

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.

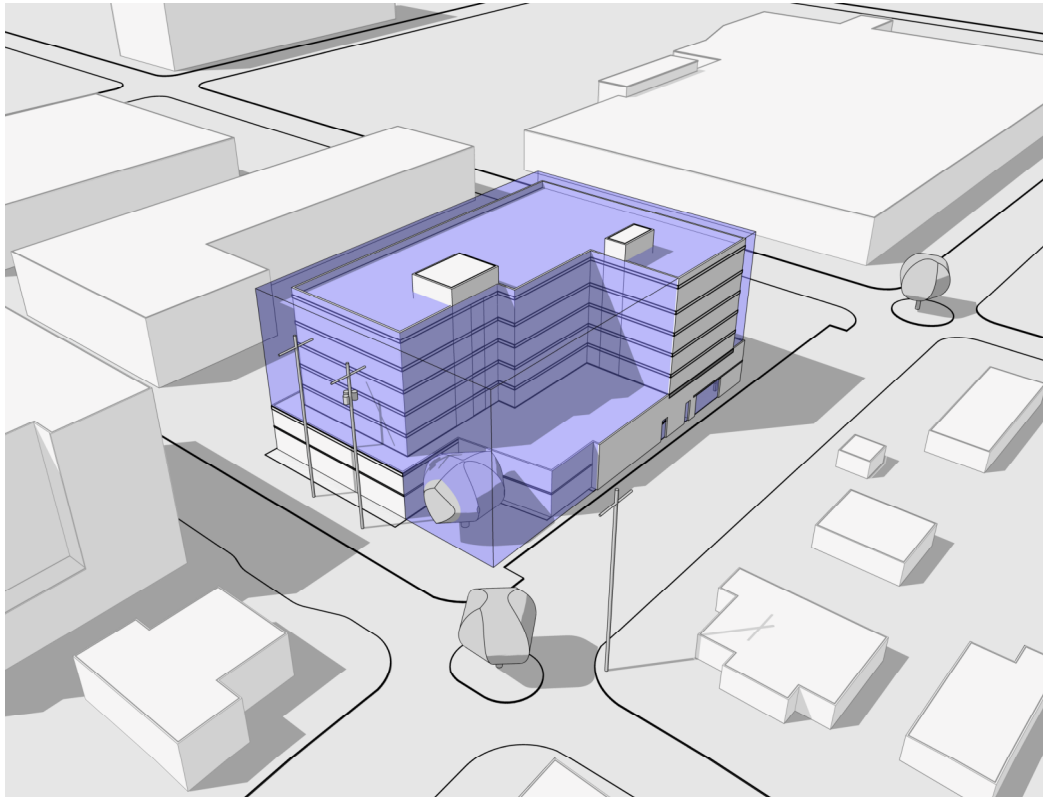
The preferred alternative relies on the vacation of an unimproved alley that runs north-south across the property. The alley historically continued south to N 86th Street, but the southern portion (between N 86th Street and the parcel property line) was vacated in 1972 (Seattle Ordinance 100842). The 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](#).

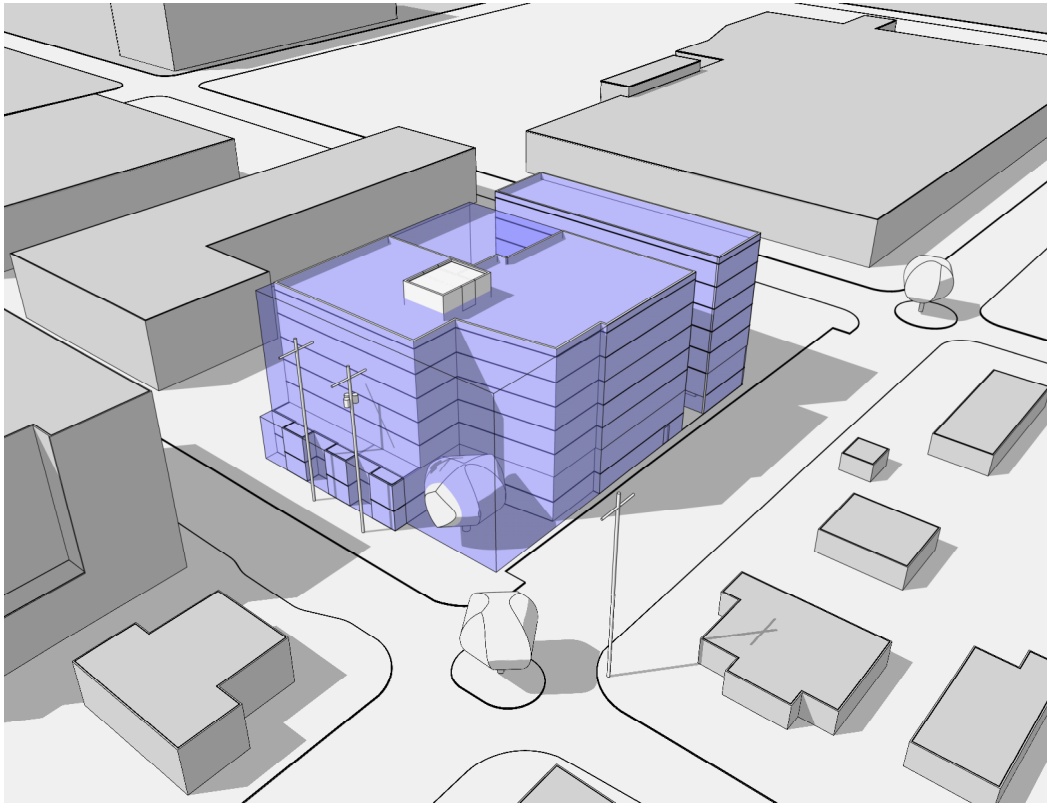
The estimated total construction cost for the project is \$33,843,544.00



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.

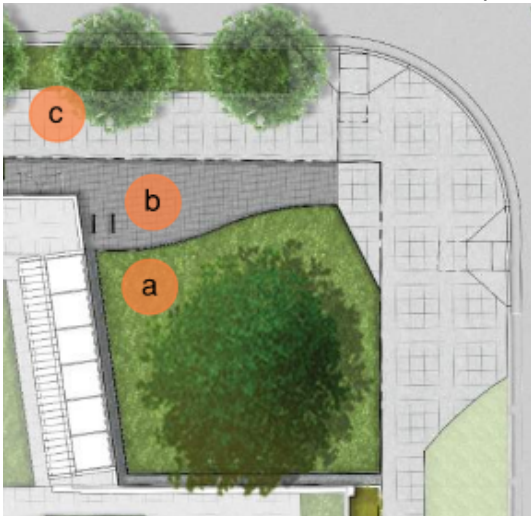
As a result of this feedback, the Project proposes to expand sidewalk widths along the project frontage from the minimum of 6-feet required by the existing Code to an increased 9.5-feet. Landscape planters will be expanded from the minimum of 5-feet to a larger 6.5-feet, increasing the buffer between 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.