

DESIGN REVIEW RECOMMENDATION
ADMINISTRATIVE DESIGN REVIEW

SDCI # 3029952 - LU
3084 SW Avalon Way

Applicant:
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Seattle, WA 98121
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VICINITY MAP

EXISTING SITE

The project site consists of one parcel (APN: 9297300930) located mid-block on the west side of Avalon Way. Directly opposite the subject parcel is a low rise apartment building and a single family residence. West of the project site and across an alley is a single family residence. South of the project site is an existing single family residence, with an 8-unit townhouse project slated to begin construction. North of the project site is a 3-unit apartment building, however an 8-unit townhouse project is proposed. The area of the subject parcels is 5,039SF and measures roughly 42' wide by 120' deep. The site slopes down from the east to west corner with an overall grade change in this direction of approximately 24 feet. One 3-unit apartment building currently occupies the site.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned MR and is located in the West Seattle Junction Hub Urban Village and Frequent Transit Overlay. The structure may extend up to 60', or 75' if extra floor area is gained under Chapters 23.58A and 23.45.516. The MR zoning designation continues east for approximately one block to 30th Ave SW and switches to LR 1 from there. The MR zone also continues north to SW Andover St and south to the intersection of 35th Ave SW. The zoning designation switches to single family across the alley, west of the subject site. Generally, the zoning is MR along SW Avalon way, decreases east and west, and switches to commercial and neighborhood commercial north and south.

DEVELOPMENT OBJECTIVES

The owner proposes the construction a new residential apartment building with 35 small efficiency dwelling units. The existing building on the project parcel will be demolished. The site is within the West Seattle Junction (Hub Urban Village) and a parking flexibility area, and as a result is not required to provide parking. The objective for these apartments is to provide upscale, yet affordable, housing for the West Seattle neighborhood. The demographic that will benefit most from this housing will be students and wage earners in the neighborhood; city-dwellers seeking a pedestrian-oriented lifestyle; and people that commute to downtown and West Seattle businesses. These small studio apartments will add to the variety of multifamily housing and versatile building types in the neighborhood and complement the diverse residential community that defines West Seattle.

NEIGHBORHOOD CUES

The immediate blocks in the zone are primarily multifamily residential, with a bit of single family and some commercial at the north and southwest ends of Avalon Way. A vibrant commercial area is located a couple of blocks west of SW Avalon Way, where there is a Trader Joe's, several restaurants and shops, a YMCA, as well as frequent buses connecting throughout the area. A new Link Light Rail Station located on Avalon Way is right near the proposed site, which has an expected service start year of 2030. This Link expansion will connect West Seattle to Ballard, SODO, Downtown Seattle, and beyond. With the future public transportation expansion accompanied with a vibrant, pedestrian-friendly city center, there will be a large demand for housing in the area.

**SITE LOCATION**

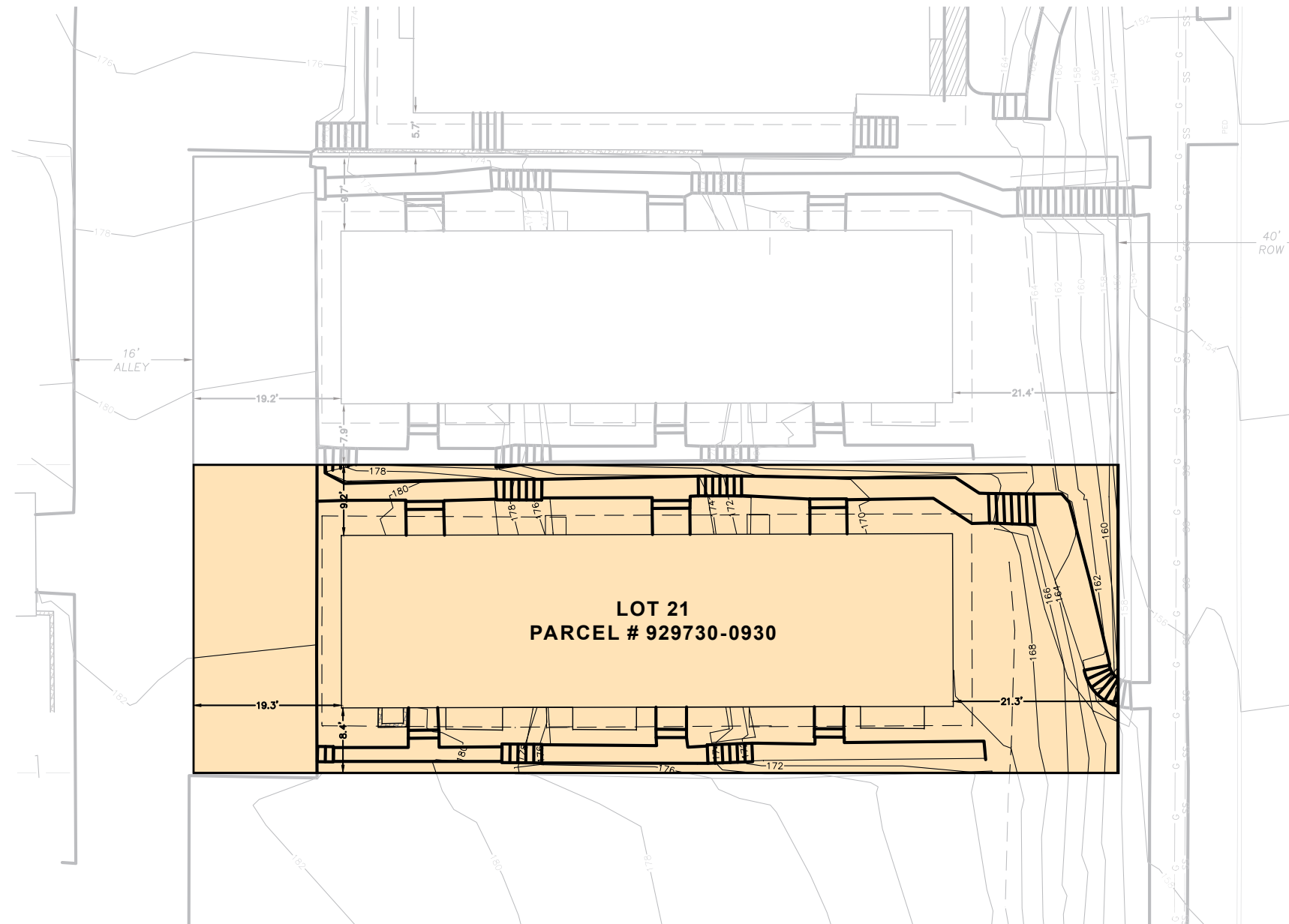
3084 SW Avalon Way
Seattle, WA 98126

ZONING SUMMARY

Zone: MR
Overlay: West Seattle Junction (Hub Urban Village)

PROJECT PROGRAM

Site Area: 5,039 SF
Number of Residential Units: 35
Number of Parking Stalls: None
Proposed Bike Parking: Approx. 38 Stalls
Allowable FAR = 3.2 (16,125 SF)
Anticipated FAR = 3.09 (15,595 SF)



EXISTING SITE CONDITIONS

PROPOSED PROJECT SITE

- One parcel located mid-block on the west side of Avalon Way
- Site Area = 5,039 SF, and measures roughly 40' wide by 120' deep

TOPOGRAPHY

- 23'-8" slope down across the middle of the site from west to east
- 3'-4" grade gain along Avalon Way frontage from north to south

ADJACENT BUILDINGS AND USES

- Existing low rise apartment building directly opposite of the subject parcel (MR)
- Existing single family residence across street from the subject parcel (MR)
- Existing single family residence west (across alley) of the project site (SF)
- Existing single family residence south of the project site (MR)
- Existing 3-unit apartment building north of the project site (MR)

LEGAL DESCRIPTION

LOT 21, BLOCK 7, WESTHOLME ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAY THEREOF RECORDED IN VOLUME 22 OF PLATS, PAGE 51, IN KING COUNTY, WASHINGTON.
APN: 929730-0930



PROPOSED PROJECT SITE

ALLOWABLE STRUCTURE HEIGHT TRASH ACCESS

- MR zoning allows for a 60'-0" structure height
- 15'-0" if higher FAR allowance is sought
- 4' bonus for rooftop features
- 15' bonus for stair/elevator penthouses

ALLOWABLE BUILDING AREA

- MR3.2 FAR = 20,400 SF
- 4.5 FAR = 15,360 SF

SOLAR ACCESS & VIEWS

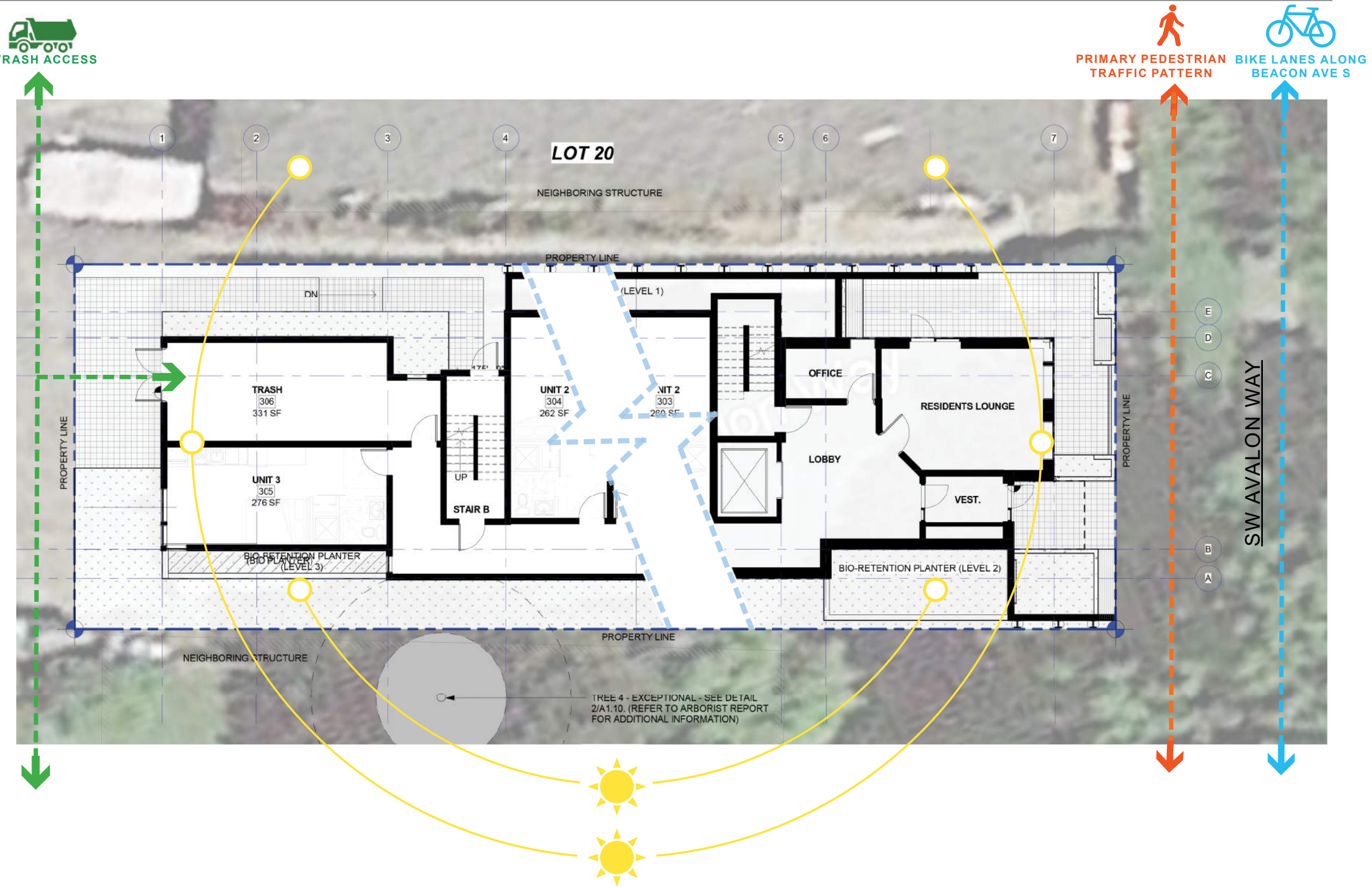
- The site has great solar access due to existing topography and alley separation to the west. Territorial views area to the east and Downtown Seattle views are to the northwest.

TRAFFIC CIRCULATION

Project site sits at the northeast corner of the West Seattle Junction neighborhood, just south of the West Seattle bridge. A new link light rail station is planning to have a service start year of 2030. The link connection will connect West Seattle to Ballard, SODO, Downtown Seattle, and beyond. The project site is located in a Frequent Transit Overlay and an Urban Village, therefore, parking is not required.

STREETSCAPE

SW Avalon Way has a 5'-0" wide sidewalk with a 6'-6" planting strip northeast of the proposed site. There is a approximately 21'-6" grade change from the east side of the property to the west side of the property going up. There is currently one street tree located at the lower east side of the property. The concrete alley to the west of the proposed site is approximately 10'-0" wide.



DISTINGUISHING FEATURES

- 7-Story building with 2 levels partially below grade = 17,787 SF (Gross Floor Area)
- 35 Apartment Units

OPPORTUNITIES

- Modulation that is refined in its simplicity
- Grade change will provide views north and east
- Consolidated circulation towers reduce scale adjacent to property lines
- Unit orientation and consolidated circulation lend privacy to neighbor to the south
- Unit orientation at ground level allows shared entry space to occupy entire facade width at the sidewalk edge to encourage pedestrian traffic.

CONSTRAINTS

- Slope of existing grade
- Trash located at alley at third floor

FAR CALCULATIONS:

- 16,125 SF FAR Allowable
- 15,595 SF FAR Proposed
- 96.7% of allowable FAR used

SETBACK REQUIREMENTS:

A 7'-0" Average, 5'-0" minimum setback is required at the front property line on the east side of the site, adjacent to SW Avalon Way. A 10'-0" rear setback is required at the west property line, adjacent to the alley. For portions of a structure that are 42'-0" or less in height, a 7'-0" Average, 5'-0" Minimum is required and above 42'-0" a 10'-0" average, 7'-0" minimum is required.

NEIGHBORHOOD PATTERNS AND POTENTIAL

The current two-story structure on the project site is not maximizing development potential, especially considering the location. The existing relationship to SW Avalon Way discourages pedestrian traffic and is not practical for bicycle access. The proposed residential entry occurs at the sidewalk grade and will provide easy access for pedestrian traffic and bicyclists.

LANDSCAPE APPROACH

The planting strip along SW Avalon Way will be filled and street trees meeting the city's criteria will be planted in the right-of-way. The planting on the site will be focused primarily along property lines.

DEPARTURES REQUESTED:**SOUTH SIDE SETBACK**

REQUIRED:

10' AVG/7' MIN ABOVE HEIGHT OF 42'

PROPOSED:

7.4' AVG/5.67' MIN ABOVE HEIGHT OF 42'

REQUEST:

DECREASE IN SIDE SETBACK AVERAGE AND MINIMUM
26.0% AVERAGE; 19.0% MINIMUM**NORTH SIDE SETBACK**

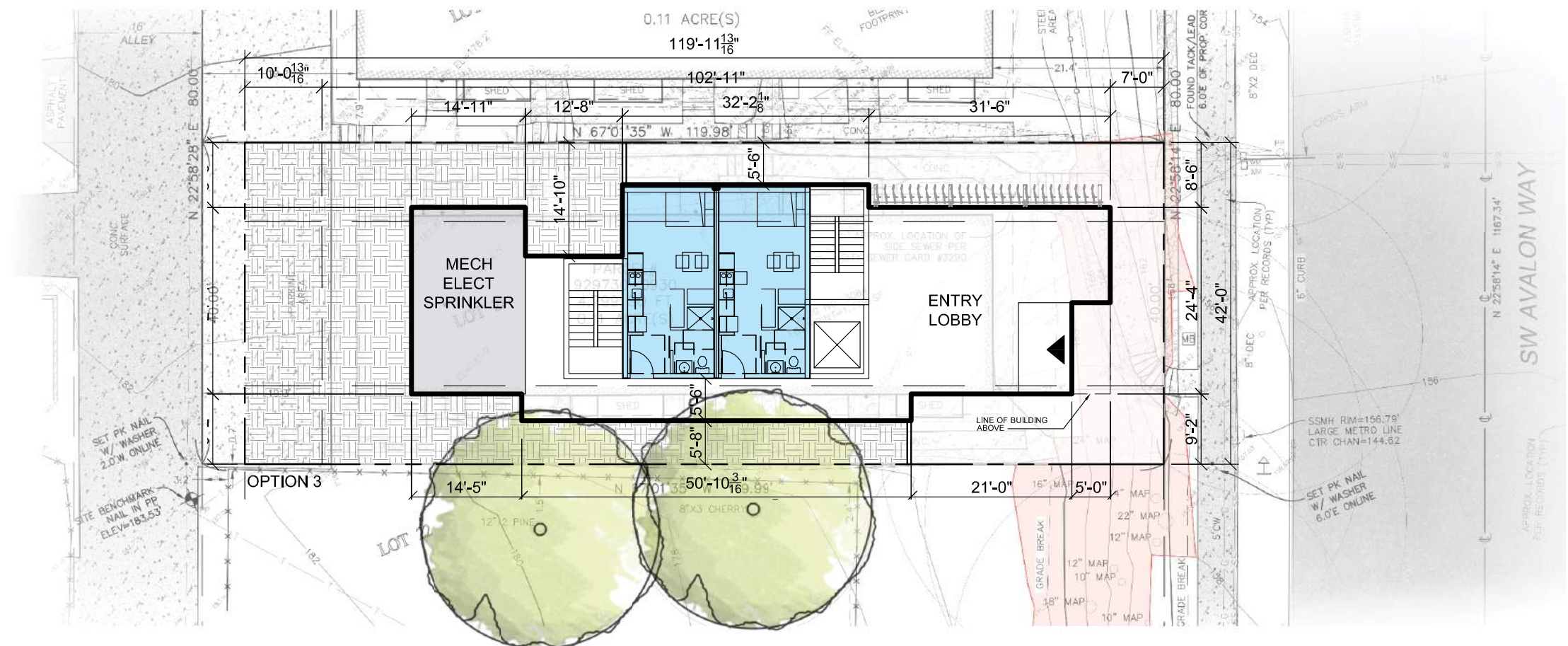
REQUIRED:

10' AVG/7' MIN ABOVE HEIGHT OF 42'

PROPOSED:

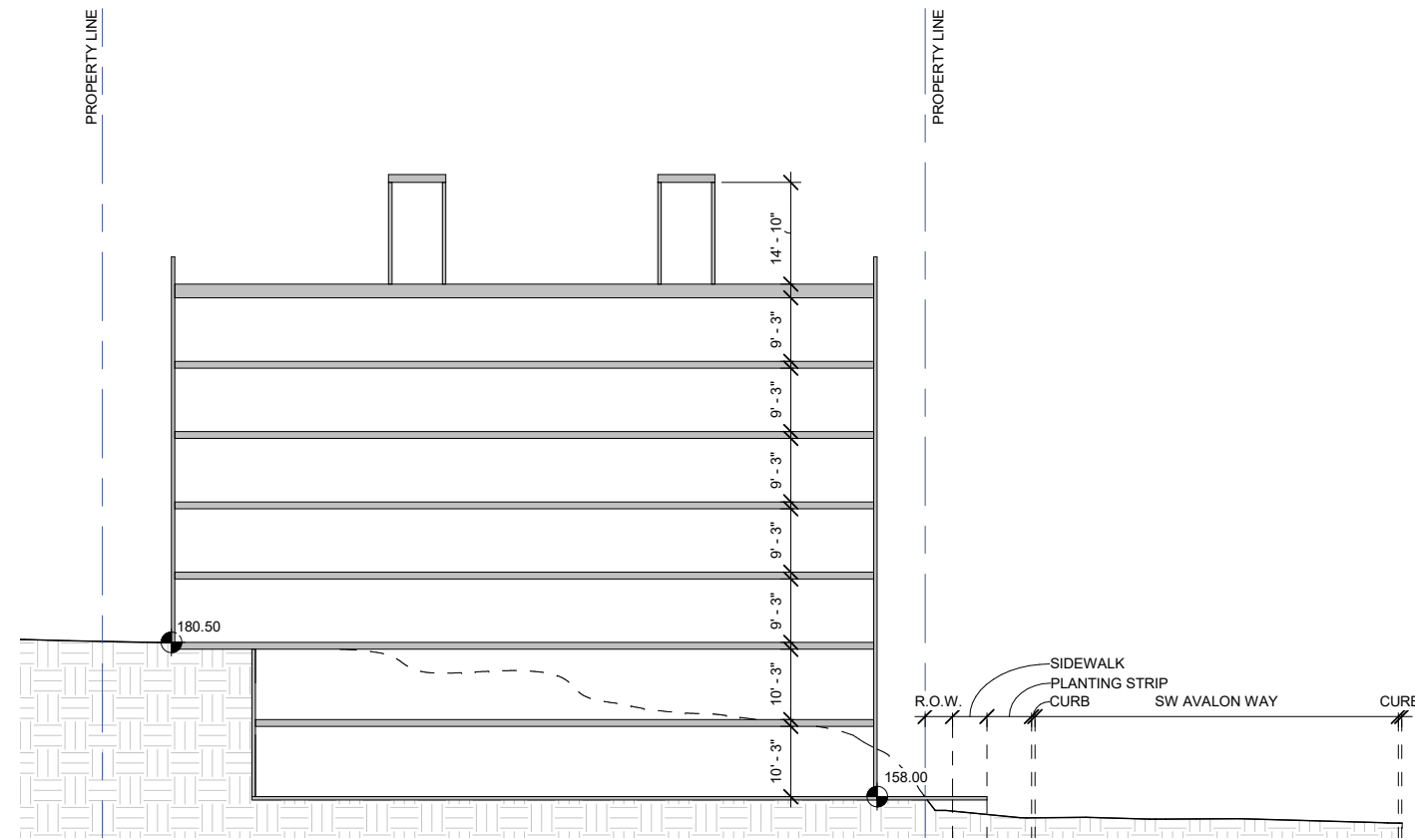
8.34' AVG/5.5' MIN ABOVE HEIGHT OF 42'

REQUEST:

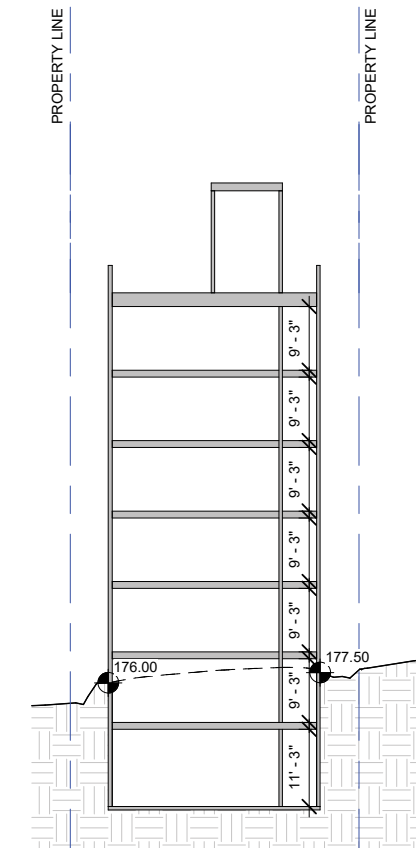
DECREASE IN SIDE SETBACK AVERAGE AND MINIMUM
16.6% AVERAGE; 21.43%

OPTION 3 - LEVEL 1 SITE PLAN

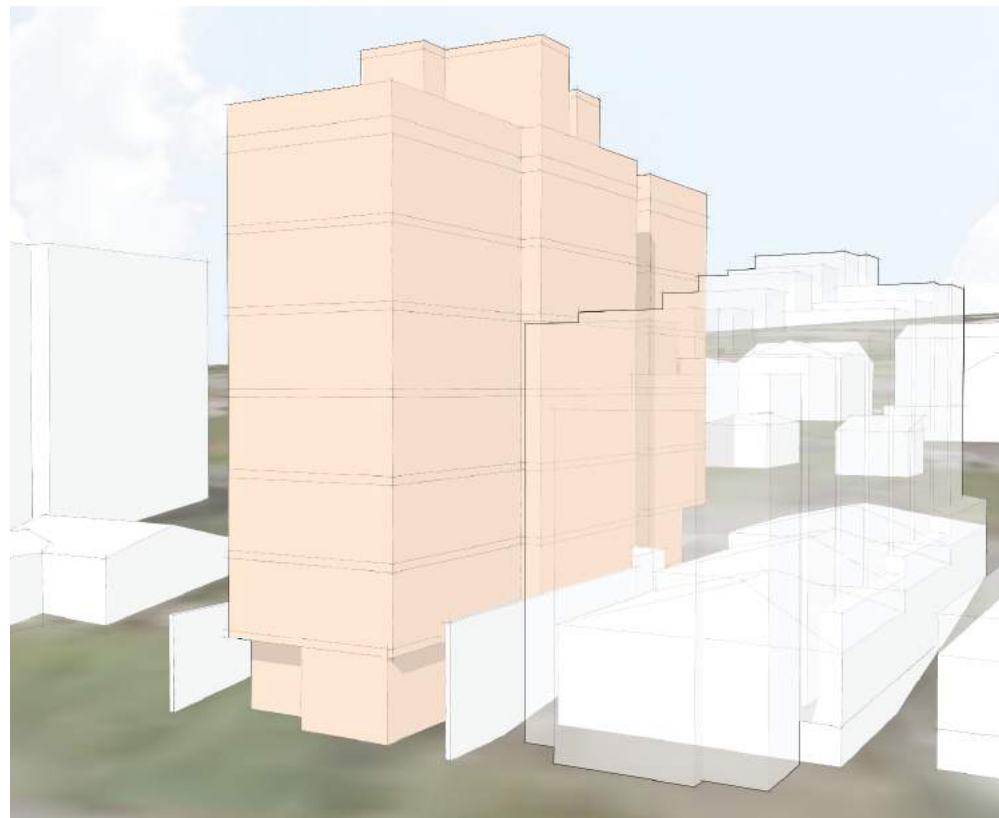




STACKING DIAGRAM NORTH/SOUTH



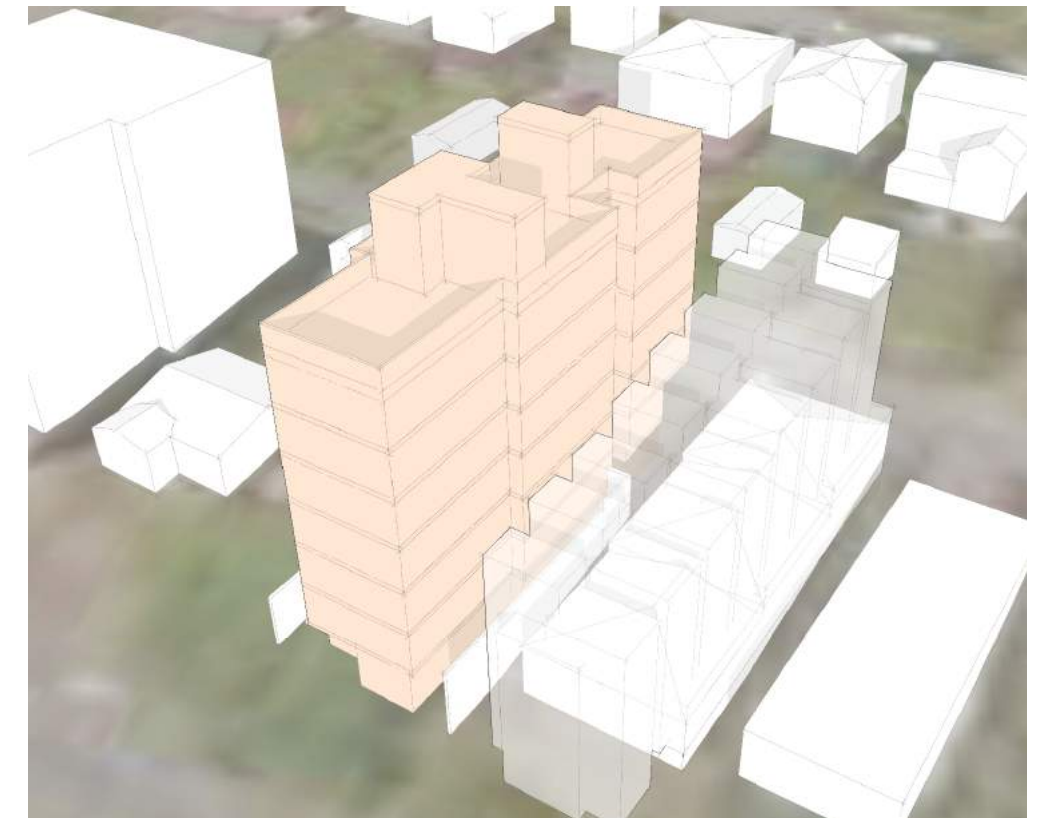
STACKING DIAGRAM EAST/WEST



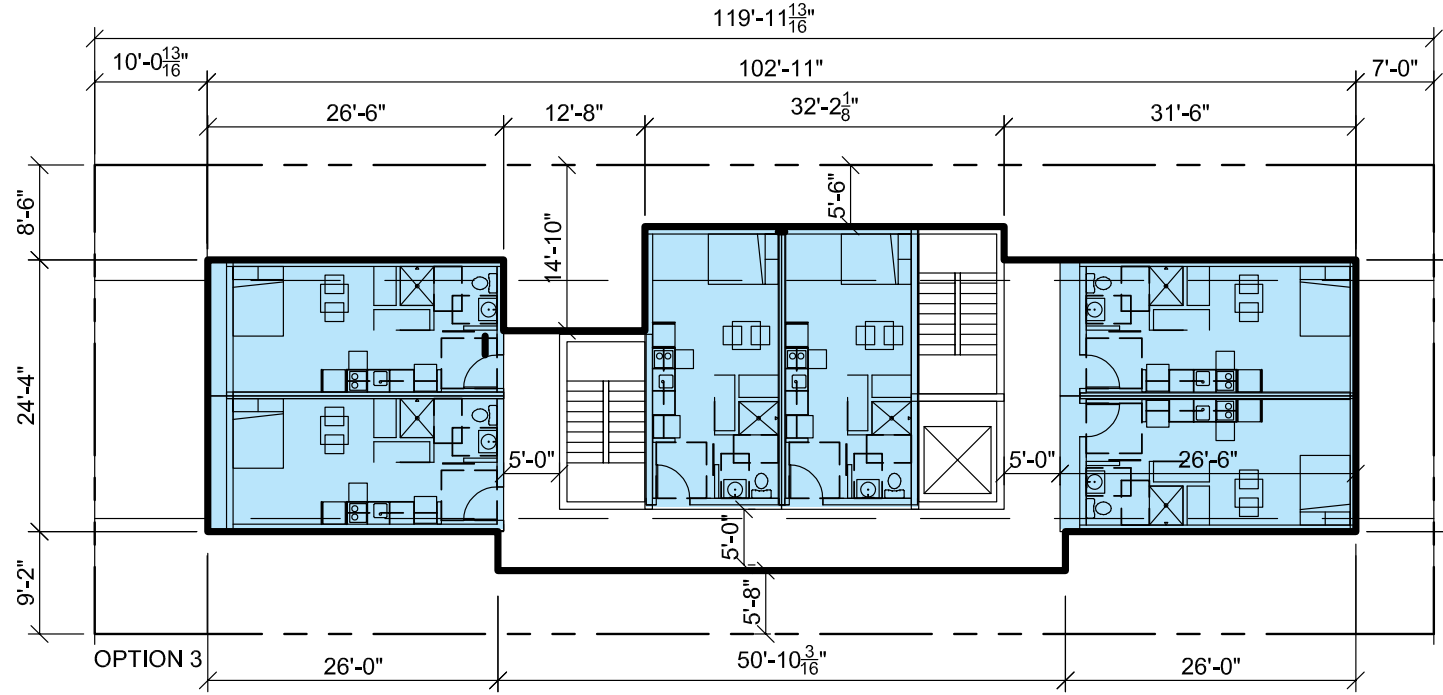
VIEW FROM AVALON WAY SW



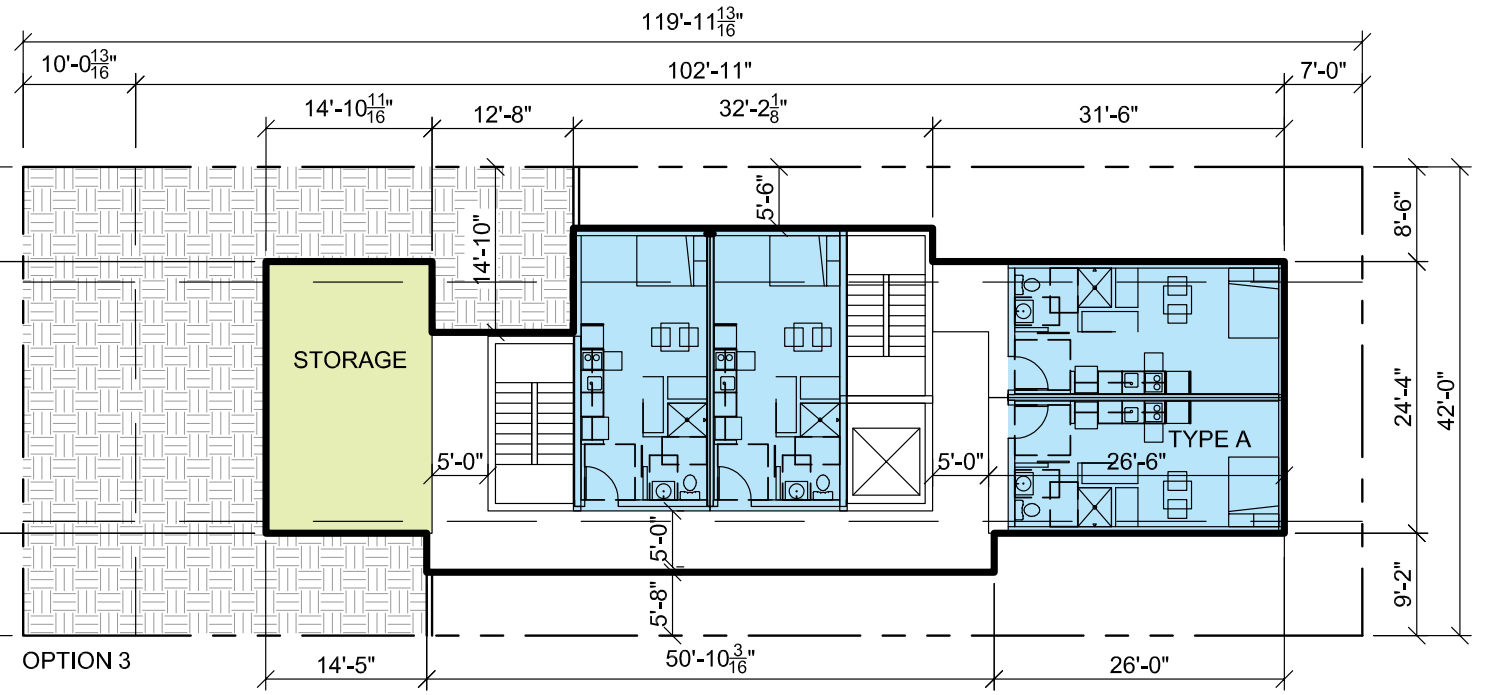
VIEW FROM ALLEY



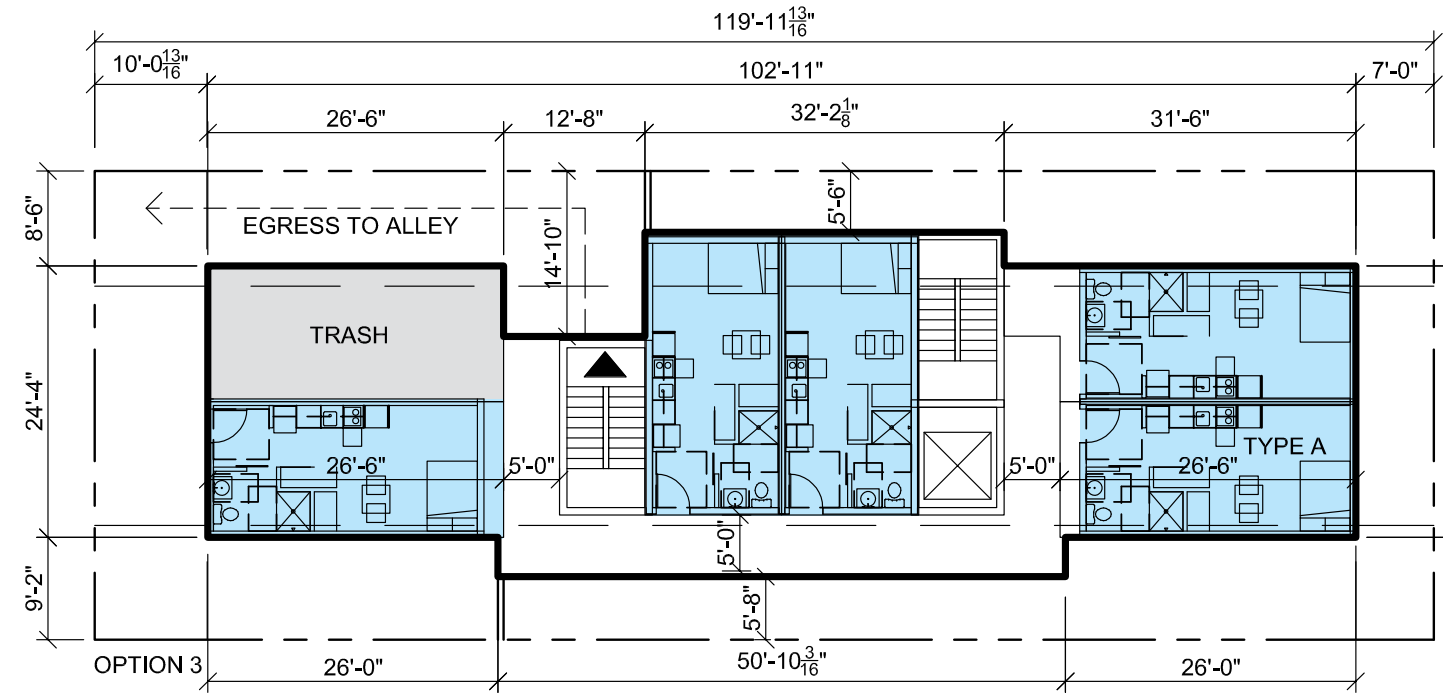
BIRDSEYE FROM NORTHEAST



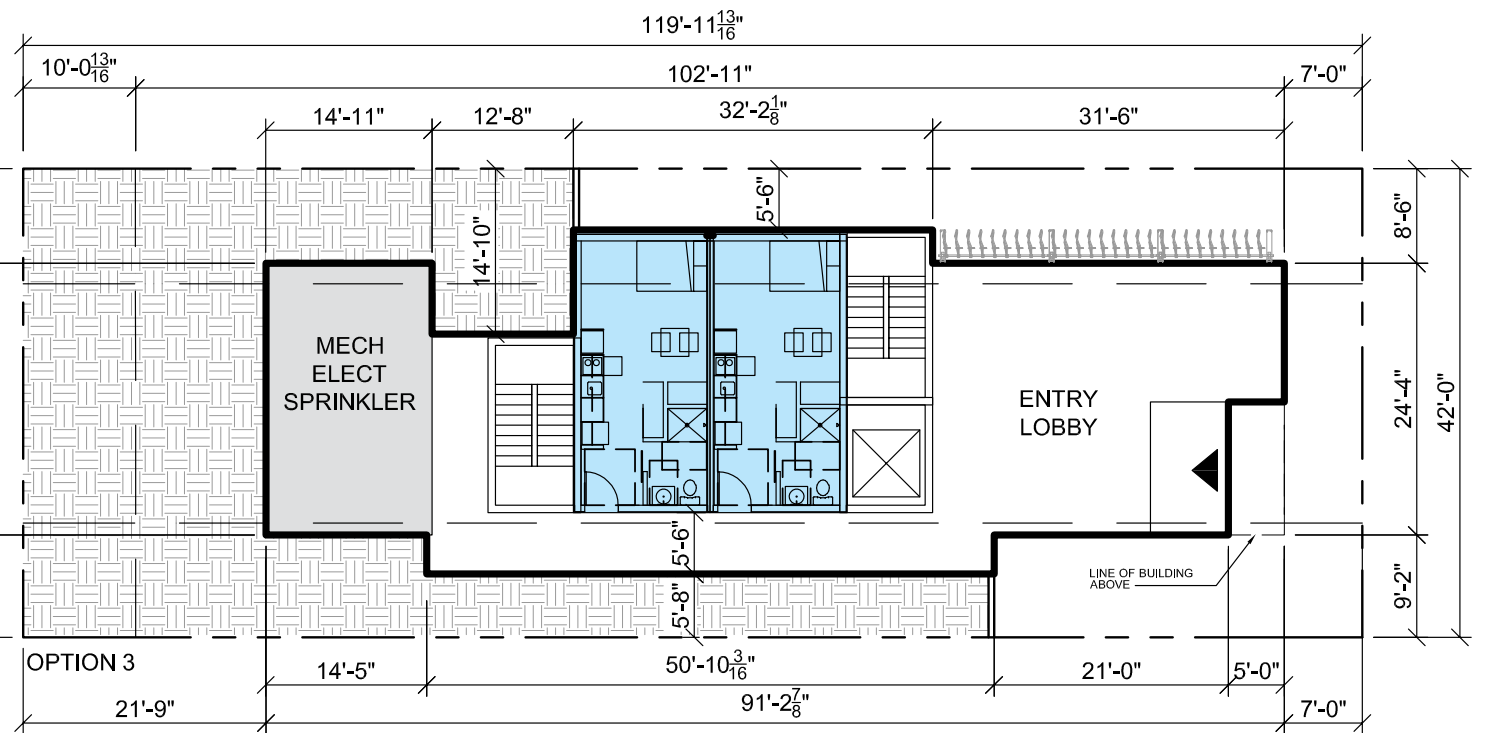
FLOOR PLAN - LEVELS 4-7



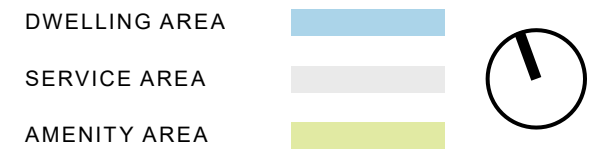
FLOOR PLAN - LEVEL 2

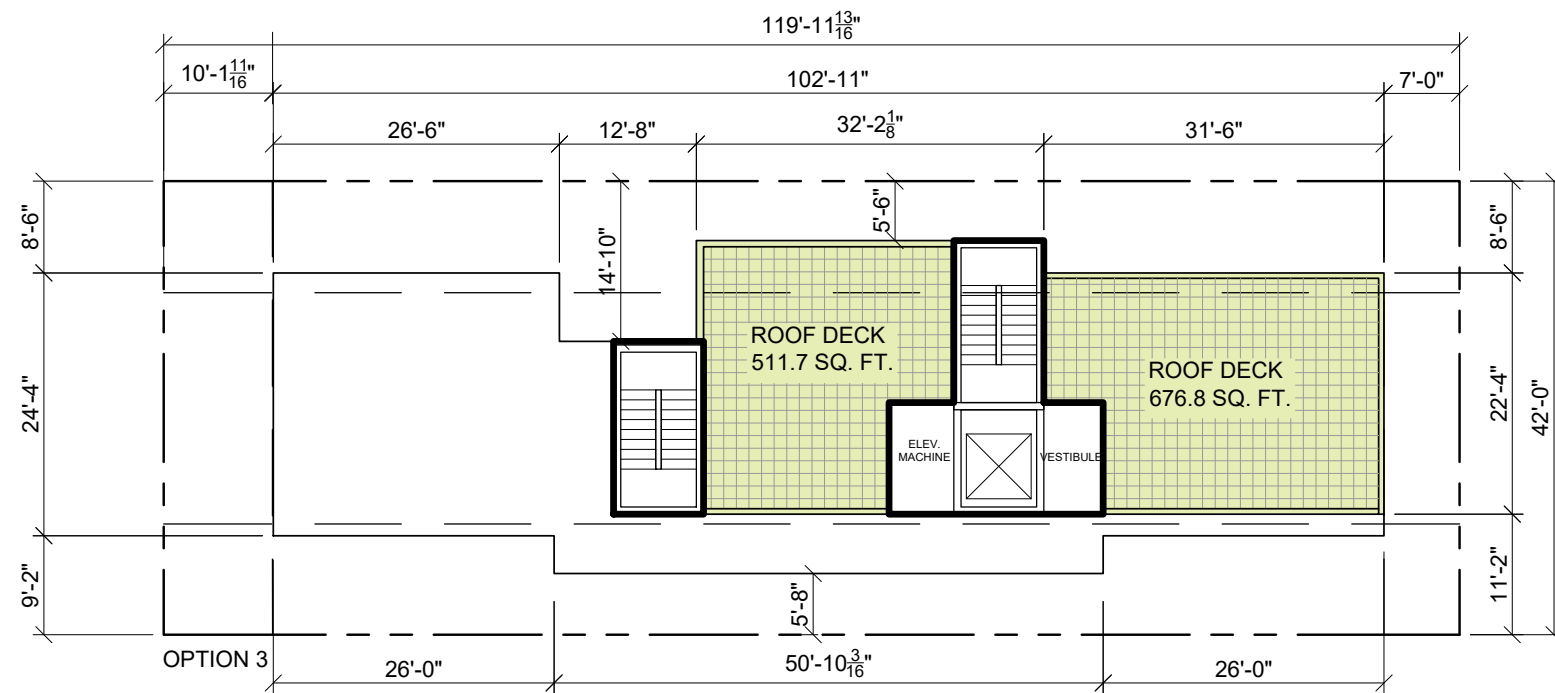


FLOOR PLAN - LEVEL 3

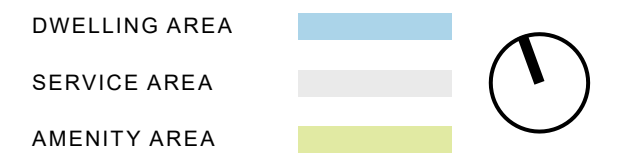


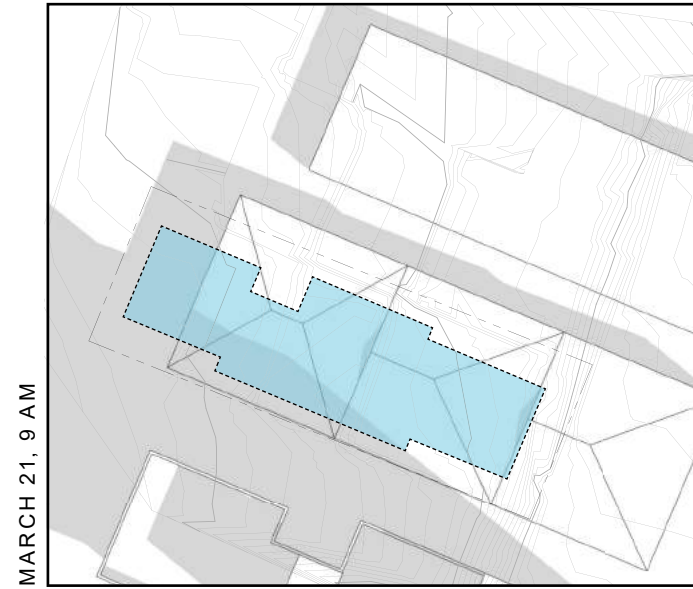
FLOOR PLAN - LEVEL 1



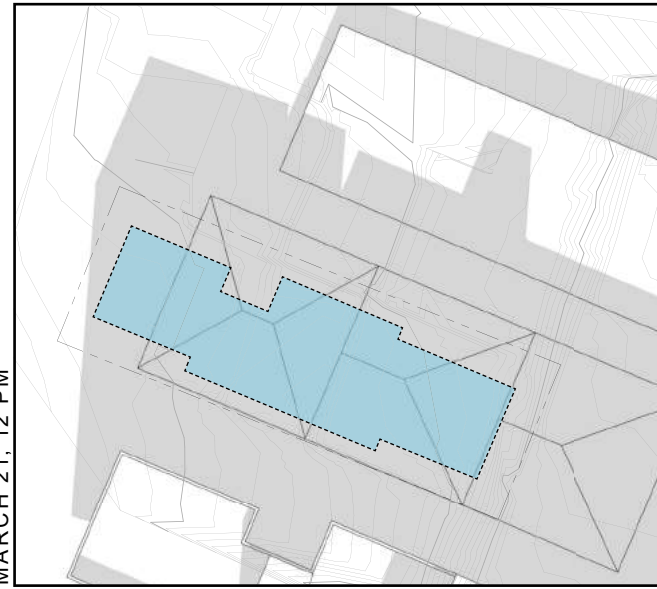


FLOOR PLAN - PENTHOUSE

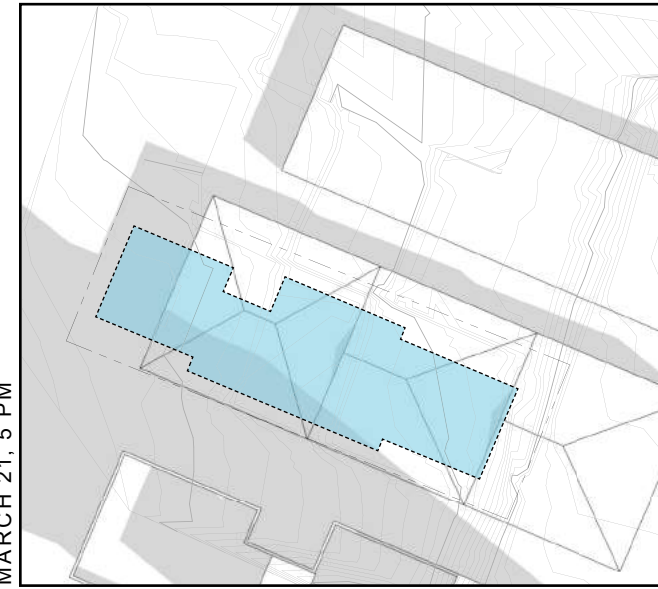




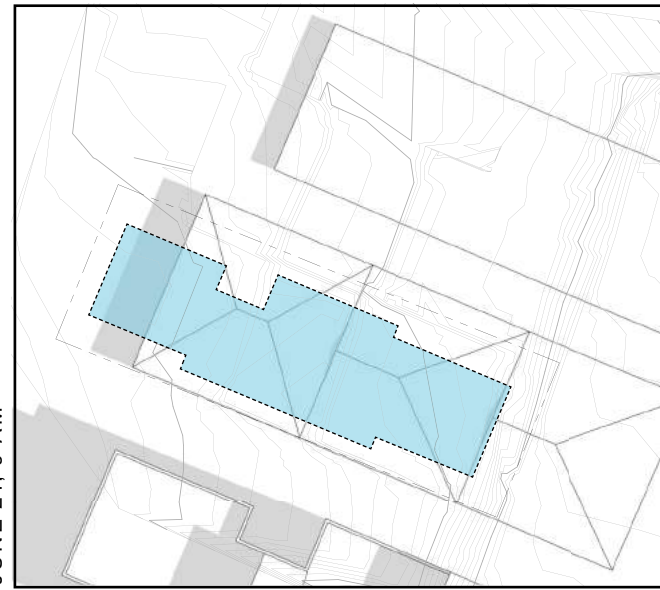
MARCH 21, 9 AM



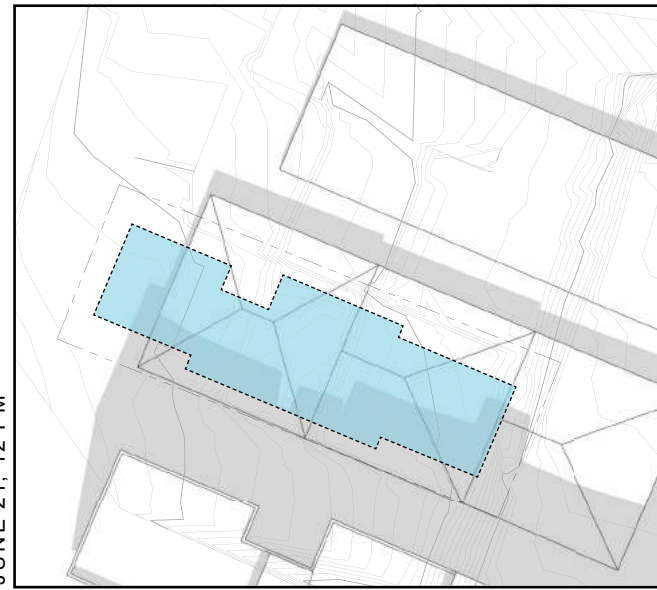
MARCH 21, 12 PM



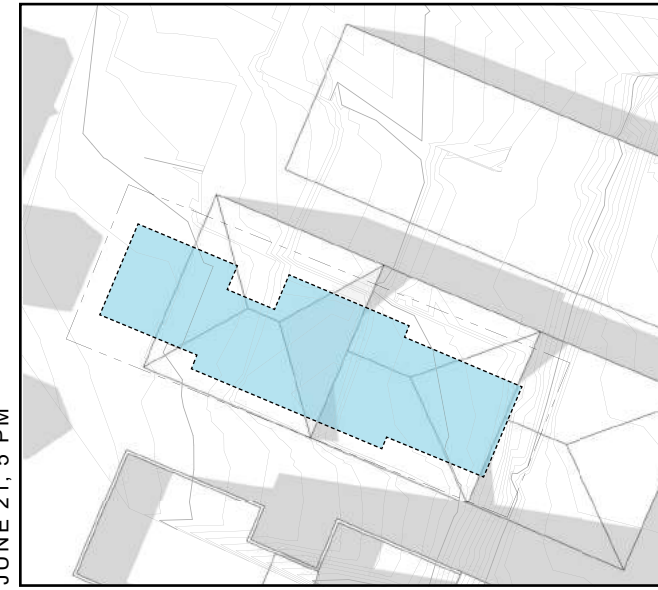
MARCH 21, 5 PM



JUNE 21, 9 AM



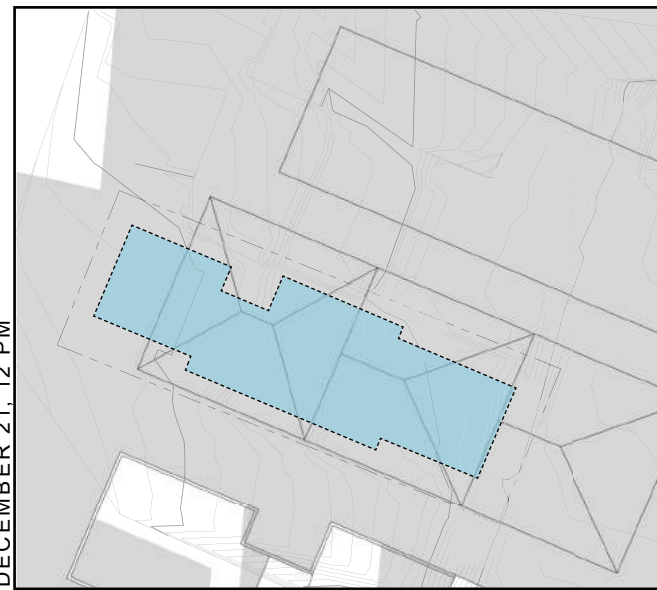
JUNE 21, 12 PM



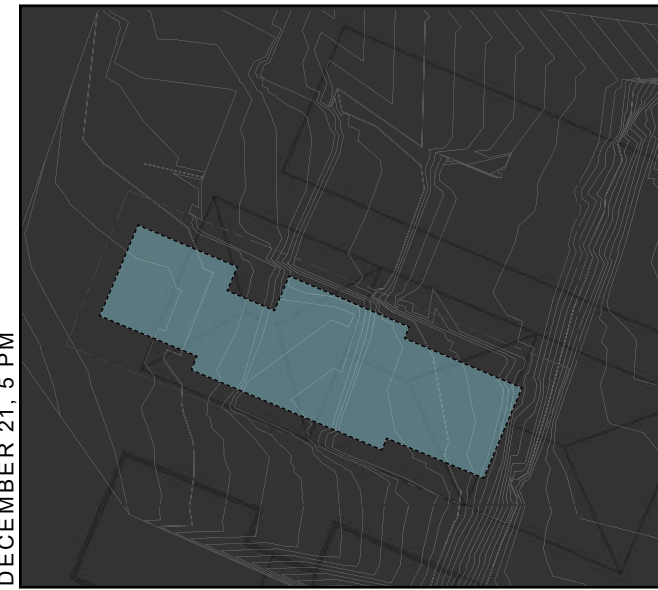
JUNE 21, 5 PM



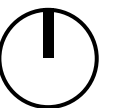
DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 5 PM





VERTICALLY ORIENTED SCREENING @ GROUND LEVEL



VERTICALLY ORIENTED FIBER CEMENT SIDING



PANEL INFILL AT WINDOW ALIGNMENT



WOOD / CEMENT BOARD PANELS @ STAIR TOWER

RESPONSE EARLY DESIGN GUIDANCE

1. *Massing Options.* SDCI Staff generally supports the massing shown in Option Three, in particular: the simplicity of its composition (DC2-A, DC2-B) and the (implied) high quality cladding materials (DC4-A-1, DC2-B-1).

APPLICANT RESPONSE:

We have retained the principal massing moves of our EDG Preferred Option but refined it as well. Acknowledging the soon-to-permit project to the immediate north (also by Cone Architecture), we have added a modulating element to the east street-facing façade to work in concert with the stepped-back massing of the adjacent lowrise building. This projecting bay provides façade modulation by pushing 2' feet proud of the principal façade and provides a meaningful occasion to change materials.

High quality materials are still proposed for this project. Specifically, the predominant exterior finish material will be an AEP Span metal ribbed panel (HR-36) oriented horizontally to help the building visually sit down a bit and counterbalance the verticality of the building. The modulating bay on the street-façade is proposed as painted fiber cement panels so we have more color options. We are proposing Sherwin Williams Blue Cruise (SW 7606) as the color here.

Stair towers are expressed on the exterior elevations with a change in material and color from adjacent facades, and are proud of the adjacent facades. Painted fiber cement panels are proposed here as well.

White vinyl windows are thoughtfully organized on all facades. White infill panels are utilized to group windows and add definition to the building corners.

1



2. *Height Bulk and Scale* Staff appreciates the simplicity of this project's massing and recognizes that the height of the project is code-compliant, but has concerns regarding the alley (west) edge. Directly across this alley the zoning changes from Midrise to single-family. Guideline CS2-D-3 speaks directly to this condition.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

a. Staff asks that an appropriate scale-mitigating strategy be developed for this edge. The most obvious would be to have the upper two floors step back significantly on the alley edge, but other solutions are possible. (CS2-D-3)

APPLICANT RESPONSE:

We have stepped the building back at the upper two floors on the west alley-facing façade, as requested. At the alley, and adjacent to the single-family zoning transition, this massing move creates a 3-story datum which also relates to the 3-story townhouse project to the north. A material change here reinforces this change in scale.

2A



2A



RESPONSE TO EARLY DESIGN GUIDANCE

3. *Design Concept. Staff generally supports the proposed concept; a simple composition of program-driven massing choices, clad in high quality materials and highly-glazed on the street-facing elevation. (DC2-B, CS2-C-1, CS2-A-2)*

a. *As to the setback departures, the language in SMC 23.45.518 (setbacks in MR zones) is clearly intended to create a 'step' in massing at 42 feet. This proposal would circumvent that 'ask' in favor of a (vertically) unmodulated plane from ground to top.*

APPLICANT RESPONSE:

Rather than arbitrarily step the building or change materials at 42 feet, this project aims to maintain the simple composition of volumes that relate to the interior functions and program of the building. Moreover, the project proposes to reinforce this composition of planes and masses with material changes.

b. *Staff is possibly open to this approach, but its success (and their support) would be dependent on a sophisticated composition of high-quality materials, akin to the precedents provided on p. 16-17. (DC4-A, DC2-B)*

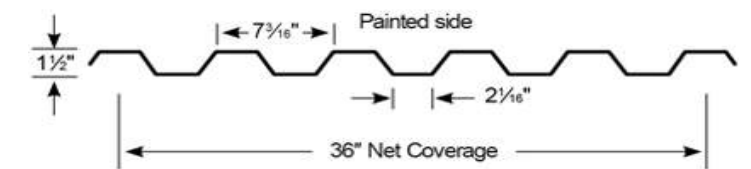
APPLICANT RESPONSE:

The simple composition of program-driven massing choices will be delineated with high-quality materials, specifically a ribbed metal panel with integral color will be the predominate exterior material. Painted cement board panel siding will express the stair volumes and also serve as white infill panels to organize the window openings. The projecting bay at the east façade and the upper 2 floors at the west façade are proposed as fiber cement panels painted blue to add a contrasting color to the project palette.

3B



3B



3A, 3B

3A, 3B



STREET-FACING FACADE



NORTH FACADE

3A



ALLEY FACADE

RESPONSE TO EARLY DESIGN GUIDANCE

4. *Exterior Elements and Finishes.* As noted above, the success of this project hinges on the use of high-quality materials and details. To that end, please include in the permit application drawings:

- a. *Clear identification and specification of all exterior materials.*
- c. *Seminal details for siding, windows, railings, and transitions. (DC4-A)*

APPLICANT RESPONSE:

All proposed exterior materials have been specified in the REC packet and MUP plan set. Renderings show that exterior materials will change in relation to building massing. Where panel joints are necessary, they have been aligned with the edges of window openings.

5. *Façade Composition:* Staff supports the simplicity of the north elevation but questions the co-planar condition of the stair/penthouse and the units to the west.

- a. *Please revise to eliminate this condition.*
- b. *One possible solution would be to step the stair mass proud of the wall to the west. This would push that piece further into the setback, a departure that staff could support.*

APPLICANT RESPONSE:

To eliminate the co-planar conditions on the north façade, both stair towers have been pushed proud. Exterior building materials change here as well.

4A, 4C



5A, 5B



EARLY DESIGN GUIDANCE SUMMARY RESPONSE

6. *Entry Area. Staff supports the location of the principal entry and the heavily glazed and graciously-scaled lobby. Please provide complete details for this area that describe the experience of arrival for residents and guests, whether on foot or cycle. (PL3-A-1, PL3-A-2, PL3-A-4)*

APPLICANT RESPONSE:

The main building entrance has been further refined to create a semi-public entrance patio for the building. A broad, built-in bench and planters frame the entrance at the ground and engage the sidewalk. Overhead, a steel awning with cedar on the underside highlight the building's front door.

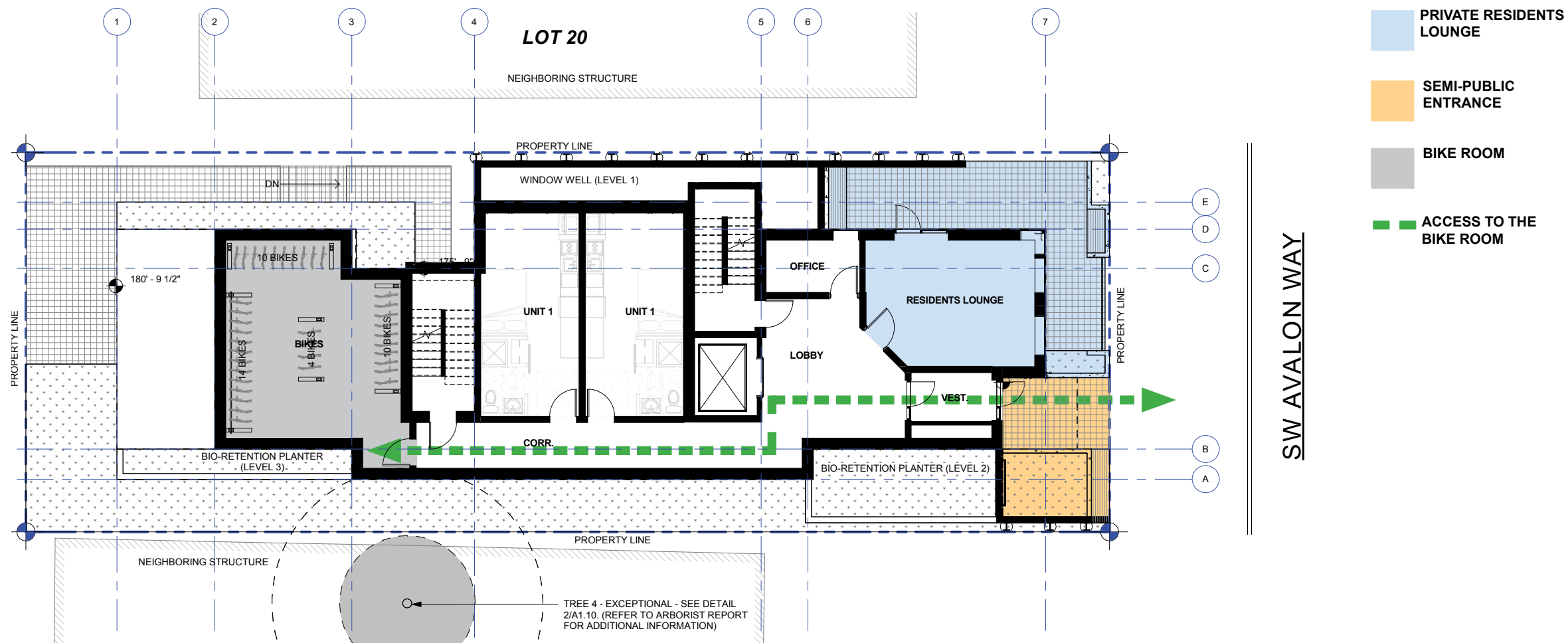
North of the entrance patio is a private outdoor amenity area that is connected to the ground level residents' lounge with large windows and a separate exterior door. More planters and built-in benches define an outdoor space for tenants slightly above and separated from the sidewalk.

a. *Staff was encouraged to see bicycle parking at EDG and asks that the applicant consider the unique access/egress and storage needs of cyclists to ensure that this feature is truly usable. (PL4-B-1, PL4-B-2)*

APPLICANT RESPONSE:

Since EDG, the bicycle area has been moved inside the building to provide more secure and weather protected storage. The bicycle room is now proposed to be located at the west end of the ground floor to provide unimpeded access from the building's main entrance.

6A





15TH AVE S SIDEWALK PRESPECTIVE FROM SOUTHEAST CORNER



15TH AVE S SIDEWALK PRESPECTIVE FROM SOUTHEAST CORNER





15TH AVE S SIDEWALK PRESPECTIVE FROM NORTHEAST CORNER





VIEW OF GROUND LEVEL AMENITY SPACE





RENDERED WEST ELEVATION



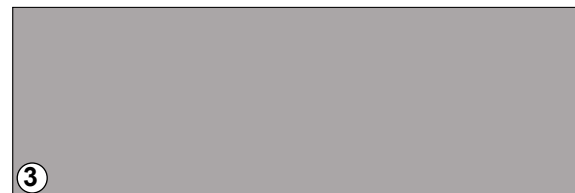
RENDERED EAST ELEVATION



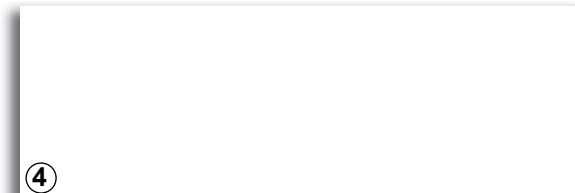
1 AEP SPAN, H-36, 1" REVEAL (COOL MATTE BLACK)



2 FIBER CEMENT PANEL (SW 7606 BLUE CRUISE)



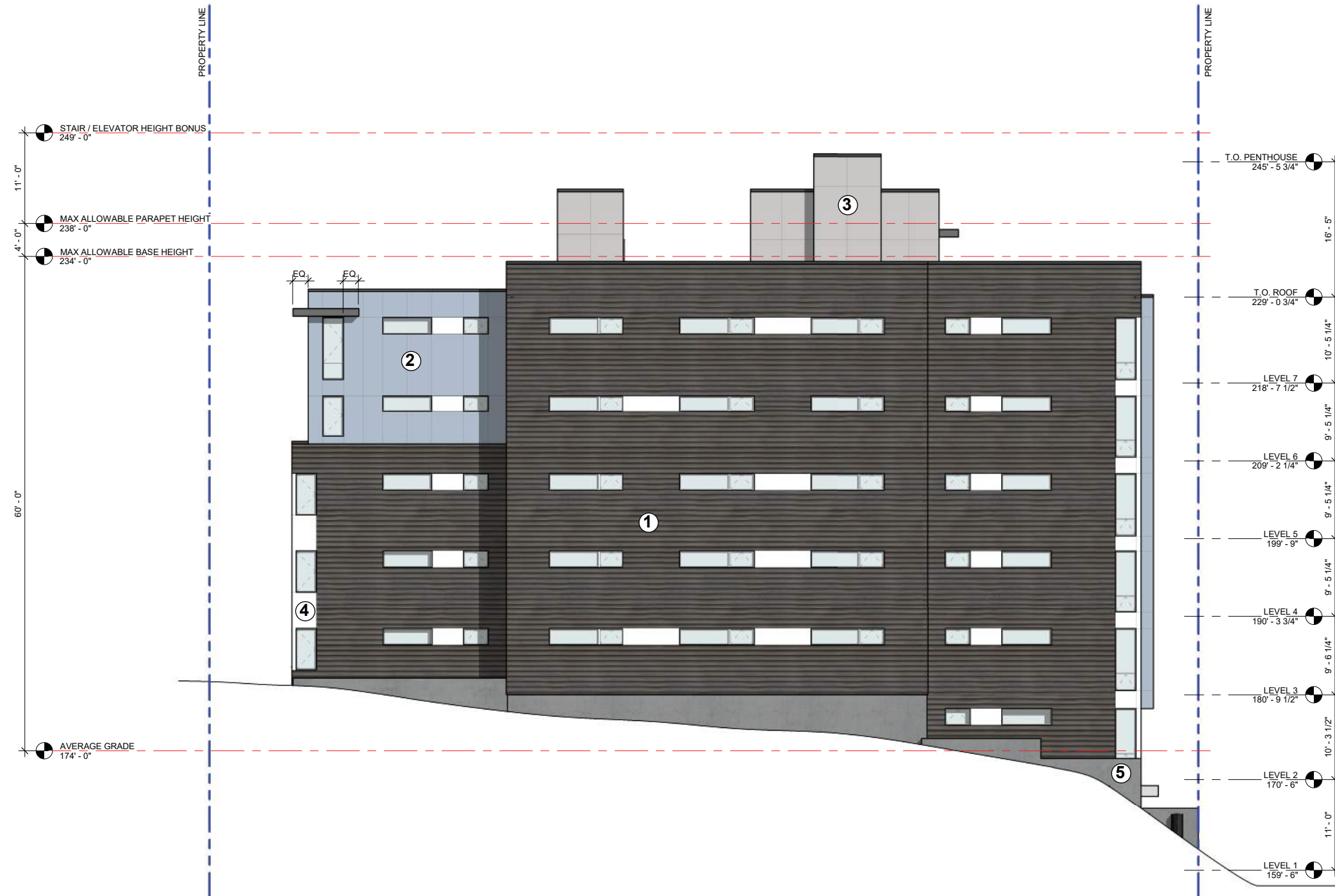
3 FIBER CEMENT PANEL (GRAY)



4 FIBER CEMENT PANEL (WHITE)



5 CAST IN PLACE CONCRETE



RENDERED SOUTH ELEVATION



1 AEP SPAN, H-36, 1" REVEAL (COOL MATTE BLACK)



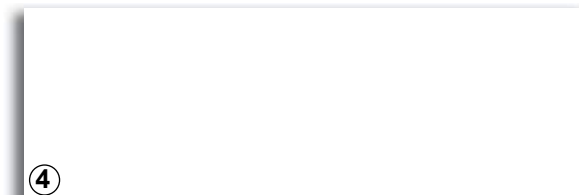
2 FIBER CEMENT PANEL (SW 7606 BLUE CRUISE)



3 FIBER CEMENT PANEL (GRAY)



4 FIBER CEMENT PANEL (WHITE)

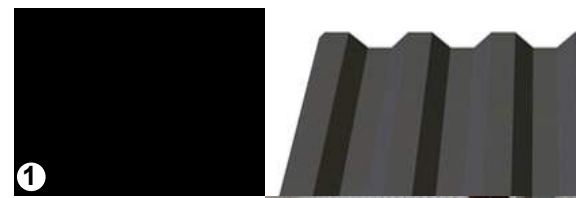


5 CAST IN PLACE CONCRETE





RENDERED NORTH ELEVATION



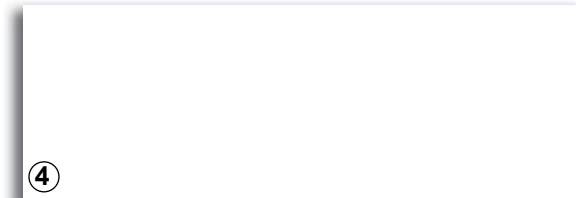
1 AEP SPAN, H-36, 1" REVEAL (COOL MATTE BLACK)



2 FIBER CEMENT PANEL (SW 7606 BLUE CRUISE)



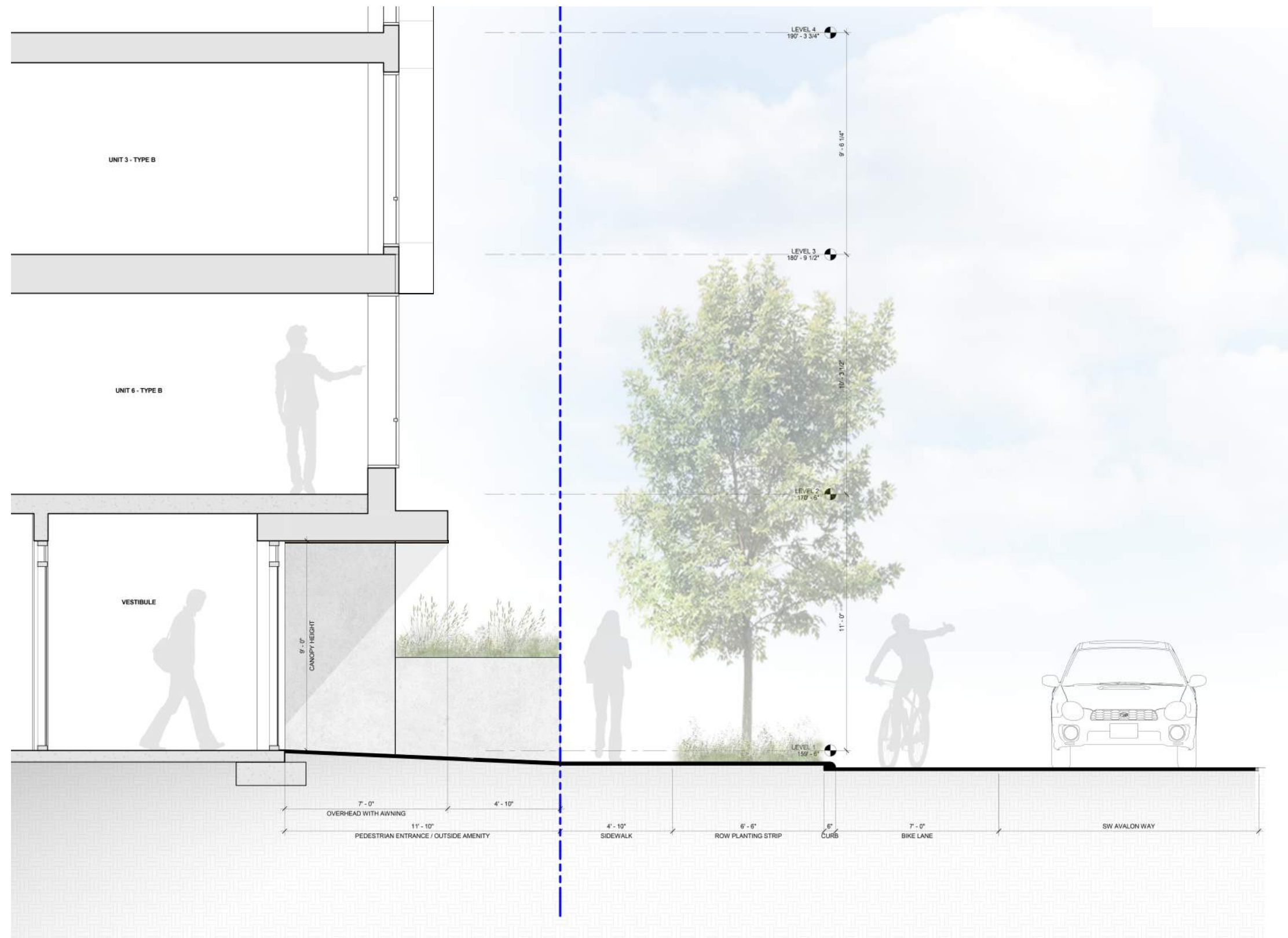
3 FIBER CEMENT PANEL (GRAY)



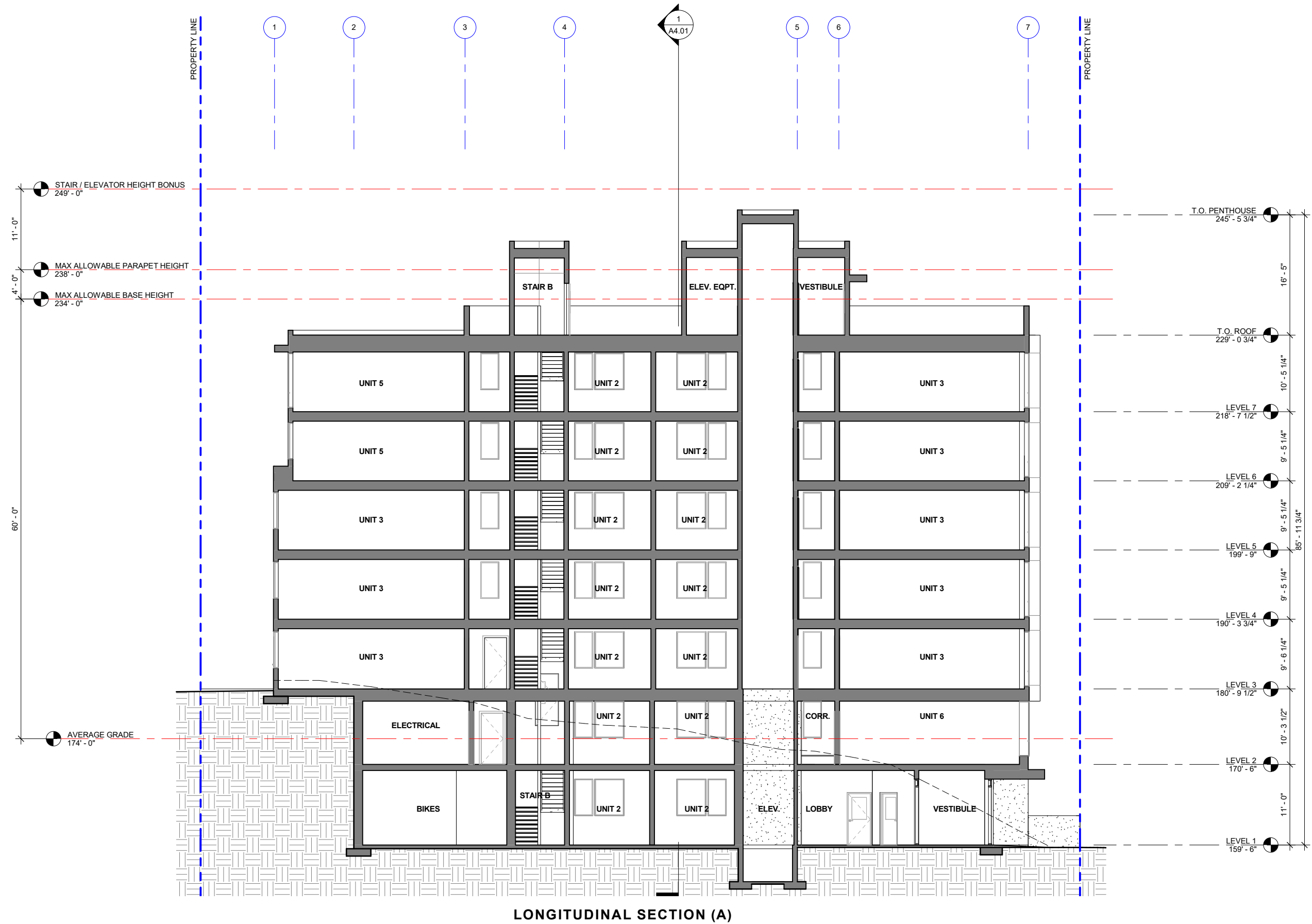
4 FIBER CEMENT PANEL (WHITE)

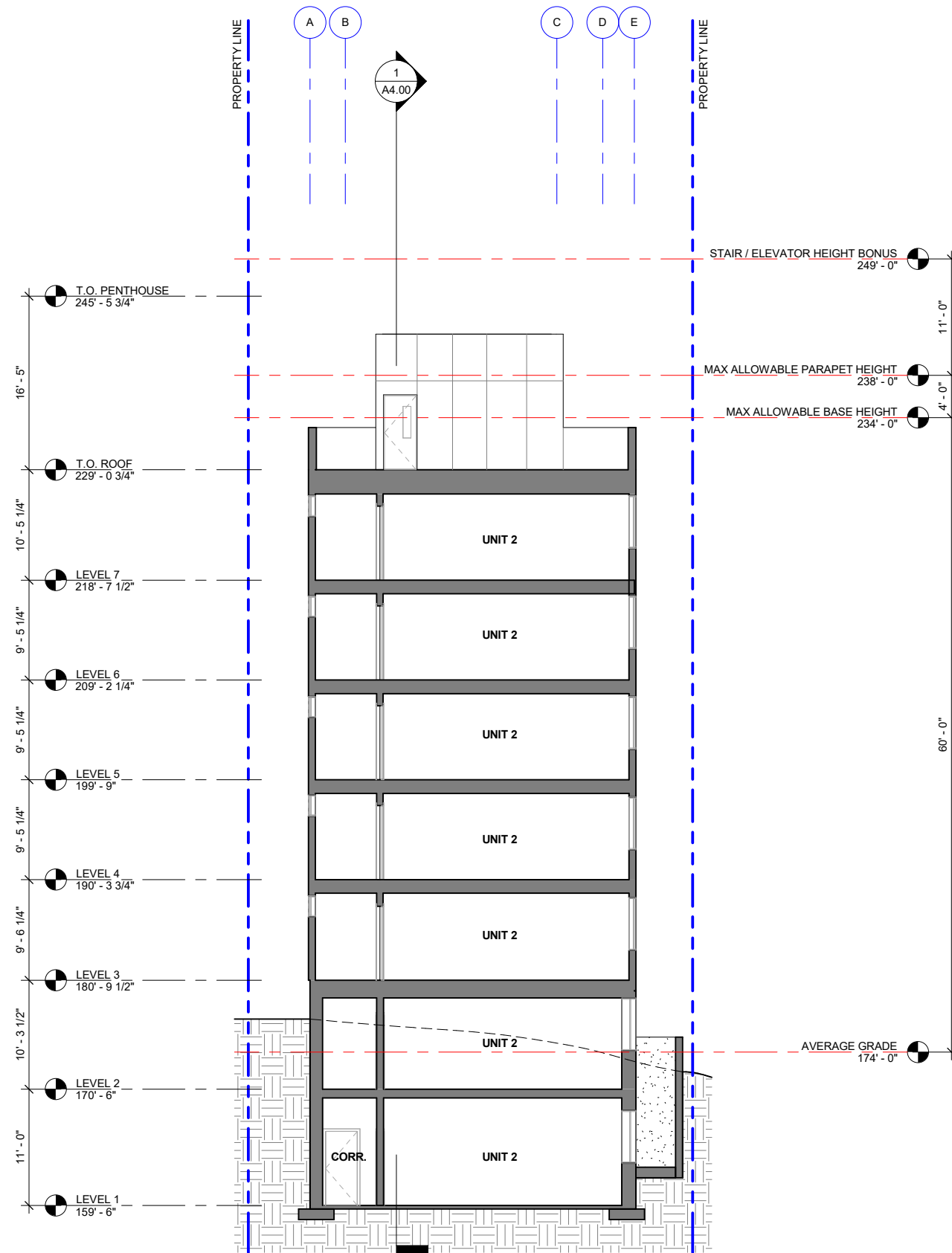


5 CAST IN PLACE CONCRETE

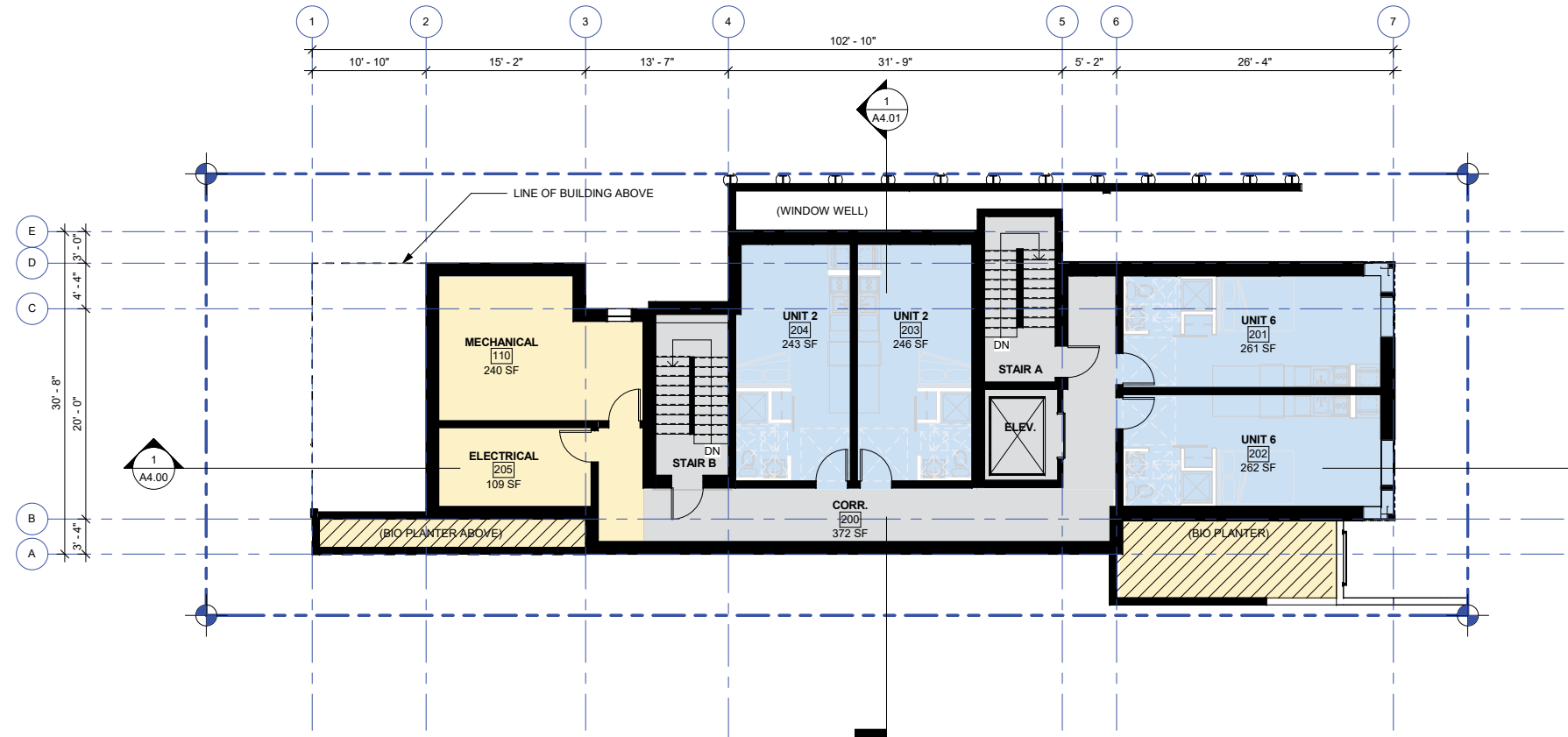


RESIDENTIAL ENTRY (SECTION A)

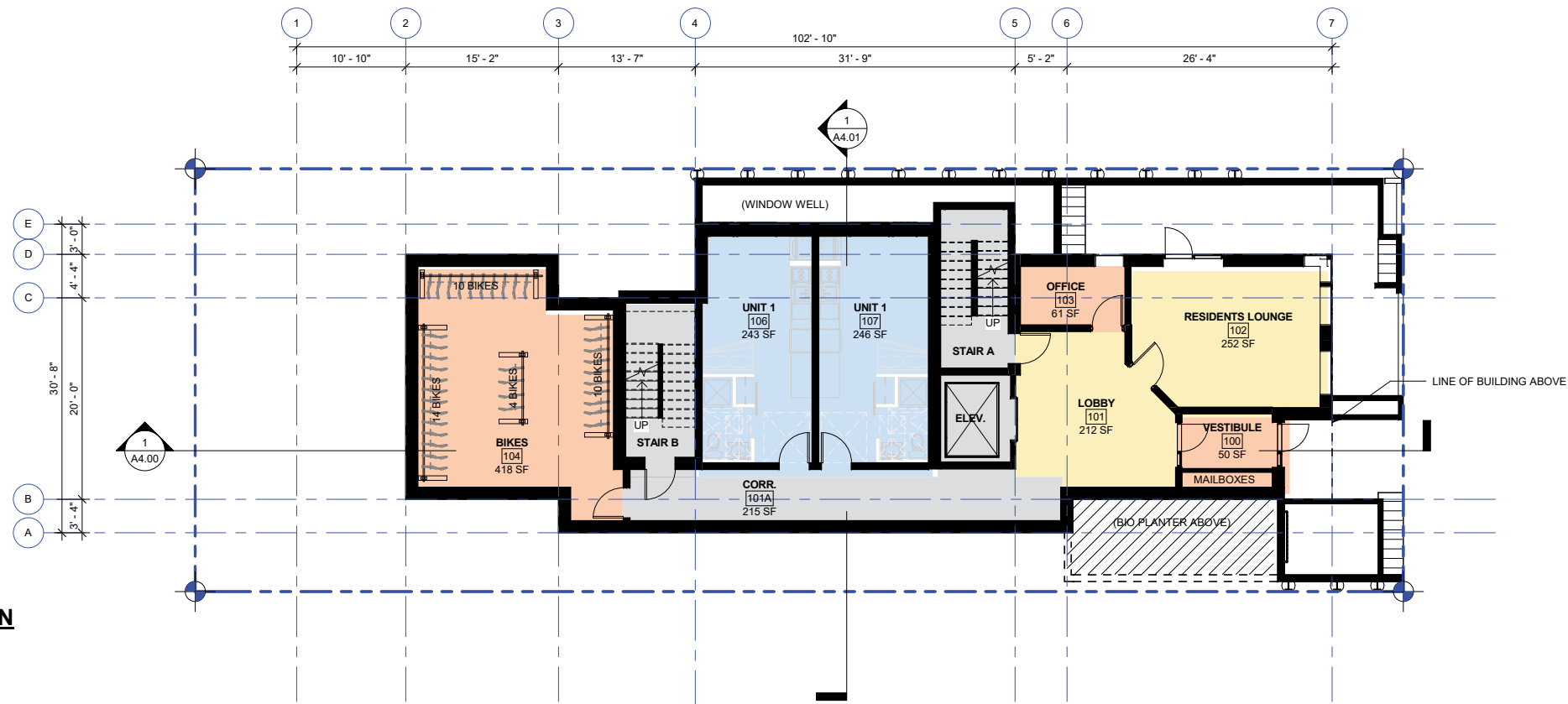




TRANSVERSE SECTION (B)

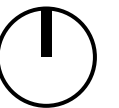


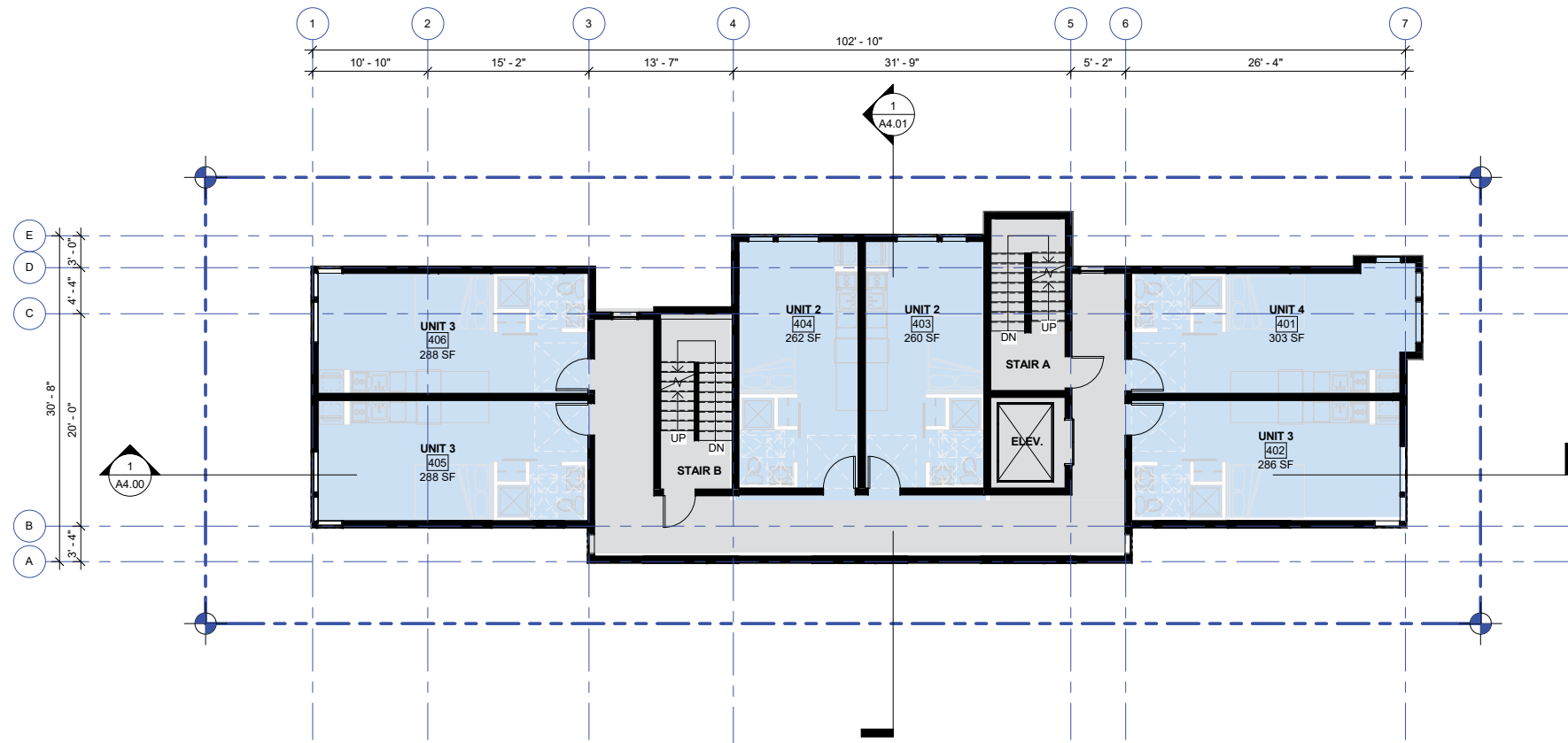
LEVEL 1 FLOOR PLAN



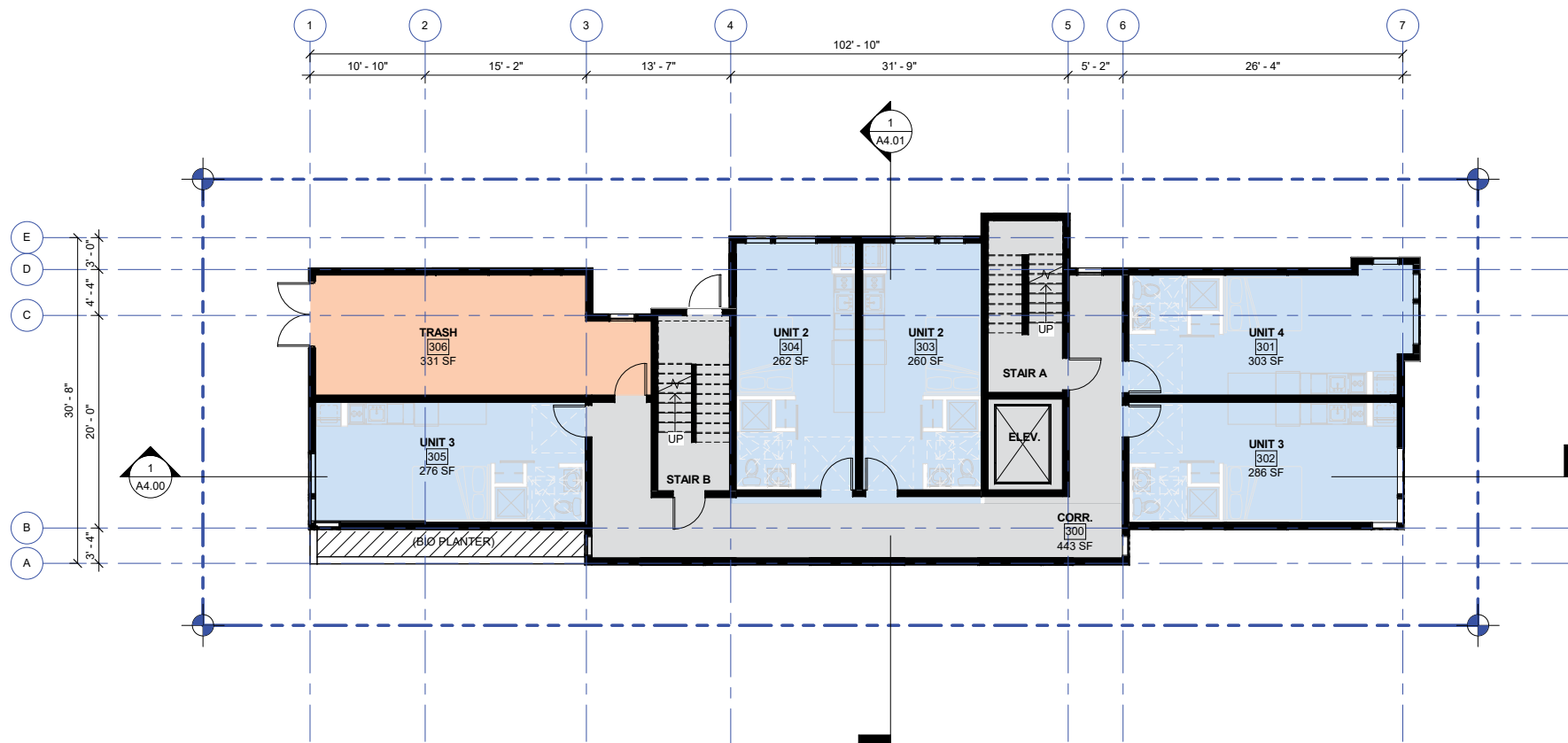
BASEMENT FLOOR PLAN

- RESIDENTIAL UNITS
- AMENITY SPACE
- CIRCULATION SPACE
- SERVICE AREA



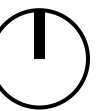


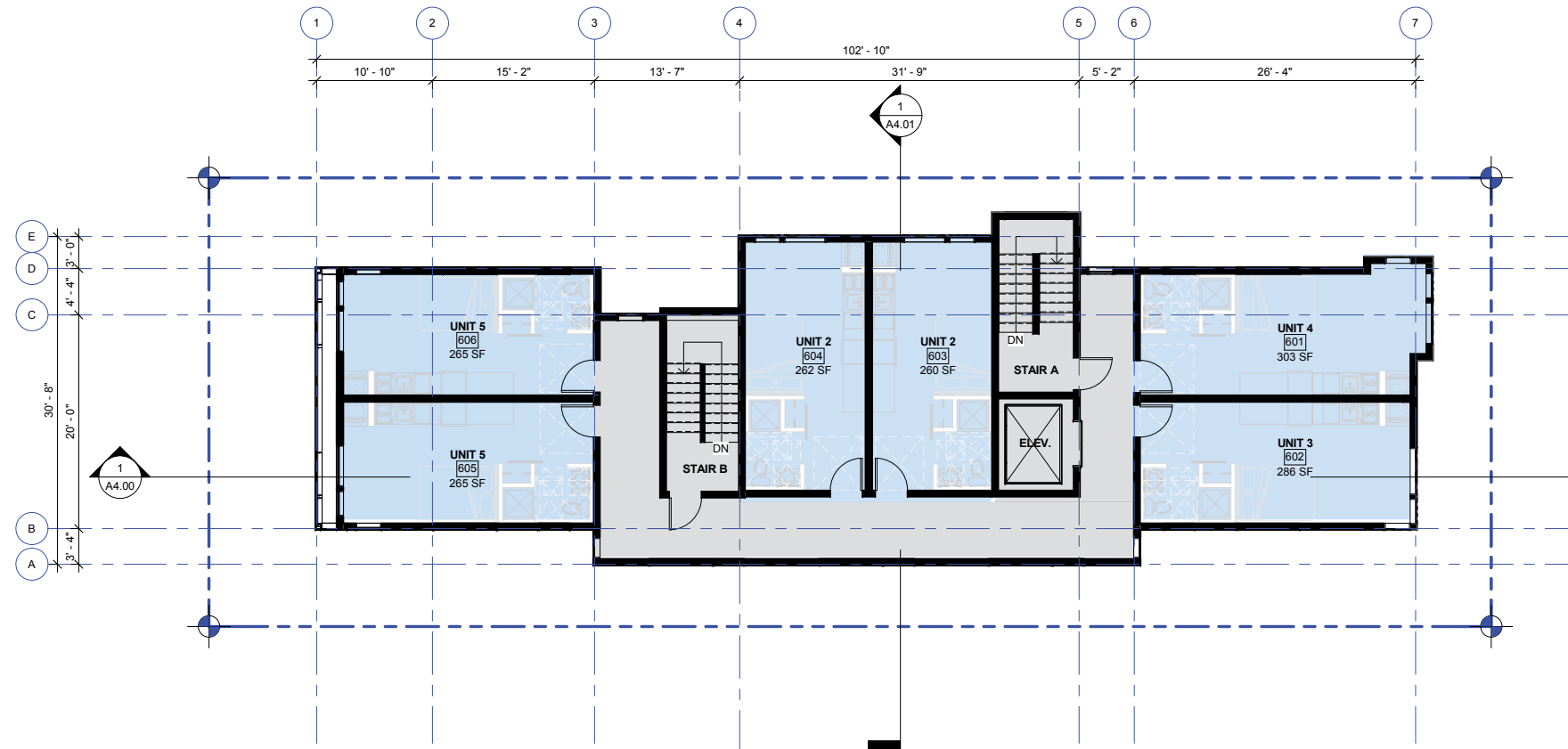
LEVELS 3-5 FLOOR PLAN



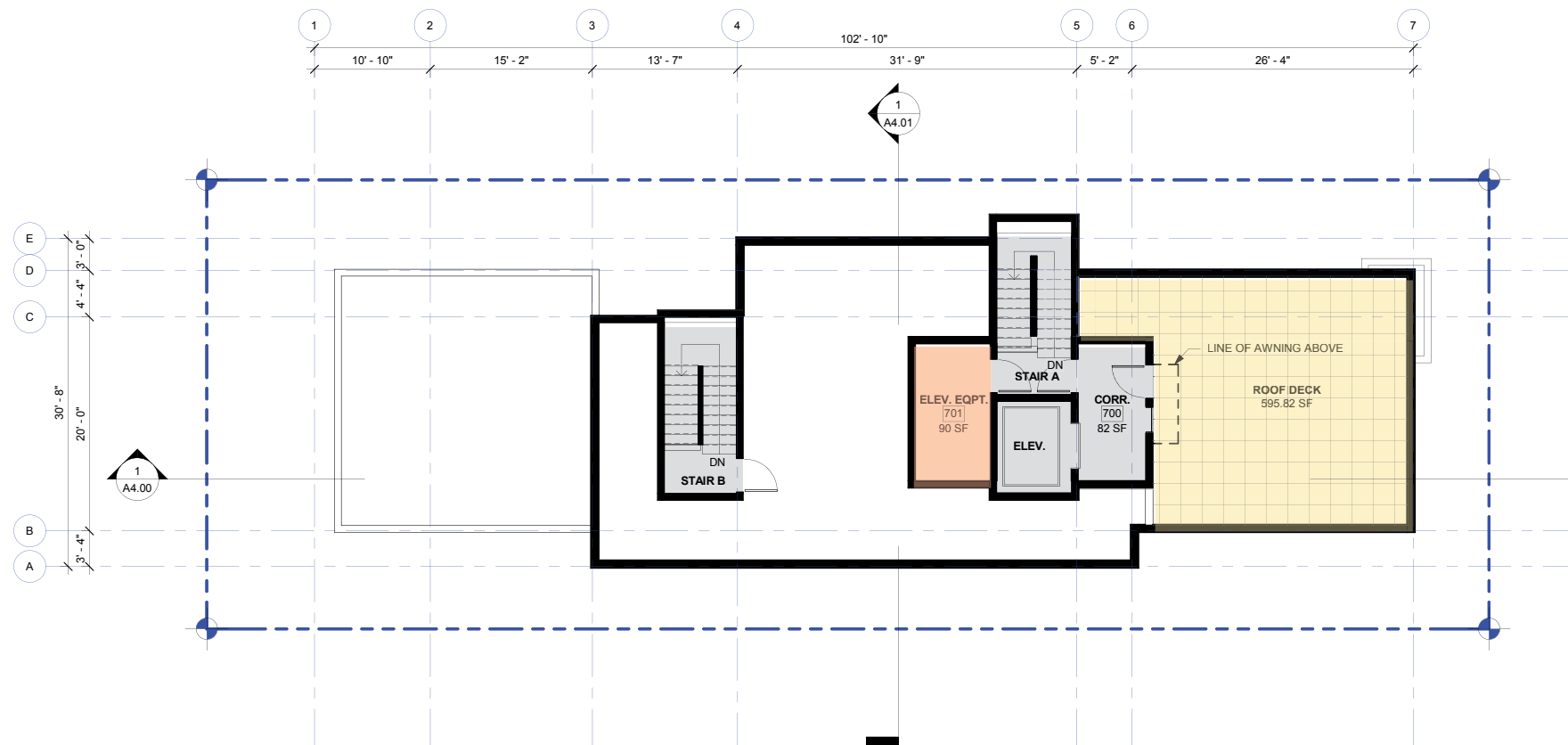
LEVEL 2 FLOOR PLAN

- RESIDENTIAL UNITS
- AMENITY SPACE
- CIRCULATION SPACE
- SERVICE AREA



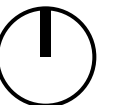


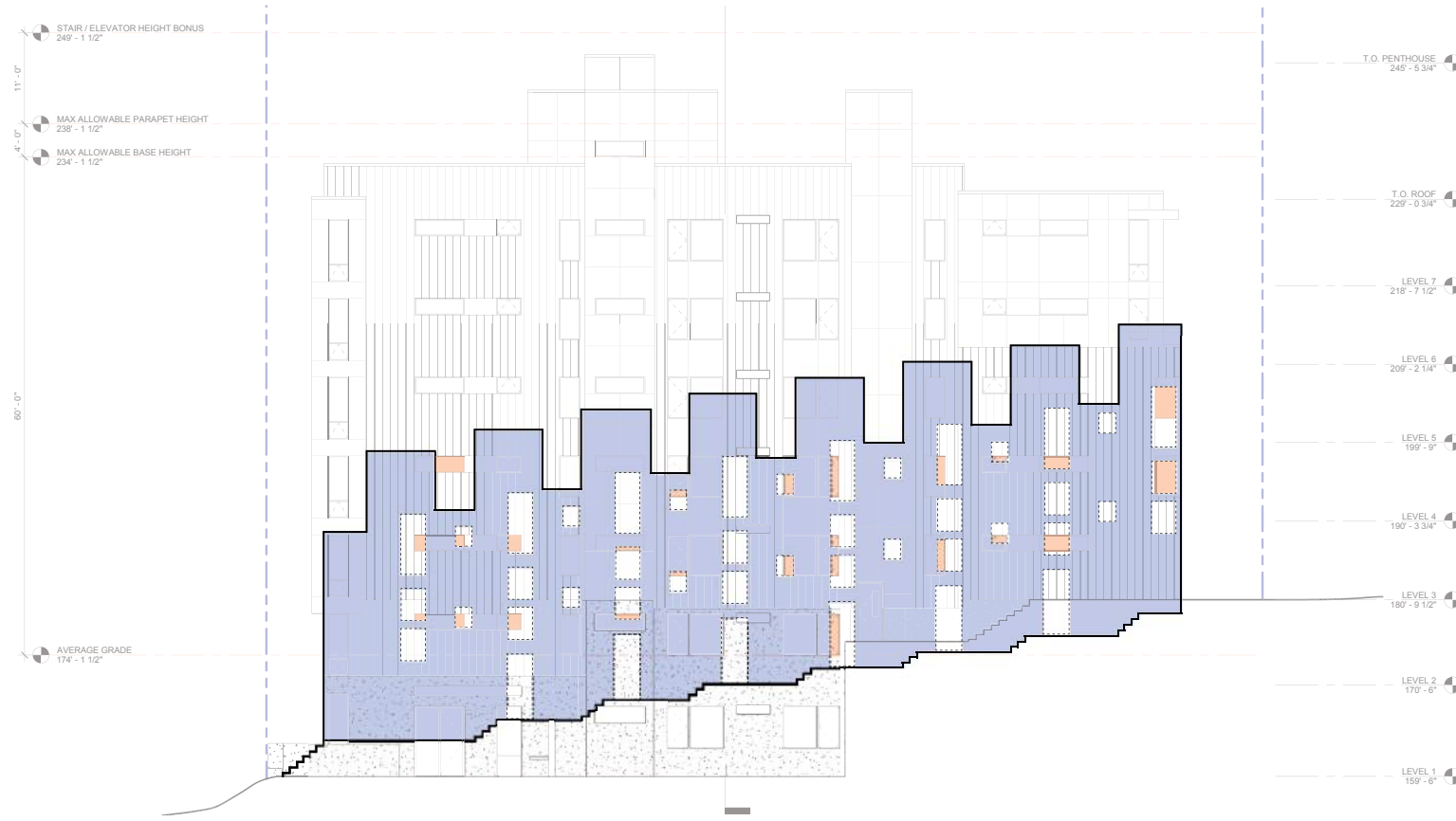
LEVELS 6-7 FLOOR PLAN



ROOF PLAN

- RESIDENTIAL UNITS
- AMENITY SPACE
- CIRCULATION SPACE
- SERVICE AREA





SOUTH ELEVATION PRIVACY STUDY

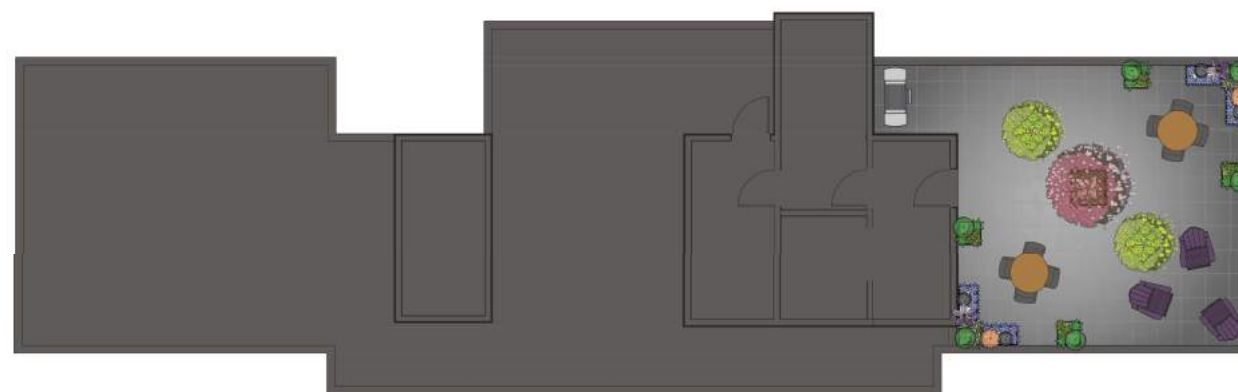


NORTH ELEVATION PRIVACY STUDY

GROUND LEVEL PLAN



ROOF PLAN



PROPOSED PLANTINGS - NATIVE PLANTS THROUGHOUT



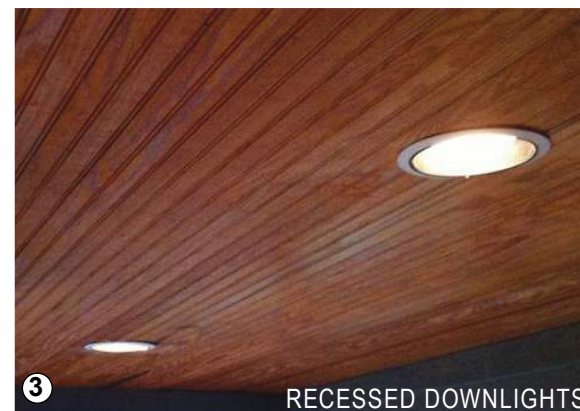
EXTERIOR LIGHTING PLANS



1 LANDSCAPE BOLLARD LIGHTS



2 WALL SCONCES



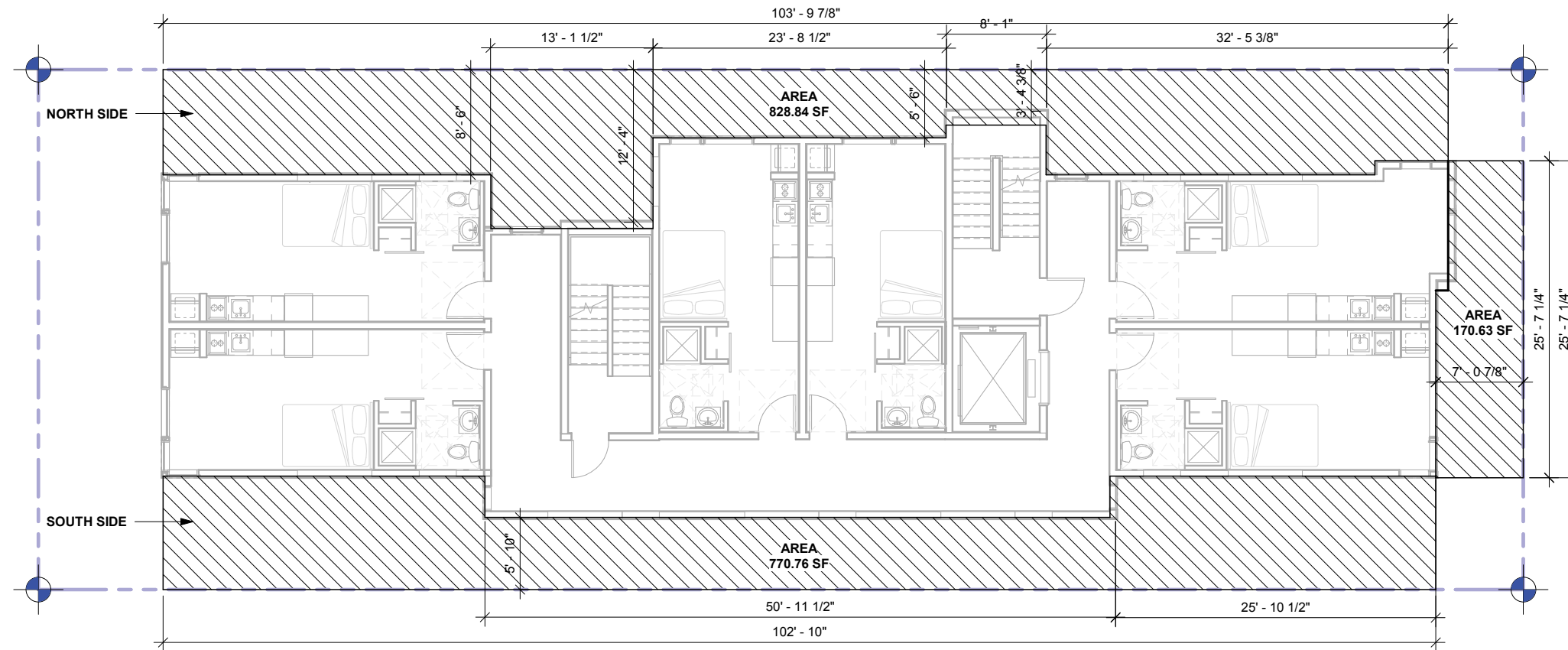
3 RECESSED DOWNLIGHTS



4 WALL LIGHTS



5 LANDSCAPE SPOTLIGHTS



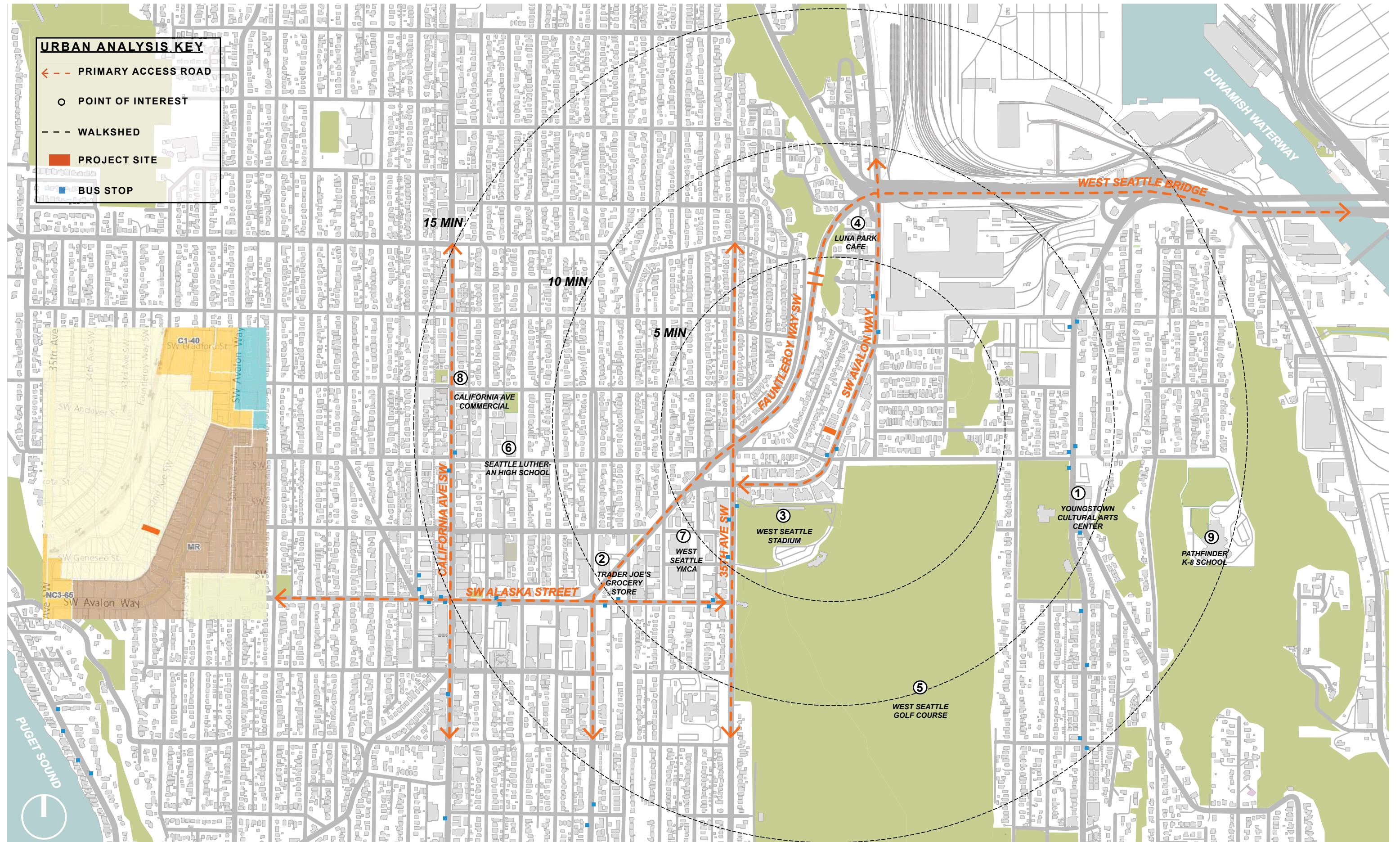
	DEPARTURE	REQUEST	RATIONALE
1	NORTH SIDE SETBACK REQUIREMENT IS 7' AVG/5' MIN BELOW HEIGHT OF 42'	TO DECREASE THE SIDE SETBACK TO AN 7.98' AVG./ 4.48' MIN. BELOW THE HEIGHT OF 42' - 0".	IN ORDER TO AVOID A CO-PLANAR CONDITION AT THE NORTH STAIR TOWER WITH ADJACENT EXTERIOR WALLS. THIS STRENGTHENS THE SIMPLICITY IN MASSING CONCEPT RELATED TO PROGRAMATIC FUNCTIONS.

	DEPARTURE	REQUEST	RATIONALE
2	NORTH SIDE SETBACK REQUIREMENT IS 10' AVG/7' MIN ABOVE HEIGHT OF 42'	TO DECREASE THE SIDE SETBACK TO AN 7.98' AVG./ 4.48' MIN. ABOVE THE HEIGHT OF 42' - 0".	IN ORDER TO MAINTAIN A SIMPLICITY IN MASSING AND PROVIDE AN ELEGANT COMPOSITION OF VERTICALLY UNMODULATED PLANES RENDERED IN HIGH QUALITY MATERIALS FROM GROUND TO SKY.

	DEPARTURE	REQUEST	RATIONALE
3	SOUTH SIDE SETBACK REQUIREMENT IS 10' AVG/7' MIN ABOVE HEIGHT OF 42'	TO DECREASE THE SIDE SETBACK TO AN 7.5' AVG./ 5.79' MIN. ABOVE THE HEIGHT OF 42' - 0".	IN ORDER TO MAINTAIN A SIMPLICITY IN MASSING AND PROVIDE AN ELEGANT COMPOSITION OF VERTICALLY UNMODULATED PLANES RENDERED IN HIGH QUALITY MATERIALS FROM GROUND TO SKY.

	DEPARTURE	REQUEST	RATIONALE
4	EAST SIDE SETBACK REQUIREMENT IS 7' AVG/5' MIN	TO DECREASE THE SIDE SETBACK TO AN 6.67' AVG./ 6.07' MIN.	WE HAVE ADDED A MODULATING ELEMENT TO THE EAST STREET-FACING FAÇADE TO WORK IN CONCERT WITH THE STEPPED-BACK MASSING OF THE LOWRISE BUILDING. THIS PROJECTING BAY PROVIDES FAÇADE MODULATION BY PUSHING 2' FEET PROUD OF THE PRINCIPAL FAÇADE. IN ADDITION TO PROVIDING AN OPPORTUNITY FOR SHADE AND SHADOW ON THE TALL VERTICAL FAÇADE ALSO PROVIDES A MEANINGFUL OCCASION TO CHANGE MATERIALS. WHILE THE BUILDING IS PREDOMINANTLY TALL AND SKINNY BASED...

APPENDIX





1

YOUNGSTOWN CULTURAL ARTS CENTER



2

TRADER JOE'S GROCERY STORE



3

WEST SEATTLE STADIUM



4

LUNA PARK CAFE



5

WEST SEATTLE GOLF COURSE



6

SEATTLE LUTHERAN HIGH SCHOOL



7

WEST SEATTLE YMCA



8



CALIFORNIA AVE COMMERCIAL



9

PATHFINDER K-8 SCHOOL



-  PROPOSED SITE
-  HIGH-DENSITY MULTI-FAMILY RESIDENTIAL ZONING

ADDRESSES: 3084 SW AVALON WAY
PARCEL #: 9297300930
ZONING: MR
OVERLAYS: West Seattle Junction (Hub Urban Village)
TOTAL SITE AREA: 5039 SF

23.45.504 PERMITTED USES

Permitted outright:
 • Residential

23.45.510 FLOOR AREA RATIO LIMITS

Base Allowable FAR: 3.2
 (20,400 SF)

23.45.517 STRUCTURE HEIGHT

Allowed Maximum Base Height: MR
 60'-0"
 Maximum height limit if extra residential floor area is gained 75'-0"
 4' additional allowed for rooftop features (parapets, clerestories, etc.) 64'-0"
 15' additional allowed for stair & elevator penthouses: 90'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ("average grade level" means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.)

23.45.518 SETBACKS

Front and side setback from street lot lines: 7 foot avg. setback; 5 foot min. setback
 Side setback from interior lot line: 7 foot avg.; 5 foot min. 42 feet or less in height
 10 foot avg.; 7 foot min. above 42 feet in height
 Rear Setback 10 feet from a rear lot line abutting an alley

23.45.522 AMENITY AREA

Required: 5% of gross floor area in residential use
 5% x 15,360 SF = 768 SF

23.45.524 LANDSCAPING AND SCREENING STANDARDS

- Landscaping that achieves a Green Factor score of 0.5 or greater, determined as set forth in Section 23.86.019, is required for any lot within an MR zone if construction of more than one new dwelling unit or a congregate residence is proposed on the site.
- Street trees are required if any type of development is proposed, except as provided in subsection 23.45.524.B.2 and B.3 below and Section 23.53.015.
- Existing street trees shall be retained unless the Director of the Seattle Department of Transportation approves their removal.
- The Director, in consultation with the Director of the Seattle Department of Transportation, shall determine the number, type, and placement of additional street trees

23.45.534 LIGHT AND GLARE STANDARDS

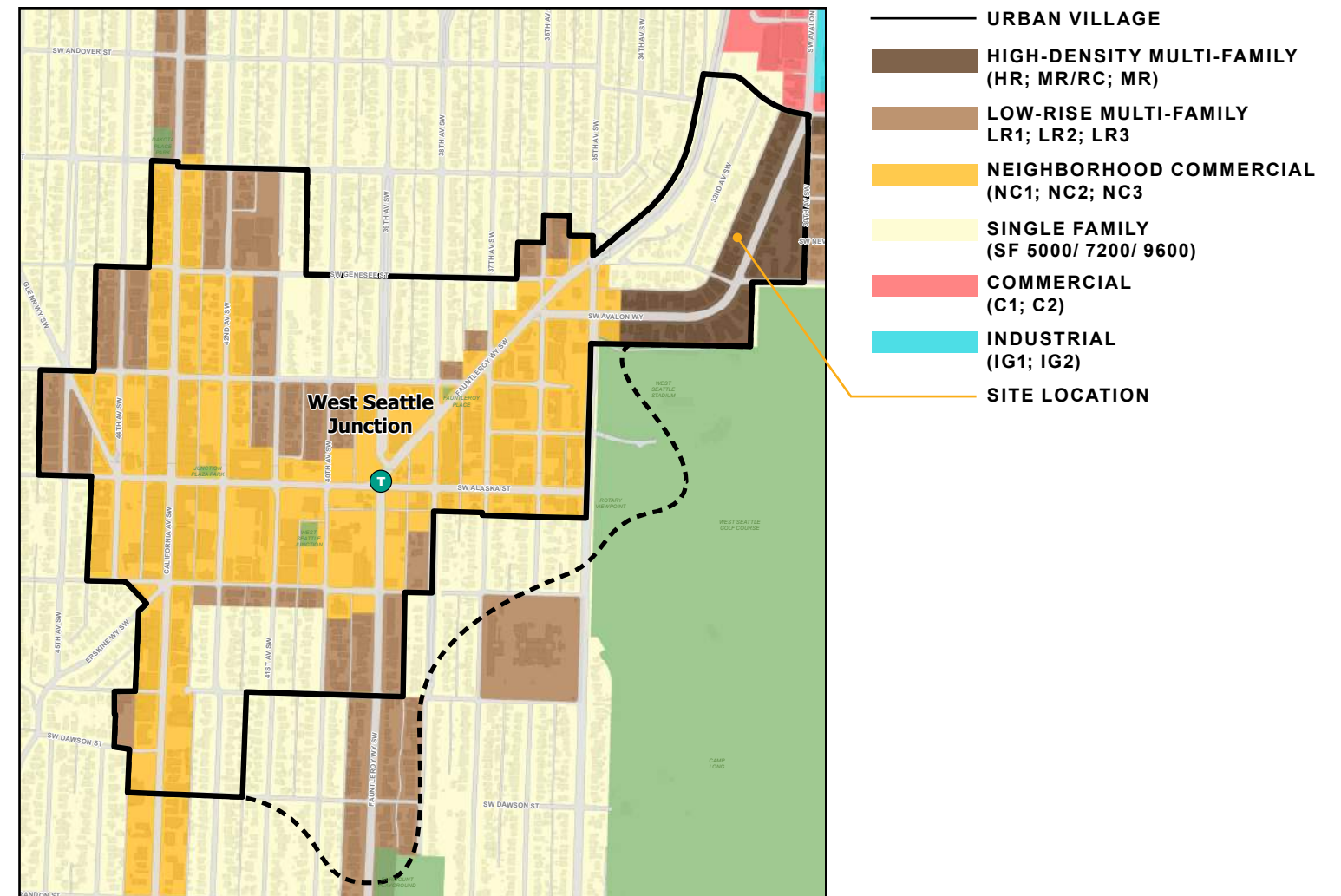
- Exterior lighting shall be shielded and directed away from adjacent properties.

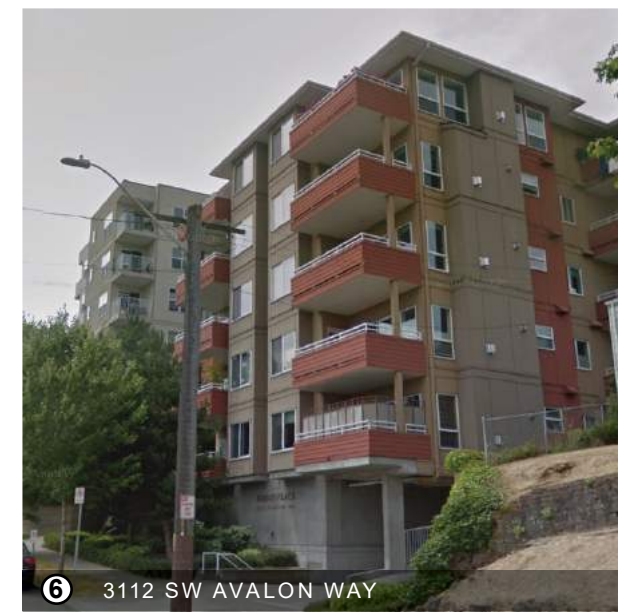
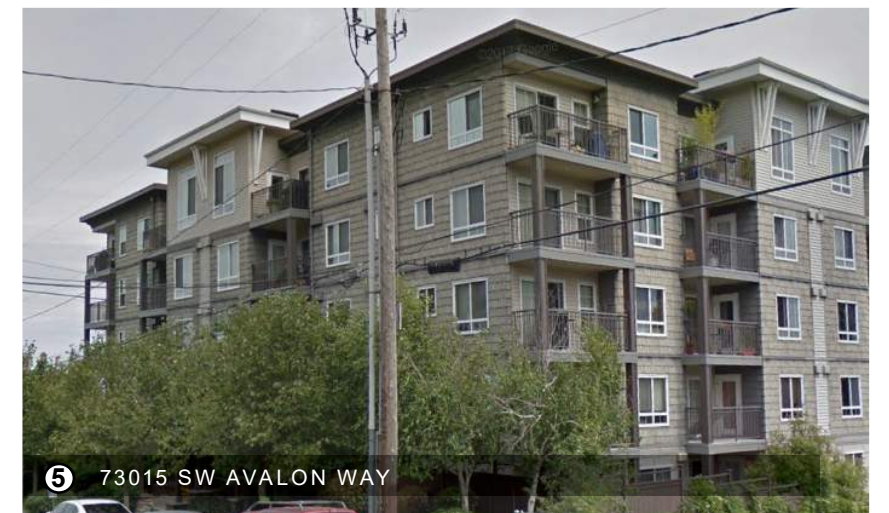
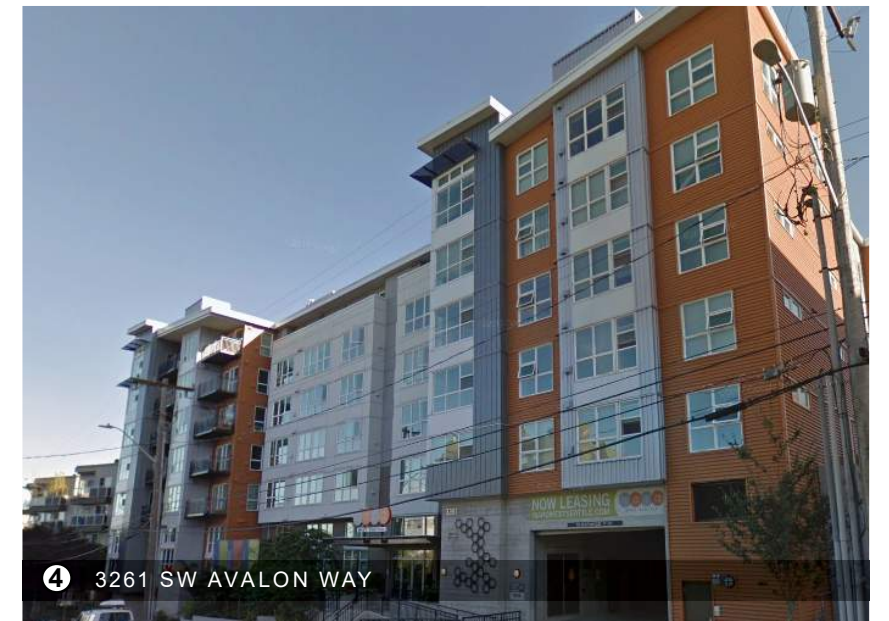
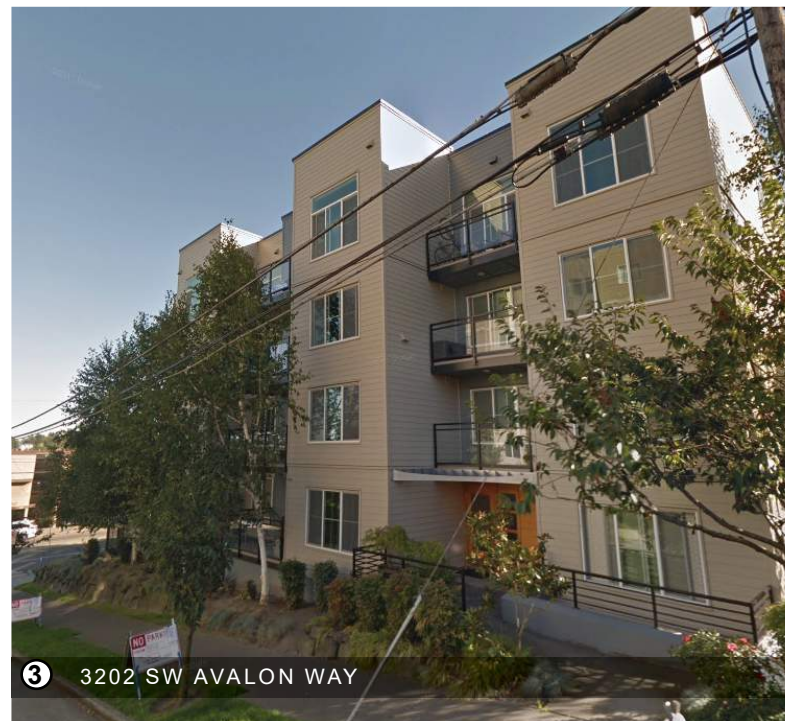
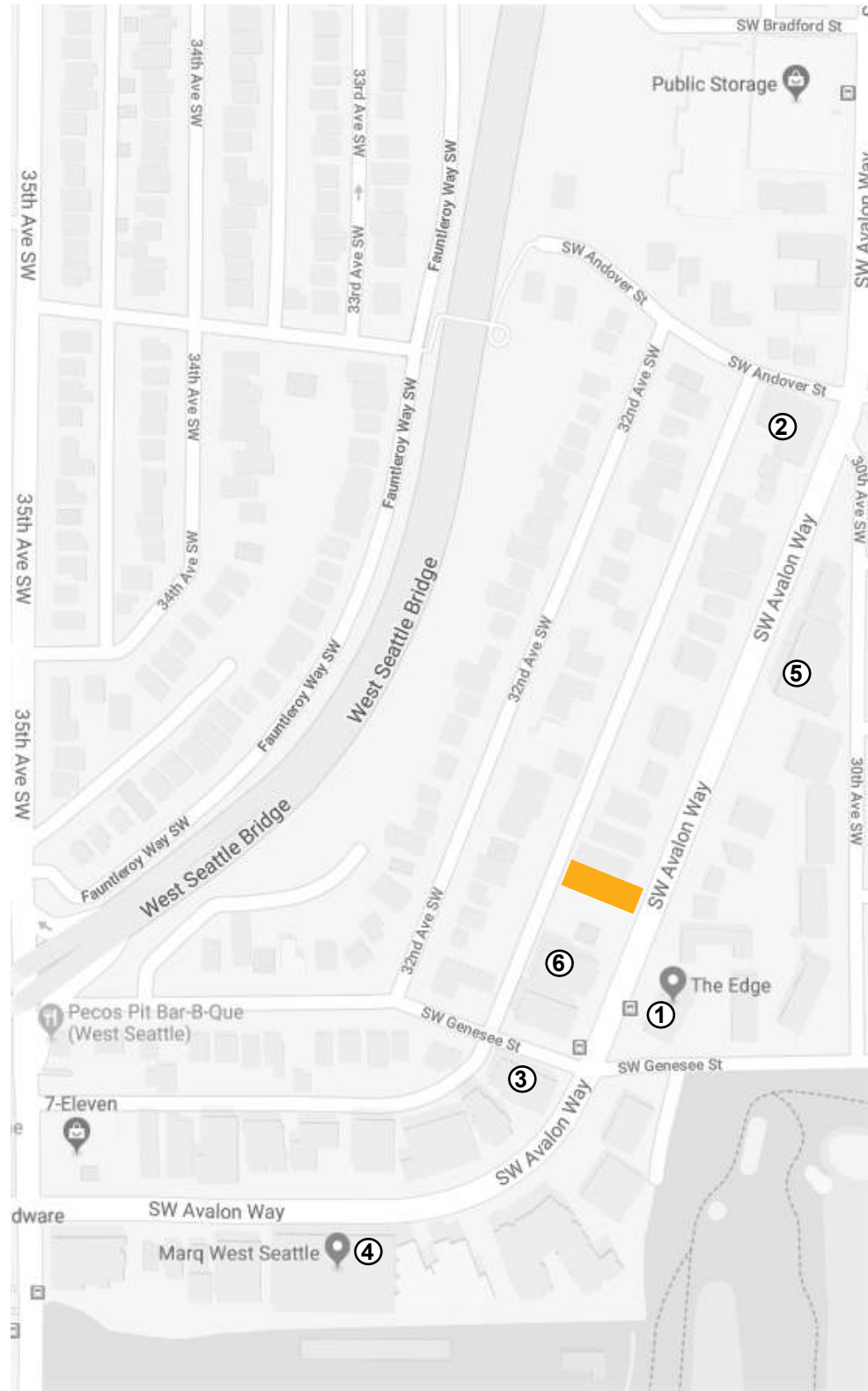
23.54.015 REQUIRED PARKING

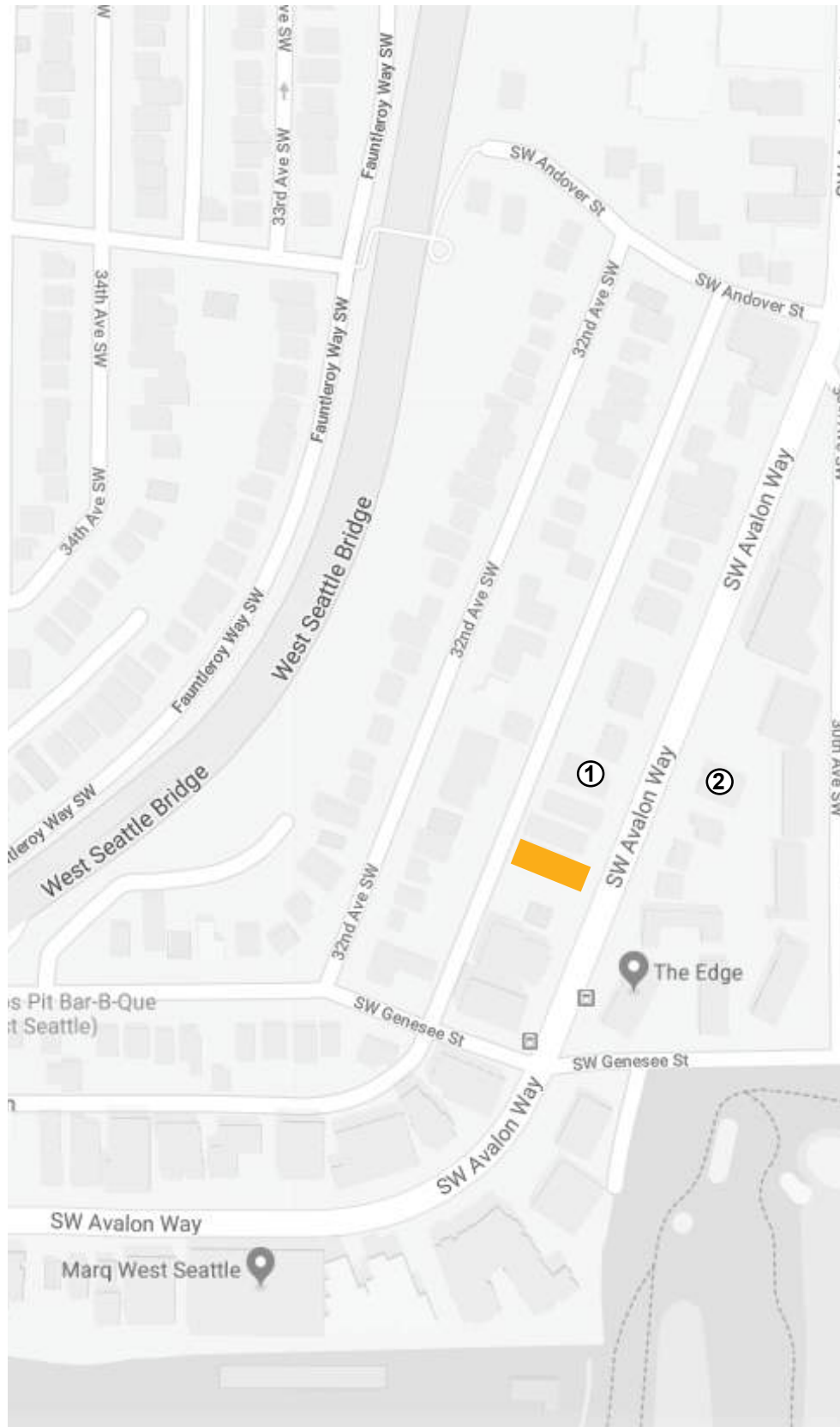
Parking is not required. The project is within an Urban Village and meets the definition of Frequent Transit.

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

Residential, 26-50 dwelling units: 375 SF
 The minimum horizontal dimension of required storage space is 12 feet.



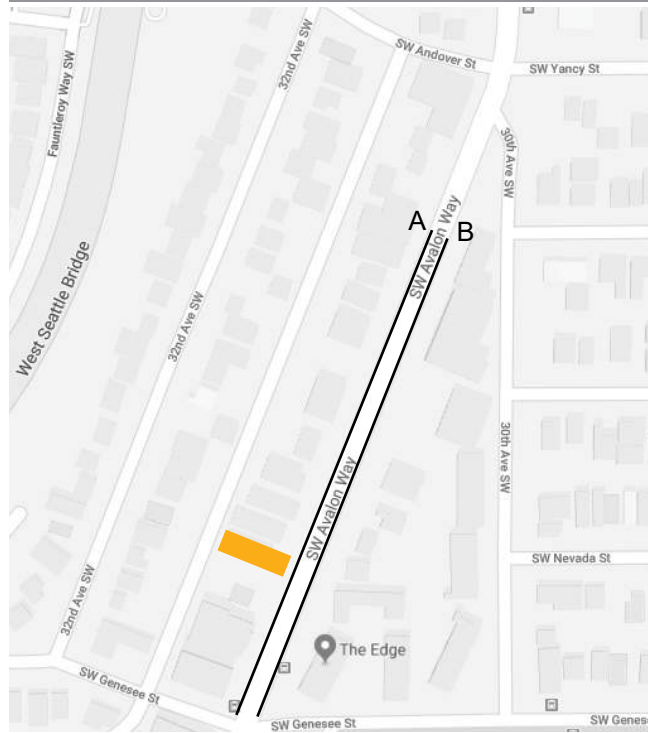




1 3062 SW AVALON WAY (CONE ARCHITECTURE)

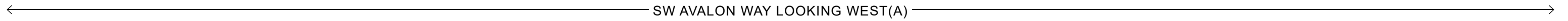


2 3039 SW AVALON WAY



SITE

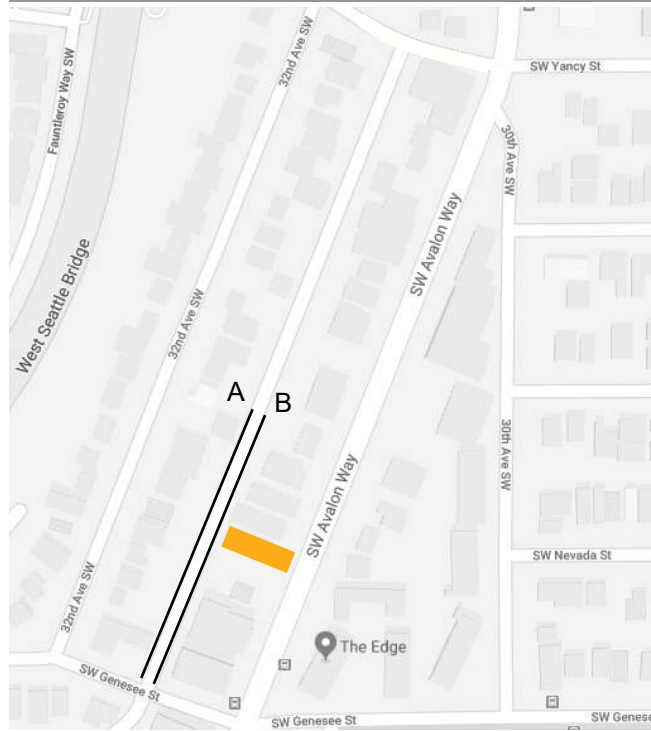
SW AVALON WAY LOOKING WEST (A)



ACROSS FROM SITE

SW AVALON WAY LOOKING EAST (B)







LOOKING EAST TOWARDS SITE (RIGHT) FROM ALLEY.



LOOKING EAST TOWARDS SITE FROM ALLEY.



LOOKING WEST TOWARDS SITE (OUTLINED IN ORANGE)



LOOKING EAST TOWARDS SITE FROM ALLEY. SOUTHEAST CORNER PICTURED.



NEIGHBORING STRUCTURE TO THE SOUTH.



NEIGHBORING STRUCTURE TO THE NORTH.