



City of Seattle

Gregory J. Nickels, Mayor

**Department of Planning and Development**

D.M. Sugimura, Director

**FINAL RECOMMENDATION  
OF THE  
NORTHEAST DESIGN REVIEW BOARD**

**Meeting Date: April 6, 2009**

**Report Date: April 8, 2009**

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**BACKGROUND INFORMATION:**

Project Number: 3008423

Address: 12318 15<sup>th</sup> Avenue NE

Applicant: Dykeman Architects for Safeway Stores

Board members present: Craig Parsons (Chair)  
Susan Eastman Jensen  
Peter Krech  
Tricia Reisenauer  
Shawna Sherman

Board members absent: None

Land Use Planner present: Marti Stave

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**SITE AND VICINITY**

The proposed project occupies the majority of the block bounded by 15<sup>th</sup> Avenue NE, NE 12<sup>th</sup> Street, 16<sup>th</sup> Avenue NE and NE 123<sup>rd</sup> Street in the Pinehurst neighborhood of Seattle. On the central portion of the site is an existing 27,300 sq ft. Safeway store built in 1964. The southwest corner contains a vacant commercial building; the southeast corner is occupied by four vacant single family residences; and the northwest corner is occupied by convenience retail. The total site is approximately 3.28 acres. The zoning is Neighborhood Commercial 3 with a 40 foot height limit (NC3-40) except for the southeast corner which is currently zoned Single Family with 7200 sq. ft. lot size (SF7200). The intersection of NE 125<sup>th</sup> and



15<sup>th</sup> Avenue NE is small commercial node with NC3-40 zoning extending north for almost one block changing to Lowrise 3. The intersection is identified in the Northgate Urban Center Design Guidelines as a “Gateway” location. The block to the south changes to Lowrise 3 with a Residential Commercial component. The surrounding neighborhood is zoned SF7200 and is developed with mostly mid-century single family housing.

There are two mixed use buildings on 15<sup>th</sup> Avenue NE and there two fuel stations and a car wash at the intersection. The northwest corner of the block has a separate owner and contains convenience retail, fast food and a cleaners. In general, this commercial area is underdeveloped as to it’s current zoning (NC3-40). There are transit stops on 15<sup>th</sup> Ave NE and NE 125<sup>th</sup> which is a major corridor connecting I-5 with Lake City Way NE.

## **PROPOSAL**

The applicant proposes to redevelop the site with a larger grocery store which will be approximately 50,000 sq ft. The proposal also includes surface parking for 172 vehicles. The building design is proposed to be 25 feet high with some architectural features up to 35 feet. The proposal also includes a contract rezone from SF7200 to NC2-40 for three parcels on the southeast corner of the site that are currently occupied by three (vacant) single family residences.

<b>EARLY DESIGN GUIDANCE: MARCH 17, 2008</b>
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## **DESIGN PRESENTATION**

Three alternative design schemes were presented. All of the options include the 50,000 sq. ft. grocery store with surface parking for approximately 200 vehicles.

Design Option 1 locates the building at the north-center end of the site maximized between 15<sup>th</sup> Avenue NE and 16<sup>th</sup> Avenue NE. The main entry would be located at the center of the south façade with an additional entry from a plaza at the southwest corner of the store. Surface parking would be located on the southern 1/3 of the site with two auto entries from 15<sup>th</sup> Avenue NE to the parking. Truck access and receiving would be located at the north end of the building and accessed from NE 125<sup>th</sup>

Design Option 2 locates the building at the south end of the site with the truck access and receiving area on NE 123<sup>rd</sup>. Surface parking would occupy most of the center of the site with two access drives from 15<sup>th</sup> Avenue NE and one from NE 125<sup>th</sup>. The main store entry would be in the center of the north façade with another entry from a plaza located at the northwest corner of the building.

Design Option 3, the preferred option, is similar to Option 2 but with the receiving area at the northeast of the building and accessed from NE 125<sup>th</sup>. Parking, entries and plaza areas are the same as Option 2. There would be three auto access drives as in Option 2.

No specific materials are proposed as yet and landscaping plans are conceptual. The applicants have stated their intention to pursue LEED Silver status for this project.

## **PUBLIC COMMENTS**

Approximately 20 members of the public attended this Early Design Review meeting held on March 17, 2008. The following comments, issues and concerns were raised:

- The discussions with Safeway have been very positive. The community has expressed a strong desire for a store that achieves LEED status; bioswales for drainage; a community gathering space; noise and sound mitigation; varied roof design; and lots of landscaping in the parking lot.
- Concern about whether there will still be parking on 16<sup>th</sup> Avenue NE.
- Would like to have sidewalks on 16<sup>th</sup> Avenue NE and NE 123<sup>rd</sup> where there are currently none.
- Concerned about the noise from delivery trucks and garbage collection on 16<sup>th</sup> Avenue NE. Would like the store moved away from 16<sup>th</sup> Avenue NE.
- Would like to know when demolition of the current store would begin.
- Noise from the loading dock and trash compactor on 16<sup>th</sup> Avenue NE is bad. Concerned about lights from the parking lot. Would like applicants to consider an enclosed loading area.
- Would like to see an interesting façade. Design should break up large walls and include public art and be semi-transparent.
- Concerned about removing too many trees on 16<sup>th</sup> Avenue NE which could help with noise problems.

The applicant applied for a Master Use Permit on November 26, 2008. Notice of Application was published on December 4, 2008 with the comment period ending December 17, 2008. No comments were received by DPD during this period.

<b>FINAL RECOMMENDATION MEETING:      DATE: FEBRAURY 23, 2009</b>
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## **DESIGN PRESENTATION**

The architect presented the more refined design which included locating the store at the south end of the site with primary (front) façade facing the large surface parking lot. The large gap along 15<sup>h</sup> Avenue NE created by the parking lot is buffered by an 1,800 sq. ft. urban garden featuring extensive landscaping and conversation seating. The design of the 15<sup>th</sup> Avenue NE façade resembles a “village” concept evoking small shops and incorporating a variety of materials and transparency. There is no transparency on the NE 123<sup>rd</sup> Street or 16<sup>th</sup> Avenue NE facades. Landscaping includes vegetated islands in the parking lot, infiltration gardens for roof runoff and perimeter green walls. Proposed materials include masonry including brick, stone and tile; lap and panel siding; and metal roof. The design also includes an alternative street improvement and landscape design for NE 123<sup>rd</sup> and 16<sup>th</sup> Avenue NE.

## **PUBLIC COMMENTS**

Approximately 8 members of the public attended the Recommendation Meeting on April 6, 2009. The following comments, issues and concerns were raised:

- Neighbors generally happy with the design including pervious pavement and the varied façade design.
- Still concerns about noise from the loading dock and rooftop mechanical equipment.

- Want to see plenty of bike racks.
- Still wish the applicant to pursue the use of non-potable water and a green roof.
- Wish to see the LEED Silver rating certified.
- Concerned about the delivery trucks and garbage truck ingress and egress and the associated noise. Wants to know hours of truck arrivals and departures.
- Concern that 11 native conifers will be taken down on the corner site and not replaced with native species in the landscape plan.
- Commented that the design is better overall but still concerned about delivery hours. Would like the noise wall to be higher and longer.
- Concerned about cooking smells.

## **BOARD DELIBERATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the siting and design guidance described at the EDG Meeting March 17, 2008. The Board identified by letter and number those siting and design guidelines found in the City of Seattle’s “*Design Review: Guidelines for Multifamily and Commercial Buildings*” and the “*Northgate Urban Center & Overlay District*” of highest priority to this project. The Board discussion and **recommendations** from the April 6, 2009 meeting are presented in **bold text** following the priority guidelines from the EDG meeting.

“**Hot Button Issues**” are items initially discussed by the Board and include items of top importance for the design. For this project at EDG, the Board determined the hot button issues were:

### **Site Planning: A-3; A-4; A-8; A-10**

1. None of the design options appear to recognize the intersection at NE 125<sup>th</sup> Street and 15<sup>th</sup> Avenue NE as a “Gateway” as identified in the Northgate Urban Center & Overlay District Guidelines. All options appear to be standard grocery store planning with respect to locating the building and parking on the site.
2. The large parking lot creates a gap in the desired urban fabric where retail should front on busy streets. There should be more attention given to integrating the parking into the development.
3. The goal is to have an energized, activated frontage on a busy street. A stronger urban gesture would be to have the storefront on 15<sup>th</sup> Avenue NE.
4. Potential blank walls on 15<sup>th</sup> Avenue NE, NE 123<sup>rd</sup> and 16<sup>th</sup> Avenue NE present security and safety concerns.

## **DESIGN GUIDELINES**

### **A Site Planning**

#### **A-3 Entrances Visible from the Street**

*Entries should be clearly identifiable and visible from the street.*

#### **A-4 Human Activity**

*New development should be sited and designed to encourage human activity along the street.*

#### **A-4 Human Activity: Street Level Transparency (Northgate Urban Center & Overlay District)**

*The intention of transparency in the street level façades of commercial and civic buildings is to provide for interaction between people in the interior of a building and people near the exterior of the building, particularly on the sidewalk, through a direct visual connections. The following are examples of less desirable design treatments that should be discouraged:*

- *Windowless walls*
- *Mirrored or non-transparent glass*
- *Glass block*
- *Display cases*
- *Narrow windows not meeting the intent above*
- *Windows located above waist level to persons on the sidewalk*
- *Windows into areas that are too small, shallow or narrow to support human activity*
- *Any interior wall, equipment, or functional layout that hampers the intent of transparency stated above.*

#### **A-5 Respect for Adjacent Sites**

*Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.*

#### **A-8 Parking and Vehicle Access**

*Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.*

#### **A-8 Parking and Vehicle Access (Northgate Urban Center a& Overlay District)**

*Site and design driveways to minimize conflicts between vehicles and pedestrians. This is especially important along... 15<sup>th</sup> Avenue NE,... [and] NE 125<sup>th</sup> Street. Where surface must be located to the side of structures, the following is recommended: Place surface parking away from the corners of blocks fronting on... 15<sup>th</sup> Avenue NE, [and] NE 125<sup>th</sup> Street. Minimize the number of curb cuts and width of driveways and curb cuts along these streets.*

#### **A-10 Corner Lots**

*Buildings on corner lots should be oriented towards the public street fronts. Parking and automobile access should be located away from corners.*

- The Board noted that none of the design options would achieve the desired human activity on 15<sup>th</sup> Avenue NE. They encourage the applicants to return with a design that energizes both 15<sup>th</sup> Avenue NE and NE 123<sup>rd</sup> possibly by locating a entry plaza at each corner of the building. This would improve security on both of these streets.
- The applicants should pay particular attention to noise and lighting concerns of the neighbors.
- The applicants should evaluate the necessity for two large curb cuts on 15<sup>th</sup> Avenue NE which is not pedestrian friendly when added to the curb cut for the corner convenience store.
- The Board would like to see an option where the building faces onto 15<sup>th</sup> Avenue NE with more transparency. The Board believes that there are other options to a one-sided building facing a large parking lot which the applicant should vigorously explore.

**At the Recommendation Meeting the Board commended the applicant for a design response that included much of the Board's guidance. The board felt that, given the limitations of the**

grocery store program, the transparency along 15<sup>th</sup> Avenue NE is adequate. However, they felt that the transparency stopped abruptly at the corner with NE 123<sup>rd</sup> creating an unfriendly aspect at the corner. Because this corner is highly visible to vehicles northbound on 15<sup>th</sup> Avenue NE, the Board recommended that the design “wrap” the transparency around the corner onto NE 123<sup>rd</sup> and add some additional visual interest at this corner facade. Wrapping the overhead weather protection around the corner was also recommended.

Noise from delivery trucks and trash collection continues to concern the neighbors. The Board directed the applicant to work with DPD staff to establish permitted delivery and collection hours and to relay that information to the neighbors. The desire is to create a schedule and method that mitigates the odor and noise impacts to the immediate neighbors.

The long, open expanse along 15<sup>th</sup> Avenue NE where the parking lot is located is softened somewhat by the Urban Garden. The Board liked the concept of the urban garden but recommended adding higher, more intensive, plantings at the rear of the garden to provide true screening from the parking lot and recommended moving the trees from within the seating areas to between the seating areas.

*Recommendation #1: Wrap transparency around corner at 15<sup>th</sup> Avenue NE and 123<sup>rd</sup> NE and add additional visual interest at this corner. Refine the design at this corner element to present a more open and friendly façade.*

*Recommendation #2: Provide DPD with schedule of delivery and trash collection hours allowable for the site.*

*Recommendation #3: Add taller plantings(or low walls/berms, etc.) at the rear for the Urban Garden to provide better screening for the parking lot. Relocate proposed trees from inside the seating areas to areas in between the seating areas such that they alternate in relative location with the street trees.*

## **B**            *Height, Bulk and Scale*

### **B-1**    **Height, Bulk and Scale**

*Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by , less-intensive zones.*

- The design is not sufficiently advanced as yet, however, the Board is concerned that the building not look like a large “box”. The massing should be broken down along 15<sup>th</sup> and rooflines be brought down provide shading for those using the proposed outdoor gathering places.

**At the Recommendation Meeting the Board was complimentary of the “village” street design approach for the building’s facades. However, they noted that a true village streetscape has varied materials and fenestration and recommended that the applicant refine the design adding more variety to the window shapes and placement and vary the material choices for each vignette.**

*Recommendation #4: Refine the design for the façade along 15<sup>th</sup> Avenue NE to better establish the “village” street concept by introducing varied window treatments and materials to more clearly differentiate between “storefront” elements.*

## **C      Architectural Elements and Materials**

### **C-2 Architectural Concept and Consistency**

- *Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.*
- *Buildings should exhibit form and features identifying the functions within the building.*

### **C-3 Human Scale**

*The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.*

### **C-3 Human Scale (Northgate Urban Center & Overlay District)**

*The ground level of [commercial] buildings must offer pedestrian interest along sidewalks. This includes windows, entrances and architectural details. Signs, overhead weather protection and ornamentations are encouraged.*

### **C-4 Exterior Finish Materials**

*Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.*

- The Board noted that artwork and landscaping could be used effectively to create a better human experience on the site.
- The Board has high aspirations for the eventual choice of materials.

**At the Recommendation Meeting the Board discussed the proposed “village” design concept for the buildings’ facades. See above comments regarding architectural style. The Board also felt that the materials pallet should be simplified greatly possibly by minimizing the use of stone and employing a better use of the brick in darks and lights. While the use of stone is not prohibited, it has no known contextual relevance. Some board members were uncomfortable with the large scale of the columns on 15<sup>th</sup> Avenue NE and suggested that they be reduced in size and be made of brick rather than the proposed stone.**

**Because the facades on NE 123<sup>rd</sup> and 16<sup>th</sup> Avenue NE have virtually no transparency the Board felt that these facades could be softened with an increased use of landscaping. They were skeptical of the long-term survivability of the vine trellises.**

*Recommendation #5: Simplify materials pallet by reducing (or eliminating) the use of stone and employing increased and varied use of brick.*

**Recommendation #6: Increase landscaping (taller and denser) on all blank wall facades for a more effective softening effect.**

## **D Pedestrian Environment**

### **D-2 Blank Walls**

*Buildings should avoid large blank walls. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.*

### **D-4 Design of Parking Lots near Sidewalks**

*Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk and minimize the visual clutter of parking signs and equipment.*

#### **North District Neighborhoods-specific supplemental guidance:**

- *As sites with large surface parking areas, such as auto dealerships, are redeveloped, consider locating parking under, beside or behind new structures. If surface parking lots are located between structures and sidewalk, vegetated areas should be provided along the sidewalk to provide a buffer from the parking lot. Vegetation should be of a height that pedestrians can still see above it and/or placed so they have visibility around it for safety.*
- *Vegetated Islands that include trees and safe, well-defined pedestrian pathways should be considered at locations throughout large parking lots to enhance pedestrian activity, minimize storm runoff, and reduce the heat island effect of large parking lots.*
- *Pervious pavements should be considered to assist groundwater recharge and removal of pollutants.*
- *Green spaces at regular intervals can provide attractive surface parking lots and reduce drainage runoff in large parking lots.*

### **D-6 Screening of Dumpsters, Utilities and Service Areas**

*Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.*

### **D-9 Commercial Signage**

*Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.*

### **D-10 Commercial Lighting**

*Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts evening hours.*

## **D-11 Commercial Transparency**

*Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.*

- The Board is concerned that pedestrians have a positive experience walking along 15<sup>th</sup> Avenue NE and not feel like they are walking along the side of a store.
- The Board would like to see a through-block crossing connecting 15<sup>th</sup> Avenue NE and 16<sup>th</sup> Avenue NE.
- At the next meeting the Board would like to see colored and shadowed schematic elevations and site sections for all four sides of the buildings showing the parking lots, loading areas, building and beyond to the residential uses across 16<sup>th</sup> Avenue NE and NE 123<sup>rd</sup>.
- At the next meeting the Board would like to see more detailed drawings and concept studies for freight loading and trash collection areas and how these relate to the neighboring properties.
- The Board would like to see maximum transparency along NE 15<sup>th</sup> Avenue particularly with both corners of the building activated at this façade.

**At the Recommendation Meeting, the “village” concept design was well received by the Board albeit with additional suggestions (see above comments). The Board agreed that maximum transparency along the other two facades on NE 123<sup>rd</sup> and 16<sup>th</sup> Avenue NE was probably not necessary given the that these areas are “back of house” locations. However, the Board does want more attention paid to the corner at 15<sup>th</sup> Avenue NE and NE 123<sup>rd</sup> which is particularly visible. Some Board members thought that some attempt at transparency should be explored for 16<sup>th</sup> Avenue NE given the large expanse of blank wall recognizing that interior light spillover could be a problem across from the existing residential uses.**

**The board commented that the lighting plan did not go far enough to provide nighttime visibility and security. They recommended that the design include more low pedestrian lighting on both 16<sup>th</sup> Avenue NE and NE 123<sup>rd</sup> and add lighting along the vegetated wall long the parking lot. Step lighting should also be added to the stairway leading from 16<sup>th</sup> Avenue NE to the parking lot.**

***Recommendation #7: Explore the possibility of adding some transparency on the 16<sup>th</sup> Avenue NE façade while minimizing any light spillover that may affect adjacent residential uses.***

***Recommendation #8: Add more pedestrian lighting along NE 123<sup>rd</sup> and 16<sup>th</sup> Avenue NE; add downcast lighting on parking lot wall along 16<sup>th</sup> Avenue NE; add step lighting on stairway accessing parking lot on 16<sup>th</sup> Avenue NE.***

## **E Landscaping**

### **E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites**

*Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.*

### **E-2 Landscaping to Enhance the Building and/or site**

*Landscaping, including living plants, special pavement, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.*

- The Board was pleased to see a tree survey as part of the submittals and encouraged the applicant to preserve as many of the existing trees as possible, especially along NE 16<sup>th</sup> Avenue.
- The Board looks forward to a much more detailed site plan showing how they will be meeting the Green Factor requirement. The applicant should also include detailed landscape studies for the parking lot.

**At the Recommendation Meeting, the Board was generally supportive of the landscape plan but was skeptical of the long-term survival of some of the proposed elements including trellised vines. They suggested that there were places where native species could be better employed given the large number of native trees that will be removed.**

**The Board had specific recommendations about the proposed Urban Garden located along 15<sup>th</sup> Avenue NE which function is to screen the large parking lot. Taller plantings should be employed at the rear of the garden to provide true screening. The trees proposed for the center of each of the three conversation seating areas should be relocated to between the seating areas giving them a better planting area and better chance for survival. This would also allow them to alternate in location with the street trees in the same area. (See Recommendation #3 above).**

*Recommendation #9: Employ the use of a greater number of native species in landscape areas where long-term survival will be best.*

**\*Land Use Planner note: Since the Recommendation Meeting, the Seattle Department of Transportation has denied the applicants’ Deviation Request for alternative sidewalk and street improvements on NE 123<sup>rd</sup> and 16<sup>th</sup> Avenue NE. They will require a redesign of the landscape plan and possibly other portions of the site and building. However, the Board’s general recommendations regarding the Urban Garden and the better use of landscaping still remain valid.**

**DEPARTURES FROM DEVELOPMENT STANDARDS**

Departure Summary Table

<b>REQUIREMENT</b>	<b>REQUEST</b>	<b>APPLICANT’S JUSTIFICATION</b>	<b>BOARD RECOMMENDATION</b>
<b>Transparency (SMC23.47A.008B2)</b> 60% of the street facing façade between 2’ and 8’ above the sidewalk shall be transparent.	Request to reduce transparency to 34% along 15 <sup>th</sup> Avenue NE. Reduce transparency on 16 <sup>th</sup> Avenue NE and NE 123 <sup>rd</sup> to 0%.	Merchandising requirements of grocery stores require maximum utilization of perimeter wall space.	The Board unanimously agreed to the departure for 15 <sup>th</sup> Avenue NE but directed the applicant to wrap transparency around the corner at the NE 123 <sup>rd</sup> and to explore the possibility of transparency on 16 <sup>th</sup> Avenue NE.

<b>Access to Parking (SMC23.47A.032A1)</b> Access to parking must be from the street with the fewest lineal feet of frontage.	Request departure to allow access from both NE 125 <sup>th</sup> for trucks and autos and from 15 <sup>th</sup> Avenue NE	The development will need more than one access point because of the large volume of customer traffic. No access is proposed from the residential streets.	The Board unanimously agreed to grant this departure.
<b>Location of Parking lot (SMC23.47A.032B1)</b> Parking to the side of a structure shall not exceed 60 lineal feet of street frontage.	Request that the lineal frontage on NE 15 <sup>th</sup> Avenue exceed 60 feet.	The size of the parking lot required for 172 vehicles will require more than 60 feet in frontage. Screening provided by the proposed Urban Garden will mitigate much of the negative effect.	The Board unanimously agreed to grant this departure subject to the redesign of the Urban Garden in accordance with their recommendations to provide better screening.

**The Board voted 3 to 2 to approve the design subject to the following recommendations:**

*The applicant shall work with DPD staff to comply with the following recommendations:*

***Recommendation #1: Wrap transparency around corner at 15<sup>th</sup> Avenue NE and 123<sup>rd</sup> NE and add additional visual interest at this corner.***

***Recommendation #2: Provide DPD with schedule of delivery and trash collection hours allowable for the site.***

***Recommendation #3: Add taller plantings at the rear for the Urban Garden to provide better screening for the parking lot. Relocate proposed trees from inside the seating areas to areas in between the seating areas such that they alternate in relative location with the street trees.***

***Recommendation #4: Refine the design for the façade along 15<sup>th</sup> Avenue NE to better establish the “village” street concept by introducing varied window treatments and materials to more clearly differentiate between “storefront” elements.***

***Recommendation #5: Simplify materials pallet by reducing (or eliminating) the use of stone and employing increased and varied use of brick.***

***Recommendation #6: Increase landscaping (taller and denser) on all blank wall facades for better softening effect.***

***Recommendation #7: Explore the possibility of adding some transparency on the 16<sup>th</sup> Avenue NE façade while minimizing any light spillover that may affect adjacent residential uses.***

***Recommendation #8: Add more pedestrian lighting along NE 123<sup>rd</sup> and 16<sup>th</sup> Avenue NE; add downcast lighting on parking lot wall along 16<sup>th</sup> Avenue NE; add step lighting on stairway accessing parking lot on 16<sup>th</sup> Avenue NE.***

***Recommendation #9: Employ the use of a greater number of native species in landscape areas where long-term survival will be best.***

