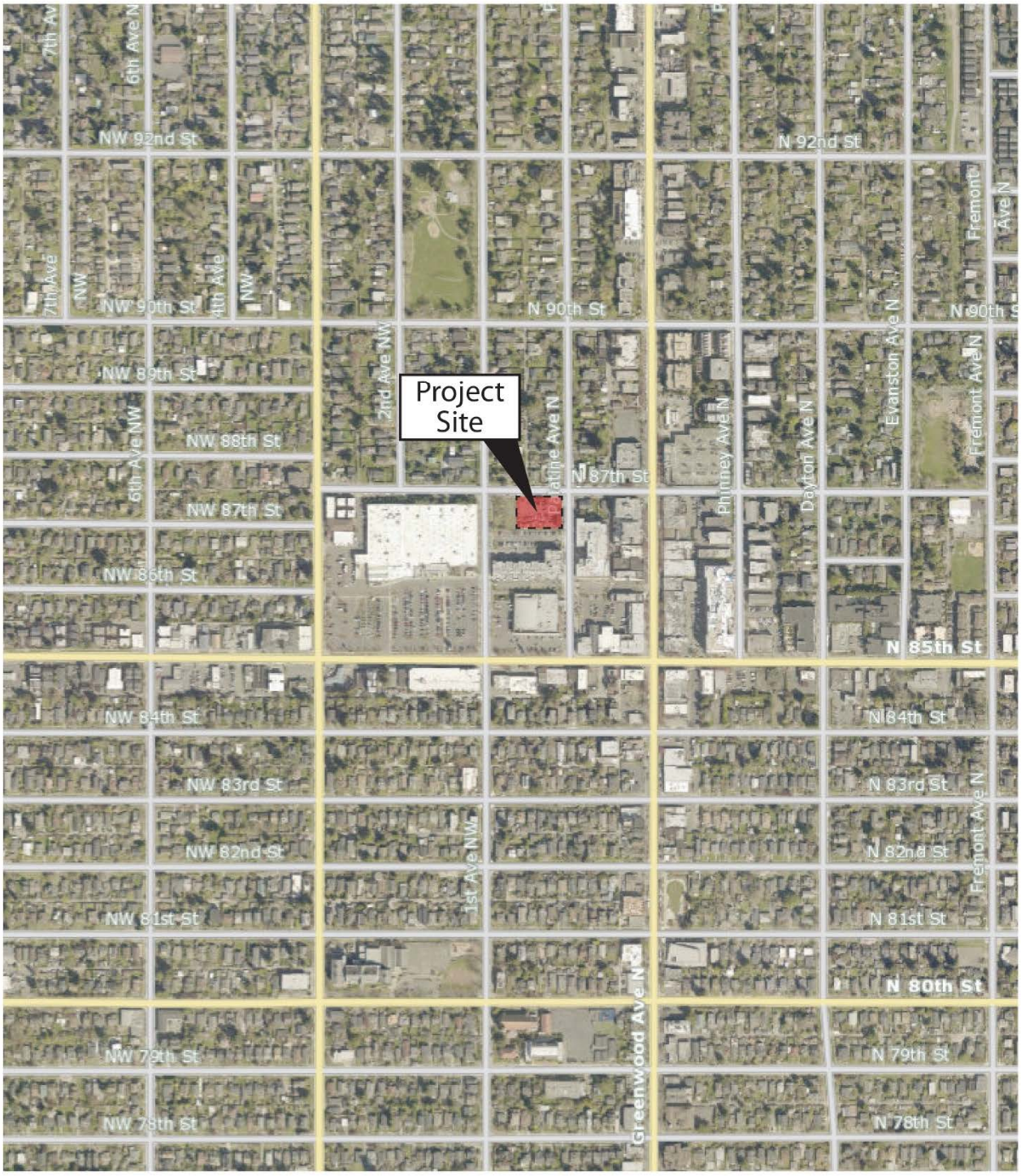
As a result, the proposed alley vacation is not anticipated to have an adverse impact on street grid continuity, street type classification, local vehicle access, transit, freight, non-motorized transportation, or traffic operations of the adjacent streets.

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.

Cc: Shilpa Karves, Baylis Architects

Attachments

Vicinity Map

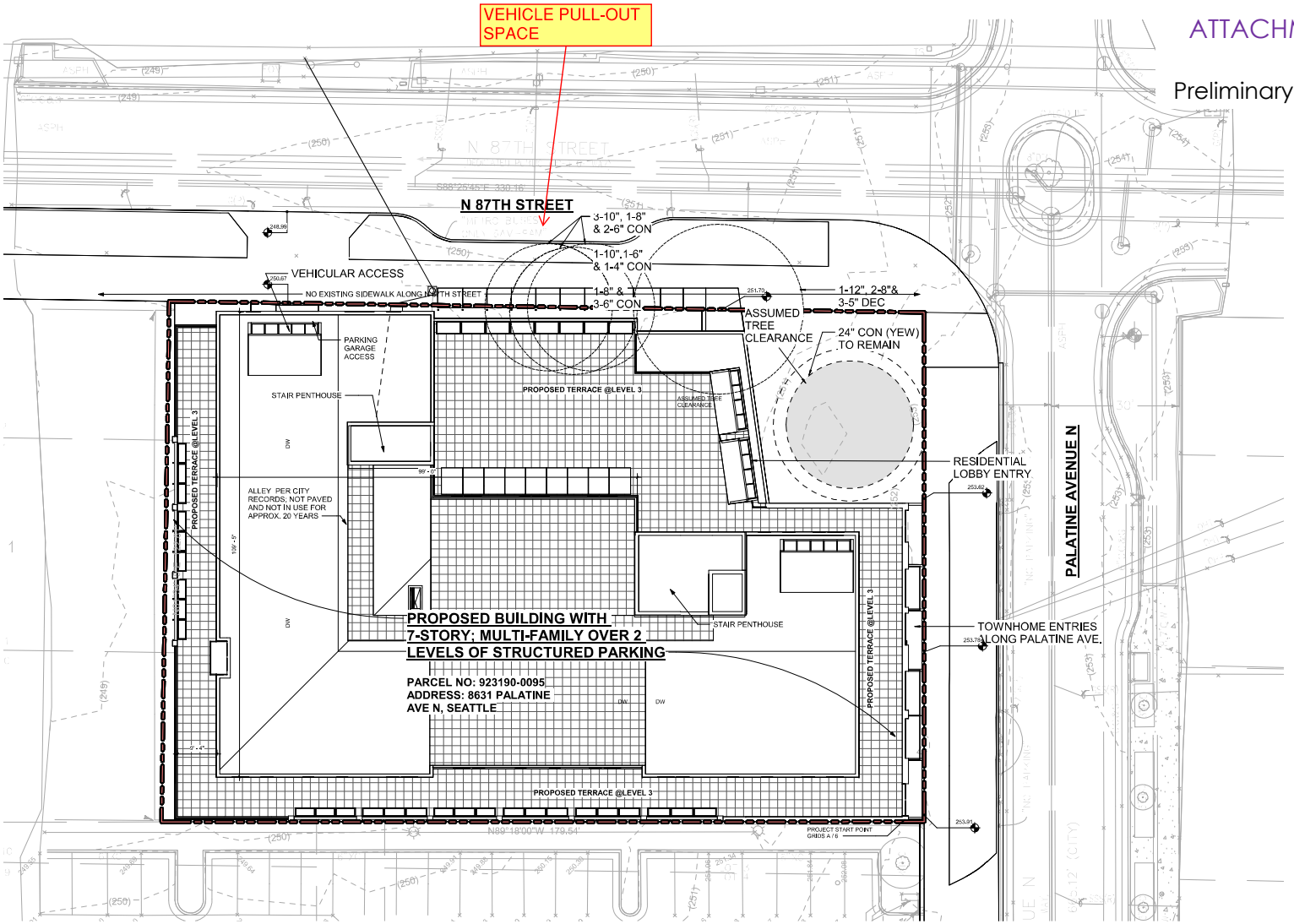


NOT TO SCALE

Attachment A: Project Site Vicinity

ATTACHMENT B

Preliminary Site Plan



SITE PLAN
1" = 10'-0"

1/8" = 1'-0" 0 1 2 4 8 16

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

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ALL RIGHTS RESERVED

YEW AT GREENWOOD
8631 PALATINE AVE N, SEATTLE

DESIGN DEVELOPMENT
09-15-2023

PROJECT NUMBER: 22-0919
PROJECT MANAGER: Checker
DRAWN BY: Author

REVISIONS:

NO.	DESCRIPTION	DATE

baylis ARCHITECTS
1001 Main Street, #110 | Bellevue, WA 98004
(425) 454-0588 | BaylisArchitects.com

SITE PLAN

7/10/2023 11:29:31 AM

Yew at Greenwood
Weekday Trip Generation Summary

Detailed Trip Generation

Land Use	Units [1]	ITE LUC [2]	Trip Rate or Equation [2]	Directional Split [2]		Vehicle Trip Generation		
				Enter	Exit	Enter	Exit	Total
DAILY								
Proposed Use:								
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
AM PEAK HOUR								
Proposed Use:								
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
PM PEAK HOUR								
Proposed Use:								
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:

[1] DU = Dwelling Units.

[2] Based on Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition, 2021.

EXHIBIT G - UTILITIES AND ROW PLAN

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) 684-5800.

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 4-2011/2011-004 AND PER THE "2021 SEATTLE STORMWATER MANUAL" DIRECTORS' RULE SDCI 10-2021/SPU DWW-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 EVAL/CERT) OF THE EXISTING SIDE SEWER BY A PROFESSIONAL ENGINEER PRIOR TO FINALIZING THE SIDE SEWER AND DRAINAGE PERMIT. IN MOST CASES, THE SIDE SEWER MUST BE LINED ALL THE WAY TO THE MAIN. SEE DIRECTORS RULE 4-2011V.M 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/ATTESTATION 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 SIP 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 SUSIP0000726

Call before you Dig. 8-1-1

SCALE 1"=10'

Legend

- PROPERTY LINE
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- GRAVEL
- CONCRETE RETAINING WALL
- CONCRETE CURB
- CONTOUR (INDEX)
- CONTOUR
- SANITARY SEWER
- SANITARY MH/CO
- STORM DRAINAGE PIPE
- YD/CD/CB/CB 2/MH
- WATER MAIN
- FH/FDC/PIV/VALVE
- WATER VAULT/METER

North 87th Street (Dedicated Public Right-of-Way)

1st Avenue North (Dedicated Public Right-of-Way)

Palatine Avenue North (Dedicated Public Right-of-Way)

Alley Vacated (V/C 10842)

4-IN DOMESTIC WATER SERVICE. SIZE PER PLUMBING. RESTORE ASPHALT PAVING FROM UTILITY CUT

4-IN FIRE SERVICE. SIZE PER PLUMBING. RESTORE ASPHALT PAVING FROM UTILITY CUT

INSTALL NEW CURB RAMP

RELOCATED METRO SIGN

PROTECT EX TREE

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

LOT 1 LOT 2

COUGHLIN PORTER LUNDEEN

YEW AT GREENWOOD
8631 PALATINE AVE N, SEATTLE

DESIGN DEVELOPMENT
09-15-2023

PROJECT NUMBER: 22-0919
PROJECT MANAGER: AJF
DRAWN BY: PRW

REVISIONS

DESCRIPTION	DATE

baylis ARCHITECTS
10801 Main Street, #110 | Bellevue, WA 98004
(425) 454 0566 | BaylisArchitects.com

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 87th Street and around the "bog," down 1st Avenue NW to the existing sidewalk. There are currently no sidewalk improvements on the south side of N 87th Street, and only dilapidated and incontiguous portions of sidewalk on the north side. In addition to the provision of a new sidewalk along N 87th 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" 85th 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:	• Over ten full-color project posters posted within a half-mile of the project and visible from sidewalk	• Online survey	• One-hour community meeting on 3/29/2023 at the Greenwood Library Branch
Additional Outreach Performed:	• Neighborhood Outreach Sign on subject property	• Interactive project website • Posting in neighborhood periodical • Email blast to all local organizations identified by Seattle DON	

A virtual meeting between the project team and Seattle DON was held on Friday, February 10th 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 an 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. 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 29th 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
Developer/Applicant: Greenwood Shopping Center, Inc.
Zoning: NC2-75(M2)
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 WEBPAGE:

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

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.

COMMUNITY OUTREACH:

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.

VACATION PETITION:

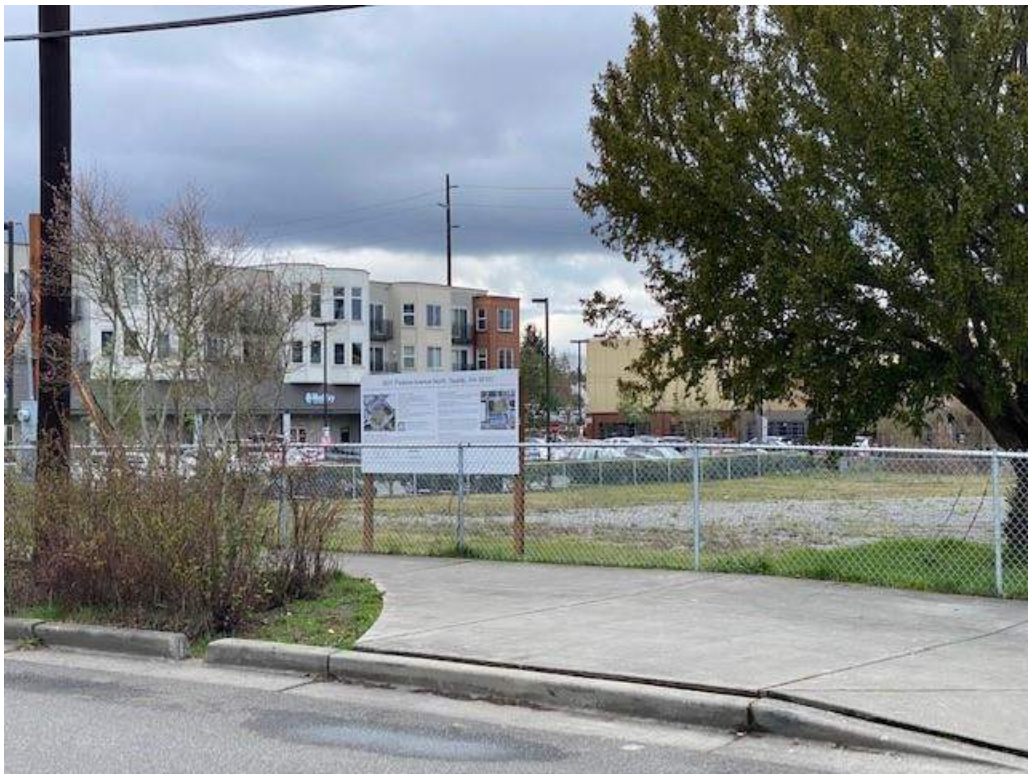
The project includes a request to vacate the small remaining portion (approximately 2,000 sf) of the alley between Palatine Ave N and N 87th Street. For more information on the alley vacation process, see https://www.seattle.gov/transportation/ permits-and-services/permits/term-permits-and-street-vacations. 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.

Baylis Architects
10801 Main Street #110, Bellevue, WA 98004

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

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.

On-Site 3’x6’ Sign



Public Flyer Posting Photos

Telephone pole on north side of N 87th Street, facing project site, facing sidewalk

Public bulletin board inside neighborhood Fred-Meyer store

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

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

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

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

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

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

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

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

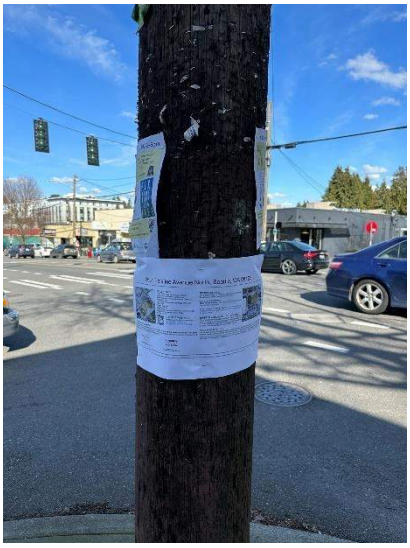
Telephone pole on northwest corner of Greenwood Ave N and N 84th St, facing sidewalk

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

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

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

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



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

Attachment 2
Website Screenshot

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.

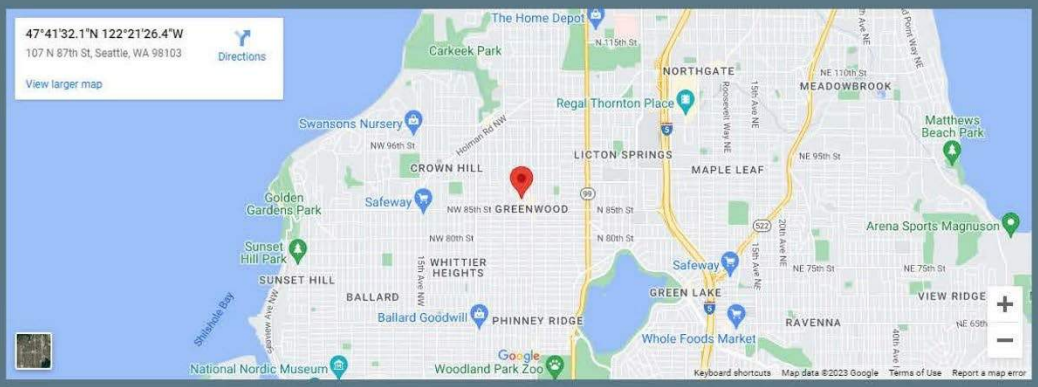
Go to Survey | Download Project Flyer

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.

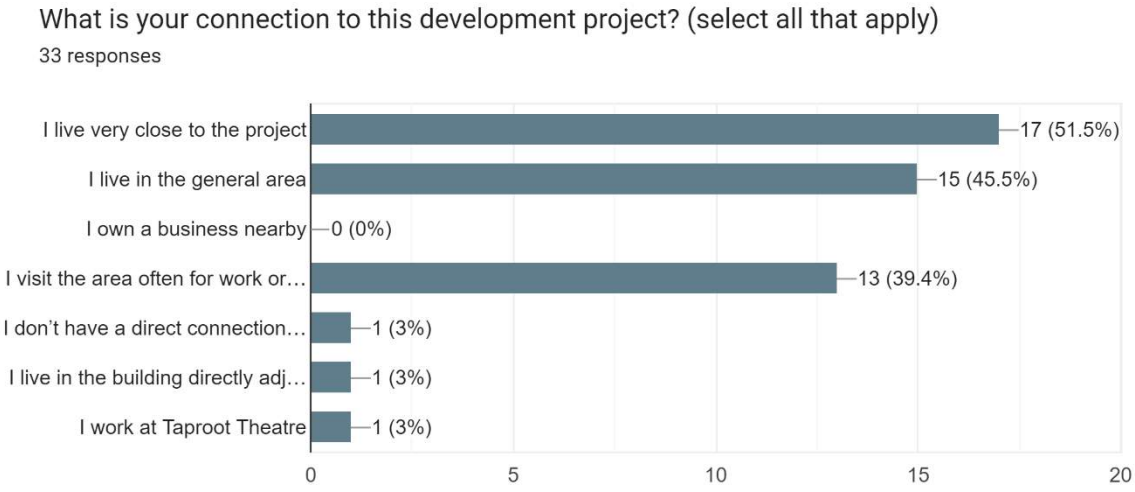
Project Contact Information

Contact Person: Shilpa Karve, Project Manager at Baylis Architects

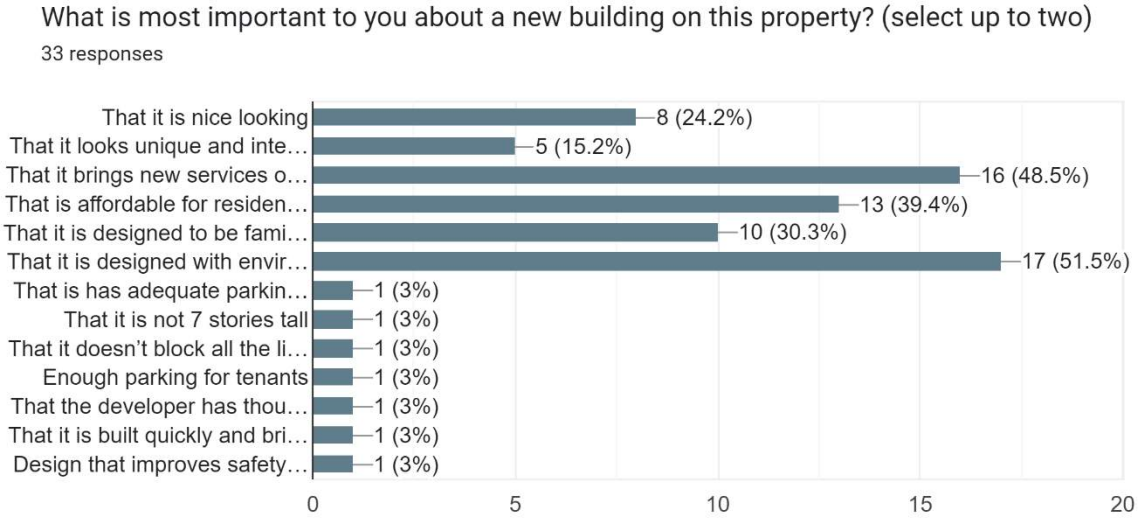
Contact Email: karves@baylisarchitects.com

Contact Phone: 425-679-5215

Attachment 3
Digital Survey Summary and Results



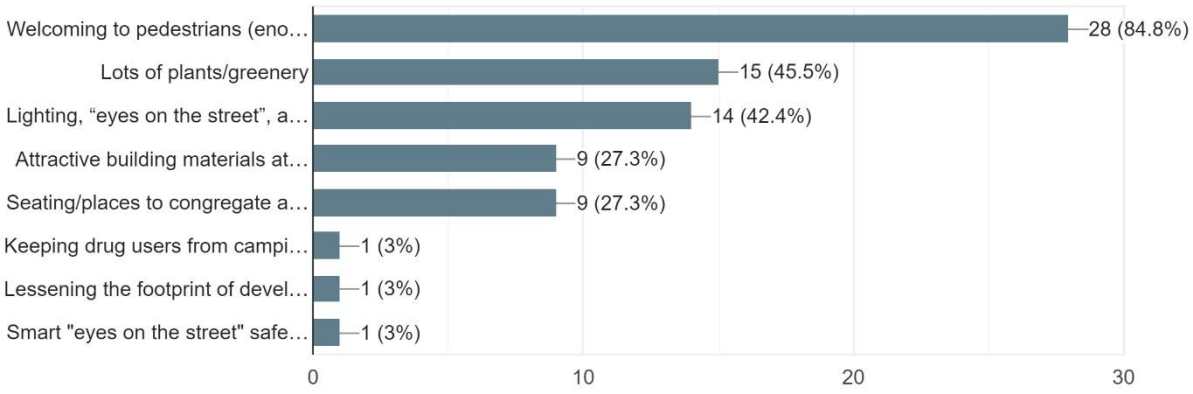
1. Custom Responses:
    a. I live in the building directly adjacent to the project
    b. I work at Taproot Theatre



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)

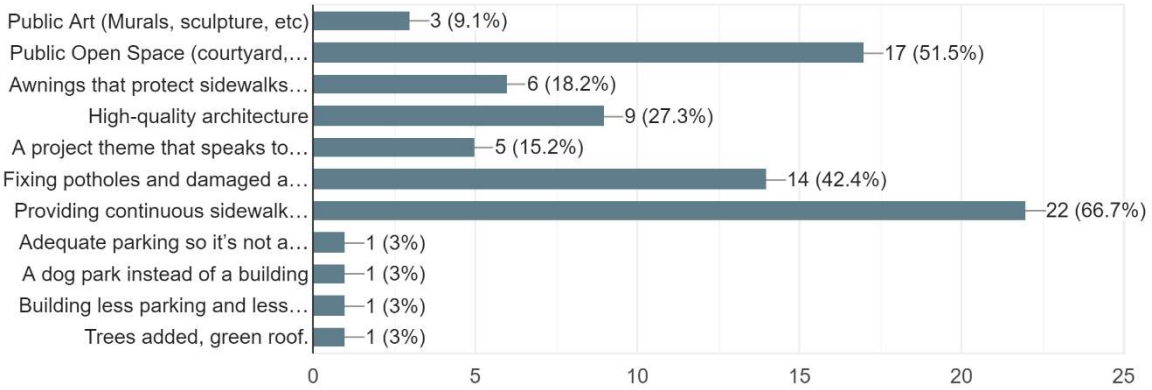
e. Design that improves safety in the area (eg lighting and good sightlines) and that it interacts well with the wetlands to the west
f. That it is built quickly and brings much needed housing to the area

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

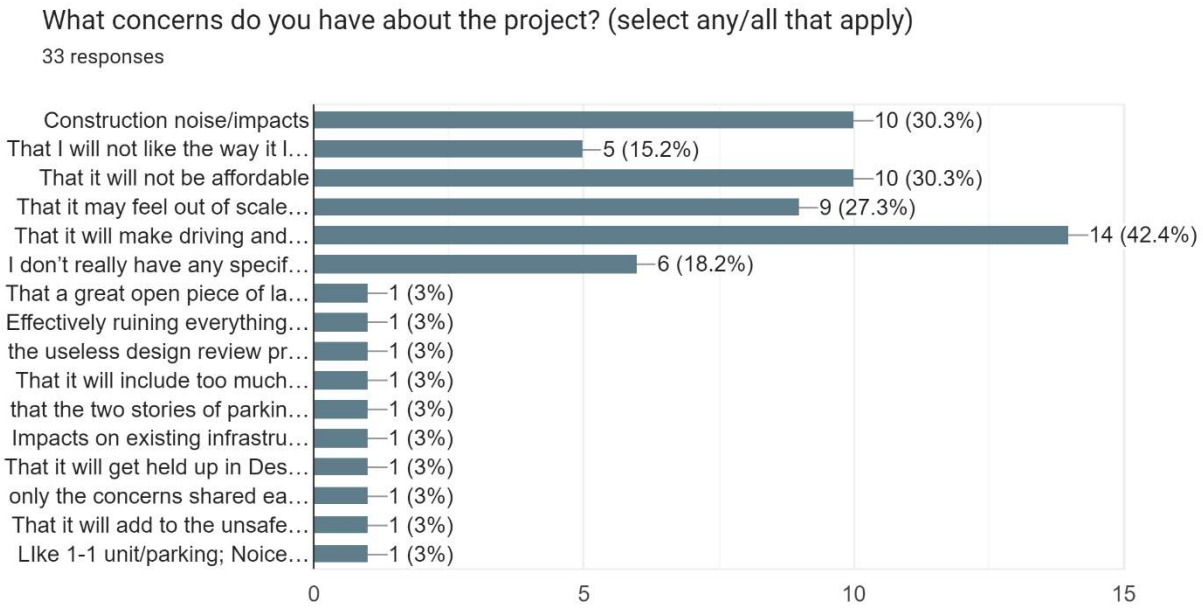


3. Custom Responses:
    a. Keep drug users from camping
    b. Lessening the footprint of development for more public areas
    c. Smart "eyes on the street" safety design, be welcoming AND safe. Also fix the grading problems along the frontage caused by wetlands/sinking.

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



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



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 peopleâ€™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 arenâ€™t and so if you walk around the block, thereâ€™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. Donâ€™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 flood 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

d. MarkL@taproottheatre.org, Karen@taproottheatre.org, DwitghtH@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)	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)	The project is located within the Greenwood-Phinney Ridge Residential Urban Village, an area the Seattle Comprehensive Plan describes as a compact residential neighborhood that provides opportunities for a wide range of housing types with densities that support transit use. 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	Welcoming to pedestrians (enough space to walk, etc.);Lighting, â€œeyes on the streetâ€, and other designs for safety;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			
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, â€œeyes on the streetâ€, and other designs for safety	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			
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, â€œeyes on the streetâ€, and other designs for safety	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	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
2023/03/29 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	Welcoming to pedestrians (enough space to walk, etc.);Attractive building materials at street-level (siding, windows, doors, signs, etc.)	Public Open Space (courtyard, landscaped areas, etc);Providing continuous sidewalk access along the street	I donâ€™t really have any specific concerns	Greenwood needs a lot more housing options so I am excited for a new multi family building to be built		
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	Lighting, â€œeyes on the streetâ€, and other designs for safety;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.	Affordability is vital. In a neighborhood with few options like this, truly offering some or much affordable housing would be amazing.	chrism@phinneycenter.org
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.)	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 :)	The property has been unused for a decade. It needs sidewalks badly.	Sidewalks, please. They would help connect greenwood ave to the Fred Meyer without the extremely busy 85th ave sidewalk.	
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.);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	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!	Quality and high energy efficiency design	
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	Welcoming to pedestrians (enough space to walk, etc.);Attractive building materials at street-level (siding, 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	This ought to be described as a Greenwood project. Phinney Ridge is a separate pocket. It is important for this housing to be AFFORDABLE.	Use quality materials, incorporate green space (rooftop garden?), solar panels	
2023/03/15 7:28:12 PM MDT	I live very close to the project	That is has adequate parking for residents, their guests and business patrons.	Lighting, â€œeyes on the streetâ€, and other designs for safety;Keeping drug users from camping.	Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Adequate parking so itâ€™s not a burden on neighbors.	Construction noise/impacts;That it will make driving and parking in the neighborhood more difficult		Sidewalks need to be built for the bog. Most arenâ€™t and so if you walk around the block, thereâ€™s a lot of uneven, sunken sidewalks and planters.	eric@ericslagle.com
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.);Enough parking for tenants	Welcoming to pedestrians (enough space to walk, etc.);Attractive building materials at street-level (siding, windows, doors, signs, 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			MarkL@taproottheatre.org, Karen@taproottheatre.org, DwitghtH@taproottheatre.org
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	Welcoming to pedestrians (enough space to walk, etc.);Lighting, â€œeyes on the streetâ€, and other designs for safety	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 donâ€™t really have any specific concerns	Build more units and have ground floor space for businesses		
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;I 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 doesnâ€™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.	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants/greenery;Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc)	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 peopleâ€™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. Donâ€™t make street parking even harder.	
2023/03/30 12:10:52 PM MDT	I live in the general area;I visit the area often for work or leisure;I donâ€™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)	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants/greenery;Lighting, â€œeyes on the streetâ€, and other designs for safety;Attractive building materials at street-level (siding, windows, doors, signs, etc.);Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc)	High-quality architecture	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.	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 flood commercial spaces need to contain businesses that are viable and attract steady foot traffic.	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 it is designed to be family-friendly	Welcoming to pedestrians (enough space to walk, etc.);Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc)	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 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.	rbtrask@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 it is designed to be family-friendly	Welcoming to pedestrians (enough space to walk, etc.);Smart "eyes on the street" safety design, be welcoming AND safe. Also fix the grading problems along the frontage caused by wetlands/sinking.	Public Open Space (courtyard, landscaped areas, etc);Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave	That it will not be affordable;That it may feel out of scale with other buildings nearby			
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 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);Providing continuous sidewalk access along the street	I donâ€™t really have any specific concerns			
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.	Welcoming to pedestrians (enough space to walk, etc)	Fixing 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			
2023/03/28 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	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants/greenery	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			
2023/03/29 2:27:45 PM MDT	I live in the general area;I visit the area often for work or leisure	That it is designed to be family-friendly;That it is designed with environmental sustainability in mind	Welcoming to pedestrians (enough space to walk, 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	I donâ€™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.	
2023/04/01 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	Welcoming to pedestrians (enough space to walk, etc.);Lighting, â€œeyes on the streetâ€, and other designs for safety	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 interactts 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 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.	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, â€œeyes on the streetâ€, and other designs for safety	Public Open Space (courtyard, landscaped areas, etc);Providing continuous sidewalk access along the street	I donâ€™t really have any specific concerns	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 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, â€œeyes on the streetâ€, and other designs for safety	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, â€œeyes on the streetâ€, and other designs for safety;Attractive building materials at street-level (siding, windows, doors, signs, etc.);Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc)	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	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	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants/greenery;Lighting, â€œeyes on the streetâ€, and other designs for safety;Seating/places to congregate 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 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 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, â€œeyes on the streetâ€, and other designs for safety;Attractive building materials at street-level (siding, windows, doors, signs, etc.)	Public Open Space (courtyard, landscaped areas, etc);High-quality architecture;Providing continuous sidewalk access along the street	That it will make driving and parking in the neighborhood more difficult		
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	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants/greenery	Public Open Space (courtyard, landscaped areas, etc);Trees added, green roof.	Construction noise/impacts;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;LIke 1-1 unit/parking; Noice not before 7am!!!	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.	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. Sculpture, places on terrace to sit and listen to music perhaps. Yes.
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	Lots of plants/greenery;Attractive building materials at street-level (siding, 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		Commercial on the first floor
2023/04/02 7:04:16 AM MDT	I live very close to the project;I visit the area often for work or leisure	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, â€œeyes on the streetâ€, and other designs for safety;Attractive building materials at street-level (siding, 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 will not be affordable;That it will make driving and parking in the neighborhood more difficult		
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	High-quality architecture;A project theme that speaks to the history of the Greenwood neighborhood	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.
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.);Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc)	Public Open Space (courtyard, landscaped areas, etc);Awnings that protect sidewalks from rain;Providing continuous sidewalk access along the street	I donâ€™t really have any specific concerns		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
2023/04/06 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 (siding, 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
Powered by the PN
Accessibility

≡ MENU

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 29th 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. 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.

Accessibility

Previous post: 5 Tips to Stay Financially Fit from our local BECU

Search

Welcome!

We're a blog about Phinney Ridge and Greenwood news, events, and more... Send us a news tip at 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.

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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 29th 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. 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,

gsc@phinneycenter.org,

lictonsprings@hotmail.com,

pna@phinneycenter.org,

tips@phinneywood.com,

phinneyridge.ccouncil@gmail.com,

info@seattlegreenways.org

Attachment 6
In-Person Outreach
PowerPoint

8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

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

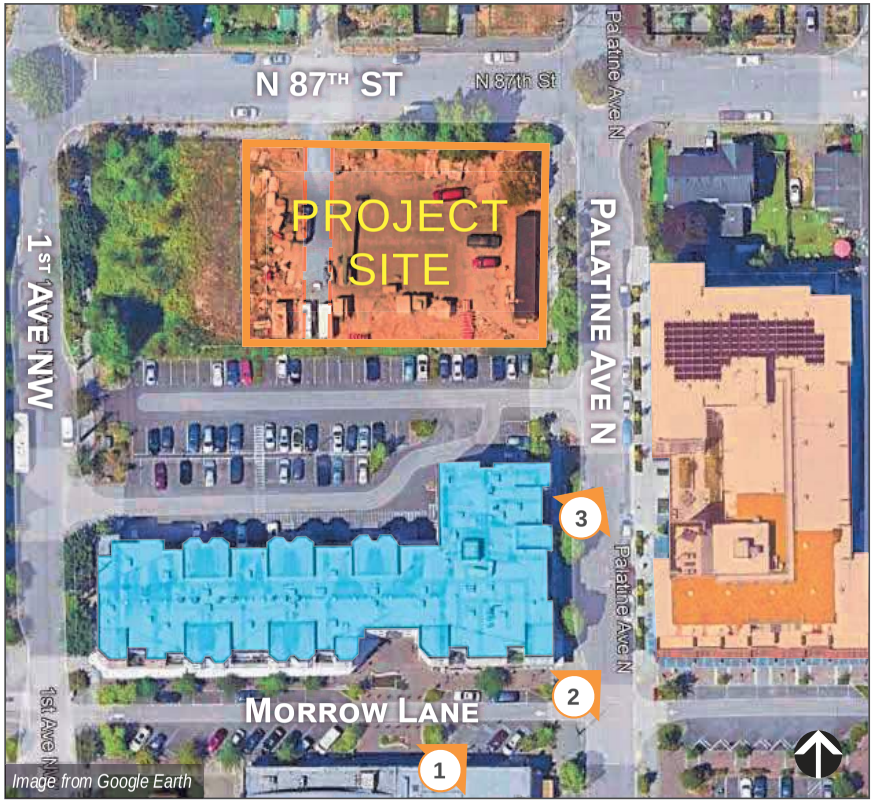
baylis ARCHITECTS

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

baylis ARCHITECTS

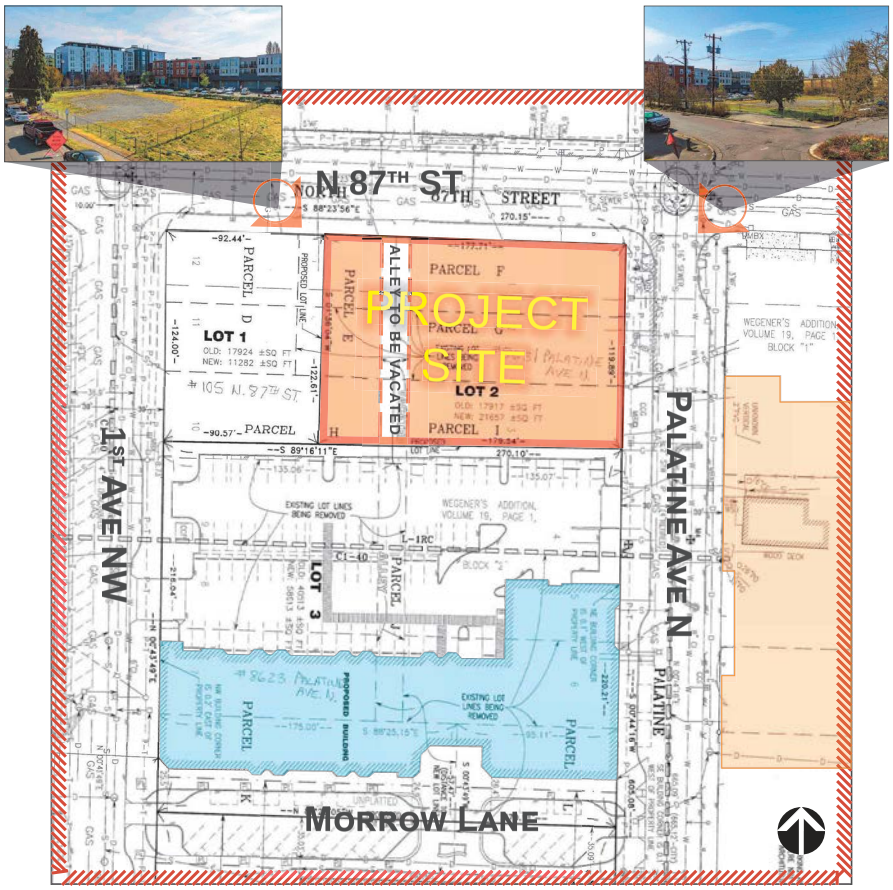
PRIVACY STATEMENT: *Please note that any information collected during the community outreach process may submitted to the City of Seattle and made public pursuant to the Washington Public Records Act.*

8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

CONTEXT AND SITE

NEIGHBORHOOD



SITE SURVEY

Not to Scale

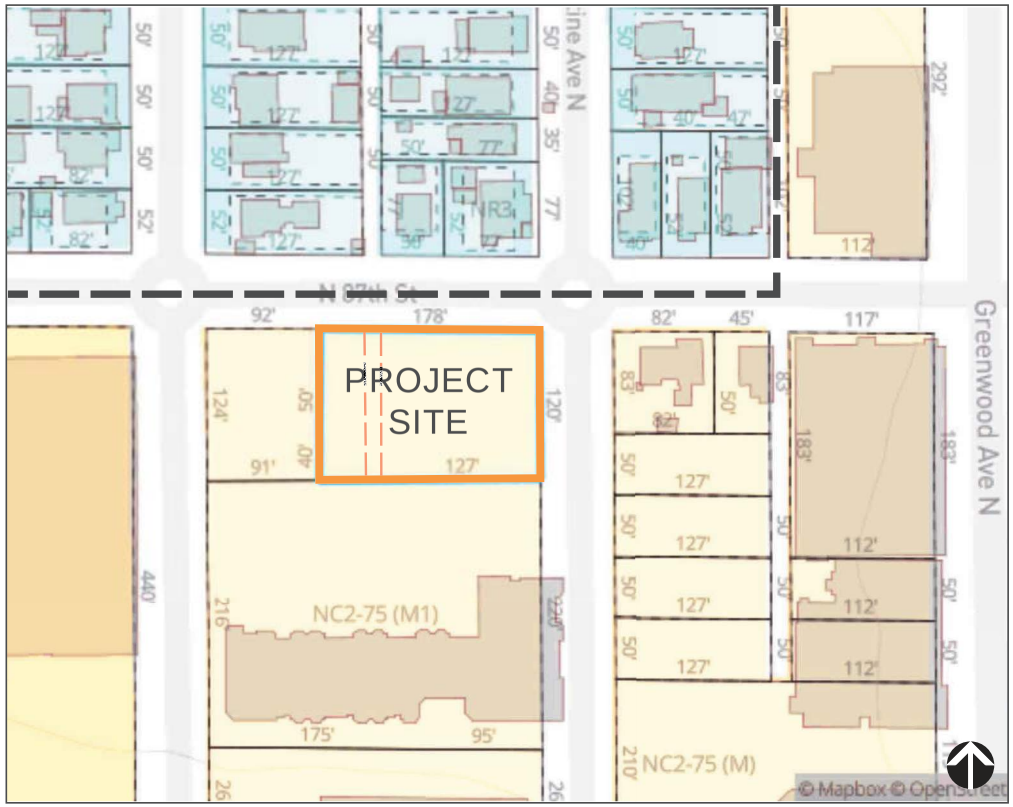
baylis ARCHITECTS

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.

baylis ARCHITECTS

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8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

MAXIMUM DEVELOPMENT POTENTIAL STUDIES

MAXIMUM BUILDING POTENTIAL - W/ ALLEY

MAXIMUM BUILDING POTENTIAL - ALLEY VACATED

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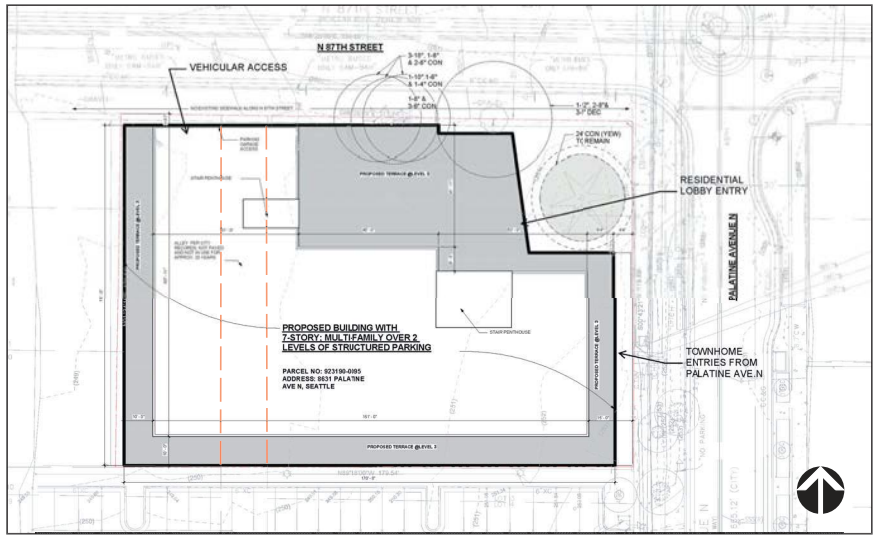
8631 Palatine Avenue North, Seattle, WA 98103

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

baylis ARCHITECTS

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

ALLEY VACATION PROCESS TIMELINE

February 2023	**NOW** 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

baylis ARCHITECTS

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

PUBLIC BENEFITS OPTIONS

	87th & Palatine (Proposed)
Area Vacated	± 2,000 SF
Preliminary Public Benefit Options	
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

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8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

CONTACT INFORMATION:

Contact Person: Shilpa Karve, Baylis Architects
Contact Email: 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

baylis ARCHITECTS

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.*

Attachment 7
Meeting Photo and Minutes

Greenwood Community Outreach Meeting

baylis ARCHITECTS

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 (if you would like to be on our mailing list for this project)	How did you hear about this meeting?
Rob	F	98103	Rob.Fellows@mac.com	email
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TIM	P	98103	TIMPRITCHARD@GMAIL.COM	SOLSTICE
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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 87th 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.

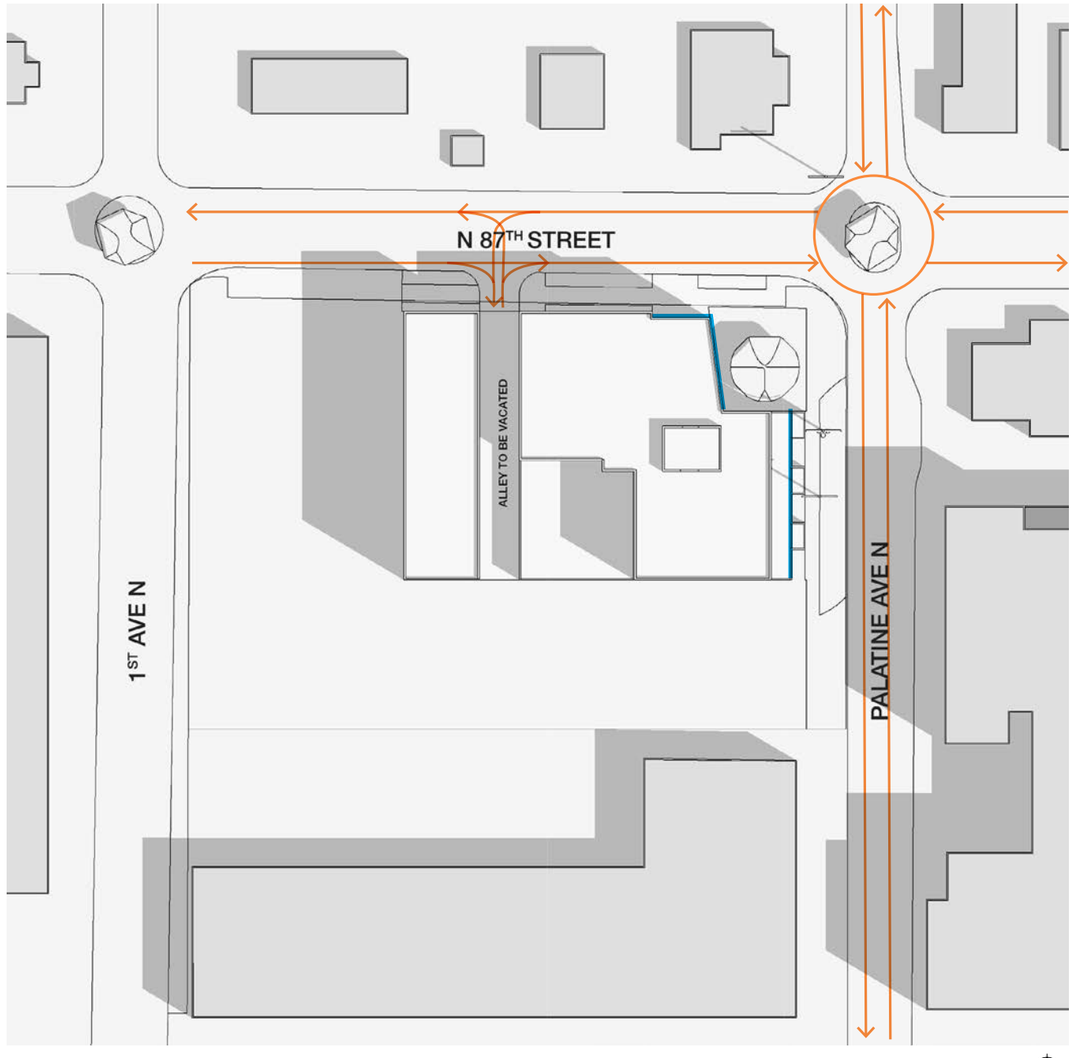
4. Amenity and Design Ideas
i. Reclaim some of the land in the adjacent bog area that is dry land and use it as park space.
ii. Provide units large enough for families.
iii. Provide sidewalks from the project property along 87th, around the corner of the bog onto 1st Avenue, connecting with walkways 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

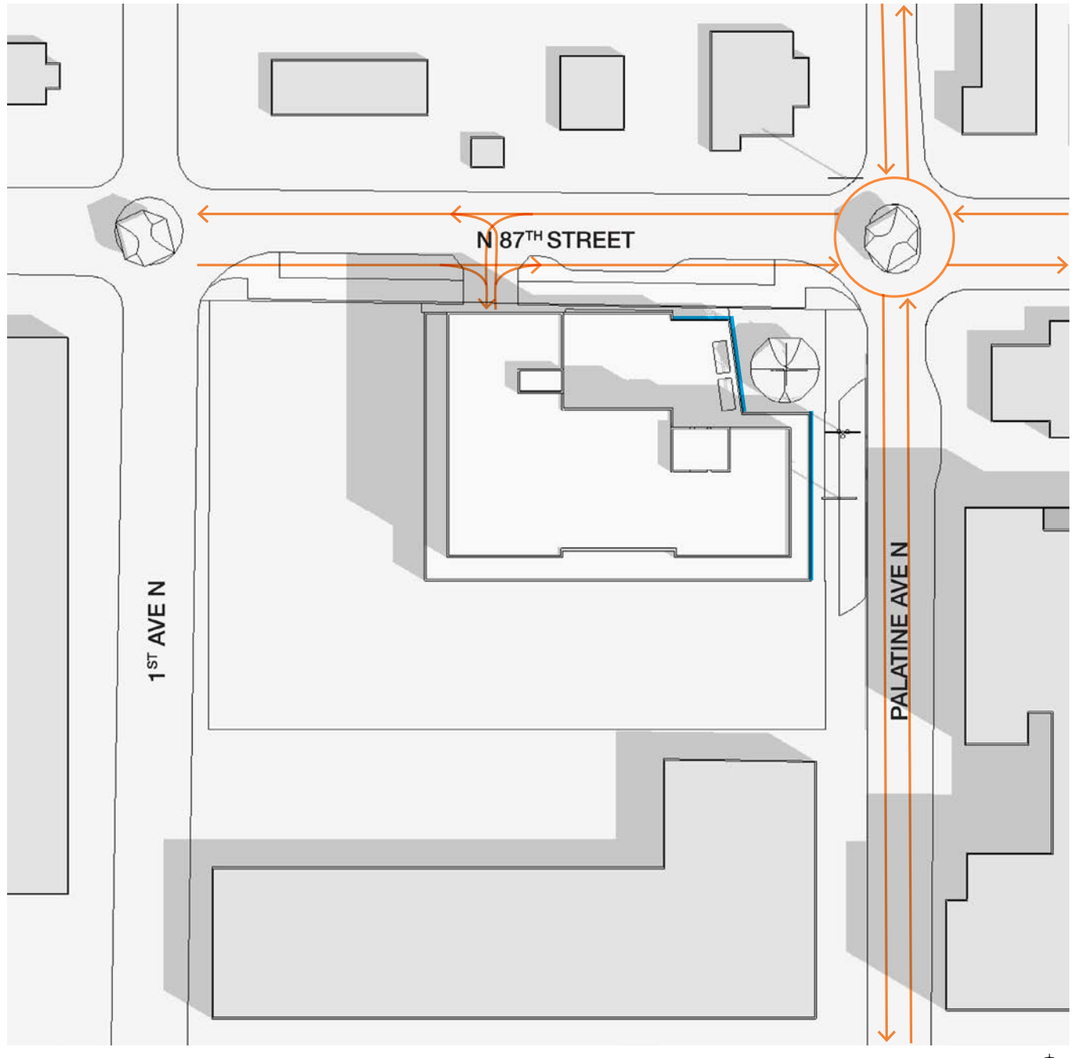
Circulation / Vehicles

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

Bicycles Parking Access

Pedestrian Access

Parking / Loading Access

ALLEY OPTION

VACATED ALLEY (PREFERRED) OPTION

EXHIBIT I - CITY OF SEATTLE VACATION POLICY VALUES

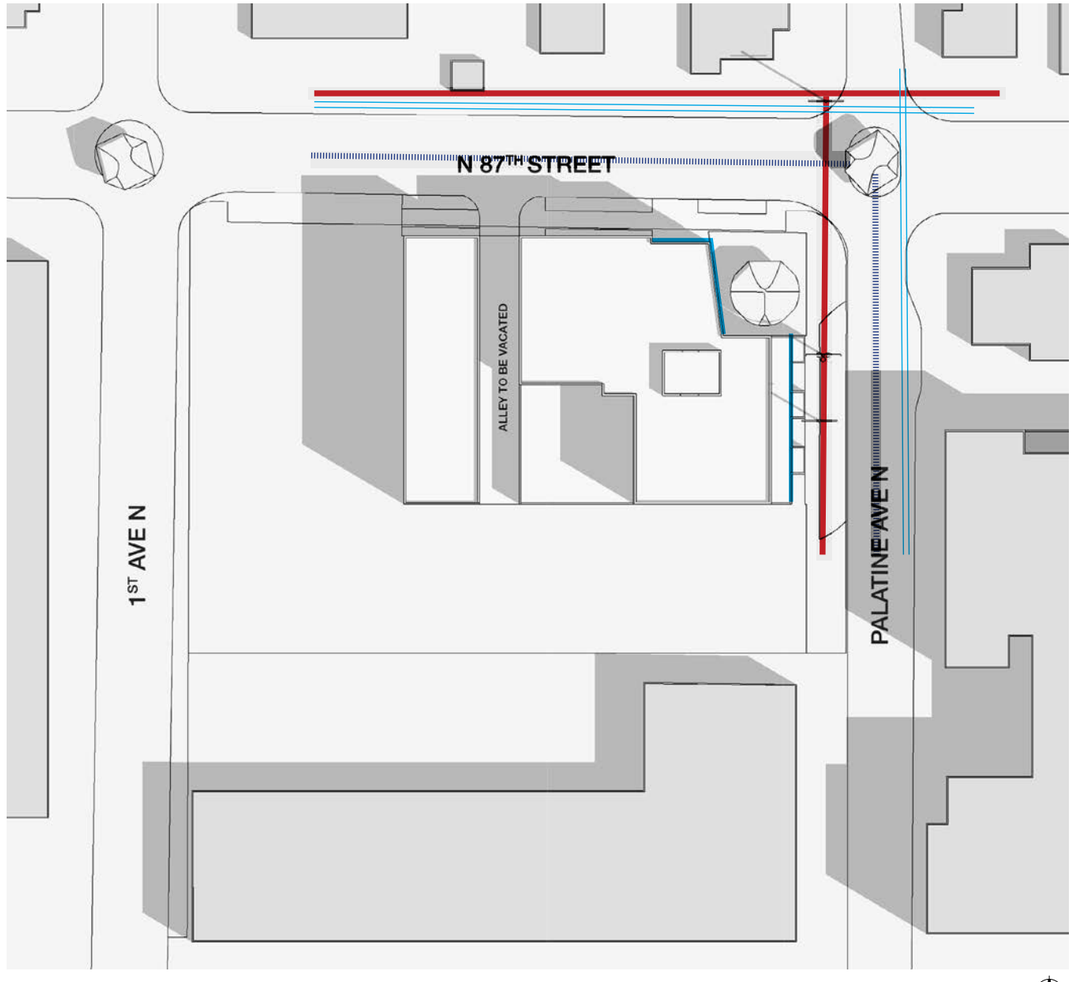
Utilities

Transparent Facade

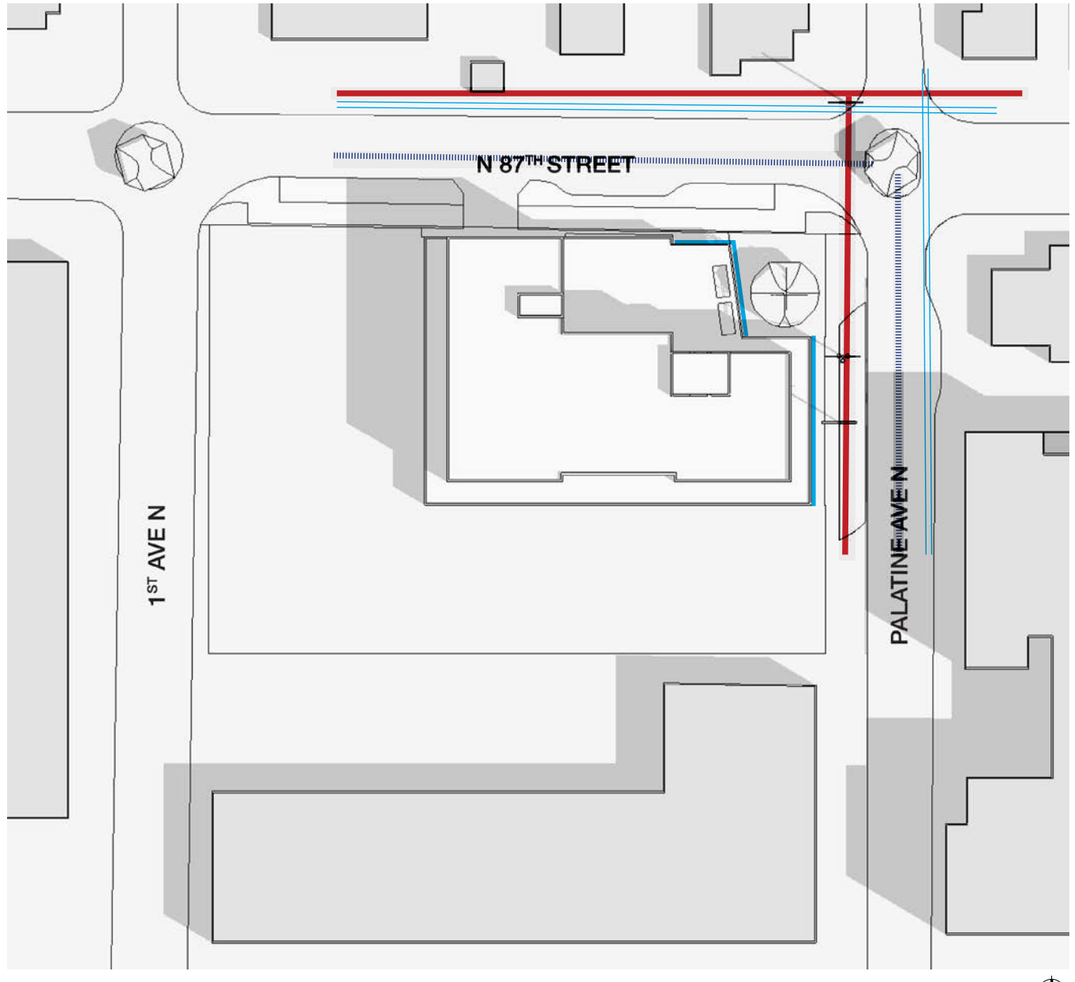
Water (Existing)

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 ($)**
A	**Neighborhood Connectivity and Walkability**			
	1) Streetscape and Pedestrian Experience	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
	2) Placemaking	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
	3) Sidewalk Continuity along N 87th St, along the conservation parcel frontage	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	**Neighborhood Safety**			
	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	
			TOTAL PUBLIC BENEFITS VALUATION (+/-)	**$301,381**

EXHIBIT K: SEPA CHECKLIST

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:**

   Yew at Greenwood, MU

2. **Name of applicant:**

   Greenwood Shopping Center LLC

3. **Address and phone number of applicant and contact person:**

   10801 Main St. Suite 110, Bellevue, WA - 425-454-0566, Shilpa Karve

4. **Date checklist prepared:**

   10/11/2023

5. **Agency requesting checklist:**

   City of Seattle

6. **Proposed timing or schedule (including phasing, if applicable):**

   Fall or Winter of 2025.

7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

   No.

8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

   Geotechnical Engineering Services report dated Oct. 13, 2022
   Site Topo Survey Bush, Roed & Hitchings, Inc dated April, 6th 2023.

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.

None pending at this time.

10. List any government approvals or permits that will be needed for your proposal, if known.

Completion/Construction of the project will require the following City approvals:
Design review Board Approval, Master Use Permit Approval, SEPA determination, Site Development Permit Approvals, Alley Vacation approval.

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.)

Build a new 70 unit, 7-story (5 stories wood framed) apartments over(2 stories of concrete) for parking and utilities, multi-family building on a vacant parcel of land.
The application includes the recording of an alley vacation for an alley that runs across the property.

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.

8631 Palatine Ave N., Seattle WA 98103
Parcel # 923190-0095, Site Area: 21,659 SF/0.4972 acres +-
SE 1/4, SEC.36,T26N,R3E, W.M.
Lot 2 of City of Seattle Lot Boundary adjustment No. 3009165, recorded in volume 267, pages 29-32, under recording no. 20091103900009, records of king county, Washington.
Bounded by NW 87th St, Palatine Ave. N and 1st Ave N.

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)?

3' rise from west to east over in 251 feet with 1% slope approximately.

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.

Per the soils report dated10/13,2022 by Geo Engineers, the site is underlain by compressible peat and clay soils. No soils will be removed, the slab and foundation will be on augercast concrete piles and grade beams. The site has a high water table because it is in a category I Peat Settlement-Prone Area.

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

The site is in a Category I Peat Settlement-Prone Area.

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.

Minimal grading for leveling and excavation for the new building foundations.

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

No, the site is practically flat, surrounded on 3 sides by City streets with a parking lot to the south.

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

90% of the site will be impervious area (building foot print and sidewalks), which is the allowed impervious coverage.

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

Best Management Practices will be used to control erosion from soils exposed during construction. These will include silt fences, straw bales, catch basin insert protection, truck wheel washes, street sweeping, and other required measures.

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.

The proposed construction of the residential uses may generate temporary dust and air emissions typical of construction activities; however, the impacts are expected to be minimal. Some automobile emissions will result from the completed project.

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

No.

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

Best Management Practices will be used to minimize dust and air emissions during construction.

3. Water Find help answering water questions

a. Surface Water: Find help answering surface water questions

1. **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

   No.

2. **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

   No.

3. **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

   None.

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

   None.

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

   No.

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.**

   No.

b. Ground Water: Find help answering ground water questions

1. **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.**

   No ground water will be withdrawn from a well.
   Minimal surface storm water run off will infiltrate into the ground as part of the storm water control system, to be designed and approved by the city.

2. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals…; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

   The project will not discharge waste into the ground water. The project will be served by public sewer.

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.**

   Storm water runoff will be collected in roof drains, plaza drains, inlets and catch basing and directed to a storm water control system provided in accordance with City of Seattle requirements.

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

   It is not anticipated that waste materials would enter ground or surface waters due to the proposed development.

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

   None anticipated.

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

A comprehensive storm drainage plan will be designed and constructed in accordance with City of Seattle requirements. Storm water runoff control will be provided to minimize impacts to surrounding systems. Some storm water will be infiltrated to maintain recharge and existing ground water levels in the shallow peat aquifer.

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?

All existing vegetation will be removed for the proposed development with the exception of the Yew tree at the NE corner of the site. The Yew tree will be retained and protected during the development process.

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

None known.

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

New street trees will be provided as required by City of Seattle arborist and SDOT. Plantings on site will include combinations of native plants and drought resistant, hardy ornamentals that are conducive to an urban landscape with a focus on minimizing water use. The landscape drawings will be prepared by Brumbaugh & Associates.

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

None known.

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:**

None known.

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

None known.

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

None Known.

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

The Yew tree being preserved on the NE corner and complimented with a surrounding plaza and landscaping.

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

None known.

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.

The projects energy needs will be met with electricity from the grid, and solar power. Electricity will be provided for all project appliances, lighting, security and low voltage. Electricity is anticipated for residential heating and hot water.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No, as shown by provided sun studies.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

The project will meet or exceed the requirements of current City of Seattle and Washington State energy codes.

7. Environmental Health Find help with answering environmental health questions

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.

No.

1. Describe any known or possible contamination at the site from present or past uses.

None known.

a. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known.

b. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None known.

c. Describe special emergency services that might be required.

The project should not require any special emergency services. Ordinary police and emergency medical services may be required on occasion by residents, employees, and/or customers of the development.

d. Proposed measures to reduce or control environmental health hazards, if any.

In the event that contaminated material is identified, the handling and disposal of the material will be conducted in accordance with a site-specific health and safety plan prepared in accordance with the Model Toxics Control Act (WAC 173-340) and the code of Federal Regulations (CFR 1910.120)

b. Noise

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

General urban and neighborhood traffic noise exist in the area.

2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?

Short-term noise will be generated by construction activity. Long-term noise would include general vehicle noise from users of the building.

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

City approved work hours will be followed during construction.

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.

Currently the site is vacant and fenced off from the public. Commercial businesses back the parcel to the south and single family houses to the north. The new development will fill in the empty parcel bringing life, eyes and community to the neighborhood.

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?

No.

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?**

   No.

c. Describe any structures on the site.

No structures are on the site.

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

None on the site.

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

NC2-75 (M2)
Neighborhood Commercial 2 - 75' height limit - Mandatory Housing Affordability 2

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

Greenwood-Phinney Ridge (Residential Urban Village)

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

Not Applicable

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

Yes, The site is within a Peat Settlement Prone Area.

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

Estimating 83-84 people total would reside in (62) 1 bedroom and studio units, (5) 2 bedroom units and (3) 2 bedroom townhouse units.

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

None, site is vacant.

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

None, site is vacant.

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

Neighborhood compatibility will be achieved by responding to city priorities and design standards as well as neighborhood priorities provided at the neighborhood meeting.

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

Not applicable, land is not agricultural or forest land.

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.

70 units will be provided in a range of market rate (middle-income) and affordable housing.

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

No units will be eliminated.

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

The proposed development is consistent with current City of Seattle zoning and will increase the number of available housing units, affordable housing and housing density.

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?

The allowable building height per code is 78' (75' per Land Use + additional 3' of height for peat soils).
Top of parapet will be about 74'. The top of the stair to roof will be an additional 8'.
The principal exterior material will include brick, metal and fiber cement panel siding, storefront systems and vinyl windows.

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

No protected views in the immediate vicinity are expected to be obstructed. The view of the site from surrounding properties will be upgraded, from the current views.

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

The project is designed to meet the Greenwood and City of Seattle Design Guidelines as prioritized by the Northwest Design Review Board. Design measures include modulation, colorization of building facades with corresponding landscape and public open space around the NE corner.

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?

Night-time lighting will be provided as needed for pedestrian and vehicular safety. Signage lighting may also be provided. This is a common modulated 7 story multifamily building. Light and glare is consistent with that of similar use/developments in the area.

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

It is not likely that light or glare from the proposed development would be a safety hazard or interfere with views. It will contribute to a safer block and environment.

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

Exiting building lighting will be night-sky fixtures to help control light and reduce glare. All residences will be provided with interior blinds to minimize light spill from interior spaces.

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

Exiting building lighting will be night-sky fixtures to help control light and reduce glare. All residences will be provided with interior blinds to minimize light spill from interior spaces.

12. Recreation Find help answering recreation questions

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

Sandel Playground (90th and 1st NW) and Greenwood Park (602 N 87th Street).

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

No recreational uses will be displaced.

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

The proposed development will include a roof deck amenity area providing recreational space for the residential tenants of the building. In addition a corner plaza will provide open space at street level for the neighborhood.

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.

None known. According to the City's map of Designated Landmarks, the nearest designated landmark is the Greenwood Jewelers Street Clock. Some of the adjacent buildings on Greenwood Avenue are over 45 years old however, there is no evidence that they have ever been nominated or would be eligible for listing.

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.

None evident or documented.

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.

Not applicable.

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.

Not applicable.

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.

The parcel is bounded by N 87th street and Palatine Ave N. Either street could provide viable access to the site. N 87th street will be the main vehicular access point and Palatine Ave N. will be used for pedestrian access. Two blocks to the east, Greenwood Ave N is a major N/S street and two blocks to the south N 85h St. is a major E/W street. A right-of-way for an unimproved public alley exists on the site and is proposed to be vacated.

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?

Yes, there are 3 bus stops on Greenwood Ave the major N/S street and 3 bus stops on N. 85th St. the major E/W street. Each are about 1-1/2 to 2 blocks away and are serviced by the 45, 5 and 16 buses.

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).

The project will not require additional roads or major street improvements. It will require the extension of a sidewalk, curb and gutter and a driveway access improvement on N 87th St.

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

No.

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?

205 vehicle trips would be generated by the completed project.
Peak volumes of 20 am trips and 14 peak PM trips.
Trip generations were based on the Institute of Transportation Engineers trip generation manual, 11th edition, 2021.

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.

No.

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

To reduce transportation impacts, the parking garage access is limited to one location with appropriate site triangles. Additionally, bicycle parking is available within the proposed development to encourage alternative methods of travel.

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.

The project adds 70 dwelling units to the site which would increase the need for public services.

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

The applicant will pay standard impact fees as part of the project.

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:

In addition storm sewers are available in the street.

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.

Electricity - Seattle City Light
Water and Sewer - Seattle Public Utilities
Refuse Collection - Waste Management Systems
Telephone, cable, data - Per local service providers

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.**

VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE

We, the undersigned, being the owners of more than two-thirds of the property abutting on:

The alley between 1st Avenue NW and Palatine Avenue N, south of North 87th Street

petition the City to vacate the rights-of-way described as:

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

Reserving to the City of Seattle all necessary slope rights including cuts or fills on the above-Described former right-of-way property for the protection of the reasonable original grading of right-of-way abutting on the property after the vacation; and

RESERVING to the City of Seattle the right to reconstruct, maintain, and operate any existing overhead or underground utilities in the rights-of-way until the beneficiaries of the vacation arrange with the owner or owners thereof for their removal.

SIGNATURE OF PETITIONERS:

I declare that I am the owner of property that abuts the rights-of-way described in the petition to the City Council for the above-noted rights-of-way vacations. I understand the discretionary nature of the City Council decision and I have been informed of the vacation review process and all fees and costs and time frame involved. **For corporately held property, provide documentation of signatory authority.**

OWNER:

Signature: BCL

Brad Hansford, President
Greenwood Shopping Center, Inc.

Date: 10/31/23

PROPERTY King County Parcel

10/31/23 9231900095
9231900145
9231900105

OWNER:

Signature: Gary L Brunt

Gary Brunt, Secretary
Greenwood Shopping Center, Inc.

Date: ~~10/23~~ 10/31/23

PROPERTY King County Parcel

9231900095
9231900145
9231900105

VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE

I/we _____ acknowledge that:

X Any expense that may be incurred in preparing, applying or obtaining any land use or construction permits in contemplation of such vacation is the sole risk of the petitioners;

X The City Council decision is at the end of the review process;

X The City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies contained in Resolution 31809 and other adopted policies;

X A Council decision to grant the vacation request does not exempt the property from the requirements of the City's Land Use Code or from conditioning of development pursuant to the State Environmental Policy Act (SEPA);

X I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of a vacation petition; and

X I/we understand that property owners abutting the vacation area are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way. State, federal or city agencies are not required to pay a vacation fee but are required to pay for all other fees and processing costs.

_____ Petitioner _____ Date 10/31/23

Brad Hansford, President
Greenwood Shopping Center, Inc.

_____ Petitioner _____ Date 10/31/23

Gary Brunt, Secretary
Greenwood Shopping Center, Inc.

CONTACT INFORMATION:

Petitioners:

Brad Hansford
3735 S 189th Pl
Seatac, WA 98188-5289
Phone: 425-301-4443

Gary Brunt
2519 South Bay RD NE
Olympia, WA 98506-3539
Phone: 360-701-2375

ADDITIONAL PROPERTY OWNERS ABUTTING THE VACATION:

I/we acknowledge and support the petition to vacate:

and declare that I/we have no objections to the street/alley vacation.

==========

OWNER **PROPERTY**
(Printed Name and Signature)

Parcel No. 9231900095 (The Yew LLC)
Owner: THE YEW LLC
Address: 8623 PALATINE AVE N, SEATTLE, WA, 98103-3690

10/31/23
Brad Hansford, Authorized Party for The Yew, LLC

Gary L Brunt
Gary Brunt, Authorized Party for The Yew, LLC

Parcel No. 9231900145 (MSC,LLC PUDA parcel)
Owner: GREENWOOD MSC PROPERTIES LLC, a Washington limited liability company
Address: 8623 PALATINE AVE N, SEATTLE, WA, 98103-3690

10/31/23
Brad Hansford, Authorized Party for MSC, LLC

Gary L Brunt
Gary Brunt, Authorized Party for MSC , LLC

Parcel No. 9231900105 (Sedges, LLC parcel)
Owner: SEDGES LLC, a Washington limited liability company
Address: 8623 PALATINE AVE N, SEATTLE, WA, 98103-3690

10-31-23
Brad Hansford, Authorized Party for Sedges, LLC

Gary L Brunt 10/31/23
Gary Brunt, Authorized Party for Sedges, LLC

If you have any questions regarding the vacation process, please call street vacation staff at 206.684.7564.

STATE OF WASHINGTON)
) ss
COUNTY OF KING)

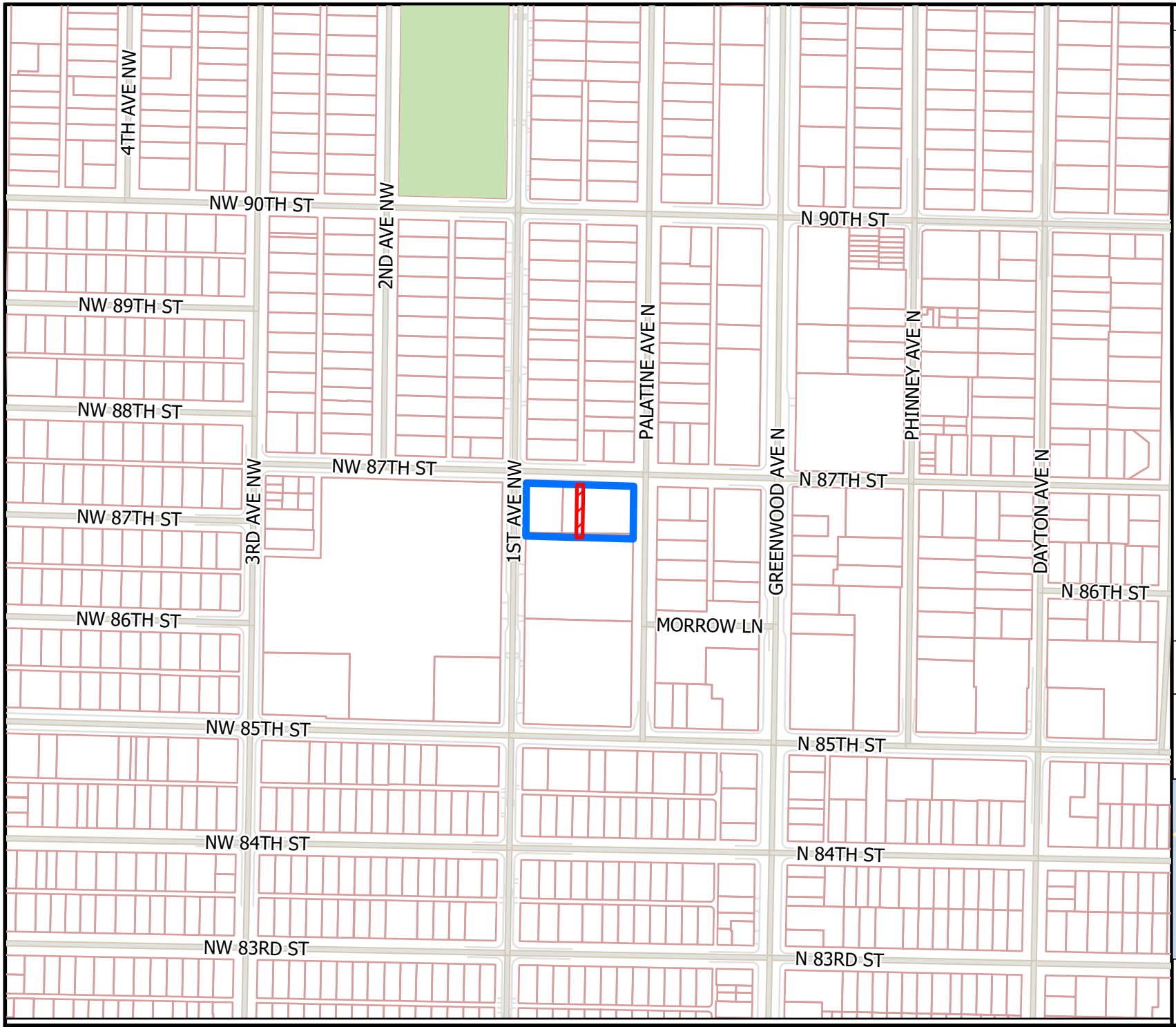
I certify that I know or have satisfactory evidence that BRAD K. HANSFORD is the persons who appeared before me, and said person acknowledged that they signed this instrument as Trustee of the Greenwood Shopping Center Class A Stock Trust and acknowledged it to be their free and voluntary act for the uses and purposes mentioned in the instrument.

DATED October 31st, 2023.

BAO TRAN LICENSE #21007207 NOTARY PUBLIC COMM. EXP. 2/21/2025 STATE OF WASHINGTON

Signature of Notary Public

Bao Tran
Printed name of Notary Public
My appointment expires: 2/21/2025



Legend

- Parcels
- Project Boundaries
- Seattle Parks
- Street
- Proposed Vacation: 1,951 SF

Proposed Alley Vacation
KC Parcels 9231900095
WEGENERS ADD Block 2

Zoning: NC2-75 (M2)

Petitioner: The Yew LLC

Clerk File: TBD

US Feet
0 200 400 600 800 1,000

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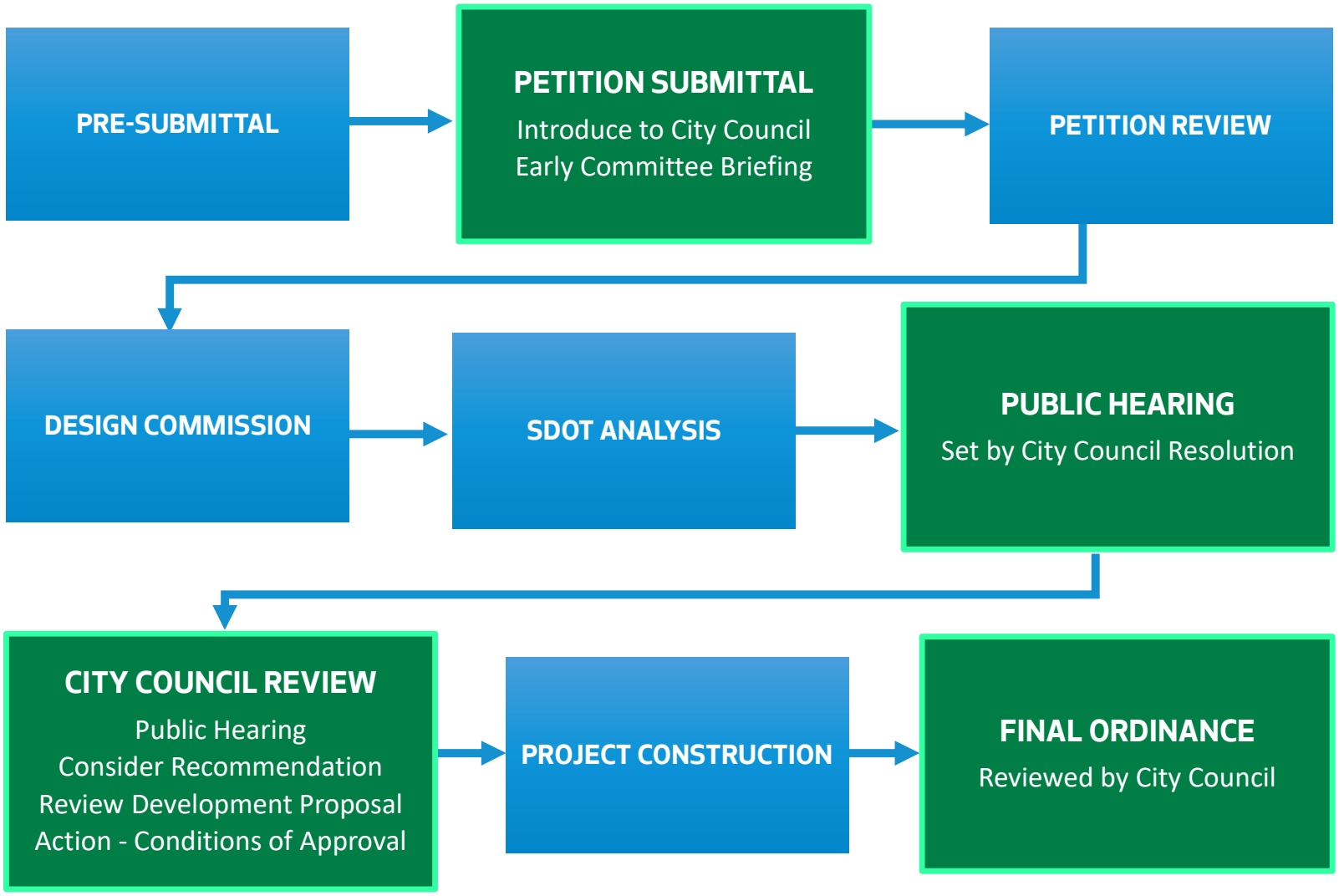
Coordinate System:
State Plane, NAD83-91, Washington, North Zone

PLOT DATE : 11/22/2023
AUTHOR: StVac
Path: <V:\StUse\06 - PSM\St Vacations\10. Mapping\11. Maps\Greenwood Vacation>

Seattle Department of Transportation

THE YEW MULTI-FAMILY ALLEY VACATION



Seattle Department of Transportation

Seattle
Department of
Transportation

April 30, 2026

Honorable Saka, Chair
Transportation Committee
Seattle City Council
600 Fourth Avenue
Seattle, Washington 98104

Subject: **Petition of the Yew LLC, for the vacation of the alley located at 8641 Palatine Avenue North, lying within lot 2 of city of Seattle lot boundary adjustment number 3009165, recorded in volume 267, page 29 through 32, under recording number 20091103900009.**

Clerk File 314530

Dear Councilmember Saka and Honorable Members of the Transportation, Waterfront, & Seattle Center Committee:

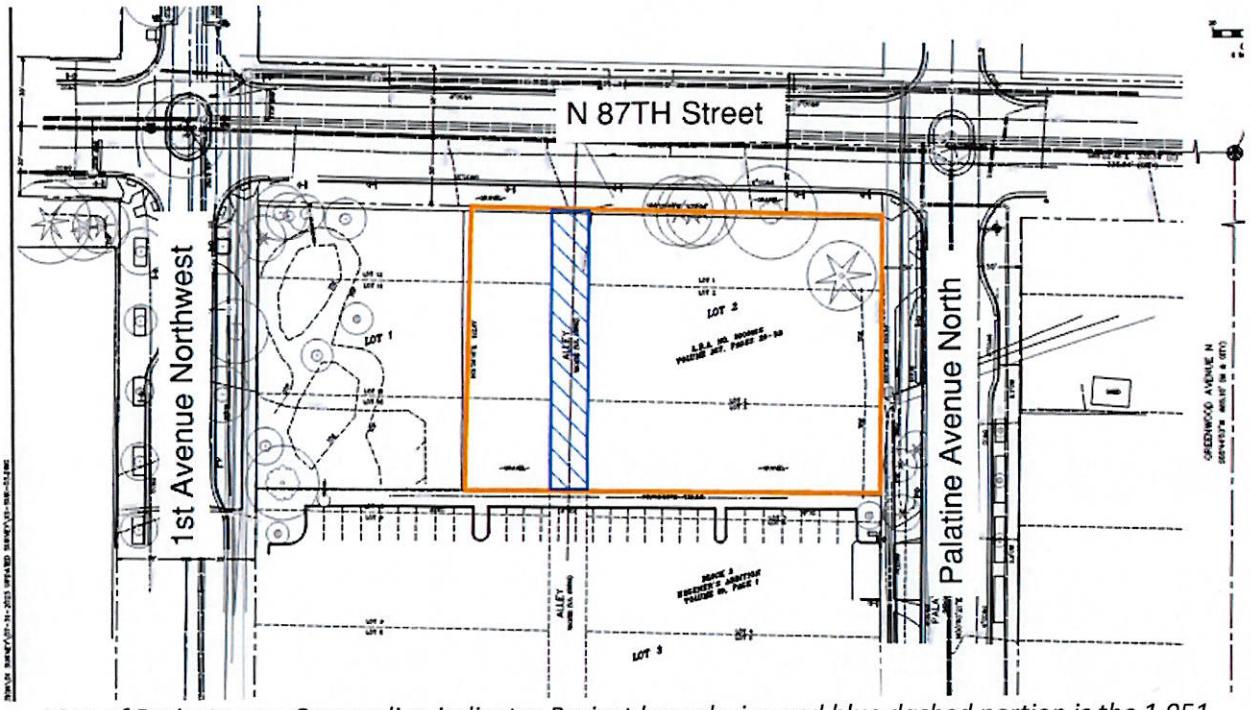
We are returning the petition from The Yew LLC ("Petitioner") for the vacation of the alley described as:

> 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 LIES WITHIN LOT 2 OF CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3009165, RECORDED IN VOLUME 267, PAGE 29 THROUGH 32, UNDER RECORDING NUMBER 20091103900009.
>
> CONTAINING AN AREA OF 1,951 SQUARE FEET OR 0.0448 ACRES, MORE OR LESS.

Seattle Department of Transportation ("SDOT") recommends the vacation be granted subject to the conditions and obligations included in this recommendation.

The recommendation from SDOT provides a summary of the project information provided in the vacation petition and of the vacation review process. The recommendation addresses key areas outlined in the Street Vacation Policies that guide the review and analysis of the proposal, and includes the following sections:

I. City Council District
II. Background
III. Project Description
IV. Reason for Vacation
V. No-Vacation Alternative
VI. Activities Prior to Formal Vacation Application
VII. Community Engagement
VIII. Early City Council Review
IX. Regulatory Review & Issue Identification
X. Design Commission Review
XI. Policy Framework
XII. Public Trust Analysis
XIII. Public Benefit Analysis, and
XIV. Recommendation and Conditions.



Map of Project area. Orange line indicates Project boundaries and blue dashed portion is the 1,951 square-foot proposed alley vacation.

I. CITY COUNCIL DISTRICT

The proposed street vacation is in City Council District 6.

II. BACKGROUND

The Project site is a 0.49-acre site (including the area of the alley proposed to be vacated) located at 8641 Palatine Ave N in the Greenwood-Phinney Ridge Neighborhood. The Project site is in City Council District No. 6.

The Project site is located on the northern edge of the Greenwood-Phinney Ridge Urban Village, at the southwest corner of the intersection of N 87th Street and Palatine Ave N. Zoning designations for the surrounding properties include Neighborhood Residential 3 ("NR3") for the northern parcels located across N 87th Street and Neighborhood Commercial 2 ("NC2-75") for all other parcels to the east, south, and west of the Project. The Project site is 21,659 square feet (0.5 acres) in size and is designated NC2-75(M) by the Seattle Municipal Code. The Seattle Comprehensive Plan designates the site as Residential Urban Village.

The Project is located within a category I peat settlement area (referred to as "the bog" by local residents), which prevents below-grade construction due to poor underlying soil conditions. The site is predominantly flat and possesses gentle slopes of approximately 4 feet from east to west. The site has been previously disturbed and is currently vacant. The Conservation Parcel is adjacent to the Project. The NC2-75(M) zone allows for multi-family development to occur at heights of up to 75-feet; no retail uses or resident parking are required by the Code. The Project is Phase IV of the Greenwood Piper Village Development.

The area proposed to be vacated is an alley approximately 121.9 feet in length and 16 feet in width for a total area of 1,951 square feet and is proposed to be vacated to facilitate site development. Petitioner owns the eastern adjacent parcel (no. 9231900145) which is subject to a Property Use and Development Agreement ("Conservation Parcel") and the Sedges Apartments to the South (parcel no. 9231900105). No other owner abuts the alley to be vacated.

III. PROJECT DESCRIPTION

The Project consists of approximately 101 units that are proposed to be constructed in a 70-foot high seven-story building, with five stories of market rate apartments located over two stories of resident parking. Ground-floor townhome-style rental units with private exterior

entrances are proposed along Palatine Ave N and N 87th St, with the residential lobby entry at the intersection of Palatine Ave N and N 87th St. Interior spaces for leasing offices and resident amenities are accessed through the residential lobby. The Project presumes the vacation of an unimproved alley that runs north-south across the property. Historically, the alley continued south to N 86th St, but was vacated to the parcel line in 1972, Ordinance 100842. The Project includes 20,824 square feet of parking garage area with 55 parking spaces, 75,356 square feet of residential uses over the 101 units, with 2,390 square feet of private open space available to residents throughout the development.

The proposed alley vacation increases design flexibility, allowing the preferred alternative to step back the massing of the upper five-floors back from N 87th Street, maximizing access to light and air for those passing by on the street and for the single-family dwellings located across N 87th St. The design allows for ground-floor townhomes located along Palatine Ave N and N 87th St to effectuate the land use transition from southerly areas of more-intense development to the single-family edge of the Greenwood-Phinney Ridge Urban Village.

The Project delivers a comprehensive suite of public benefits designed to enhance pedestrian experience, ecological value, and neighborhood character in the Greenwood community. Along Palatine Ave N, the development will provide a two-foot sidewalk expansion in addition to the existing six-foot sidewalk, resulting in a wider, more accessible pedestrian corridor that exceeds city standards and fosters an inviting streetscape. On N 87th St, a new six-foot sidewalk with six-foot landscape planter will be constructed along the Conservation Parcel frontage, closing an existing gap in the local pedestrian network and responding directly to community priorities for improved connectivity and walkability. The Project also proposes a two-foot shoulder expansion along 1st Ave NW, supplementing the existing sidewalk to create a pedestrian buffer that enhances the public realm, supports sustainable drainage, and visually transitions to the adjacent Conservation Parcel.

The Project proposes to restore the ecological function of the Conservation Parcel by removing existing debris, planting native trees and understory, and preserving these efforts through ongoing quarterly maintenance. These efforts will preserve the drainage functions of the Conservation Parcel and restore natural habitat all while providing visual access of this green space to the public. Enhancements within the parcel will also include three decorative birdhouses and the installation of colorful metal fence panels designed by a local artist (Sarah Robbins) that enrich the streetscape while maintaining visual permeability. Additional public realm improvements include an artist-designed wayfinding sign and two seating blocks installed at the intersection of N 87th St and Palatine Ave N. These seating elements, made of stone or concrete, offer rest areas that encourage walking and provide opportunities for social interaction and observation of the restored green space. Together, these improvements

respond to community feedback, reinforce Greenwood's identity as a livable, nature-connected neighborhood, and provide a meaningful public benefit that extends beyond standard frontage improvements.

The Project utilizes a large massing setback of the upper stories that provides for the development of a resident courtyard and landscape area on the roof of the second story. This massing design is informed by community outreach efforts during which residents expressed concern for access to light and air along the street. Additionally, a green-roof and rooftop courtyard are proposed for the roof of the seventh story that will provide residents with access to views, light, and air. Green-building methods will conserve energy and ensure resource-efficient development during both construction and operational phases of the building's life.

IV. REASON FOR VACATION

The 1,951 square feet of alley area proposed to be vacated is the only remaining portion of alley within the subject block. The majority of the alley was previously vacated (1972, Ordinance 100842), leaving the unimproved 1,951 square feet of alley. The City's recent upzoning of this property to NC2-75(M) in 2019 and its location within the Greenwood-Phinney Ridge Urban Village reflect the suitability of moderate-intensity residential development for this area. The presence of the unimproved alley on the property restricts not only the ability to design a financially feasible project, but also the applicant's ability to propose a project at a scale and aesthetic quality consistent with the intent of the Greenwood-Phinney Ridge Neighborhood Plan and community preferences. Instead of two smaller buildings that are less likely to achieve a design that is consistent with neighborhood and community feedback, vacating the alley allows a building design that responds better to neighborhood preferences and provides greater opportunities for public spaces and resident amenities.

The proposed alley vacation would allow the Project site to be developed in a way that achieves the goals of the Greenwood-Phinney Neighborhood Plan, is consistent with the scale of development envisioned by the Seattle Zoning Code, provides the community with public benefits, and creates a development that respects the surrounding neighborhood while contributing to its overall character.

V. NO-VACATION ALTERNATIVE

The Project site is zoned NC2-75(M), allowing for mixed-use residential and commercial development to occur in buildings up to 75-feet in height. The unimproved alley bisects the parcel into two buildable areas approximately 0.1 and 0.35 acres in size. Pursuing separate development on these divided sites is financially impractical and would not fulfill the objectives

of the Greenwood-Phinney Neighborhood Plan or achieve the development densities envisioned by the NC2-75(M) zone. The no-vacation alternative would provide only code-required public realm enhancements and would result in a bulkier overall massing of the upper stories developed up to the property line, inconsistent with public feedback that indicated a preference for massing setbacks. The no-vacation alternative would be a relatively more-constrained development that is less capable of responding to community concerns regarding massing, scale, and high-quality architecture. This concept would provide comparably less open space opportunities and public space enhancements, and would not result in any improvements or ongoing maintenance to the Conservation Parcel. Street improvements would be limited to the code-compliant minimums and would not result in any public benefits. The no-vacation alternative would not be required to provide a public benefit.

ACTIVITIES PRIOR TO FORMAL VACATION APPLICATION

The Street Vacation Policies adopted in Resolution 31809 outline procedural obligations established by the City Council that a developer must address. These steps must be completed before SDOT may accept a vacation petition and before the formal review of a proposed vacation. Through the Vacation Policies, the Council imposed a more rigorous and consistent plan to engage the community before the vacation review begins. This early work is intended to move beyond notification about a proposed vacation and create an opportunity for early input on a proposal and public benefit plan.

The pre-petition activities outlined in the Vacation Policies include:

- Early assessment: SDOT requires a developer to provide conceptual information about the proposal and how the vacation contributes to the development. SDOT staff can provide information about the time frame, costs, and obligations of a vacation, including the public benefit obligations, and the appraisal process to determine the vacation fee. SDOT may include other city staff such as Seattle Department of Construction & Inspections ("SDCI"), Department of Neighborhoods ("DON"), utility representatives, and the Seattle Design Commission ("SDC").
- Community Engagement Plan: The developer is required to consult with DON staff and develop a Community Engagement Plan that must be included in the vacation application.
- Conduct early community engagement: Consistent with the plan, the developer must proceed with early community engagement.
- SDC early review: Every vacation proposal must be presented to the SDC. The SDC will also provide comments at any Early Design Guidance ("EDG") meeting if the Project is required to go through the Design Review Board ("DRB").

- Early Design Guidance: If the Project is subject to design review the EDG process must be completed before the vacation can be accepted by SDOT.

This work creates opportunities for early input from the community and various City staff and can assist a developer in determining whether to proceed with a vacation and in the development of a public benefit proposal.

VI. COMMUNITY ENGAGEMENT PLAN

Before a Petitioner can begin the formal vacation review, the Petitioner must work with DON on developing a Community Engagement Plan. The City first expanded the obligation to develop Community Engagement Plans in Ordinance 125429. This legislation added requirements to Seattle Municipal Code ("SMC") Chapter 23.41 that all projects going through Streamlined, Administrative, or the Full Design Review program administered by SDCI must prepare a community outreach plan before scheduling the EDG meeting. SDCI Director's Rule 4-2018 and DON Director's Rule 1-2018 provide more guidance about the components of the plan. The vacation review follows the guidance provided by the SMC and the Director's Rule. The developer can then work with DON on a plan that will be accepted by SDCI and SDOT.

The Community Engagement Plan for the Project was approved by DON on April 27, 2023, and used multiple strategies to reach individuals and organizations in the neighborhood where the alley vacation is proposed, as follows:

- Website. A website was created that provided Project information, information about the alley vacation, a survey, and instructions on how to provide Project comments.
- Online Survey. The Project website included an online survey to provide the community with the opportunity to provide specific feedback about community preferences, neighborhood needs, and the proposal itself.
- Neighborhood Project Posters. The Project team posted ten full-color project posters within one half-mile of the project site within local businesses and in public places within view of the sidewalk. The poster contained information about the Project, a link to the Project website, and the date and location of the in-person neighborhood meeting.
- Advertising in Online Periodicals. The Project team advertised the date and location of the in-person community meeting and included a link to the Project website and survey on Phineywood.com, an online periodical taking special interest in news and events in the Greenwood and Phinney Ridge area.

- Two In-Person Neighborhood Meeting. The Project team hosted two community meetings at the Greenwood Library Branch where the Project team presented Project details and attendees provided feedback and asked questions regarding the Project. The Project team held the first meeting on March 29, 2023, at 6:00 PM with the goal of presenting the Project to the neighborhood and gathering early feedback on the Project's design and components. The Project team held the second meeting on January 21, 2025, with the goal of providing updates on the Project to the neighborhood and gathering feedback on the proposed benefits package.
- Additional Community Conversations. The Project team directly reached out to local organizations, including the Greenwood Community Council, the Greenwood Senior Center, the Licton Springs Community Council, Phinneywood, the Phinney Ridge Community Council, and the Seattle Greenways Association.

Based on this outreach, feedback from these groups confirmed support for the Project and its proposed public realm and conservation parcel improvements.

VII. EARLY CITY COUNCIL REVIEW

The Vacation Policies provide that the City Council may host a briefing on a new vacation petition. The briefing provides an opportunity for the City Council to hear about the vacation, and to provide any early feedback. The briefing also provides an opportunity for the public to provide early comments on the proposal.

The briefings are held after a petition has been accepted and introduced at the City Council and early in the review process. The goal is for the Petitioner to present the vacation to the City Council and the community before the elements of the formal review process, such as the SDC, DRB meetings, Street Improvement Permit ("SIP") review, or other city procedures have begun to identify issues and work to refine the proposal.

The Council Transportation and Public Utilities Committee held an early briefing on February 20, 2024. During that briefing, the Committee asked clarifying questions regarding access to the site and about the public benefit proposal.

VIII. REGULATORY REVIEW & ISSUE IDENTIFICATION

The vacation proposal was circulated to various City departments, outside agencies, and community groups to identify any issues specific to the alley vacation. The vacation review process also includes review by the SDC.

Development projects proposing a vacation are also obligated to comply with any applicable regulatory and environmental regulations. In addition to the vacation review, this Project is subject to:

- **Street Improvement Plan (SIP) review:** 60% waiver granted on February 2, 2025. Relevant meetings with SDOT and other agency stakeholders
  - July 10, 2023 – 30% SIP drawings submitted
  - March 30, 2023 – SIP Waiver Request submitted to SDOT (Jackson Keenan-Koch)
- **Preparation of a traffic study:** completed August 11, 2023
- **Early Design Guidance (EDG):** Completed August 21, 2023
- **Preparation of a SEPA Checklist:** completed October 11, 2023
- **Master Use Permit (MUP):** complete application submitted to SDCI on March 5, 2024
- **Seattle Design Commission:**
  - Early Design Guidance: May 18, 2023
  - Public Trust Meeting: April 4, 2024
  - Subcommittee: July 30, 2024
  - Public Benefit Meeting: March 20, 2025
  - Subcommittee on Public Benefits: June 5, 2025
- **Design Review Board Recommendation:** June 9, 2025
- **Land Use and Zoning review:** correction cycle completed awaiting vacation approval
- **SPU Solid Waste Approval:** Issued via email July 31, 2024

The purpose of the broad review of the vacation petition is to identify issues that need to be addressed through the vacation process by changes to the Project or by adding vacation conditions. The various regulatory reviews would address code-related issues for the Project and overall development, and the regulatory approvals and permits would outline the conditions of the permit approval.

IX. DESIGN COMMISSION REVIEW

The SDC reviews all vacation proposals and provides advice to the City Council and City departments on specific elements of the proposal. The SDC focuses their review on three areas established by the City Council in Resolution 31809: how the loss of the right-of-way impacts the functions of the remaining rights-of-way near the Project; the public trust functions and how improvements to the public realm offset the loss of the right-of-way; and the public benefit obligation. To evaluate the implications of the loss of the right-of-way, the SDC considers elements such as the community context, how Project features such as building

orientation and scale are affected, how utilities are modified as a result of the loss of the right-of-way, and how the Project engages with the public realm around the development site. The SDC is particularly interested in the community engagement plan and how the goals of the community are reflected in the development and the public benefit features.

Following the review of how the elements of the right-of-way are modified as a result of the vacation, the SDC then considers the proposed public benefit package. This includes a review of whether the proposed public benefit features are of value to the public and rise to the level of public benefit. The review considers whether the public benefit features are public in nature and how the features exceed any required Project related improvements. Finally, the SDC review considers whether the public benefit proposal is adequate considering the scale of the Project, the loss of the public right-of-way, and the impacts of the vacation.

The SDC reviewed the Project at the following meetings:

- May 18, 2023 – SDC Early Design Guidance Commission meeting Pre-petition review with SDC subcommittee
- April 4, 2024 – SDC Public Trust Review and Approval
- July 30, 2024 – SDC Subcommittee meeting to confirm conditions from the Public Trust review
- March 20, 2025 – SDC Public Benefits Review and Approval
- June 5, 2025 – SDC Subcommittee meeting to review art proposal

The meeting minutes and presentations to the Design Commission are a part of the Clerk File and can also be found at: https://www.seattle.gov/designcommission/meetings-and-projects/current-projects/yew-alley-vacation#whatshappening

May 18, 2023 – At the pre-petition review, the SDC provided the following comments:

1. Emphasis on Public Benefit: The commissioners highlighted the need to ensure that the plaza and other public spaces within the project are not just superficial additions but offer substantial benefits to the community. They urged the project team to delineate clearly how these spaces go beyond baseline requirements to enhance public value.

2. Importance of Community Engagement: The importance of detailing the community engagement process was underscored, with a focus on showing how public feedback has influenced the project's development. This includes considering wider environmental and community impacts in the project's scope.

3. Environmental and Sustainability Focus: The idea of incorporating environmental elements, such as pollinator pathways or ecological enhancements, was suggested. This approach aligns with the broader aim of ensuring that the project's public spaces contribute meaningfully to the local environment and community.

4. Potential Utilization of Adjacent Areas: There was interest in exploring the adjacent stormwater detention site's potential. The commissioners suggested investigating if this area could be integrated into the project to increase its public and environmental value. There was some interest in its potential for public benefit.

5. Sidewalk Improvements: There was support for the proposal to extend and widen the sidewalk on N 87th St, viewing it as a potential public benefit. However, it was advised to consult with the Seattle Department of Transportation and the local community for their input on these improvements.

6. Perspective on Alley Vacation: The vacation of the alley was not seen as a major issue, given its current status as a dead-end. The focus was instead directed towards maximizing the public benefits of the project.

April 4, 2024 – The SDC voted 8 to 1 to support the Public Trust portion of the vacation request and provided the following comments:

1. Provide additional site analysis that better illustrates the context of your site with the entire block and adjacent neighborhoods, including the relationship between your site and nearby public assets include Sandel Park at NW 90th St, and the 1st Ave Healthy Street.
2. The scope of your public benefit proposal needs to be expanded to better reflect the gains that the project receives due to the alley vacation. You should expand your public benefit proposal to include additional on and off-site public benefits that are commensurate with the gains that the project receives because of the vacation.
3. Consider offsite improvements that better connect the site to the surrounding neighborhood.
4. The area at the Yew Tree should be further refined as part of your public realm and public benefit strategy. The goal should be to maximize opportunities for the public to use this feature, through site improvements, increasing planting areas, use of materials, sidewalk edge treatments, refinements to seating areas that encourage use, etc.
5. Provide an update on how your public engagement work has shaped your proposals for public realm enhancements for both the project and your public benefit strategy. This

work should account for the nearby residential neighborhoods to the north, due to its designation by the city as a high priority equity area.

6. Work with SPU to develop solutions that enhance the drainage conservation area as an amenity to both your development and the immediate neighborhood. Potential solutions here include:
    a. Upgrading the fence with artistic solutions from local artists, in conjunction the Office of Arts and Culture.
    b. Advance proposals for interpretive signage.
    c. Updating and enhancing vegetation to enhance views into the site from the right of way and from nearby and abutting properties.
    d. Upgrades or changes to the site and its plantings to improve the function of the stormwater facility.
7. Develop a curbside management plan along N 87th St that shows access, circulation, and parking and loading facilities that include places for solid waste pickup.
8. Develop strategies that better activate the blank facades along N 87th St, to include introduction of residential uses, use of building materials, changing or reconfiguring uses within the building, redesigning the garage entry, etc.

The SDC requested the project team return to a subcommittee meeting to present the right-of-way requirements in the Street Improvement Permit, and to describe how they meet those requirements and provide public benefits proposal of the project.

March 6, 2025 – A subcommittee of the Commission met to evaluate how the project addressed the conditions and recommendations adopted by the Commission at their April 4, 2024, meeting on public trust.

March 20, 2025 – The SDC voted 9-0 to support the public benefits package. The approval was conditioned on a subcommittee review of the proposed fencing system in front of the conservation parcel, with a focus on integrating artistic elements into its design. That condition was satisfied.

X. POLICY FRAMEWORK

Street vacation decisions are City Council decisions as provided by State statute and have not been delegated to any City department. There is no right under the zoning code or elsewhere to vacate or to develop a public right-of-way. Vacating a public right-of-way requires discretionary legislative approval that must be obtained from the City Council, and the Council may not vacate a public right-of-way unless it determines that to do so is in the public interest. The City uses a two-part test to determine whether a vacation is in the public interest. First, the City undertakes a "Public Trust Analysis," a determination of whether the street is needed and whether the public interest can be protected if the street is vacated. Second, the City undertakes a "Public Benefit Analysis," assessing the Petitioner's proposal to provide benefits to the public.

Established plans, policies, and standards guide this review as called for by the Vacation Policies. The City will not support vacations that conflict with city planning goals, particularly if the vacation would be inconsistent with the desired intensity of development and preferred uses, or if clear harm would result. But land use policies and codes do not bind the Council's decision to grant or deny a street vacation petition. The Council may condition or deny vacations as necessary to protect the public interest.

The Street Vacation Policies provide that during its review of the petition, the Council will weigh the public trust and land use effects of a vacation, the mitigating measures, and the public benefits provided by the vacation to determine if the vacation is in the public interest. In balancing these elements of the public interest, the City Council places primary importance upon protecting the public trust it holds in rights-of-way.

This petition has been reviewed for its consistency with the Vacation Policies in Resolution 31809, which were in effect when the petition was submitted. SDOT has determined that the Project is consistent with these Policies.

XI. PUBLIC TRUST ANALYSIS

City streets are held in trust for the public and the City acts as a guardian for the public in reviewing vacations. The City Council may approve vacations only when they are in the public interest. Streets will be retained unless it can be shown that they are not needed for a current or foreseeable public use and the City Council is convinced the vacation is in the public interest. The policies define the public trust functions of rights-of-way as being circulation, access, utilities, free speech, public assembly, open space, light and air, and views.

Vacations affect the land use and development patterns in an area by adding to the developable land base, altering the local land division pattern, changing vehicular and pedestrian movement patterns, and increasing the development potential on the vacated and abutting streets. A vacation petition may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the Comprehensive Plan.

The following information addresses each element as required in the Street Vacation Policies.

Circulation: Streets provide for the movement of people, goods, and vehicles through the city as part of a network. If a part of the network is removed, there may be impacts to the transportation network. The City will only vacate a right-of-way if it will not disrupt the movement of people, goods, and vehicles through the city, and only if it is consistent with the City's transportation plans.

The main purpose of alleys is to provide access to the individual parcels on a block and to provide for services and utilities. Alleys generally are not considered part of the larger circulation system and do not provide for the circulation of vehicles around a site or a community.

The alley right-of-way proposed for vacation is a small remnant of what had been originally platted as an alley that was never improved between N 87th St and N 86th St. The majority of this alley was vacated in 1972, leaving just the remainder 1,952 square feet that are the subject of the current Petition. All of the land abutting this alley is owned by the applicant or LLCs controlled by the applicant. As built, the alley provides no additional circulation benefits to the neighborhood. The alley provides no opportunity for increasing future access within the neighborhood as the parcel it bisects is the last remaining undeveloped parcel in the block and no other parcels can use it for access. The existing site has an existing curb cut at the site of the unimproved alley right-of-way. The Project proposes to reconstruct this curb cut in approximately the same location and utilize it as the primary vehicular site access for the proposed Project.

The work on the development plans through the SDCI Master Use Permit and SDOT Street Improvement Permit ("SIP") review and approval processes address specific regulatory, utility, and design standards requirements. Through the SIP review, SDOT approves the street alignment and street design. The vacation conditions include obligations for enhancements related to the public benefits package proposed by the development team and reviewed and approved by SDC. Close coordination between the various review procedures will continue as the Project moves forward through this City Council review and the final project approvals by SDCI and SDOT.

***Access*:** Streets and alleys provide access to individual parcels and access around and through the surrounding and larger community. Streets are designed to provide for the range of transportation modes, including walking, bicycling, transit, and driving. The City will only approve a vacation if it does not result in negative effects on the current or future needs of the City's vehicular, bicycle, or pedestrian circulation systems or on access to private property. If the negative impacts can be appropriately mitigated, the City may choose to vacate the street.

The main function of alleys is to provide access to individual parcels, space to access service, loading areas and parking, and to provide for utility vehicles and services such as solid waste pickup. When the vacation of an alley is proposed, the review looks at the impact to the surrounding parcels and whether the service and access uses that should be contained within the alley parcel are pushed out to the surrounding streets. If the property was developed without the alley vacation, the existing alley could continue to provide access only to the Project site as no other parcels currently utilize the alley for access. The use of the alley could keep the Project-related services and access away from N 87th St.

With the proposed vacation, parking and loading access is consolidated into the single Project driveway located in approximately the same location as the existing curb cut. The Project provides multiple pedestrian access points along both the N 87th St and Palatine Ave N frontages.

SPU approved the proposed loading access plan on July 31, 2024. Per the approved SPU Solid Waste Plan, drivers will park on N 87th St and enter the storage room within the garage entry off N 87th St to bring dumpsters to the truck. As the permitting review moves forward the specific design and dimensions of the garage entry and dimensions and street design for N 87th St and Palatine Ave N will be finalized.

***Utilities*:** Public and private utilities often use public rights-of-way to serve their customers. The City will only vacate a street when all utilities using or potentially using the right-of-way can be adequately protected with an easement, relocation, fee ownership, or similar agreement satisfactory to the utility owner.

No utilities are currently located within the unimproved alley proposed for vacation. Given that the majority of the alley within this block was previously vacated, there is little to no opportunity to use the right-of-way as a utility corridor. There are more efficient routes for future utility pathways in the adjacent rights-of-way, and future development will be of a scale that utility access may occur directly from the street without negative impacts.

As the Project moves forward the developer will need to continue to work with SPU and SCL to coordinate the development activity. The SIP and MUP processes identified the utility needs for the proposed development and the service needs for the new Project which will be included in the development and construction permits.

Free Speech: The public has traditionally used Seattle's streets to exercise constitutional rights under the First Amendment ranging from large-scale protests to newspaper vendors. Alleys will only be vacated if publicly accessible spaces on the site are kept open for the same speech-related purposes.

While the alley proposed for vacation is open and available for public use, it is unimproved and there are no active adjacent uses that draw the public. While it is possible for the public to use the alley and to exercise free speech rights in the alley, it does not appear to have much existing value for those purposes. To the knowledge of the Project proponents, the alley has not been the site of previous free-speech activities. The proposed improvements along N 87th St and Palatine Ave N will be in a public right-of-way and will be accessible to the public. This improved right-of-way space will provide more meaningful opportunities for free speech activities than the subject alley.

Public Assembly: Streets also act as places for people to gather, to meet others in the community, space for children to play, and for all segments of society to interact. The role of the right-of-way can be particularly important for people who have the fewest resources. The City Council considers the importance of each street or alley as a place for community activity in considering any vacation. As noted, alleys typically function as the back door of a block and can provide important space for services and access to property but generally do not provide space for the public to gather.

The unimproved alley proposed for vacation does not currently serve as a place of public assembly nor is it adjacent to a public use. Even if the right-of-way was retained and improved as part of a different project, it is unlikely that it would have much value as a space for the public to gather. The alley's current unimproved state makes it an unlikely space for public assembly. The public benefit improvements within the adjacent rights-of-way include expanded sidewalks and seating areas where public assembly will be possible.

Open Space: Streets provide spaces for people to gather, interact, and travel, and offer open space benefits. The open space opportunities provided by streets are important resources that contribute to quality of life and become more valuable as the City becomes more densely developed. The contribution of this important street function to the public's existing and future quality of life is an important consideration when reviewing each proposed vacation. The open

space functions provided by the right-of-way are identified and the effects of their loss analyzed.

The alley proposed for vacation consists of about 1,951 square feet. The alley is currently unimproved and does not provide useable amenities or outdoor space. The Project includes sidewalks that are deeper than the standard code requirements. Along 1st Avenue Northwest, 2 feet of pervious pavers will widen the existing 6-foot sidewalk. Additionally, along Palatine Ave N, a 2-foot sidewalk easement will widen the existing 6-foot sidewalk. The adjacent conservation parcel will also be improved with enhanced landscaping, birdhouses, wayfinding, and public art elements. These expanded sidewalk areas, in conjunction with the improvements proposed at the conservation parcel, provide pedestrians with increased access to open space, air and light.

***Light and Air*:** Streets and alleys maintain access to light and air for their users and for surrounding property. The Council considers the loss of light and air, and shadow impacts in considering whether to approve a street vacation. Shadow impacts on public spaces are given importance. The street grid provides consistency in the development pattern. Streets provide for open, undeveloped space, and breathing room and access to sunlight between buildings. Streets provide for light and air onto buildings and public spaces.

The scale of the proposed Project is consistent with the zoning and anticipated new development in the area. The proposed alley vacation allows the building to draw the massing towards the interior of the site, reducing light impacts on neighboring properties and right-of-way. The proposed vacation will not increase shadows on public parks and public open spaces as a result of the vacation,

The vacation will support development that is consistent with the anticipated development pattern and will not have significant impacts on light and air, or shadow impacts on any public spaces.

***Views*:** Street and alleys provide views to the mountains, bodies of water, and the city itself. The City will protect designated view corridors along specifically-identified streets. The City will consider the impacts of a street vacation on views of designated public places and designated landmarks.

The alley proposed for vacation is not identified or designated as a view corridor. Should the vacation be approved, there is not a loss or diminution of any protected public views. With or without the vacation, at-grade level, the only views are of the buildings and streets around the site.

***Land Use and Urban Form*:** Streets and alleys also play a significant role in the shape of the city. The City considers the relationship between the intended character of the area as described in Seattle's Comprehensive Plan and other adopted neighborhood, subarea, or community plans. The width and spacing of streets, the presence and absence of alleys, and the location and path of boulevards and other linear open spaces have significant impacts on neighborhoods and how they function. The Council will pay attention to vacations that disrupt an existing pattern of development in the neighborhood. The Council may place conditions on a vacation to mitigate negative land use effects.

This Project is consistent with zoning and would be consistent with the scale of any future developments. This neighborhood has seen several new residential developments that are greater in scale than the Yew proposal and there are also additional residential developments that are in the planning stage and will likely move forward.

Petitioner will use the alley vacation to consolidate Project massing to the center of the site, creating a continuous, active street frontage and an improved street edge. The vacation enables a site design that fosters a cohesive urban form and supports efficient land use by removing a right-of-way feature that fragments the block but does not create a project that is out of scale and character with the surrounding neighborhood.

No adverse land use impacts were identified.

XII. PUBLIC BENEFIT ANALYSIS

The Street Vacation Policies note that a vacation shall include a commitment to provide public benefits. The concept of providing a public benefit is derived from the public nature of streets. Streets, whether improved or unimproved, provide important benefits to the public. Among the various benefits are preserving the street grid that provides for consistency in the development pattern and influences the scale and orientation of buildings. Streets provide for breathing space, open space and views, natural drainage, and urban wildlife corridors. These benefits are in addition to the public functions provided by streets including moving people and goods in vehicles, on foot, or by bicycle; and providing for current and future utility services, for street trees, and for other amenities.

Vacations cannot be granted for a purely private benefit. Before this public asset can be vacated for private purposes, there shall be a permanent or long-term benefit to the public. To best address the needs of the community, a strong focus on race and social equity is important in assessing the public benefits included as a part of a vacation petition. The Vacation Policies

stress the importance of the public benefit proposal responding to the needs of those most vulnerable to the negative impacts of development.

Proposed vacations may be approved only when they provide a permanent or long-term public benefit. Because the public permanently loses the street, short-term public benefits or public benefits that solely benefit individuals will not be considered. The Vacation Policies specify that the following are not public benefits:

- Mitigating the vacation's adverse effects;
- Meeting code requirements;
- Paying the required vacation fee;
- Facilitating economic development; or
- Providing a public, governmental, or educational service.

The vacation review looks very closely at the proposed public benefit package. SDOT, various City staff, and the SDC considered the amenities proposed for the vacation and whether the package was adequate.

Public benefit elements must also exceed elements required by the Seattle Municipal Code or mitigation required under the State Environmental Policy Act or other regulations and is in addition to vacation fees and other obligations. The public benefit proposal should recognize the loss of the benefits provided by the street to the public and the gains received by the Petitioner. The public benefit proposal should reflect the comments, ideas, and concerns voiced by the public during the early community engagement work. The public benefit must be more than compensatory and should provide something of benefit to the public. In addition to addressing the scale or amount of public benefit that must be provided, the policies are clear that the public benefit elements proposed must clearly benefit the general public and not merely the Project's tenants.

The Street Vacation Policies provide clear guidance as to how to define public benefit and what criteria should be used to assess the adequacy of the public benefit proposal. The Vacation Policies even provide for a prioritization of public benefit features. However, the Vacation Policies cannot assign mandatory public benefit features to a particular proposed vacation.

The Vacation Policies anticipate that the initial public benefit proposal will be included in the vacation petition and would be responsive to the Community Engagement Plan, the early work with the Street Vacation office and other City staff and with the early review by the Seattle Design Commission. The review of the public benefit proposal continues throughout the formal review of the vacation.

Overall, the Project focused the proposed public benefits on improvements that enhance pedestrian connectivity, restore ecological function, and enrich the streetscape around the development site. These public benefits are concentrated along the Project's frontages and at the adjacent Conservation Parcel, reinforcing the neighborhood's walkability and environmental identity while offering tangible enhancements to the public realm. The public benefit proposal reflects feedback received during early community engagement and is intended to serve a broad cross-section of the Greenwood neighborhood. The public benefit proposal incorporates ideas and suggestions from the Community Engagement process.

Along Palatine Ave N, the Project will deliver a two-foot sidewalk widening, expanding the existing six-foot sidewalk onto the Project site. This easement-backed improvement creates a more generous pedestrian corridor and enhances comfort and accessibility along a key frontage. On N 87th St, the Project will close a long-missing segment of the sidewalk network by constructing a new six-foot sidewalk with a six-foot landscaped planter strip and curb along the Conservation Parcel frontage. This improvement responds directly to community priorities for enhanced pedestrian circulation and delivers a critical east-west connection between Palatine Ave N and 1st Ave NW.

The Project also includes a two-foot sidewalk shoulder expansion along 1st Ave NW. This expansion enhances the pedestrian realm, provides a visual and functional transition to the Conservation Parcel, and supports stormwater infiltration. Together, these sidewalk improvements exceed minimum code requirements and establish a unified, high-quality streetscape condition across the site's perimeter.

The Vacation Policies emphasize the provision of physical and usable amenities that are accessible to the public upon completion of development. The proposed improvements meet this standard by delivering tangible, visible upgrades to the public realm that are directly adjacent to the site and available for public use. In addition to promoting walkability, the proposed improvements enhance visual character, ecological function, and overall neighborhood livability. These benefits reflect the goals articulated in the Greenwood-Phinney Ridge Neighborhood Plan and align with the City's broader policy emphasis on equity, mobility, and sustainable urban form. By investing in sidewalk connectivity, landscape elements, and ecological restoration, the Project offers a public benefit package that is responsive to community input and proportionate to the scale of the alley vacation.

Each public benefit proposal is outlined in detail below.

Palatine Ave N Sidewalk Improvements
Along Palatine Ave N, the Project will provide a two-foot sidewalk area in addition to the existing six-foot sidewalk, resulting in a wider, more comfortable pedestrian path. This area will be preserved via easement and will support a sidewalk width that exceeds minimum city requirements, promoting a more generous and accessible public realm along this residential street. This sidewalk widening, integrated into the development's frontage improvements and upon the Project site, is designed to foster a safer, more inviting environment and encourage walking as a viable mode of transportation in the neighborhood.

N 87th St Sidewalk Improvements
The Project proposes the construction of a new sidewalk along the N 87th St frontage of the Conservation Parcel, bridging a longstanding gap in the pedestrian network between Palatine Ave N and 1st Ave NW. This segment represents a missing link in the neighborhood sidewalk grid and is proposed in direct response to feedback from both community members and the City Council Subcommittee, who emphasized the need for improved pedestrian connectivity in the Greenwood neighborhood. The sidewalk will be constructed to SDOT standards and will be six feet in width and paralleled by a six-foot landscape planter, increasing safety, accessibility, and the overall walkability of the area. The completion of this sidewalk not only improves pedestrian circulation but also provides direct public benefit by enabling safer routes to nearby destinations, including nearby parks and local retail.

1st Avenue NW Sidewalk Improvements
The Project includes a two-foot concrete shoulder expansion along an existing six-foot sidewalk on the site's frontage. This area will extend the usable pedestrian area and improve walkability.

Conservation Parcel Enhancements and Restoration
As part of its public benefits package, the Project will undertake comprehensive ecological enhancements and restoration of the adjacent Conservation Parcel. Proposed improvements include the introduction of new native tree and understory plantings, and a commitment to ongoing landscape maintenance. These actions are intended to restore and preserve the natural habitat, promote urban biodiversity, and improve ecological function in a historically impacted area. The Conservation Parcel improvements respond to both community priorities for green space and the City Council's emphasis on environmental value. Although the parcel is not dedicated as accessible public open space in order to protect the site, the improvements will create framed, visually accessible views into a healthier green space for the public, reinforcing Greenwood's identity as a livable, nature-connected urban neighborhood. The restored landscaping will be maintained on a quarterly basis according to a seasonal maintenance plan.

Additionally, three decorative birdhouses will be installed within the project area and will provide artistic and ecological functionality. These birdhouses help support local biodiversity and promote seasonal songbird interest for residents and the public. During the offseason, the colorful birdhouses continue to provide visual interest to the public realm from within the Conservation Parcel. The inclusion of birdhouses was highlighted by community members during engagement events as a unique and playful way to celebrate nature within the urban environment. The Project will also install decorative metal fence panels (designed by local artist Sarah Robbins) along portions the street frontages adjacent to the Conservation Parcel. These artistically designed panels will enhance the visual quality of the public realm, provide interest for pedestrians, and reinforce neighborhood identity through their materials and motifs. The decorative fencing adds artistic character while visual permeability into the Conservation Parcel.

Public Realm Enhancements on 1st Ave NW/N 87th St
To support wayfinding and neighborhood identity, the Project will install a custom sign (also designed by local artist Sarah Robbins) at a prominent entry point. The sign will direct pedestrians to local amenities and help define the project's connection to the surrounding community. By integrating public art and functional wayfinding, this element elevates the aesthetic character of the streetscape and offers a clear benefit that exceeds typical signage requirements. The sign's design will reflect neighborhood themes, adding vibrancy and a sense of place for both residents and visitors.

Two seating blocks at the intersection of N 87th St and Palatine Ave N will also be installed upon the Conservation Parcel and will be publicly accessible. These resting blocks will be constructed from a durable high-quality material, such as stone or concrete, and provide informal seating opportunities for pedestrians and contribute to a more welcoming public realm. Their placement encourages walking by offering spaces for respite, social interaction, and observation into the Conservation Parcel. The design and siting of these elements respond directly to community feedback, prioritizing comfort, vandal-resistance, and a thematic material palette.

The elements and valuation of the public benefit proposal are outlined in the matrix below:

Public Benefit Component	Code Req'd	Item	Estimated Value
1: Palatine Ave N, Sidewalk Improvements Provide two feet of expanded sidewalk area upon the Project site along the Project's Palatine Ave frontage to promote walkability	N	245 SF Concrete Sidewalk	$7,644
2: N 87th St, Sidewalk Improvements Provide new 6-foot sidewalk connection with 6-foot landscape planter and curb to complete pedestrian connection between Project and existing sidewalk at 1st Ave NW.	N	554 SF Concrete Sidewalk	$17,285
	N	554 SF Landscape Planter with Street Curb	$23,268
3: 1st Ave NW, Sidewalk Improvements **Two-Foot Sidewalk Expansion** Provide two feet of additional concrete along the 1st Ave NW frontage of the Conservation Parcel to expand the pedestrian space and improve walkability	N	245 SF Pervious Pavers, Concrete Sidewalk, or similar solid surface material if approved by SDOT	$7,644
	N	Conservation Parcel restoration and planting plan implementation	$145,910
	N	Ongoing quarterly Conservation Parcel maintenance	$8,850
	N	Three thematic birdhouses, 8-12 ft in height	$2,250

4: Conservation Parcel Enhancements and Restoration Remove and replace existing invasive vegetation with native and naturalized species. Implement new landscaping with quarterly maintenance plan, decorative fence panels, and thematic birdhouse elements.	N	215 linear feet of corten steel or similar decorative fence panels designed by local artist	$90,300
5: Sidewalk Enhancements at 1st Ave NW/N 87th Street Thematic wayfinding signage provides directional information and is thematically integrated into other site artistic elements. Resting blocks provide opportunities for respite in the public realm.	N	Single wayfinding signage element designed by local artist	$5,000
	N	Two Resting Blocks made of stone, concrete, or similar solid material	$3,000
		TOTAL:	**$ 311,151**

** Note: Square footages in the chart above are approximate.*

The Project is a strong development proposal that incorporated community priorities into the required public benefit proposal. The public benefit elements include artist made charming and interesting art elements that make the benefits unique to this community. The other elements of the public benefit package will create a much more walkable and interesting area in the neighborhood.

XIII. RECOMMENDATION & CONDITIONS

It is recommended that the vacation be granted, and the street vacation ordinance be passed, upon the Petitioner demonstrating that all conditions set forth below have been satisfied and all fees associated with the Project paid.

1. The vacation is granted to allow the Petitioners to build a project substantially in conformance with the Project proposal reviewed by the City Council and for no other purpose.

2. All street improvements required as part of the Project shall be designed to City standards, as modified by these conditions to implement the public benefit requirements (as set forth in the table below) and be reviewed and approved by SDOT through a Street Improvement Permit.

3. It is expected that development activity for the Project will commence within approximately 2-3 years after this approval and that development activity will be completed within 5 years thereafter. The Petitioner shall not request or be issued a Final Certificate of Occupancy for the Project until SDOT has determined that all conditions have been satisfied and all applicable fees have been paid. If development activity has not commenced within 10 years after this approval, the Petitioner must seek an extension of the approval from the City Council.

4. The Petitioner shall continue to provide informational updates to SDOT regarding the review and implementation of the proposed and required regulatory elements such as the Street Improvement Permit, the recommendations from the SDC, and the vacation conditions. If Project changes substantially impact any vacation conditions, including the public benefit features required under this approval, SDOT Street Vacations will determine the steps necessary to address the proposed changes. SDOT may require review by the Seattle Design Commission staff to address substantial changes to public benefits or issues and confirm compliance with the conditions in this approval.

5. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council and shown below in Condition 6. Before approval of the final vacation ordinance, the Petitioner shall enter into a Property Use and Development Agreement ("PUDA") or other binding mechanism to ensure that the public benefit elements and conservation site enhancements required under this approval remain open and accessible to the public and outline future maintenance and insurance obligations related to such public benefit and conservation site elements.

6. The final design of the public benefit elements required under this approval shall require the review and approval of SDOT Street Vacations. SDOT may engage with the Seattle Design Commission administration in this review. The chart below outlines the public benefit elements required under this approval and outlines certain features and approximate square footage dimensions, all of which shall be outlined in the PUDA.

Public Benefit Component	Code Req'd	Item	Estimated Value
1: Palatine Ave N, Sidewalk Improvements Provide two feet of expanded sidewalk area upon the Project site along the Project's Palatine Ave N frontage to promote walkability	N	245 SF Concrete Sidewalk	$7,644
2: N 87th St, Sidewalk Improvements Provide new 6-foot sidewalk connection with 6-foot landscape planter and curb to complete pedestrian connection between Project and existing sidewalk at 1st Ave NW.	N	554 SF Concrete Sidewalk	$17,285
	N	554 SF Landscape Planter with Street Curb	$23,268
3: 1st Ave North, Sidewalk Improvements **Two-Foot Sidewalk Expansion** Provide two feet of additional concrete along the 1st Ave NW frontage of the Conservation Parcel to expand the pedestrian space and improve walkability	N	245 SF Pervious Pavers, Concrete Sidewalk, or similar solid surface material if approved by SDOT	$7,644
	N	Conservation Parcel restoration and planting plan implementation	$145,910
	N	Ongoing quarterly Conservation Parcel maintenance	$8,850
	N	Three thematic birdhouses, 8-12 ft in height	$2,250

4: Conservation Parcel Enhancements and Restoration Remove and replace existing invasive vegetation with native and naturalized species. Implement new landscaping with quarterly maintenance plan, decorative fence panels, and thematic birdhouse elements.	N	215 linear feet of corten steel or similar decorative fence panels designed by local artist	$90,300
5: Sidewalk Enhancements at 1st Ave NW/N 87th St Thematic wayfinding signage provides directional information and is thematically integrated into other site artistic elements. Resting blocks provide opportunities for respite in the public realm.	N	Single wayfinding signage element designed by local artist	$5,000
	N	Two Resting Blocks made of stone, concrete, or similar solid material	$3,000
		TOTAL:	**$ 311,151**

Sincerely,

Angela Brady, PE
Acting Director of Transportation

Enclosures

SEATTLE CITY COUNCIL
CENTRAL STAFF

May 4, 2026

M E M O R A N D U M

To: Transportation, Waterfront, and Seattle Center Committee
From: Lish Whitson, Director
Subject: Clerk File 314530: The Yew Alley Vacation

Introduction and Overview

On May 7, 2026, the Transportation, Waterfront, and Seattle Center Committee (Committee) will hold a public hearing on Clerk File (CF) 314530, a petition by The Yew LLC for an alley vacation in the Greenwood neighborhood in Council District 6. The alley to be vacated is located on the north end of the block surrounded by N 85th Street, 1st Avenue NW, N 87th Street and Palatine Ave N.

An early briefing on the vacation was provided to the Transportation Committee in February 2024. Since that time, the Seattle Department of Transportation (SDOT), the Seattle Design Commission, and other City departments have reviewed the petition, and recommend approval with conditions.

This memorandum describes the proposal and the Council actions required to approve the vacation. Attachment 1 to the memo provides background information on the street vacations, and Attachment 2 provides draft vacation conditions for the Committee's consideration.

The Yew

The petitioners own a vacant lot on the south side of N 87th Street, which is bisected by a north-south alley. The alley runs the length of the petitioners' property, and dead ends into the property to the south. The petitioners are the sole property owners adjacent to the alley. The reminder of the alley on the block was previously vacated.

The property is in a Neighborhood Commercial 2-75 zone with an M2 mandatory housing affordability overlay (NC2-75 (M2)). This allows mixed-use commercial and residential development up to 75 feet (approximately seven stories). The NC2 zoning extends east and south. To the west, across 1st Avenue NW, is a Neighborhood Commercial 3-75 zone, which allows more intensive commercial uses without maximum size limits on individual businesses. Across N 87th Street to the north, property is zoned Neighborhood Residential, a predominantly low-rise residential zone.

The petitioner's property is currently vacant. If the vacation is approved, the petitioners would construct a seven-story residential building, containing approximately 101 market rate apartments, over two stories of parking (approximately 55 spaces). Townhouse-style units would be located at street level, with residential flats above.

South of the property is a surface parking lot that serves a three-story mixed-use development, The Sedges at Piper Village. That project includes a surface water detention pond just west of the Yew's site at the southeast corner of 1st Avenue NW and N 87th Street. Across 1st Avenue NW to the west is the Greenwood Fred Meyer store. Across Palatine Avenue N to the east are single-family homes and a seven-story mixed-use building, The Morrow. On the north side of N 87th Street are single-family houses.

Recent development south of N 87th Street has provided full sidewalks along the abutting streets. However, N 87th Street and the Neighborhood Residential areas north of N 87th street were developed prior to incorporation into the City of Seattle and generally lack sidewalks. In this area, the Seattle Department of Transportation (SDOT) has designated 1st Avenue NW a "Healthy Street" and as part of the Healthy Streets program has recently made improvements to 1st Avenue NW. In the 2024 Budget, the Council added a proviso of $150,000 of the SDOT budget for sidewalks, to fund the construction of a sidewalk on the south side N 87th Street between 1st Avenue NW and Palatine Avenue N, abutting the Yew's property.

Vacating the alley that bisects The Yew's property would transfer ownership of the right-of-way to the Yew's owners and allow for the development of a single larger project covering the entire parcel. The Yew's developers intend to build larger units and provide publicly accessible street-level open space at the corner of N 87th Street and Palatine Avenue N as a result of the vacation.

Public Benefits

If the petition is granted, The Yew LLC has proposed to provide the following public benefits:

- sidewalk widening along Palatine Ave N,
- a new six-foot sidewalk with a six-foot landscaped planter strip on N 87th St,
- sidewalk shoulder expansion along 1st Ave NW,
- ecological enhancements and restoration on the conservation site immediately west of the project,
- decorative metal fence panels and birdhouses at the conservation site, and
- public realm
- enhancements at 1st Ave NW and N 87th St.

Committee Actions Required to Approve the Vacation

The Acting Director of Transportation has recommended conditional approval of the vacation and has proposed six conditions. Attachment 2 uses those conditions as the basis for draft Council conditional approval of the vacation. Key conditions include (1) development of the project as presented to the Council, and (2) implementation of the public benefit features described above.

If the Committee supports the proposed vacation and conditions, it should take the following steps:

1. Vote to add the conditional approval included as attachment 1 to this memorandum to CF 314530. The conditions as drafted would indicate the Council's approval of the project as conditioned and would allow development of The Yew to occur as soon as construction permits are granted by the Seattle Department of Construction and Inspections. The conditions indicate those steps the Petitioners would need to complete prior to the Council granting final approval and transferring ownership of the alley to the Petitioners. The conditions also indicate that the Council will grant final approval if the conditions have been met.
2. Move to recommend conditional approval of the vacation petition contained in Clerk File 314530.

Attachments:

1. Summary of Seattle's Street Vacation Policies
2. Draft Vacation Conditions

cc: Calvin Chow, Deputy Director

Attachment 1

Street Vacation Policies

From time to time, property owners seek to permanently acquire the street or alley next to their property from the City, typically to facilitate a proposed development. The process to do so is laid out in the Revised Code of Washington (RCW) Chapter 35.79, Seattle Municipal Code (SMC) Chapter 15.62, and the City Council's Street Vacation Policies. In 2018, the City Council updated its street vacation policies to provide greater clarity for petitioners, members of the public and decision-makers in proposing and reviewing street vacation petitions. The policies identify two related but independent questions that the Council must consider in reviewing a street vacation petition:

- are the "public trust functions" of the right-of-way maintained? and
- will the public receive a benefit from the vacation?

Public trust functions are the uses of right-of-way. The policies describe the public trust functions as follows:

> Streets are dedicated in perpetuity for use by the public for travel, transportation of goods, and locating utilities. The dedication carries with it public rights to circulation, access, utilities, light, air, open space, views, free speech, and assembly, and contributes significantly to the form and function of the city. The primary concern of the City in vacation decisions is to safeguard the public's present and future needs and to act in the public's best interest. (p. 7)

Public benefits are a required component of street vacations to offset loss of public space. The policies describe public benefits as follows:

> The City acts as a trustee for the public in its administration of rights-of-way. Courts have required that in each vacation there shall be an element of public use or benefit, and a vacation cannot be granted solely for a private use or benefit. Therefore, before this public asset can be vacated to a private party, there shall be a permanent or long-term benefit to the public.
>
> The fact that these benefits are provided equally to all members of the public may be most important to those who have the least. To best address the needs of the community, a strong focus on race and social equity is important in assessing the public benefits included as part of a street vacation petition.
>
> Proposed vacations may be approved only when they provide a permanent or long-term public benefit. Because the public permanently loses the street, short-term public benefits or public benefits that solely benefit individuals will not be considered. The following are not considered public benefits:
>
> - Mitigating the vacation's adverse effects;
> - Meeting code requirements for development;
> - Paying the required vacation fee;
> - Facilitating economic activity; or
> - Providing a public, governmental, or educational service.
>
> While the nature of the project is a factor in deciding the adequacy of a public benefit proposal, it is not itself a public benefit. (p. 22)

After a petitioner files a complete vacation petition with the City Council, it is sent to the Seattle Department of Transportation (SDOT), the Seattle Design Commission per SMC Chapter 3.58, and other agencies for review. SDOT collects comments from City departments, private utilities, transit agencies, and others with an interest in the City's rights-of-way. After review and recommendation by these parties, SDOT returns the petition, and the City Council considers the petition. The Council is required to hold a public hearing on the petition and then must act on the petition. State law states that approval of vacations is solely a legislative act.

If the Council decides it is appropriate to vacate the right-of-way, it will typically grant conditional approval. That approval is placed in the Clerk File alongside the vacation petition. That conditional approval allows the petitioner to begin developing in the right-of-way.

After the petitioner meets all the conditions and pays all fees, SDOT drafts an ordinance for Council consideration that transfers ownership of the right-of-way to the petitioner. Council's review of that final ordinance is generally limited to confirmation that the conditions set in the Street Vacation conditional approval have been met. If all conditions have been met, the Council should pass the ordinance granting the vacation.

In the matter of the Petition of the Yew LLC, for the vacation of the alley located at 8641 Palatine Avenue North, lying within lot 2 of City of Seattle lot boundary adjustment number 3009165, recorded in volume 267, page 29 through 32, under recording number 20091103900009.

Clerk File 314530

Conditional Approval of The Yew Alley Vacation Petition, Clerk File 314530

The City Council hereby grants approval of the petition of The Yew LLC ("Petitioner"), for the vacation of the Alley in Block 2, Wegner's Addition to the City of Seattle, being the alley in the block bounded by 1st Avenue NW to the west, N 87th Street to the north, Palatine Avenue N to the east, and N 85th Street to the south:

> 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 lies within Lot 2 of City of Seattle lot boundary adjustment number 3009165, recorded in Volume 267, Page 29 through 32, under Recording Number 20091103900009.
>
> Containing an area of 1,951 square feet or 0.0448 acres, more or less.

The vacation is granted upon the Petitioners meeting the following conditions. The petitioners shall demonstrate that all conditions imposed on the vacation by the City Council have been satisfied and all required fees paid before the vacation ordinance is passed.

1. The vacation is granted to allow the Petitioners to build a project substantially in conformance with the Project proposal reviewed by the City Council and for no other purpose.
2. All street improvements required as part of the Project shall be designed to City standards, as modified by these conditions to implement the public benefit requirements (as set forth in the table below) and be reviewed and approved by SDOT through a Street Improvement Permit.
3. It is expected that development activity for the Project will commence within approximately 2-3 years after this approval and that development activity will be completed within 5 years thereafter. The Petitioner shall not request or be issued a Final Certificate of Occupancy for the Project until SDOT has determined that all conditions have been satisfied and all applicable fees have been paid. If development activity has not commenced within 10 years

after this approval, the Petitioner must seek an extension of the approval from the City Council.

4. The Petitioner shall continue to provide informational updates to SDOT regarding the review and implementation of the proposed and required regulatory elements such as the Street Improvement Permit, the recommendations from the SDC, and the vacation conditions. If Project changes substantially impact any vacation conditions, including the public benefit features required under this approval, SDOT Street Vacations will determine the steps necessary to address the proposed changes. SDOT may require review by the Seattle Design Commission staff to address substantial changes to public benefits or issues and confirm compliance with the conditions in this approval.
5. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council and shown below in Table 1. Before approval of the final vacation ordinance, the Petitioner shall enter into a Property Use and Development Agreement ("PUDA") or other binding mechanism to ensure that the public benefit elements and conservation site enhancements required under this approval remain open and accessible to the public and outline future maintenance and insurance obligations related to such public benefit and conservation site elements.
6. The final design of the public benefit elements required under this approval shall require the review and approval of SDOT Street Vacations. SDOT may engage with the Seattle Design Commission administration in this review. The chart below outlines the public benefit elements required under this approval and outlines certain features and approximate square footage dimensions, all of which shall be outlined in the PUDA.

Table 1: Required Public Benefit Components

Public Benefit Component	Code Required?	Item	Estimated Value
1: Palatine Ave N, Sidewalk Improvements Provide two feet of expanded sidewalk area upon the Project site along the Project's Palatine Ave N frontage to promote walkability	No	245 SF concrete sidewalk	$7,644

Public Benefit Component	Code Required?	Item	Estimated Value
2: N 87th St, Sidewalk Improvements Provide new 6-foot sidewalk connection with 6-foot landscape planter and curb to complete pedestrian connection between Project and existing sidewalk at 1st Ave NW.	No	554 SF concrete sidewalk	$17,285
	No	554 SF landscape planter with street curb	$23,268
3: 1st Ave North, Sidewalk Improvements Two-Foot Sidewalk Expansion Provide two feet of additional concrete along the 1st Ave NW frontage of the Conservation Parcel to expand the pedestrian space and improve walkability	No	245 SF pervious pavers, concrete sidewalk, or similar solid surface material if approved by SDOT	$7,644
4: Conservation Parcel Enhancements and Restoration Remove and replace existing invasive vegetation with native and naturalized species. Implement new landscaping with quarterly maintenance plan, decorative fence panels, and thematic birdhouse elements.	No	Conservation Parcel restoration and planting plan implementation	$145,910
	N	Ongoing quarterly Conservation Parcel maintenance	$8,850
	N	Three thematic birdhouses, 8-12 ft in height	$2,250

Public Benefit Component	Code Required?	Item	Estimated Value
	No	215 linear feet of corten steel or similar decorative fence panels designed by local artist	$90,300
5: Sidewalk Enhancements at 1st Ave NW/N 87th St Thematic wayfinding signage provides directional information and is thematically integrated into other site artistic elements. Resting blocks provide opportunities for respite in the public realm.	No	Single wayfinding signage element designed by local artist	$5,000
	No	Two “Resting Blocks” made of stone, concrete, or similar solid material	$3,000
Total			**$311,151**

Granted by the City Council and signed in open session in authentication of its passage on _____.

_____

President _____ of the City Council

Transportation, Waterfront & Seattle Center Committee
YEW APARTMENTS - CF 314530

MAY 7, 2026

APPLICANT
The Yew LLC
8623 Palatine Ave N
Seattle, WA 98103
Contact: Jeff Swanson
jeff@gscenter.net

ARCHITECT
Baylis Architects
10801 Main Street, Suite #110
Bellevue WA 98004
Contact: Kevin Cleary
clearyk@baylisarchitects.com
Phone: (425) 454-0566

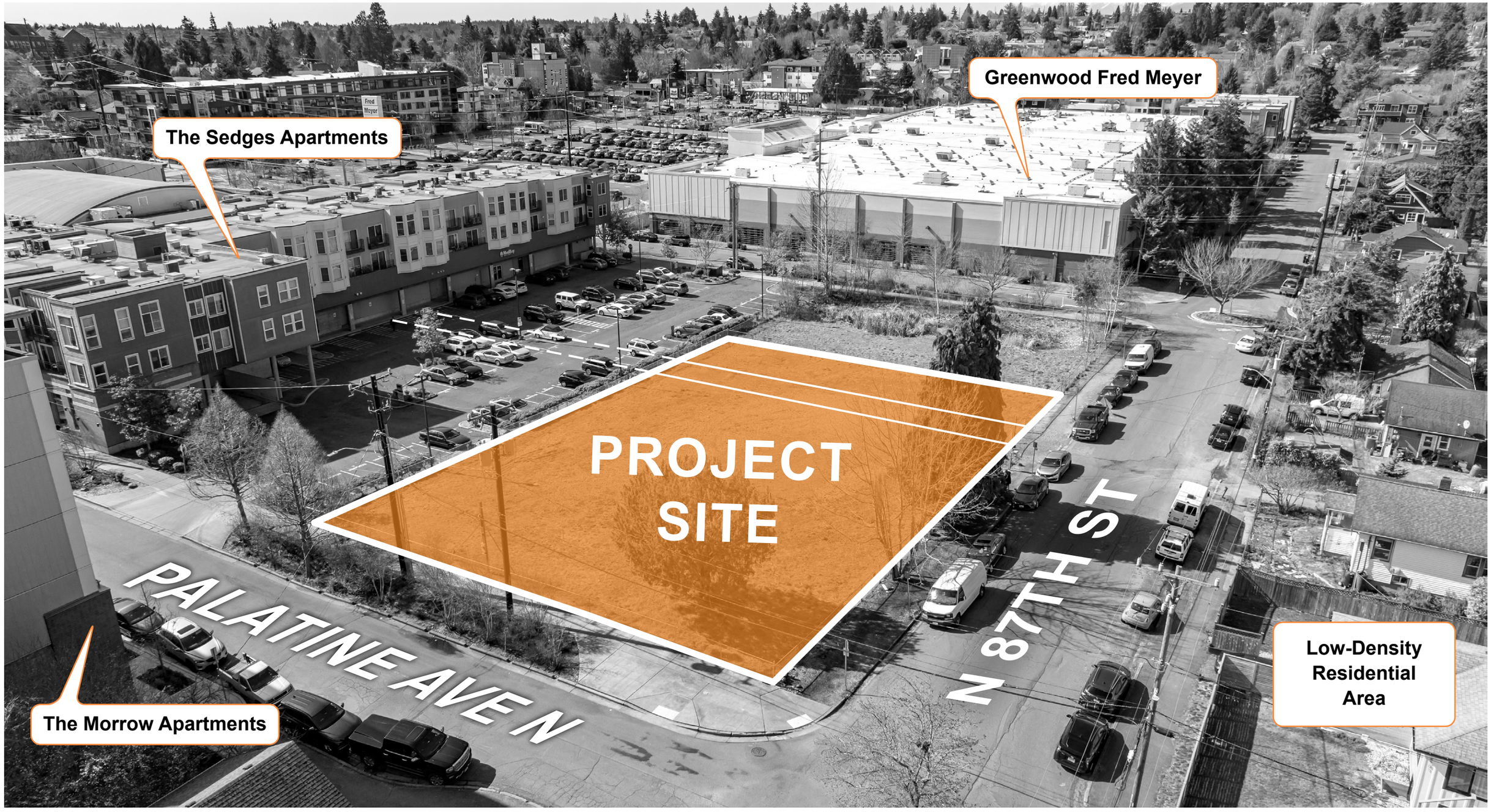
LANDSCAPE ARCHITECT
Brumbaugh Associates
600 N 85th Street, Suite 102
Saattle, WA 98103
Contact: Kristen Lundquist
kristenl@brumbaugh-assoc.com
Phone: (206) 782-3630

project location

within Council District 6

project location

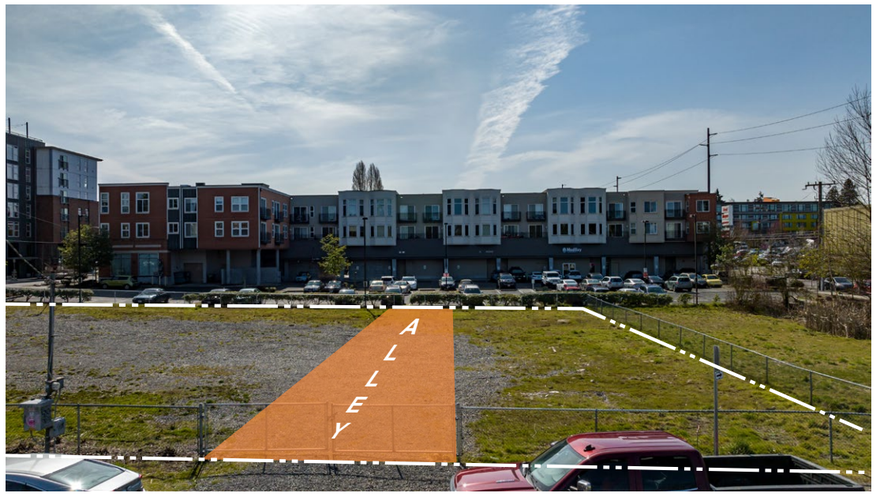
within Council District 6



9 block analysis

existing conditions

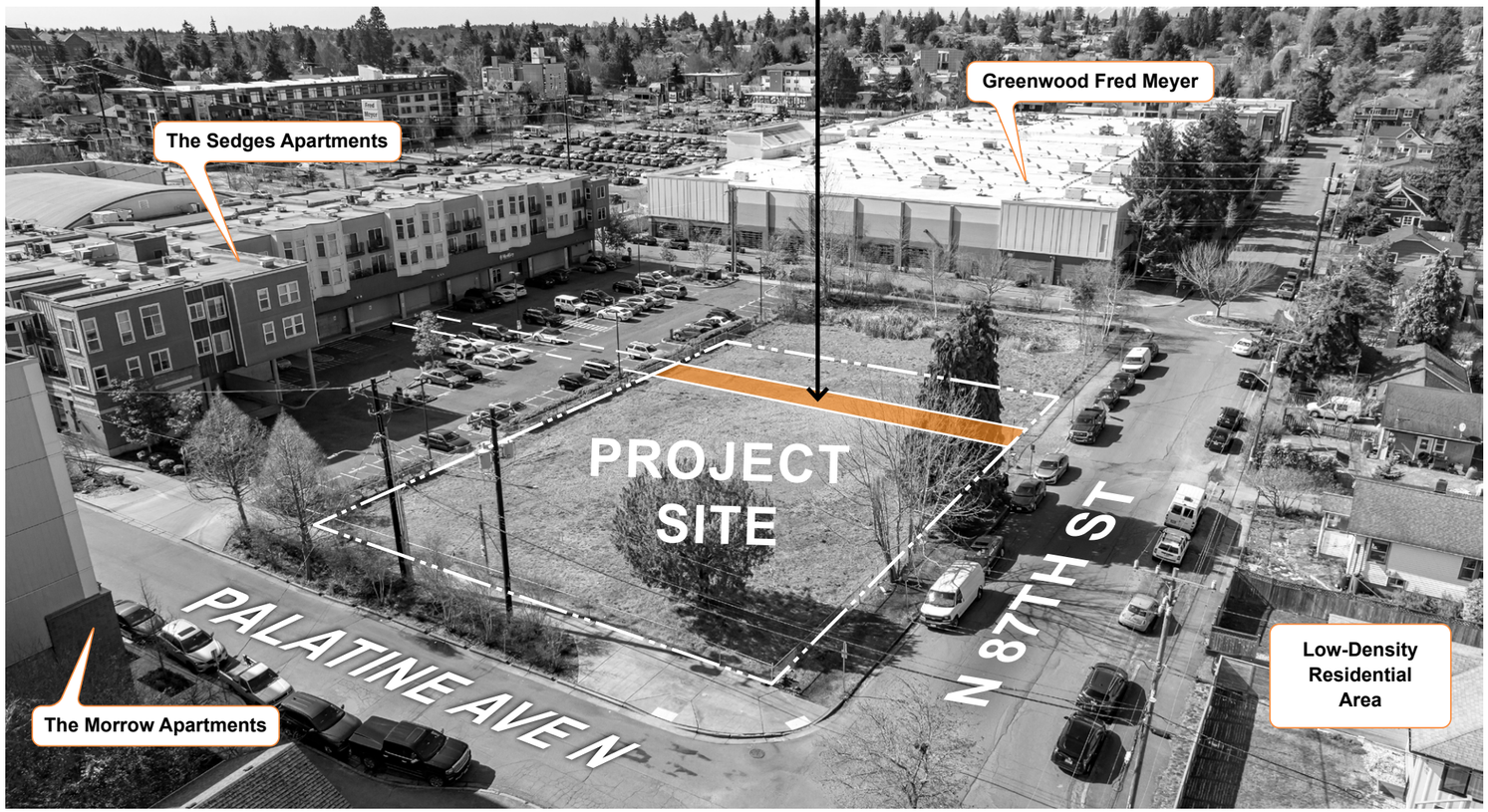
dead end alley remnant



Existing Alley Looking South

Existing Alley Looking North

- In 1972, by Ordinance 100842, the alley portion to the south (to N 85th St) was vacated leaving a dead end remnant
- Alley is fenced and has not been in use
- No utilities in the alley

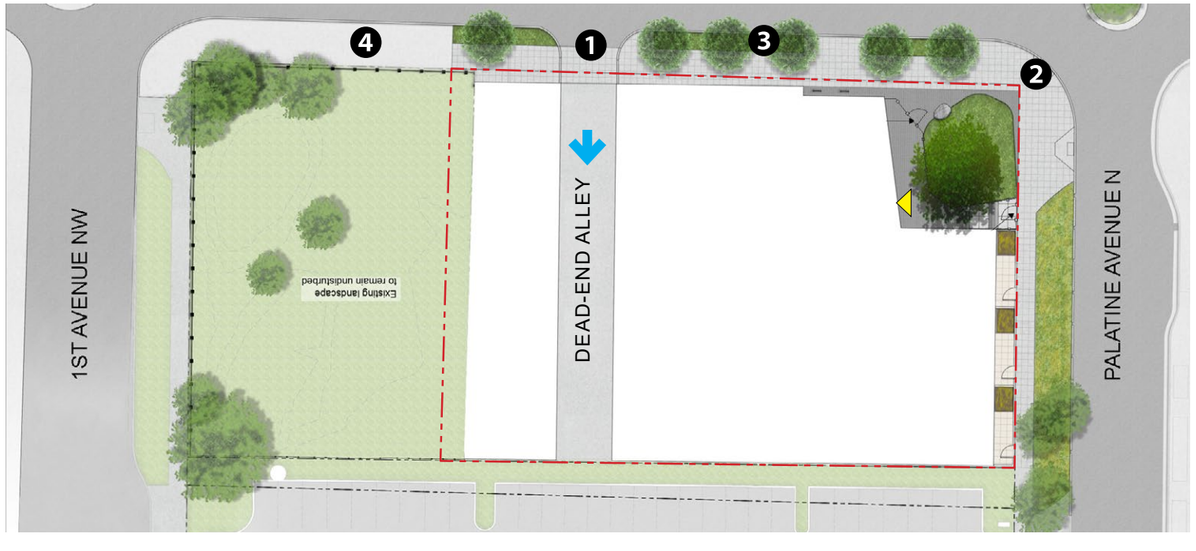


Existing Alley Looking Northeast

overview - vacation / no vacation

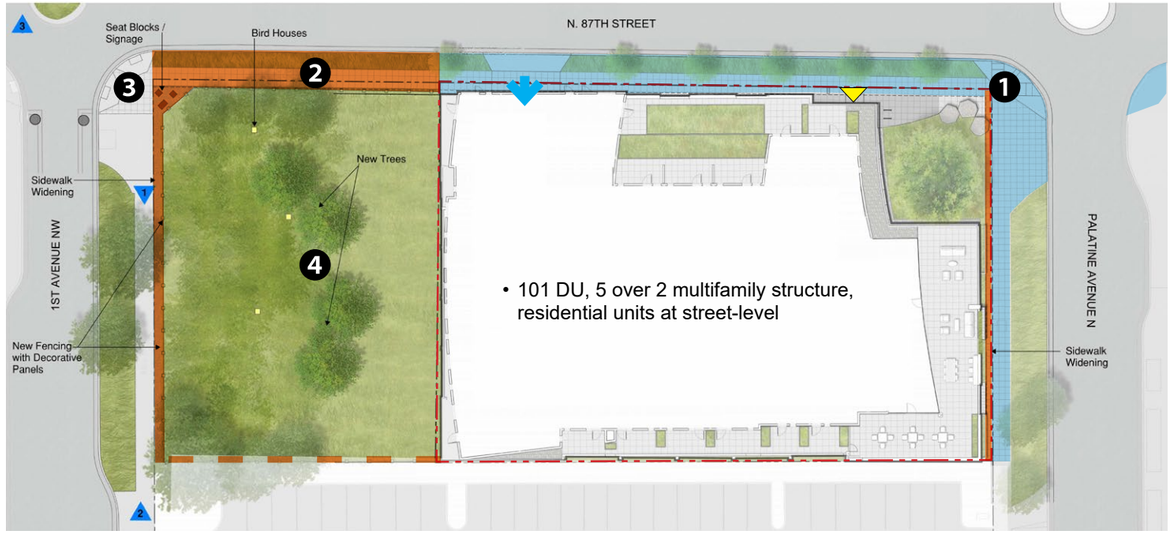
site plan

no vacation



1. Vehicular Entry from Alley
2. Code Minimum Sidewalk
3. Code Minimum Planter Strip
4. No Sidewalk Extension at PUDA Parcel

vacation



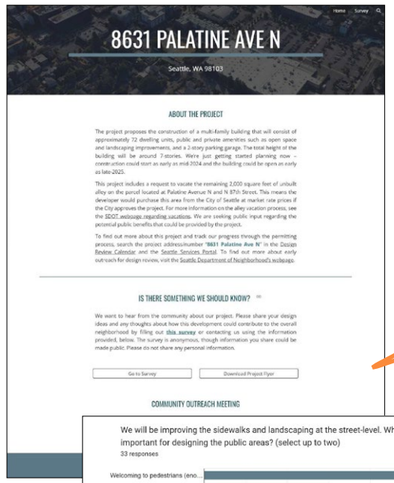
1. New Extended Sidewalk Connection
2. New Widened Sidewalk
3. New Discoveries in the Neighborhood
4. Enhance Existing Green Open Space

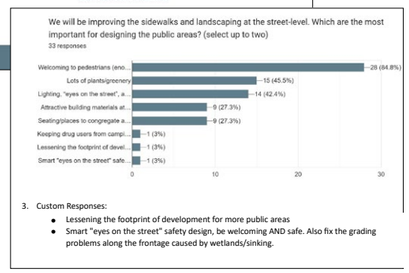
LEGEND

- Property Line
- Landscape
- Building Entrance Pedestrian Access
- Garage Entrance
- Required
- Public Benefit

community engagement

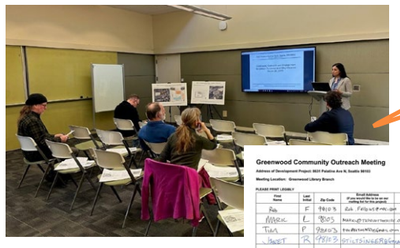
The Community Outreach Plan began on March 14, 2023 and was approved by the City of Seattle, Department of Neighborhoods on April 27, 2023.





Electronic and Digital Outreach
- Interactive project website
- Interactive online survey
- Digital newspaper listing
- Email blasts to community groups

Printed Outreach
- Printed project flyers
- Bulletin boards at public spaces



In-Person Outreach
- Community meeting at Greenwood Library

Community Outreach Meeting 1 - March 29, 2023
- **Introduced the development**

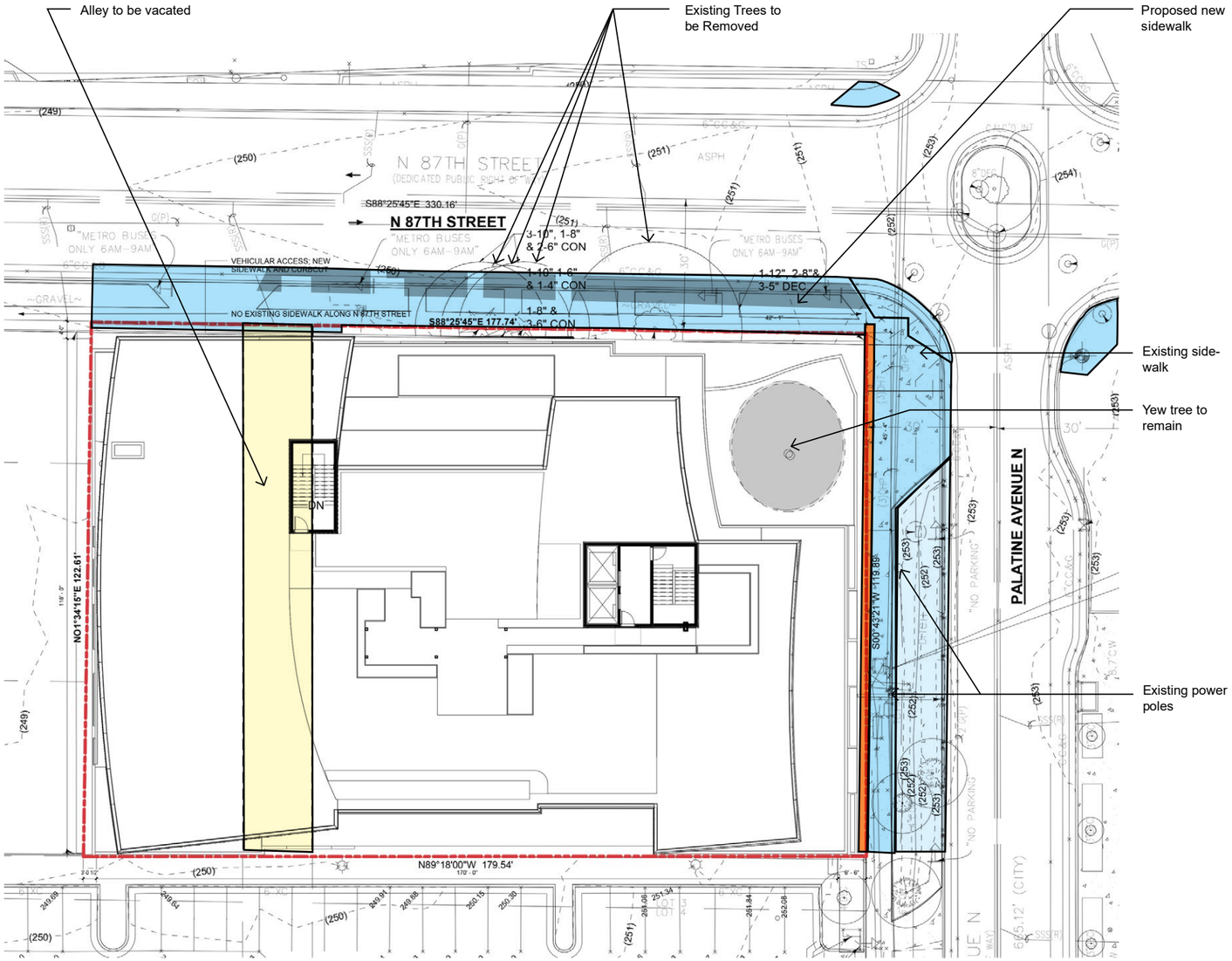
Key takeaways from Meeting 1
- Provide continuous sidewalks
- Add welcoming street-level public areas and open spaces
- Design to respect neighborhood scale
- Provide on-site tenant parking
- Design to improve safety in the area

Community Outreach Meeting 2 - January 17, 2025
- **Reviewed revised development and proposed public benefits package**

Key takeaways from Meeting 2
- General support for proposed public benefits package
- Conservative Parcel - develop planting and ongoing long-term maintenance; improve as a public amenity rather than simply vacant parcel
- Sidewalk extension is a value-add

composite site plan

vacated alley



Site Plan

Yew tree

LEGEND

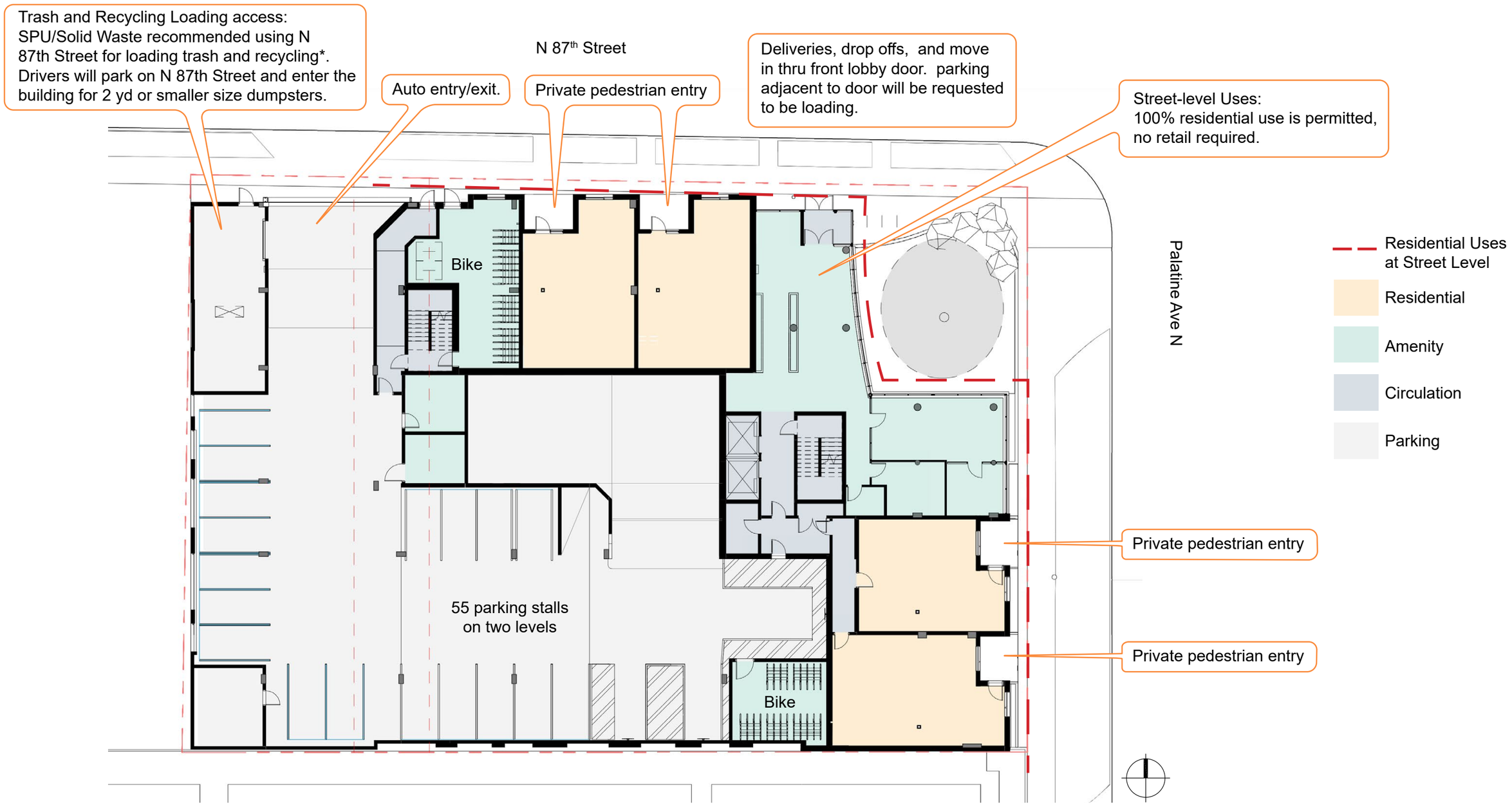
- Alley to be vacated = +/- 2,000 sf
- Code Required ROW Improvements
- Area Toward Public Benefit Improvements = 1,670 sf

NE Corner Aerial View

NW Corner Aerial View

Street Level Uses

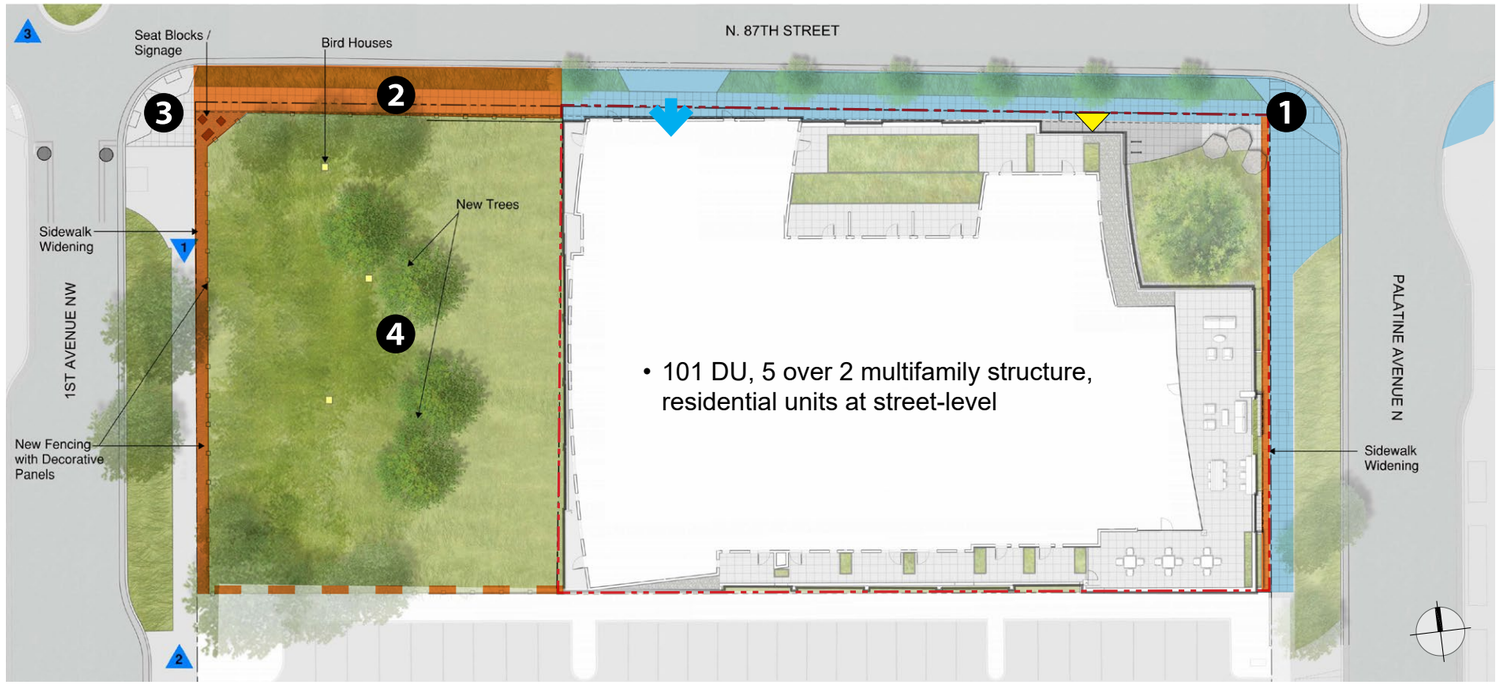
level 1 floor plan



overview - public benefit

site plan

1. New Extended Sidewalk Connection
2. New Widened Sidewalk
3. New Discoveries in the Neighborhood
4. Enhance Existing Green Open Space

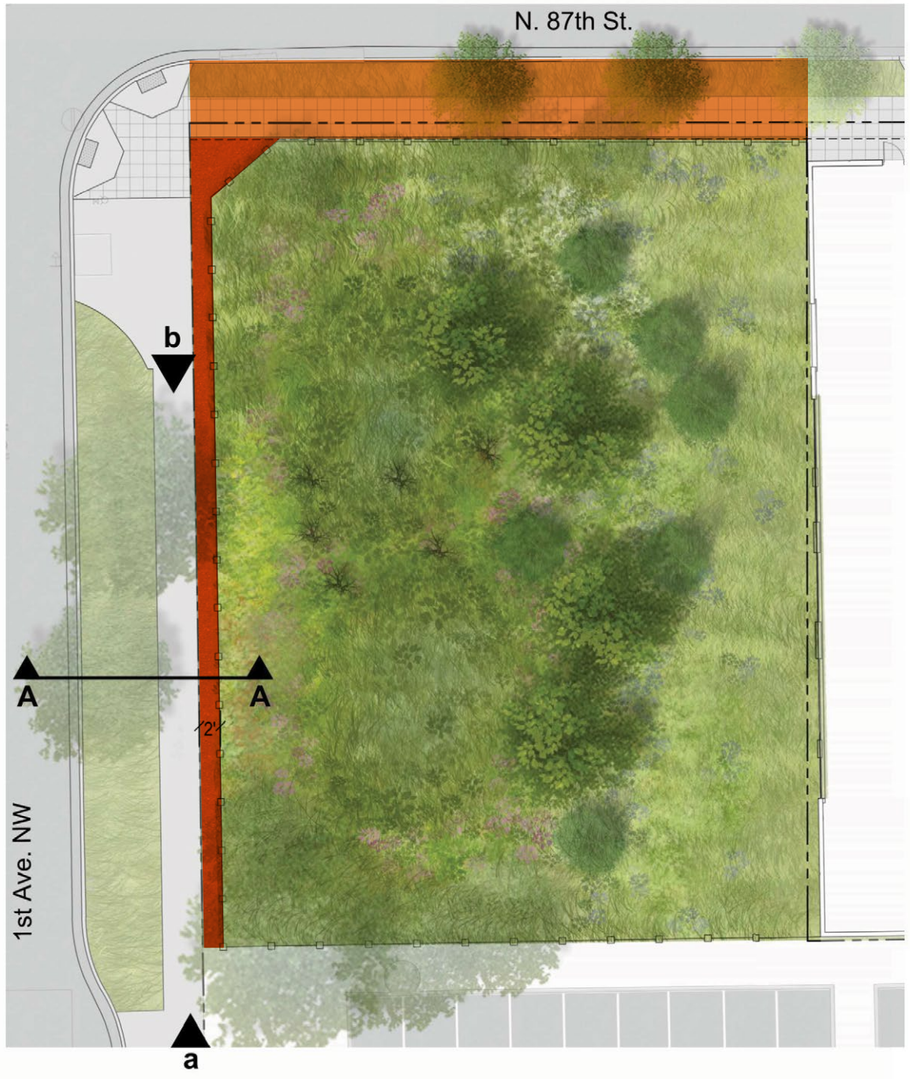


LEGEND

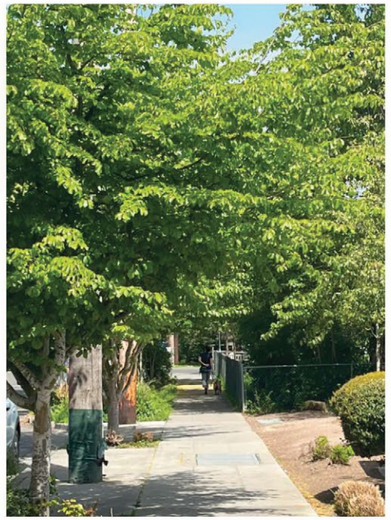
- Property Line
- Landscape
- Building Entrance Pedestrian Access
- Garage Entrance
- Required
- Public Benefit

	Public Benefit	Description	Size/Dimension of Proposed Benefit	Code	Estimated
1	Sidewalk Improvements - Palatine Avenue N	New 2' Sidewalk Easement to Widen Existing 6' Sidewalk on Palatine Ave N to Promote Walkability • COS Standard Sidewalk Surfacing	 245 sf	Not Required	 $7,644.00
2	Sidewalk Improvements - N 87th Street	New 6' Sidewalk and 6' Planter Extension to Complete the Pedestrian Connection • COS Standard Sidewalk • COS Standard Planter Strip and Curb	 554 sf 554 sf	Not Required	 $17,284.80 $23,268.00
3	Sidewalk Improvements - 1st Ave N	New 2' Pervious Pavers to Widen Existing 6' Sidewalk to Promote Walkability • COS Standard Sidewalk Surfacing/Gravel/Paving	 245 sf	Not Required	 $7,644.00
4	Conservation Parcel Enhancements	Improve Adjacent Existing Stormwater Conservation Parcel with New Planting • New Planting Plan • Ongoing Quarterly Maintenance of the Conservation Parcel • Birdhouses • Decorative Fence Panels	 3 215 LF	Not Required	 $145,910.40 $8,850.00 $2,250.00 $90,300.00
5	Sidewalk Enhance-ments on 1st Ave N	• Wayfinding Signage • Resting Blocks	1 2	Not Required	$5,000.00 $3,000.00
				TOTAL	**$ 311,151.20**

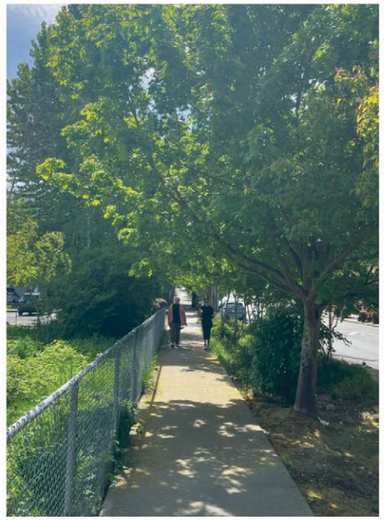
public benefit: NEW EXTENDED SIDEWALK CONNECTION



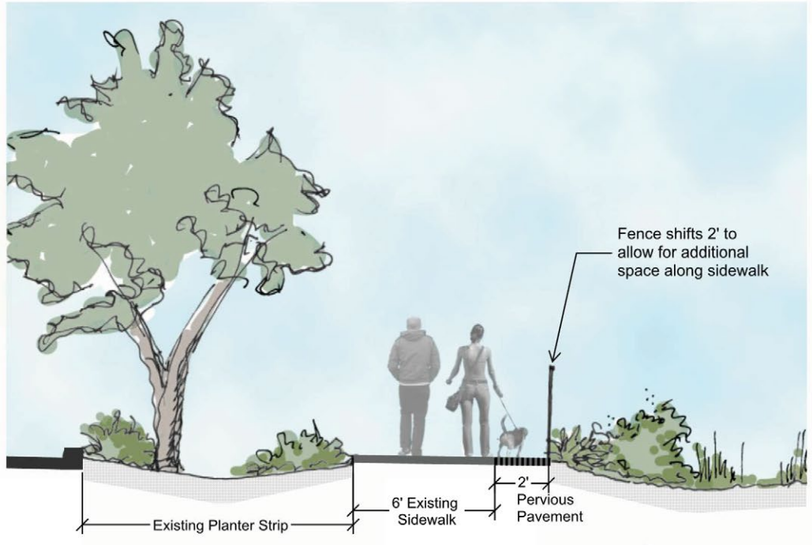
EXISTING SIDEWALK ALONG 1ST AVE. NORTH



a View Looking North

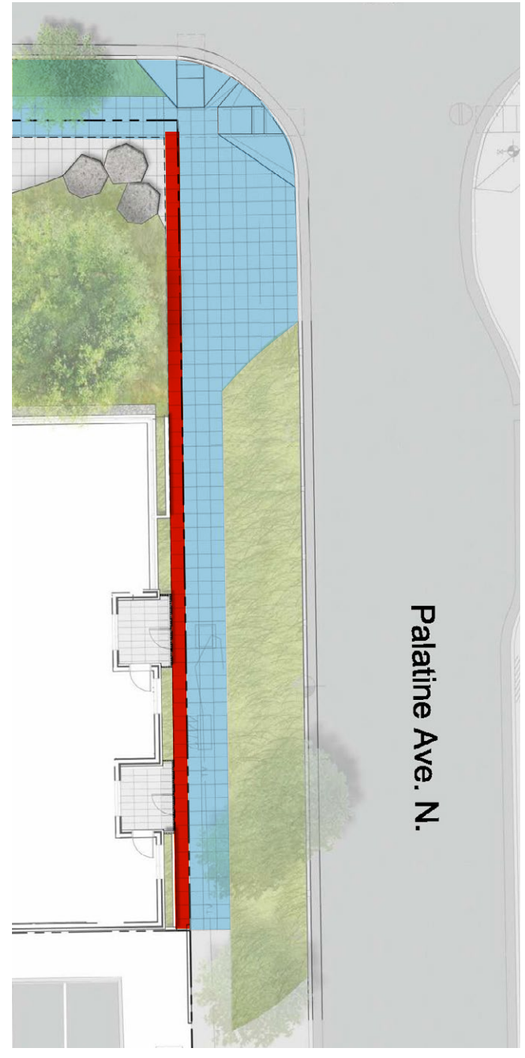


b View Looking South



A-A Section At Sidewalk Looking North

NEW WIDENED SIDEWALK



LEGEND

New 6’ planter strip = 554 sf
New 6’ sidewalk = 554 sf

New 2’ pervious paver = 245 sf

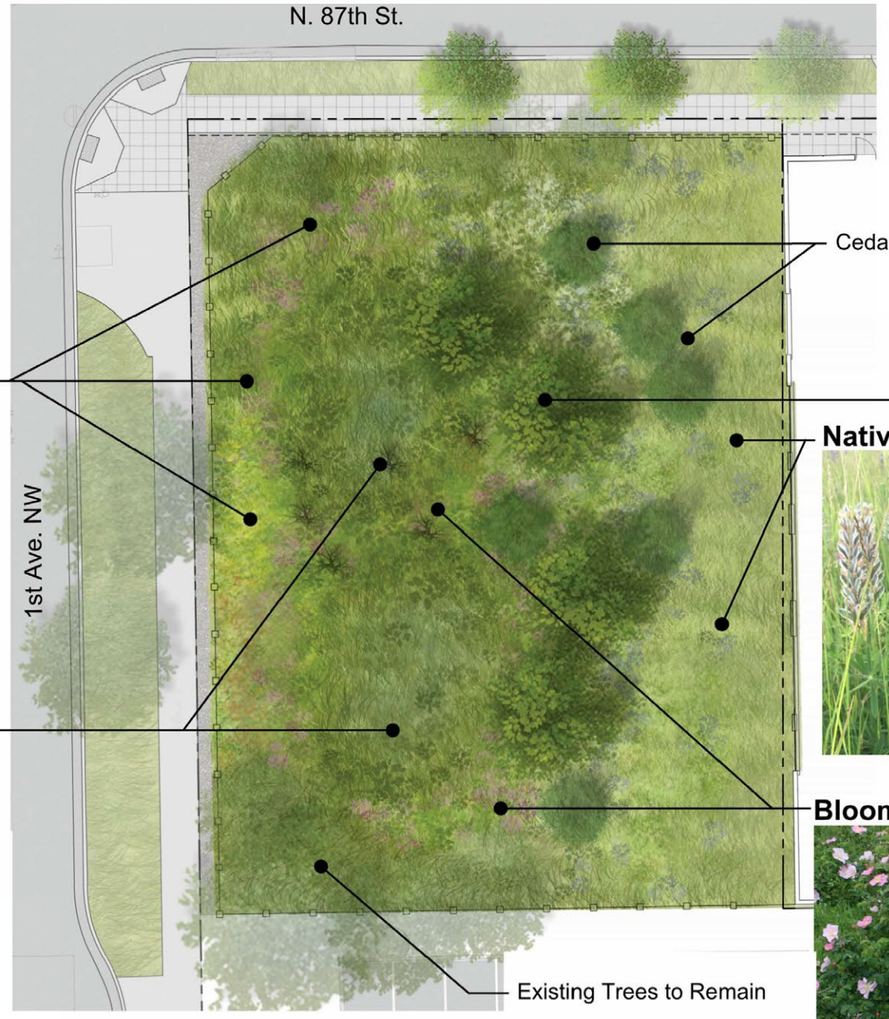
LEGEND

New 2’ Sidewalk Easement to Widen Existing 6’ Sidewalk = 245 sf

public benefit: ENHANCE EXISTING GREEN OPEN SPACE

Grasses, Forbs, and low shrubs along edges to improve sense of safety, allow views in and through conservation parcel, and provide seasonal interest.

Native grasses in ponding zones



Native Trees frame views and provide habitat and seasonal interest.

VEGETATION PLAN

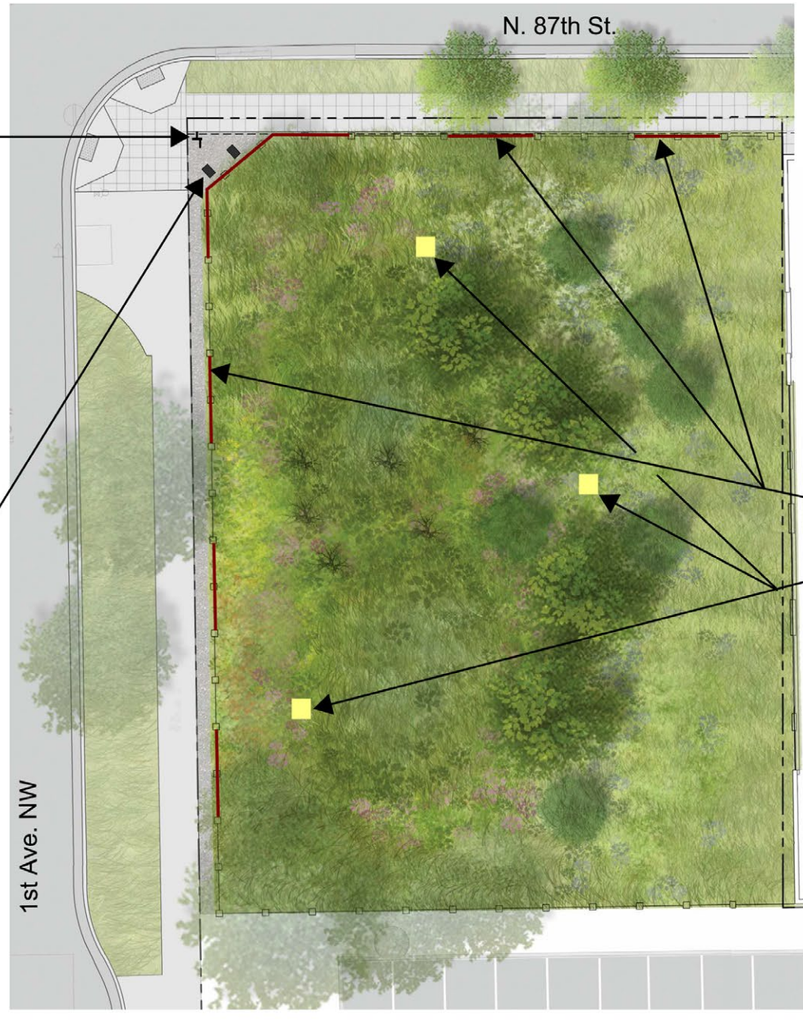
- Establish temporary irrigation system
- After site cleanup, replant with native vegetation including
  - Athyrium filix-femina
  - Aruncus sylvester
  - Camassia quamash
  - Deschampsia cespitosa
  - Lupinus latifolius
  - Rosa nutkana
  - Rosa pisocarpa
  - Smilacina stellata
  - Spiraea douglasii
  - Vaccinium ovatum
  - Thuja Plicata
  - Betula Nigra
- Quarterly maintenance to ensure viability of plantings and status as community amenity

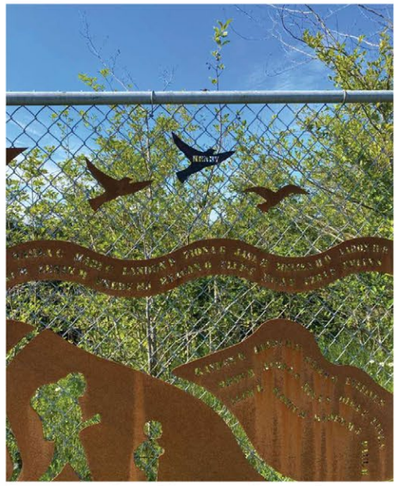
LEGEND

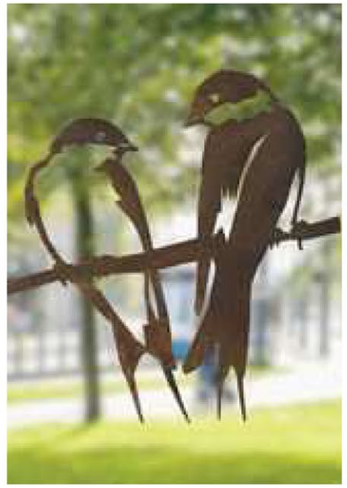
Existing Conservation Parcel Area = 11,320 sf

public benefit: NEW DISCOVERIES IN THE NEIGHBORHOOD

Neighborhood Signage:
Vertical element at corner to provide directional markers to local amenities (Parks, theater, trails)







Decorative Fence Panels: Panels provide points of interest around the conservation parcel, providing story telling of flora and fauna, history of Greenwood as Woodland, etc.

Bird Houses:
Three locations, mounted on poles 8-12' ht. for seasonal song bird nesting (Chickadees, Nut-Hatches, Wrens).

Resting Blocks:
Stone blocks for resting, and sitting. Vandal resistant, provide continuity of materials with stone building elements at corner of 87th and Palatine.

Sign Posts

NOTES

–To further inform the artwork, the fence post will have fun, doodly illustrations of what kinds of nests these birds actually make. If viewers are lucky they might be able to recognize and identify one in the parcel!

–Placement on the post will be relative to nesting heights, and relative to scale of nests (the largest being the heron on top).

–I will work with the design team to come up with copy and information, but the colors, style and fabrication method will be the same as the fence artwork, tying them together into one cohesive installation.

Mockups

NOTES

—Large clusters of illustrations activate the fenceline, with plenty of space in between allowing the natural vegetation to play an equal role.

—The layered, organic shapes respond to and feel integrated into their surroundings.

—The over-the-top scale engages with the community by creating interest from afar, and allows for fun interaction up close.

—Pieces are created from laser cut aluminum composite material (ACM), and hand painted with design.

—The chosen style of the fence does not impact artwork, but I recommend something dark or black so it recedes visually.

THANK YOU