



**11535 15TH AVE NE  
& 11548 PINEHURST WAY NE  
SEATTLE, WA 98125**

EARLY DESIGN GUIDANCE #1  
SDCI # 3041636-LU & 3041637-LU  
08/26/2024

**APPLICANT AND ARCHITECT:**  
JACKSON MAIN ARCHITECTURE  
311 1<sup>st</sup> Ave S  
Seattle, WA 98104  
Contact: Steve Schmitz

**OWNER:**  
EASTLAKE VIEW 2621 LLC  
218 Main Street # 178  
Kirkland, WA  
Contact: Stacy Zhong

**LANDSCAPE ARCHITECT:**  
KLLA  
21803 NE 17th CT  
Sammamish, WA 98074  
Contact: Ken Large

**CIVIL:**  
PACLAND  
6814 Greenwood Ave. N,  
Seattle, WA, 98103  
Contact: Jeff Chambers

**SDCI CONTACT:**  
David Landry  
206.684.5318 | david.landry@seattle.gov



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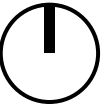
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PROJECT SITE





PROJECT GOALS:

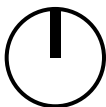
Located at the southern boundary of the Pinehurst/15th Ave neighborhood commercial area bordering Pinehurst and Victory Heights neighborhoods, the Pinehurst Apartments intend to fill a need for housing within close proximity to the Northgate lifestyle center and major transit opportunities. The project envisions up to 72 market rate dwelling units including studios, one-bedroom, and two-bedroom units. Residential live/work apartments are proposed alongside Pinehurst Way NE, providing small business space dedicated to the neighborhood.

DEVELOPMENT OBJECTIVES:

The project will be constructed as five stories of type 3A on a basement level of type 1A construction. This project will include site and frontage improvements, including a new sidewalk on 15th Ave NE and improved access on Pinehurst Way NE, street trees, site bioretention features, and bike access.

The proposed Option 3 (preferred option) in this package includes 38 parking stalls, 2 accessible, and 2 commercial stalls, and a total of 69,889 sf of floor area:

Basement	5,862 sf
Level 1	13,679 sf
Level 2 to 5	12,587 sf (each level)
TOTAL	69,889 sf



STREET ADDRESS

11535 15TH AVE NE  
& 11548 PINEHURST WAY NE  
SEATTLE, WASHINGTON 98125

TAX LOT NO.

- West Parcel: 204450-0340 (11,744 SF)
- East Parcel: 204450-0341 (7,155 SF)

EXISTING SITE

The project site consists of 2 parcels (west parcel: 204450-0340 (11,744 SF) and east parcel: 204450-0341 (7,155 SF)).

The west parcels is located east of Pinehurst Way NE between NE 115th st and NE 117th St, and the east parcels is located west of 15th Ave NE between NE 115th st and NE 117th St.





PROJECT INFORMATION

ZONING AND OVERLAY:

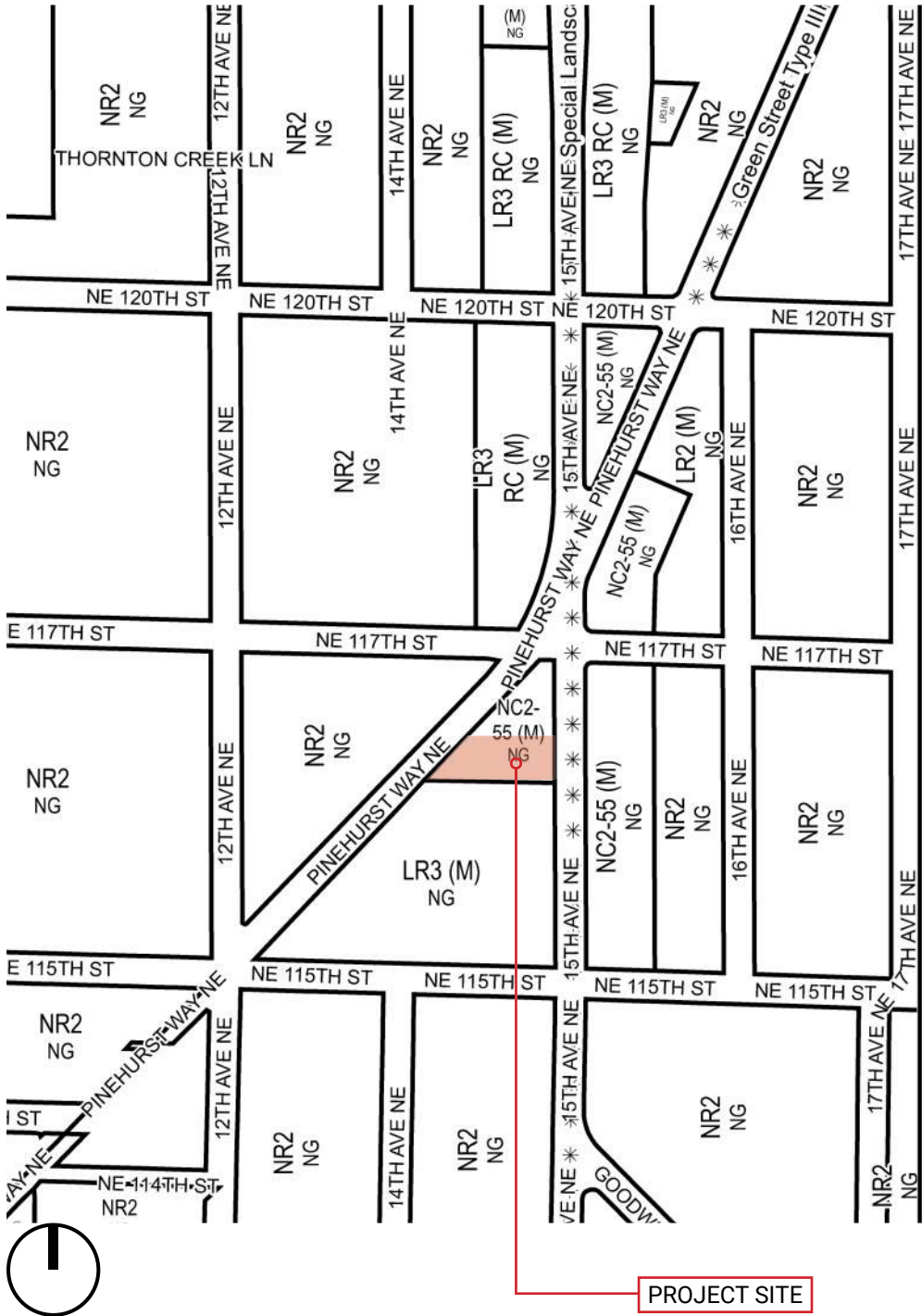
ZONING: NC2-55 (M)

NORTHGATE OVERLAY DISTRICT

STREET CLASSIFCATION:  
15TH AVE NE [SPECIAL LANDSCAPED ARTERIAL - MAP 16]

PROJECT PROFILE:

LOT AREA: 18,662 SF (0.43 ACRES)  
MAX. FAR: (3.75)(18,662) = 69,982.5 SF



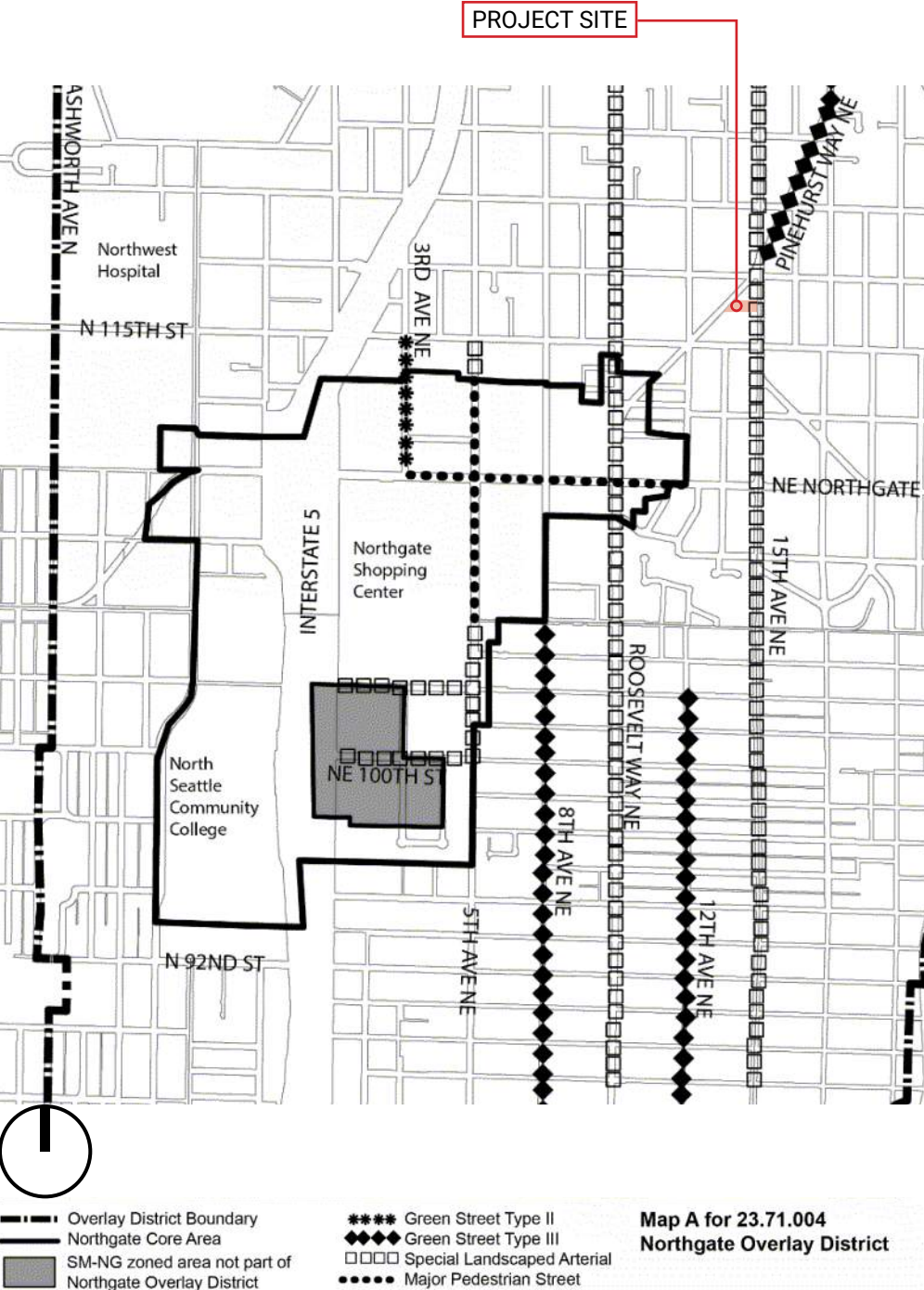
NEIGHBORHOOD DEVELOPMENT:

The project parcels are all located within the NC2-55 (M) neighborhood commercial 2-55 zone. Residential uses and childcare centers are permitted uses in this zone. The zone is adjacent to multi-family zone on the south, multi-family/ residential-commercial zone on the north, and neighborhood residential zone on the west side.

On all sides of the project, proposed land uses would indicate a neighborhood transitioning to a mix of mid-rise residential and commercial mixed-use.

SMC 23.71.012 - Special landscaped arterials

- 1.Street trees meeting standards established by the Director of Seattle Department of Transportation.
- 2.A 6 foot planting strip and 6 foot sidewalk if the lot is zoned NR, LR1, or LR2.
- 3.A 6 foot planting strip and a 6 foot sidewalk, or, at the owner's option, a 12 foot sidewalk without a planting strip, if the lot is zoned NC2, NC3, RC, LR3, or MR.
- 4.Pedestrian improvements, as determined by the Director of the Seattle Department of Transportation, such as, but not limited to special pavers, lighting, benches and planting boxes.





## LEGAL DESCRIPTION

WEST PARCEL: 204450-0340  
DIXONS S P GREEN LAKE ACRE TRS S 90.34 FT  
OF N 240.34 FT OF POR OF RESERVE ELY OF  
PINEHURST WAY LESS E 79.20 FT

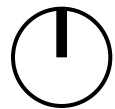
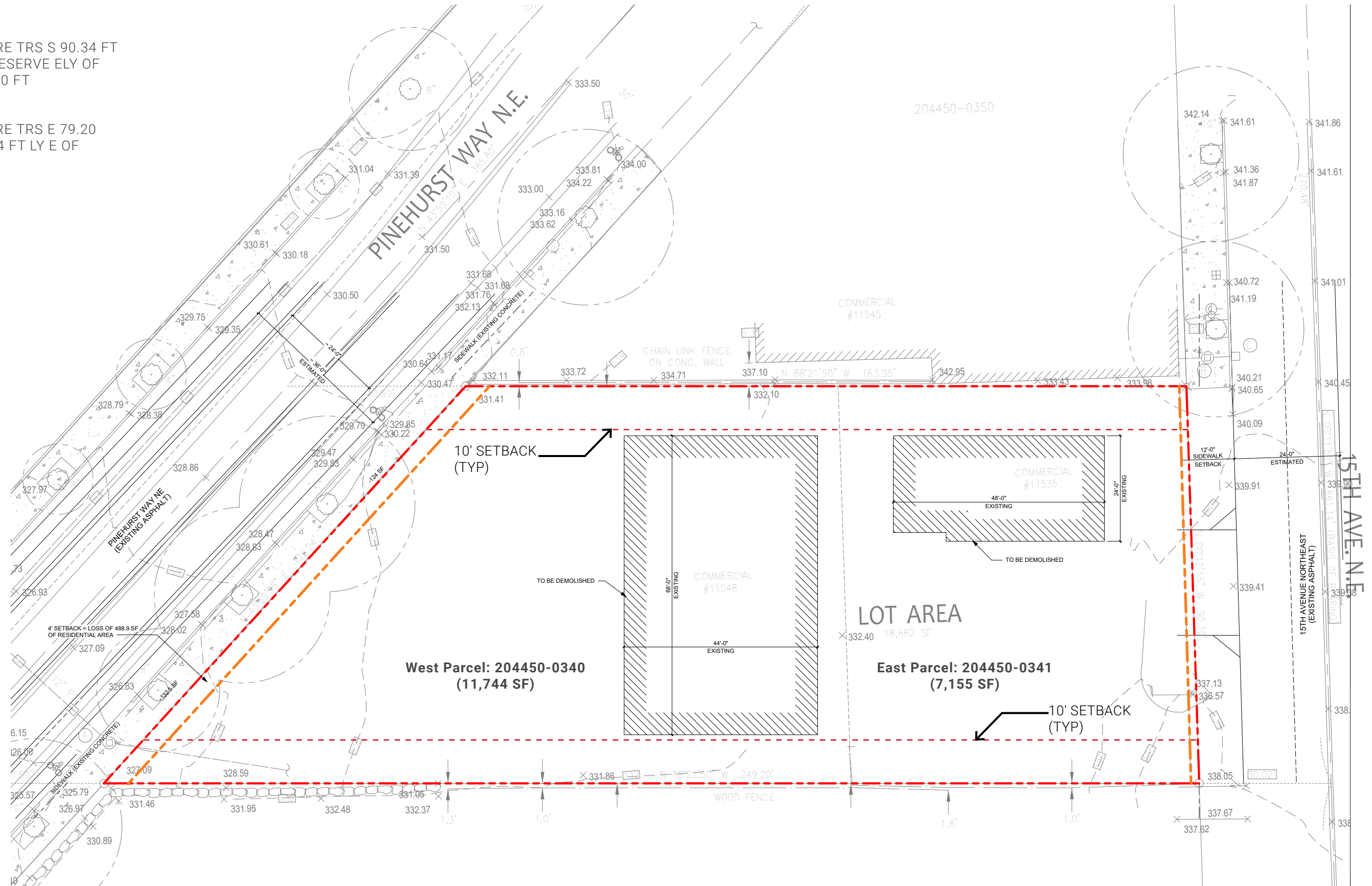
EAST PARCEL: 204450-0341  
DIXONS S P GREEN LAKE ACRE TRS E 79.20  
FT OF S 90.34 FT OF N 240.34 FT LY E OF  
PINEHURST WAY

**KEY:**

PROPERTY LINE

PROPERTY LINE	SDOT SETBACK
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ZONE SETBACK





SUMMARY OF COMMUNITY OUTREACH

EDG COMMUNITY OUTREACH SUMMARY:

Eastlake View 2621 LLC and Jackson Main Architecture are partnering on the redevelopment of properties located at 11535 15th Ave NE & 11548 Pinehurst Way NE. We are committed to seeking community input and ideas for neighborhood small businesses, as well as reconnecting large parts of the neighborhood with improved pedestrian and non-motorized means of mobility. In order to hear from the community about what they want to see at this new development, we have coordinated outreach amongst Pinehurst's residents and business owners.

The project relied on both in-person and digital outreach. The mailing, which was sent to 113 mailing addresses around the neighbourhood, provided basic project information and directed people to an interactive community survey and in-person outreach event. The survey was widely shared with the residents of Pinehurst. In total, the project team received 62 responses to the survey. In the in-person event, attendees were encouraged to express their thoughts and hopes for the project, inviting both critical debate as well as positive feedback.

SURVEY RESULTS SUMMARY:

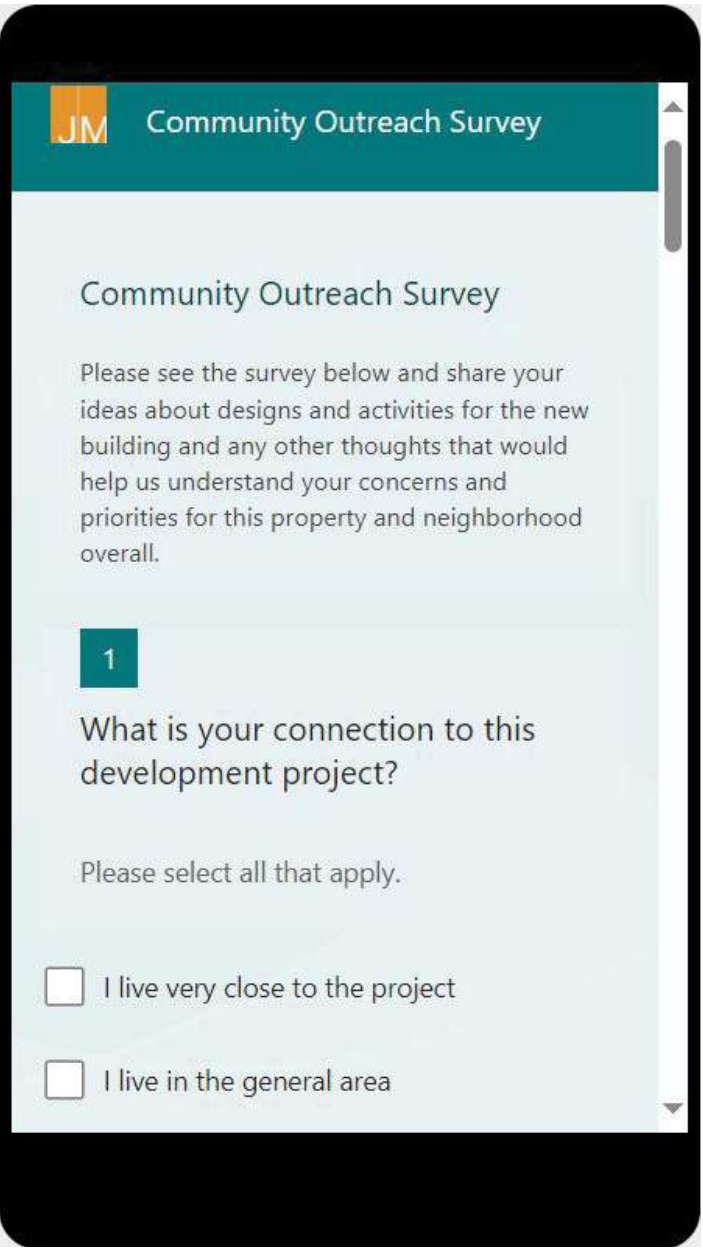
A majority of participants of the survey live in close proximity to the project site, while several participants were simply interested in the development.

Participants of the survey generally suggested that the development provide new services and amenities (business, open space, etc) to the neighborhood.

Regarding commercial/retail spaces, participants hoped for new coffee shops, restaurants, and pubs.

Regarding possible improvements to local infrastructure and connectivity, participants strongly suggested improving sidewalks for pedestrians.

Regarding the potential building impacts on the neighborhood, participants are mostly concern about driving and parking in the neighbourhood.



Community Outreach Survey

Please see the survey below and share your ideas about designs and activities for the new building and any other thoughts that would help us understand your concerns and priorities for this property and neighborhood overall.

1

What is your connection to this development project?

Please select all that apply.

☐ I live very close to the project

☐ I live in the general area

☐ I own a business nearby

☐ I visit the area often for work or leisure

☐ I don't have a direct connection, but I care about growth and development in Seattle

☐ Other

2

What is most important to you about a new building on this property?

Please select at most 2 options.

☐ 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 is affordable for residents and/or businesses

☐ That it is designed to be family-friendly

☐ That it is designed with environmental sustainability in mind

☐ Other

3

We will be providing retail space at the street-level. What types of businesses would you like to see?

Please select at most 2 options.

☐ Coffee shop, restaurant, pub, etc.

☐ Personal services (hair/nails, gym, laundry, etc.)

☐ Grocery store

☐ Other shopping (convenience store, drug store, gift shop, etc.)

☐ Small or local businesses of any type

☐ Other

4

We will be improving the sidewalks and landscaping at the street-level. Which are the most important for designing the public areas?

Please select at most 2 options.

☐ Good for pedestrians (enough space to walk, etc.)

☐ Lots of plants/greenery

☐ Lighting, "eyes on the street", and other designs for safety

☐ Attractive building materials at street-level (siding, windows, doors, signs, etc.)

☐ Seating/places to congregate (sidewalk cafes, benches, etc)

☐ Other

5

What concerns do you have about the project?

Please select any/all that apply.

☐ Construction noise/impacts

☐ The current business/use/building is going away

☐ That I will not like the way it looks

☐ 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

☐ I don't really have any specific concerns

☐ Other

6

Is there anything specific about this property or neighborhood that would be important for us to know?

Please fill in blank, 300 character maximum

Enter your answer

7

What else would help make the new building successful for decades to come?

Please fill in blank, 300 character maximum

Enter your answer

8

Would you like to be contacted about this project in the future? If so, please provide your email address.

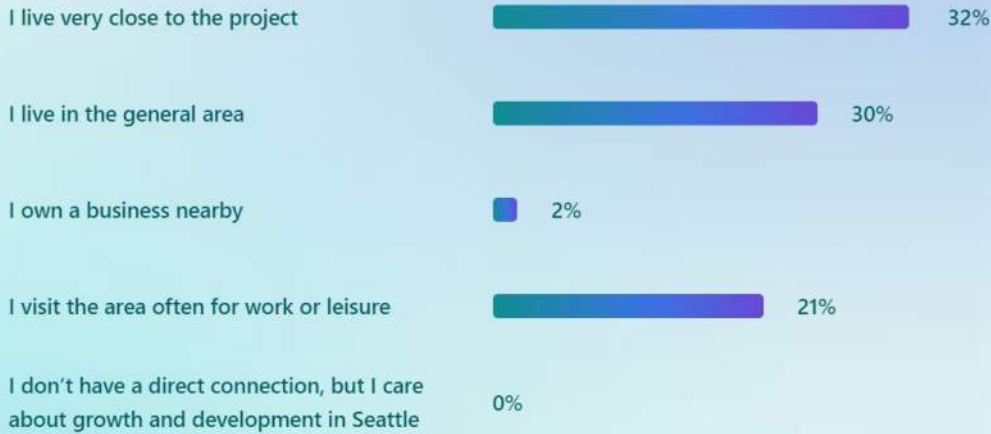
Please fill in blank, 300 character maximum

Enter your answer

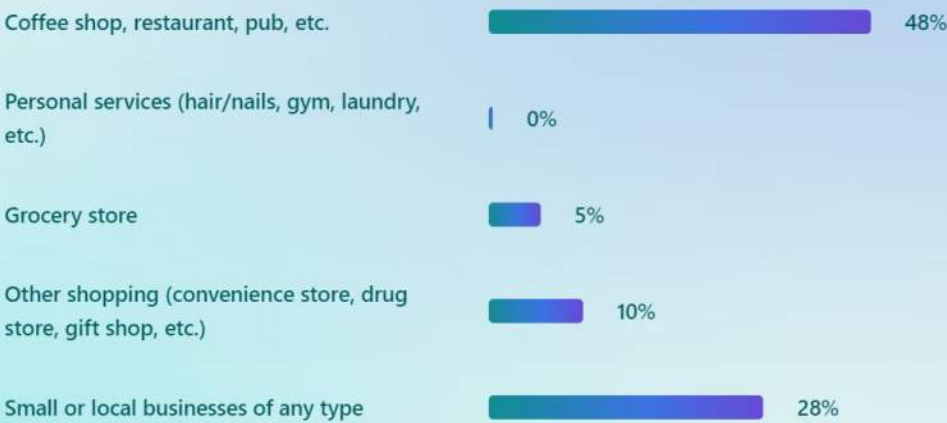
COMMUNITY OUTREACH SURVEY:  
NOTIFICACIÓN DE ENCUESTA VECINAL:



What is your connection to this development project?



We will be providing retail space at the street-level. What types of businesses would you like to see?



What concerns do you have about the project?



What is most important to you about a new building on this property?



We will be improving the sidewalks and landscaping at the street-level. Which are the most important for designing the public areas?





SUMMARY OF COMMUNITY OUTREACH

Is there anything specific about this property or neighborhood that would be important for us to know?



A word cloud on a light blue background. The words are in various shades of teal and green. The most prominent words are 'pedestrian', 'traffic', 'neighborhood', 'businesses', 'parking', 'street level', 'family-friendly', '15th', 'foot traffic', 'restaurants', 'lots of families', 'school across the street', 'businesses in the area', 'small businesses', and 'Pinehurst Way'.

What else would help make the new building successful for decades to come?



A word cloud on a light blue background. The words are in various shades of teal and green. The most prominent words are 'spaces', 'neighborhood', 'commercial space', 'work units', 'Live/work', 'small businesses', 'retail space', 'space should be affordable', 'community bar space', 'restaurant', 'Good', 'safe spaces', 'incubator space', 'business', 'sidewalks', 'trees', 'areas', 'ground level', and 'spaces be relevant'.

Would you like to be contacted about this project in the future? If so, please provide your email address.



A word cloud on a light blue background. The words are in various shades of teal and green. The most prominent words are 'No', 'critical of the way', 'documents and website', 'neighborhood', 'city documents', 'interested in the thoughts', and 'means'.

SUGGESTIONS AND CONCERNS FROM THE COMMUNITY:

"Attracting appropriate businesses that will elevate our community is a must. In this area we are short on restaurants, coffee shops, and gathering spaces. Being nearby the school, and with the growing density in the neighborhood, it would be fantastic to have a coffee shop and local businesses."

"Diversity is very important, and at the same time cost of living is pricing out lots of families and having a negative impact on the diversity of our community."

"There are a lot of families and ages represented in this neighborhood, and we take great pride in our little slide of Seattle. We want new properties to reflect what we care about most in this area of Seattle: greenery/trees, family-friendly services and amenities, and opportunities to come together."

" High Ethiopian and Somali business area. Connect with em!"

" I think it's important to note that Enat Ethiopian restaurant is right across the street on 15th and it would be nice to "respond" to that rather than have that feel like a back door."

" Please make sure that there is enough sidewalk and planter room for decent native shade trees to be planted. Walkability helps street level businesses so much!"

" Having retail storefronts at ground level is critical for foot traffic and making the neighborhood more appealing!"

" Being across from a school of 750 students you must prioritize pedestrian safety first. Additionally you must consider the major traffic that is present at drop off and pick up times with the school so as to not increase traffic issues with the major congestion and buses. Safety for pedestrians and safe traffic flow directed away from Pinehurst and funneled towards 15th should be considered to keep everyone safe and happy."

"Live/work units and retail needs to be situated such that it's accessible to the neighborhood by foot/bike so it can actually be a business that people see/use in the neighborhood."



## SUMMARY OF COMMUNITY OUTREACH

## SUMMARY OF COMMENTS FROM OUTREACH EVENT:

At the outreach in-person events, JMA received comments from two walk-by neighbors.

One commentor discussed the merits of Live-Work units in the city and Pinehurst in general, saying how she sees too many empty live-work spaces empty on the street, and retail spaces in general not being incorporated into the fabric of the community due to development and enforcement constraints.

The desire for community focused small retail spaces was discussed, as the neighborhood could use additional small local businesses to create a larger neighborhood hub.

Parking concerns with so many new residents coming into the neighborhood, where would all of them park their cars? Would the new building have adequate guest parking accommodations and for those with disabilities?

Access to the school and daycare were notable due to the proximity of Hazel Wolf School across the street.

Intersection improvements and pedestrian circulation, it will be nice to see the 15th Ave NE street improvements, but the intersection to the north at 117th will continue to be a headache for local residents and drivers seeking alternative routes

[illegible]



RE: Early Outreach - 11548 Pinehurst Way NE Seattle

DON\_DREarlyOutreach <DREarlyOutreach@seattle.gov>

Mon 7/15/2024 3:06 PM

To: Steve Schmitz <steve.schmitz@jacksonmain.com>; DON\_DREarlyOutreach <DREarlyOutreach@seattle.gov>  
Cc: Pesigan, Nelson <Nelson.Pesigan@seattle.gov>; James Amaya <james.amaya@jacksonmain.com>

Caution! This message was sent from outside your organization.[Block sender](#)

Hello,


Thank you for your patience.

Your early outreach documentation has been reviewed and approved, and your Early Outreach requirements are complete.

Your documentation package has also been uploaded to SDCI’s Accela web platform.

Please take a few minutes to fill out this [evaluation survey](#) to let us know how the process went for you.

Thank you,



**Nelson Pesigan**  
Strategic Advisor, Major Institutions & Schools / Early Outreach for Design Review  
City of Seattle, [Department of Neighborhoods](#)  
O: 206-684-0209 | M: 206-276-3613 | [nelson.pesigan@seattle.gov](mailto:nelson.pesigan@seattle.gov)  
[Blog](#) | [Facebook](#) | [Twitter / X](#) | [Instagram](#)



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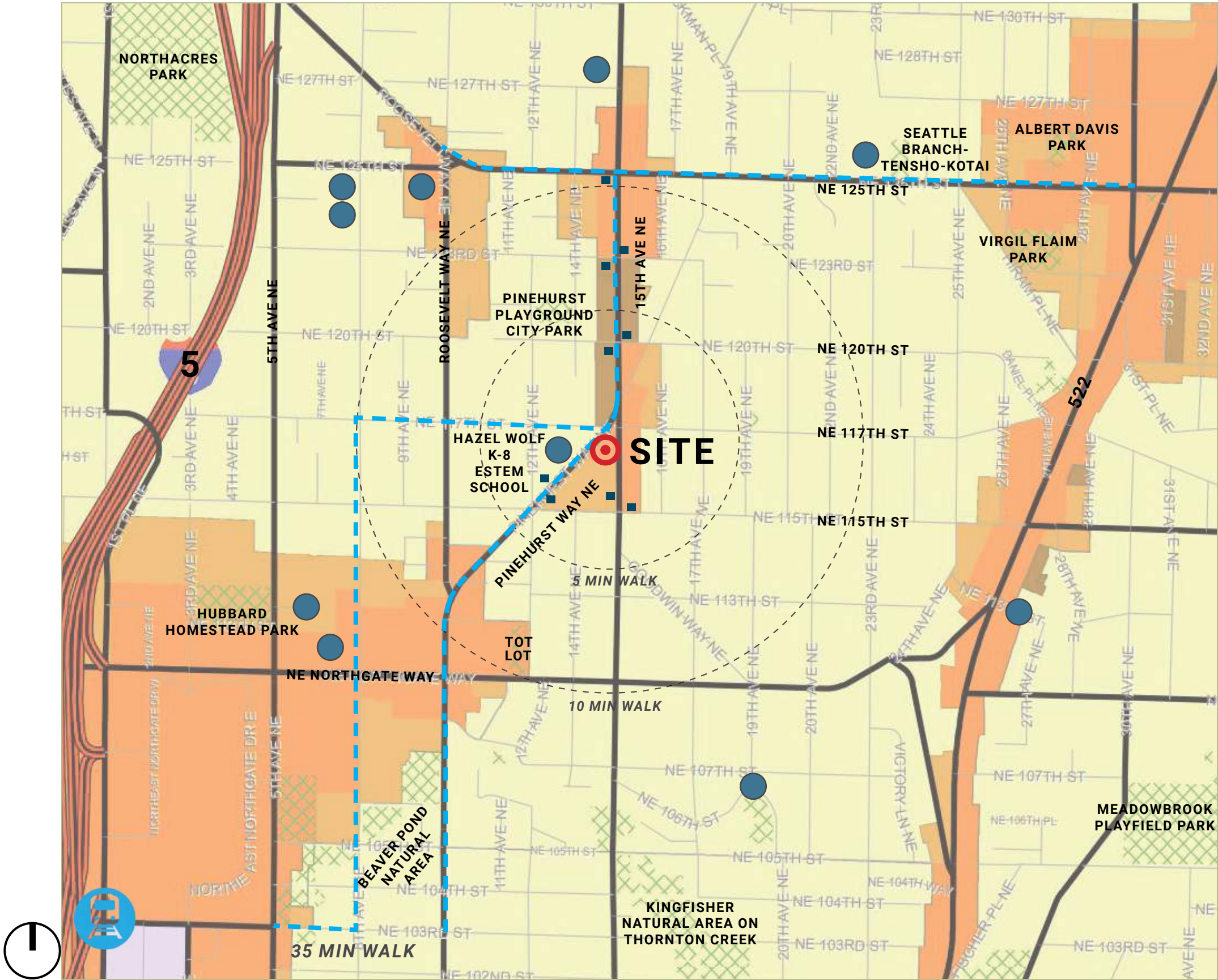


URBAN DESIGN ANALYSIS

VICINITY MAP

KEY:

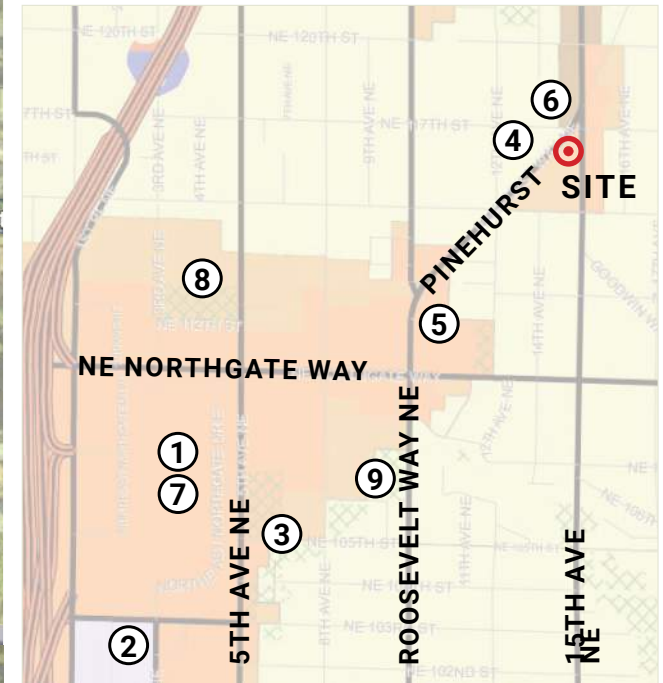
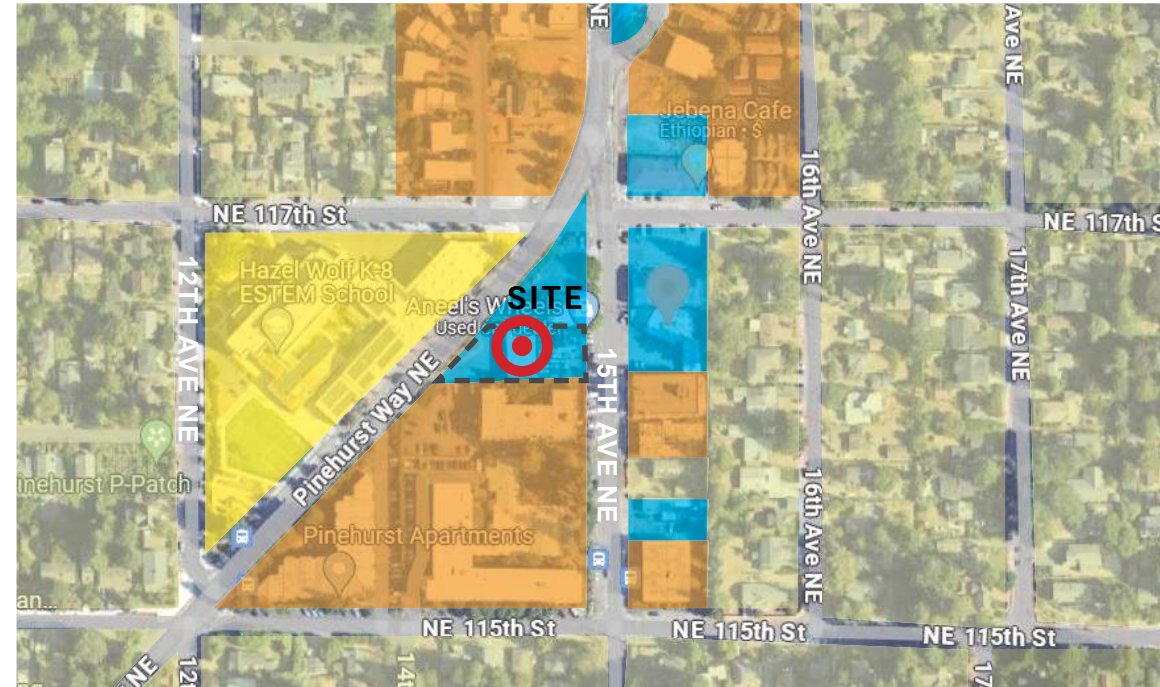
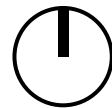
- PRIMARY ACCESS ROAD
- PRIMARY BICYCLE / PEDESTRIAN ROUTE
- WALKSHED
- PROJECT SITE
- BUS STOP (<10 MIN WALK)
- LINK LIGHTRAIL STATION (~35 MIN WALK)
- MULTI-FAMILY / RESIDENTIAL-COMMERCIAL
- CITY PARK
- MIXED USE
- NEIGHBORHOOD RESIDENTIAL
- MULTI-FAMILY
- SCHOOLS





KEY:

- RESIDENTIAL SINGLE FAMILY
- RESIDENTIAL MULTI-FAMILY
- EDUCATIONAL
- RETAIL & COMMERCIAL
- # POINT OF INTEREST LOCATOR



POINTS OF INTEREST KEY:

- 1 NORTHGATE CENTER SHOPPING MALL
- 2 NORTHGATE TRANSIT CENTER & LIGHTRAIL STATION
- 3 NORTHGATE COMMUNITY CENTER
- 4 PINEHURST & HAZEL WOLF K-8 ESTEM SCHOOL
- 5 SAFEWAY GROCERY STORE
- 6 NORTHGATE WHIZZ KIDS ACADEMY
- 7 KRAKEN COMMUNITY ICEPLEX
- 8 HUBBARD HOMESTEAD PARK
- 9 BEAVER POND NATURAL AREA ALONG THORNTON CREEK



①



④



⑦



②



⑤



⑥



③



⑨



⑥



URBAN DESIGN ANALYSIS  
CONTEXT

1. Commercial and residential uses has been common sights in Northgate area. The Northgate mall adjacent to a transit center opened in 1950 which was the first shopping mall to be built in the post-war United States.



2. The addition of Link light rail to the well-known mall is expected to bring more attention to the area.



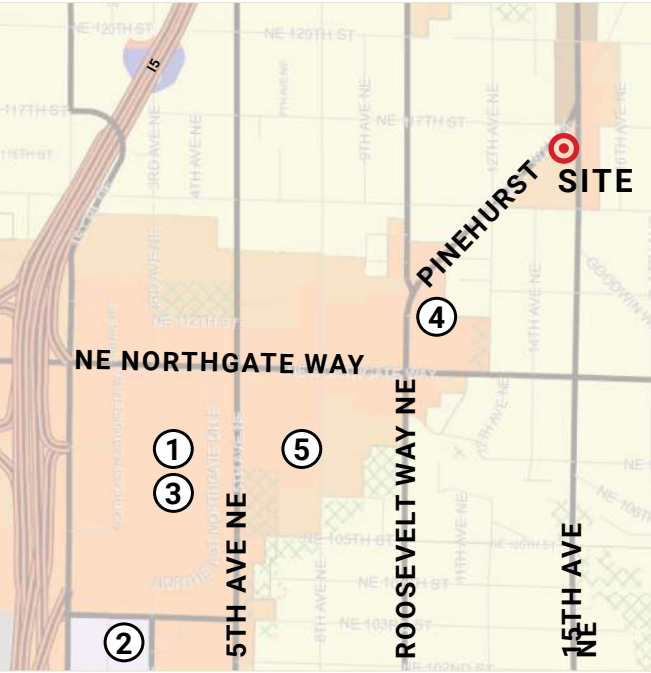
3. The mall is currently undergoing redevelopment into a mixed-use complex for the Seattle Kraken National Hockey League team.



4. The new construction is introducing modern looking materials and playful colors to the neighborhood.



5. Honoring the historic look of common materials while providing residents with a functional, modern looking building design will determine the scale and quality of material.







JACKSON / MAIN ARCHITECTURE PS

311 First Avenue South  
Seattle, WA 98104

Attn: Steve Schmitz

Re: Pinehurst Northgate Site Visit Tree July 26, 2024

On July 26, 2024, KLLA visited the site and reviewed the existing on-site tree to determine if it met the City of Seattle’s definition of an exceptional tree. The definition per the City of Seattle DPD Directors Rule 16-2008 is as follows:

RULE

An exceptional tree is a tree that:

- 1. Is designated as a heritage tree by the City of Seattle; or
- 2. Is rare or exceptional by virtue of its size, species, condition, cultural/historic importance, age, and/or contribution as part of grove of trees as determined by the method discussed below.

Size Thresholds

Trees with a diameter at breast height (dbh), defined in this rule, that is equal to or greater than the threshold diameters listed in Table 1 are considered exceptional unless they fail to meet the risk criteria discussed in the following section. For all species not listed in Table 1, the threshold diameter is 30" or 75% of the largest documented diameter for a tree of that species in Seattle, whichever is less, as noted in Trees of Seattle, 2<sup>nd</sup> edition by Arthur Lee Jacobson. If no tree diameter or circumference is listed in this source, the threshold diameter is 30" or 65% of the largest documented diameter for a tree of that species in Washington, whichever is less, as noted in Champion Trees of Washington State by Robert Van Pelt.

Table 1: Size Thresholds for Common and Native Seattle Trees to be considered for exceptional status.

Species	Threshold Diameter
Native Species	
Red ALDER – <i>Alnus rubra</i>	Not Exceptional except in grove
Sitka ALDER – <i>Alnus sinuata</i>	6 in
Oregon ASH – <i>Fraxinus latifolia</i>	2 ft
Quaking ASPEN – <i>Populus tremuloides</i>	1 ft
Paper BIRCH – <i>Betula papyrifera</i>	1 ft 8 in
CASCARA – <i>Rhamnus purshiana</i>	8 in
Western Red CEDAR – <i>Thuja plicata</i>	2 ft 6 in
Bitter CHERRY – <i>Prunus emarginata</i> var. <i>mollis</i>	Not Exceptional except in grove
Black COTTONWOOD – <i>Populus balsamifera</i> ssp.	Not Exceptional

The tree is identified as a Western Red Cedar – *Thuja plicata* and does not meet the criteria for exceptional status because it measures 12.0” at DBH



Submitted,

A handwritten signature in black ink that reads "Ken Large".

Ken Large KLLA Landscape Architects Inc.



URBAN DESIGN ANALYSIS  
SITE PHOTOS



1. VIEW FROM NW CORNER OF SITE - FROM PINEHURST WAY NE



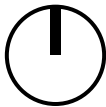
2. VIEW FROM EAST OF SITE - FROM PINEHURST WAY NE



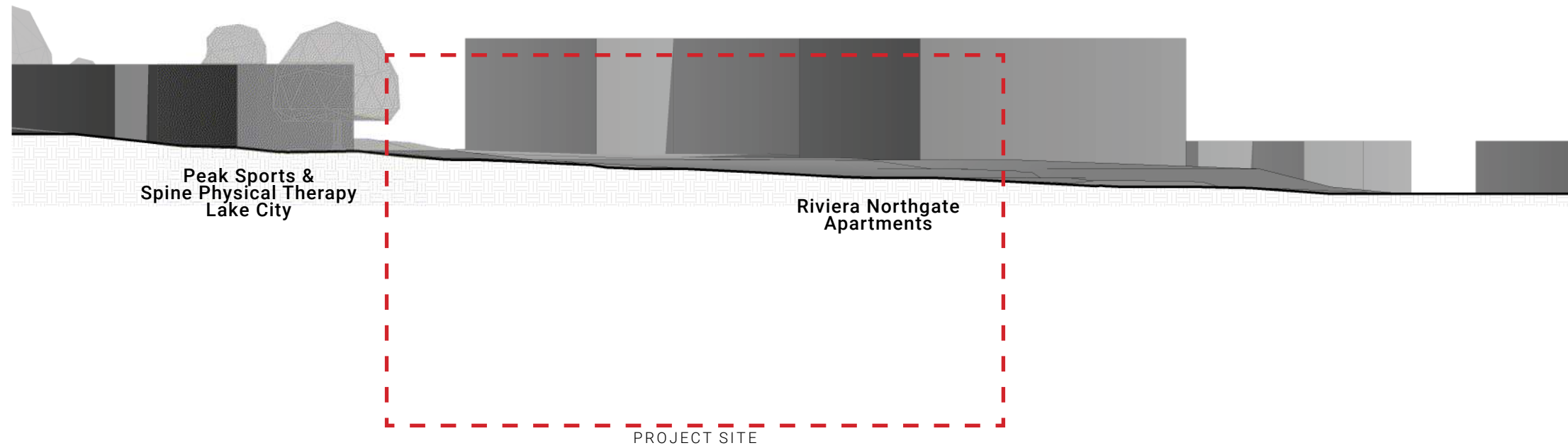
3. VIEW FROM WEST OF SITE - FROM 15TH AVE NE



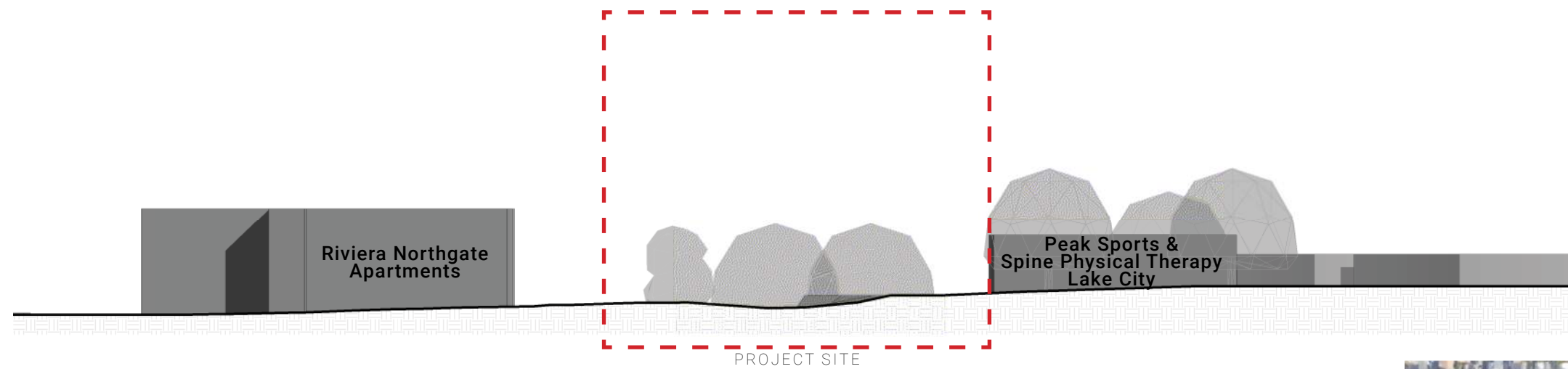
4. VIEW FROM NW CORNER OF SITE - FROM 15TH AVE NE



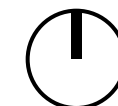




SITE SECTION ALONG PINEHURST WAY NE - LOOKING EAST



SITE SECTION ALONG 15TH AVE NE - LOOKING WEST









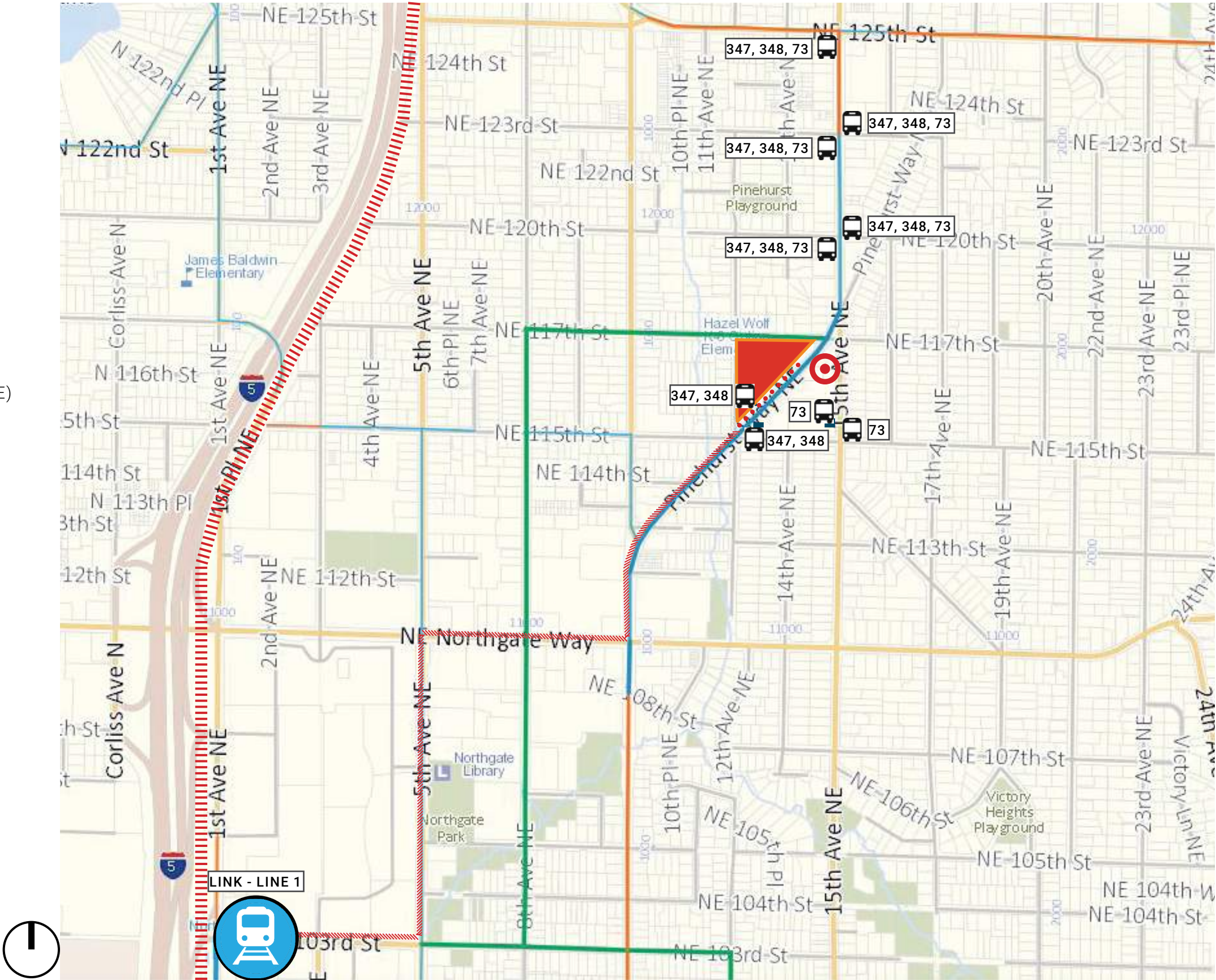








- KEY:
- PROJECT SITE
  - LINK LIGHT RAIL
  - BUS STOP (<10 MIN WALK)
  - LINK LIGHT RAIL EXPANSION TO SHORLINE
  - NEIGHBORHOOD GREENWAYS
  - PROTECTED / BUFFERED BIKE LANES
  - PAINTED BIKE LANES
  - WALK TO BUS STOP (<1 MIN WALK)
  - BUS LINE TO LINK LIGHT RAIL STATION (<10 MIN RIDE)
  - SCHOOLS ACROSS STREET (<4 MIN WALK)  
(Pinehurst Preschool at Hazel Wolf K-8  
& Hazel Wolf K-8 ESTEM School)





ZONING DATA

LANDUSE CODE SUMMARY

23.30	ZONE DESIGNATION	<b>NC2-55 (M)</b> NEIGHBORHOOD COMMERCIAL 2-55
23.47A.004	PERMITTED USES	RESIDENTIAL USES & CHILD CARE CENTERS
23.47A.008	STREET-LEVEL DEVELOPMENT STANDARDS	
23.47A.008.A	BASIC STREET-LEVEL REQUIREMENTS	
	<u>BLANK FACADES</u> BLANK SEGMENTS BETWEEN 2' AND 8' ABOVE THE SIDEWALK MAY NOT EXCEED 20' IN WIDTH; TOTAL BLANK FACADE SEGMENTS MAY NOT EXCEED 40% OF THE WIDTH OF THE FACADE OF THE STRUCTURE ALONG THE STREET.	
	<u>STREET LEVEL, STREET FACING FACADES</u> SHALL BE LOCATED WITHIN 10' OF THE STREET LOT LINE UNLESS WIDER SIDEWALKS, PLAZAS, OR OTHER APPROVED LANDSCAPED OR OPEN SPACES ARE PROVIDED.	
23.47A.008.B	NON-RESIDENTIAL STREET-LEVEL REQUIREMENTS	
	<u>TRANSPARENCY</u> 60% OF THE STREET-FACING FACADE BETWEEN 2' AND 8' ABOVE THE SIDEWALK SHALL BE TRANSPARENT; NO PERMANENT SIGNAGE, WINDOW TINTING OR TREATMENTS, SHELVING, OTHER FF&E, OR STORED ITEMS SHALL COMPLETELY BLOCK VIEWS INTO AND OUT OF THE STRUCTURE BETWEEN 4' AND 7' ABOVE THE ADJACENT GRADE.	
	<u>DEPTH PROVISIONS</u> NON-RESIDENTIAL USES GREATER THAN 600SF SHALL EXTEND AN AVERAGE DEPTH OF AT LEAST 30' AND A MIN. DEPTH OF 15' FROM THE STREET-LEVEL STREET-FACING FACADE.	
	<u>HEIGHT PROVISIONS</u> NON-RESIDENTIAL USES AT STREET LEVEL SHALL HAVE A FTF HEIGHT OF AT LEAST 13'.	
23.47A.008.D	RESIDENTIAL USES ALONG STREET-LEVEL, STREET-FACING FACADE	
	AT LEAST 1 STREET-LEVEL STREET-FACING FACADE SHALL HAVE A VISUALLY PROMINENT PEDESTRIAN ENTRY.	
	DWELLING UNIT LOCATED ALONG STREET-LEVEL SHALL BE 4 FEET ABOVE OR 4 FEET BELOW SIDEWALK GRADE OR BE SET BACK AT LEAST 10 FEET FROM THE SIDEWALK.	
23.47A.012	STRUCTURE HEIGHT	
	THE HEIGHT LIMIT FOR STRUCTURES IN NC ZONES OR C ZONES IS AS DESIGNATED ON THE OFFICIAL LAND USE MAP - NC2-55 (55 FEET)	
23.47A.012.C	ROOFTOP FEATURES	
	<u>OPEN RAILINGS, PLANTERS, SKYLIGHTS, CLERESTORIES, GREENHOUSES, SOLARIUMS, PARAPETS, AND FIREWALLS</u> MAY EXTEND AS HIGH AS THE HIGHEST RIDGE OF A PITCHED ROOF PERMITTED BY SUBSECTION 23.47A.012.B OR UP TO 4 FEET ABOVE THE OTHERWISE APPLICABLE HEIGHT LIMIT, WHICHEVER IS HIGHER. <u>INSULATION MATERIAL OR SOIL FOR LANDSCAPING</u> LOCATED ABOVE THE STRUCTURAL ROOF SURFACE MAY EXCEED THE MAXIMUM HEIGHT LIMIT BY UP TO 2 FEET IF ENCLOSED BY PARAPETS OR WALLS THAT COMPLY WITH THIS SUBSECTION 23.47A.012.C.2. <u>ROOFTOP DECKS</u> AND OTHER SIMILAR FEATURES MAY EXCEED THE MAXIMUM HEIGHT LIMIT BY UP TO TWO FEET, AND OPEN RAILINGS OR PARAPETS REQUIRED BY THE BUILDING CODE AROUND THE PERIMETER OF ROOFTOP DECKS OR OTHER SIMILAR FEATURES MAY EXCEED THE MAXIMUM HEIGHT LIMIT BY THE MINIMUM NECESSARY TO MEET BUILDING CODE REQUIREMENTS.	
	<u>SOLAR COLLECTORS</u> SOLAR COLLECTORS MAY EXTEND UP TO 7 FEET ABOVE THE OTHERWISE APPLICABLE HEIGHT LIMIT, WITH UNLIMITED ROOFTOP COVERAGE.	
	EXCEPT AS PROVIDED BELOW, THE FOLLOWING ROOFTOP FEATURES MAY EXTEND UP TO 15 FEET ABOVE THE APPLICABLE HEIGHT LIMIT, AS LONG AS THE COMBINED TOTAL COVERAGE OF ALL FEATURES GAINING ADDITIONAL HEIGHT LISTED IN THIS SUBSECTION 23.47A.012.C.4, INCLUDING WEATHER PROTECTION SUCH AS EAVES OR CANOPIES EXTENDING FROM ROOFTOP FEATURES, DOES NOT EXCEED 20 PERCENT OF THE ROOF AREA, OR 25 PERCENT OF THE ROOF AREA IF THE TOTAL INCLUDES STAIR OR ELEVATOR PENTHOUSES OR SCREENED MECHANICAL EQUIPMENT: <ul style="list-style-type: none"><li>SOLAR COLLECTORS (<i>NOT ANTICIPATED TO EXTEND UP TO 15</i>)</li><li>MECHANICAL EQUIPMENT</li><li>STAIR AND ELEVATOR PENTHOUSES MAY EXTEND ABOVE THE APPLICABLE HEIGHT LIMIT UP TO 16 FEET</li></ul>	
	<u>GREENHOUSES</u> THAT ARE DEDICATED TO FOOD PRODUCTION ARE PERMITTED TO EXTEND 15 FEET ABOVE THE APPLICABLE HEIGHT LIMIT IF THE COMBINED TOTAL COVERAGE OF ALL FEATURES GAINING ADDITIONAL HEIGHT LISTED IN THIS SUBSECTION 23.47A.012.C DOES NOT EXCEED 50 PERCENT OF THE ROOF AREA, AND THE GREENHOUSE ADHERES TO THE SETBACK REQUIREMENTS IN SUBSECTION 23.47A.012.C.6.	
	THE ROOFTOP FEATURES LISTED IN THIS SUBSECTION 23.47A.012.C.6 SHALL BE LOCATED AT LEAST 10 FEET FROM THE NORTH LOT LINE: <ul style="list-style-type: none"><li>CLERESTORIES</li></ul>	

23.47A.013	FLOOR AREA RATIO			
	FAR LIMIT	3.75		
	LOT AREA	18,662 SF	ALLOWABLE AREA	69,982.5 SF
23.47A.013.B	THE FOLLOWING GROSS FLOOR AREA IS NOT COUNTED TOWARD FAR:			
	1. ALL STORIES, OR PORTIONS OF STORIES, THAT ARE UNDERGROUND. 2. ALL PORTIONS OF A STORY THAT EXTEND NO MORE THAN 4 FEET ABOVE EXISTING OR FINISHED GRADE, WHICHEVER IS LOWER, EXCLUDING ACCESS. 8. ALL GROSS FLOOR AREA IN CHILD CENTERS.			
23.47A.014.A	SETBACK REQUIREMENTS			
	ROOFTOP FEATURES ARE NOT ALLOWED IN SETBACKS, EXCEPT THAT FOR UPPER-LEVEL SETBACKS.  1. OPEN RAILINGS MAY EXTEND UP TO 4 FEET ABOVE THE HEIGHT AT WHICH THE SETBACK BEGINS. 2. PARAPETS MAY EXTEND UP TO 2 FEET ABOVE THE HEIGHT AT WHICH THE SETBACK BEGINS.			
23.47A.014.B	SETBACK REQUIREMENTS FOR LOTS ABUTTING			
	1. A SETBACK IS REQUIRED WHERE A LOT ABUTS THE INTERSECTION OF A SIDE LOT LINE AND FRONT LOT LINE OF A LOT IN A RESIDENTIAL ZONE OR A LOT THAT IS ZONED BOTH COMMERCIAL AND RESIDENTIAL IF THE COMMERCIAL ZONED PORTION OF THE ABUTTING LOT IS LESS THAN 50 PERCENT OF THE WIDTH OR DEPTH OF THE LOT. THE REQUIRED SETBACK FORMS A TRIANGULAR AREA. TWO SIDES OF THE TRIANGLE EXTEND ALONG THE STREET LOT LINE AND SIDE LOT LINE 15 FEET FROM THE INTERSECTION OF THE RESIDENTIALLY ZONED LOT'S FRONT LOT LINE AND THE SIDE LOT LINE ABUTTING THE RESIDENTIALLY ZONED LOT. THE THIRD SIDE CONNECTS THESE TWO SIDES WITH A DIAGONAL LINE ACROSS THE COMMERCIALY ZONED LOT.			
	2. AN UPPER-LEVEL SETBACK IS REQUIRED ALONG THE PORTION OF ANY REAR OR SIDE LOT LINE THAT ABUTS A LOT OR PORTION OF A LOT IN AN LR, MR, OR HR ZONE OR THAT ABUTS A PORTION OF A LOT THAT IS ZONED COMMERCIAL.  A. TEN FEET FOR PORTIONS OF STRUCTURES ABOVE 13 FEET IN HEIGHT TO A MAXIMUM OF 65 FEET.			
	3. AN UPPER-LEVEL SETBACK IS REQUIRED ALONG ANY REAR OR SIDE LOT LINE THAT ABUTS A LOT IN A NEIGHBORHOOD RESIDENTIAL ZONE, THAT IS ACROSS AN ALLEY FROM A LOT IN A NEIGHBORHOOD RESIDENTIAL ZONE, OR THAT ABUTS A LOT THAT IS ZONED BOTH COMMERCIAL AND NEIGHBORHOOD RESIDENTIAL IF THE COMMERCIAL ZONED PORTION OF THE ABUTTING LOT IS LESS THAN 50 PERCENT OF THE WIDTH OR DEPTH OF THE LOT AS FOLLOWS:  A. FIFTEEN FEET FOR PORTIONS OF STRUCTURES ABOVE 13 FEET IN HEIGHT TO A MAXIMUM OF 40 FEET; AND B. FOR EACH PORTION OF A STRUCTURE ABOVE 40 FEET IN HEIGHT, ADDITIONAL SETBACK AT THE RATE OF 3 FEET OF SETBACK FOR EVERY 10 FEET BY WHICH THE HEIGHT OF SUCH PORTION EXCEEDS 40 FEET (EXHIBIT C FOR 23.47A.014).			
	5. NO ENTRANCE, WINDOW, OR OTHER OPENING IS PERMITTED CLOSER THAN 5 FEET TO AN ABUTTING RESIDENTIALLY-ZONED LOT.			
23.47A.014.G	STRUCTURES AND PROJECTIONS IN REQUIRED SETBACKS			
	1. DECKS AND BALCONIES a. DECKS WITH OPEN RAILINGS MAY EXTEND INTO THE REQUIRED SETBACK 2. EAVES, CORNICES, AND GUTTERS PROJECTING NO MORE THAN 18 INCHES FROM THE STRUCTURE FACADE ARE PERMITTED IN REQUIRED SETBACKS. 3. RAMPS OR OTHER DEVICES NECESSARY FOR ACCESS FOR THE DISABLED AND ELDERLY, WHICH MEET SEATTLE BUILDING CODE, CHAPTER 11, ARE PERMITTED IN REQUIRED SETBACKS 4. UNCOVERED, UNENCLOSED PEDESTRIAN BRIDGES, NECESSARY FOR ACCESS AND LESS THAN 5 FEET IN WIDTH, ARE PERMITTED IN REQUIRED SETBACKS. 5. FENCES, BULKHEADS, FREESTANDING WALLS, AND OTHER SIMILAR STRUCTURES 6. SETBACK REQUIREMENTS DO NOT LIMIT UNDERGROUND STRUCTURES. 7. DETACHED SOLAR COLLECTORS 8. DUMPSTERS AND OTHER TRASH RECEPTACLES 9. GREEN STORMWATER INFRASTRUCTURE (GSI) FEATURES			
23.47A.014.I	IMPROVEMENT REQUIREMENTS FOR EXISTING STREETS			
	A SETBACK MAY BE REQUIRED IN ORDER TO MEET THE PROVISIONS OF SECTION 23.53.015, IMPROVEMENT REQUIREMENTS FOR EXISTING STREETS IN RESIDENTIAL AND COMMERCIAL ZONES.			

23.47A.016.A	LANDSCAPING REQUIREMENTS
	2. LANDSCAPING THAT ACHIEVES A GREEN FACTOR SCORE OF 0.3 OR GREATER PURSUANT TO SECTION 23.86.019.
23.47A.016.A	LANDSCAPING REQUIREMENTS
	2. LANDSCAPING THAT ACHIEVES A GREEN FACTOR SCORE OF 0.3 OR GREATER PURSUANT TO SECTION 23.86.019.
23.47A.016.B	STREET TREE REQUIREMENTS
	1. STREET TREES ARE REQUIRED WHEN ANY DEVELOPMENT IS PROPOSED, EXCEPT AS PROVIDED IN SUBSECTION 23.47A.016.B.2 AND SECTION 23.53.015. EXISTING STREET TREES SHALL BE RETAINED UNLESS THE DIRECTOR OF TRANSPORTATION APPROVES THEIR REMOVAL. THE DIRECTOR, IN CONSULTATION WITH THE DIRECTOR OF TRANSPORTATION, WILL DETERMINE THE NUMBER, TYPE AND PLACEMENT OF STREET TREES TO BE PROVIDED. 3. WHEN AN EXISTING STRUCTURE IS PROPOSED TO BE EXPANDED BY MORE THAN 1,000 SQUARE FEET, ONE STREET TREE IS REQUIRED FOR EACH 500 SQUARE FEET OVER THE FIRST 1,000 SQUARE FEET OF ADDITIONAL STRUCTURE, UP TO THE MAXIMUM NUMBER OF TREES THAT WOULD BE REQUIRED FOR NEW CONSTRUCTION. 4. IF IT IS NOT FEASIBLE TO PLANT STREET TREES IN A RIGHT-OF-WAY PLANTING STRIP, A 5-FOOT SETBACK SHALL BE PLANTED WITH STREET TREES ALONG THE STREET PROPERTY LINE OR LANDSCAPING OTHER THAN TREES SHALL BE PROVIDED IN THE PLANTING STRIP, SUBJECT TO APPROVAL BY THE DIRECTOR OF TRANSPORTATION. IF, ACCORDING TO THE DIRECTOR OF TRANSPORTATION, A 5-FOOT SETBACK OR LANDSCAPED PLANTING STRIP IS NOT FEASIBLE, THE DIRECTOR OF THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS MAY REDUCE OR WAIVE THIS REQUIREMENT.
23.47A.016.C	GENERAL STANDARDS FOR SCREENING AND LANDSCAPING
	1. SCREENING SHALL CONSIST OF FENCES, WALLS, OR LANDSCAPED AREAS, INCLUDING BIORETENTION FACILITIES OR LANDSCAPED BERMS. ANY TYPE OF SCREENING SHALL BE AT LEAST AS TALL AS THE HEIGHT SPECIFIED IN SUBSECTION 23.47A.016.D. 2. LANDSCAPED AREAS REQUIRED UNDER SUBSECTION 23.47A.016.D MUST MEET RULES PROMULGATED BY THE DIRECTOR PURSUANT TO SUBSECTION 23.47A.016.A.1. DECORATIVE FEATURES SUCH AS DECORATIVE PAVERS, SCULPTURES OR FOUNTAINS, OR PEDESTRIAN ACCESS MEETING THE SEATTLE BUILDING CODE, CHAPTER 11, MAY COVER A MAXIMUM OF 30 PERCENT OF EACH LANDSCAPED AREA USED TO SATISFY REQUIREMENTS UNDER SUBSECTION 23.47A.016.D.
23.47A.016.D	SCREENING AND LANDSCAPING REQUIREMENTS FOR SPECIFIC USES
	2. FENCES OR FREE-STANDING WALLS ASSOCIATED WITH UTILITY SERVICES USES MAY OBSTRUCT OR ALLOW VIEWS TO THE INTERIOR OF A SITE. WHERE SITE DIMENSIONS AND SITE CONDITIONS ALLOW, APPLICANTS ARE ENCOURAGED TO PROVIDE BOTH A LANDSCAPED SETBACK BETWEEN THE FENCE OR WALL AND THE RIGHT-OF-WAY, AND A FENCE OR WALL THAT PROVIDES VISUAL INTEREST FACING THE STREET LOT LINE, THROUGH THE HEIGHT, DESIGN OR CONSTRUCTION OF THE FENCE OR WALL, INCLUDING THE USE OF MATERIALS, ARCHITECTURAL DETAILING, ARTWORK, VEGETATED TRELLISES, DECORATIVE FENCING, OR SIMILAR FEATURES. ANY FENCE OR FREE-STANDING WALL FOR A UTILITY SERVICES USE MUST PROVIDE EITHER: <ul style="list-style-type: none"><li>A 5-FOOT-DEEP LANDSCAPED AREA BETWEEN THE WALL OR FENCE AND THE STREET LOT LINE; OR</li><li>ARCHITECTURAL DETAILING, ARTWORK, VEGETATED TRELLISES, DECORATIVE FENCING, OR SIMILAR FEATURES TO PROVIDE VISUAL INTEREST FACING THE STREET LOT LINE, AS APPROVED BY THE DIRECTOR.</li></ul> 3. OTHER USES OR CIRCUMSTANCES. SCREENING AND LANDSCAPING IS REQUIRED ACCORDING TO TABLE B <ul style="list-style-type: none"><li>GARBAGE CANS - 3-FOOT-HIGH SCREENING ALONG AREAS WHERE GARBAGE CANS ARE LOCATED</li><li>GARBAGE DUMPSTERS - 6-FOOT-HIGH SCREENING</li><li>UNENCLOSED PARKING GARAGE ON LOTS ABUTTING A LOT IN A RESIDENTIAL ZONE - A 5-FOOT-DEEP LANDSCAPED AREA AND 6- FOOT-HIGH SCREENING ALONG EACH SHARED LOT LINE.</li><li>PARKING GARAGE THAT IS 8 FEET OR MORE ABOVE GRADE - 3.5-FOOT SCREENING ALONG THE PERIMETER OF EACH FLOOR OF PARKING</li></ul>
23.47A.016.E	BREAKS
	BREAKS IN REQUIRED SCREENING ARE PERMITTED TO PROVIDE PEDESTRIAN AND VEHICULAR ACCESS. BREAKS IN REQUIRED SCREENING FOR VEHICULAR ACCESS SHALL NOT EXCEED THE WIDTH OF PERMITTED CURB CUTS.
23.47A.018.B	NOISE STANDARDS
	2. EXTERIOR HEAT EXCHANGERS AND OTHER SIMILAR DEVICES (E.G., VENTILATION, AIR-CONDITIONING, REFRIGERATION) ARE CONSIDERED MAJOR NOISE GENERATORS. 3. WHEN A MAJOR NOISE GENERATOR IS PROPOSED, OR WHEN AN EXISTING MAJOR NOISE GENERATOR IS PROPOSED TO BE EXPANDED, A REPORT FROM AN ACOUSTICAL CONSULTANT SHALL BE REQUIRED TO DESCRIBE THE MEASURES TO BE TAKEN BY THE APPLICANT IN ORDER TO MEET NOISE STANDARDS FOR THE AREA. SUCH MEASURES MAY INCLUDE, FOR EXAMPLE, THE PROVISION OF BUFFERS, REDUCTION IN HOURS OF OPERATION, RELOCATION OF MECHANICAL EQUIPMENT, INCREASED SETBACKS AND USE OF SPECIFIED CONSTRUCTION TECHNIQUES OR BUILDING MATERIALS. MEASURES TO BE USED SHALL BE SPECIFIED ON THE PLANS. AFTER A PERMIT HAS BEEN ISSUED, ANY MEASURES THAT WERE REQUIRED BY THE PERMIT TO LIMIT NOISE SHALL BE MAINTAINED.



23.47A.020.A	ODOR STANDARDS
	THE VENTING OF ODORS, VAPORS, SMOKE, CINDERS, DUST, GAS, AND FUMES SHALL BE AT LEAST 10 FEET ABOVE FINISHED SIDEWALK GRADE, AND DIRECTED AWAY TO THE EXTENT POSSIBLE FROM USES WITHIN 50 FEET OF THE VENT.
23.47A.022	LIGHT & GLARE STANDARDS
	A. EXTERIOR LIGHTING MUST BE SHIELDED AND DIRECTED AWAY FROM ADJACENT USES. B. INTERIOR LIGHTING IN PARKING GARAGES MUST BE SHIELDED TO MINIMIZE NIGHTTIME GLARE AFFECTING NEARBY USES. C. TO PREVENT VEHICLE LIGHTS FROM AFFECTING ADJACENT PROPERTIES, DRIVEWAYS AND PARKING AREAS FOR MORE THAN TWO (2) VEHICLES SHALL BE SCREENED FROM ADJACENT PROPERTIES BY A FENCE OR WALL BETWEEN FIVE (5) FEET AND SIX (6) FEET IN HEIGHT, OR SOLID EVERGREEN HEDGE OR LANDSCAPED BERM AT LEAST FIVE (5) FEET IN HEIGHT. IF THE ELEVATION OF THE LOT LINE IS DIFFERENT FROM THE FINISHED ELEVATION OF THE DRIVEWAYS OR PARKING SURFACE, THE DIFFERENCE IN ELEVATION MAY SUBSTITUTE FOR A PORTION OF THE REQUIRED HEIGHT OF THE SCREEN SO LONG AS THE SCREEN ITSELF IS A MINIMUM OF THREE (3) FEET IN HEIGHT. THE DIRECTOR MAY WAIVE THE REQUIREMENT FOR THE SCREENING IF IT IS NOT NEEDED DUE TO CHANGES IN TOPOGRAPHY, AGREEMENTS TO MAINTAIN AN EXISTING FENCE, OR THE NATURE AND LOCATION OF ADJACENT USES. D.HEIGHT. 1.EXTERIOR LIGHTING ON POLES IS PERMITTED UP TO A MAXIMUM HEIGHT OF THIRTY (30) FEET FROM FINISHED GRADE. EXTERIOR LIGHTING ON POLES IS PERMITTED UP TO A HEIGHT OF FORTY (40) FEET FROM FINISHED GRADE, PROVIDED THAT THE RATIO OF WATTS TO AREA IS AT LEAST TWENTY (20) PERCENT BELOW THE MAXIMUM EXTERIOR LIGHTING LEVEL PERMITTED BY THE ENERGY CODE.
23.47A.024	AMENITY AREA
	A. AMENITY AREAS ARE REQUIRED IN AN AMOUNT EQUAL TO 5 PERCENT OF THE TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE, EXCEPT AS OTHERWISE SPECIFICALLY PROVIDED IN THIS CHAPTER 23.47A. GROSS FLOOR AREA, FOR THE PURPOSES OF THIS SUBSECTION 23.47A.024.A, EXCLUDES AREAS USED FOR MECHANICAL EQUIPMENT AND ACCESSORY PARKING. FOR THE PURPOSES OF THIS SUBSECTION 23.47A.024.A, BIORETENTION FACILITIES QUALIFY AS AMENITY AREAS. B. REQUIRED AMENITY AREAS SHALL MEET THE FOLLOWING STANDARDS, AS APPLICABLE: 1. ALL RESIDENTS SHALL HAVE ACCESS TO AT LEAST ONE COMMON OR PRIVATE AMENITY AREA. 2. AMENITY AREAS SHALL NOT BE ENCLOSED. 3. PARKING AREAS, VEHICULAR ACCESS EASEMENTS, AND DRIVEWAYS DO NOT QUALIFY AS AMENITY AREAS, EXCEPT THAT A WOONERF MAY PROVIDE A MAXIMUM OF 50 PERCENT OF THE AMENITY AREA IF THE DESIGN OF THE WOONERF IS APPROVED THROUGH A DESIGN REVIEW PROCESS PURSUANT TO CHAPTER 23.41. 4. COMMON AMENITY AREAS SHALL HAVE A MINIMUM HORIZONTAL DIMENSION OF 10 FEET, AND NO COMMON AMENITY AREA SHALL BE LESS THAN 250 SQUARE FEET IN SIZE. 5. PRIVATE BALCONIES AND DECKS SHALL HAVE A MINIMUM AREA OF 60 SQUARE FEET, AND NO HORIZONTAL DIMENSION SHALL BE LESS THAN 6 FEET. 6. ROOFTOP AREAS EXCLUDED BECAUSE THEY ARE NEAR MINOR COMMUNICATION UTILITIES AND ACCESSORY COMMUNICATION DEVICES, PURSUANT TO SUBSECTION 23.57.012.C.1.D, DO NOT QUALIFY AS AMENITY AREAS.
23.47A.030	REQUIRED PARKING AND LOADING
	A. OFF-STREET PARKING SPACES MAY BE REQUIRED AS PROVIDED IN SECTION 23.54.015, REQUIRED PARKING. B. LOADING BERTHS ARE REQUIRED FOR CERTAIN COMMERCIAL USES ACCORDING TO THE REQUIREMENTS OF SECTION 23.54.035.

23.47A.032	PARKING LOCATION AND ACCESS
	A. ACCESS TO PARKING 1. THE FOLLOWING RULES APPLY, EXCEPT AS PROVIDED UNDER SUBSECTIONS 23.47A.032.A.2 AND 23.47A.032.D: a. ACCESS TO PARKING SHALL BE FROM THE ALLEY IF THE LOT ABUTS AN ALLEY IMPROVED TO THE STANDARDS OF SUBSECTION 23.53.030.C. IF ALLEY ACCESS IS INFEASIBLE, THE DIRECTOR MAY ALLOW STREET ACCESS. c. IF ACCESS IS NOT PROVIDED FROM AN ALLEY AND THE LOT ABUTS TWO OR MORE STREETS, ACCESS IS PERMITTED ACROSS ONE OF THE SIDE STREET LOT LINES PURSUANT TO SUBSECTION 23.47A.032.C, AND CURB CUTS ARE PERMITTED PURSUANT TO SUBSECTION 23.54.030.F.2.A.1. 2. IN ADDITION TO THE PROVISIONS GOVERNING NC ZONES IN SUBSECTION 23.47A.032.A.1, THE FOLLOWING RULES APPLY IN PEDESTRIAN-DESIGNATED ZONES, EXCEPT AS MAY BE PERMITTED UNDER SUBSECTION 23.47A.032.D: a. IF ACCESS IS NOT PROVIDED FROM AN ALLEY AND THE LOT ABUTS TWO OR MORE STREETS, ACCESS TO PARKING SHALL BE FROM A STREET THAT IS NOT A PRINCIPAL PEDESTRIAN STREET. B. LOCATION OF PARKING 1. THE FOLLOWING RULES APPLY IN NC ZONES, EXCEPT AS PROVIDED IN SUBSECTION 23.47A.032.D: a. PARKING SHALL NOT BE LOCATED BETWEEN A STRUCTURE AND A STREET LOT LINE. b. WITHIN A STRUCTURE, STREET-LEVEL PARKING SHALL BE SEPARATED FROM STREET-LEVEL, STREET-FACING FACADES BY ANOTHER PERMITTED USE. THIS REQUIREMENT DOES NOT APPLY TO ACCESS TO PARKING MEETING THE STANDARDS OF SUBSECTION 23.47A.032.A. 2. IN PEDESTRIAN DESIGNATED ZONES, SURFACE PARKING IS PROHIBITED ABUTTING THE STREET LOT LINE ALONG A PRINCIPAL PEDESTRIAN STREET. 4. REQUIRED PARKING SHALL BE LOCATED NO FARTHER THAN 800 FEET FROM THE LOT WITH THE USE TO WHICH IT IS ACCESSORY, AND OFF-SITE PARKING SHALL COMPLY WITH THE PROVISIONS OF SECTION 23.54.025. C. WHEN A LOT FRONTS ON TWO OR MORE STREETS, THE DIRECTOR WILL DETERMINE WHICH OF THE STREETS WILL BE CONSIDERED THE FRONT LOT LINE. F. ACCESS TO A LOADING BERTH SHALL BE FROM THE ALLEY IF THE LOT ABUTS AN ALLEY IMPROVED TO THE STANDARDS OF SUBSECTION 23.53.030.C. G. PARKING SHALL BE SCREENED ACCORDING TO THE PROVISIONS OF SECTION 23.47A.016.
23.54.030.A	PARKING SPACE AND ACCESS STANDARDS
	PARKING SPACE DIMENSIONS. 2."MEDIUM VEHICLE" MEANS THE MINIMUM SIZE OF A MEDIUM VEHICLE PARKING SPACE SHALL BE 8 FEET IN WIDTH AND 16 FEET IN LENGTH.
23.54.030.B	PARKING SPACE REQUIREMENTS
	1. RESIDENTIAL USES. b. WHEN MORE THAN FIVE PARKING SPACES ARE PROVIDED, A MINIMUM OF 60 PERCENT OF THE PARKING SPACES SHALL BE STRIPED FOR MEDIUM VEHICLES. THE MINIMUM SIZE FOR A MEDIUM PARKING SPACE SHALL ALSO BE THE MAXIMUM SIZE. FORTY PERCENT OF THE PARKING SPACES MAY BE STRIPED FOR ANY SIZE CATEGORY IN SUBSECTION 23.54.030.A, PROVIDED THAT WHEN PARKING SPACES ARE STRIPED FOR LARGE VEHICLES, THE MINIMUM REQUIRED AISLE WIDTH SHALL BE AS SHOWN FOR MEDIUM VEHICLES. 2. NON-RESIDENTIAL USES. a. WHEN TEN OR FEWER PARKING SPACES ARE PROVIDED, A MAXIMUM OF 25 PERCENT OF THE PARKING SPACES MAY BE STRIPED FOR SMALL VEHICLES. A MINIMUM OF 75 PERCENT OF THE SPACES SHALL BE STRIPED FOR LARGE VEHICLES.
23.54.030.D	PARKING SPACE REQUIREMENTS
	2. NON-RESIDENTIAL USES. a. 2) THE MINIMUM WIDTH OF DRIVEWAYS FOR TWO WAY TRAFFIC SHALL BE 22 FEET AND THE MAXIMUM WIDTH SHALL BE 25 FEET.
23.54.035	LOADING BERTH REQUIREMENTS
	PER TABLE A 23.54.035, 1 LOADING BERTH IS REQUIRED FOR LOW DEMAND INSTITUTIONS (CHILD CARE/OFFICE) GREATER THAN 40,000SF.
23.54.040	SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS
	PER TABLE A 23.54.040, SHARED STORAGE SPACE FOR SOLID WASTE CONTAINERS
	RESIDENTIAL DEVELOPMENT
	51-100 DWELLING UNITS
	NON-RESIDENTIAL DEVELOPMENT
	0-5,000 SQUARE FEET

23.54.030.A	PARKING SPACE AND ACCESS STANDARDS
	PARKING SPACE DIMENSIONS. 2."MEDIUM VEHICLE" MEANS THE MINIMUM SIZE OF A MEDIUM VEHICLE PARKING SPACE SHALL BE 8 FEET IN WIDTH AND 16 FEET IN LENGTH.
23.54.030.B	PARKING SPACE REQUIREMENTS
	1. RESIDENTIAL USES. b. WHEN MORE THAN FIVE PARKING SPACES ARE PROVIDED, A MINIMUM OF 60 PERCENT OF THE PARKING SPACES SHALL BE STRIPED FOR MEDIUM VEHICLES. THE MINIMUM SIZE FOR A MEDIUM PARKING SPACE SHALL ALSO BE THE MAXIMUM SIZE. FORTY PERCENT OF THE PARKING SPACES MAY BE STRIPED FOR ANY SIZE CATEGORY IN SUBSECTION 23.54.030.A, PROVIDED THAT WHEN PARKING SPACES ARE STRIPED FOR LARGE VEHICLES, THE MINIMUM REQUIRED AISLE WIDTH SHALL BE AS SHOWN FOR MEDIUM VEHICLES. 2. NON-RESIDENTIAL USES. a. WHEN TEN OR FEWER PARKING SPACES ARE PROVIDED, A MAXIMUM OF 25 PERCENT OF THE PARKING SPACES MAY BE STRIPED FOR SMALL VEHICLES. A MINIMUM OF 75 PERCENT OF THE SPACES SHALL BE STRIPED FOR LARGE VEHICLES.
23.54.030.D	PARKING SPACE REQUIREMENTS
	2. NON-RESIDENTIAL USES. a. 2) THE MINIMUM WIDTH OF DRIVEWAYS FOR TWO WAY TRAFFIC SHALL BE 22 FEET AND THE MAXIMUM WIDTH SHALL BE 25 FEET.
23.54.035	LOADING BERTH REQUIREMENTS
	PER TABLE A 23.54.035, 1 LOADING BERTH IS REQUIRED FOR LOW DEMAND INSTITUTIONS (CHILD CARE/OFFICE) GREATER THAN 40,000SF.
23.54.040	SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS
	PER TABLE A 23.54.040, SHARED STORAGE SPACE FOR SOLID WASTE CONTAINERS
	RESIDENTIAL DEVELOPMENT
	51-100 DWELLING UNITS
	NON-RESIDENTIAL DEVELOPMENT
	0-5,000 SQUARE FEET



DESIGN GUIDELINES

SEATTLE DESIGN GUIDELINES (SDG):

CS1. NATURAL SYSTEMS & SITE FEATURES



NATURAL SYSTEMS & LANDSCAPING

**SDG: RETAIN EXISTING NATURAL SYSTEMS AND SITE FEATURES AS LANDSCAPING**

Consider design strategies to preserve existing on-site natural habitats, significant vegetation or other natural features including drainage features that can be incorporated into the site design. For example, consider retaining natural features such as existing vegetation and wetlands that are aesthetically pleasing, would emphasize natural features like that of Thornton Creek and its tributaries and can create a pedestrian friendly environment by providing natural areas of interest. Also, features such as larger planting strips located adjacent to sidewalks can be used for landscaping to enhance the site and can effectively separate pedestrians from the impacts of traffic.

RESPONSE:

The project imagines a site that softens the edge between pedestrian and nature with new native plantings, and separation of vehicular traffic and circulation via planting buffers. The character of each street varies, with steps in activity being treated with progressive levels of landscaping as street activation decreases.

CS2. URBAN PATTERN & FORM



HUMAN SCALE

**SDG: STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISTICS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA.**

A large site should pay particular attention to massing and scale both in terms of its relationship to the surrounding area and within the site itself. Break down the mass of the building, horizontally and vertically, into a hierarchy of volumes. Within each volume the windows, doors and architectural elements should help define the scale of the structure.

RESPONSE:

Although the project is meant to stand on its own, the reality of a transitioning neighborhood means opportunities to connect to future developments and existing circulation. The distinctly urban form of the building will be broken up to provide human scale horizontally and vertically, into a hierarchy of volumes. Within each volume the windows and other architectural elements will help define the scale of the structure.

CS3. ARCHITECTURAL CONTEXT & CHARACTER



NEIGHBORHOOD: PLACEMAKING

**SDG: CONTRIBUTE TO THE ARCHITECTURAL CHARACTER OF THE NEIGHBORHOOD.**

The architecture of individual buildings should relate to their surroundings. This does not necessarily mean a historical approach, but rather one that is sensitive to the surrounding urban, built and natural environments. Compatibility can be accomplished through a combination of the following:

- i. The overall proportion of the facade;
- ii. Building setbacks;
- iii. Placement of windows and bays;
- iv. Location of entries; and
- v. Exterior materials.

RESPONSE:

The form and texture of the building will be responsive to the surrounding urban, built and natural character through the overall proportion of the facade and exterior materials.



## PL1. CONNECTIVITY



PLANTING BUFFERS

**SDG: COMPLEMENT AND CONTRIBUTE TO THE NETWORK OF OPEN SPACES AROUND THE SITE AND THE CONNECTIONS AMONG THEM.**

The Northgate Plan places a high priority on open space, especially public spaces that are accessible, comfortable, and in proximity to or on routes to high activity areas. The Northgate Overlay District (Chapter 23.71 of the Seattle Municipal Code) includes detailed and specific open space requirements, defining “usable open space” that are open to the public and abutting a sidewalk. The overlay categorizes such spaces by scale and function, ranging from small courtyard spaces to urban plazas and town squares.

Larger development sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area.

### RESPONSE:

With a newly urban site design, the project intends to positively impact the neighborhood through widened sidewalks and planting buffers. Widened streetscapes will allow for art installation, native landscaping, and interactive storefronts for enhanced pedestrian experience.

## PL2. WALKABILITY



SAFE AND COMFORTABLE WALKING

**SDG: CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.**

### Respond to Site Characteristics

Try to match the grade of abutting public rights-of-way where properties meet.

### Streetscape Compatibility

- Create an interconnected system of streets and open spaces to optimize neighborhood permeability (walkability) consistent with a typical urban block pattern;
- Encourage and enhance transit/multi-modal use;
- Emphasize pedestrian and bicycle safety, in part by controlling vehicle traffic speeds and managing volumes;
- Support increased use of designated crossings; and
- Increase urban green space/open space within the public realm by achieving surface treatments that are “more green and less gray.”

### RESPONSE:

Main entrances will be enhanced with weather protection and visual distinction or street art to create welcoming streetscape. Lighting will greatly improve the streetscape at night, while also serving residents and pedestrians with safety, welcoming and intuitive direction.

## PL3. STREET-LEVEL INTERACTION



DISTINCT ENTRY AND HUMAN INTERACTION

**SDG: ENCOURAGE HUMAN INTERACTION AND ACTIVITY AT THE STREET-LEVEL WITH CLEAR CONNECTIONS TO BUILDING ENTRIES AND EDGES.**

### Human Activity

Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities. Take the “indoors” outdoors by spilling interior space onto plazas and walkways and bring the “outdoors” into the building by opening interior spaces to sunlight and views of sidewalk activity.

### Street Level Transparency

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 outside the building on the sidewalk, windows into areas that are too small, shallow, or narrow to support normal human activity, and any interior wall, equipment, or functional layout that hampers the intent of transparency stated above.

### RESPONSE:

Carefully coordinated entry elements compliment site and circulation of the building. Portions of the building will set back to create spaces at street level for pedestrian-oriented activities. Balconies are opportunities to bring the “outdoors” into the building as well as creating visual interest for pedestrians.



DC1. PROJECT USES AND ACTIVITIES



ACTIVATING SITE EDGES

**SDG: OPTIMIZE THE ARRANGEMENT OF USES AND ACTIVITIES ON SITE.**

**Minimize Pedestrian/Vehicle Conflicts:**

Site and design driveways to minimize conflicts between vehicles and pedestrians. This is especially important along Northgate Way, 1st Avenue NE, 5th Avenue NE, Roosevelt Way NE, 15th Avenue NE, NE 100th Street, NE 103rd Street, and NE 125th Street. Minimize the number of curb cuts and width of driveways and curb cuts along these streets.

**Locate Parking to the Rear:**

Where feasible, parking areas should be located to the rear of buildings.

**Bicycle Parking**

When providing bicycle parking, consider incorporating features such as storage and wayfinding for bicycle users into the overall site plan and building design.

**RESPONSE:**

The design enhances the pedestrian environment and minimizes vehicular passage, restricting driveway width and crossings.

DC2. ARCHITECTURAL CONCEPT



ACTIVATING SITE EDGES

**SDG: DEVELOP AN ARCHITECTURAL CONCEPT THAT WILL RESULT IN A UNIFIED AND FUNCTIONAL DESIGN THAT FITS WELL ON THE SITE AND WITHIN ITS SURROUNDINGS.**

**Commercial and Mixed-Use Buildings**

The ground level of the building must offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signs, overhead weather protection and ornamentation are encouraged.

**All New Developments**

Exterior building materials should have a human scale; this helps people relate to the size of the building. Good examples include stone and brick. Non-modular exterior materials, such as stucco, and those in large modules, such as concrete panels, will need finer details to reduce the perceived bulk and create human scale.

**Upper Stories**

Recessing the upper stories of developments on arterials allows sunlight to pass onto the street and minimizes the impact of height on pedestrians.

**RESPONSE:**

The ground level of the proposed building will includes windows, entrances, signs, overhead weather protection.

As shown on different options in this package, building modulation intends to create human scale.

DC3. OPEN SPACE CONCEPT



CONNECTIONS TO OTHER SPACES

**SDG: INTEGRATE OPEN SPACE DESIGN WITH THE DESIGN OF THE BUILDING SO THAT EACH COMPLEMENTS THE OTHER.**

**Landscaping to Enhance the Building and/or Site**

a. The corners of street intersections should be distinguished by special landscape treatments: special paving, low planters and flower displays, sculpture, and decorative lighting.

b. Mark and define pedestrian crossing and walkways with specimen trees and shrubs.

c. Ease of maintenance and durability should help guide the selection of plant species and landscape materials such as paving, seating and other site materials. Use native, drought tolerant species of plants and avoid invasive plant species.

**Use Landscaping Design to Enhance the Site**

Consider design strategies to create natural features or systems that can be incorporated into the site design. For example, consider incorporating rain gardens or drainage swales. Landscaping features such as larger planting strips can enhance the site and can effectively separate pedestrians from the impacts of traffic.

**RESPONSE:**

The project imagines a site that softens the edge between pedestrian and nature with new native plantings, and separation of vehicular traffic and circulation via planting buffers. The character of each street varies, with steps in activity being treated with progressive levels of landscaping as street activation decreases.



DC4. EXTERIOR ELEMENTS AND FINISHES



SIGNAGE VARIATION

**SDG: USE APPROPRIATE AND HIGH QUALITY ELEMENTS AND FINISHES FOR THE BUILDING AND ITS OPEN SPACES.**

**Design Signage Compatible with Human Scale and Consistent with Architectural Concept**

Signs should be oriented and scaled for both pedestrians on sidewalks and persons in vehicles on streets within the immediate neighborhood. Signs should add interest to the street level environment. They can help unify the overall architectural concept of the building, or provide a unique identity for an individual business within the larger structure. The following types of signs are encouraged:

- i. Pedestrian-oriented blade signs; and
- ii. Signs integrated into the design of the building: along a sign band, on canopies and marquees, located in windows.

These types of signs are discouraged:

- iii. These types of signs are discouraged:
- iv. Large illuminated box signs (backlit “can” signs); and
- v. Post-mounted signs.

**RESPONSE:**

High quality materials and distinct storefronts will be key to a liveable, pedestrian friendly destination. Main entrances will be marked with appropriate signage and visual distinction.



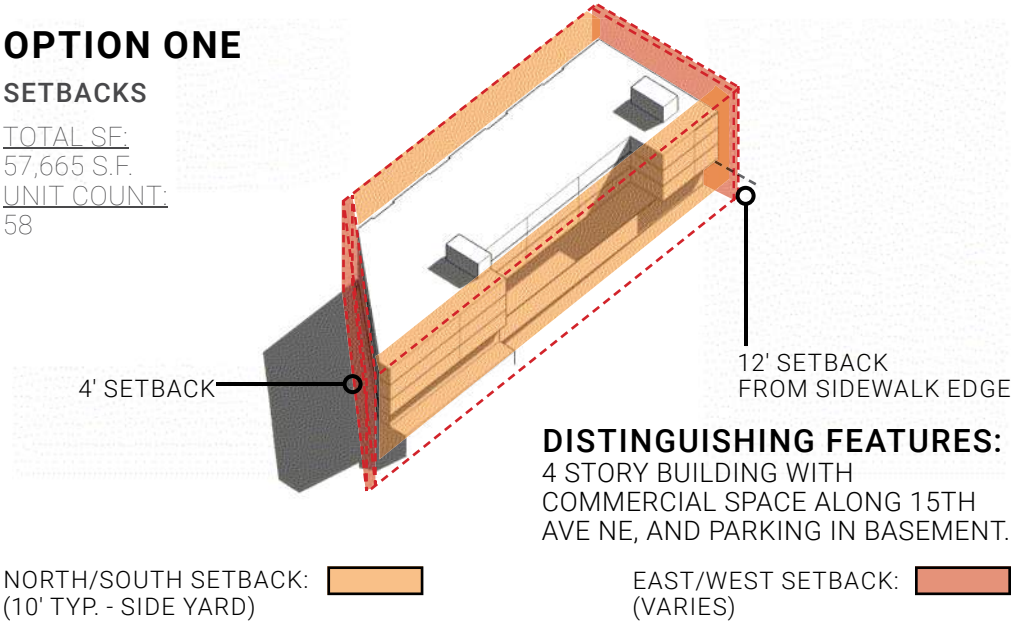
DESIGN CONCEPT DEVELOPMENT

MASSING OPTIONS

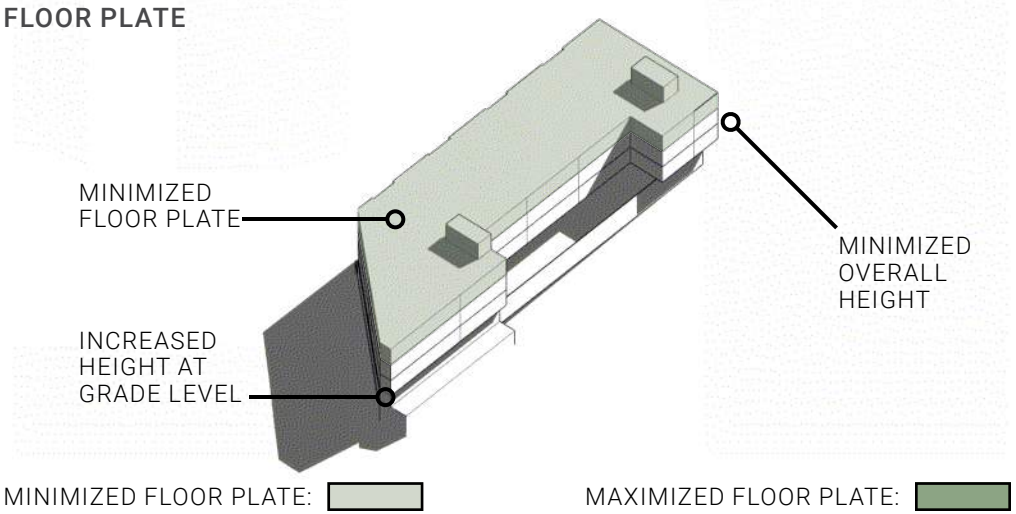
OPTION ONE

SETBACKS

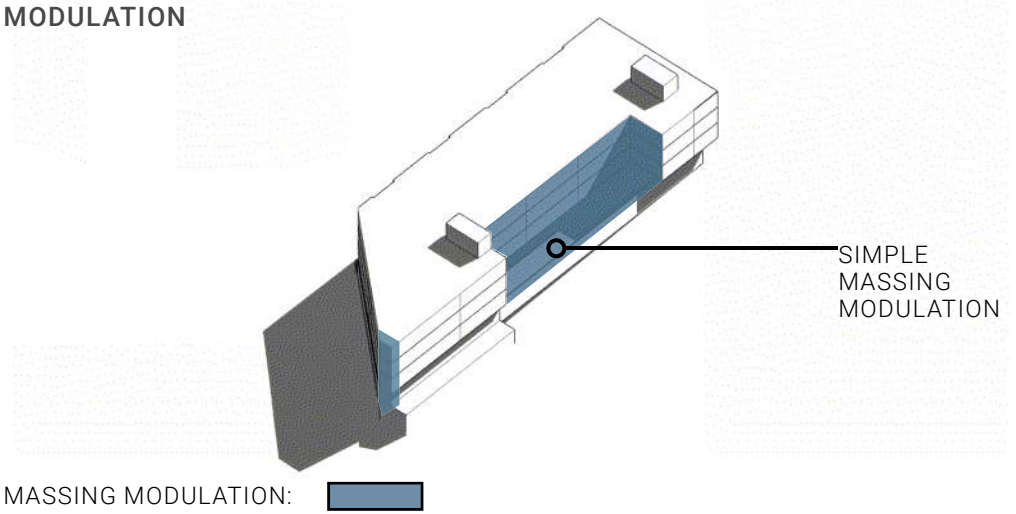
TOTAL SF:  
57,665 S.F.  
UNIT COUNT:  
58



FLOOR PLATE



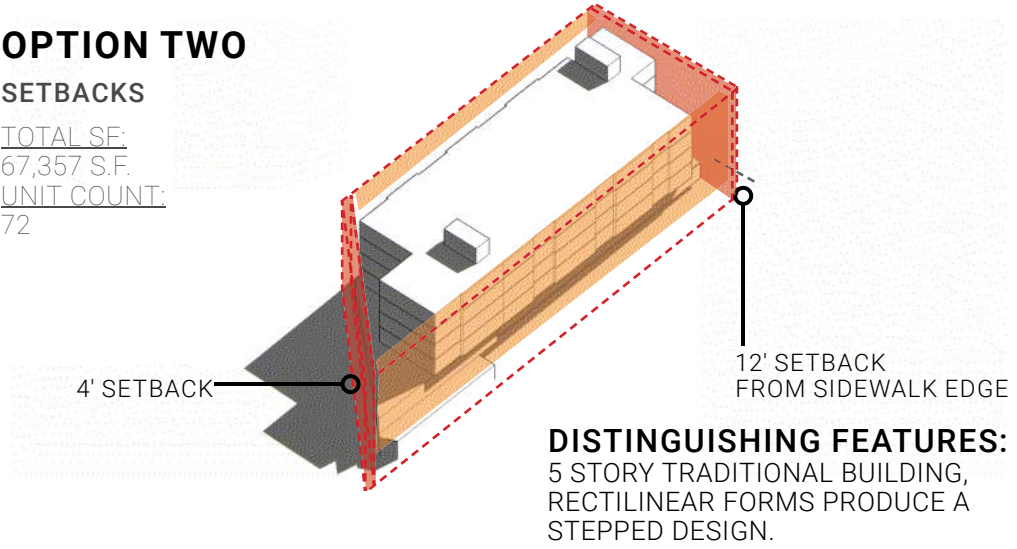
MODULATION



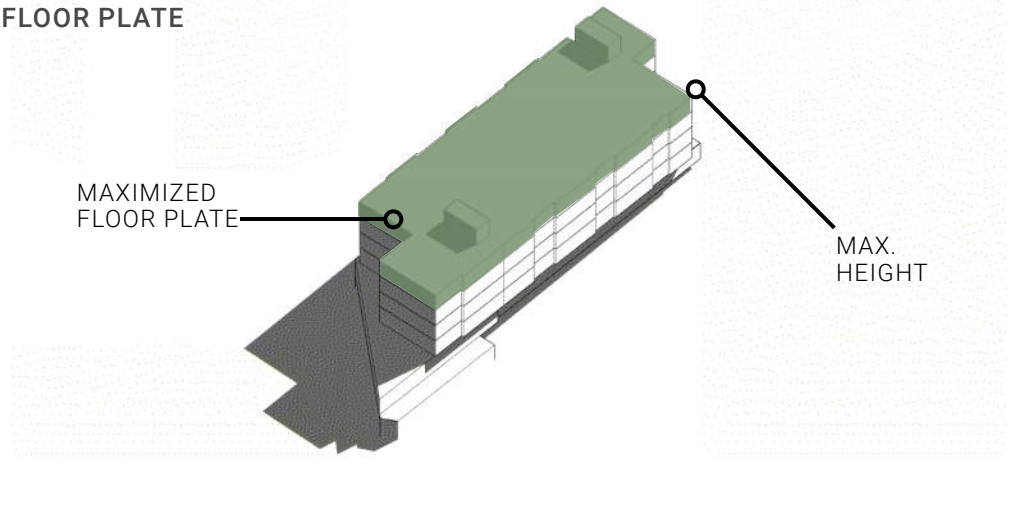
OPTION TWO

SETBACKS

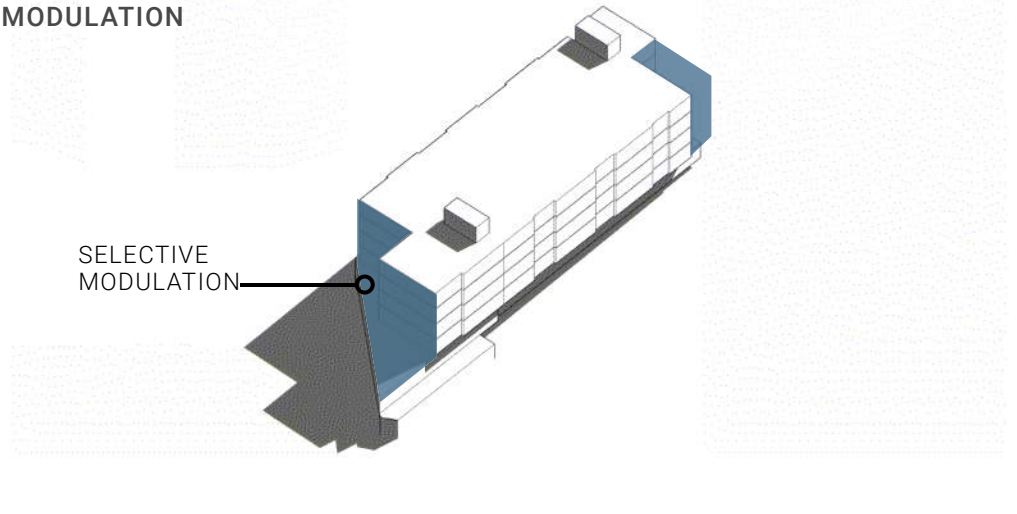
TOTAL SF:  
67,357 S.F.  
UNIT COUNT:  
72



FLOOR PLATE



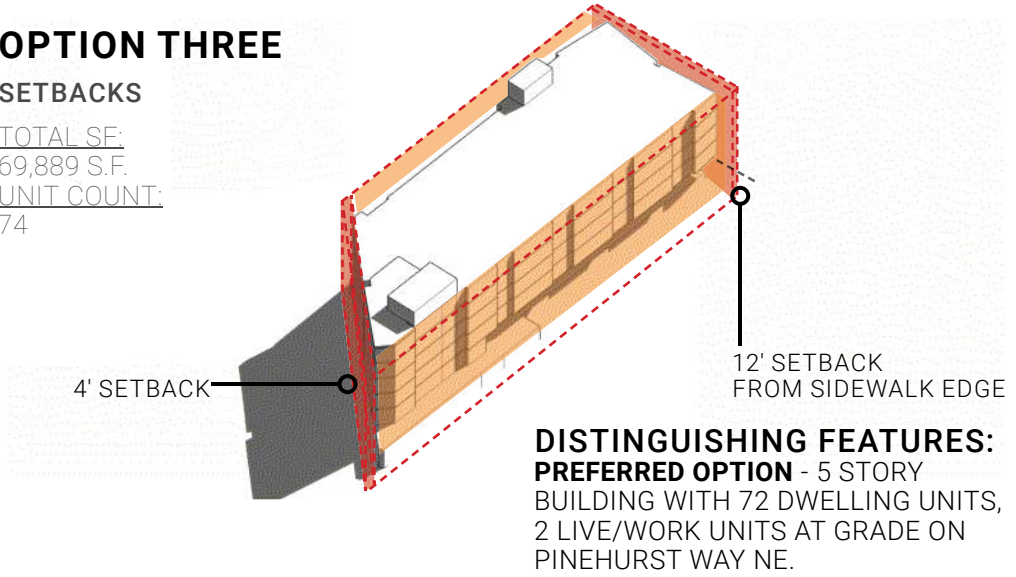
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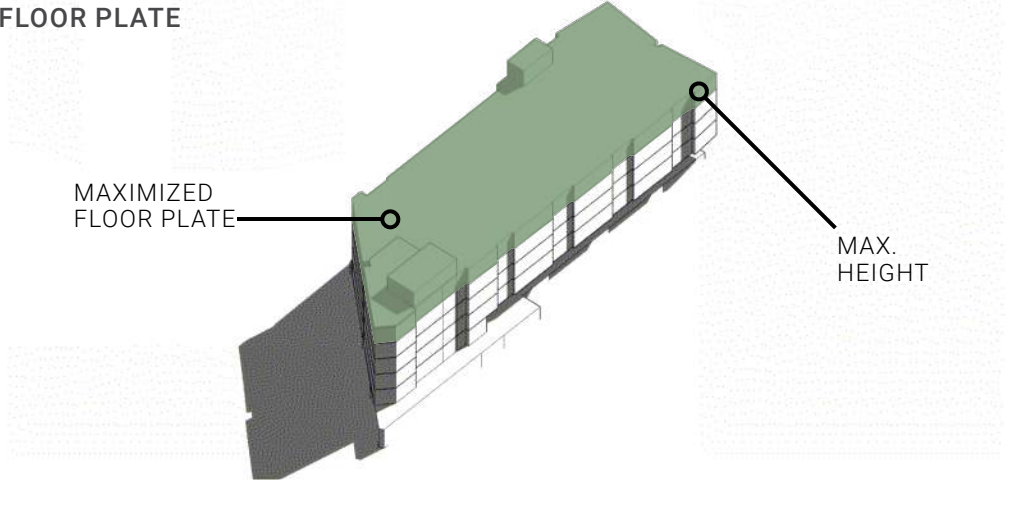
OPTION THREE

SETBACKS

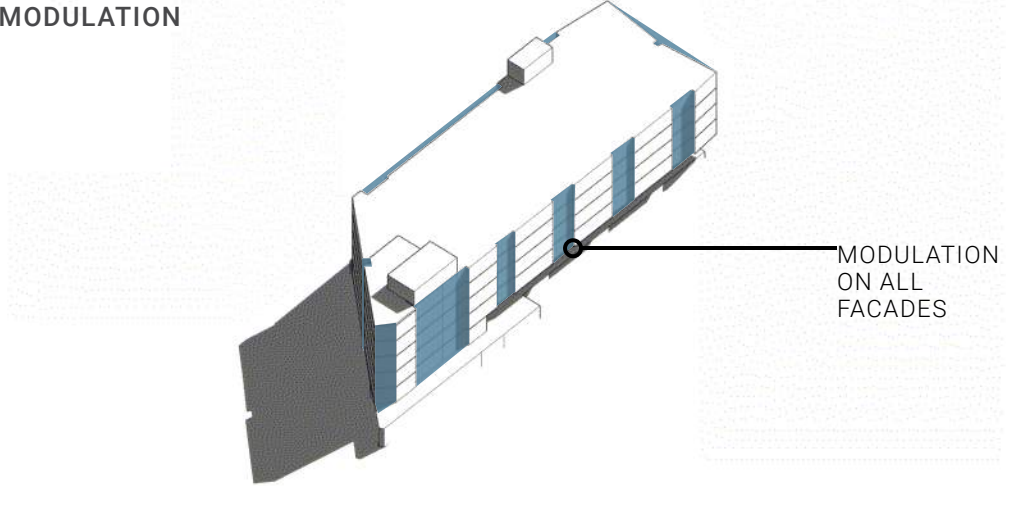
TOTAL SF:  
69,889 S.F.  
UNIT COUNT:  
74



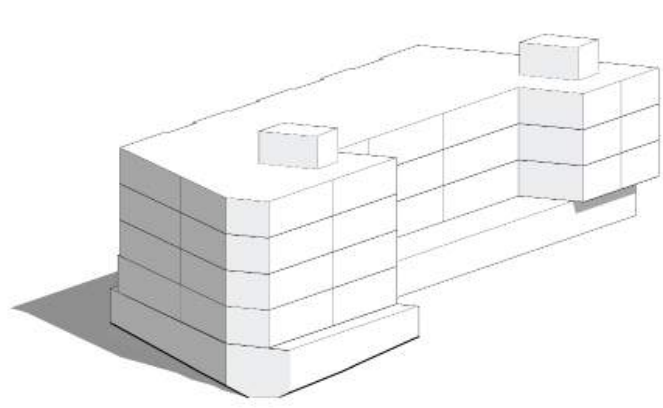
FLOOR PLATE



MODULATION







OPTION ONE - "15TH AVE RETAIL"

**DISTINGUISHING FEATURES:**  
4 STORY BUILDING WITH COMMERCIAL SPACE ALONG 15TH AVE NE, AND PARKING IN BASEMENT.

**PROS:**  
COMMERCIAL BAYS FRONT ALONG EXISTING NEIGHBORHOOD COMMERCIAL CORE.

**CONS:**  
INCREASED HEIGHT AT GRADE LEVEL REDUCES THE NUMBER OF RESIDENTIAL LEVELS ABOVE BY ONE, DUE TO MINIMUM HEIGHT REQUIREMENTS FOR RETAIL, WHICH PUSHES THE BUILDING VERTICALLY, LIMITING THE NUMBER OF DWELLING UNITS.

APPROXIMATE GSF:

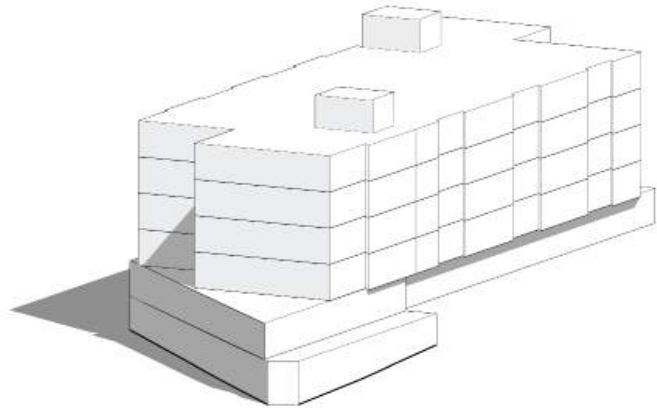
- P01: 6,223 S.F.
- L1: 13,921 S.F.
- L2 - L4: 12,507 S.F.
- **TOTAL: 57,665 S.F.**

- MAX. FAR: 69,892.5 S.F.

**PROGRAM:**

- RETAIL SPACE GFS: 992 SF
- UNIT COUNT: 58
- PARKING COUNT: 30

**DEPARTURES:**  
NO DEPARTURES REQUESTED



OPTION TWO - "OFFSET BARS"

**DISTINGUISHING FEATURES:**  
5 STORY TRADITIONAL BUILDING, RECTILINEAR FORMS PRODUCE A STEPPED DESIGN.

**PROS:**  
CLEAN MASSING WITH SIMPLE, WELL UNDERSTOOD FORM.

**CONS:**  
DESIGN DOES NOT MODULATE WITH STREET GRID, PRODUCING A DESIGN THAT IS ELEVATED ABOVE, BUT NOT INFLUENCED BY ITS CONTEXT.

RETAIL ALONG PINEHURST CONFLICTS WITH NON-MOTORIZED MOBILITY USERS, LACK OF DEDICATED PARKING AND DIRECT LOADING SPACE.

APPROXIMATE GSF:

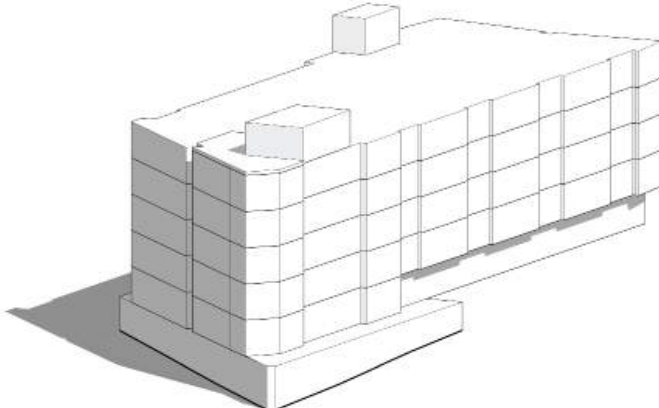
- P01: 6,726 S.F.
- L1: 11,894 S.F.
- L2: 13,535 S.F.
- L3 - L5: 11,734 S.F.
- **TOTAL: 67,357 S.F.**

- MAX. FAR: 69,892.5 S.F.

**PROGRAM:**

- RETAIL SPACE GFS: 1,857 SF
- UNIT COUNT: 72
- PARKING COUNT: 30

**DEPARTURES:**  
NO DEPARTURES REQUESTED



OPTION THREE - "MODULATED"

**DISTINGUISHING FEATURES:**  
PREFERRED OPTION - 5 STORY BUILDING WITH 72 DWELLING UNITS, 2 LIVE/WORK UNITS AT GRADE ON PINEHURST WAY NE.

**PROS:**  
ACTIVATES PINEHURST WAY, WHILE MAINTAINING THE PEDESTRIAN FRIENDLY STREETScape.

**CONS:**  
INCREASED HEIGHT AT GRADE LEVEL REDUCES THE NUMBER OF RESIDENTIAL LEVELS ABOVE BY ONE, LIMITING THE NUMBER OF DWELLING UNITS.

APPROXIMATE GSF:

- P01: 5,862 S.F.
- L1: 13,679 S.F.
- L2 - L5: 12,587 S.F.
- **TOTAL: 69,889 S.F.**

- MAX. FAR: 69,892.5 S.F.

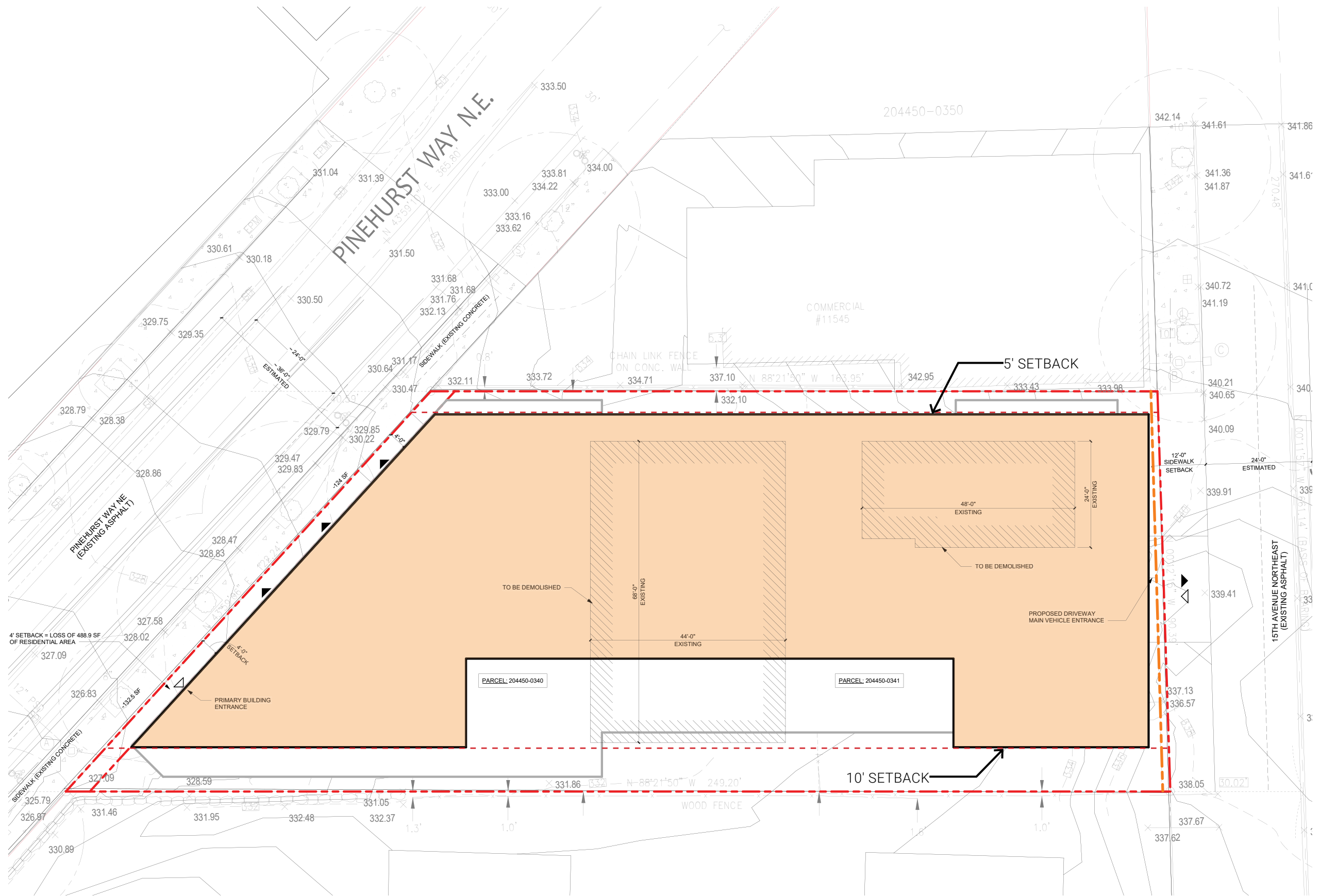
**PROGRAM:**

- LIVE/WORK SPACE GFS: 1,922 SF
- UNIT COUNT: 74
- PARKING COUNT: 42 (30 STANDARD, 8 EV, 1 VAN-ACCESSIBLE, 1 EV ACCESSIBLE, 1 COMMERCIAL, 1 EV COMMERCIAL)

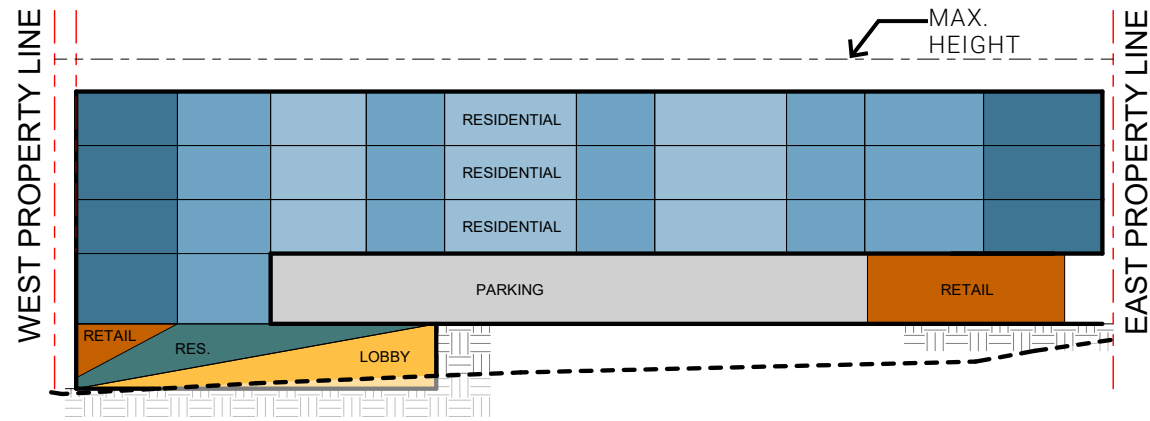
**DEPARTURES:**  
NO DEPARTURES REQUESTED



EDG OPTION 1 - "15TH AVE RETAIL"  
SITE PLAN

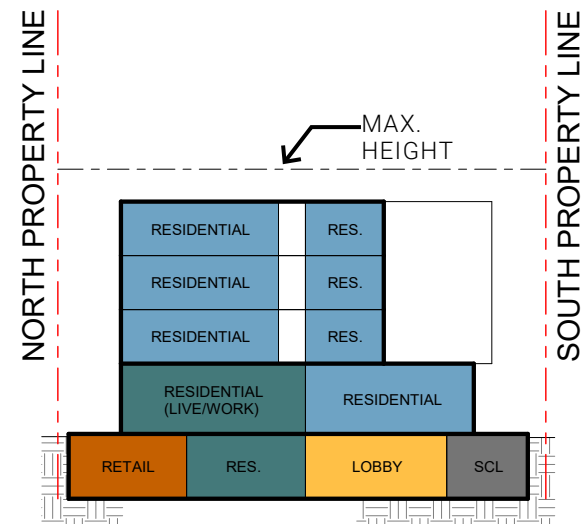






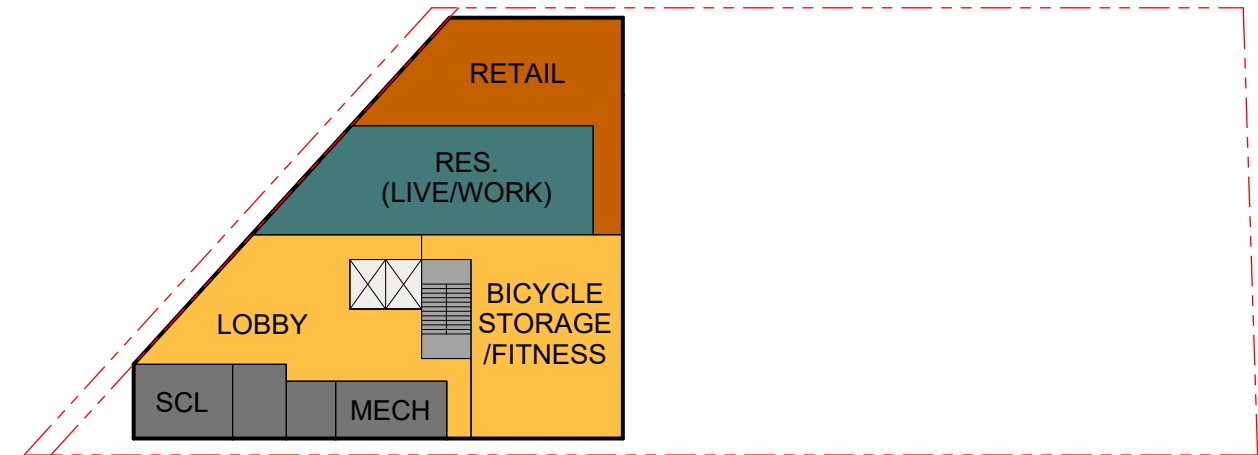
OPTION 1 - LONGITUDINAL SECTION

**DISTINGUISHING FEATURES:**  
4 STORY BUILDING WITH COMMERCIAL SPACE ALONG 15TH AVE NE, AND PARKING IN BASEMENT.

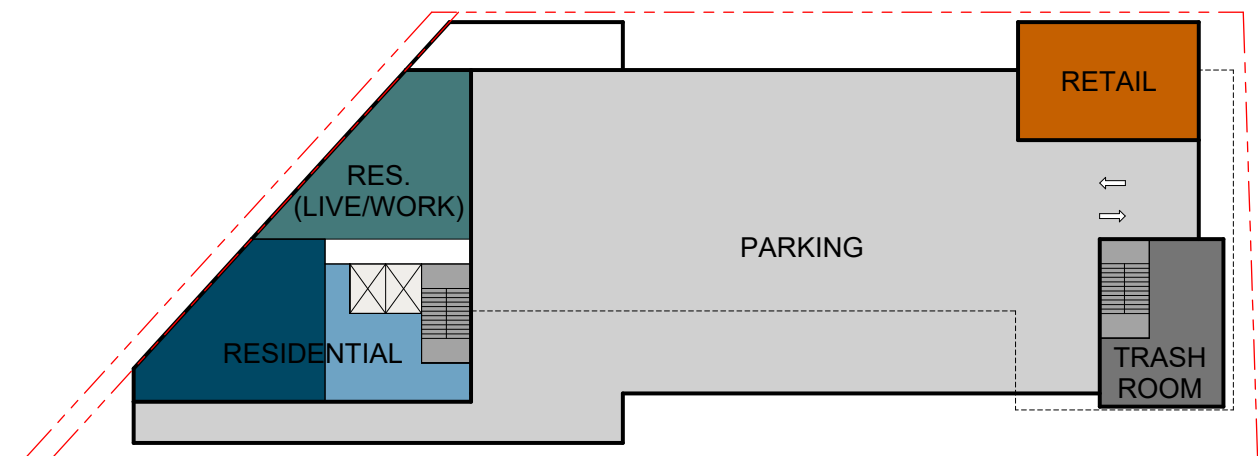


OPTION 1 - CROSS SECTION

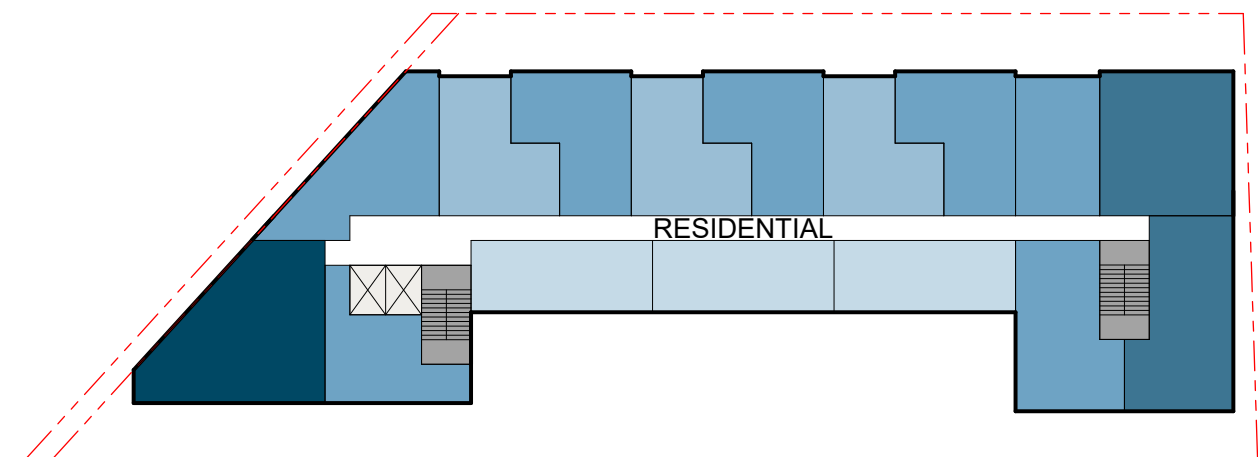
- STUDIO
- OPEN 1-BED
- 1-BED
- 2-BED
- LIVE/WORK
- RETAIL
- AMENITY
- UTILITY
- STAIR
- ELEVATOR
- PARKING
- EXT. AMENITY



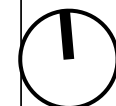
OPTION 1 - LEVEL P01 DIAGRAM



OPTION 1 - LEVEL 01 DIAGRAM

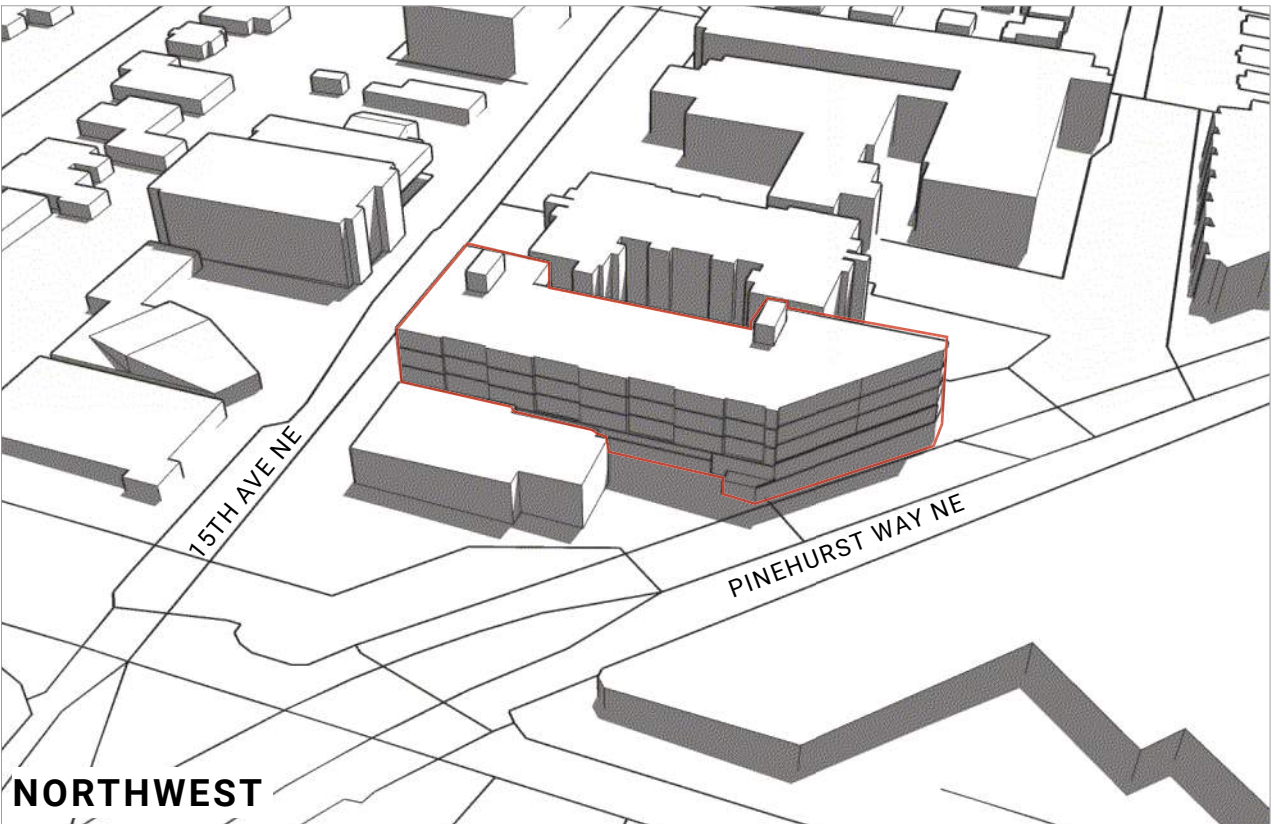
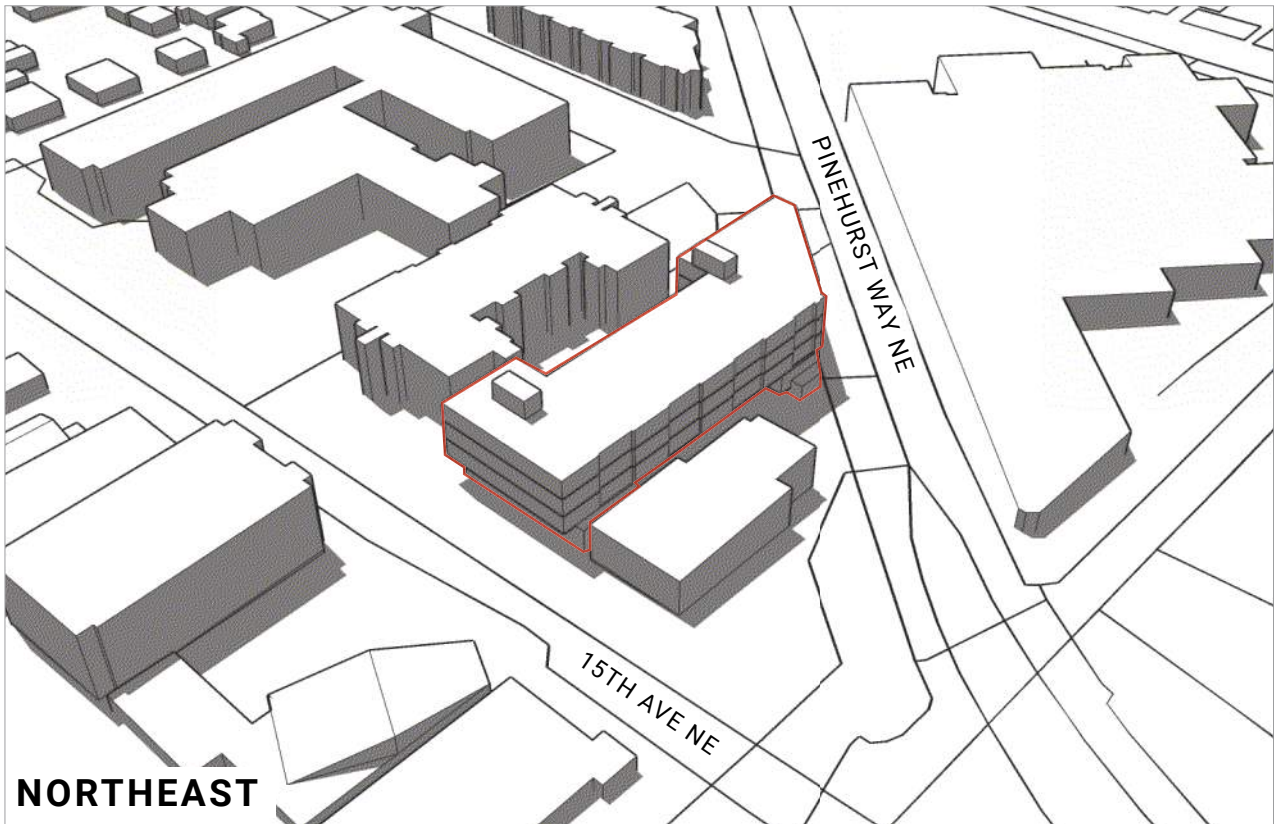
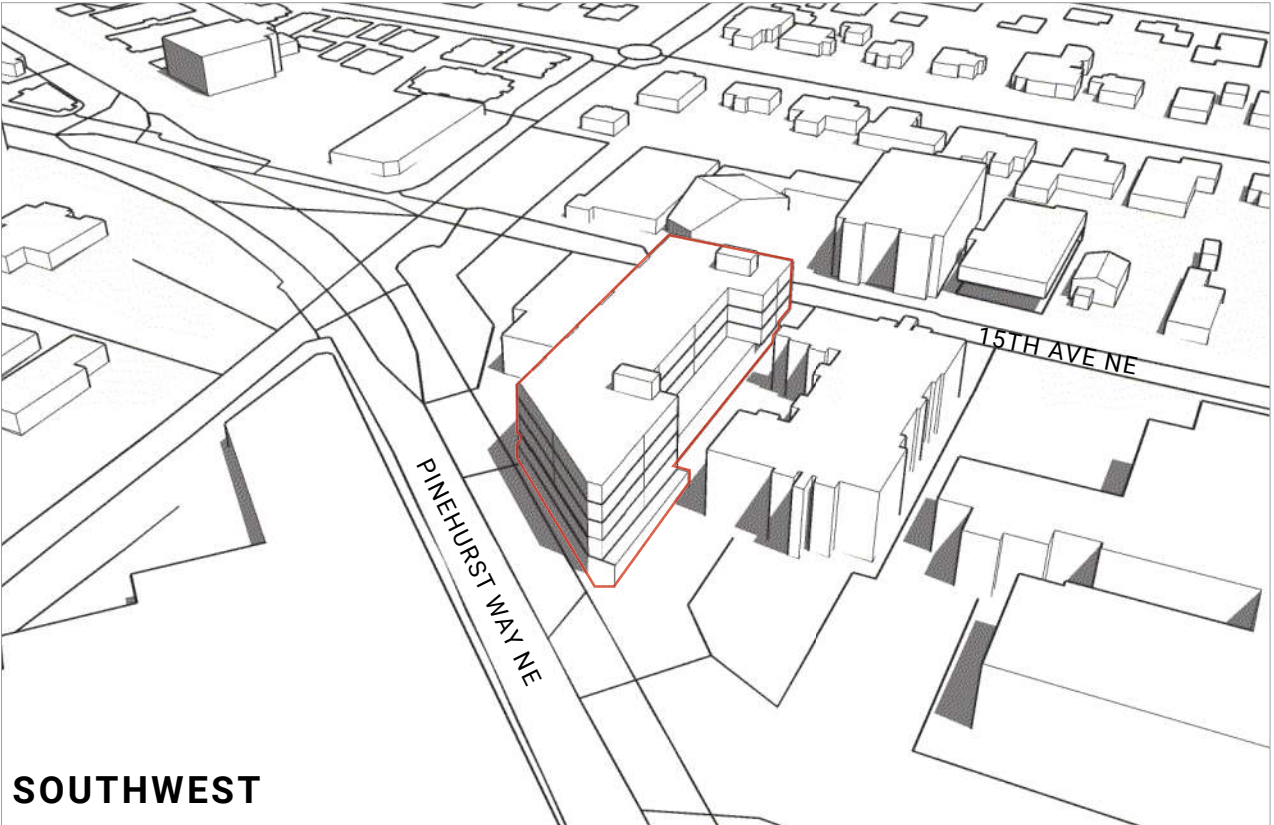
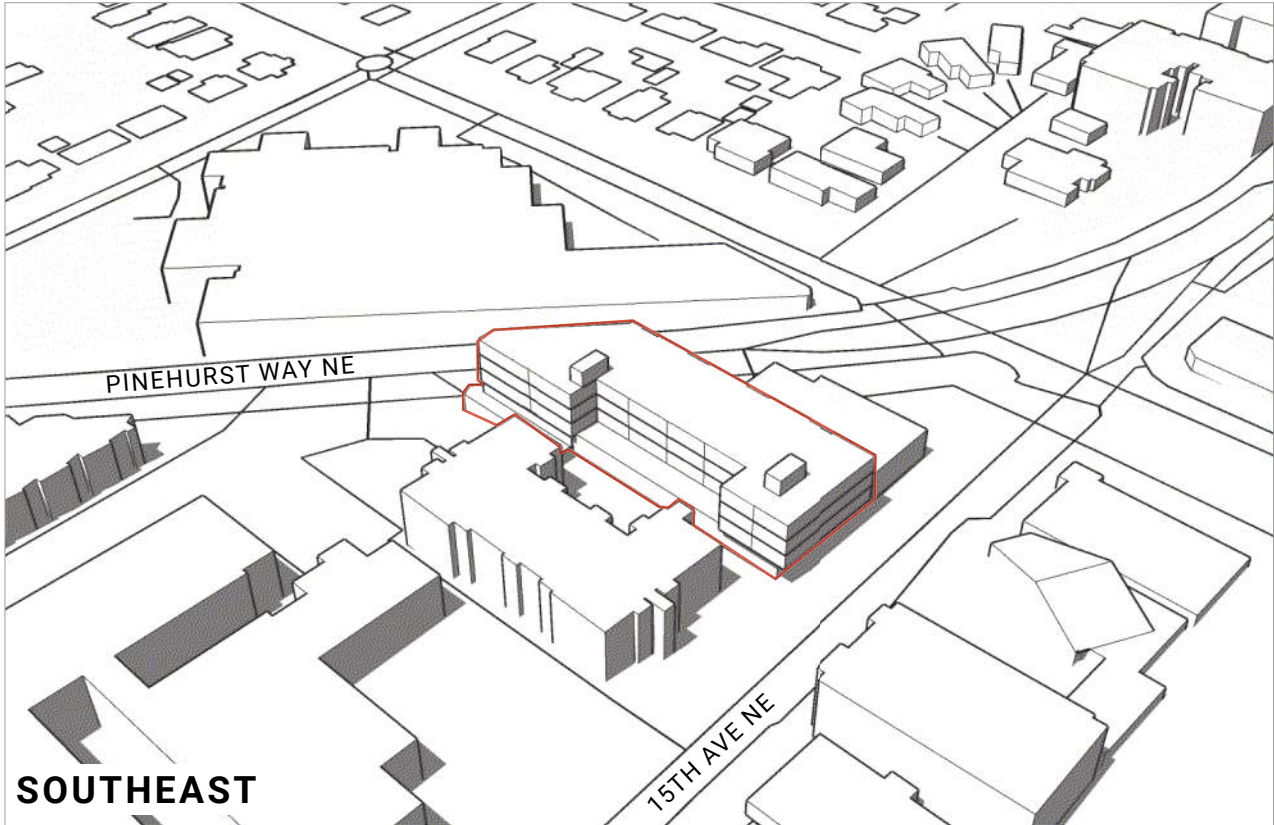


OPTION 1 - LEVEL 02 DIAGRAM

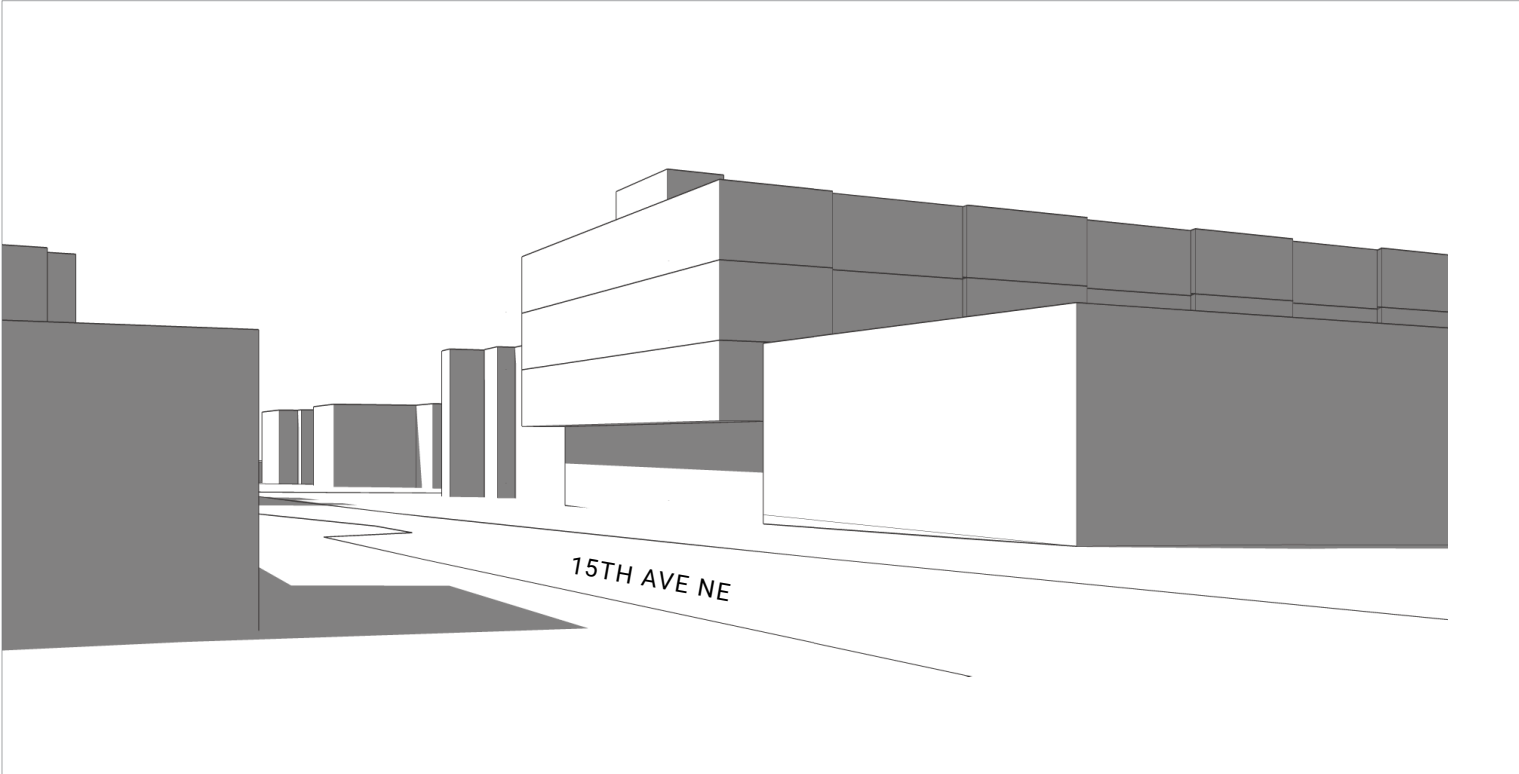




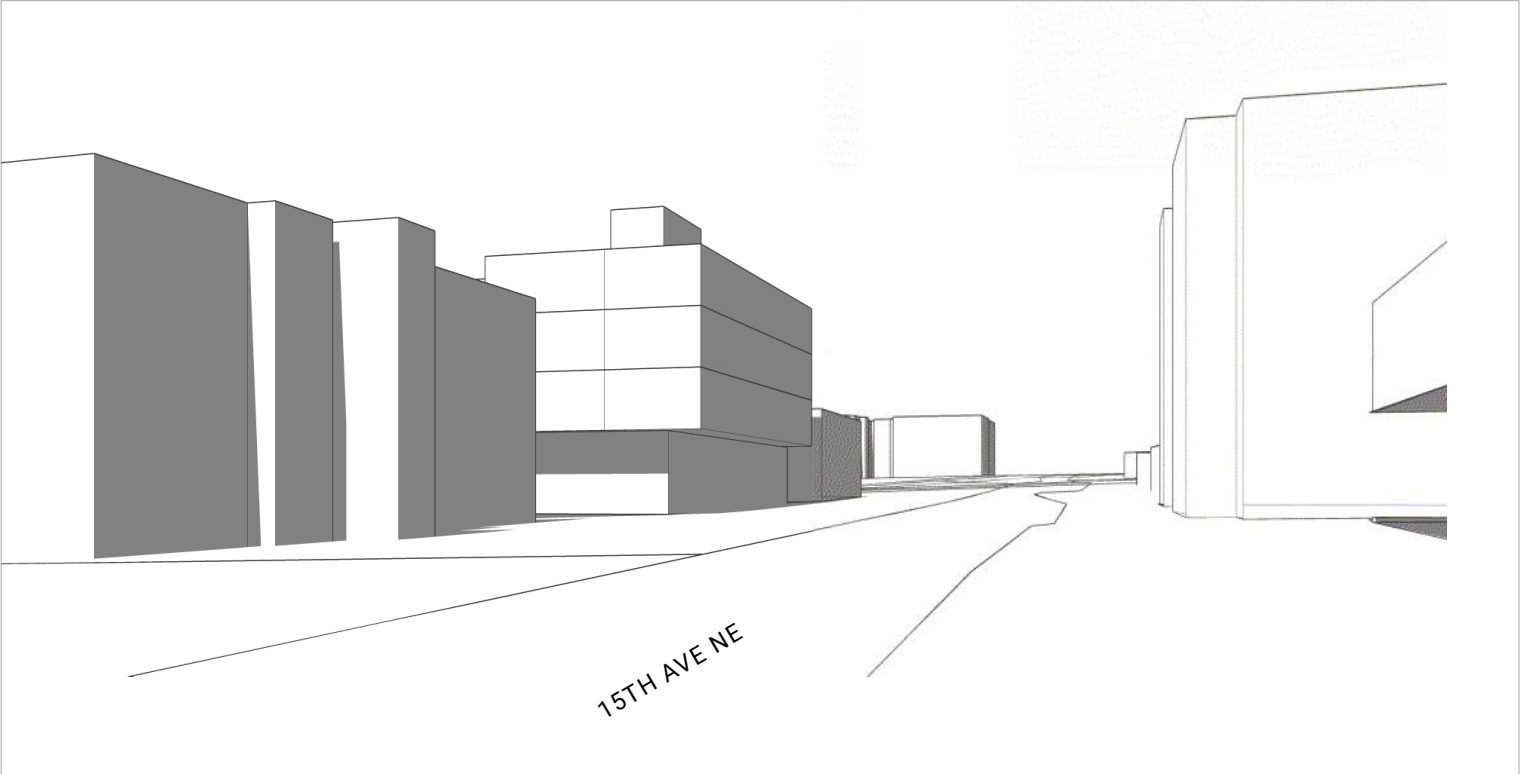
**EDG OPTION 1 - "15TH AVE RETAIL"**  
AERIAL PERSPECTIVE & USE ADJACENCY



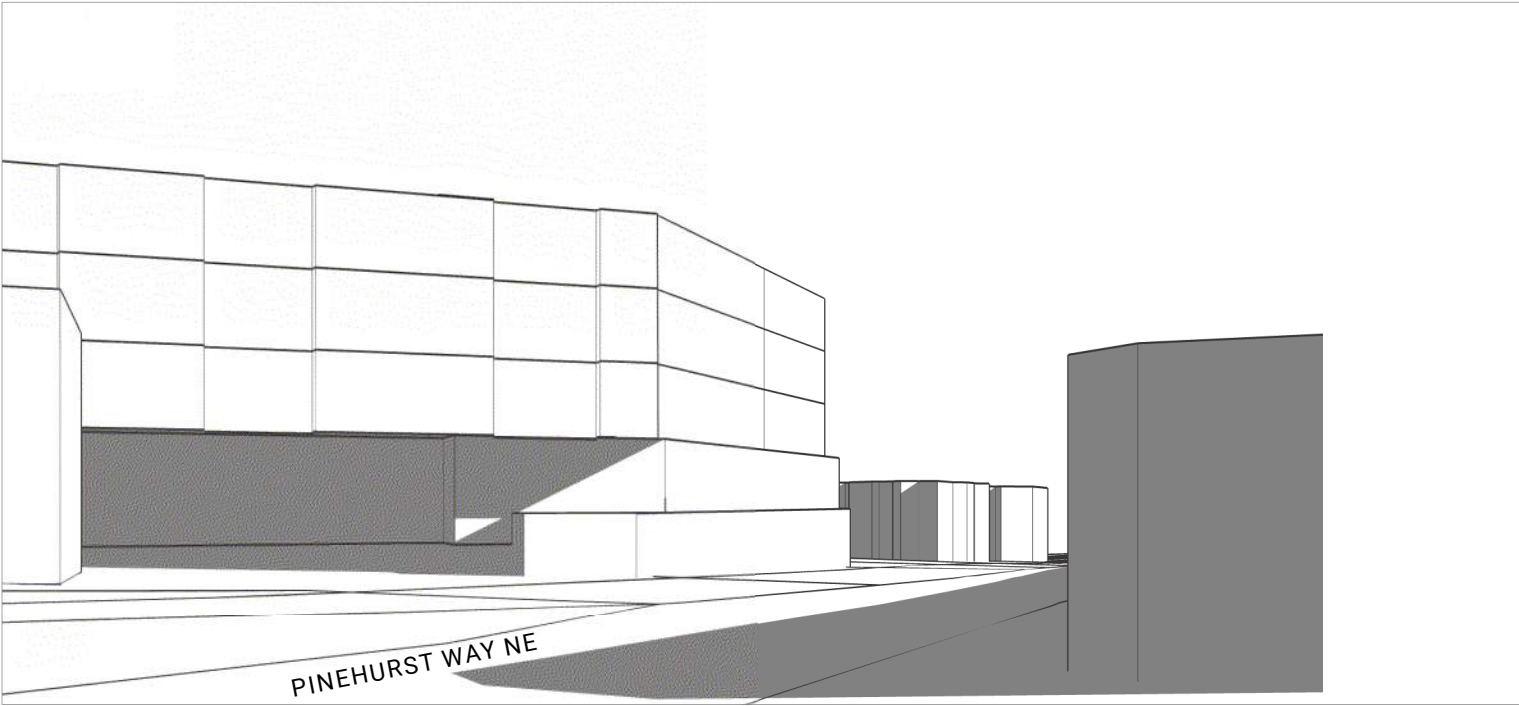




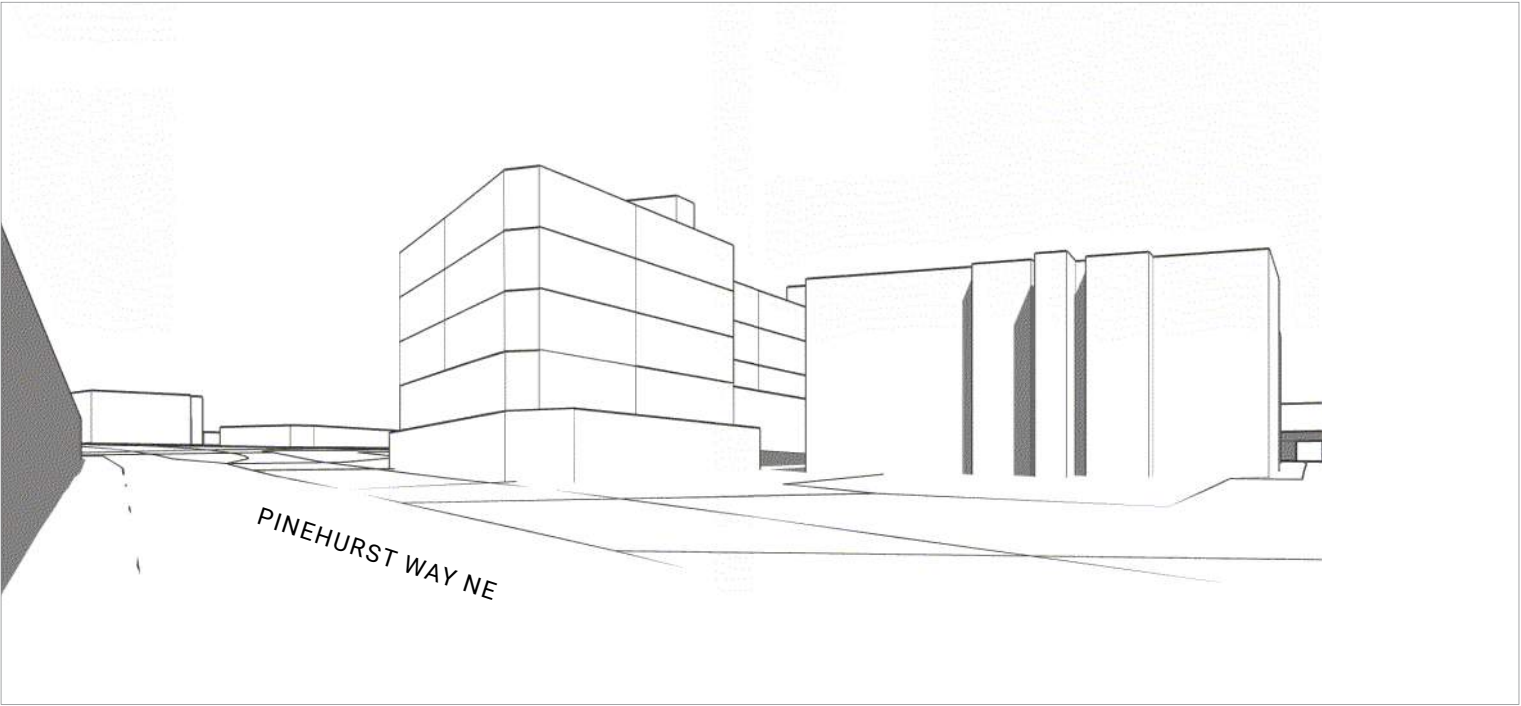
NORTHEAST CORNER



SOUTHEAST CORNER



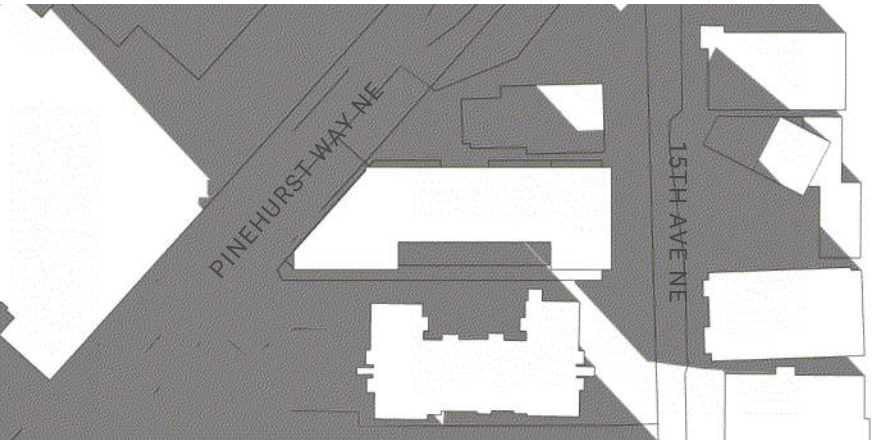
NORTHWEST CORNER



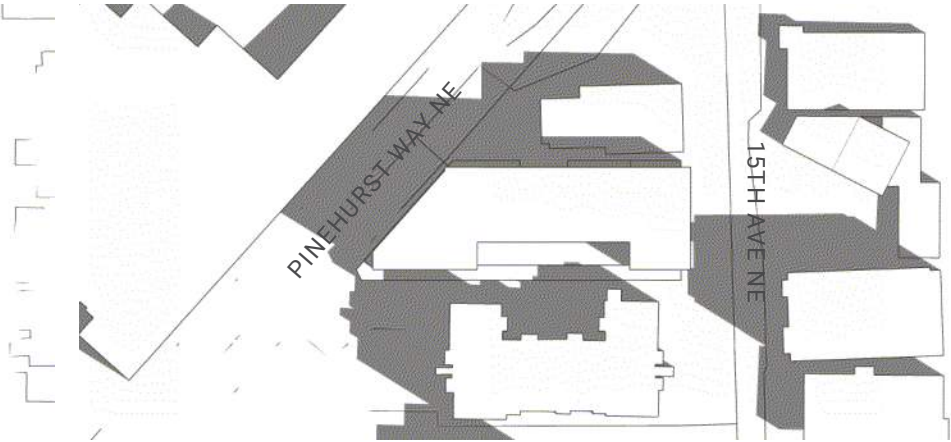
SOUTHWEST CORNER



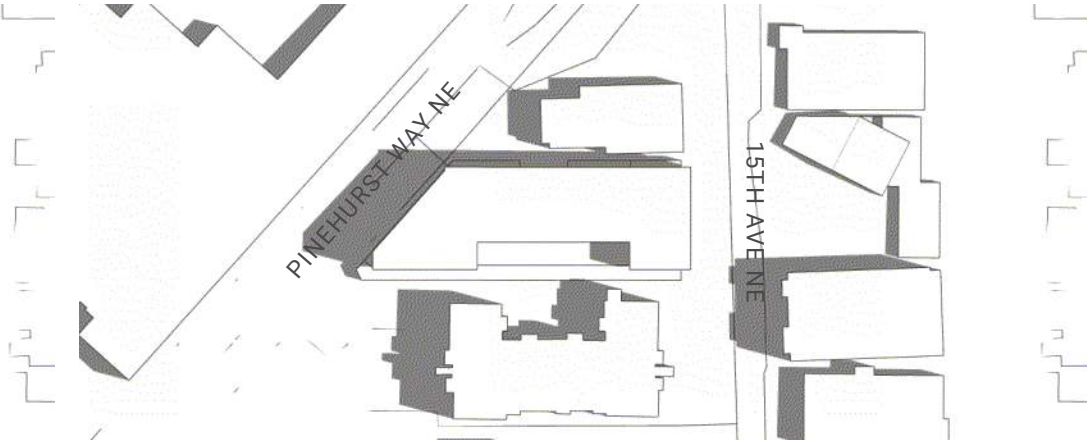
EDG OPTION 1 - "15TH AVE RETAIL"  
SHADOW STUDIES



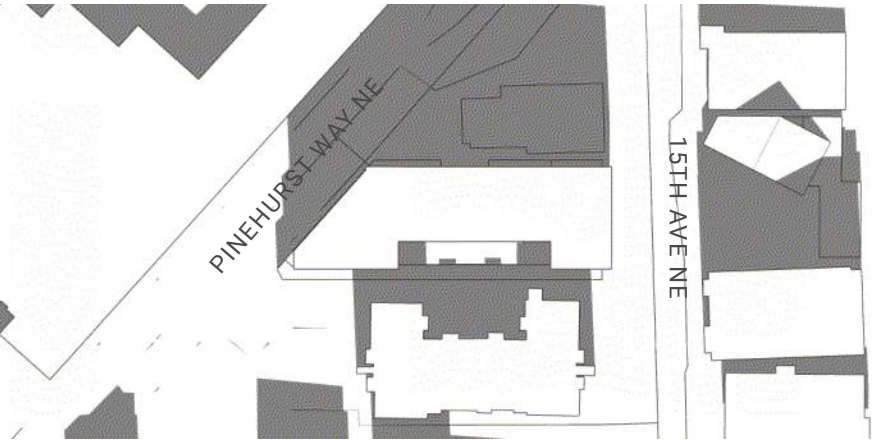
DECEMBER 21, 9AM



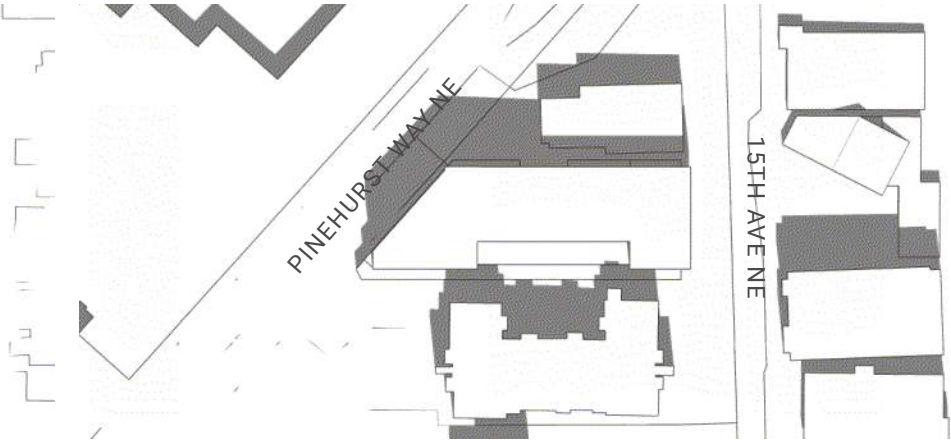
MARCH / SEPTEMBER 21, 9AM



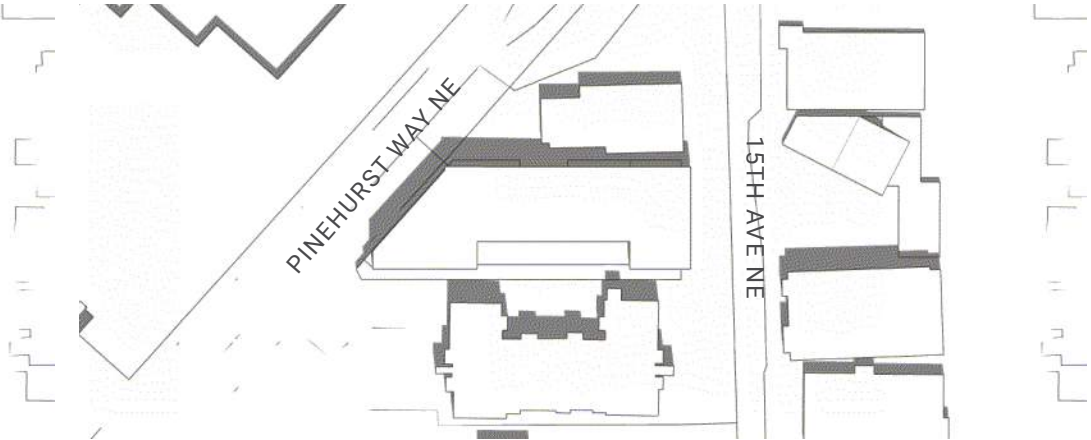
JUNE 21, 9AM



DECEMBER 21, 12PM (NOON)



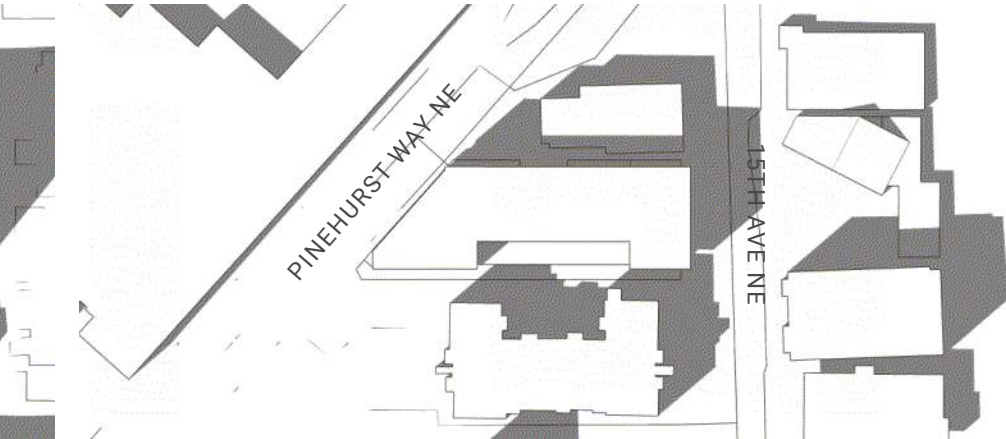
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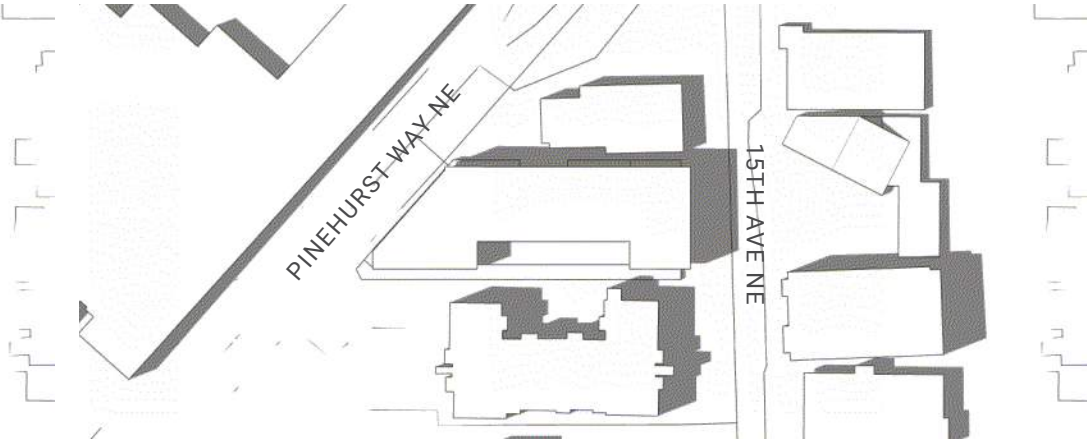
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DECEMBER 21, 3PM



MARCH / SEPTEMBER 21, 3PM



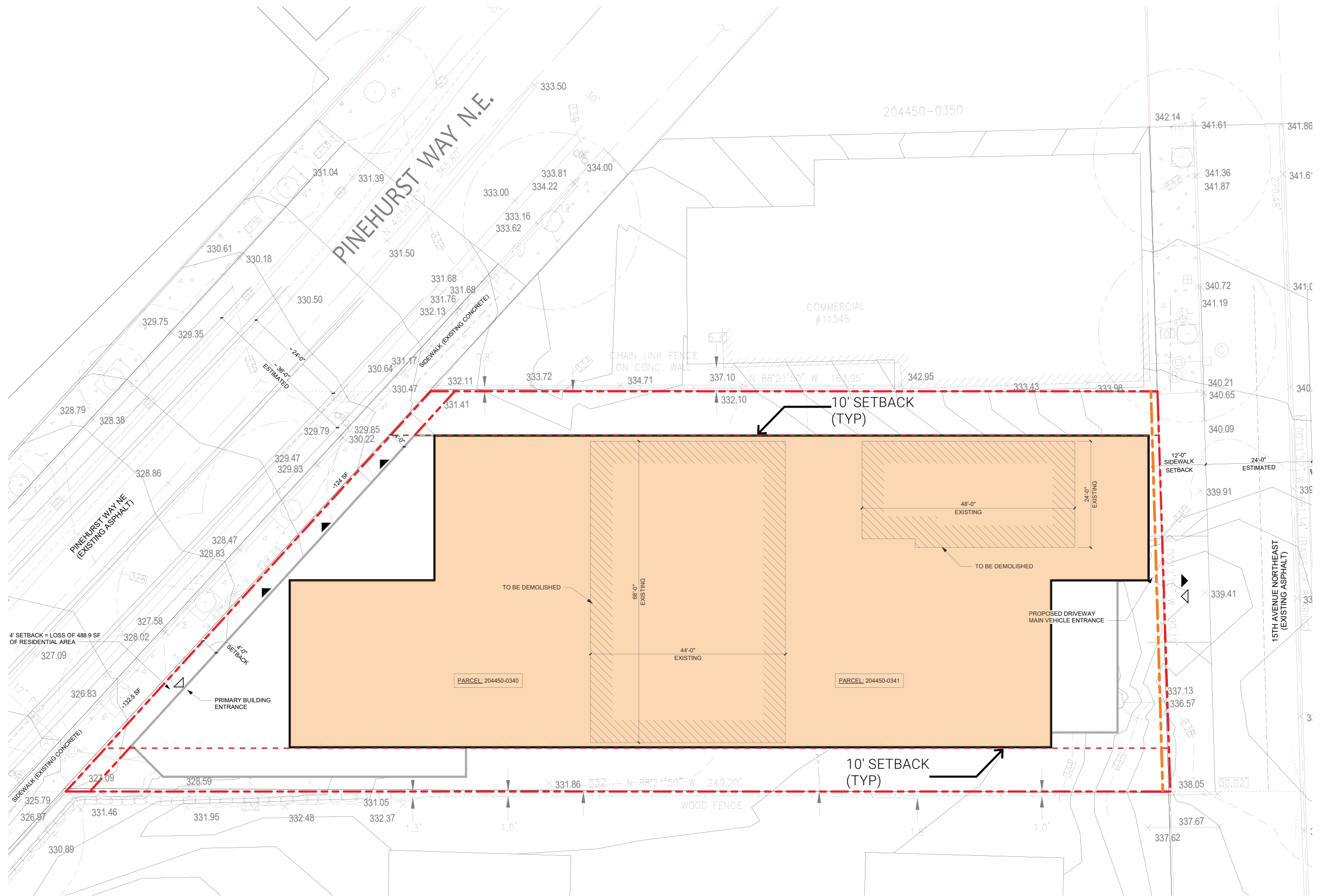
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EDG OPTION 2 - "OFFSET BARS"  
SITE PLAN





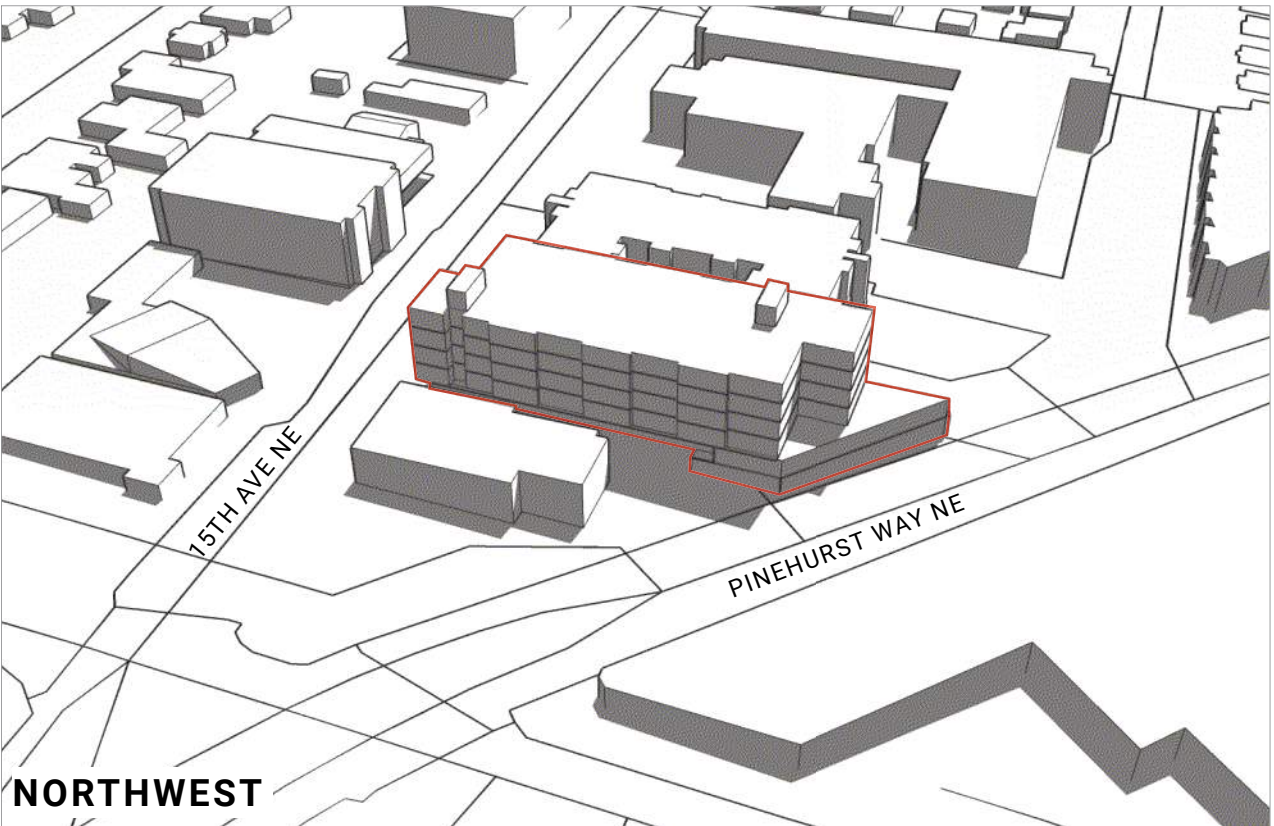
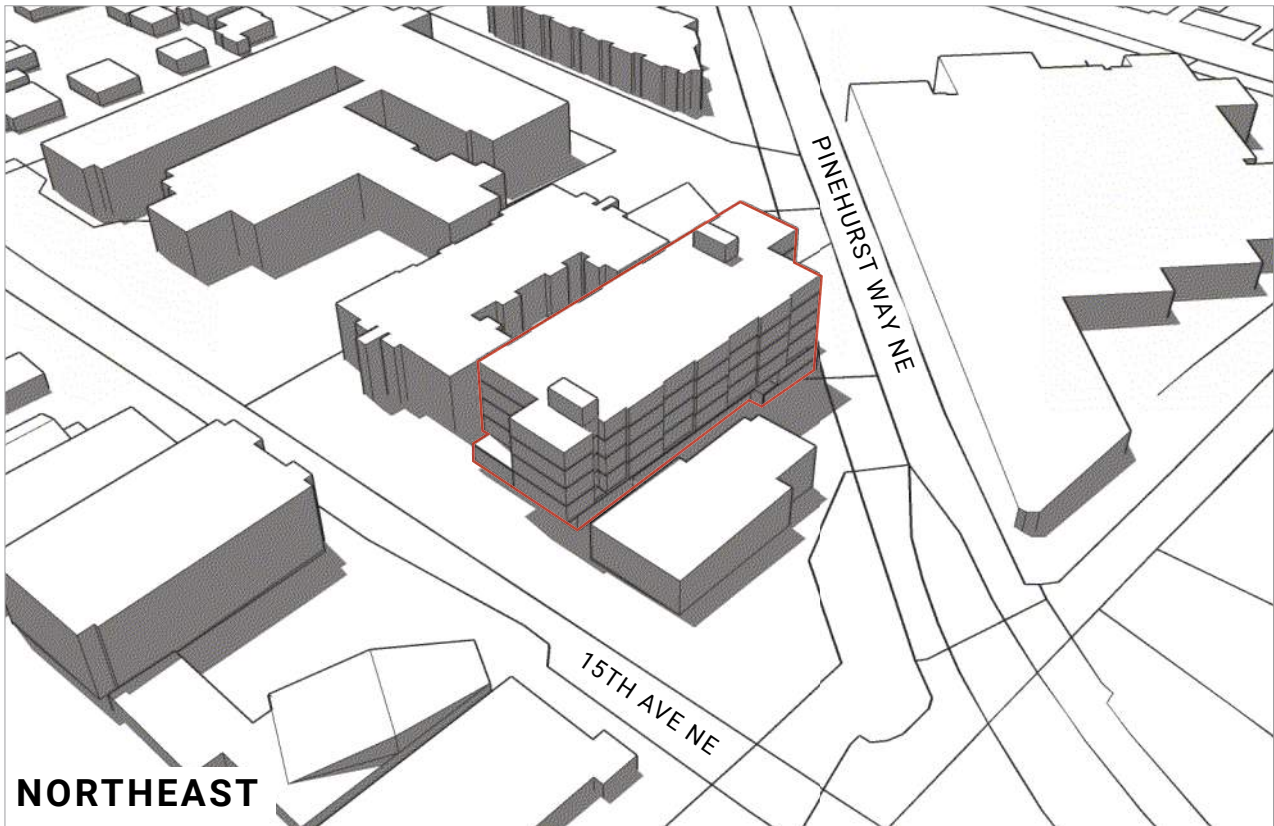
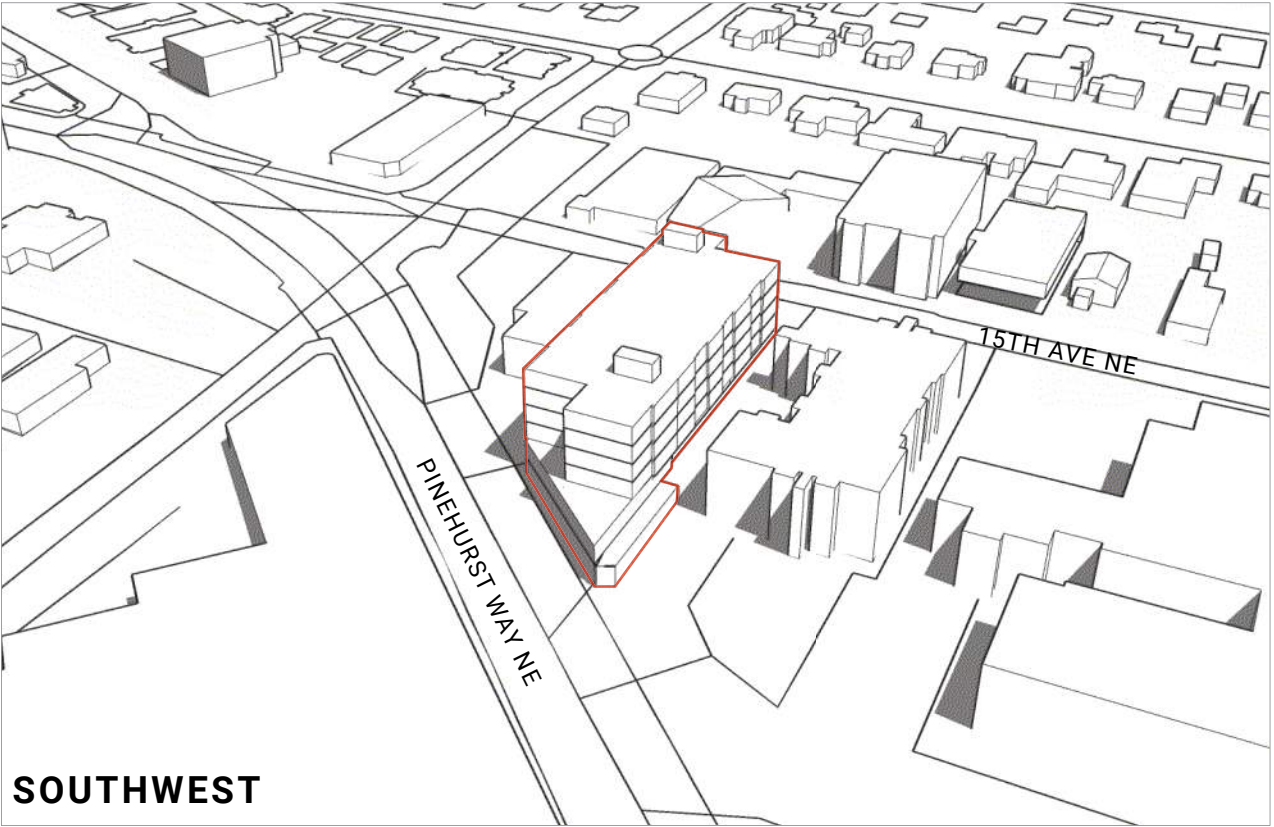
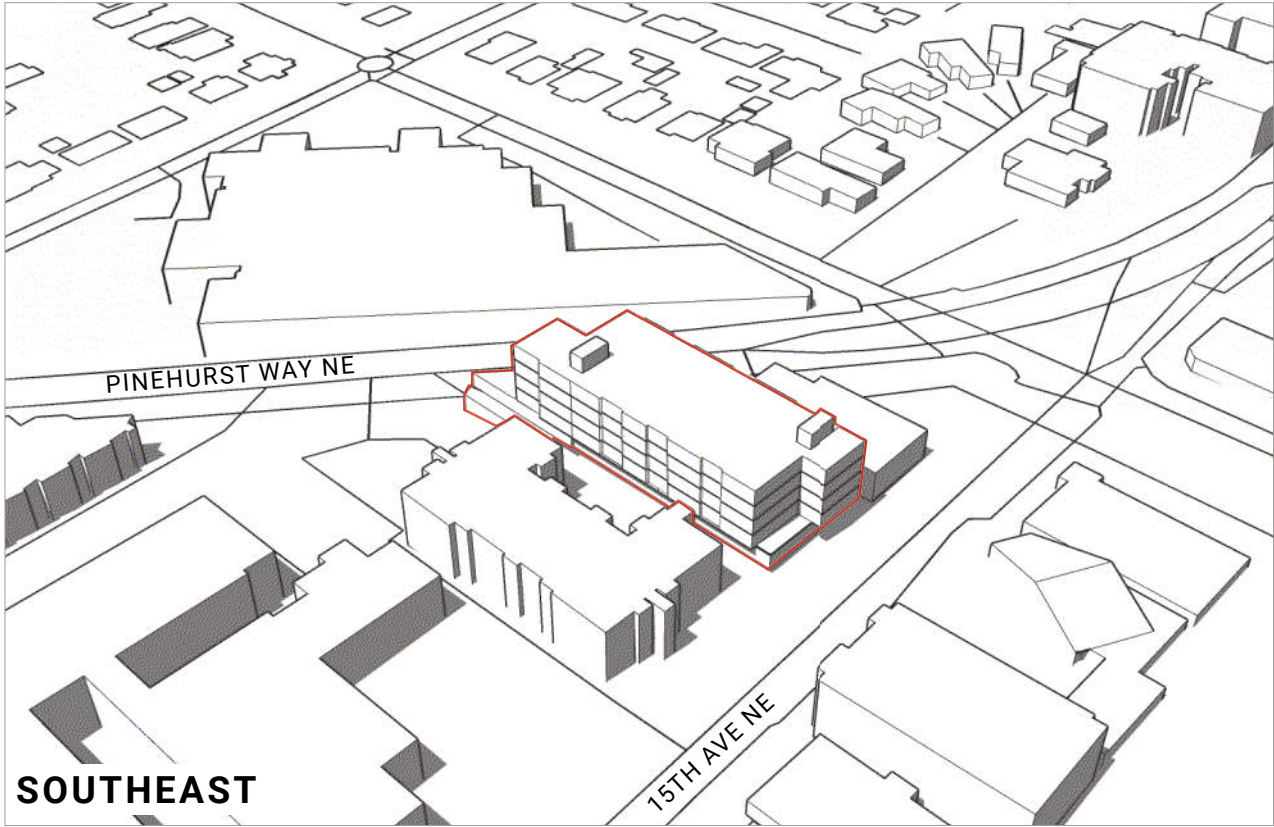


### OPTION 3 - CROSS SECTION

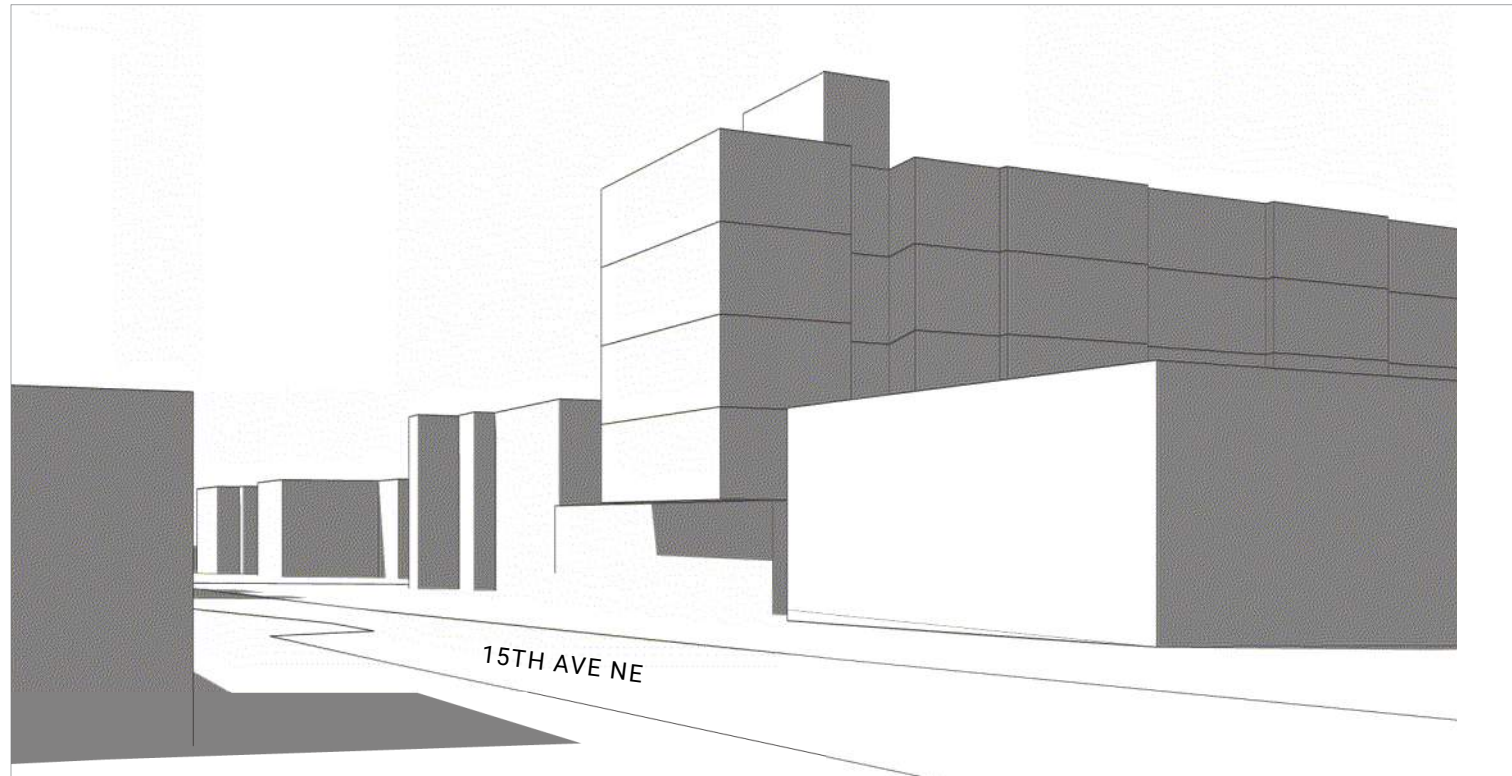




**EDG OPTION 2 - "OFFSET BARS"**  
AERIAL PERSPECTIVE & USE ADJACENCY



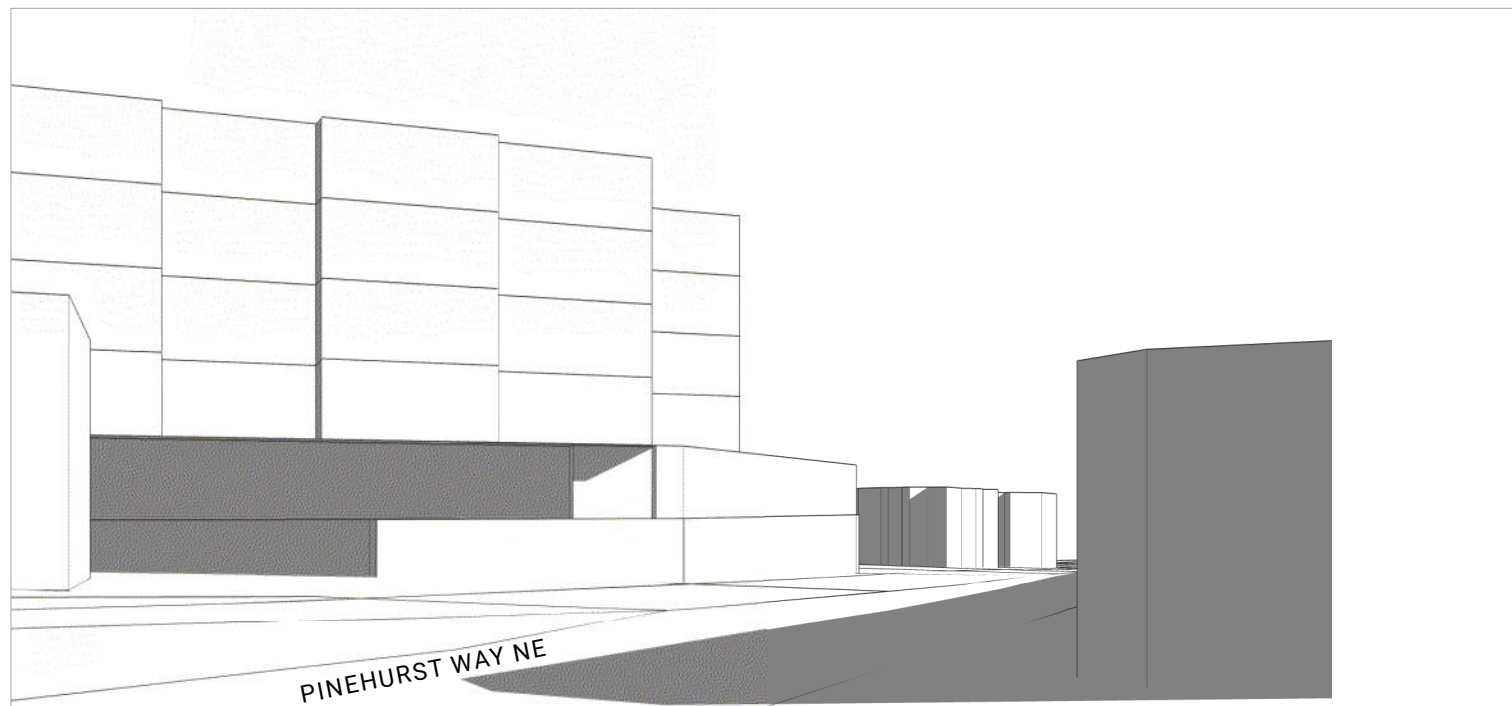




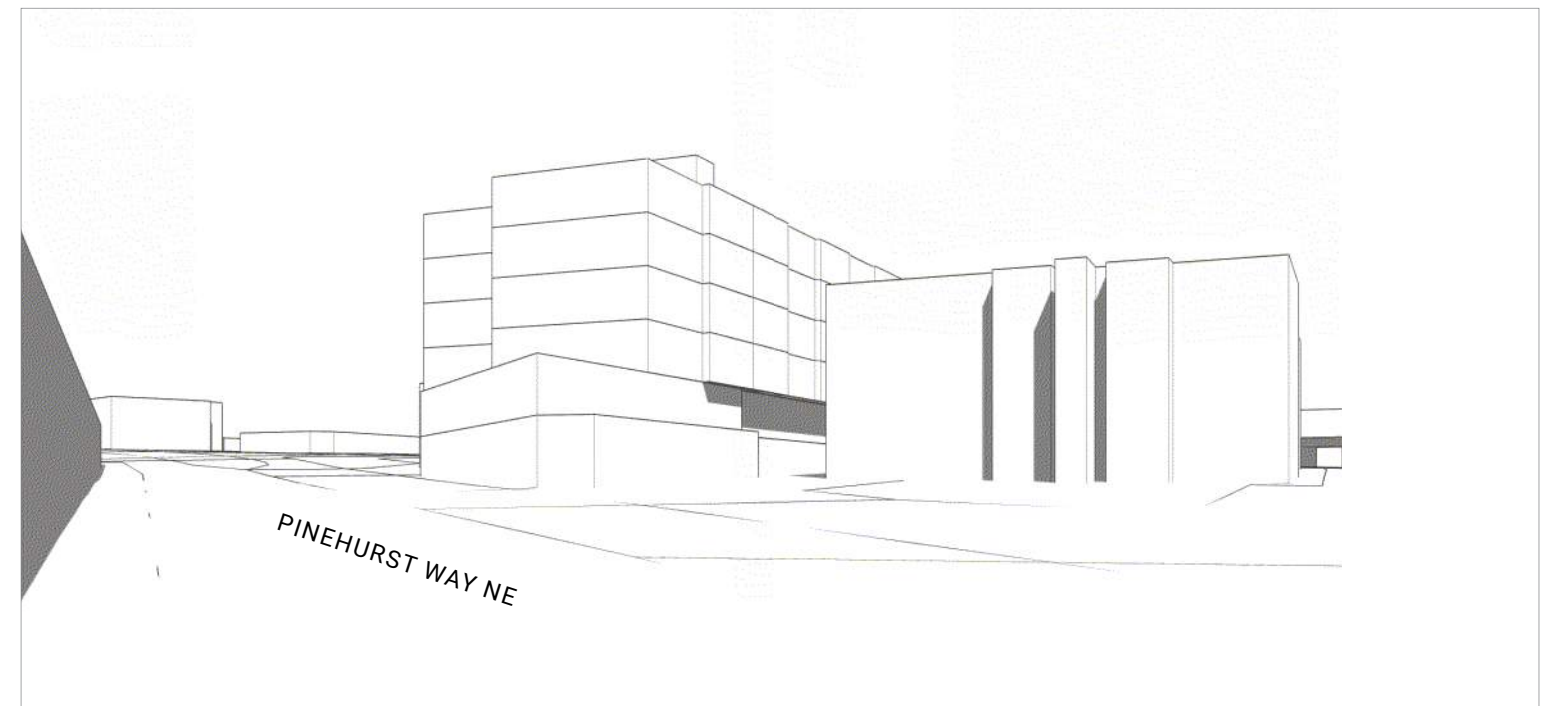
**NORTHEAST CORNER**



**SOUTHEAST CORNER**



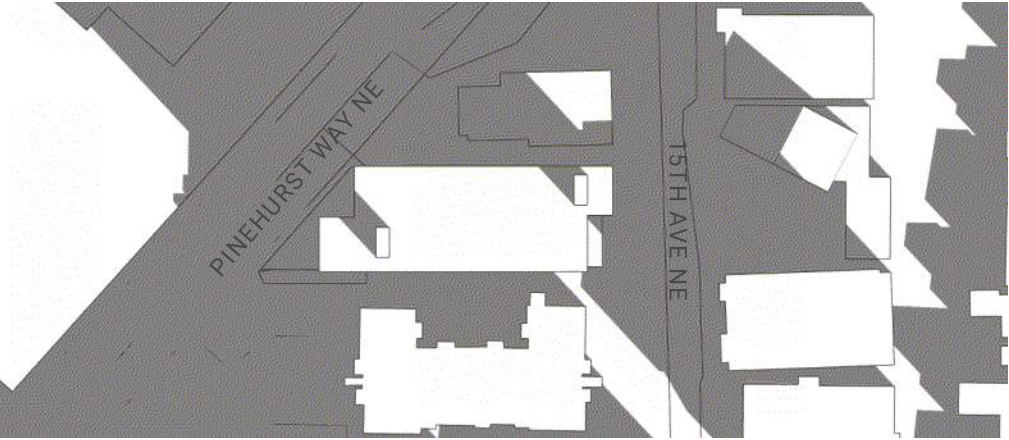
**NORTHWEST CORNER**



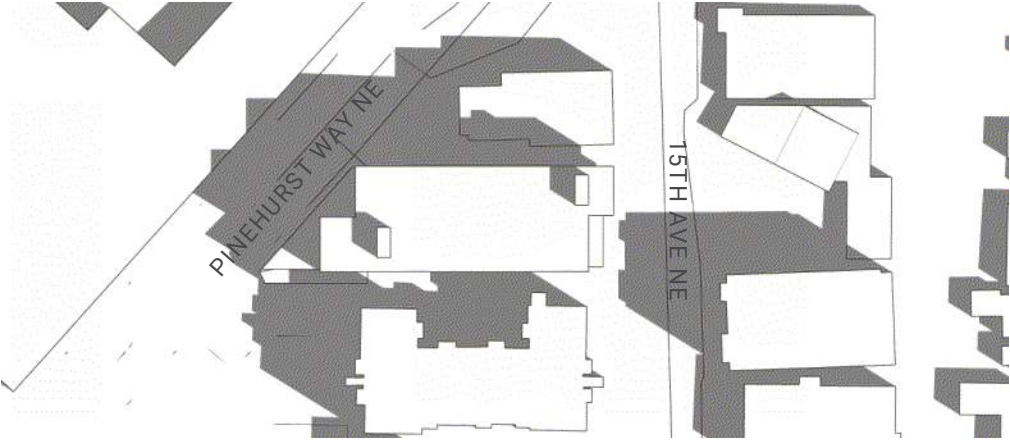
**SOUTHWEST CORNER**



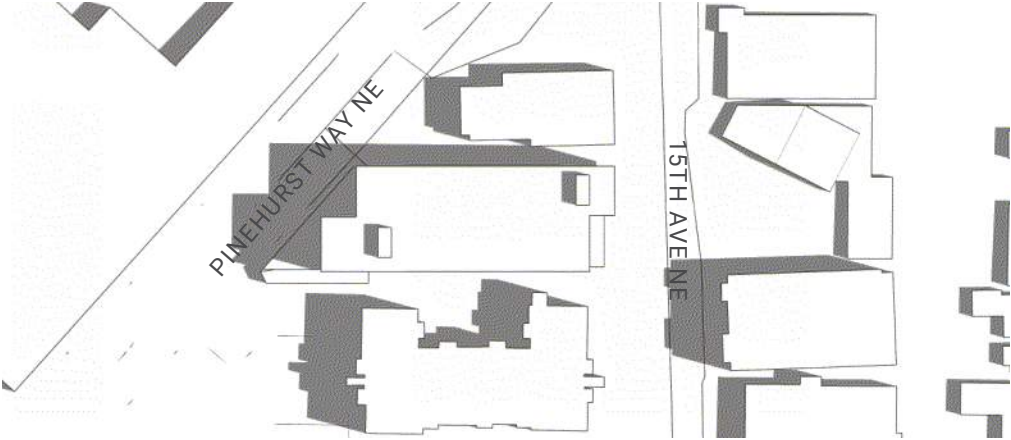
EDG OPTION 2 - "OFFSET BARS"  
SHADOW STUDIES



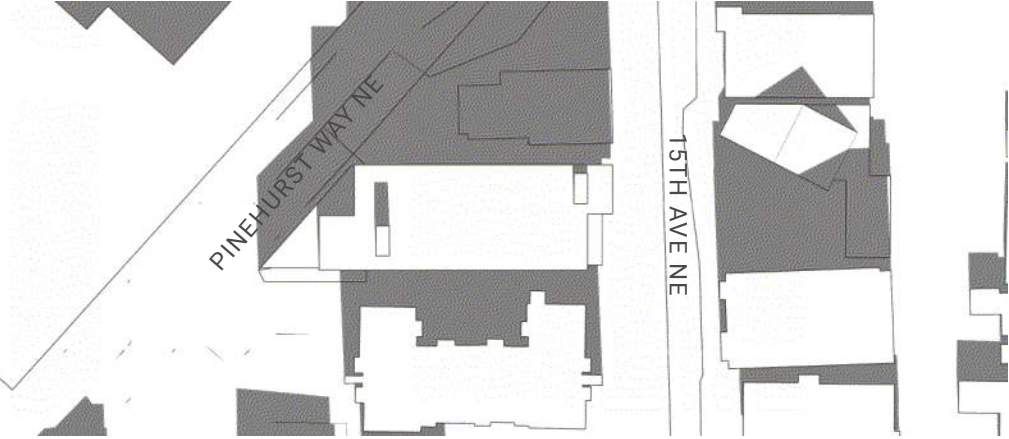
DECEMBER 21, 9AM



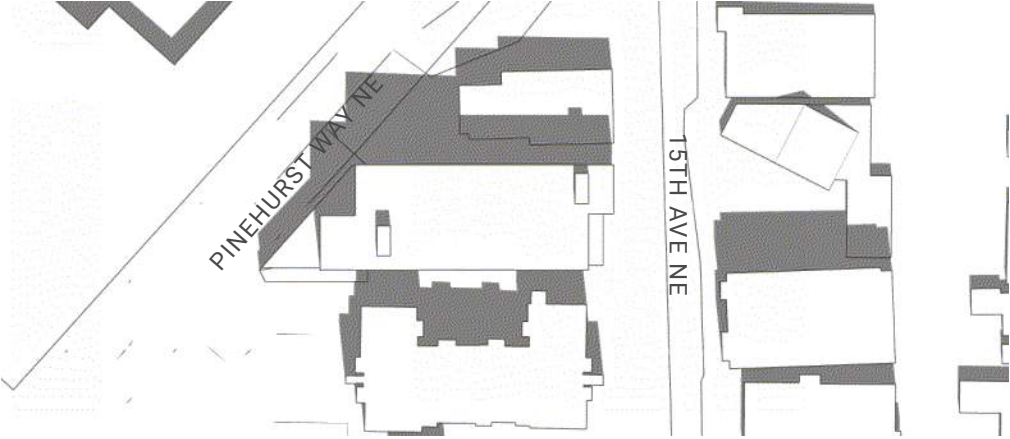
MARCH / SEPTEMBER 21, 9AM



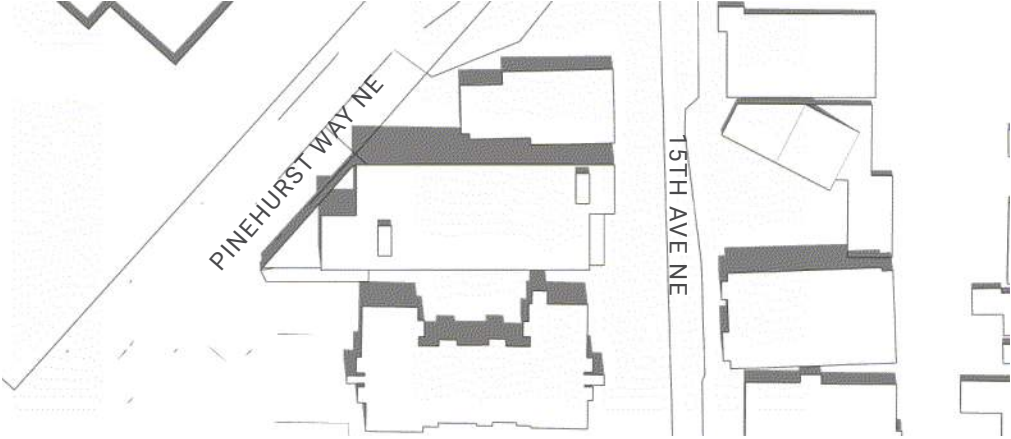
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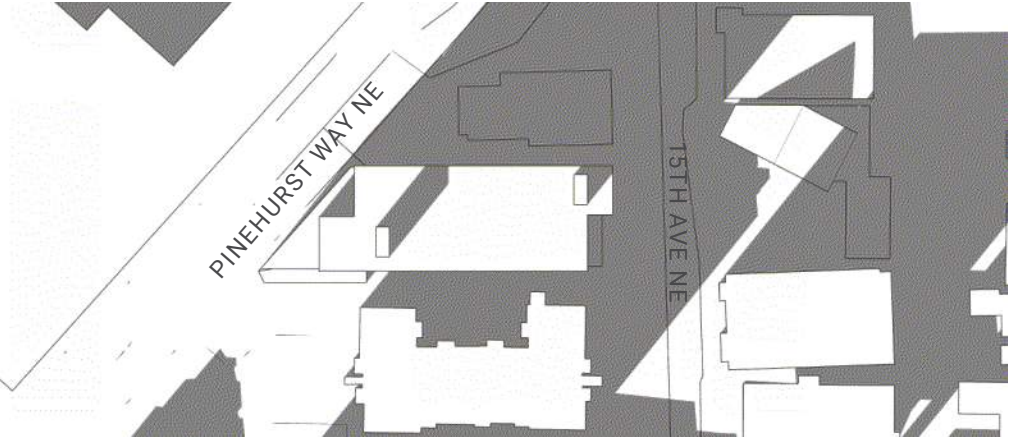
DECEMBER 21, 12PM (NOON)



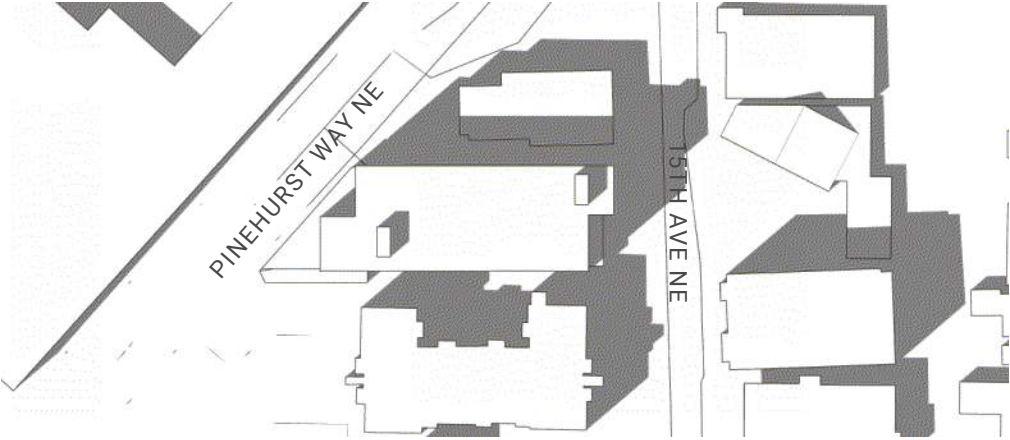
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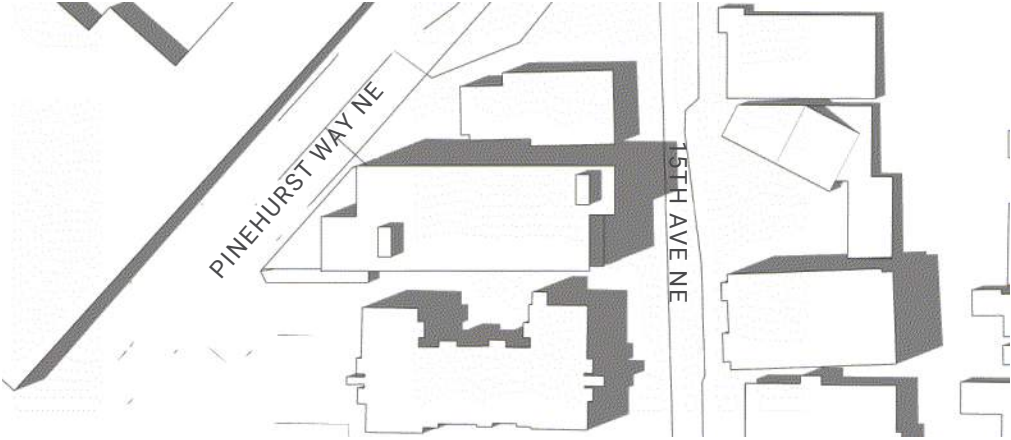
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DECEMBER 21, 3PM



MARCH / SEPTEMBER 21, 3PM



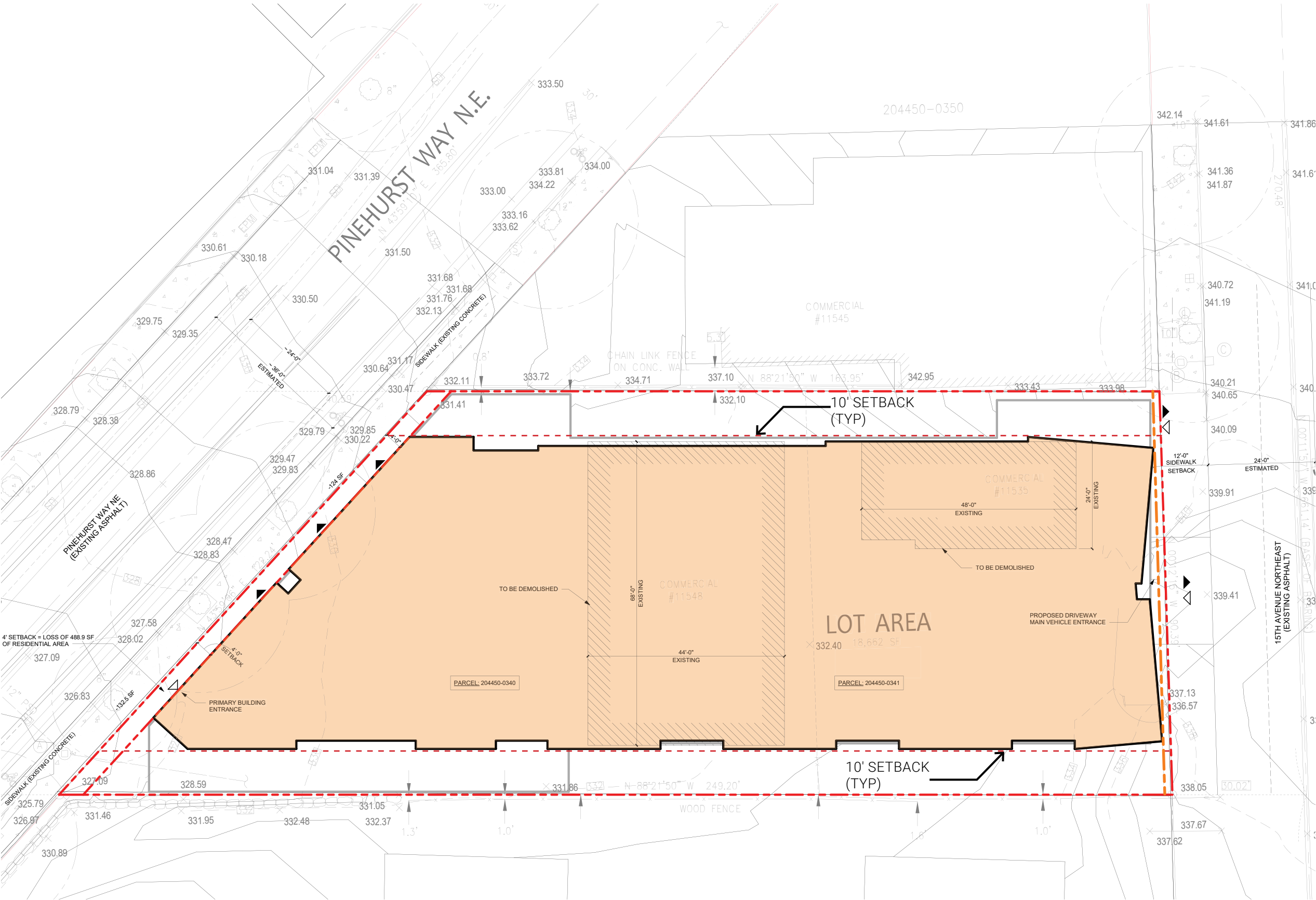
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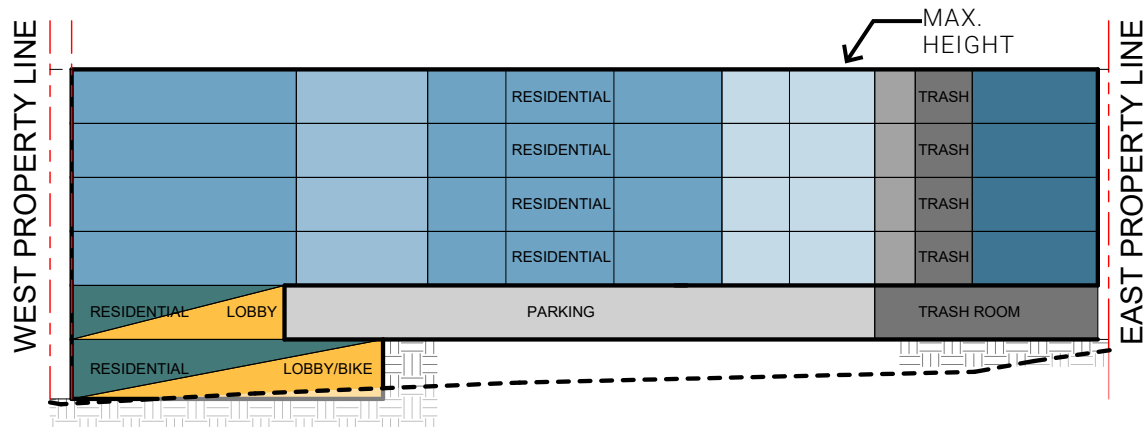
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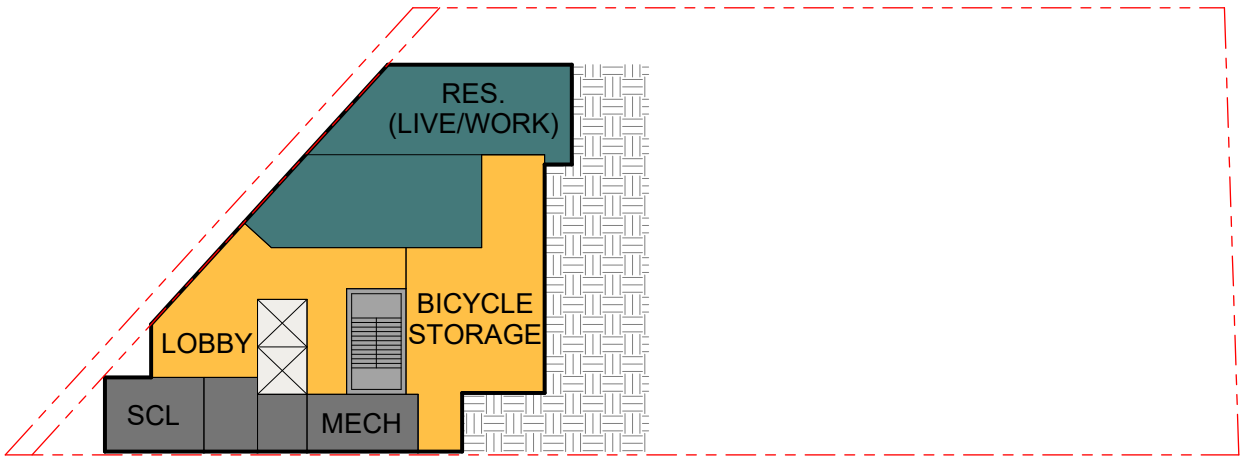
EDG OPTION 3 - "MODULATED" (PREFERRED)  
SITE PLAN





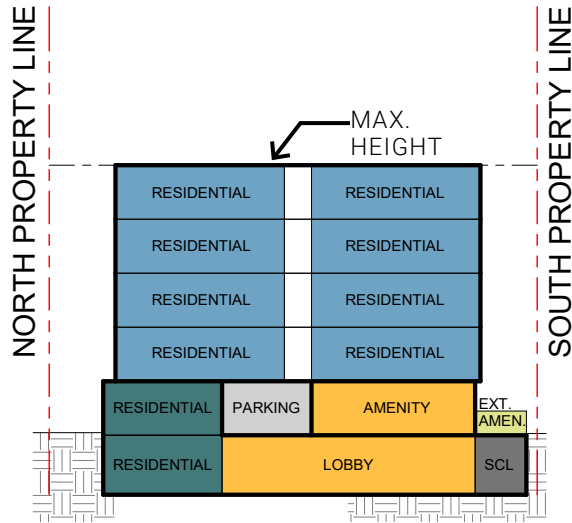


OPTION 3 - LONGITUDINAL SECTION

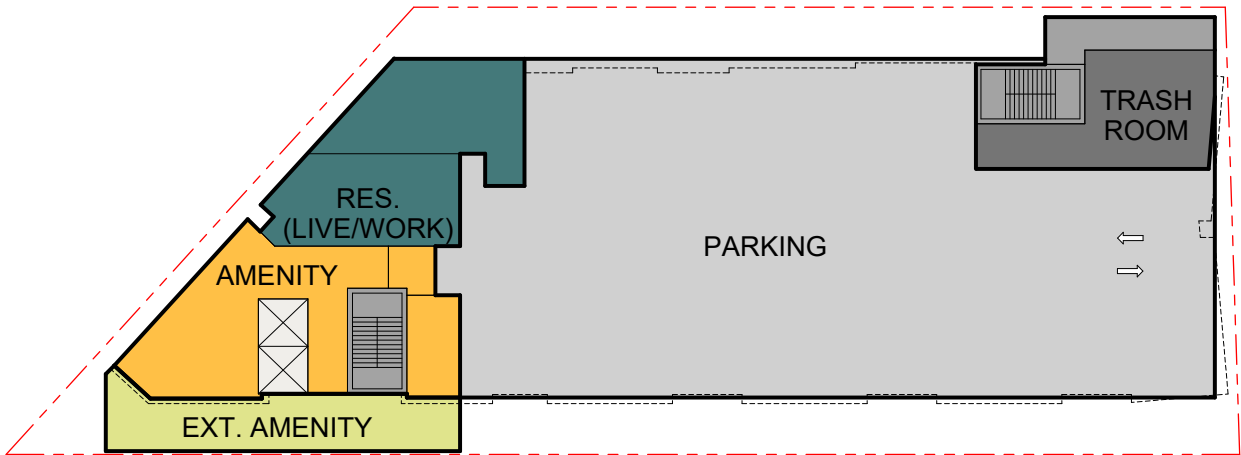


OPTION 3 - LEVEL P01 DIAGRAM

**DISTINGUISHING FEATURES:**  
PREFERRED OPTION - 5 STORY BUILDING  
WITH 72 DWELLING UNITS,  
2 LIVE/WORK UNITS AT GRADE ON  
PINEHURST WAY NE.

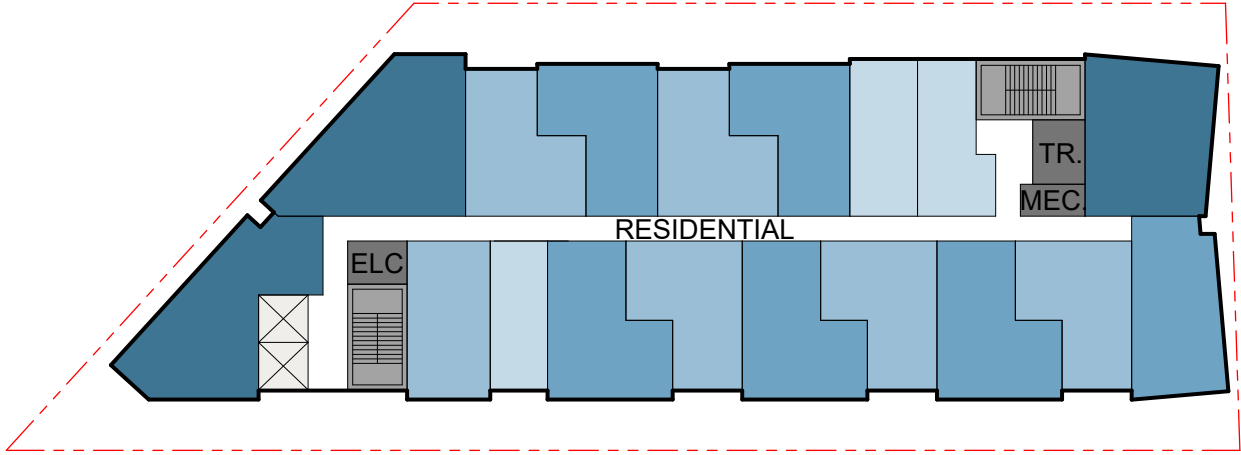


OPTION 3 - CROSS SECTION



OPTION 3 - LEVEL 01 DIAGRAM

- STUDIO
- OPEN 1-BED
- 1-BED
- 2-BED
- LIVE/WORK
- RETAIL
- AMENITY
- UTILITY
- STAIR
- ELEVATOR
- PARKING
- EXT. AMENITY



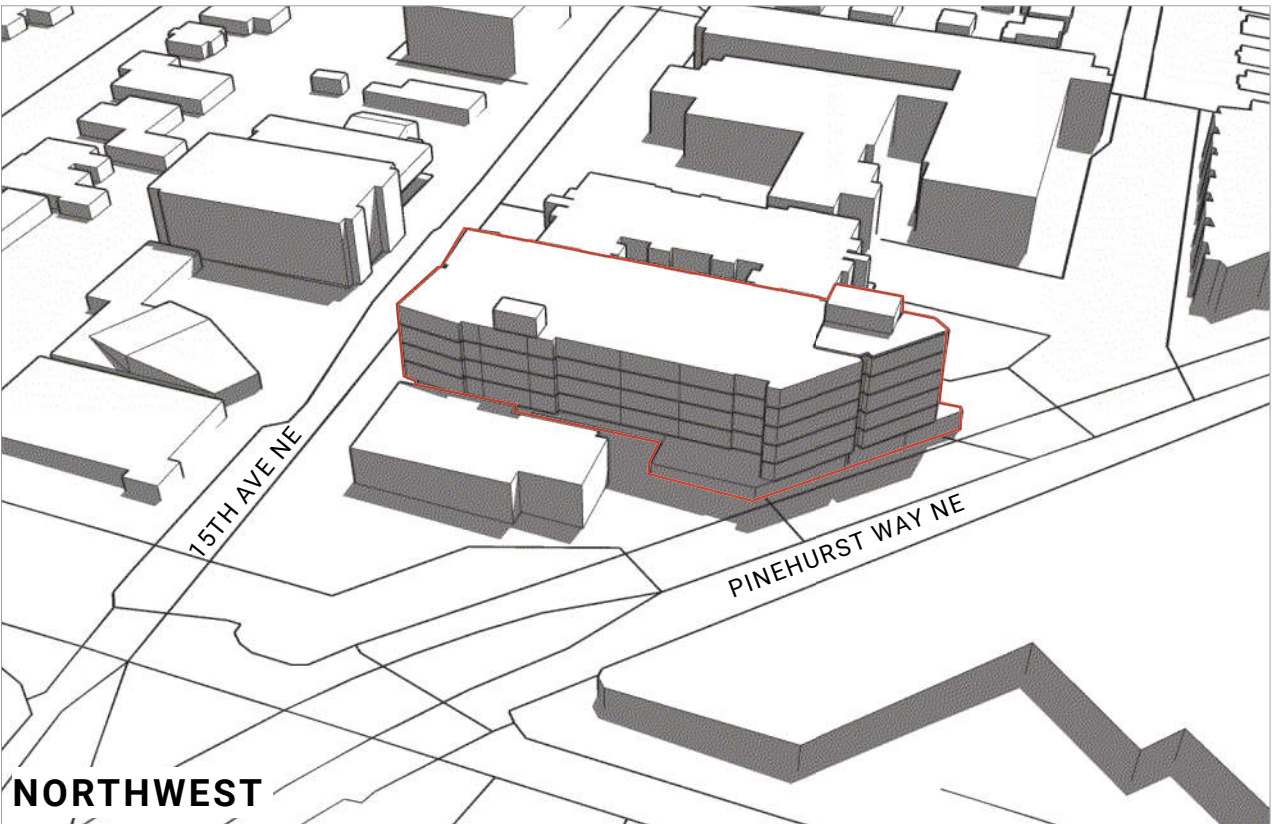
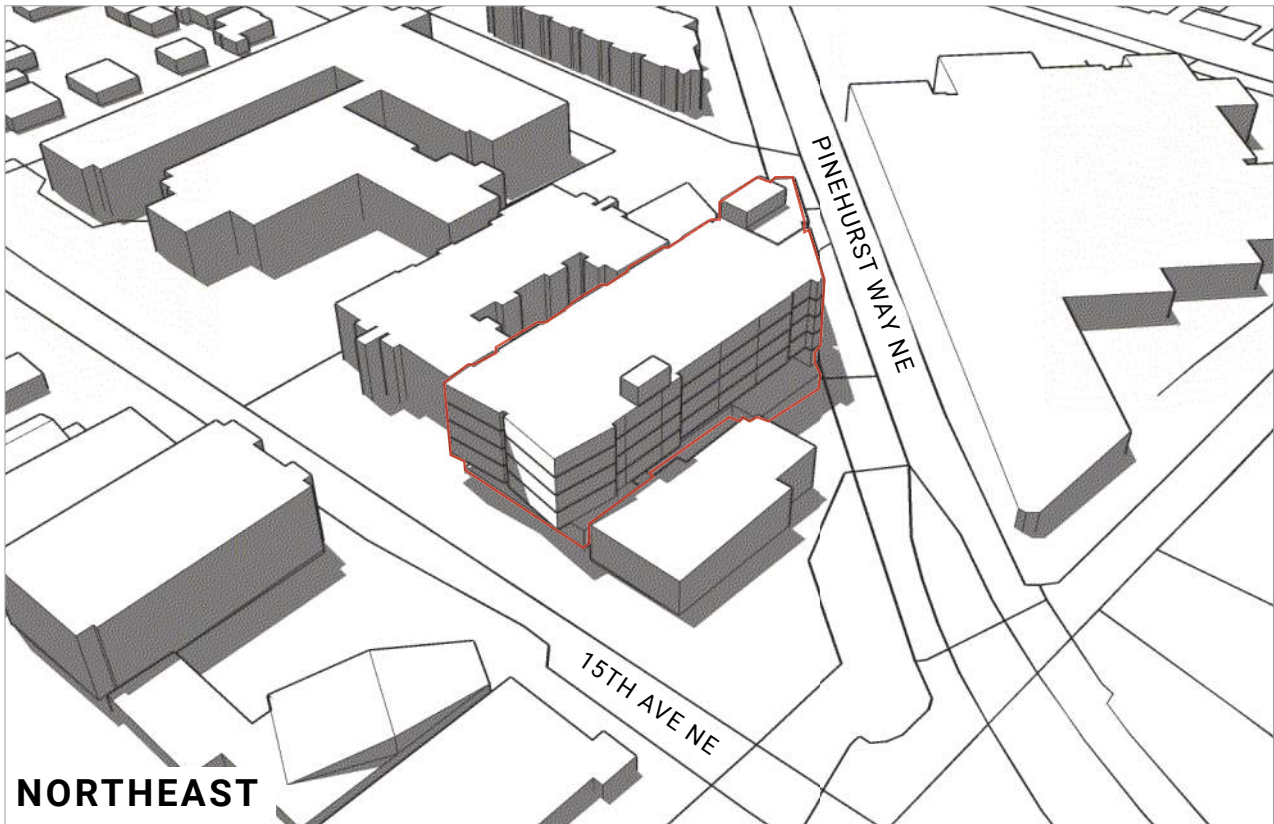
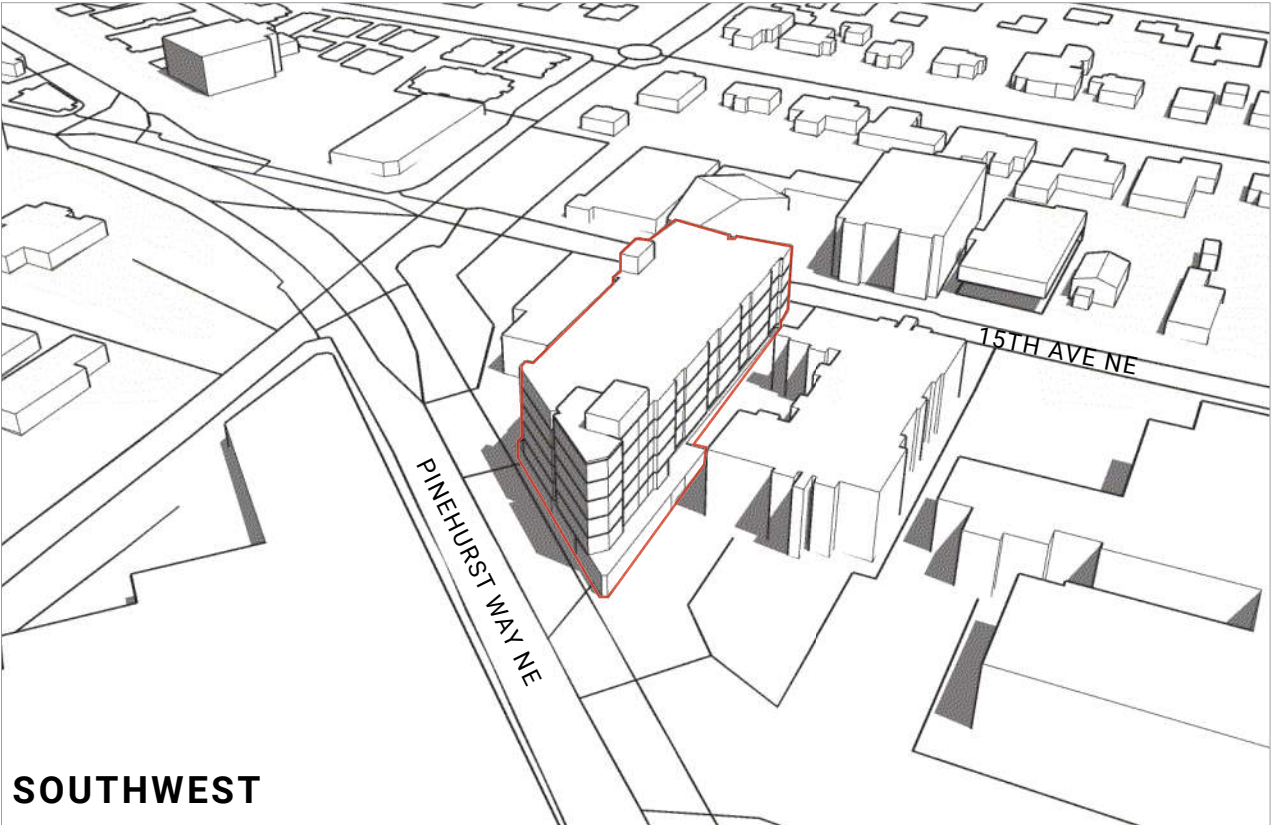
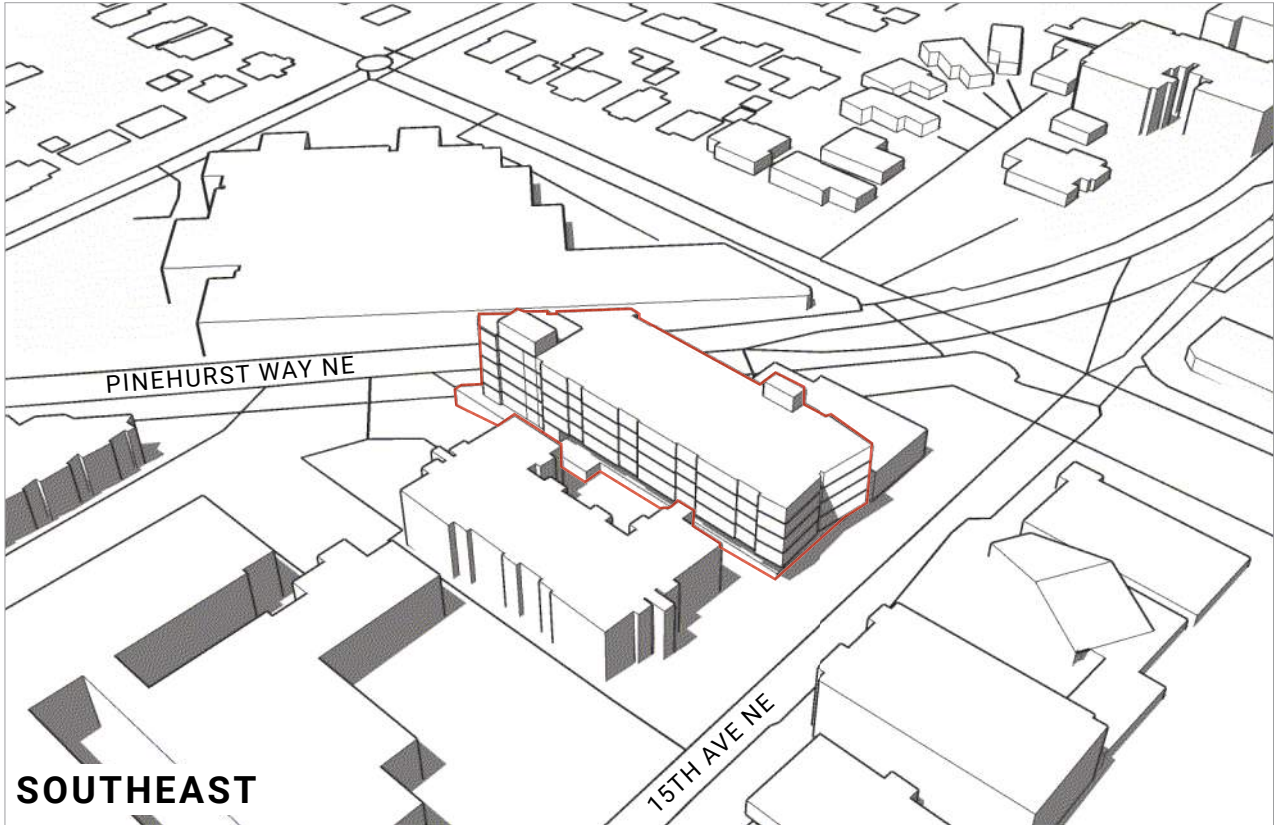
OPTION 3 - LEVEL 02 DIAGRAM



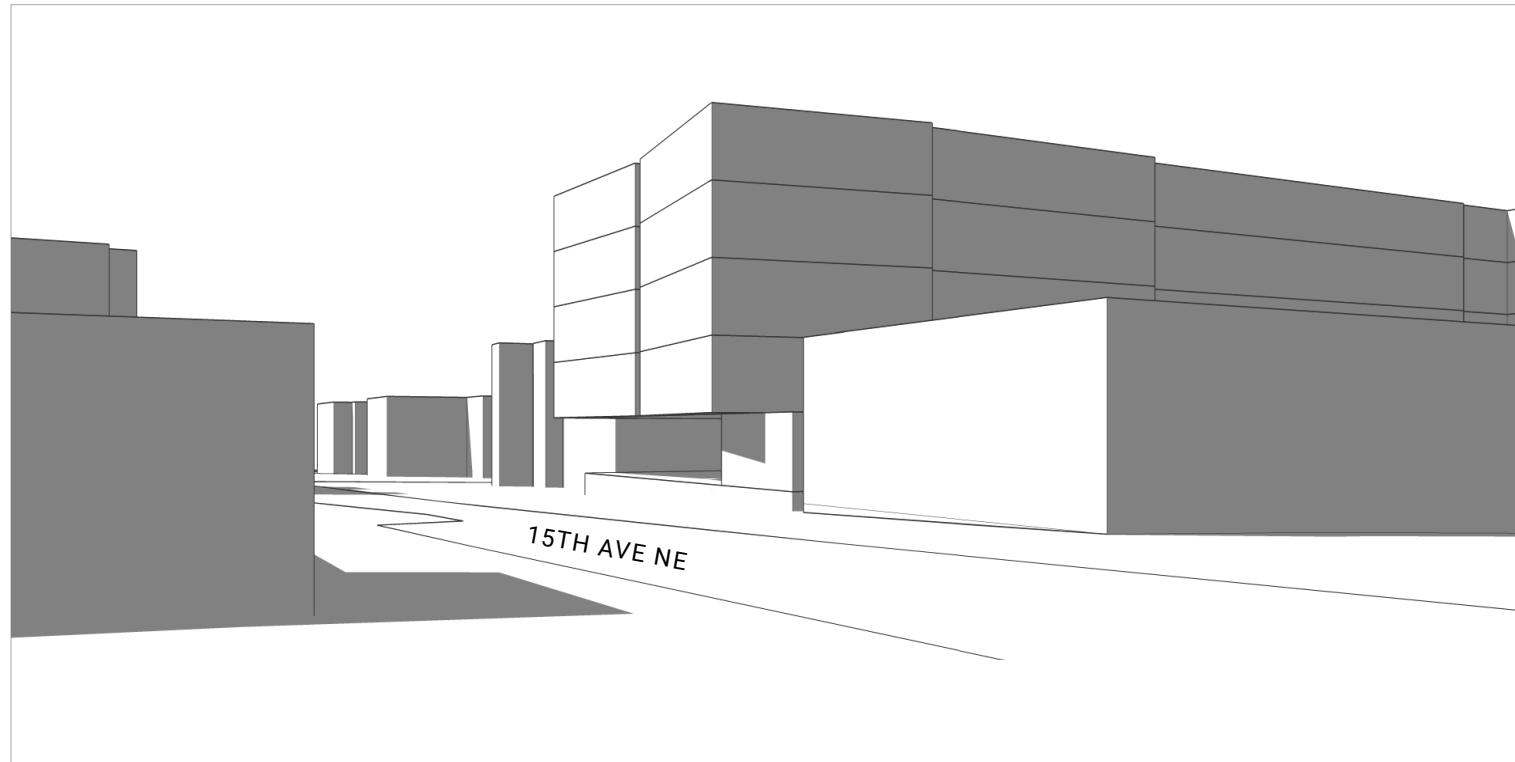


EDG OPTION 3 - "MODULATED" (PREFERRED)

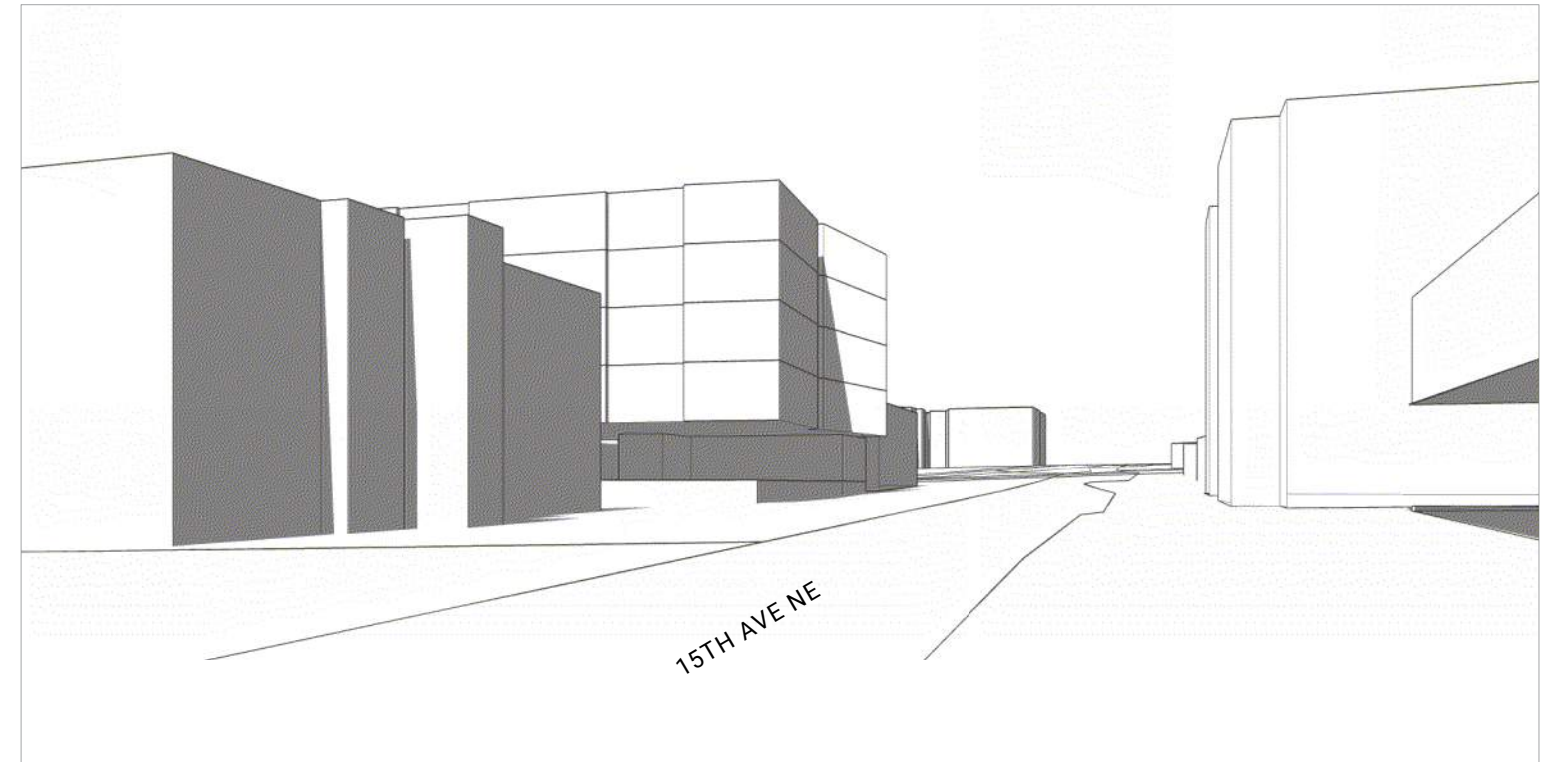
AERIAL PERSPECTIVE & USE ADJACENCY



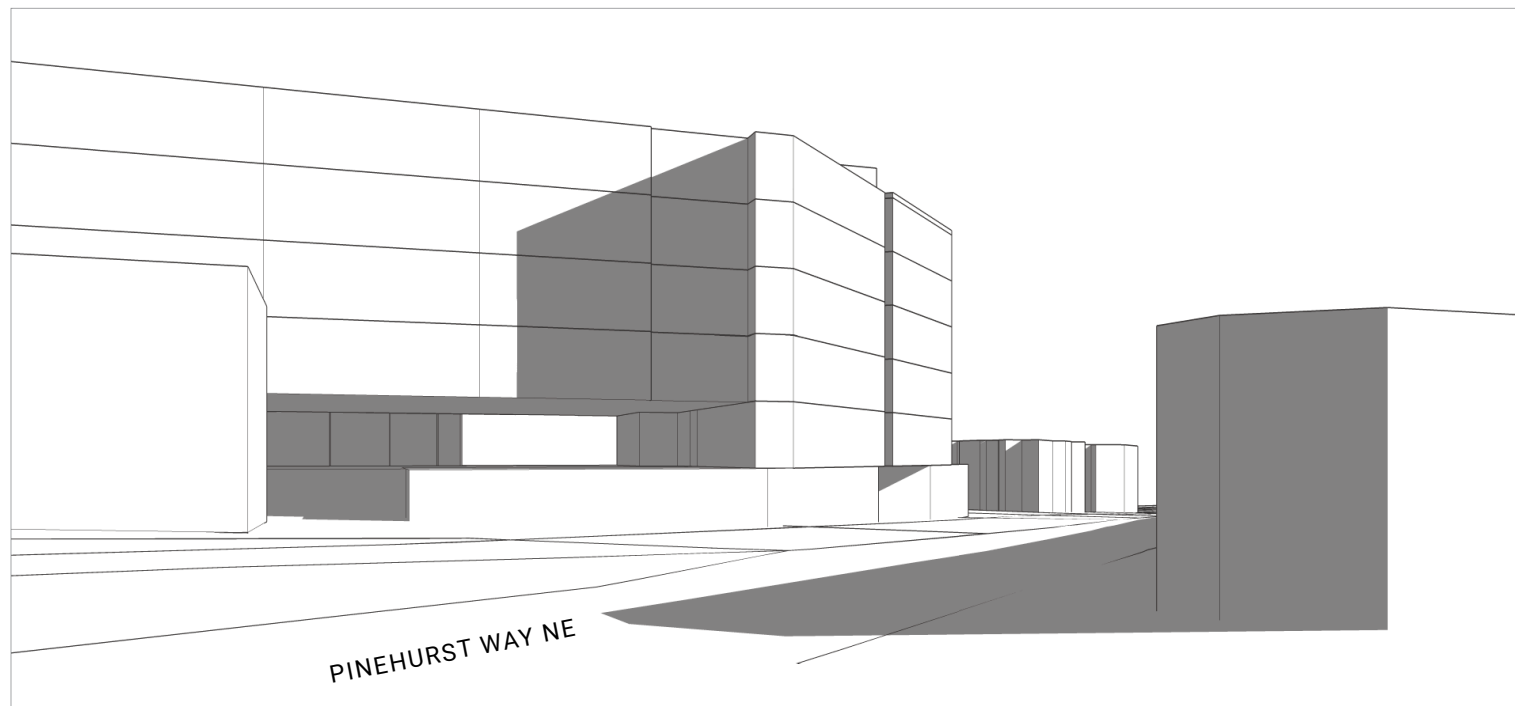




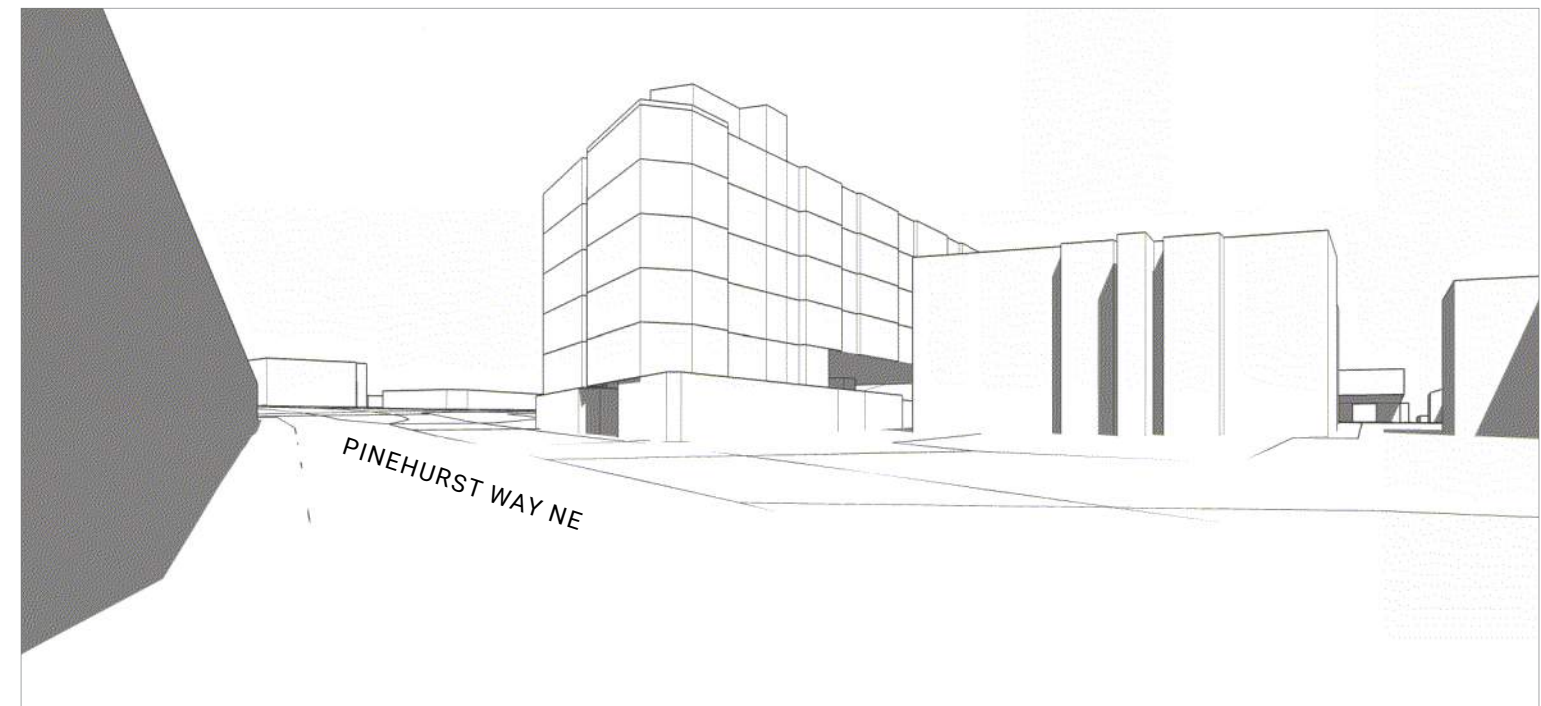
**NORTHEAST CORNER**



**SOUTHEAST CORNER**



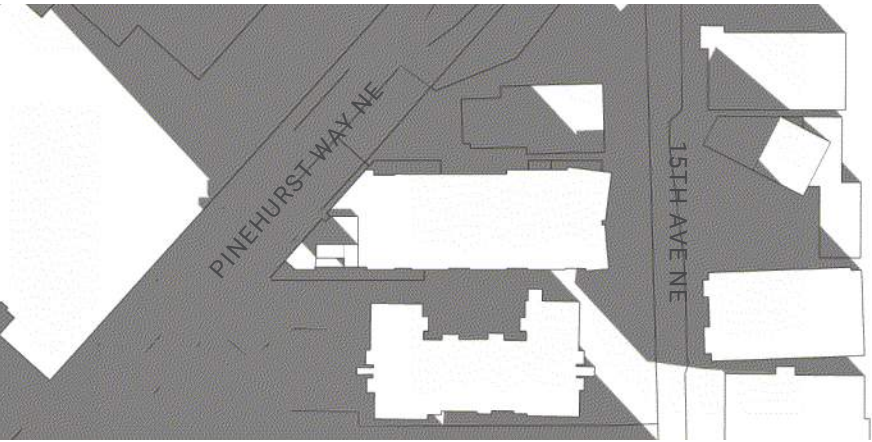
**NORTHWEST CORNER**



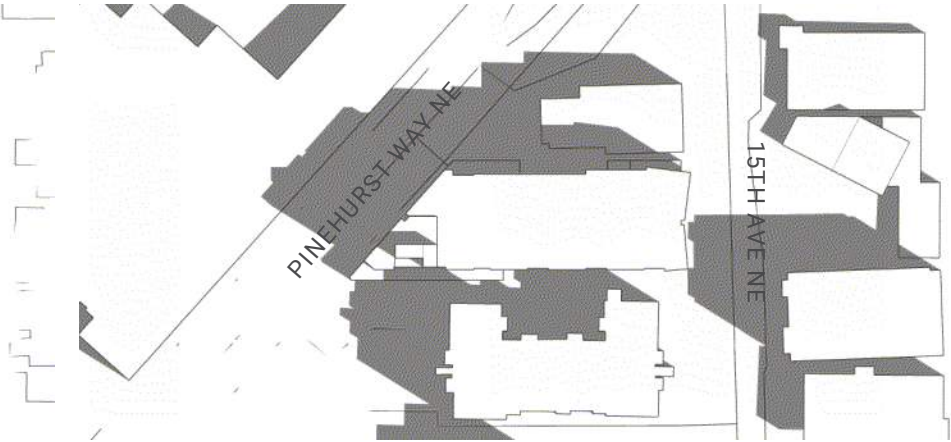
**SOUTHWEST CORNER**



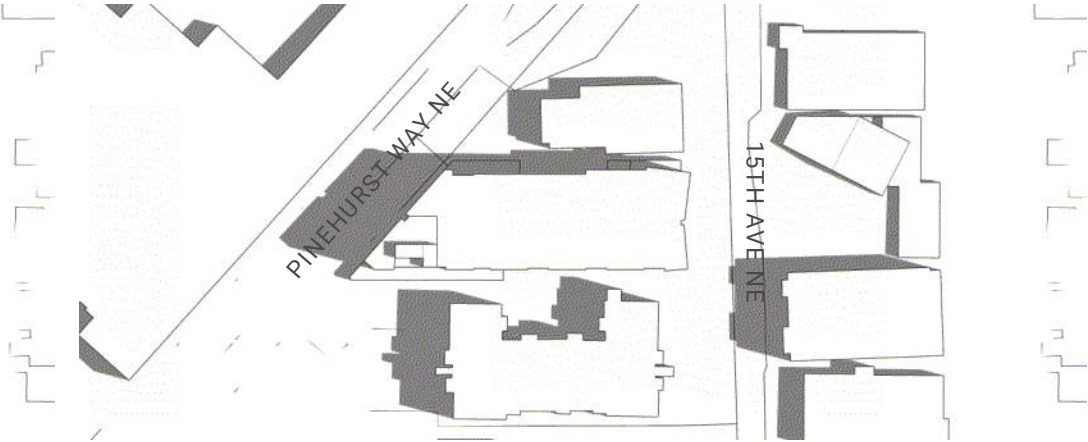
EDG OPTION 3 - "MODULATED" (PREFERRED)  
SHADOW STUDIES



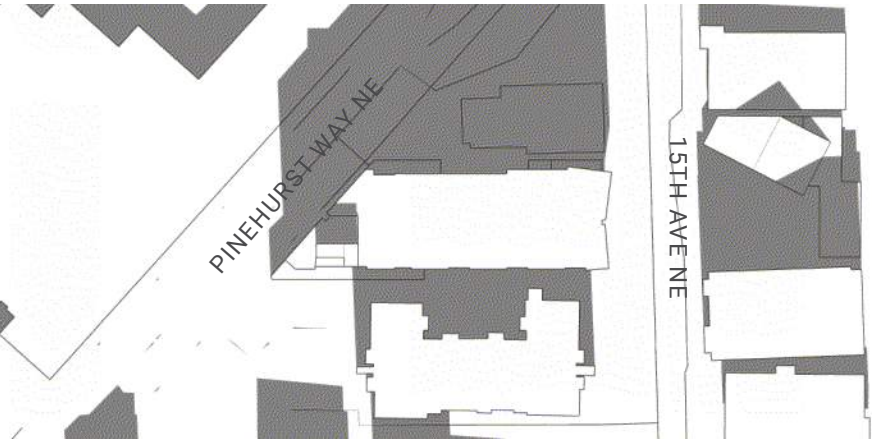
DECEMBER 21, 9AM



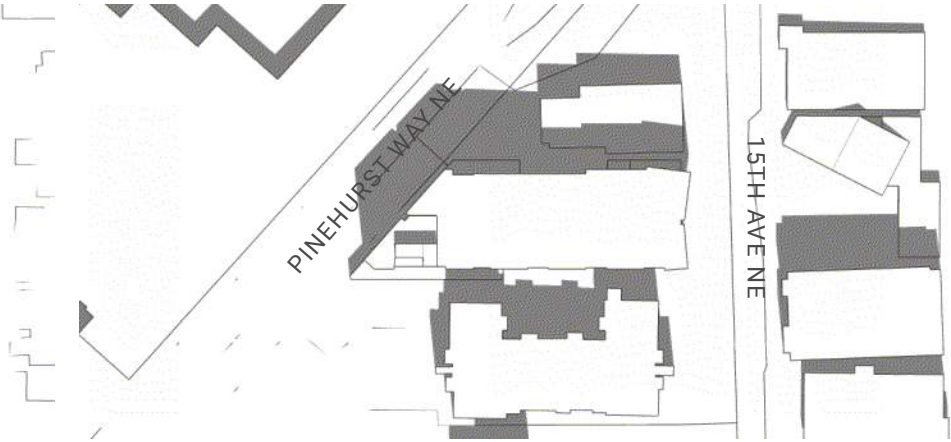
MARCH / SEPTEMBER 21, 9AM



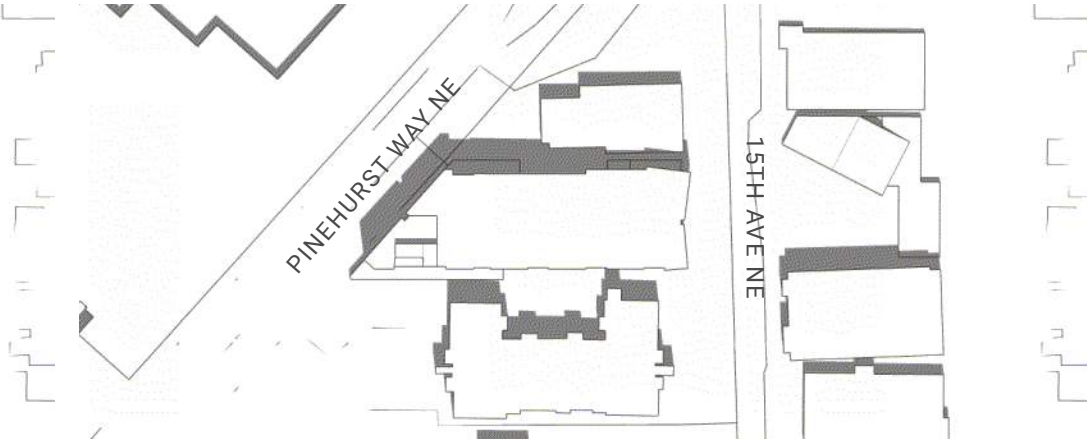
JUNE 21, 9AM



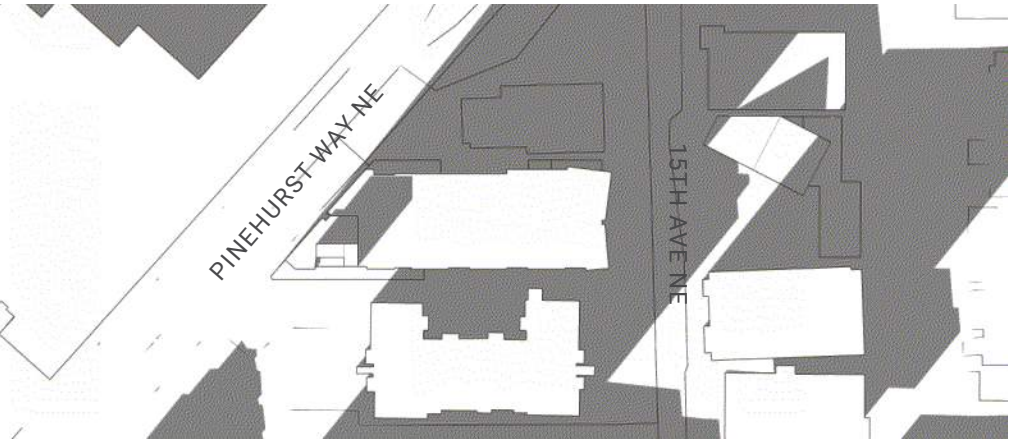
DECEMBER 21, 12PM (NOON)



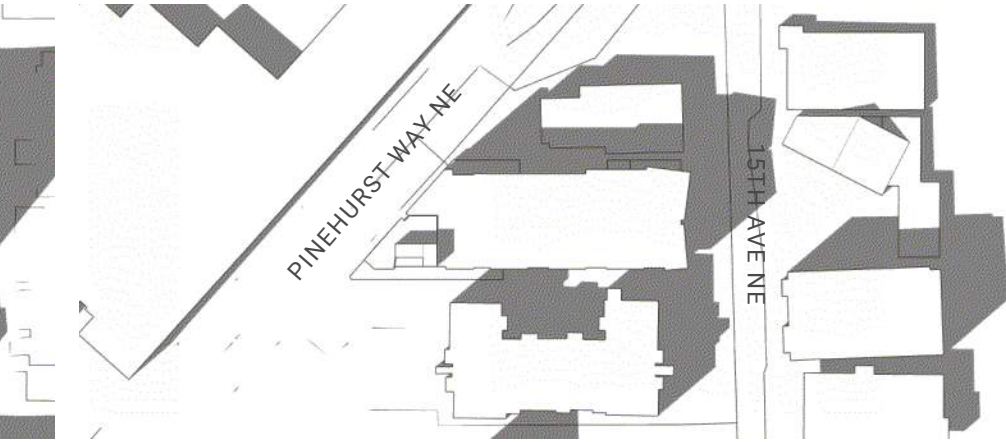
MARCH / SEPTEMBER 21, 12PM (NOON)



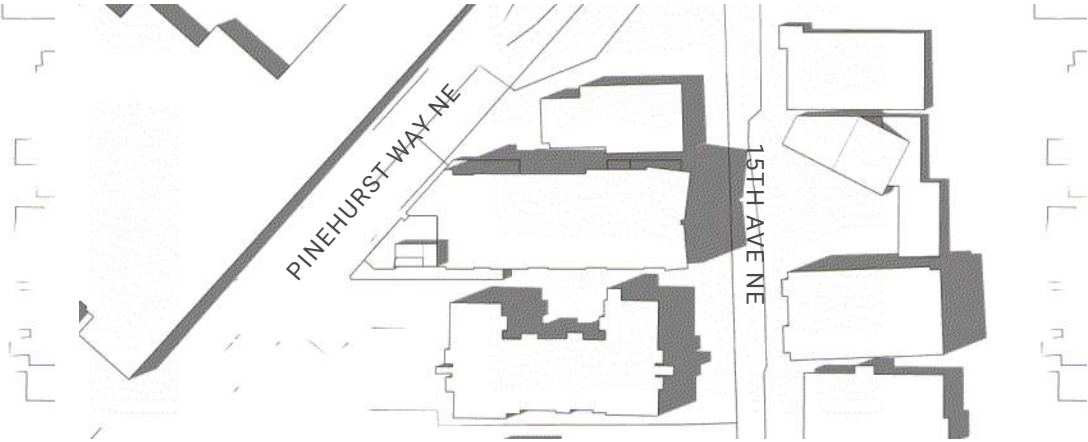
JUNE 21, 12PM (NOON)



DECEMBER 21, 3PM



MARCH / SEPTEMBER 21, 3PM



JUNE 21, 3PM



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