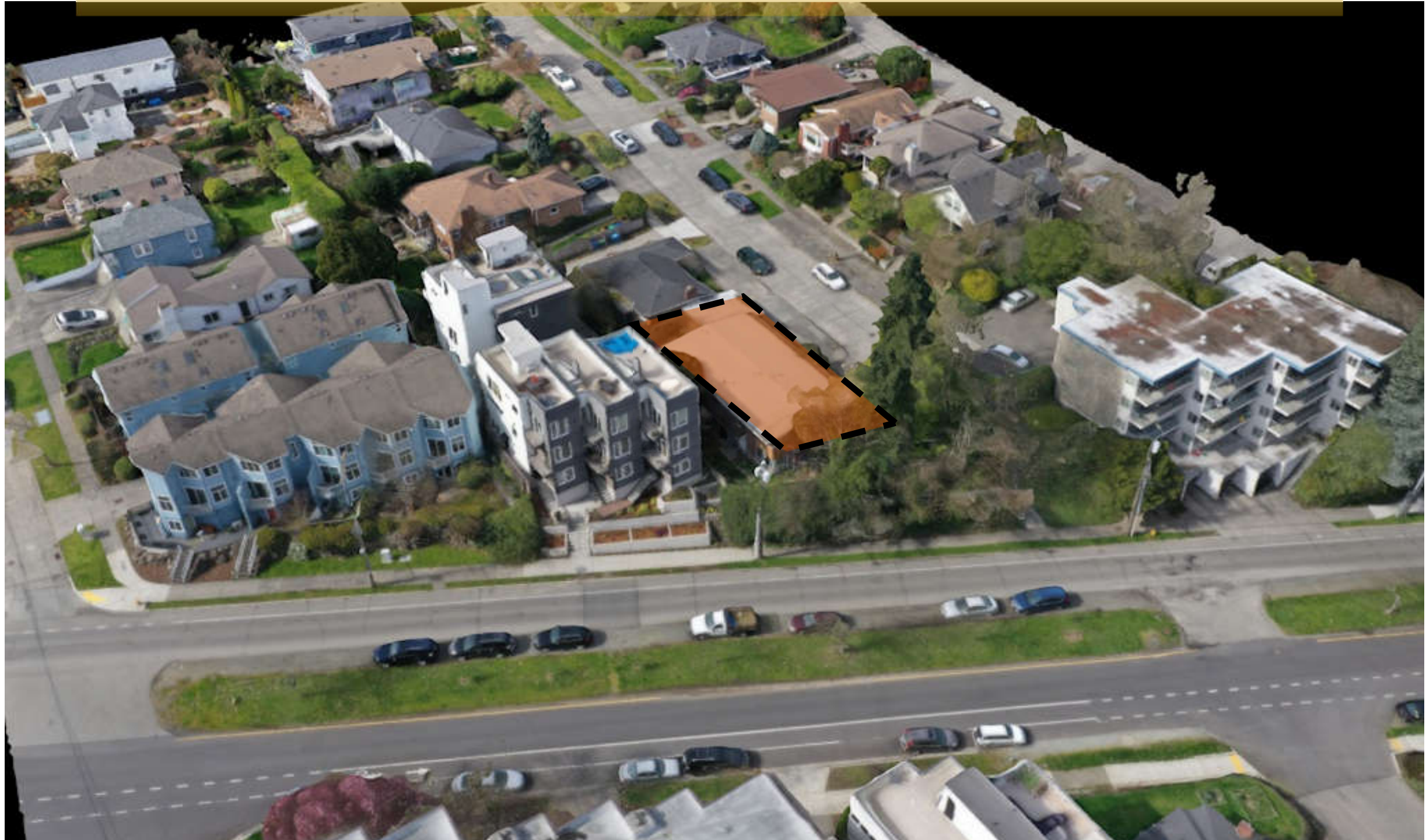


Administrative Design Guidance Application



OWNER:
MRN Homes LLC
7556 12th Ave NE
Seattle, WA 98115

PROJECT:
W. Lynn St Rowhouses
2411 W. Lynn St
Seattle, WA 98119

ARCHITECT: Novion Group Inc.
8634B 3rd Ave NW
Seattle, WA 98117
rod@noviongroup.com (206.361.6133)

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Option A—Sun Studies

Option B—Site Layout and Description

Option B—Massing Studies

Option B—Sun Studies

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Option C (preferred option)—Street Elevations

Option C (preferred option)—Massing Studies

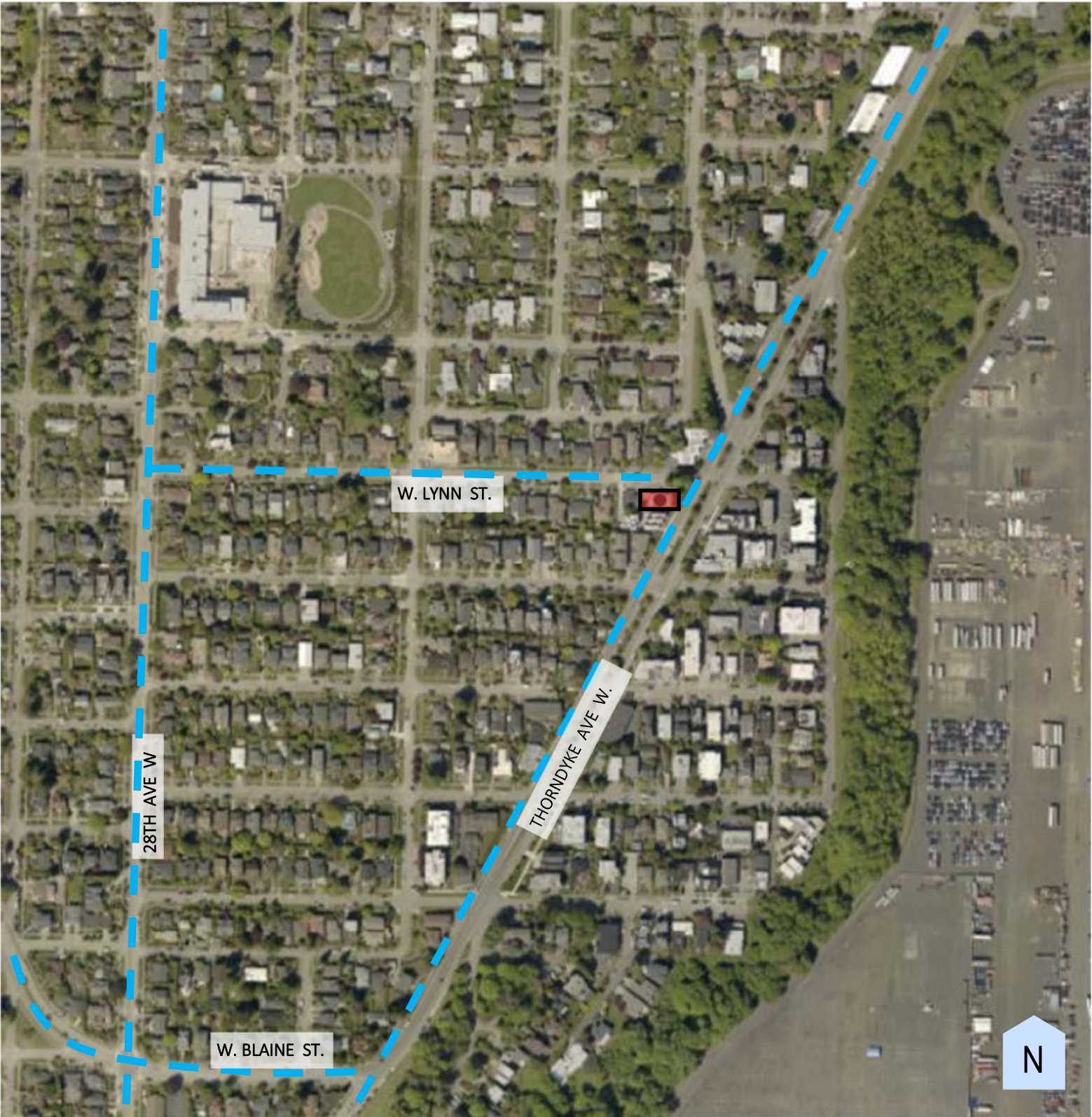
Option C (preferred option)—Sun Studies

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OTHER MODERN DESIGNS BY ARCHITECT



DEVELOPMENT OBJECTIVES

PROJECT TEAM

Owner: MRN Homes LLC

7556 12th Ave NE
Seattle, WA 98115
Contact: Michael Nelson

Architect & Applicant: Novion Group Inc.

8634B 3rd Ave NW
Seattle, WA 98117
Contact: Shaun Novion

Landscape Architect: GHA Landscape Architects

1417 NE 80th St
Seattle, WA 98115
Contact: Neil Buchanan

SDCI Project #3038326-EG

Contact: Corey Buttry

Existing Site:

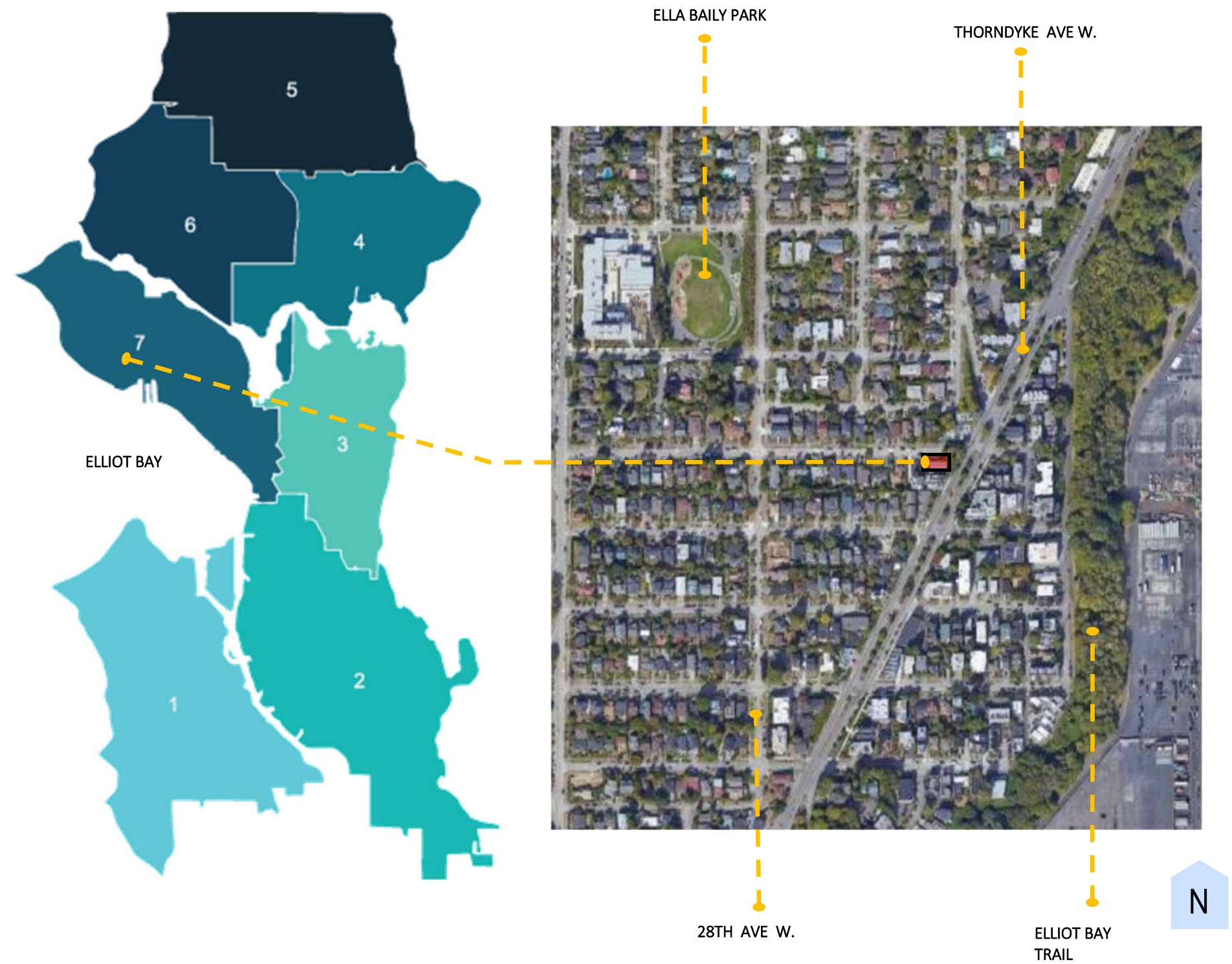
Address: 2411 W. Lynn St
Location: East of 28th Ave W. and South of W. Dravus St.
Site Area: 6,552 sf
Existing Development: Residential Triplex

Project Proposal:

Number of Residential Units: 8 new rowhouse units
Number of Parking Stalls: 4 garage stalls & 4 surface parking stalls
Gross Floor Area of Residential Use: 11,578.5 sf

Developmental Objective:

To provide more housing along a multifamily corridor buffering a predominantly residential neighborhood to the West, from an Industrial Center to the East. The proposal will provide 8 new townhouse units on an underutilized Lowrise lot in a location where the occupants will benefit from a residential environment as well as easy access to public amenities encouraging community interaction.

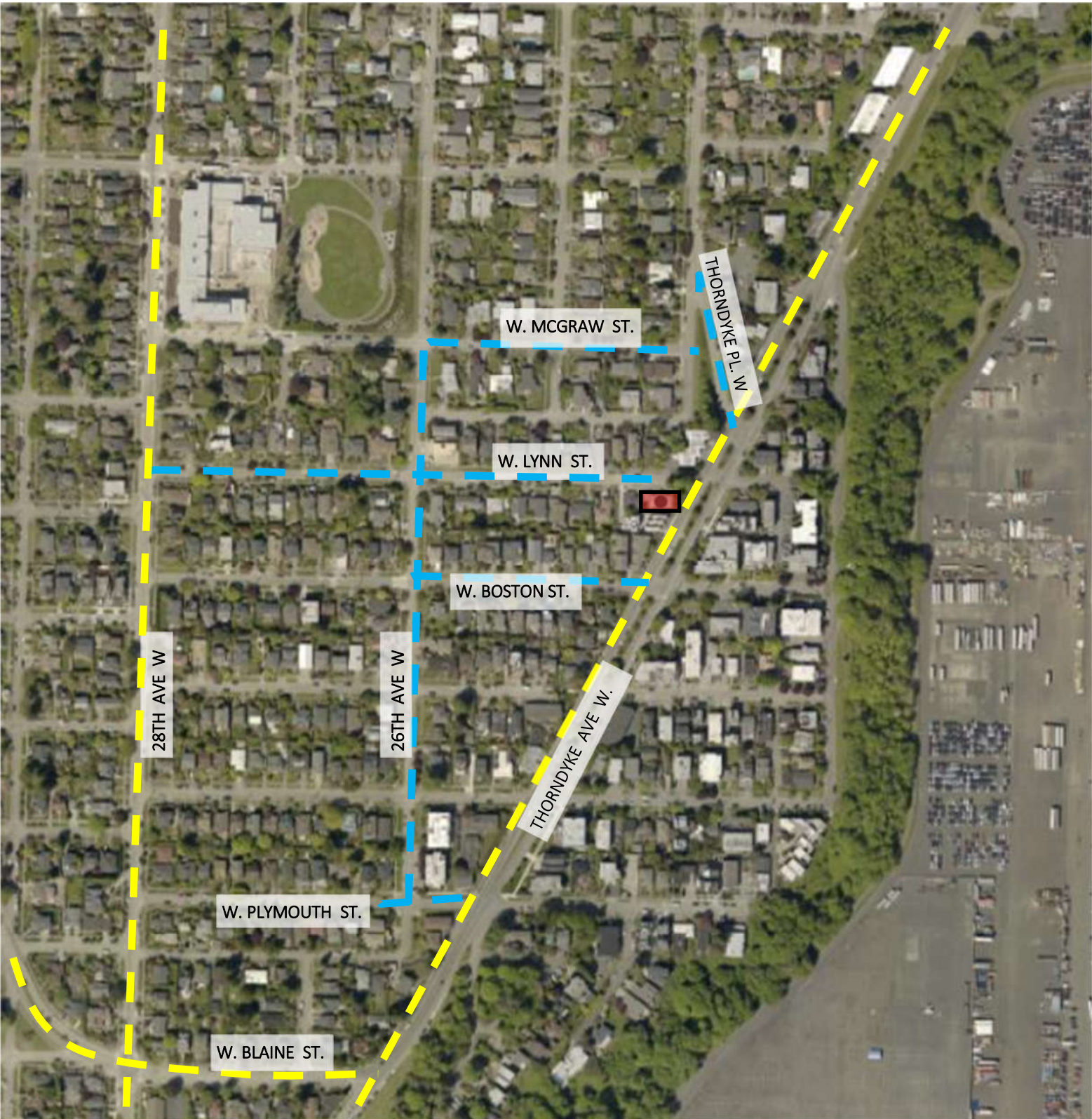


PROJECT DESCRIPTION

The subject site is currently a residential triplex structure on an LR2 (M) zoned lot. It is a corner lot, fronting W Lynn St and Thorndyke Ave W, in the SouthEast Magnolia neighborhood. The subject site is not located within an Urban Center or Village, but does border the West side of the Ballard-Interbay-Northend Manufacturing Industrial area. To the West of the subject site is Neighborhood Residential (NR) with predominantly single family structures. To the NE and SW along the Thorndyke Ave W corridor is Lowrise Zoning and a majority multi-family buildings.

There is no known plans to expand the density of the area with upzones, but new code thresholds have encouraged denser development within existing Lowrise zones. This proposal aims to develop 8 new modern influenced townhouse units available for purchase, in a residential environment with close proximity and access to neighborhood amenities.

Site Information:	
City:	City of Seattle
Existing Zoning:	LR2 (M)
Site Area:	6,552 sf
APN Number:	2771603330



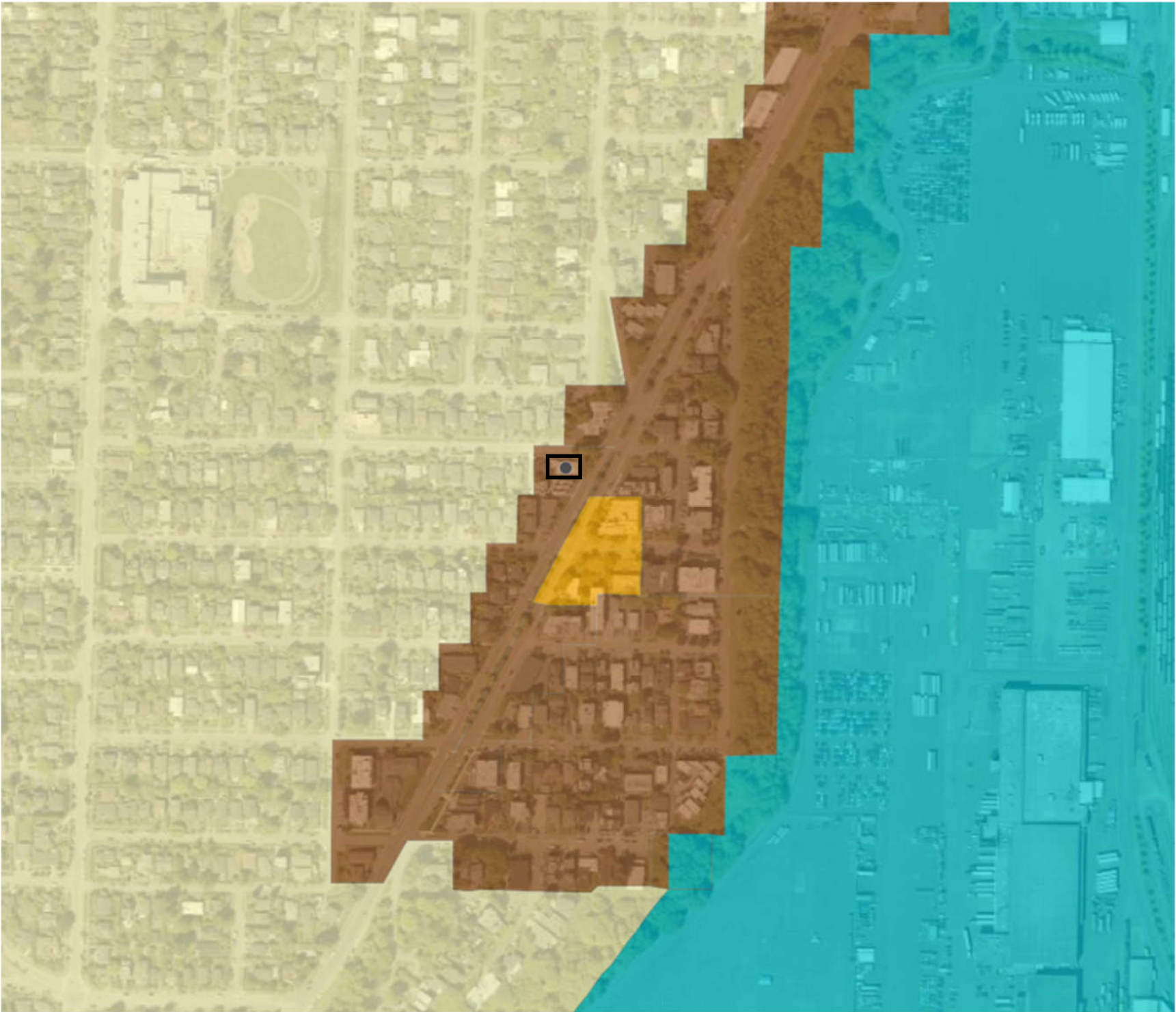
ZONING MAP

The area directly west of the subject site is zoned NR (Neighborhood Residential, formerly designated SF5000). NorthEast and SouthWest along Thorndyke Ave W is LR (Lowrise 2 & 3), with a small pocket of NC1-55 directly SE of the subject site. To the East of the LR zoning is IG1 U/45 (Industrial) zoning.

There is no planned effort to increase the growth of this neighborhood, other than through current increased density allowances in the Land Use code. The lack of a growth plan for the area, is in itself a plan to maintain defining the neighborhood as residential. There is another pocket of Neighborhood Commercial about a 1/2 mile West of the subject site at the intersection of W McGraw St and 32nd Ave W. Commercial services provided here service the surrounding residential lots, without infringing on the residential character of the neighborhood. Curbs and sidewalks, dedicated bike paths, and several public transit routes surrounding the subject lot, allow for easy connection and wayfinding of a vast range of amenities and services nearby.

LEGEND: CURRENT ZONING

-  SITE
-  NR—NEIGHBORHOOD RESIDENTIAL
-  LR—LOWRISE (2 & 3)
-  NC1-55—NEIGHBORHOOD COMERCIAL 1
-  IG1 U/45—INDUSTRIAL



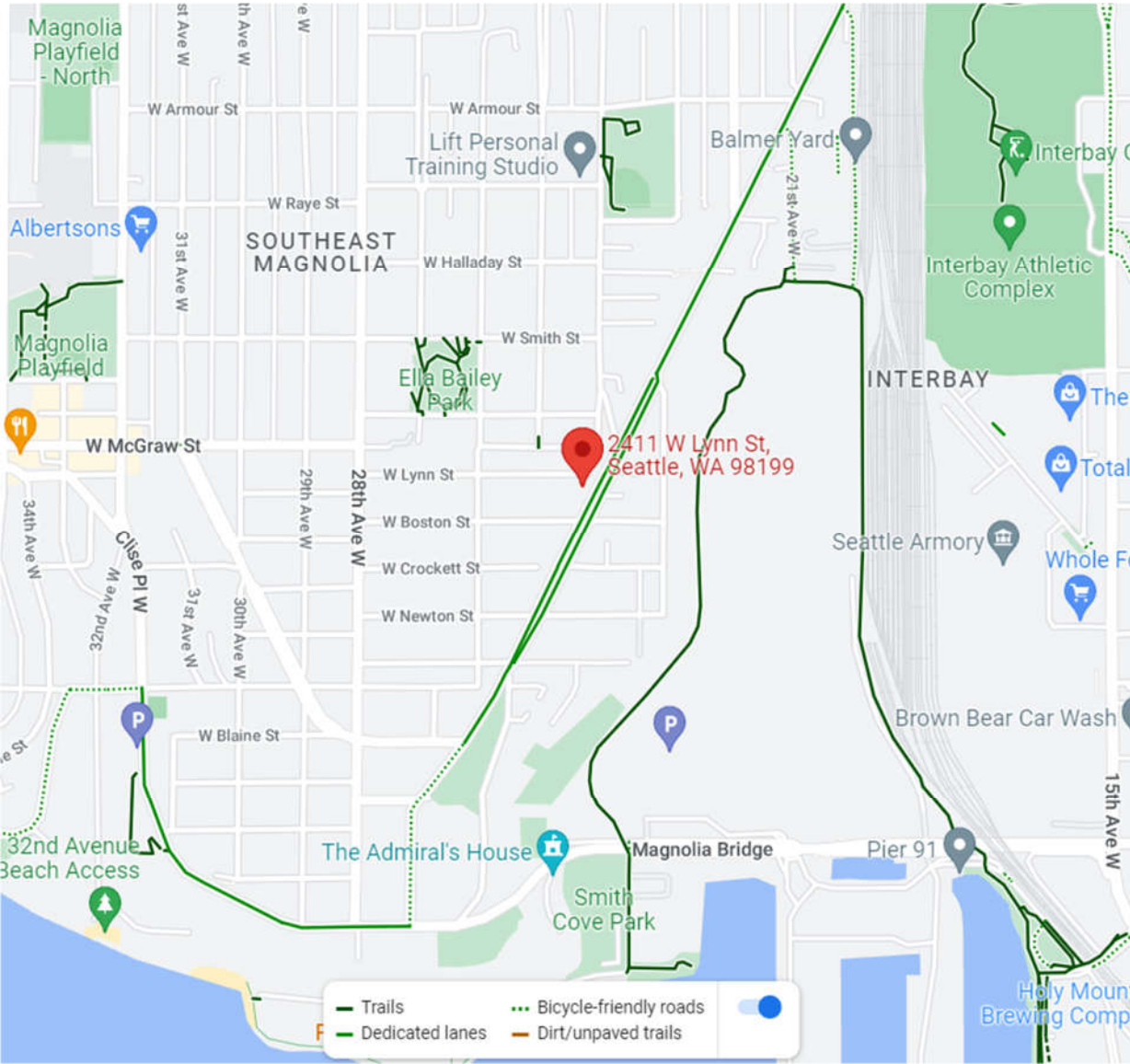
VICINITY MAPS

CYCLING

There is a dedicated bike lane along Thorndyke Ave W & Magnolia Blvd W. Within close proximity to the subject site are many bike friendly trails in parks, playfields and greenways.

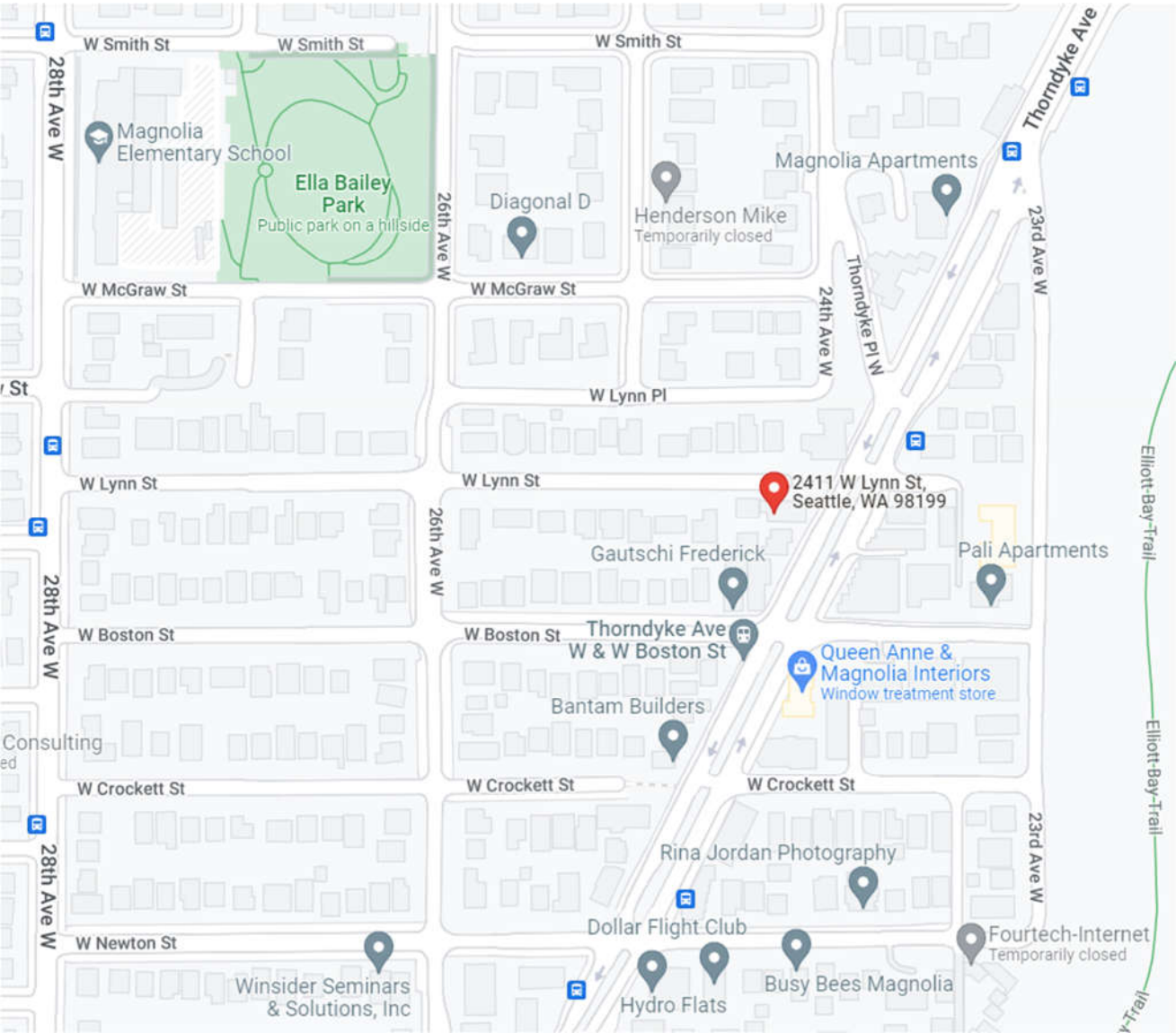
RECREATION

The subject site is conveniently located near, and a short travel distance to many retail stores and public recreational amenities. These include grocery stores, restaurants, banks, pharmacies, parks, playfields, and pedestrian friendly streets. The opportunity for future residents to participate and engage with the community will be easily achieved with an already established presence of nearby amenities



TRANSIT

There are multiple Metro transit stops within blocks of the subject site. The routes that run north/south along Thorndyke Ave W, connect Downtown (#33) and the University District (#31) to East Magnolia, and as far west as Discovery Park. The route that runs north/south along 28th Ave W, connects the Seattle Center & Downtown (#24) with all of Magnolia.



NEIGHBORHOOD ANALYSIS

1—COMMERCIAL

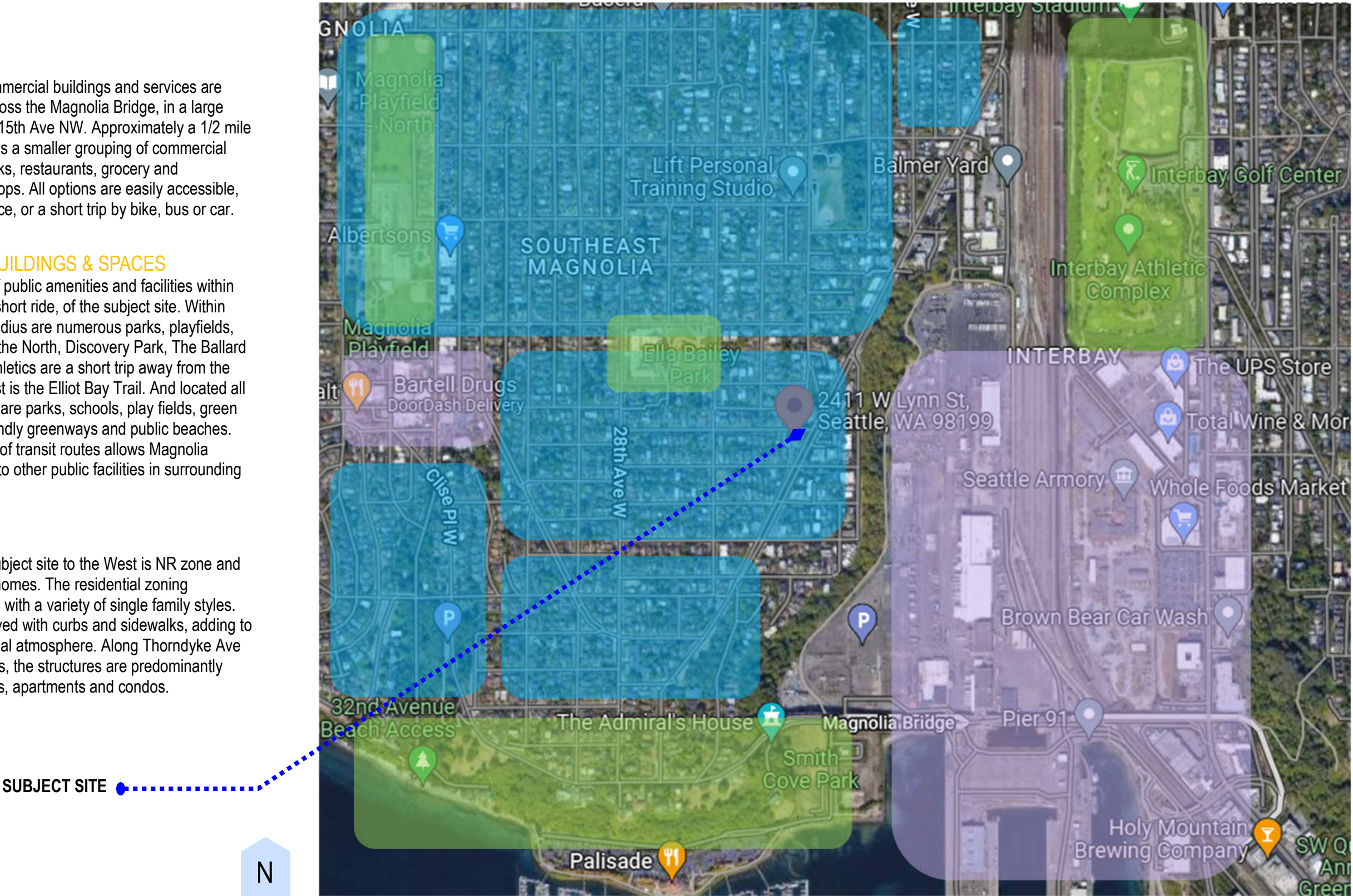
The majority of the commercial buildings and services are located to the East, across the Magnolia Bridge, in a large shopping center along 15th Ave NW. Approximately a 1/2 mile West of the subject lot is a smaller grouping of commercial services, including banks, restaurants, grocery and miscellaneous retail shops. All options are easily accessible, either in walking distance, or a short trip by bike, bus or car.

2—COMMUNITY BUILDINGS & SPACES

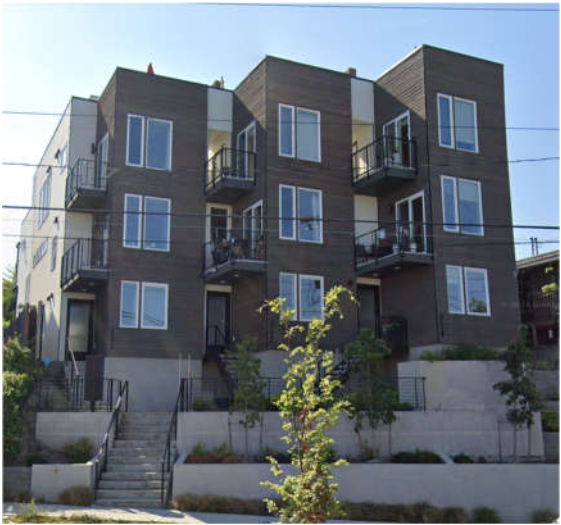
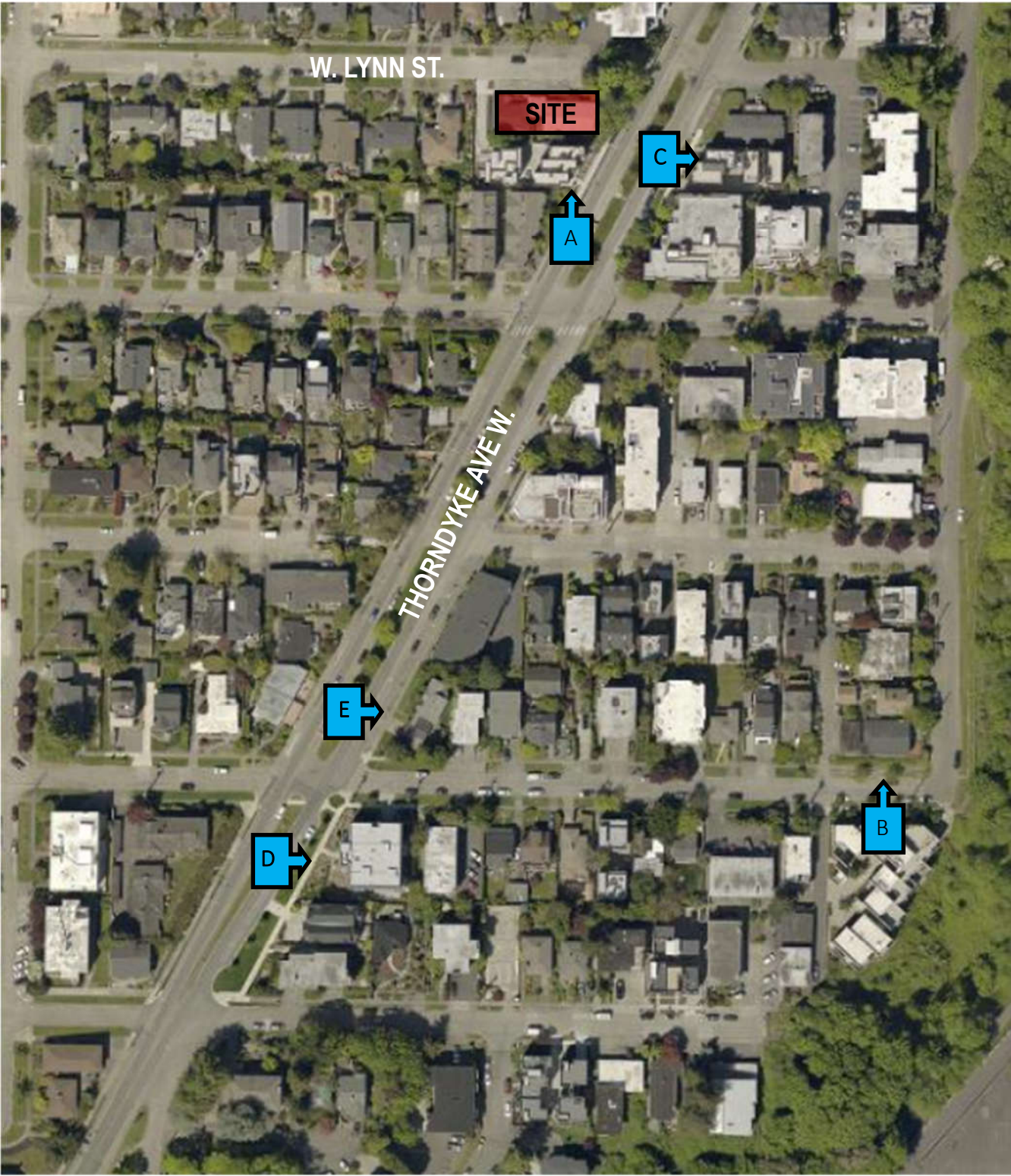
There is a great deal of public amenities and facilities within walking distance, or a short ride, of the subject site. Within approximately a mile radius are numerous parks, playfields, trails and beaches. To the North, Discovery Park, The Ballard Locks, and Interbay Athletics are a short trip away from the subject site. To the East is the Elliot Bay Trail. And located all around the subject site are parks, schools, play fields, green spaces, pedestrian friendly greenways and public beaches. A far reaching network of transit routes allows Magnolia residents easy access to other public facilities in surrounding neighborhoods

3—RESIDENTIAL

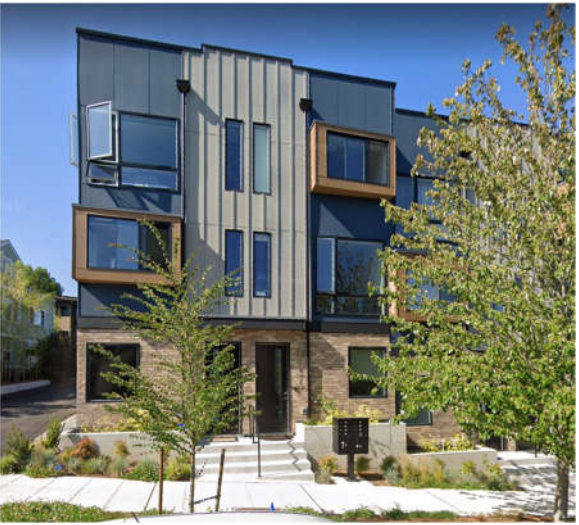
Directly adjacent the subject site to the West is NR zone and primarily single family homes. The residential zoning continues NW and SW, with a variety of single family styles. Most streets are improved with curbs and sidewalks, adding to the safety of a residential atmosphere. Along Thorndyke Ave W, on the LR zoned lots, the structures are predominantly multifamily; townhouses, apartments and condos.



EXISTING NEIGHBORHOOD STYLE AND CONTEXT



A—2219 THORNDYKE AVE W



B—2310 W NEWTON ST



C—2210 THORNDYKE AVE W



D—1968 THORNDYKE AVE W



E—2006 THORNDYKE AVE W

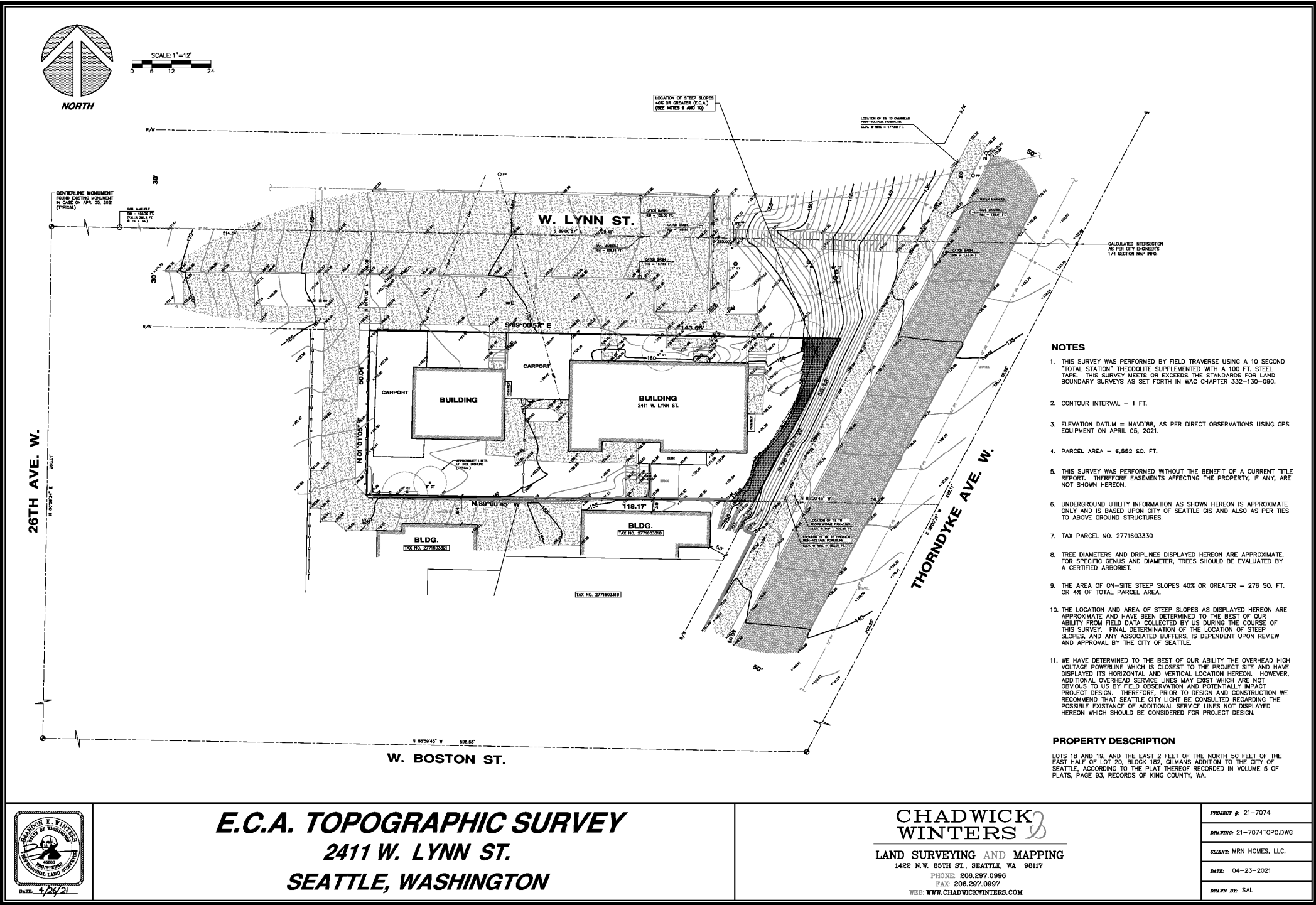
SITE SURVEY

The west 2/3 of the lot is rolling with a 5% slope towards the east. The east 1/3 of the lot drops in grade with an existing basement and terraced landscaping. There is mapped 40% steep slope along the east property line, towards the ROW Thorndyke Ave W. An ECA exemption was granted under 6851095-EX. The site is a corner lot, fronting both W. Lynn St and Thorndyke Ave W, two blocks East of 28th Ave W and approximately a 1/2 mile North of the Magnolia Bridge.

- Existing structures centrally located on subject lot to be removed
- Existing hardscapes to be removed and replaced
- Steep slope areas to be revegetated with new terraced landscaping.
- Existing curbs & sidewalks on both W. Lynn St and Thorndyke Ave W
- New street trees and ROW plantings proposed

Legal Description:

Lots 18 and 19, and the east 2 feet of the north 50 feet of the east half of lot 20, block 182, Gilmans Addition to the City of Seattle, according to the plat thereof recorded in volume 5 of plats, page 93, records of King County, WA

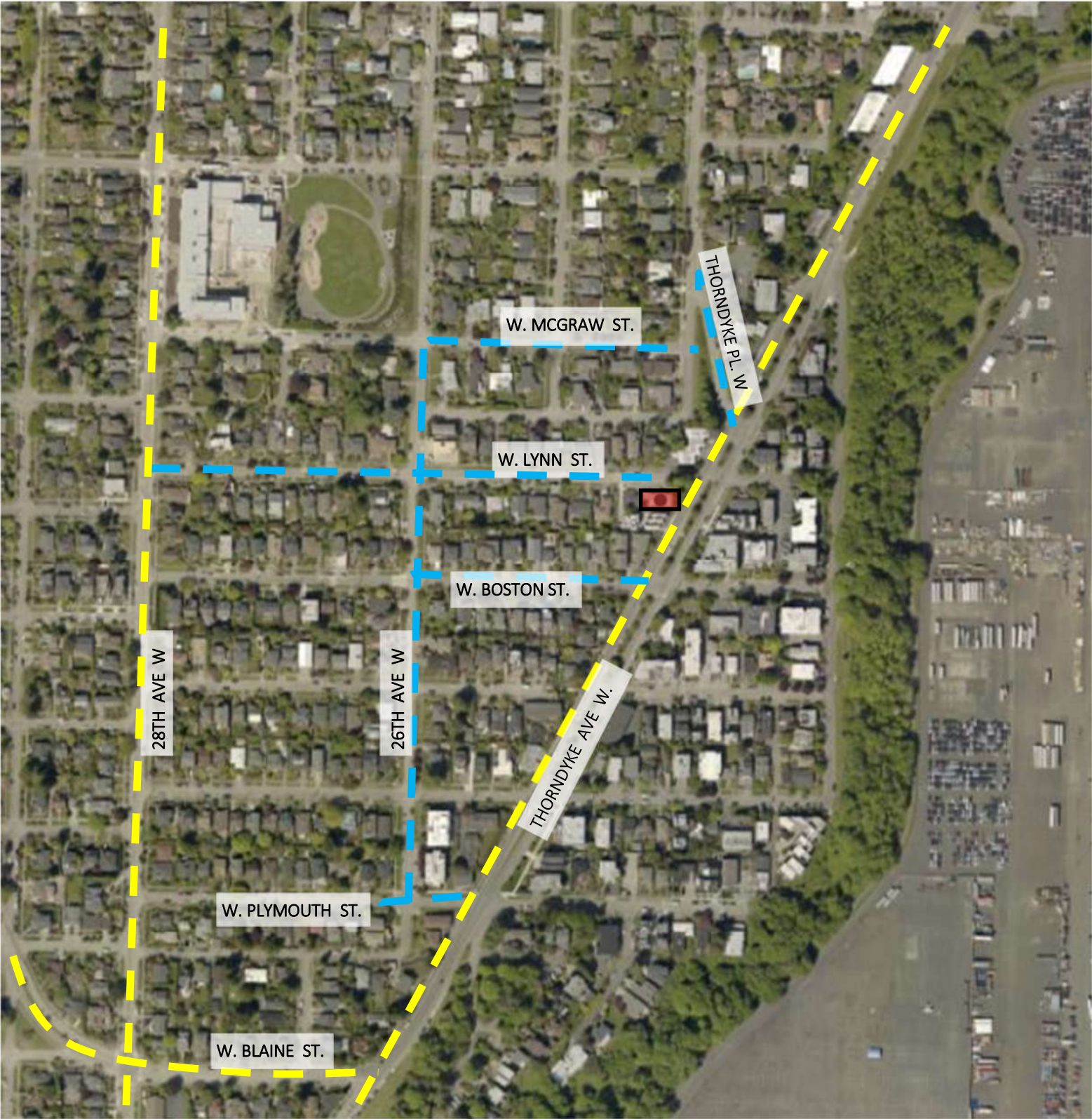


SITE ANALYSIS

The proposed project will be developed on what is presently being used as a triplex, on the corner of W. Lynn St and Thorndyke Ave W., on the edge of the Southeast Magnolia neighborhood and Interbay. Running Northeast and Southwest along Thorndyke Ave W are Lowrise zoned lots, with predominantly multi-family structures. Beyond Thorndyke, to the East, is the Ballard-Interbay-Northend Manufacturing Industrial area. To the West, Northeast and Southwest of the subject site is Neighborhood Residential, where the housing is primarily single family.

The subject lot does not presently consist of any notable site features to be retained. The existing foliage will be removed and replaced with new native plants and trees; terraced along Thorndyke Ave W, to accommodate the existing topography. A new curb cut is proposed on W. Lynn St, and the ROW will be improved to provide a planting strip with new street trees. Existing curbs and sidewalks to remain. The most notable feature of the subject site would be the potential views, looking East and South-east, that the proposal can achieve for the Thorndyke facing units. The site is fairly level with W. Lynn St, but sits approximately 20' above Thorndyke Ave W. The area between the street and proposed building will be revegetated with terraced landscaping. The proposed roof decks of all the units should provide expansive views of the neighborhood, Queen Anne and Downtown Seattle.

The subject site is on the corner of W. Lynn St and Thorndyke Ave W (an arterial). Although, there is no direct vehicular access to Thorndyke, there are many side street options for quick access to that arterial as well as 28th Ave S, and ultimately the Magnolia Bridge to the South and W. Dravus St to the North. Several Metro bus stops and substantial bike friendly streets allow for options when traveling within the neighborhood, as well as provide connections to many amenities in Seattle, not in immediate proximity to the site.



W. LYNN ST. ELEVATIONS—LOOKING SOUTH

Looking South at Subject Lot—2411 W. Lynn St



W. LYNN ST. ELEVATIONS—LOOKING NORTH

Looking North across W. Lynn St from Subject Lot



THORNDYKE AVE W. ELEVATIONS

Looking NW at the Subject Site



Looking SE across Thorndyke Ave W from the Subject Site



ZONING SYNOPSIS

SITE OVERVIEW	
Zoning	LR2 (M) — The surrounding lots are a mixture of residential and lowrise, with a high emphasis of pedestrian friendliness. There are a large number of multi-family developments along Thorndyke Ave W.
Lot Area	5,760 sf
COMPLIANCE SUMMARY	
Permitted Uses — SMC 23.45.504 Table A	
Requirement	Uses permitted include Residential, Live-Work, limited Commercial, Institutions, Uses in existing or former schools, Parks and Playgrounds
Provided	(8) Residential rowhouses with attached garages and surface parking
FAR (Floor Area Ratio) — SMC 23.45.510 Table A	
Requirement	The maximum permitted FAR for rowhouses is 1.4 (Green Building required for anything over a FAR of 1.2)
Provided	The proposed FAR for the preferred option is 1.4
Density — SMC 23.45.512 Table A	
Requirement	There is no density limit for rowhouses.
Provided	The proposed density for the preferred option is 8 new rowhouse units
Structure Height — SMC 23.45.514 Table A	
Requirement	The maximum permitted height limit for rowhouses is 40' from Avg. grade (plus an additional 10' for stair penthouses)
Provided	The proposed height limit is 40' to the roof, 44' to parapet, from FG.

COMPLIANCE SUMMARY	
Setbacks — SMC 23.45.518 Table A	
Requirement	The Required setbacks for rowhouses: Front— 5' Minimum Rear— 7' Average, 5' Minimum Side— 3.5' Min. (5' min. from SF), for facades less than 40' 3.5' Min. (7' min. from SF), for facades greater than 40'
Provided	All options meet the required setbacks except for the West side setback that we are seeking an adjustment for.
Amenity Area — SMC 23.45.522	
Requirement	The required amount of amenity area for Lowrise zoned lots is 25% of the lot area, with 50% of it located at the ground level. Amenity area can be public or private (Min. area dimensions required in certain setbacks)
Provided	All options propose ground level amenity areas as well as private roof top decks, meeting the required area and dimensions.
Landscaping Standards — SMC 23.45.524	
Requirement	The required amount of landscaping shall meet a Green Factor of .6
Provided	The preferred option will propose a Green Factor of .6 and will use new trees, new ground cover and shrubs, and permeable pavement surfaces
Structure Width & Façade Length — SMC 23.45.527	
Requirement	There are is no maximum structure width for rowhouses The maximum façade length for portions of structures within 15' of a side lot line is 65% of the length of the lot line
Provided	All options meet the width and length requirements.

ZONING SYNOPSIS (CONT.)

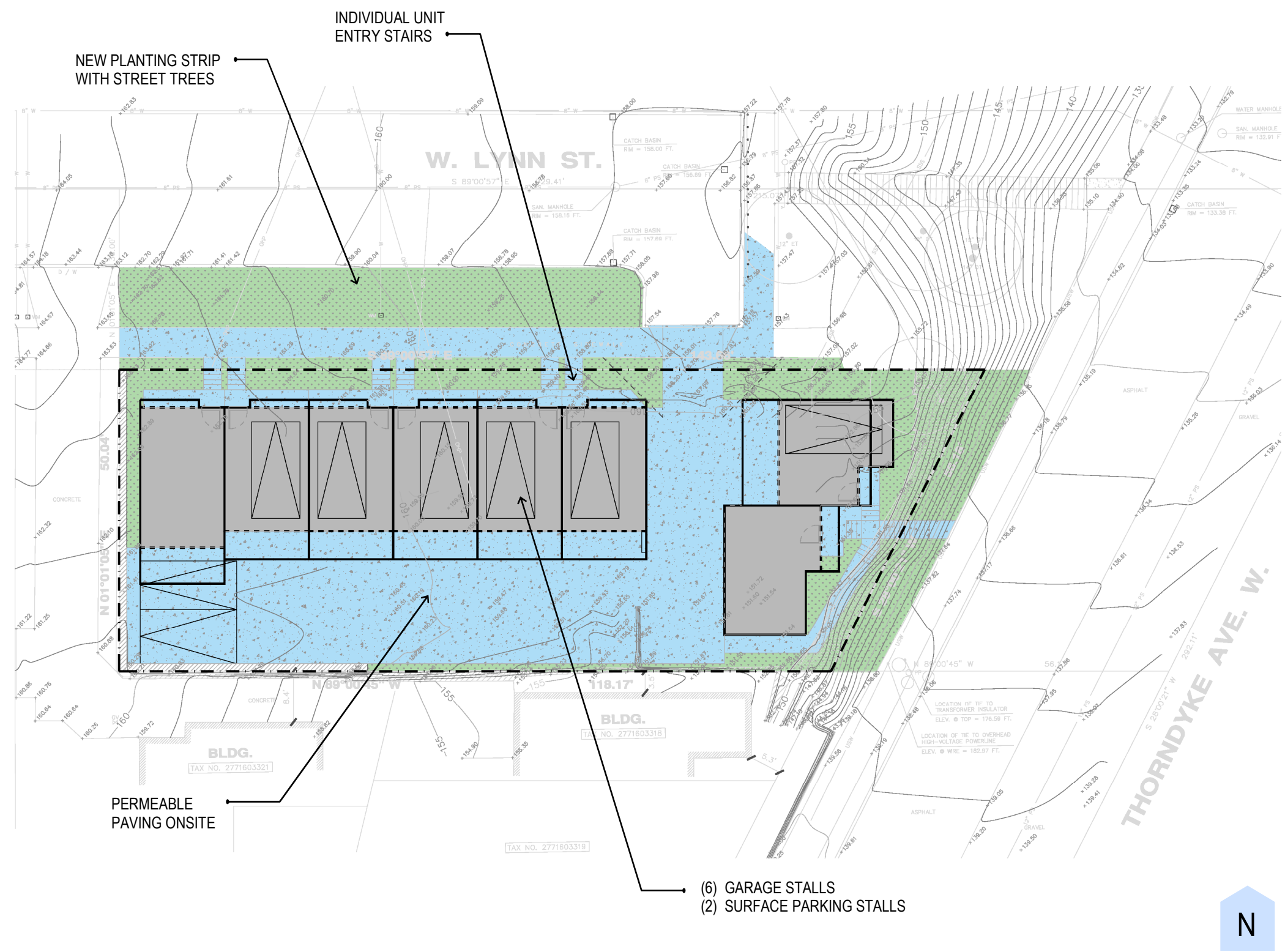
COMPLIANCE SUMMARY	
Requirement	Required Parking — SMC 23.54.015 Table B & D
	1 vehicular stall per unit required = 8 parking stalls. The required amount of long-term bicycle parking is 1 stall/unit, and The required amount of short-term bicycle parking is 1 stall/20 units
Provided	The preferred option proposes 4 garage stalls & 4 surface parking stalls located behind all structures at the back of the lot. The required bicycle parking is proposed in the garages and at the back of the lot.
Requirement	Solid Waste & Recycle — SMC 23.54.040
	Storage requirements for 8 residential units is either individual 2’x6’ solid waste storage areas or 84sf of shared storage area
Provided	The preferred option will propose hybrid service where each unit has an individual utility account and solid waste cart, but will share recycle and yard waste carts amongst all residents.
ADJUSTMENT REQUEST	
Side Setback Reduction	Required Side Setback — SMC 23.45.518 Table A
	5’ side setback is required when abutting a single family zone. We’re requesting the West side setback be reduced to 3.5’. There is an existing driveway along the West property line that creates a permanent setback, much greater than what is required on our site. With this driveway, we feel an 18” reduction to the side setback requirement will not adversely impact the proposal will have on surrounding properties and structures.

DESIGN GUIDANCE RESPONSES

CS1 Natural Systems & Site Features	
C) Topography D) Plants and Habitat	The proposal is for (8) rowhouse units, on a corner lot with an approximate 25' drop in grade from the west side of the lot to Thorndyke Ave W. There is mapped steep slope on the east side, that an exemption was granted based on previous legal grading of the ROW. The building orientation and unit configurations have been designed to flow with and protect the existing topography. The units facing Thorndyke Ave W will follow a similar design to neighboring properties by stepping the units and creating a hierarchy of setbacks that compliment the angled property lines and existing grades, while complying with allowable height limits. Terraced landscaping will help buffer the difference in elevation from street to site on the eastside. Once a site layout is settled on, a comprehensive landscape plan will be developed by a Landscape architect. Plant species will be chosen based on their planting location and overall connection to the area. Attention will be paid to the Magnolia greenway and Smith Cove Park, and considered in the choice of plantings.
CS2 Urban Pattern & Form	
A) Location in the City and Neighborhood	The preferred option proposes a similar building footprint and connection to the street as many of the rowhouse developments on corner lots located along Thorndyke Ave W do. The proposed rowhouse units will have all the unit entries facing a ROW. The building exterior design will be a mix of color and material that matches the existing and changing style of multifamily structures in the neighborhood. The proposal will draw from the new modern designed developments in the neighborhood, incorporating architectural features, increased fenestration, and textured materials. Street improvements along W. Lynn St will add landscaping and safe pedestrian pathways. Landscaping onsite will also reduce the bulkiness of the proposed structures. Attention will be paid to the West façade and it's proximity to the Neighborhood Residential zoning. To aid in the buffer from single family structures is an existing driveway that serves the lot to the south. This increased setback will reduce the effect the new building will have on neighboring properties. The existing grade of the lot will also help to step the new units, reducing view obstructions of neighboring sites.

PL1 Open Space Connectivity	
B) Walkways and Connections	The Southeast Magnolia neighborhood already enjoys an established network of sidewalks and pedestrian friendly streets. The preferred option proposes all unit entries face a street., with direct connection to an existing sidewalk. There will be individual pedestrian pathways, surrounded by year round landscaping, leading to each unit. The entry paths and the entries themselves will be distinguishable, securely weather protected, properly illuminated and have identifiable address signage, for ease of wayfinding. The units facing Thorndyke Ave W will have direct access to that street, as well as easy connectivity to the parking area and W. Lynn St via the auto court. The units facing W. Lynn St will have direct connections to that ROW, where existing sidewalks, and public stairs to Thorndyke Ave W, will make circulating around the neighborhood safe and easy.
PL4 Active Transit	
B) Planning Ahead for Bicyclists	There are numerous opportunities for bicyclists to safely get around the neighborhood. There is a dedicated bike lane on Thorndyke Ave W and many trails scattered around the area in parks and greenways. Long-term and short-term bicycle parking will be proposed onsite. Storage locations will be mixed between garages and exterior shelters. We will look at providing bike parking along Thorndyke Ave W, but the existing topography and code setback projection limitations may make that location infeasible for bike parking. From W. Lynn St, it is a short distance to access Thorndyke Ave W, via 26th Ave W and then W. Boston St. There is no lack of opportunity for future residents to find their way around the neighborhood on foot or bike.
DC2 Architectural Concept	
D) Scale and Texture	The preferred option proposes a typically conforming rowhouse layout. The proposed design will consider the street facing facades composition so as to reduce blank exteriors and increase a visually appealing structure from the ROW. The proposal will utilize similar exterior finishes and colors as the existing structures nearby. As the proposed design is boxy in nature, architectural features will be utilized to aid in façade articulation. The unit entries are proposed to be recessed from the upper floors to create transitions in building facades and provide weather protection for residents. A range of textured finishes will be used for a relatable residential connection. Final material and color choices will be developed during the MUP review.

OPTION A—SITE LAYOUT AND DESCRIPTION



Option A — Code Compliant

Proposal:

One Duplex Structure
One 6-plex Structure
(8 total units, square footages range between 1100-1400sf)

Advantages:

More ROW landscaping
Building view orientation
More garages

Disadvantages:

Larger building facades
Smaller Units
Less windows per unit
Amount of excavation for basement levels

This option utilizes a similar rowhouse concept as the other options, but does distribute the units unevenly between the buildings, creating more massing and less distinction. There are more garages, which would be an advantage over surface parking; however this creates more hardscape paving onsite. The driveway location also reduces vehicle maneuverability, making ingress and egress more difficult. The larger West building creates a bulkier south façade, and lessens the amount of windows per unit. One advantage of the proposed driveway location, is the ROW planting area is increased along W. Lynn St, adding more greenscape in the neighborhood.

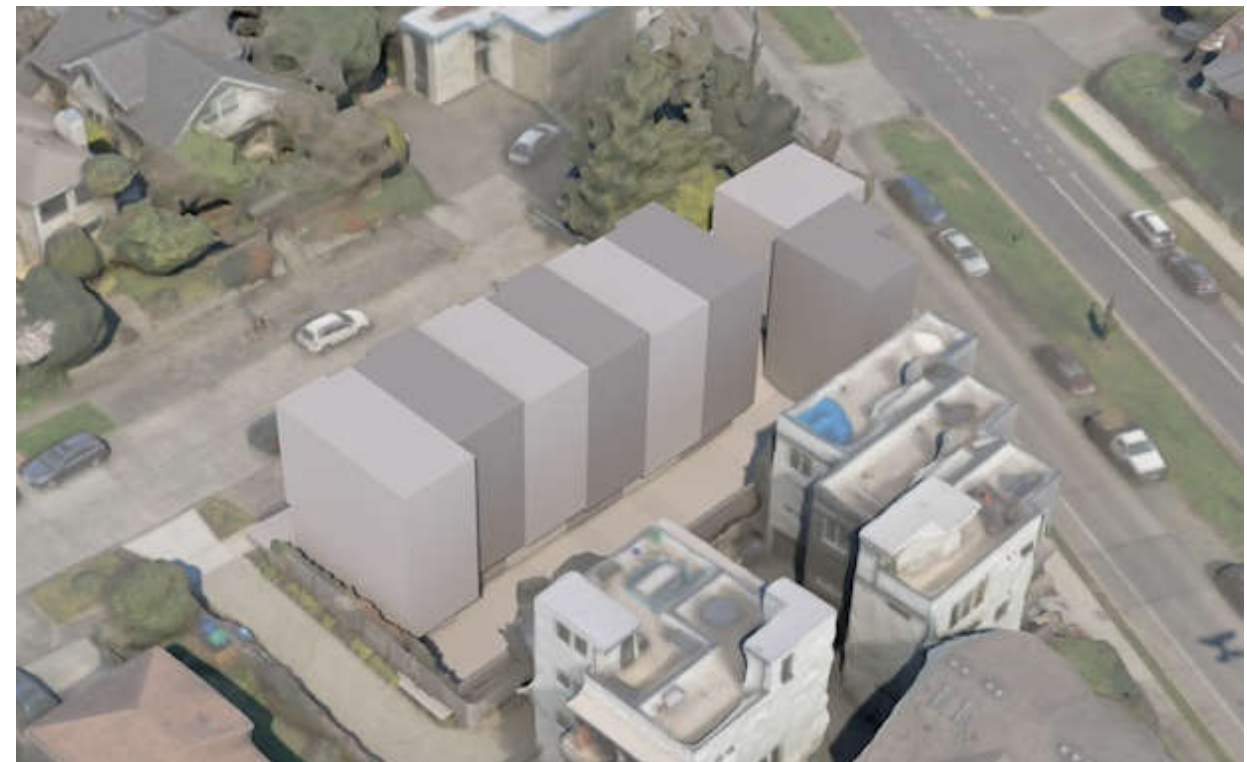
OPTION A—MASSING STUDY



Option A Massing Study—Looking Northwest from Thorndyke Ave W



Option A Massing Study—Looking Southeast from W. Lynn St.



Option A Massing Study—Looking Northeast

OPTION A—SUN STUDIES

Summer Solstice

Spring

9 am



OPTION B—SITE LAYOUT AND DESCRIPTION

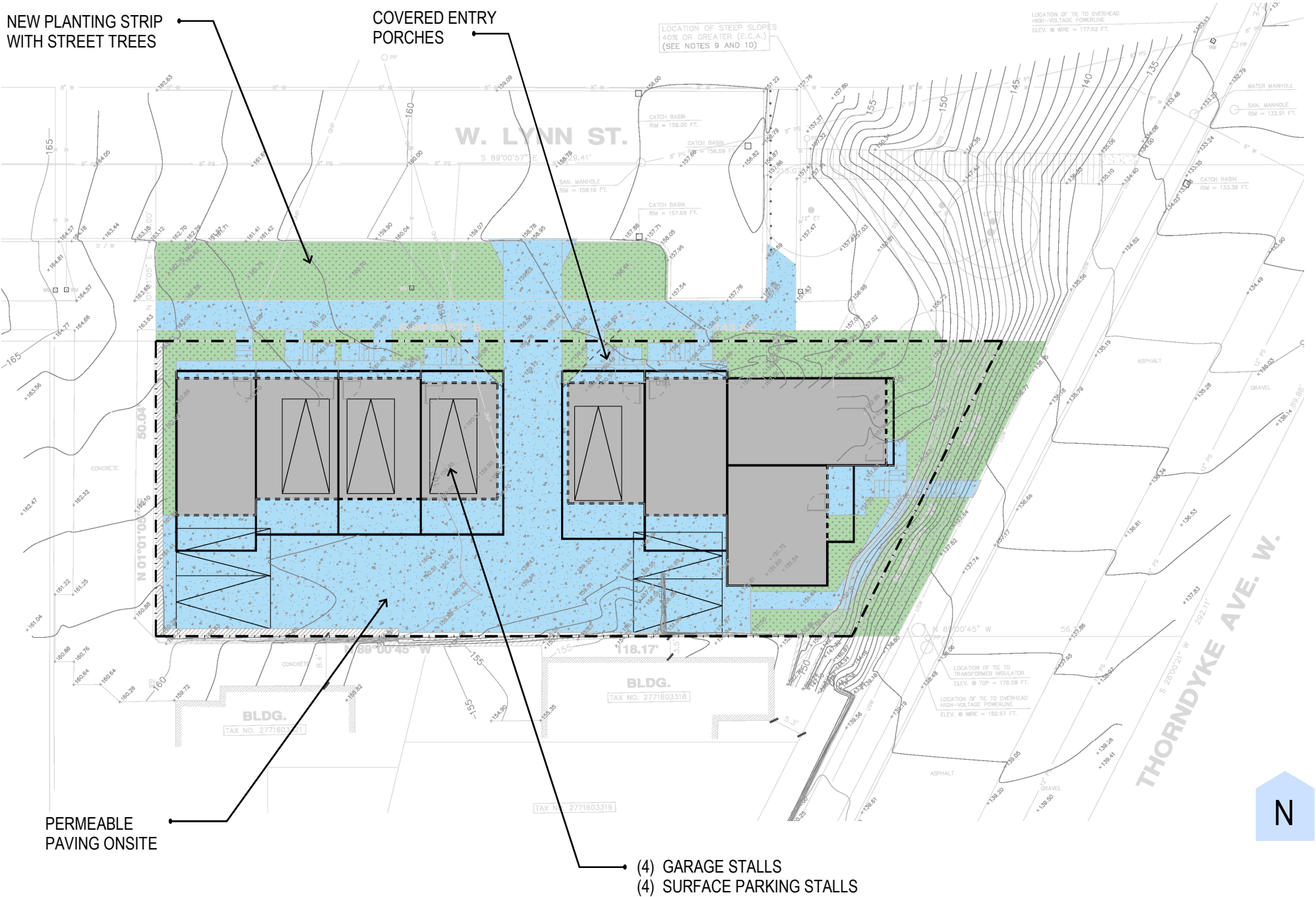
Option B — Code Compliant

Proposal:
Two 4-unit rowhouse structures
(8 total units, square footages range between 1200-1700sf)

Advantages:
Similar sized buildings
Building view orientation
Street facing façade connection

Disadvantages:
Larger building facades
Less modulation
Amount of excavation for basement levels

This option utilizes a similar site concept, with all units facing a street, as required of a rowhouse, as well as increasing the connection to the ROW by having units face both W. Lynn St and Thorndyke Ave W. These building layouts host similar advantages as the other options regarding parking, view orientation and street connectivity. The site layout does present a disadvantage from the preferred option in that the West building has larger facades with less modulation. This creates a bulkier building and larger shadow. Surface parking isn't screened as well from street view on this layout.



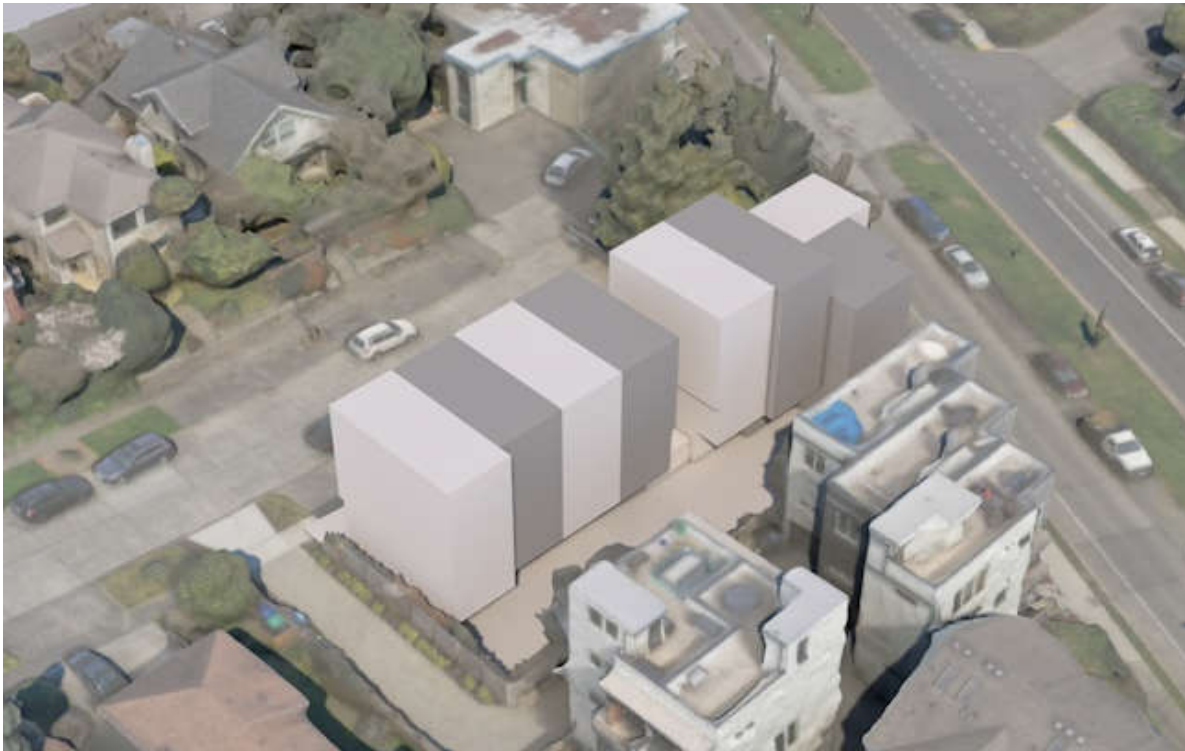
OPTION B—MASSING STUDY



Option B Massing Study—Looking Northwest from Thorndyke Ave W



Option B Massing Study—Looking Southeast from W. Lynn St.



Option B Massing Study—Looking Northeast

OPTION B—SUN STUDIES

Summer Solstice

Spring/Fall Equinox

Winter Solstice

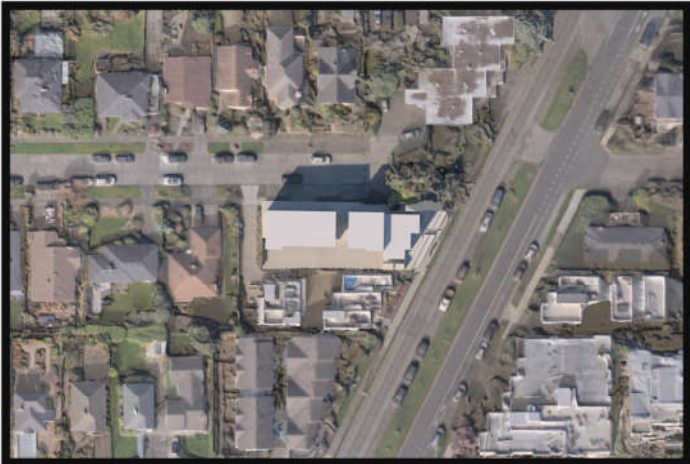
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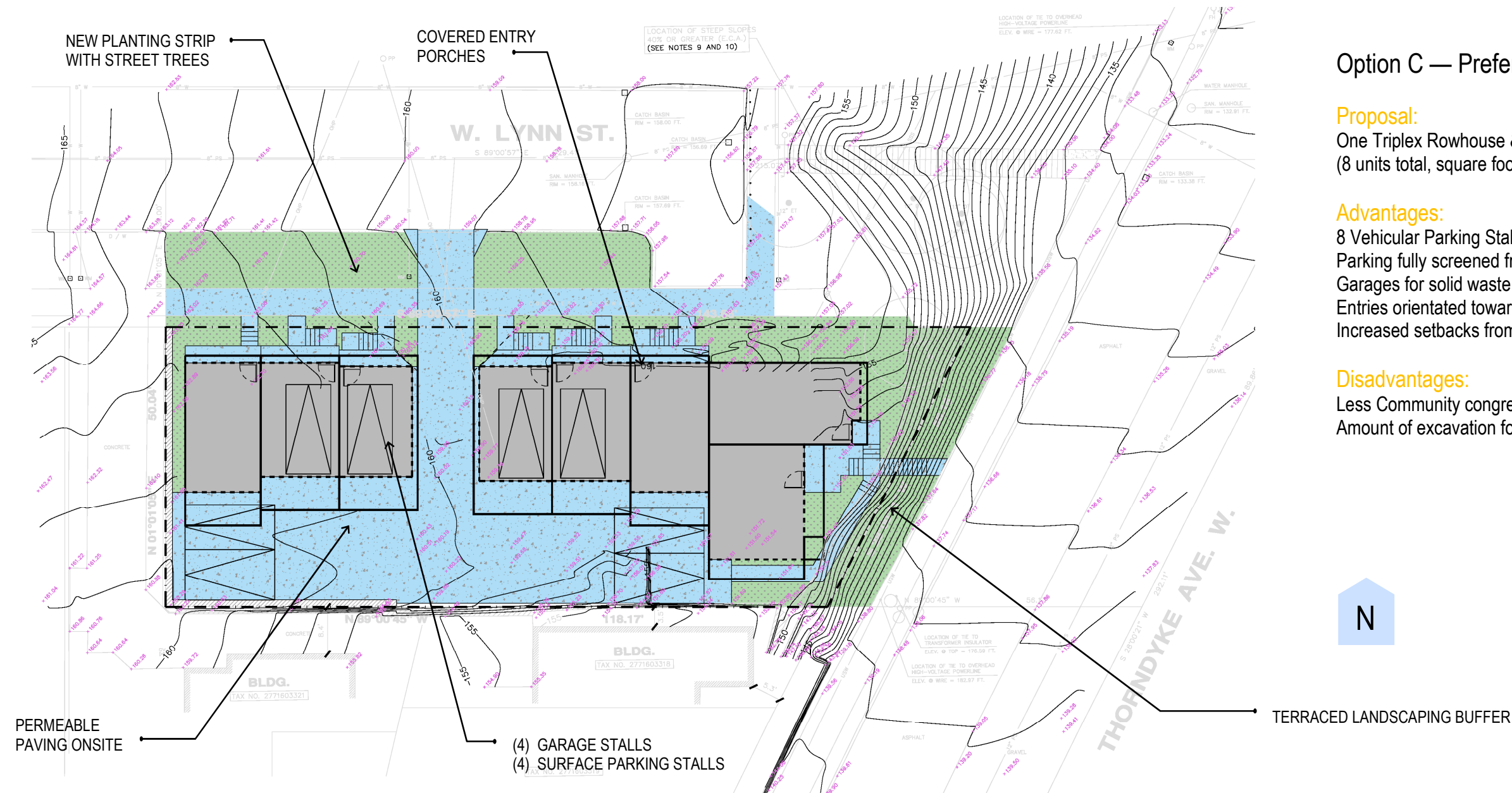
OPTION C (PREFERRED OPTION)—SITE LAYOUT AND DESCRIPTION

Option C — Preferred Option

Proposal:
One Triplex Rowhouse & One fiveplex Rowhouse
(8 units total, square footage ranges between 1200-1700sf)

Advantages:
8 Vehicular Parking Stalls
Parking fully screened from street view
Garages for solid waste & bicycle storage
Entries orientated towards the street
Increased setbacks from adjacent property

Disadvantages:
Less Community congregation areas
Amount of excavation for basement levels



Option C—the Preferred Option
The biggest advantage to this site layout is the distribution of units between the buildings, creating smaller massing facades and modulation, allowing more windows per unit, and less driveway pavement. The proposed parking onsite of one stall per unit will benefit the occupants and neighborhood by reducing offsite parking congestion. The proposed garages will provide solid waste and bicycle storage areas, which will reduce the noise and odor impacts on adjacent parcels. This preferred layout orientates all the entries facing a street; (6) units towards W. Lynn St and (2) units towards Thorndyke Ave W. The entries facing W. Lynn St will be easily identifiable by signage, individual entry stairs and covered porches. This layout has a strong rowhouse appeal, and mimics the building orientation of many multi-family lots in the neighborhood, that face Thorndyke and are a corner lot. The units facing Thorndyke will take advantage of natural light from the East as well as the views towards Queen Anne and Downtown, where the majority of the proposed windows will face. The units facing W. Lynn St have the views orientated North, towards W. Lynn St, as the development to the south of the subject site obstructs any view potential to the South, and wouldn't provide as scenic a view as the territorial one provided to the North. Providing the parking at the South of the lot increases the separation and creates a larger building setback from the adjacent parcels. The increased setback will reduce any natural light obstruction to the neighboring property, increasing privacy between structures. New landscaping is proposed between the unit entries and the ROW, creating a natural buffer with native species plants. The landscaping along Thorndyke will be terraced, similar to many other developments along the same street. The disadvantage of this layout is less ground level amenity area and congregational space that encourages community interaction. Although the design is boxy in nature, the addition of architectural features, a transition in material and color, and the amount of fenestration proposed, will all aid in decreasing the bulkiness and massing the building imposes.

OPTION C (PREFERRED OPTION)—STREET VIEWS



Preferred Option C Massing Study—Looking Southwest from Thornyke Ave W.



Preferred Option C Massing Study—Looking Southeast form W. Lynn St.

OPTION C (PREFERRED OPTION)—MASSING STUDY



Preferred Option C Massing Study—Looking Northwest from Thorndyke Ave W



Preferred Option C Massing Study—Looking Southeast from W. Lynn St.



Preferred Option C Massing Study—Looking Northeast

OPTION C (PREFERRED OPTION)—SUN STUDIES

COMMUNITY OUTREACH MATERIALS

EARLY COMMUNITY OUTREACH REGARDING PROPOSED PROJECTS GOING THROUGH DESIGN REVIEW

<u>Brief summary of the proposal:</u> Demolish existing Triplex Residence located at 2411 W Lynn Street. Construct eight new row house units with surface and garage parking. <u>Project/Property Address(s):</u> 2411 W Lynn St., Seattle, WA 98199 <u>SDCI Project Number(s):</u> 003805-21PA <u>Applicant/Contact Person:</u> Andrew Novion – NOVION GROUP INC. <u>Website:</u> www.noviongroup.com <u>Feedback can be submitted:</u> Directly to the Applicant via email. office@noviongroup.com Through our interactive website. www.noviongroup.com Through our online survey. www.noviongroup.com Please label your emailed feedback and/or comments: “Feedback for 003805-21PA” in the subject line. Feedback and Comments will be accepted through August 10th, 2021. Additional information about the project can be found: SDCI - Seattle Services Portal https://cosaccela.seattle.gov/portal/welcome.aspx Seattle Department of Neighborhood https://www.seattle.gov/neighborhoods Applicants shall include a summary of the design-related feedback they heard during their community outreach as part of their final EDG packet. While a collaborative approach is encouraged between the applicant and the community, the applicant is not required to incorporate any specific community feedback into the project’s design. Comments and discussion should focus on compliance with the established design guidelines. Applicants may, at their discretion, respond directly to the community about any feedback that is not related to Design Review. Retention of Public Records. All outreach materials and information sent or gathered as part of this Community Outreach effort are public records subject to the Washington Public Records Act, and may be subject to disclosure to a third-party requestor. Applicants should follow best practices for managing the data collected during public engagement, as provided by the City of Seattle. All relevant records will be retained and must be provided to City of Seattle if requested to fulfill a records request.	
Community Outreach Feedback	A copy of the mailer that was sent to residences within 500’ is shown here. This mailer was not required to be translated into any other languages. This information was also included on the website link for this particular project outreach. • Concern that it will not have enough parking • Desire that the development is affordable for residents and/or businesses • Desire that the development fits into neighborhood look • Desire that the development is designed with environmental sustainability in mind • Concerns about construction noise/impact • Concerns that it will not be affordable • Concerns that it may be out of scale with other buildings nearby • Concern that they will not like the way it looks • Desire that the development brings new services or amenities to the area • Concern regarding obstructing views • Concern that the existing residence is going away
Synopsis of the feedback generated from the mailer and website	

OTHER MODERN DESIGNS BY ARCHITECTURAL FIRM

