



Looking NE

Table of Contents

Project Information 2

Context Map 3

Context Analysis 4

Zoning Analysis 6

Surrounding Context 8

Surrounding Uses 12

Zoning Map 17

Site Survey..... 19

History of Arbor Heights 21

Design Guidelines..... 24

Live-Work Precedents 31

Design Concept..... 33

Scheme Diagrams 36

EDG Scheme 1 37

EDG Scheme 2 44

EDG Scheme 3 52

Departure Details 59

Scheme 3 Details..... 61

Elevations 63

Materials 64

Perspectives..... 65

Precedents 72

Shadow Study..... 74

Overview 76

Project Information

Addresses: 4220 SW 100th St, Seattle, WA 98146

Legal Description: Harris Garden TRS

Parcel #: 3123800055

Site Area: 8091 sf

Zoning: NC1-30

Overlays: None

Misc: None

ECA: None

Existing Use: Existing Building to be Demolished

Max FAR: 2.5 Mix of Residential or Non-Residential (w/ 2.25 for Residential or Non-Residential Max per Use)

Max Density: No Limit.

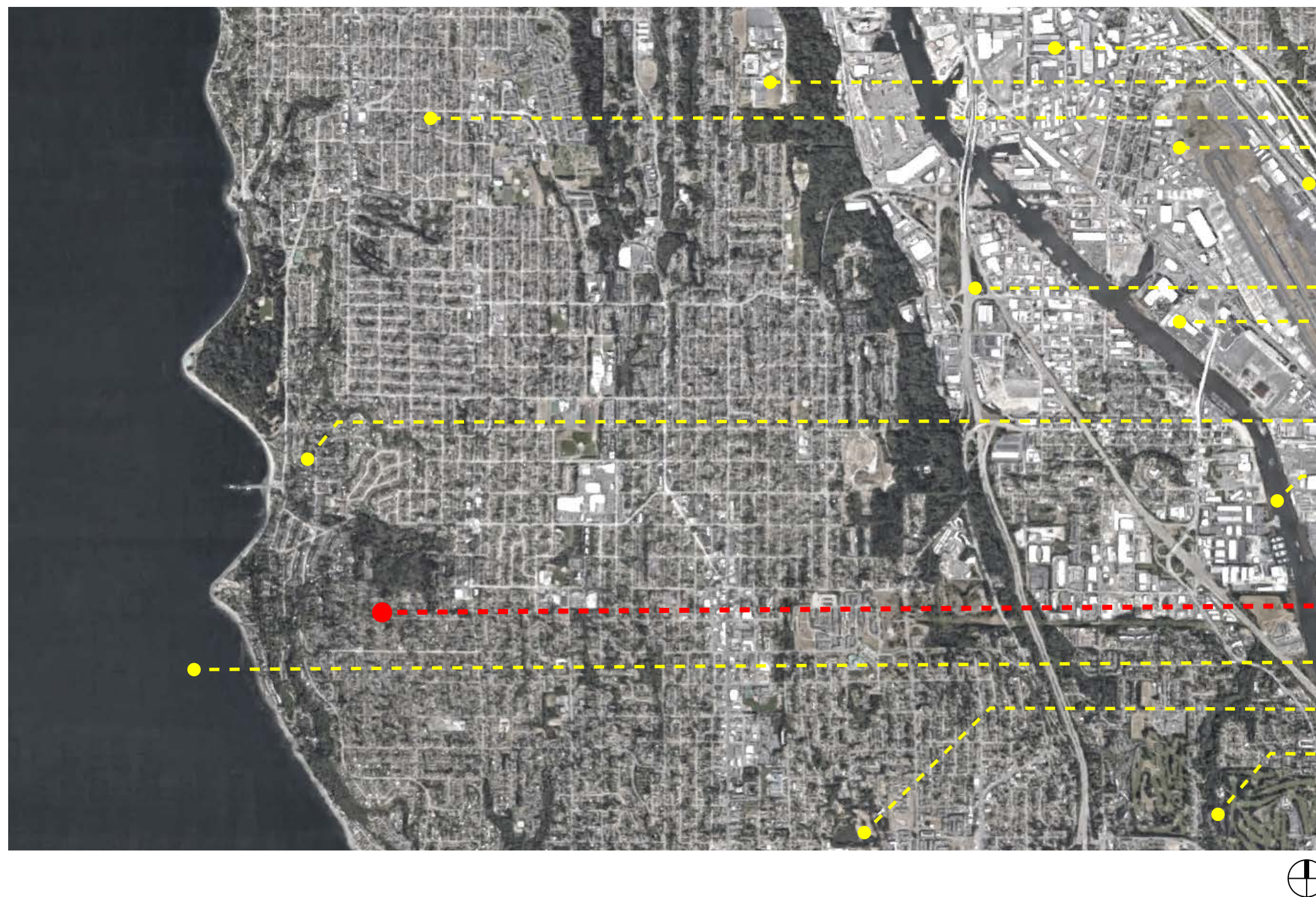
Height: 30', Increased to 34' without an Extra Level if a 13' Non-Residential Floor to Floor Provided.

Parking Required: Per Unit Type and Size

Proposed Program: 9 Live-Work Units. Existing structures to be demolished.

Project Team:

Developer	Claremont Partners LLC
Architect	Lemons Architecture PLLC



- Georgetown
- South Seattle College
- West Seattle
- King County International Airport
- I-5
- US-99
- Boeing
- Fauntleroy Ferry Terminal
- Duwamish Waterway
- Project Site**
- Puget Sound
- Evergreen Campus
- Rainier Golf and Country Club

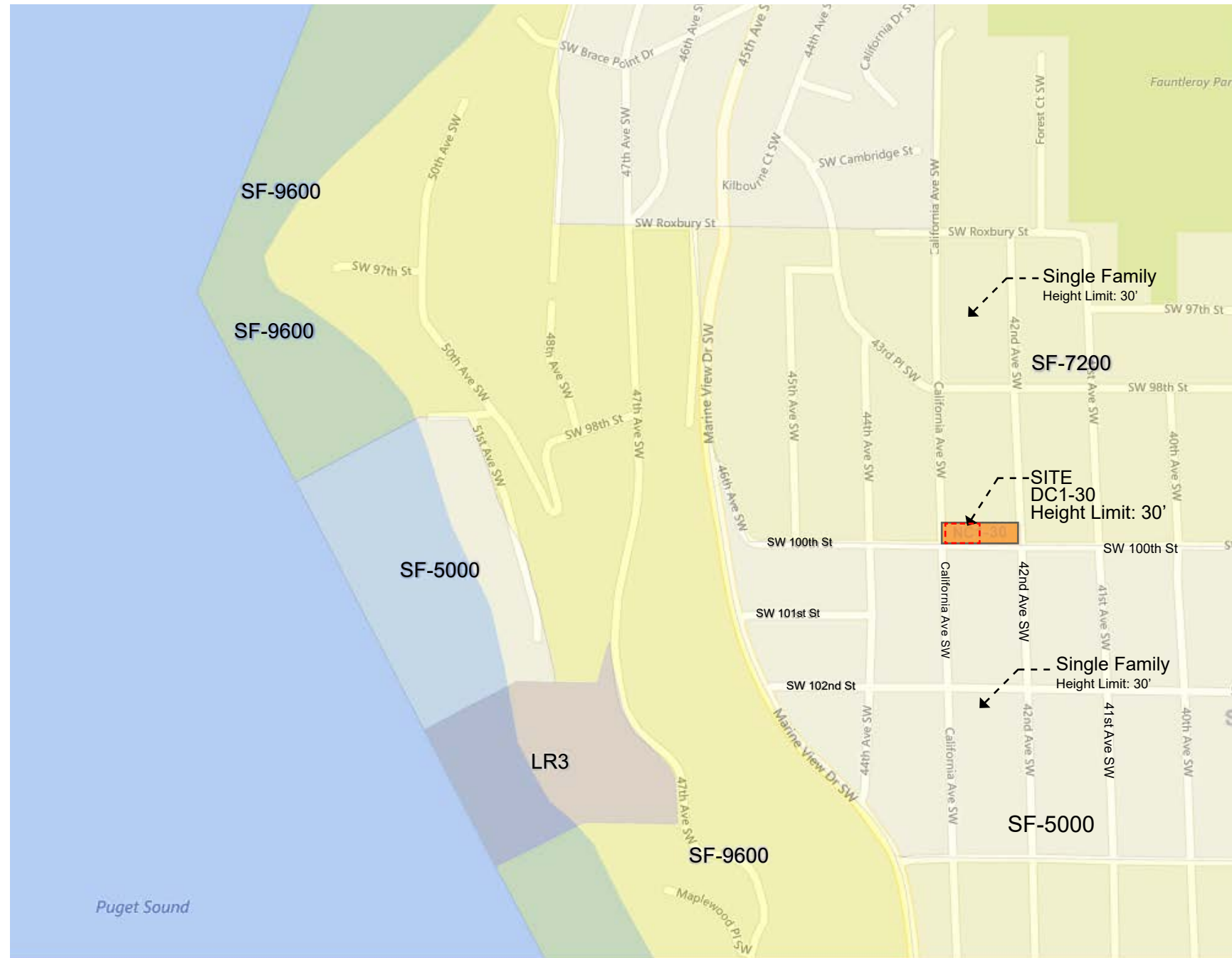
↑
West Seattle



- Site
- Commercial
- Institutional
- Bus Stop
- Primary Vehicular Circulation

↓
Arroyo Heights





- NC1-30
- SF-7200
- SF-5000
- LR3
- SF-9600





- Site
- Residential/Single Family
- Commercial
- Religious
- Main Vehicular Circulation

- ① Seattle Gospel Assembly
- ② Brace Point Pottery
- ③ One-Story House
- ④ Two-story House
- ⑤ Three-story House
- ⑥ Three-story House
- ⑦ Three-story House
- ⑧ Three-story House
- ⑨ Three-story House
- ⑩ View from SW 100th St.
- ⑪ One-Story House
- ⑫ Episcopal Church
- ⑬ Two-story House
- ⑭ Three-story House
- ⑮ One-Story House
- ⑯ Three-story House
- ⑰ Two-story House
- ⑱ Two-story House Under construction



1



2



3



4



5



6



7

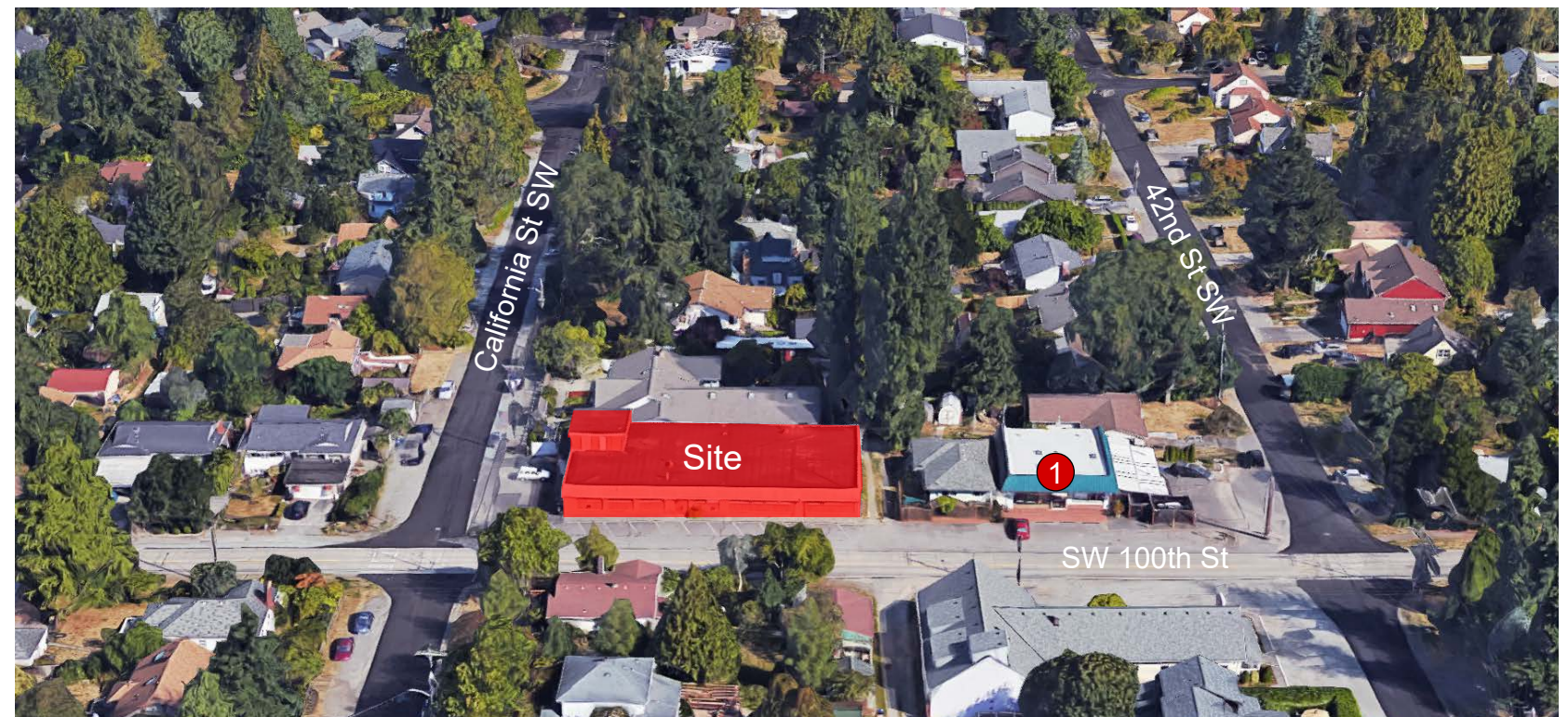
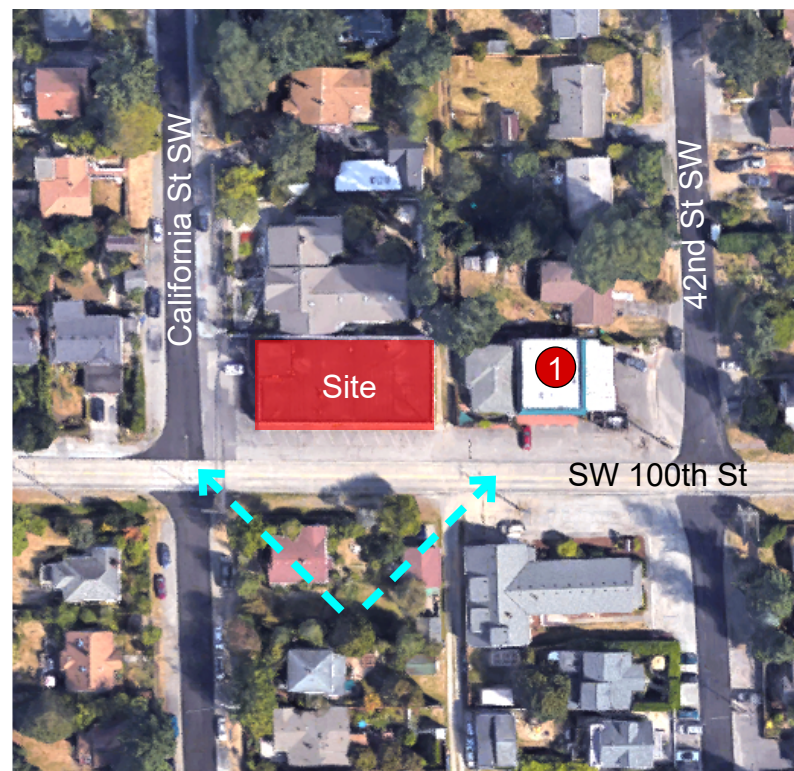


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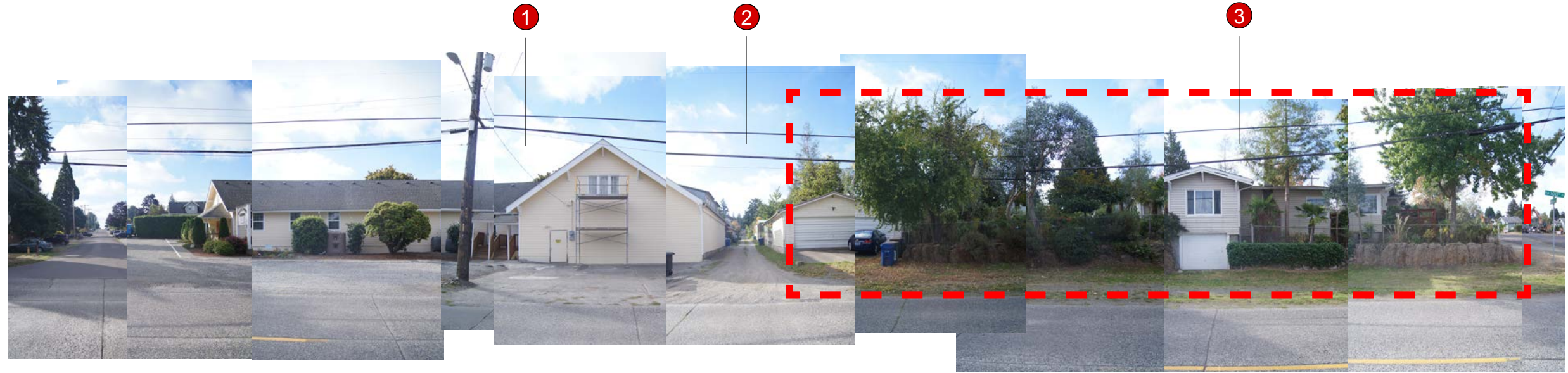


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Aerial View Looking North

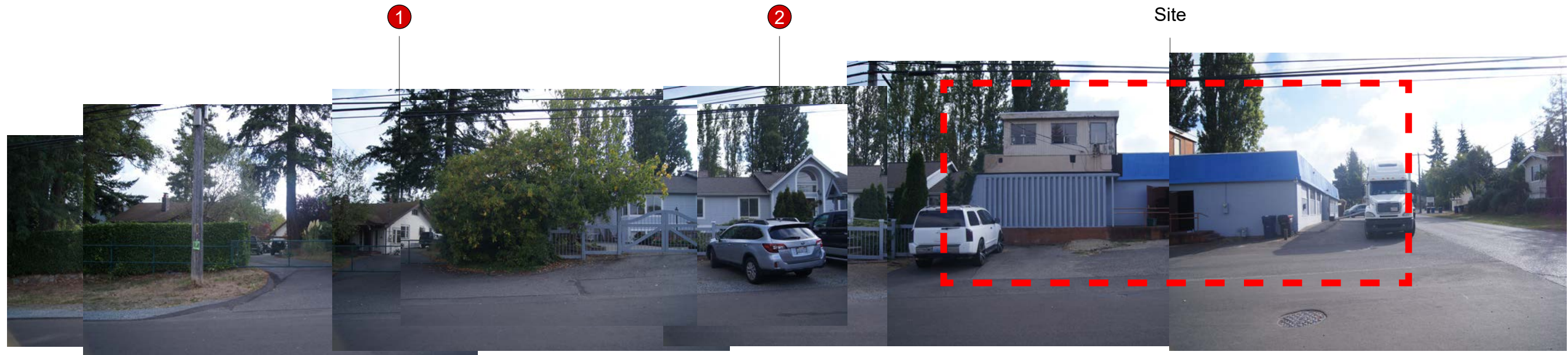


Across From Site

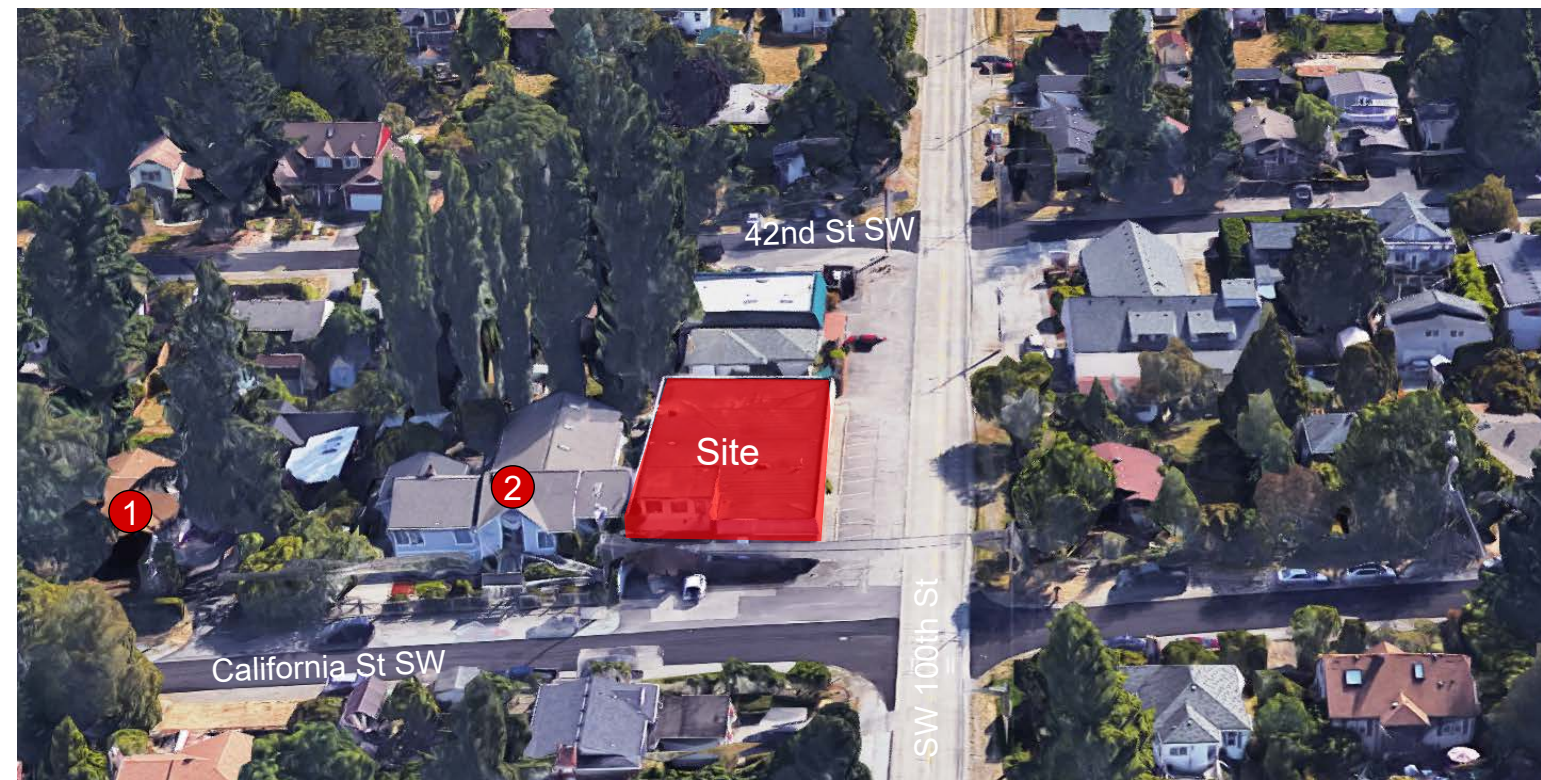
Looking South on SW 100th St.



Aerial View Looking South



Looking East on SW 100th St

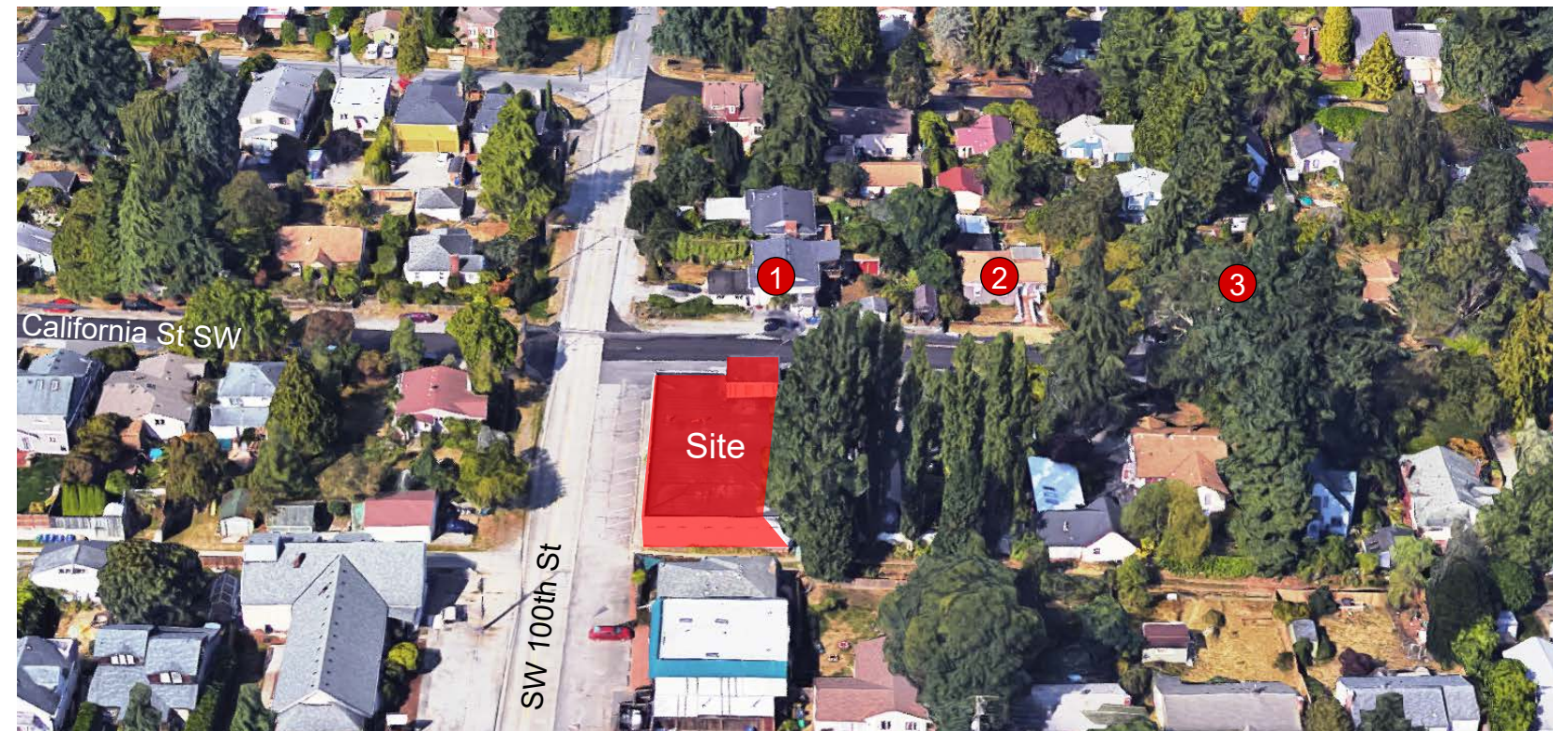
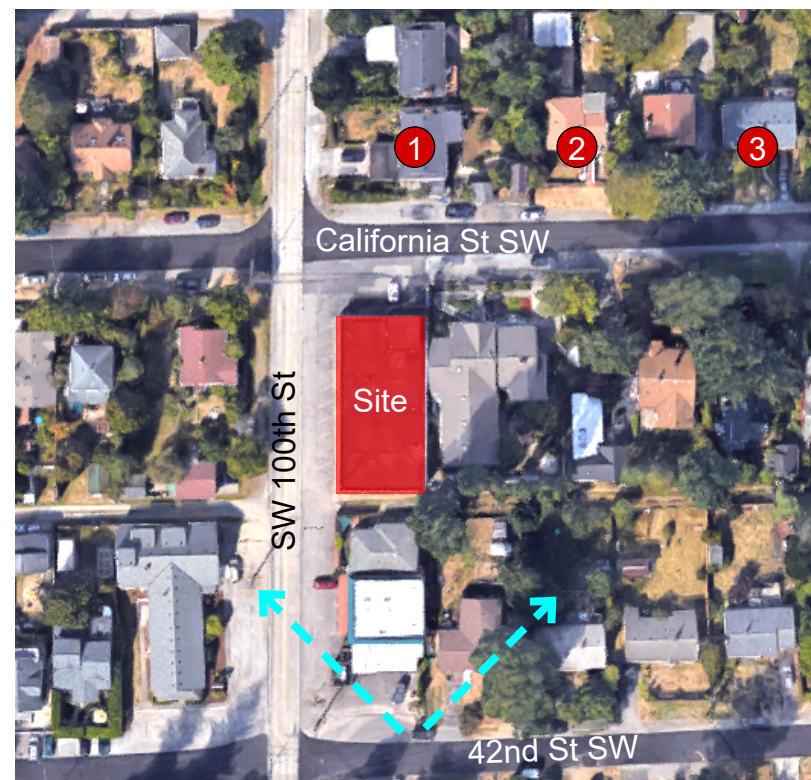


Looking East on SW 100th St



Across From Site

Looking East on California Ave SW



Looking West on SW 100th St



View from Alley 1



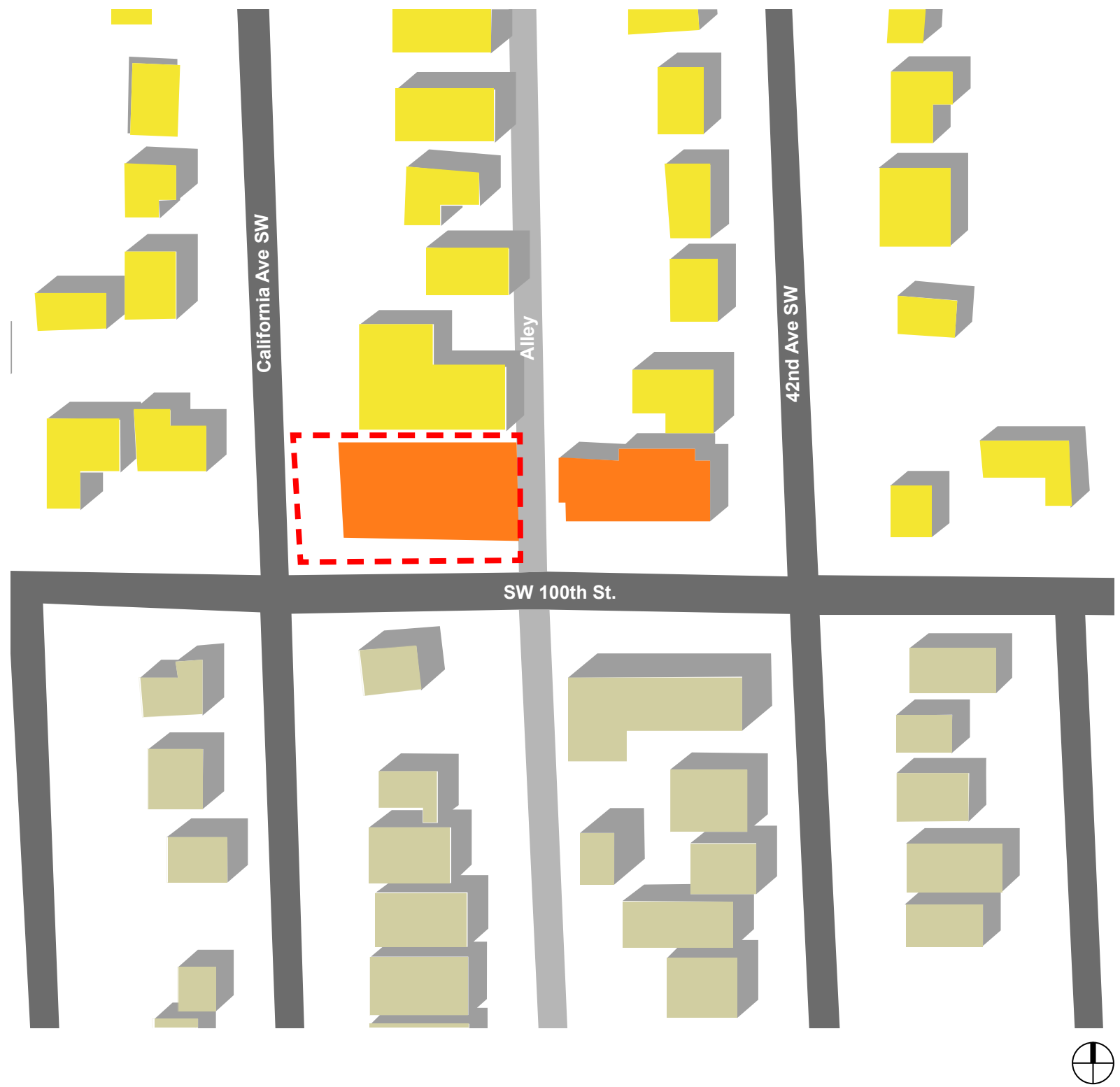
Looking North on SW 100th St. 2



SW Corner view of Site 3



Looking East on California Ave SW 4



- Single Family Residence
SF-7600
30' Height limit
- NC1-30
30' Height limit
- Single Family Residence
SF-5000
30' Height limit
- Site

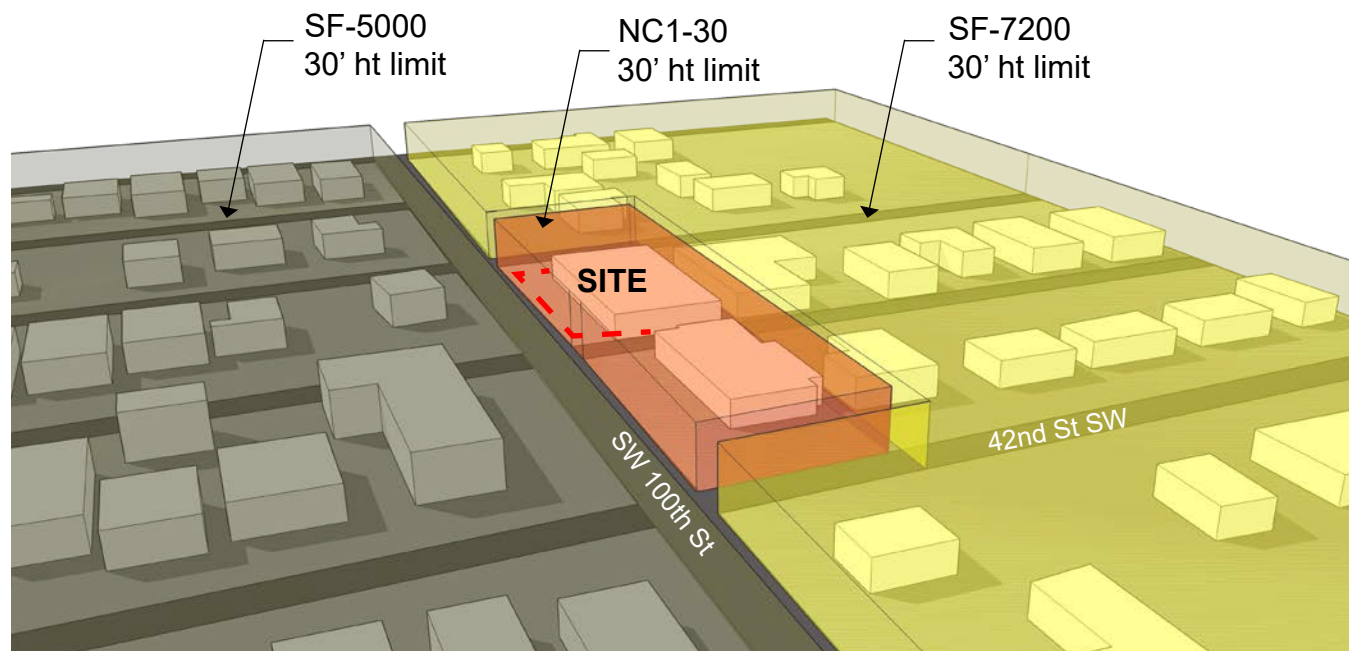


Single Family Residences
SF-7200

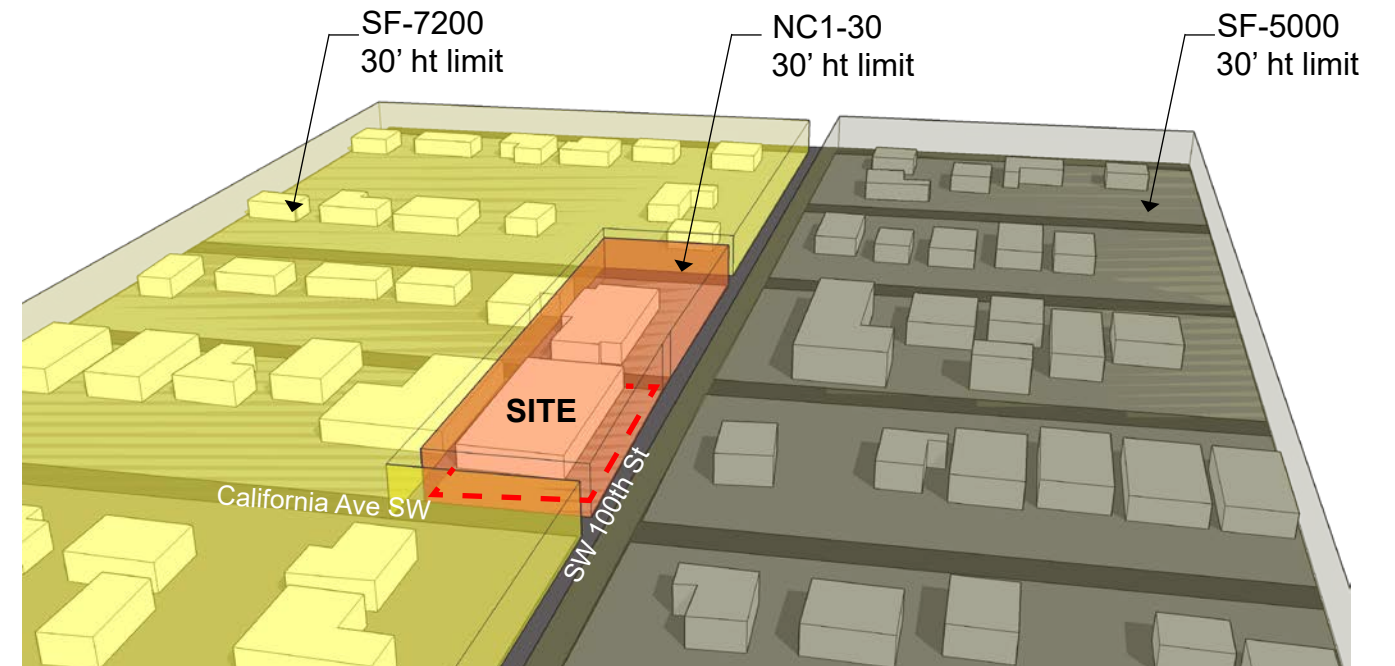
Project Site
9 L-W Units
Existing 1-story Building
NC1-30

Business
NC1-30





Current Zoning with Existing Context - NW View



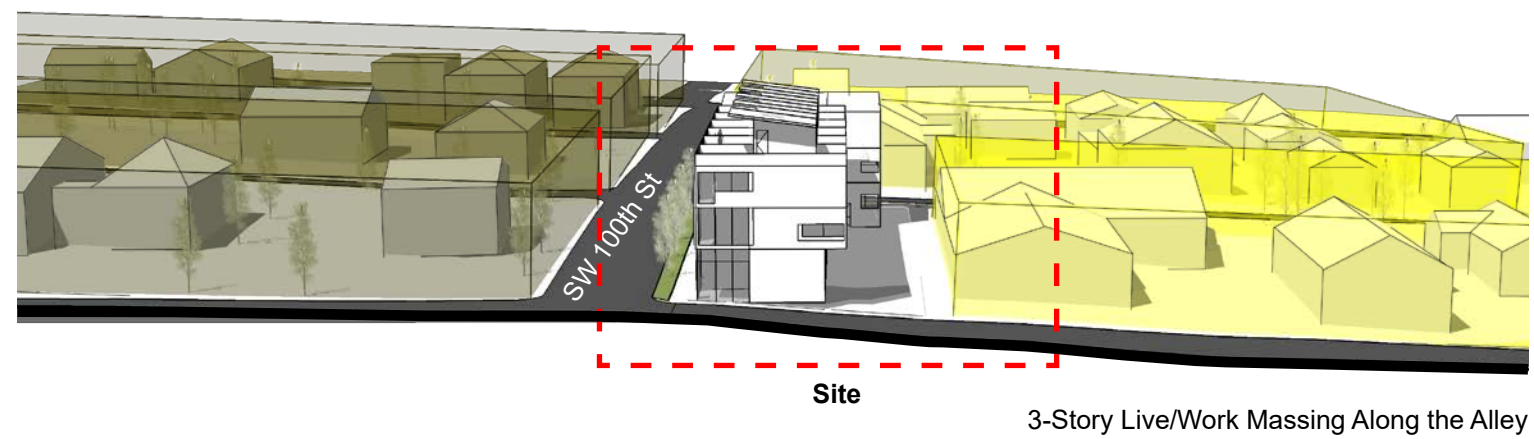
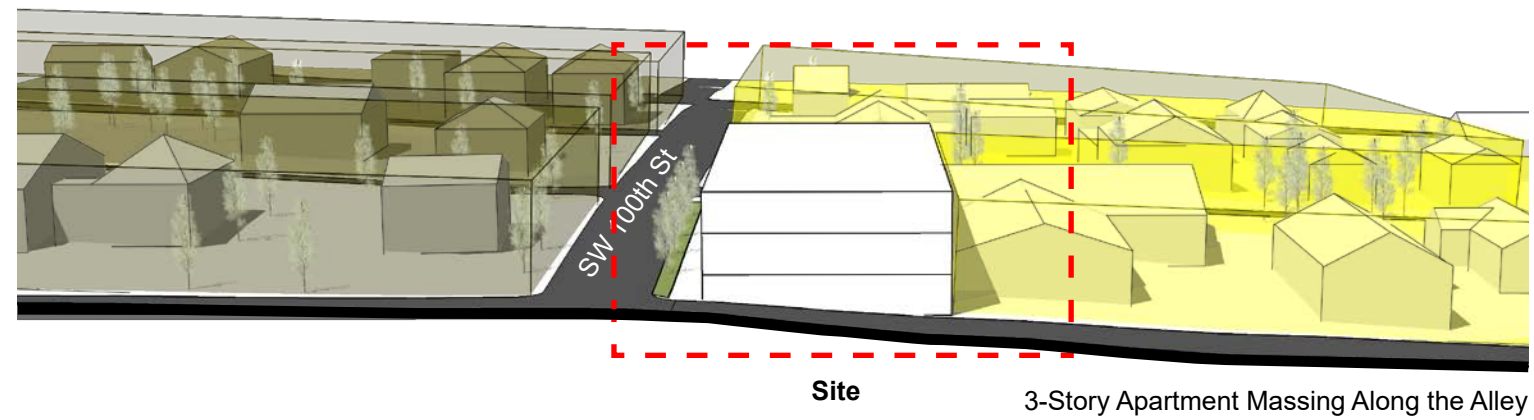
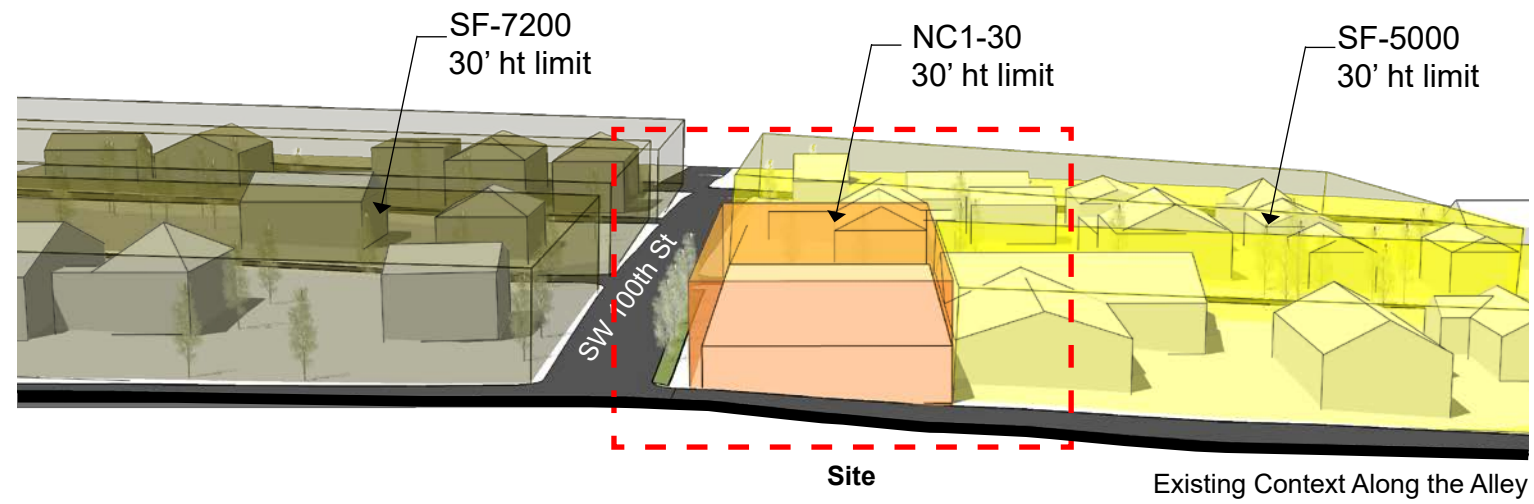
Current Zoning with Existing Context - NE View

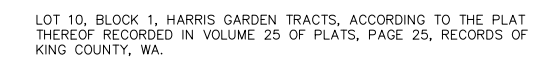


Massing with Existing Context - NW View



Massing with Existing Context - NE View







Alley Adjacent to Site

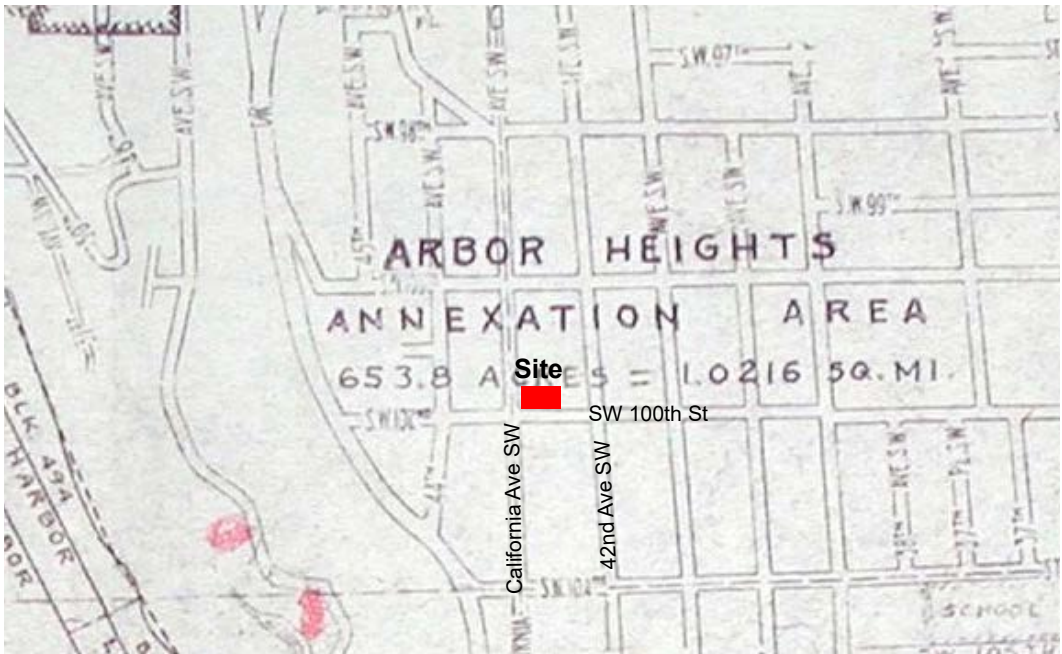


Looking South in Alley

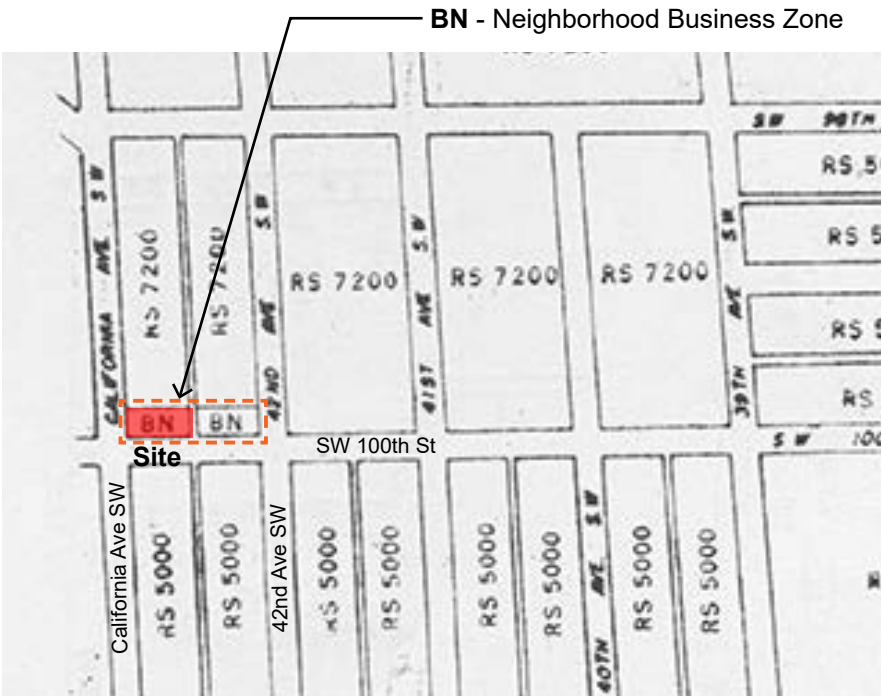


Looking North in Alley

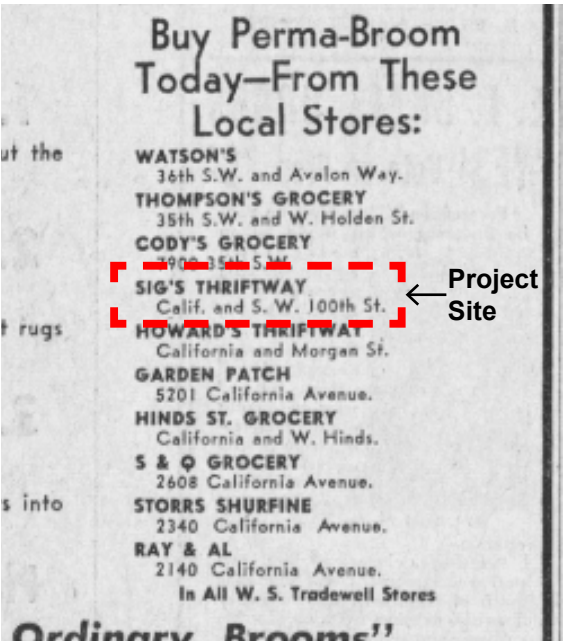
History of "Downtown of Arbor Heights"



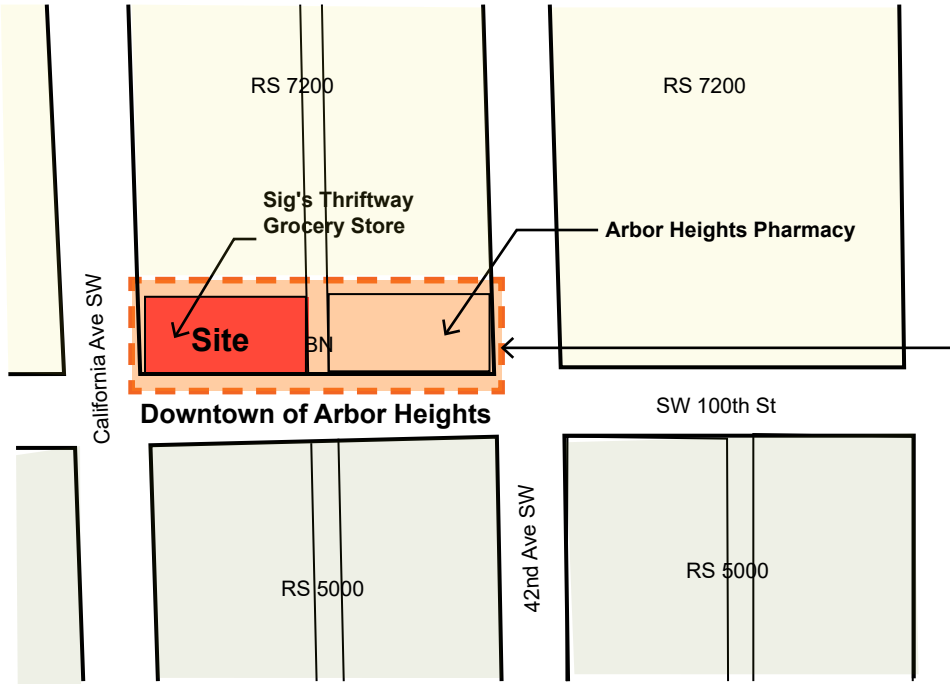
Arbor Heights Annexation Map, 1954



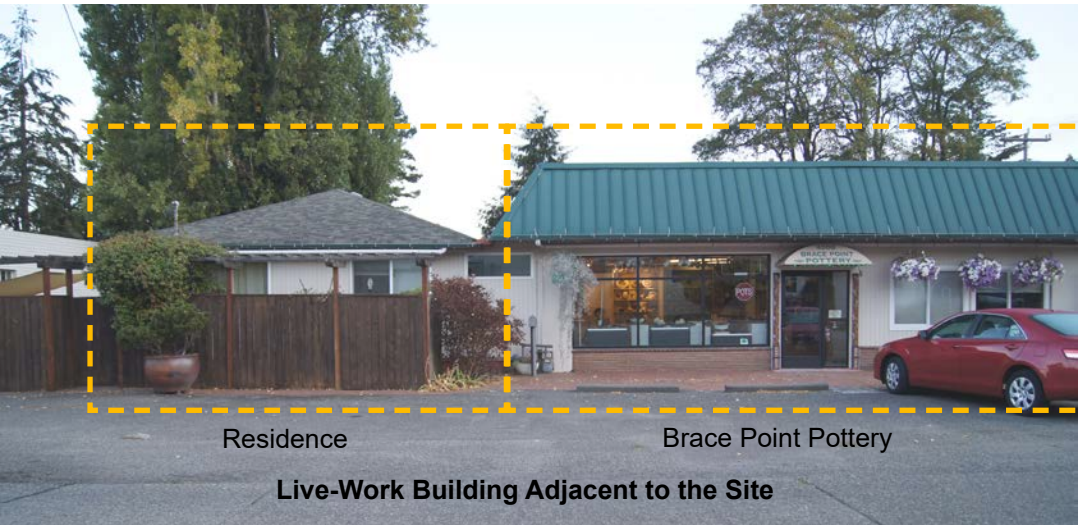
Section 300E (Arbor Heights) Seattle Zoning Map, 1961



Newspaper Archive of West Seattle Herald, 1950



This highlighted area was known as "Downtown of Arbor Heights" in 20th century because the commercial buildings in the area used to include a grocery store "Sig's Thriftway" and a drugstore "Arbor Heights Pharmacy".



Brace Point Pottery

Adjacent to the project site is Brace Point Pottery, which has been making music and art on the site for 20 years after the drugstore was closed. The owner's residence is attached to the studio/shop as shown above.

Current "Downtown of Arbor Heights"



Existing Structure on the Project Site

The current site has no sidewalks, planters, or seating areas as shown above.



Brace Point Pottery Adjacent to the Project Site

The brightly lit studio/storefront displays artwork and products. Brace Point Pottery also hosts events such as inviting other artists to display their artwork to the community.



Looking Along California Ave SW



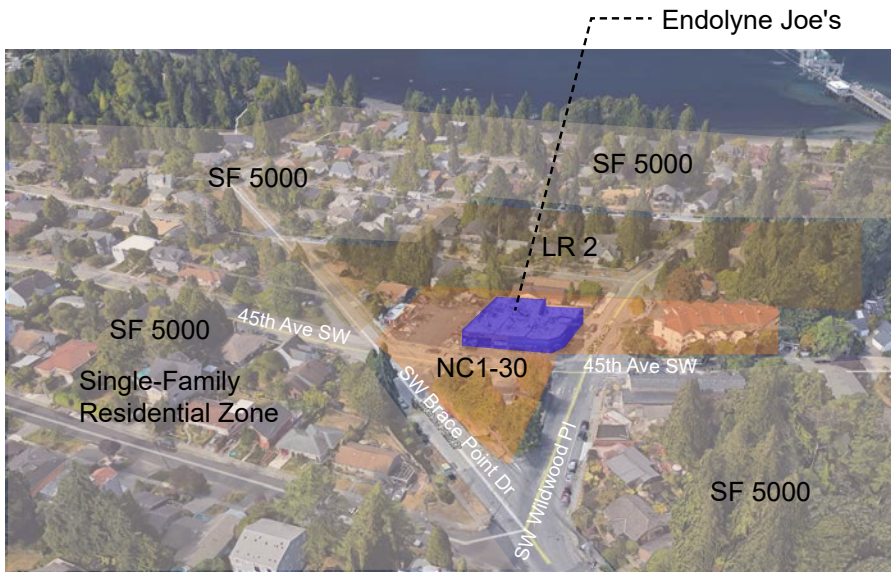
Looking Along SW 100th St

Residence for
Brace Point Pottery



Brace Point Pottery Storefront

Commercial/Retail Precedents in Residential Neighborhoods



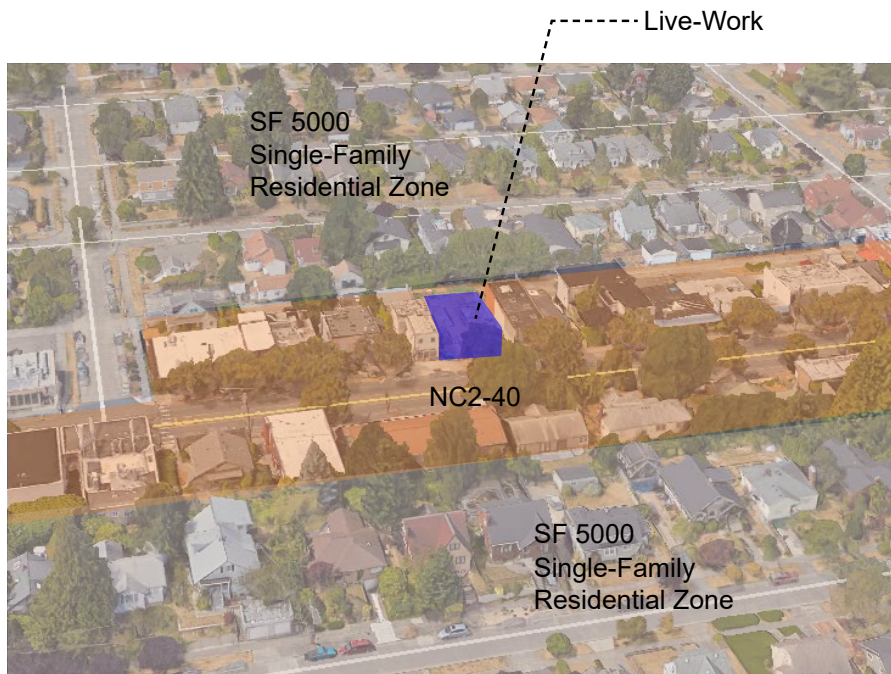
Endolyne Joe's in West Seattle



Endolyne Joe's Storefront



Endolyne Joe's with Surrounding Single Family Residences



West Seattle 5-Star Built Green Live-Work



4-Story Live-Work Street View



Live-Work Entrance and Storefront

Seattle Design Guidelines

CS1 Natural Systems and Site Features

- A. Energy Use
- B. Sunlight and Natural Ventilation

CS2 Urban Pattern and Forms

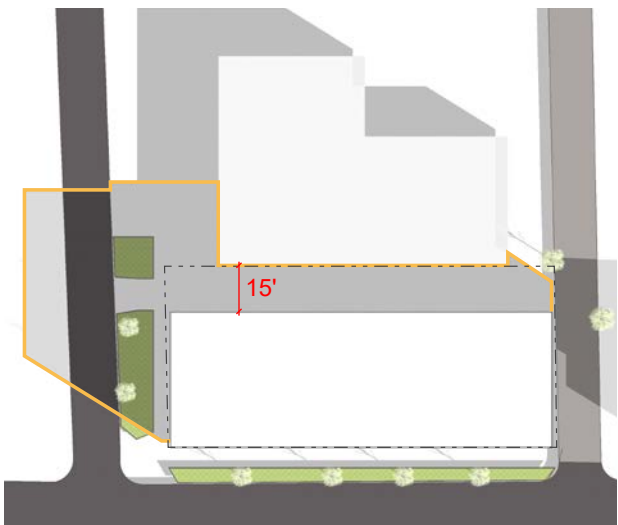
- C. Relationship to the Block

Design Response

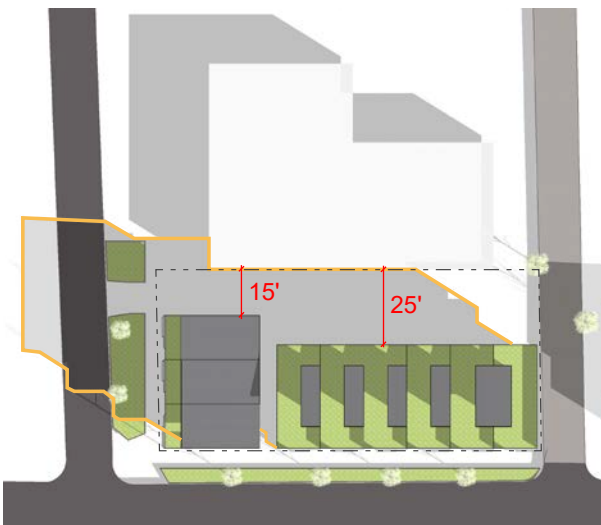
Daylight is maximized for interior and exterior spaces based on the form and placement of the buildings. The East Building's Facade is oriented East to West. Live-work units get the maximum amount of natural daylight through windows and storefront from the South. Similarly, live-work units in the West Building receive direct daylight from openings on the south facade but they get the maximum amount of daylight from the west in the afternoon hours. By having two different massings, there is more of a chance for natural ventilation between the units. Furthermore, 25' setback from the property behind gives ample space for natural ventilation and daylights between the two properties as shown below.



Solar Orientation Diagram



Code Compliant Massing - March 21, 9am



Proposed Massing - March 21, 9am



Code Compliant Massing - March 21, 9am



Proposed Massing - March 21, 9am

Seattle Design Guidelines

CS2 Urban Pattern and Forms
C. Relationship to the Block

West Seattle Junction Supplemental Guidance
A. Streetscape Compatibility
B. Corner Lots

PL1 Connectivity
C. Outdoor Uses and Activities

Design Response

Both Buildings have retail spaces facing the street as a way to engage the transient public. The large amount of glazing on the street level facades provides large open inviting spaces. A combination of street trees, façade modulation, and appropriate drop lighting reduces the scale at the street level. These attributes will provide a positive impact and enhance the neighborhood.

The overall design enforces the corner lot condition and enhances the pedestrian environment. The building is appropriately scaled and the seven-foot sidewalk facilitates successful pedestrian flow with good visibility at the intersection.



SW Corner Showing L-W Units at Street Level



Wood Giving Warmth to the Storefront



Wide Planting Strip and Seating Area



Wood Awning Warming up Storefront



Vibrant and Lively Streetscape

PL1 Connectivity
B. Walkways and Connections

West Seattle Junction Supplemental Guidance
I. Human Activity

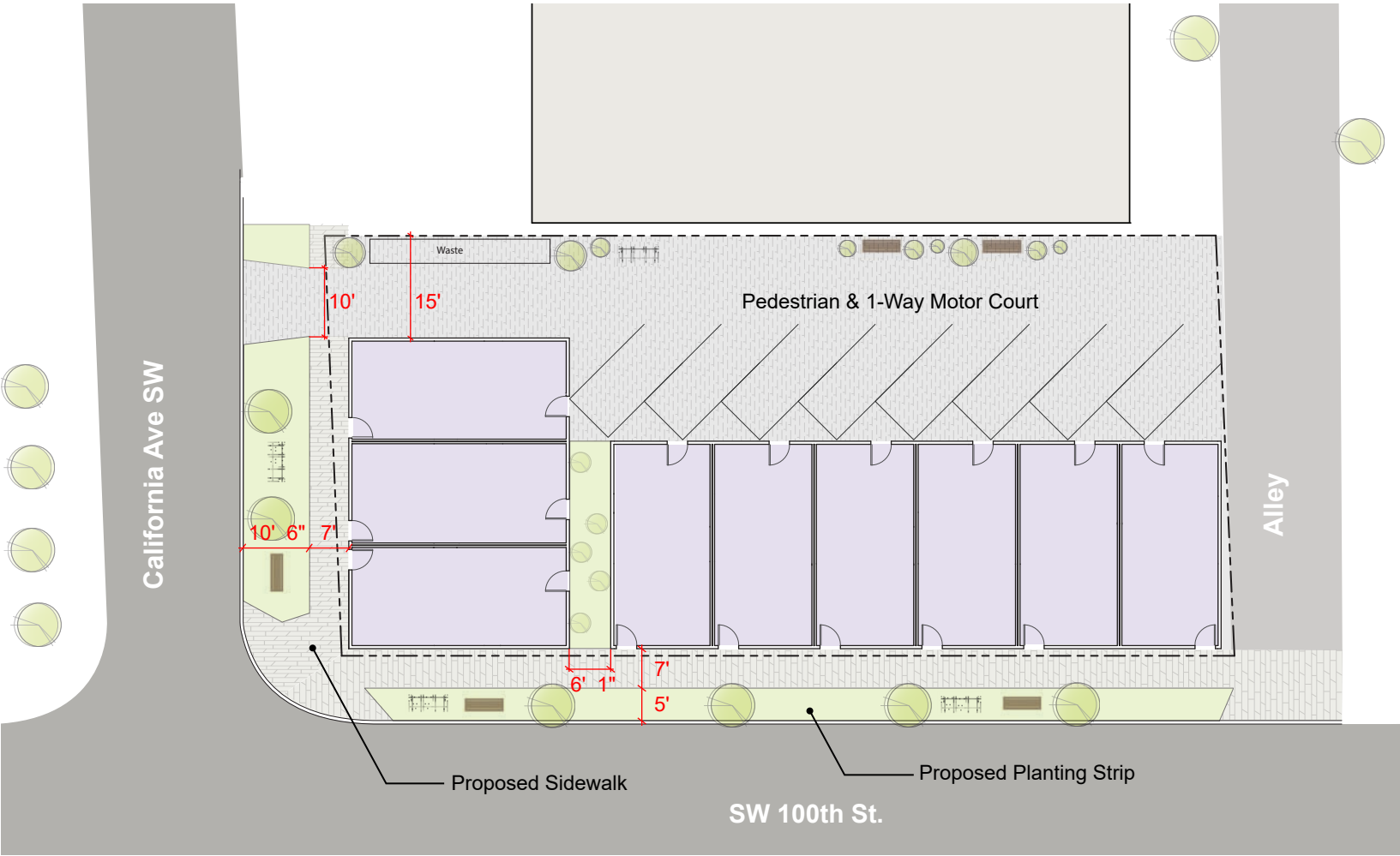
PL2 Walkability

West Seattle Junction Supplemental Guidance
I. Human Scale

Design Response

The project serves all modes of transportation through pedestrian-friendly sidewalks, bike racks, and parking stalls. The active sidewalk creates a good transition between the public and private realm. There is a corridor between the buildings extending off the pedestrian sidewalk giving direct access to the motor court in the back.

The project is setback from the property lines allowing for a 7' wide sidewalk and 10.5' wide planting strip on California Ave SW and a 7' wide sidewalk and 5' wide planting strip on SW 100th St. Appropriately scaled facades and street furniture are designed for human comfort.



Scheme 3 Site Plan with Surrounding Context



Examples of Bike Racks in the Right of Way



Examples of Seating in the Right of Way



Examples of Planting Strips

Seattle Design Guidelines

DC1 Project Uses and Activities

- B. Vehicular Access and Circulation
- C. Parking and Services Uses

West Seattle Junction Supplemental Guidance

- I. Visual Impacts of Parking Structures

DC3. Open Space Concept

- A. Building-Open Space Relationship
- B. Open Spaces Uses and Activities

PL4. Transportation

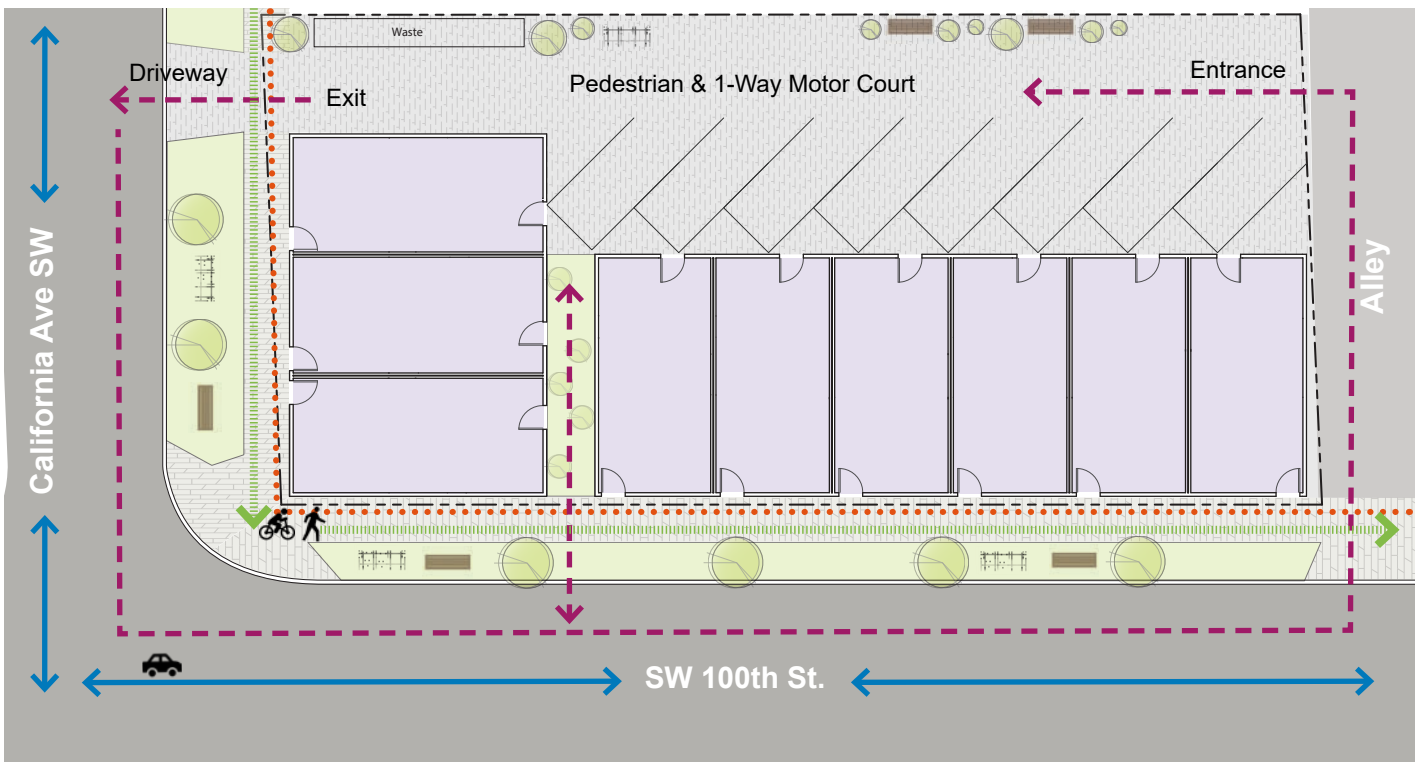
- A. Entry Locations and Relationships

Design Response

The proposed project provides an easy vehicular transition from SW 100th St. into the Pedestrian and Motor Court via the adjacent Alley. Parking is angled for ease of access. Parking is also placed on the North side of the site behind the buildings to hide cars for the public realm. A corridor between the buildings provides direct access to parking from the main pedestrian pathway. It also creates a nice open space between the buildings to allow for more natural light and green spaces.

The large motor court creates opportunities for outdoor activities within reason. Each unit also has roof deck access for activities and additional outdoor space. It can be used to lounge, barbecue, and interact with adjacent neighbors.

- Pedestrian Circulation
- Bike Circulation
- Vehicular Circulation
- - - Internal Pathway



Seattle Design Guidelines

PL2 Walkability

- A. Accessibility
- B. Safety and Security
- D . Wayfinding

West Seattle Junction Supplemental Guidance

II. Pedestrian Open Spaces and Entrances

PL3 Street Level Interaction

- A. Entries
- B. Residenetial Edge
- C. Retail Edges

Design Response

The retail units from both buildings face SW 100th St. and California Ave SW respectively, and they provide users and pedestrians with a safer, well lit street. This creates a strong retail edge with maximum visibility into the building interior. Street trees and the buildings will help provide natural weather protection and help provide a comfortable sidewalk for pedestrians. Seating areas and bike racks along California Ave SW and SW 100th St. help create more inviting space in the neighborhood. The goal is to provide a welcoming environment that will benefit both residential and urban conditions.

The primary entries are obvious with clear lines of sight from SW 100th St and California Ave NW. Residents have separate entrances setback from the main pathway for privacy. The roof decks and woonerf will promote interaction among residents.



Live-Work Storefront Looking NE



Live/Work Storefront Looking NE



Live-Work Storefront Looking NW

CS3 Architectural Context and Character
A. Emphasizing Positive Neighborhood Attributes

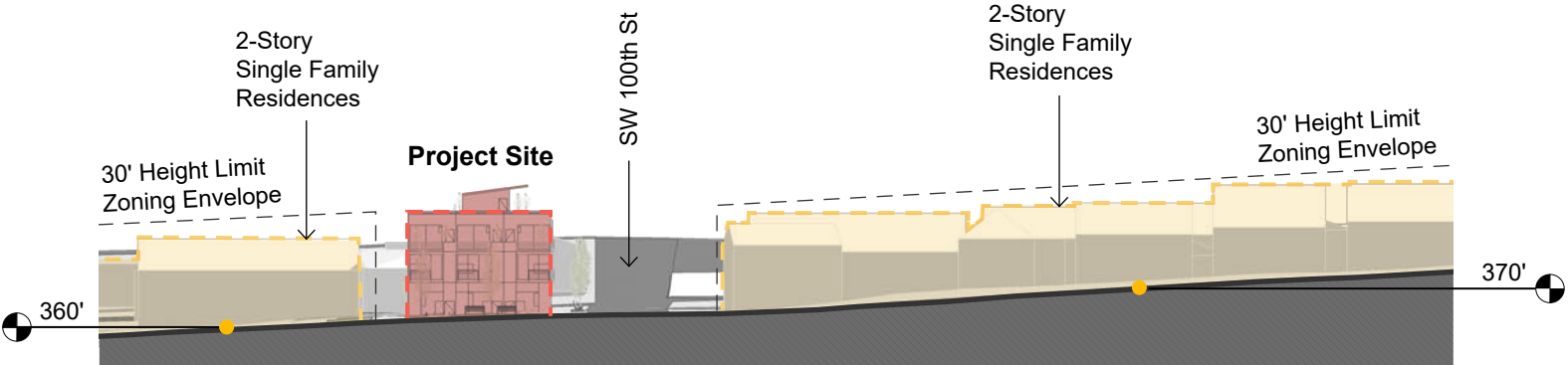
West Seattle Junction Supplemental Guidance
I. Architectural Context

DC2. Architectural Concept
A. Massing

Design Response

The modulation of the massing helps break down the scale and better fit in with the neighborhood. This site is zoned NC1-30 and it is surrounded by SF-7200 and SF-5000 zones. All three zones have a 30’-0” height limit, therefore, the massing will fit well with existing context and future context.

The massing diagrams to the right illustrate the idea of breaking down a simple massing to reduce scale and maximize views. The mass is strategically placed on the site to hide parking in the rear and create a large buffer between the existing context. The perceived mass is reduced with additional building setbacks and the use of natural materials. These materials create horizontal and vertical articulation helping to break down the scale of each facade, and avoid blank walls. The section diagram below illustrates the comparison between the massing and other two-story residential properties with existing slopes on the site.



N-S Section Along California Ave SW



Massing with Current Zoning

Seattle Design Guidelines

CS2 Urban Pattern and Forms

West Seattle Junction Supplemental Guidance

III. Height, Bulk and Scale

DC2. Architectural Concept

B. Architectural and Façade Composition

C. Secondary Architectural Features

D. Scale and Texture

West Seattle Junction Supplemental Guidance

I. Architectural Concept and Consistency

II. Human Scale

DC4. Materials

A. Exterior Elements and Finishes

B. Signage

West Seattle Junction Supplemental Guidance

I. Human Scale

Design Response

The form of the building relates to the neighborhood in height and scale. The massing is broken down with materials and façade modulation. The two different massings have roof decks at different levels helping to reduce the scale. An alley to the east of the site helps provide a natural setback from adjacent buildings. Additional building setbacks add to the façade composition and enhance the natural materials. The natural wood panels break down the façade and compliment the dark shade of the lap siding. These materials fit in with the architectural context of the area.

The articulation of the façade is consistent throughout the design and the relationship of the roof decks to the street level enhances the concept. The warm feel of the dark materials provides comfort for residents and the public. Lighting from the large amount of glazing along SW 100th St. and California Ave SW will further enhance the street front facades and the pedestrian pathway.



Looking NE

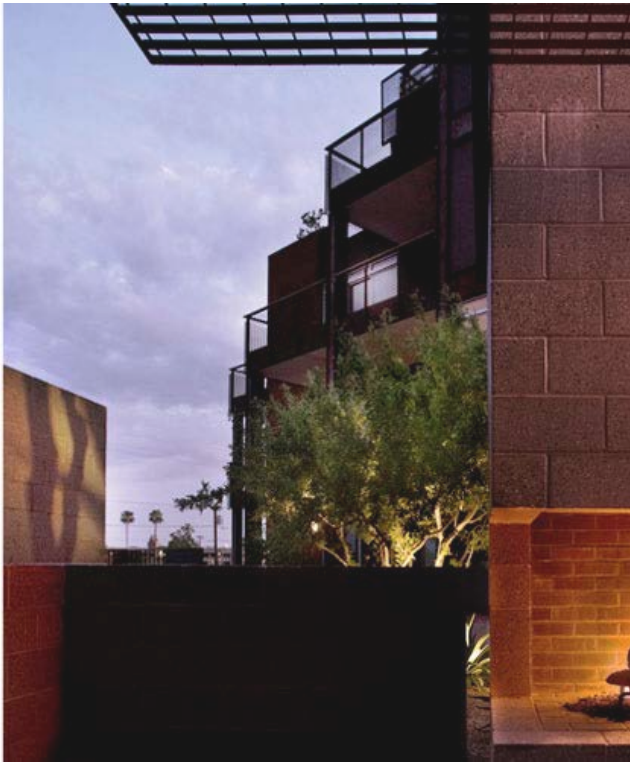
Live-Work Precedents



Looking Along SW 100th St



Lively Live-Work Storefront and Massing Breaking Down with Modulation



Live-Work Storefront Facing the Street



Live-Work Massing Modulation



Live-Work Massing Modulation



Vibrant Live-Work Storefront Facing the Street



Live-Work Storefront Lighting the Street



Live-Work Storefront Night View



Inviting Live-Work Storefront



Inviting Live-Work Storefront on the Street



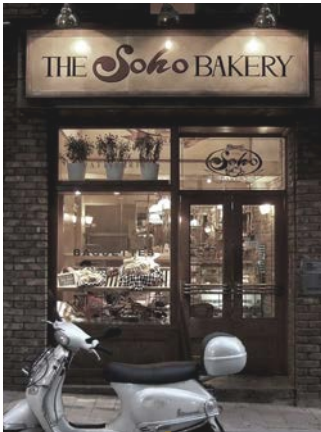
Section Perspective Along SW 100th St

Possible Options for Live-Work Spaces

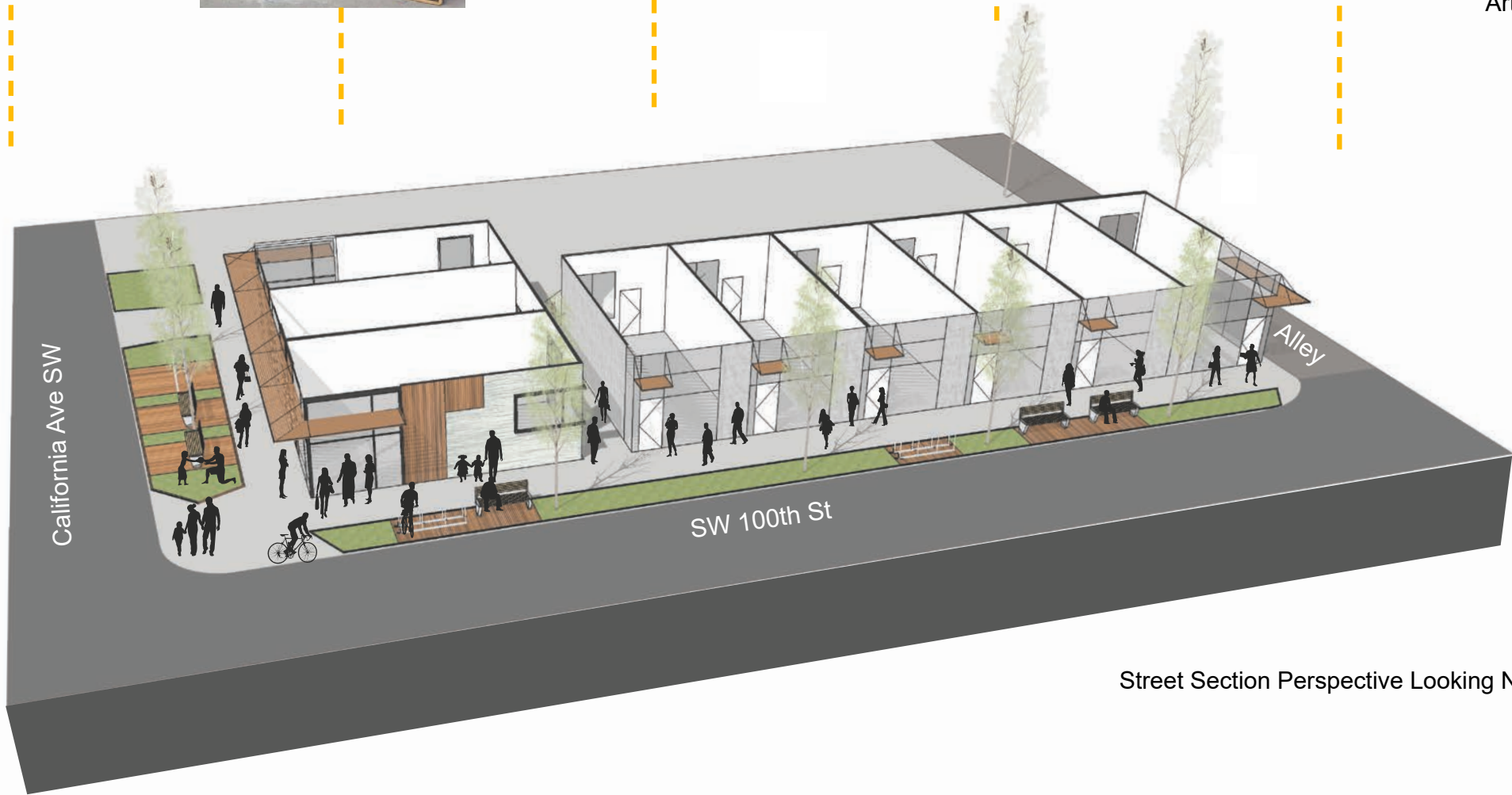
Below diagram illustrates possible walk-in retail store options that can provide amenities to Arbor Heights residents as well as possible studio options for artists. The active and vibrant streetscape provides the opportunity for gathering and socializing space for Arbor Heights.



Cafe/Bakery Options

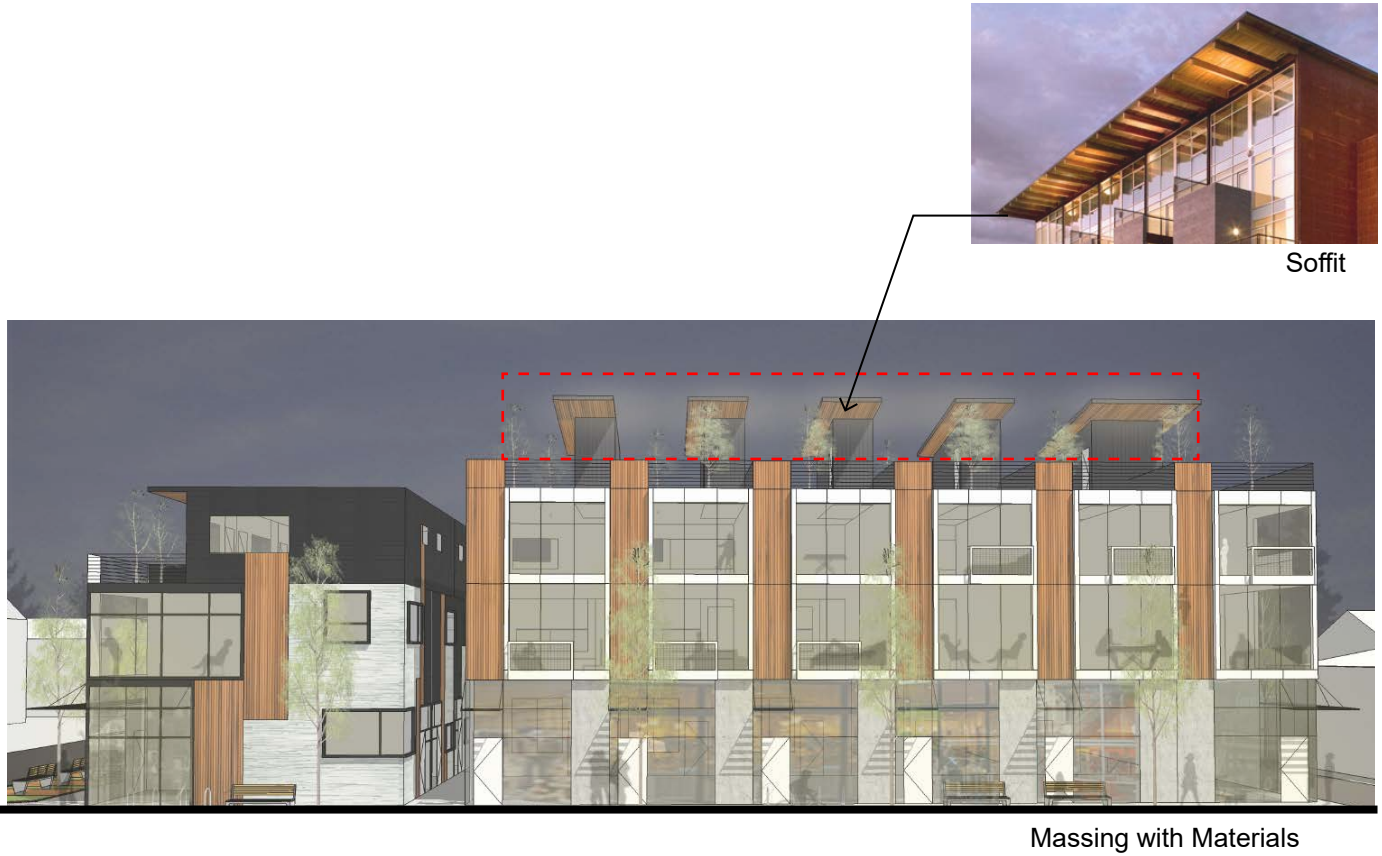
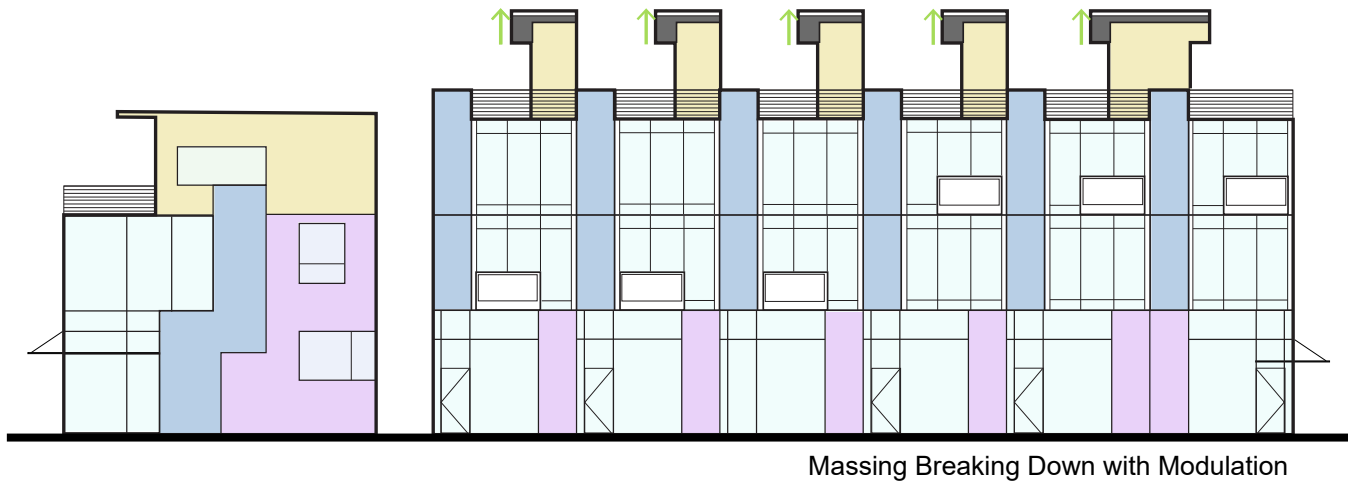
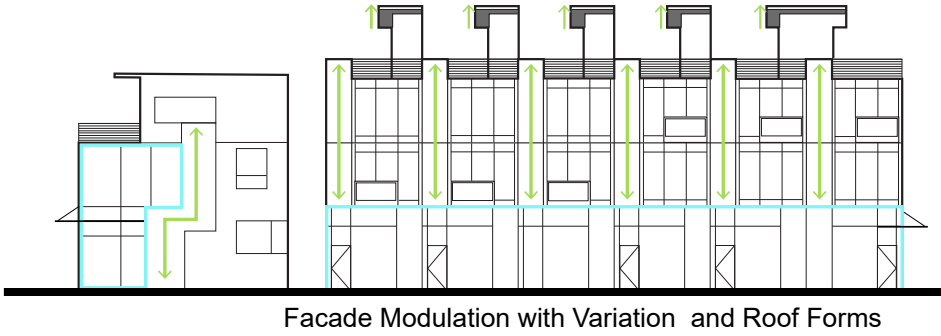
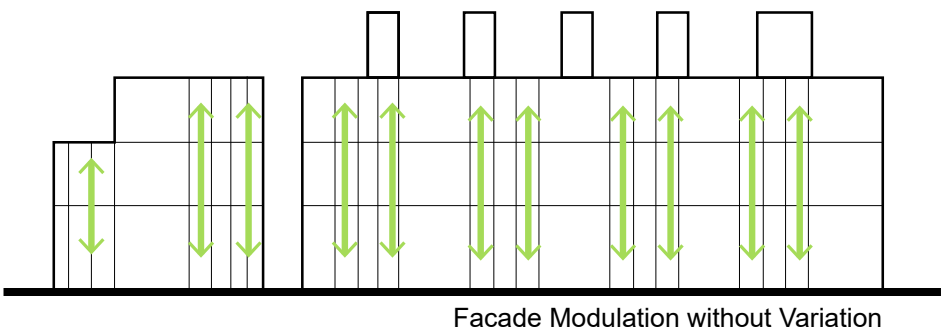
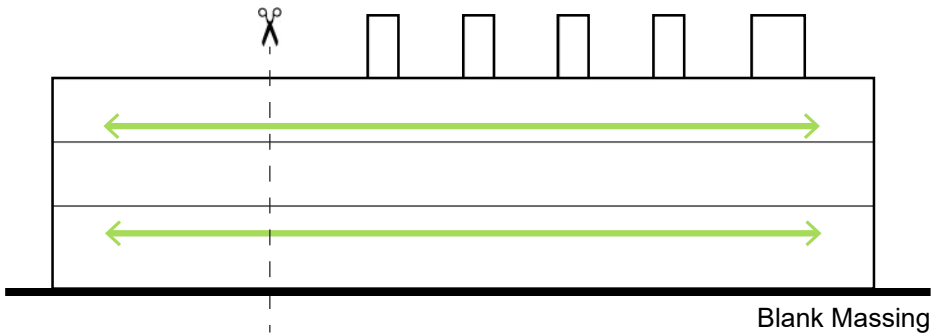


Art /Photography Studio Options



Street Section Perspective Looking NE

Massing Modulation



Design Intent



Facade Modulation to break down the massing



Contrasting materials and colors to break down the massing



Active pedestrian-scaled streetscape with planters, seating areas, and wooden canopy encourage interaction



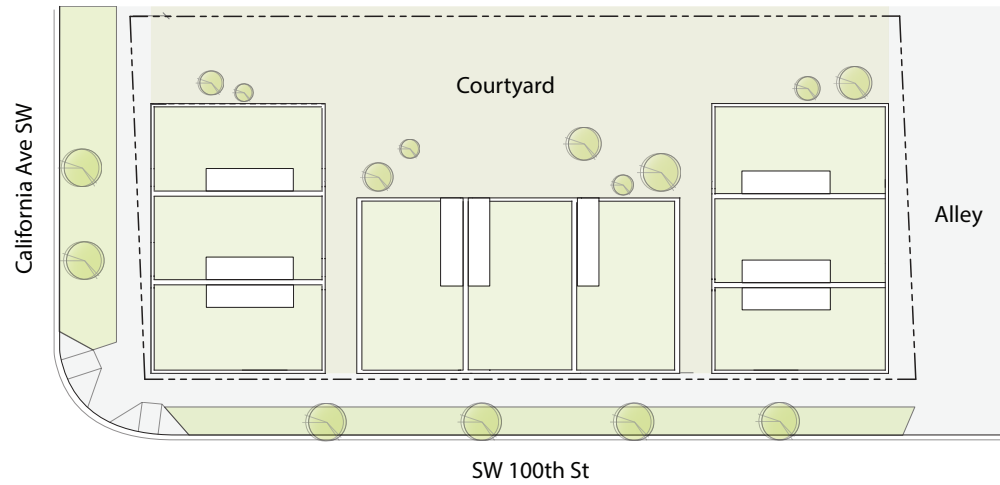
Brightly lit soffit gives warmth



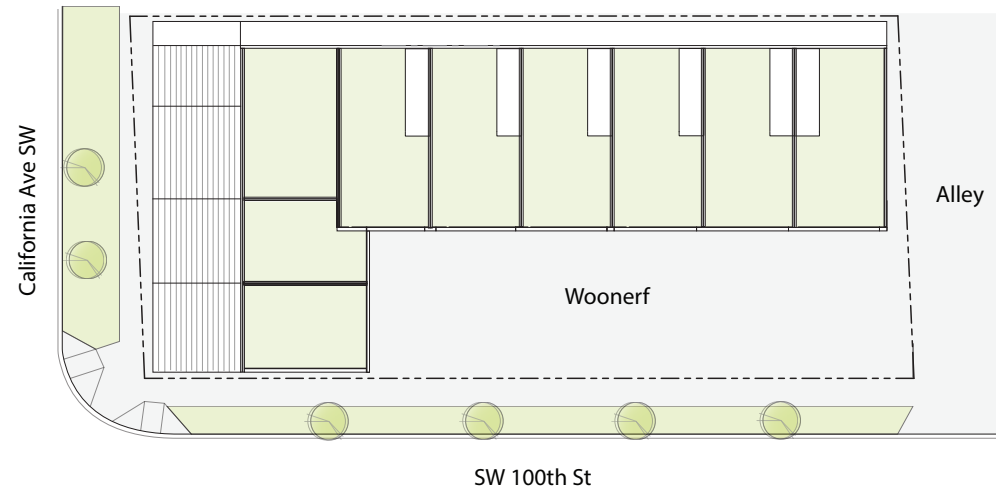
Composite panels enhance warmth



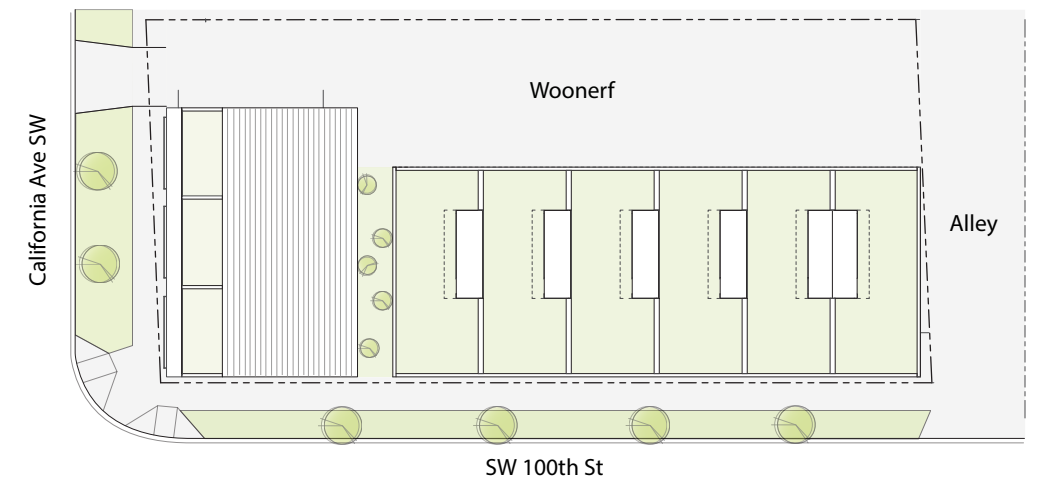
The project is appropriately scaled down for pedestrian scale



Scheme ①



Scheme ②



Scheme ③

Scheme 1

Scheme 1 makes a statement on the corner of California Ave SW and SW 100th St with three massings that make up a U-shape. Large amounts of glazing face SW 100th St and California Ave SW on the residential levels for access to natural daylighting. Two corridors separate the massings and allow for natural daylighting and ventilation into the units. The U-shaped massings also allows for a courtyard that can be accessed from both California Ave SW and the alley.

Total Area: 12,600 sf

Number of Units: 9

Number of Parking Stalls: None required per L-W size

Positives:

1. Strong corner presence
2. Private spaces located above retail
3. Large roof deck spaces
4. Large courtyard and two corridors
5. High profile building

Negatives:

1. Little Facade Variation
2. Reads as a single mass
3. East Building units receive little direct light during the day
4. Retail façade has little engagement with public
5. U-shaped mass gets minimal daylight to North
6. No setbacks from main pedestrian sidewalk

No Departures Requested



Looking NW Street View



Looking NE Street View



Looking NW View



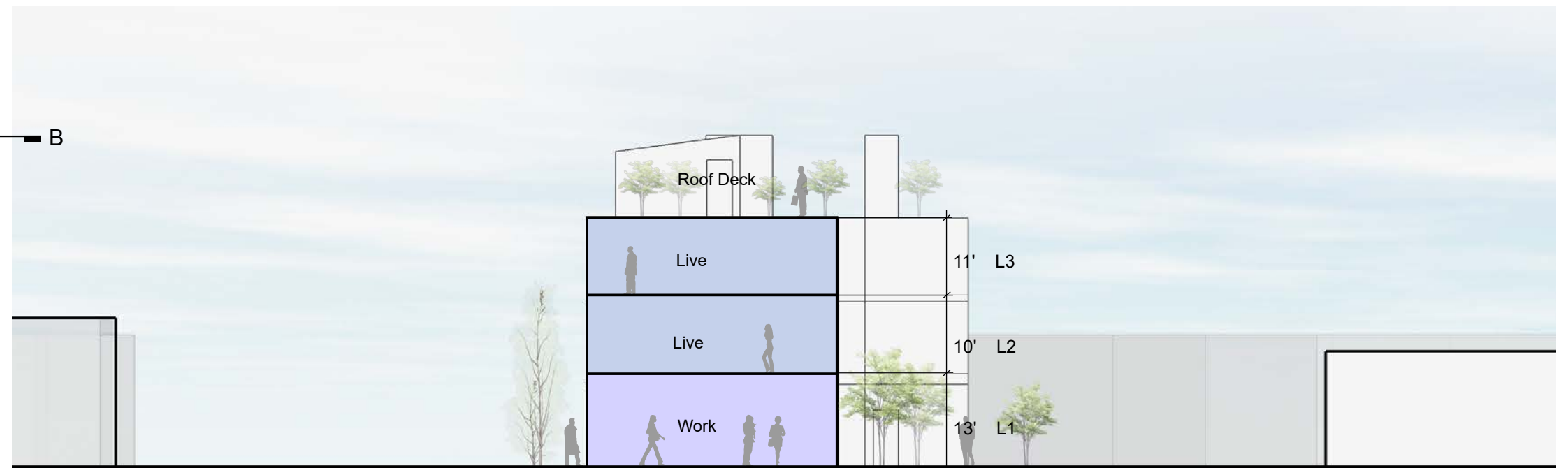
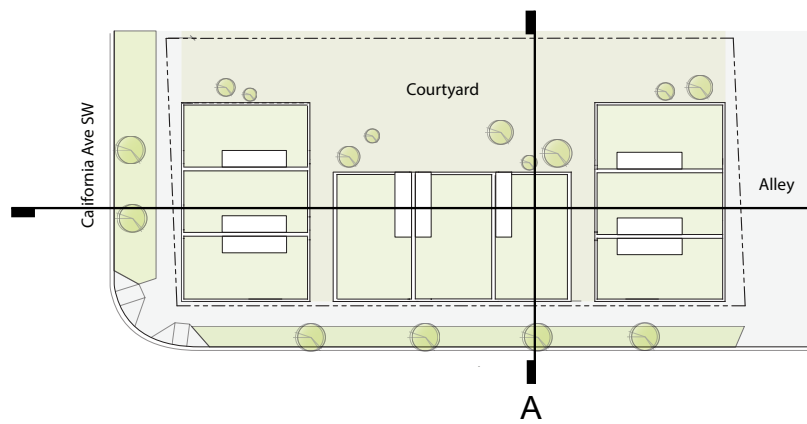
Looking NE View



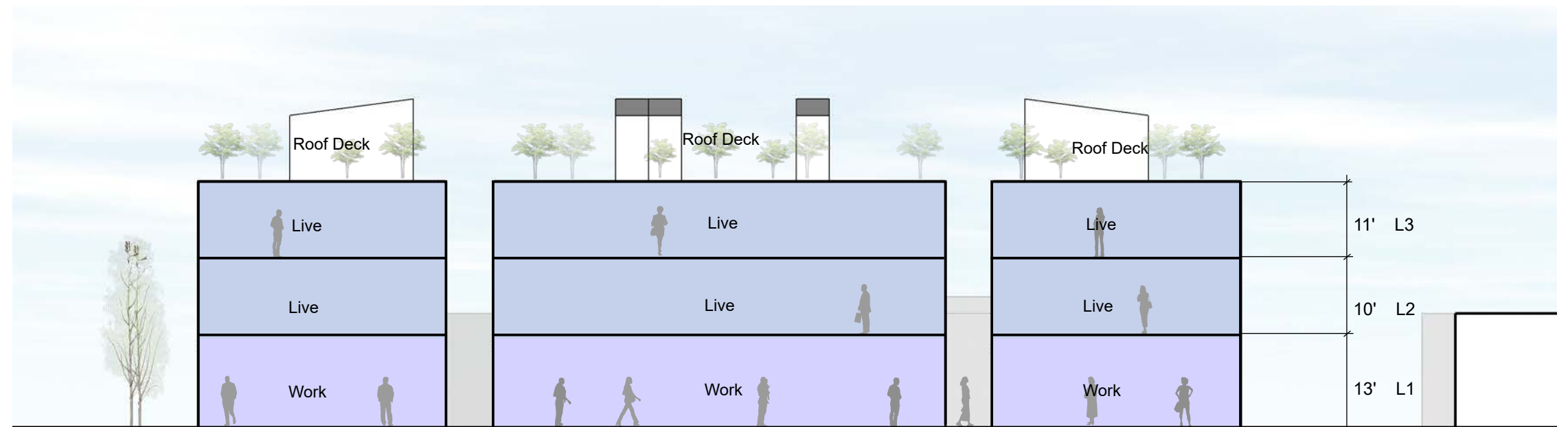
Looking SE View



Looking SW View



Street Section Perspective A



Street Section Perspective B

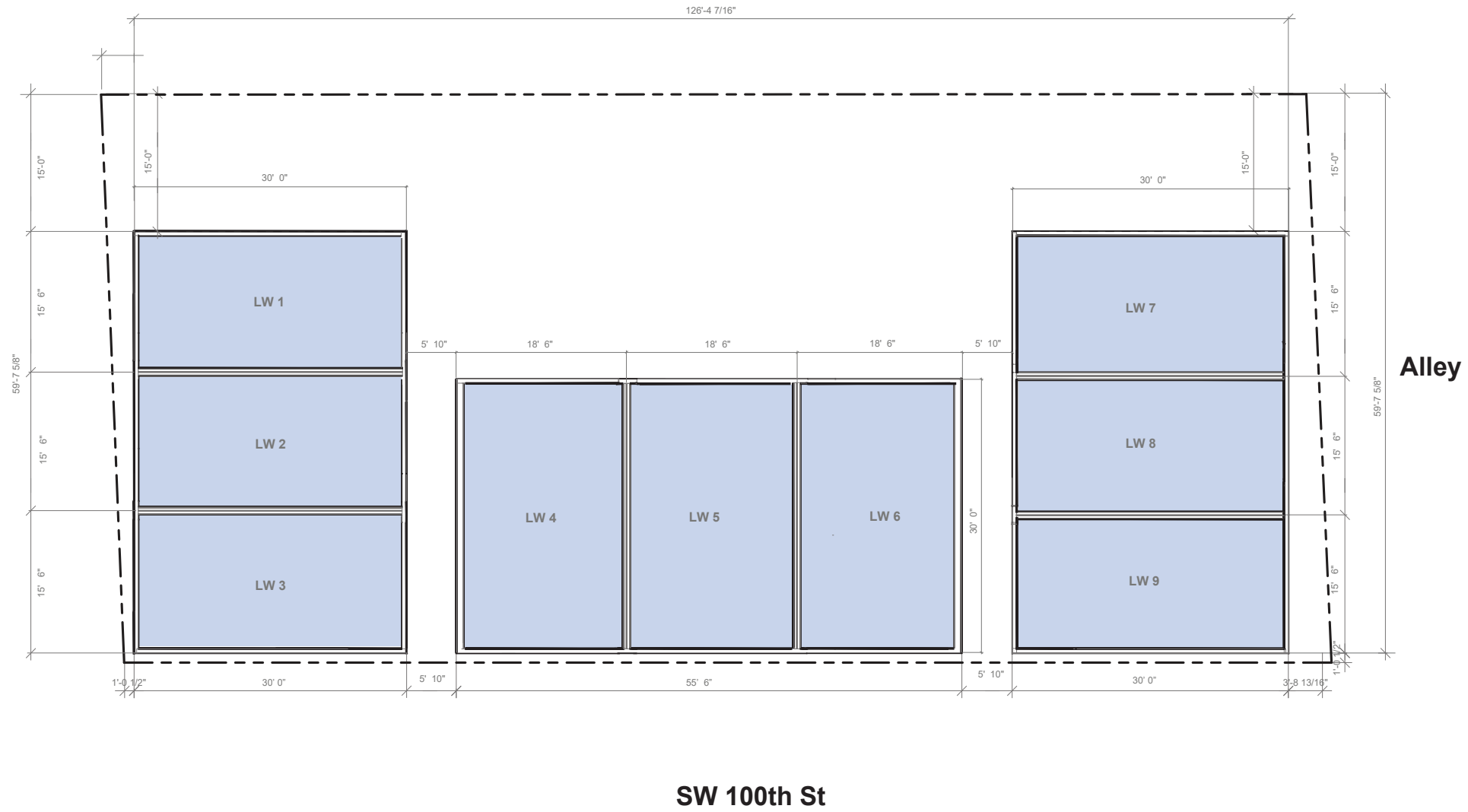
California Ave SW



- Courtyard, Green Space
- Parking, Support
- Live-Work

EDG Scheme 1: Site Plan
1/16" = 1'

California Ave SW

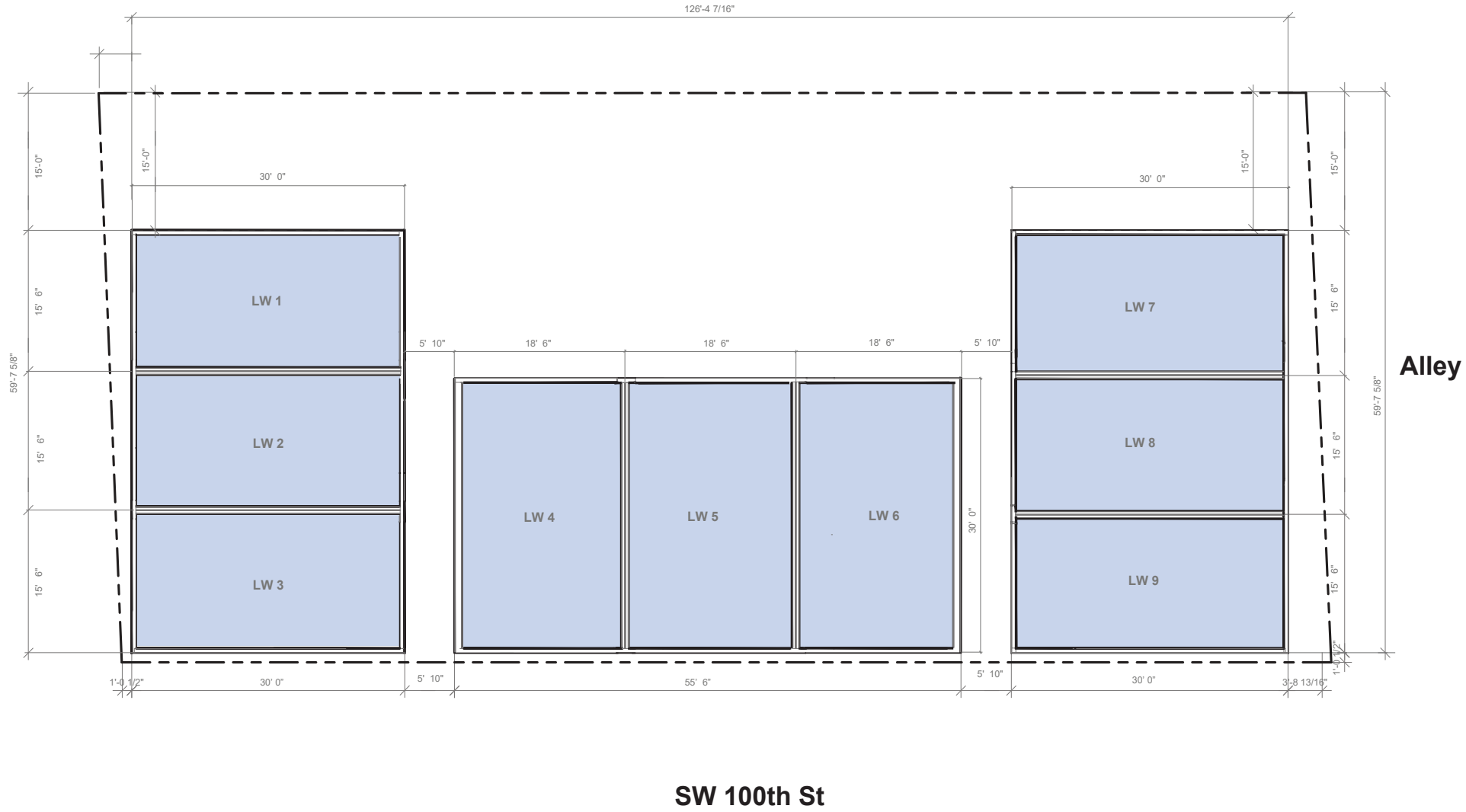



Residential

EDG Scheme 1: Level 2 Plan
1/16" = 1'

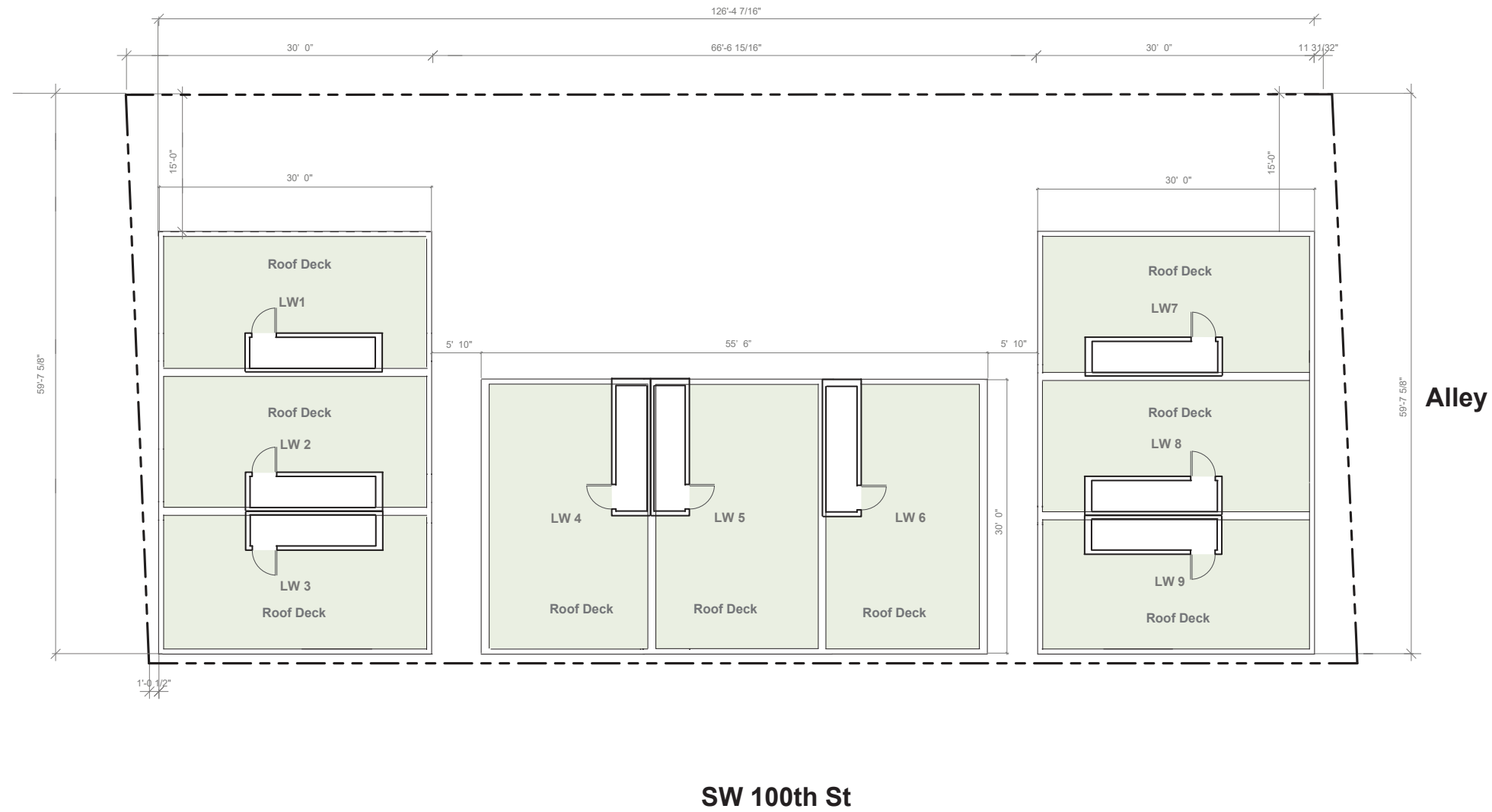



California Ave SW



EDG Scheme 1: Level 3 Plan
1/16" = 1' 

California Ave SW



EDG Scheme 1: Roof Deck Plan
1/16" = 1' 

Scheme 2

Scheme 2 is an L-shaped massing with a woonerf to the South. The large woonerf opens up and connects to the pedestrian sidewalk, providing an opportunity for an interactive, well-landscaped area. This scheme steps back on the West and North facades to allow for more natural daylighting and to help reduce the bulk and scale of the building.

Total Area: 12,000 sf

Number of Units: 9

Number of Parking Stalls: 8 Medium Stalls, None required per L-W size

Positives:

1. Large pedestrian sidewalk with landscaping
2. Privacy for residential entrances
3. Two different levels of private roof decks
4. L-shape allows for large amounts of daylight on South façade
5. Private parking access with secure gate

Negatives:

1. Little façade variation
2. Large massing close to adjacent building to the North
3. Vehicle access is visible from the street
4. Roof decks are private access only
5. Minimal daylight on North facades
6. Driveway disrupts the sidewalk

Departures Requested

1. Reduction of setback from residential zone from 15' to 5'



Looking NW Street View



Looking NE Street View



Looking NW View



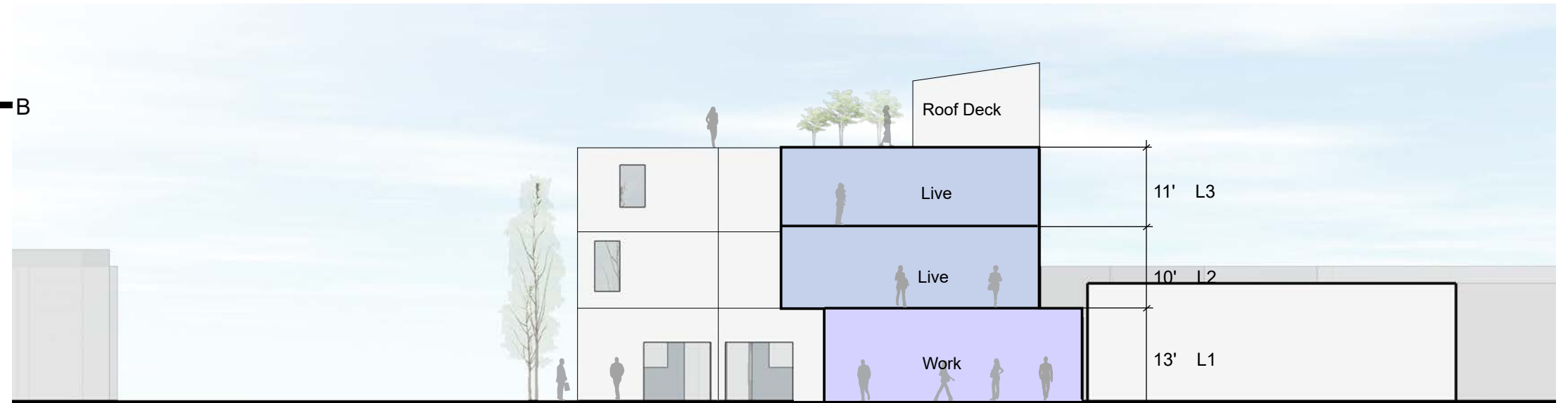
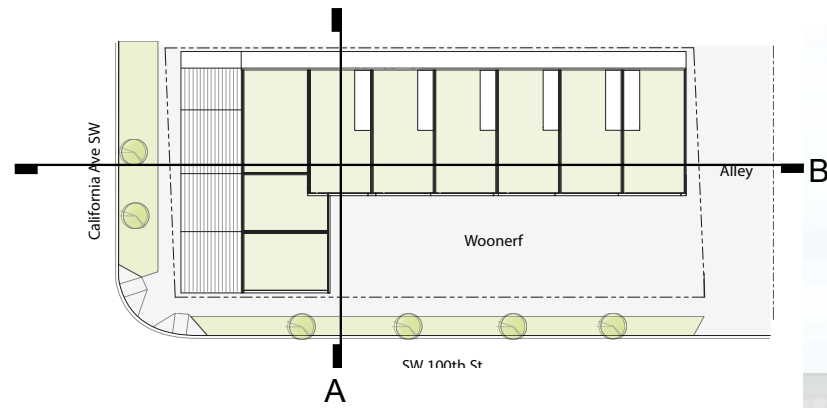
Looking NE View



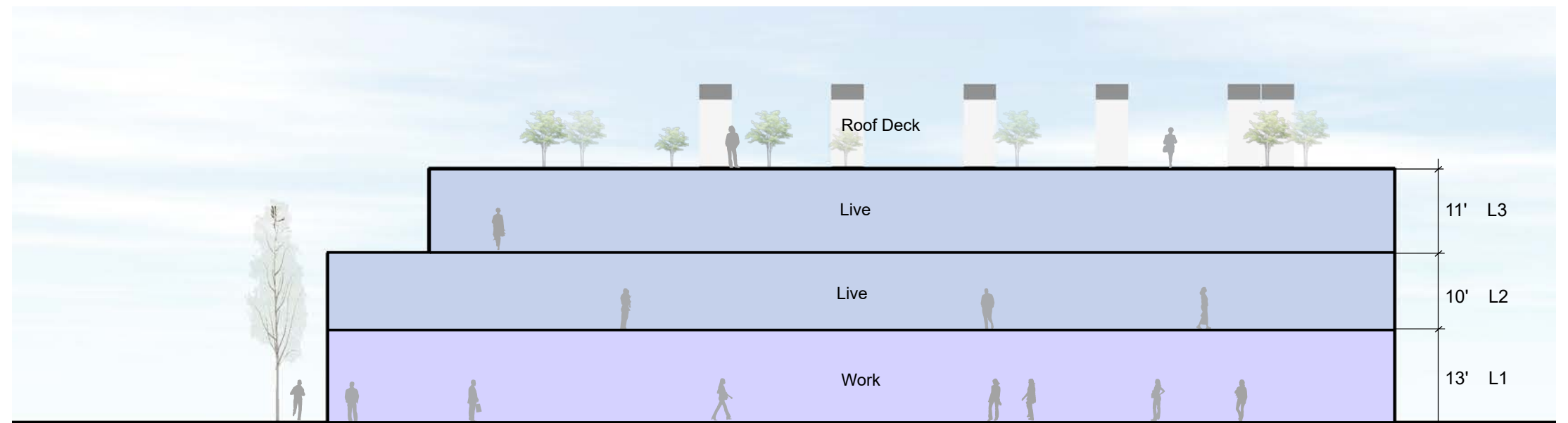
Looking SE View



Looking SW View

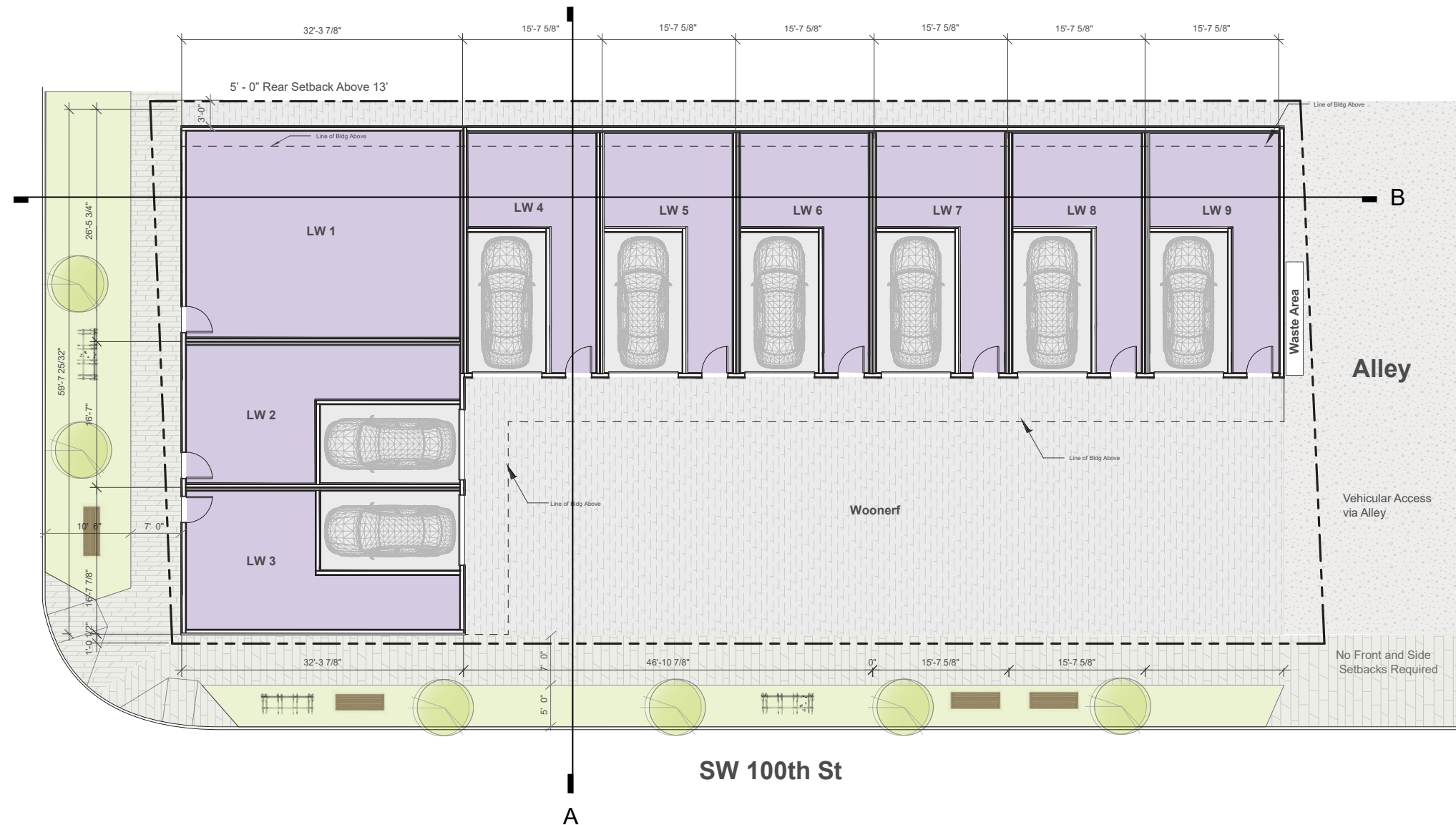


Street Section Perspective A




Street Section Perspective B

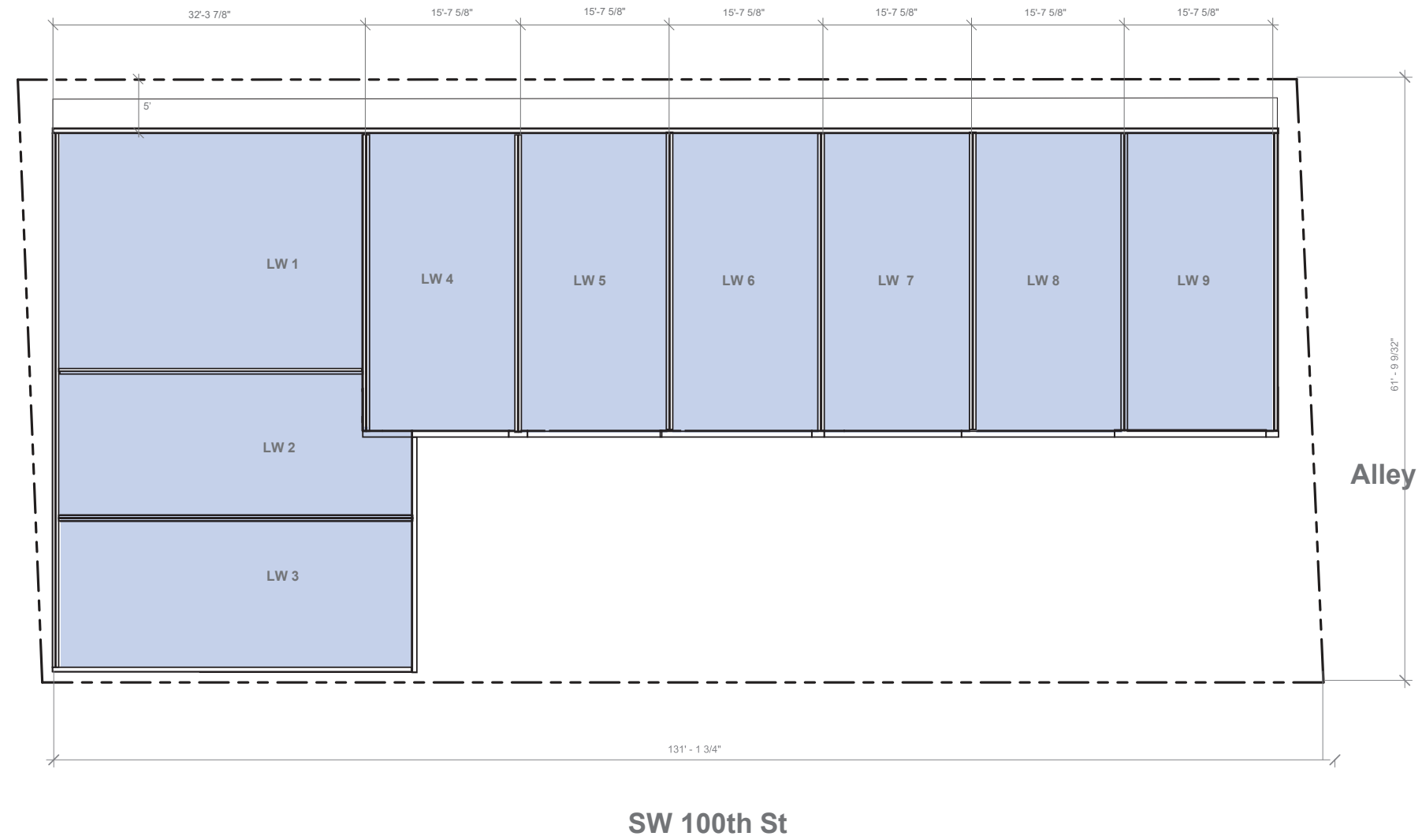
California Ave SW



- Courtyard, Green Space
- Parking, Support
- Live-Work

EDG Scheme 2: Site Plan
1/16" = 1' 

California Ave SW

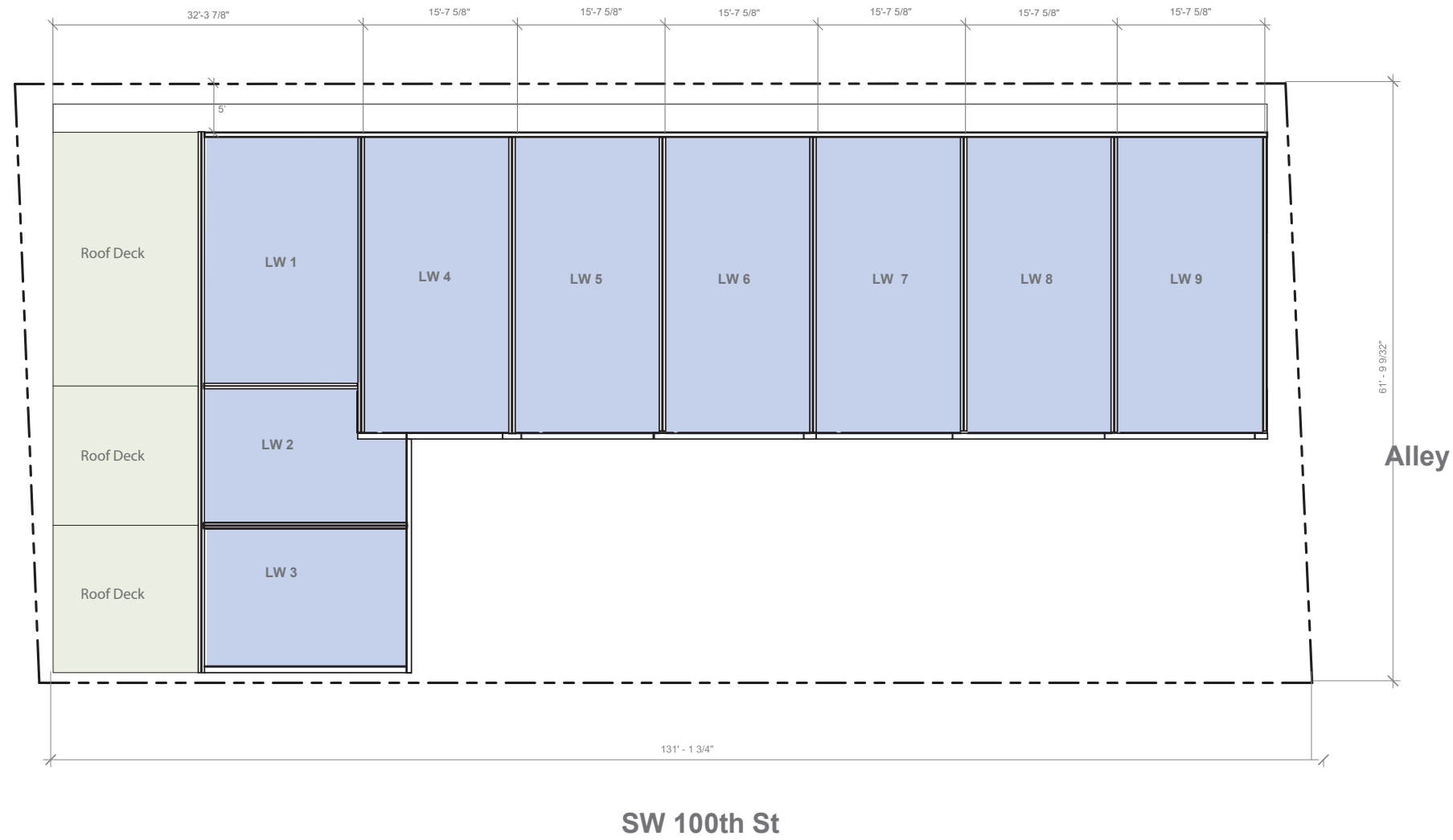


Residential


EDG Scheme 2: Level 2 Plan
1/16" = 1'



California Ave SW

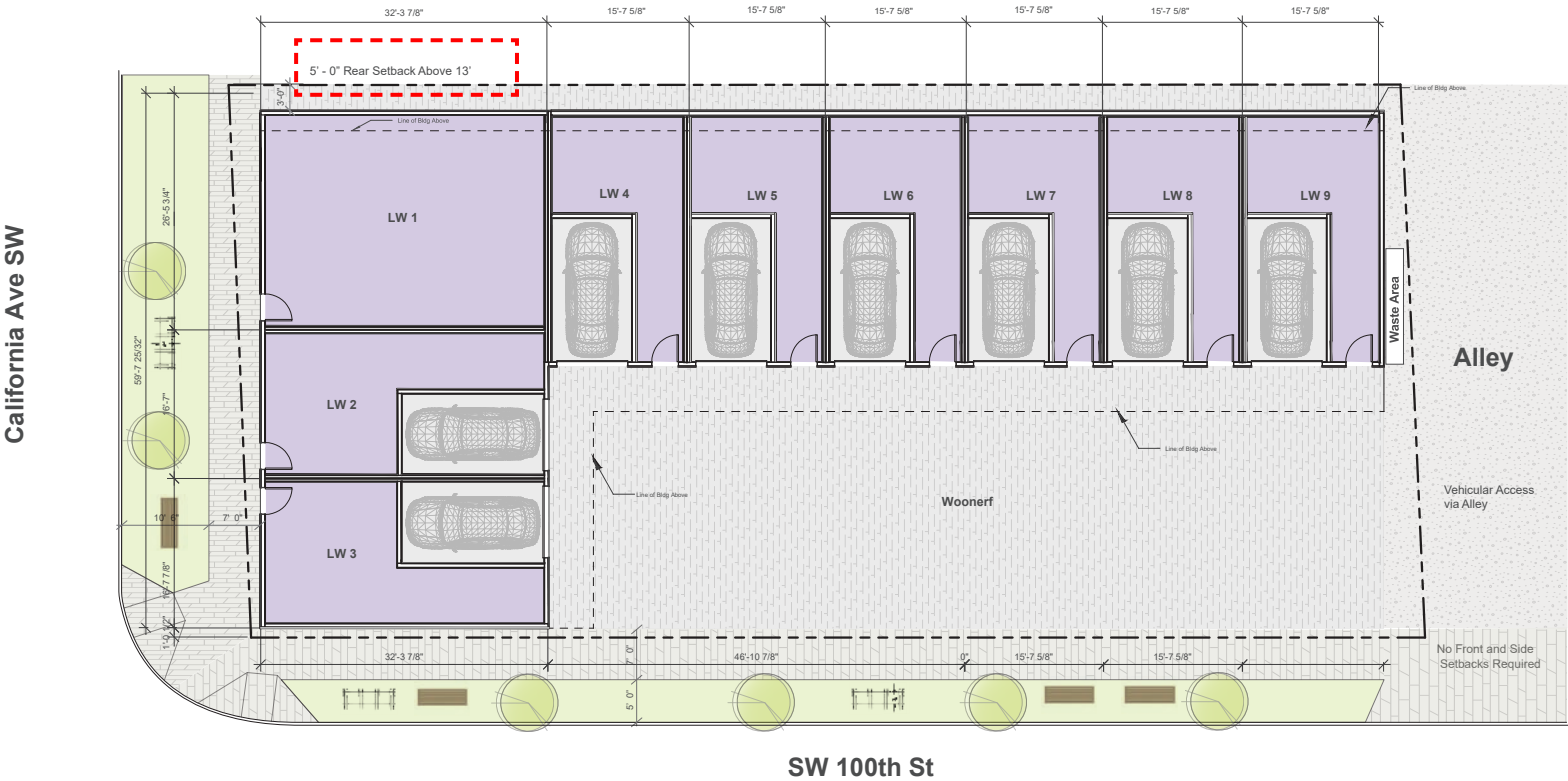


- Residential
- Roof Deck

EDG Scheme 2: Level 3 Plan
1/16" = 1' 

Scheme 2 - Departure Request

#	Departure Request	Code Requirements	Explanation for Departure
1	1. Reduction of setback from residential zone from 15' to 5'.	SMC 23.47A.014: For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, or that abuts 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, as follows: a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet	Proposed rear setback for 5' above 13' - 0".



Looking SW View

Scheme 3 - Preferred

The massing is broken down by articulating the façade with warm natural materials extending vertically from the ground. The L-shaped mass is situated along the South property line providing a natural setback from adjacent buildings to the North. The setbacks in the building allow for natural daylighting to all facades and bring a positive impact on the neighborhood. A large motor court and woonerf fits naturally to the North of the building with vehicular access via the alley. Two different levels of roof decks allow for a range of views and promotes interaction between neighbors.

Total Area: 12,000 sf

Number of Units: 9

Number of Parking Stalls: 8 Medium Stalls, None required per L-W size

Positives:

- 1. Form allows for daylighting on all facades
- 2. Two main entrances for private and public access
- 3. Two different levels of private roof decks
- 4. Corridor separates two massings and provides access to parking
- 5. Vehicles are hidden to the North
- 6. Large amounts of glazing at the street front facilitates interaction
- 7. Warm natural materials enhance the neighborhood
- 8. Parking is accessed off the alley

Negatives:

- 1. Few setbacks from the South property line
- 2. Roof decks are private access only
- 3. Minimal daylight in the separation corridor

Departures requested

- 1. Curb cut exit on California Ave SW for 1-way woonerf vehicle exit



Looking NW Street View



Looking NE Street View



Looking NW View



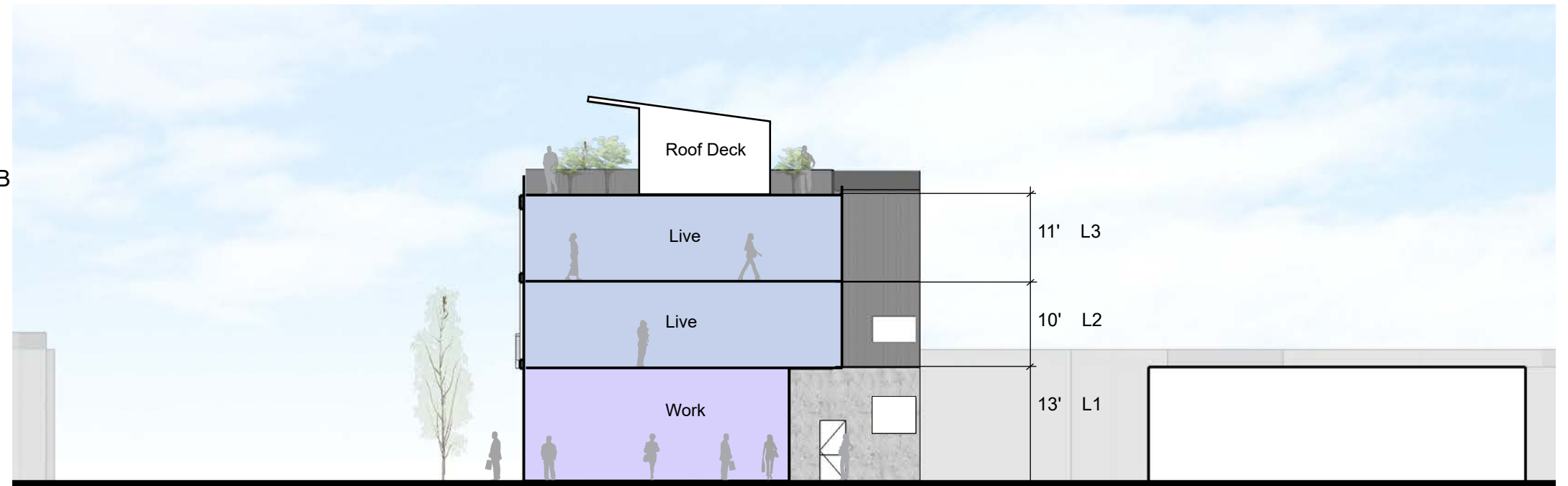
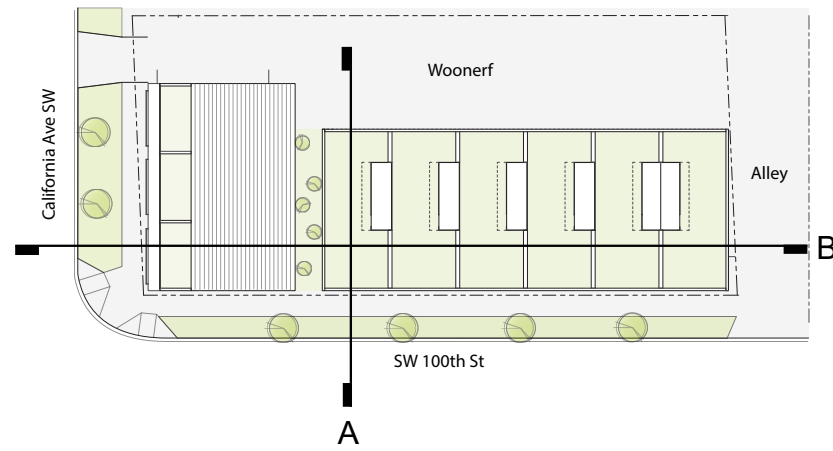
Looking NE View



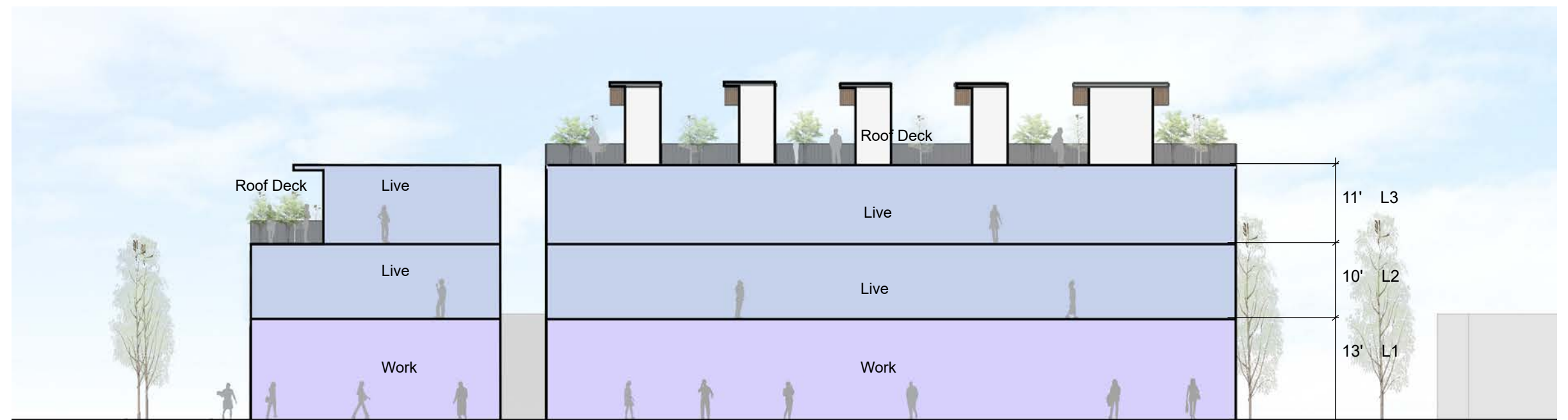
Looking SE View



Looking SW View

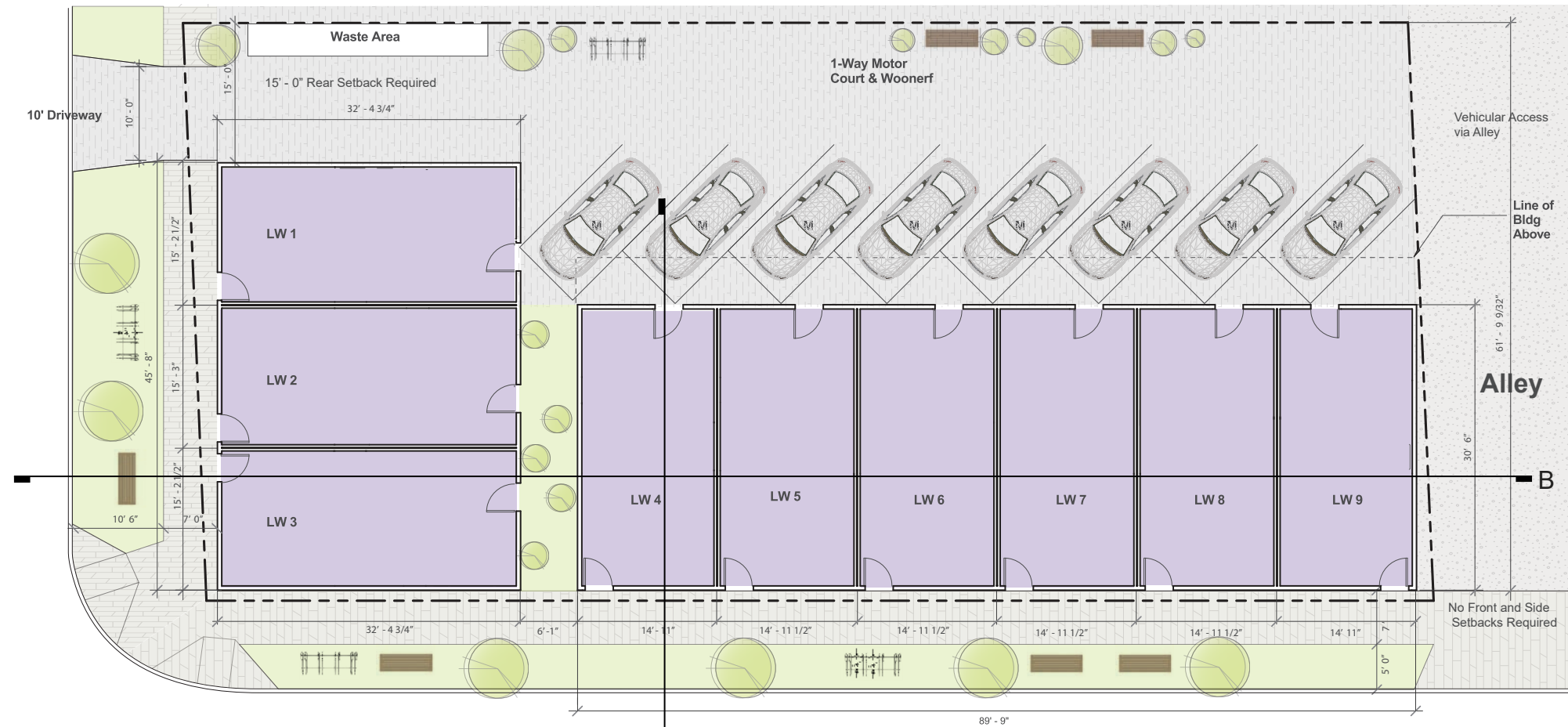


Street Section Perspective A



Street Section Perspective B

California Ave SW



SW 100th St

A

B

Courtyard, Green Space

Parking, Support

Live-Work

EDG Scheme 3: Site Plan
1/16" = 1'



Live-Work Concept Image

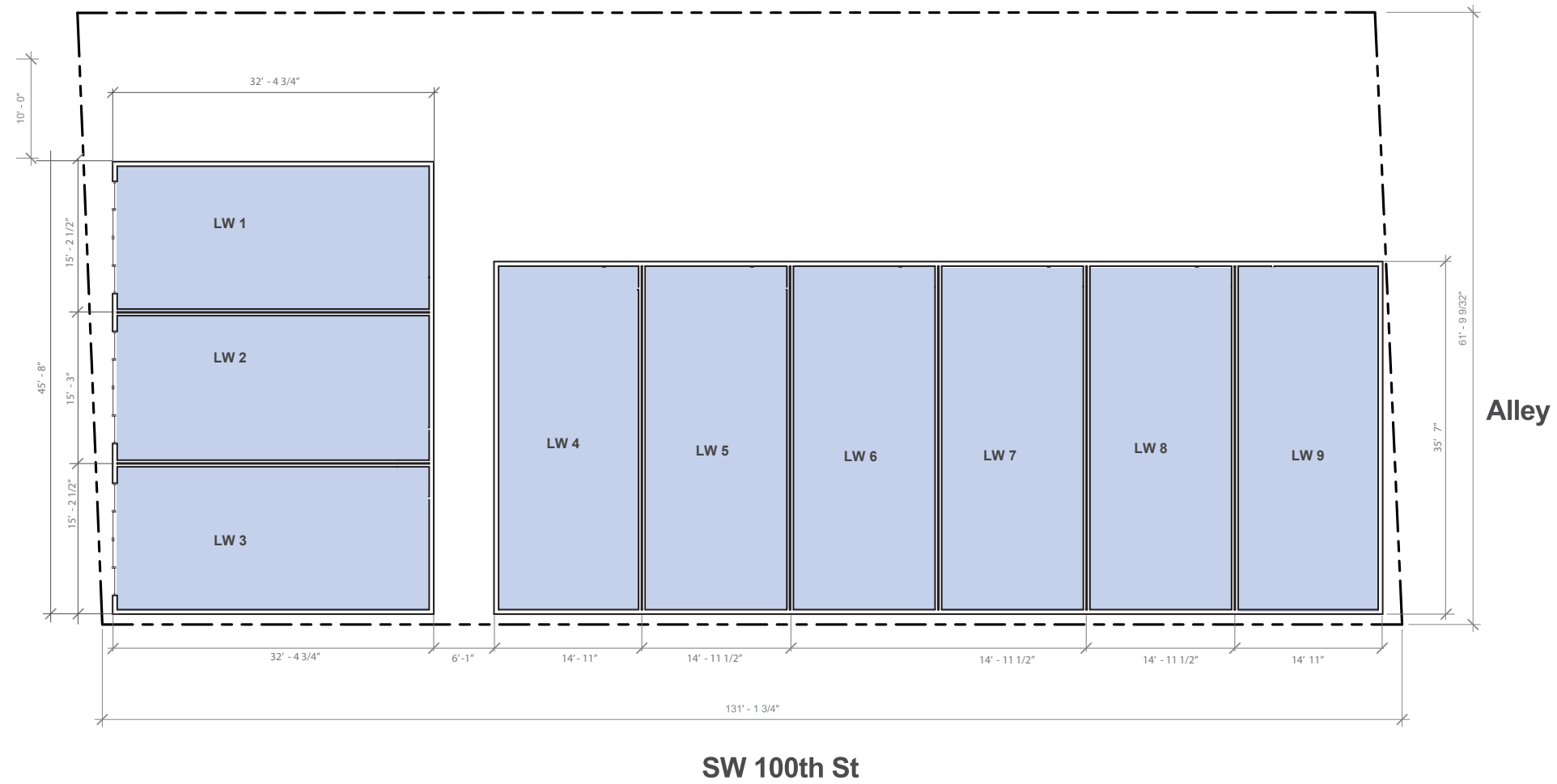


Live-Work Concept Image




Live-Work Concept Image

California Ave SW



Residential

EDG Scheme 3: Level 2 Plan
1/16" = 1' 



Residential Space Concept Imagery

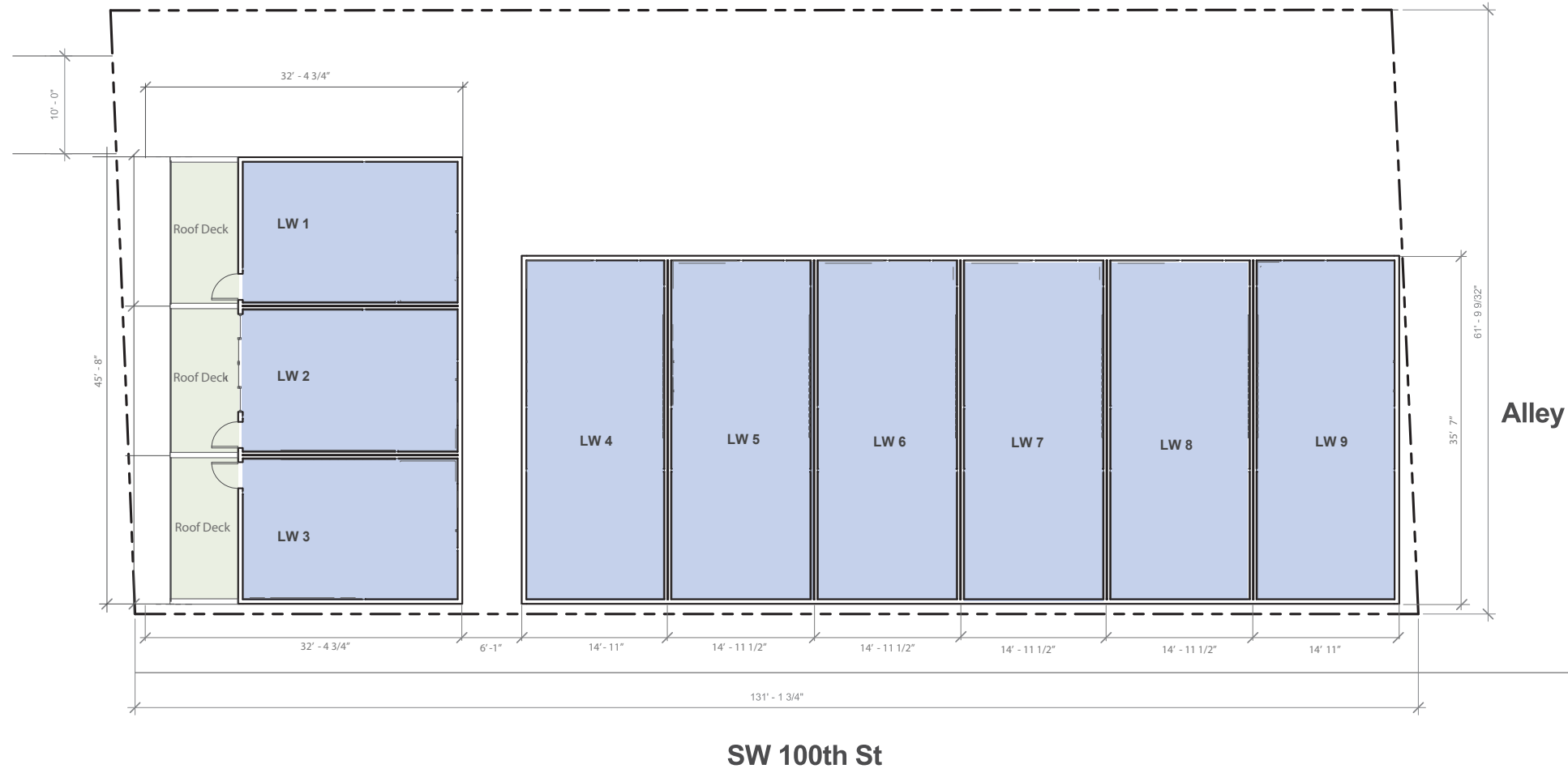


Residential Space Concept Imagery



Residential Space Concept Imagery

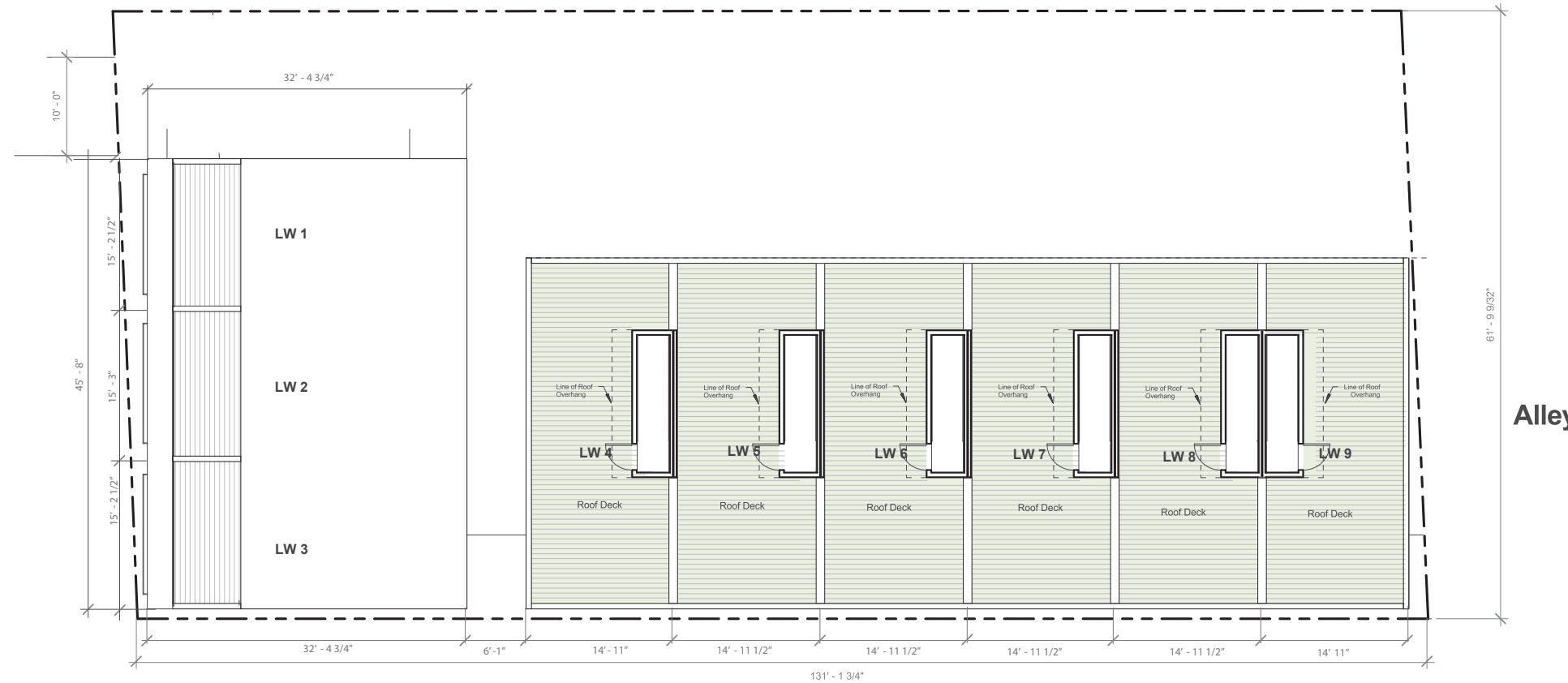
California Ave SW



- Roof Deck
- Residential

EDG Scheme 3: Level 3 Plan
1/16" = 1'

California Ave SW



SW 100th St

Roof Deck

EDG Scheme 3: Roof Deck Plan
1/16" = 1'



Roof Deck Concept Imagery



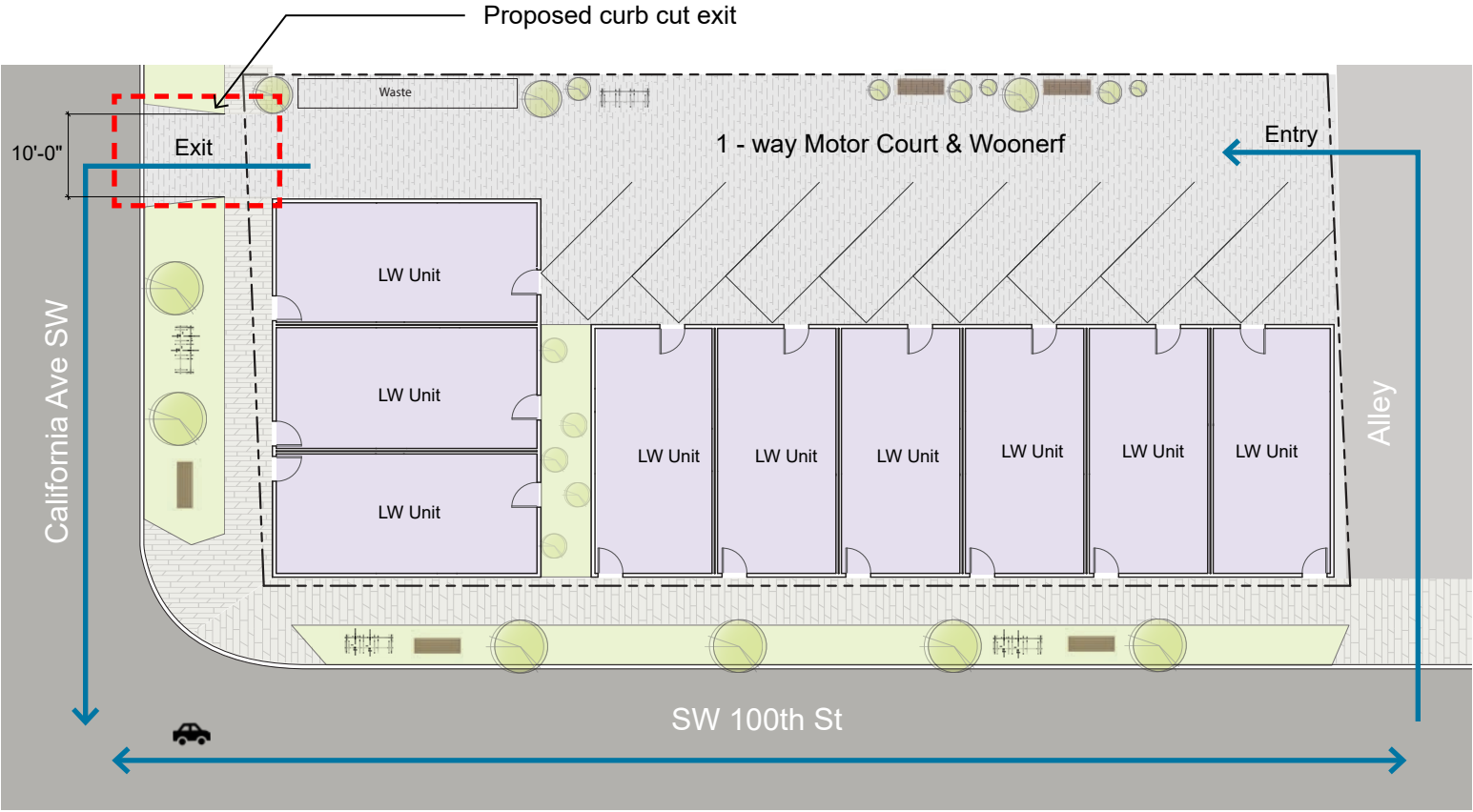
Roof Deck Concept Imagery



Roof Deck Concept Imagery

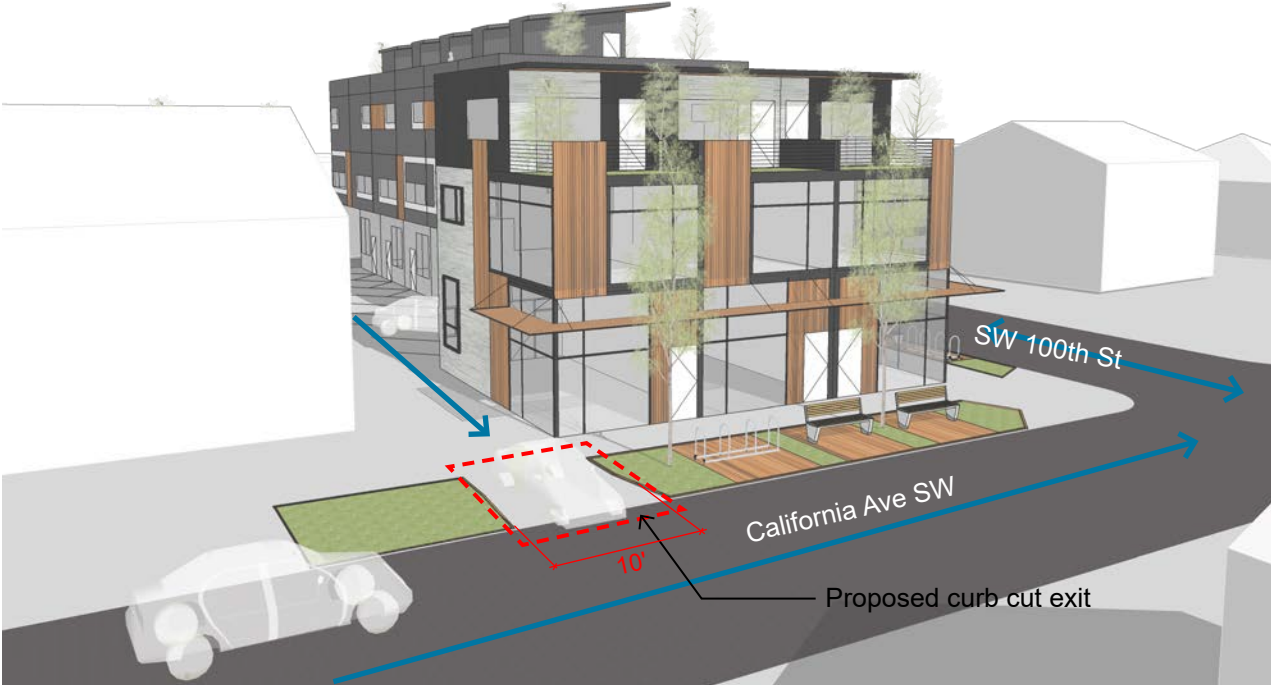
Scheme 3 - Departure Request

#	Departure Request	Code Requirements	Explanation for Departure
1	Departure requested for curb cut exit on California Ave SW for 1-way woonerf vehicle exit.	SMC 23.47A.032.A21: Access to parking shall be from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts. If alley access is infeasible, the Director may allow street access.	Proposed 1-way woonerf vehicle exit on California Ave SW allows for 30'-6" depth for six units and 32'-5" depth for three units and meets the requirement for at least 30'-0" depth for commercial spaces on the ground level. Vehicles enter via the alley and exit through the proposed curb cut exit on California Ave SW, providing a generous radius for vehicles to turn.



→ Vehicular Circulation

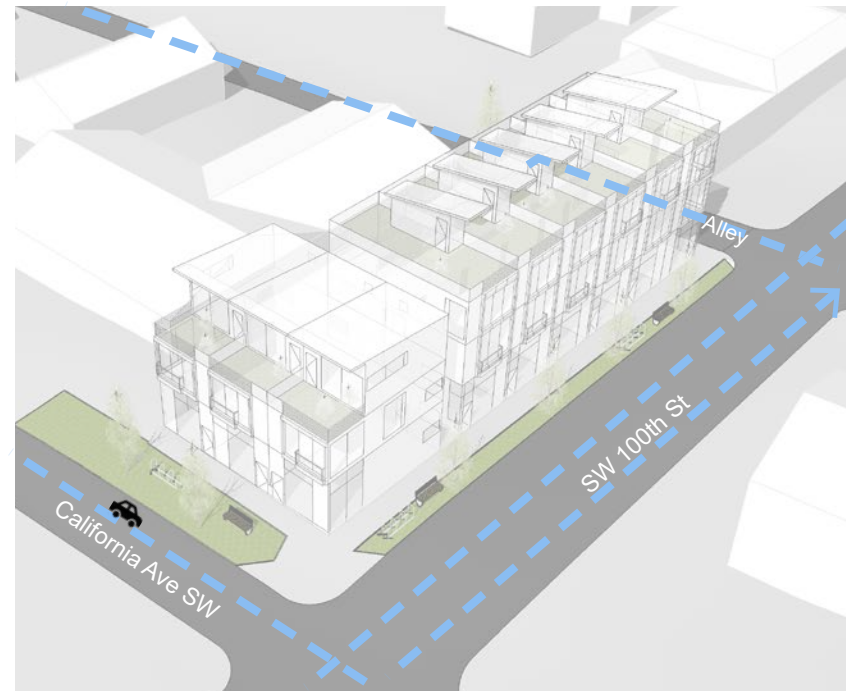
EDG Scheme 3: Site Plan



Looking SW Along California Ave SW



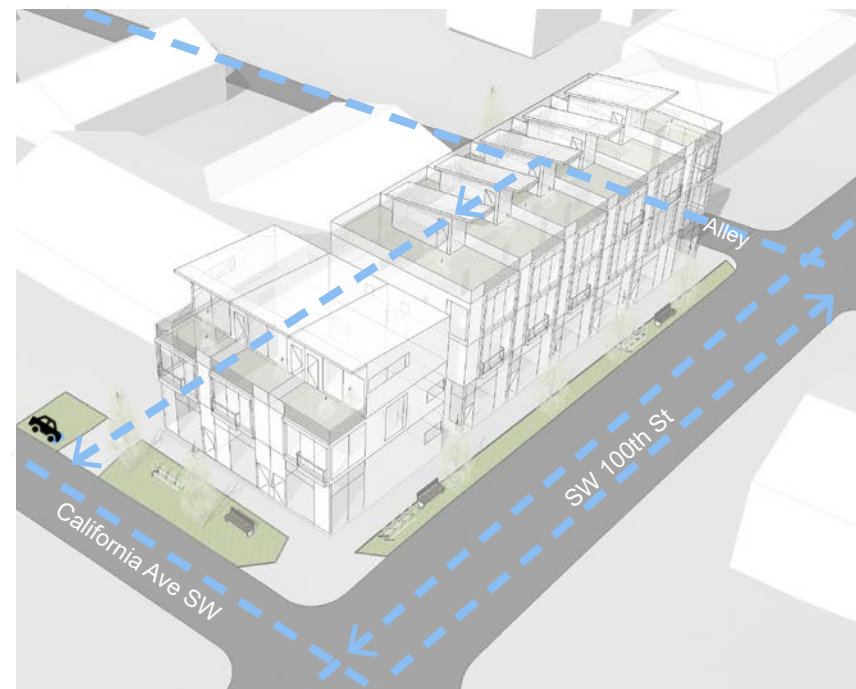
Existing Street Condition on California Ave SW and SW 100th St.



Vehicular Circulation without 1-way Curb Cut Along California Ave SW



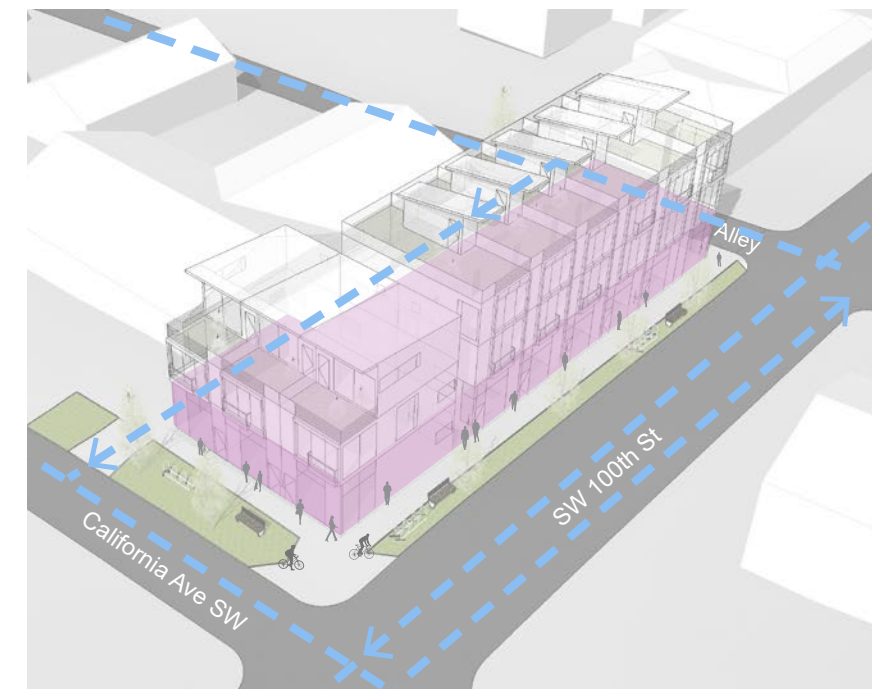
Live-Work Spaces without 1-way Curb Cut



Vehicular Circulation with 1-way Curb Cut Along California Ave SW

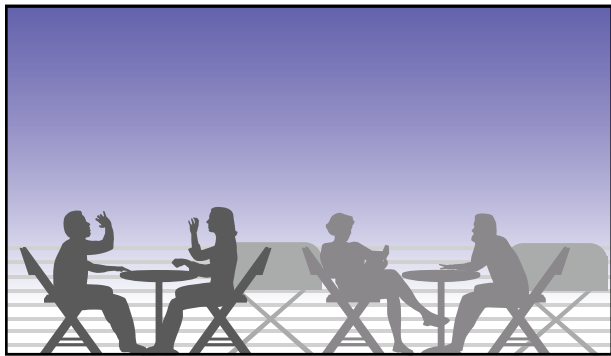


Live-Work Spaces on the Ground Level

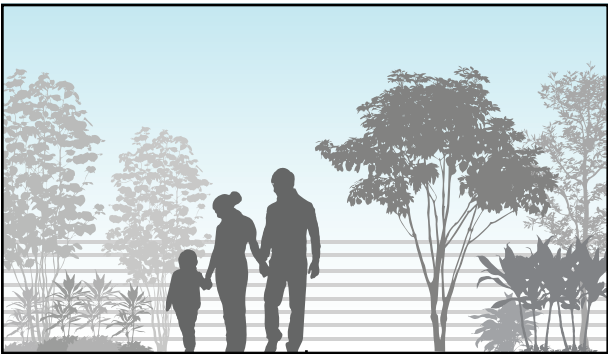


Live-Work Spaces with 1-way Curb Cut

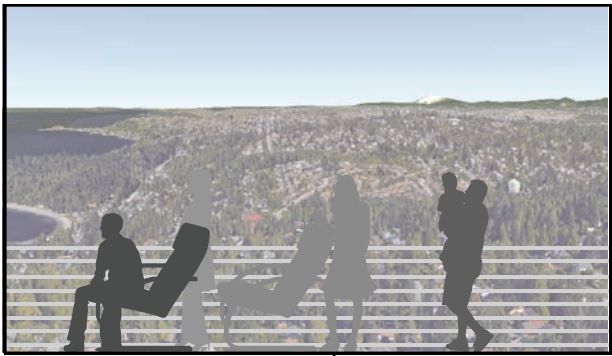
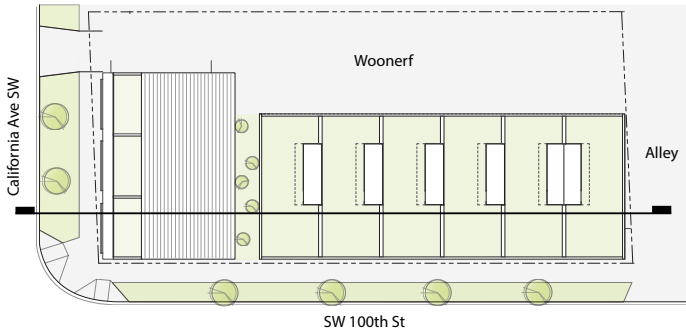
Flexible Resident Roof Deck Options



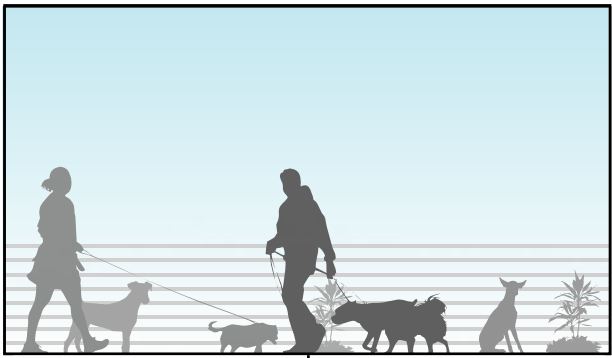
Relaxing Option on the Roof Deck



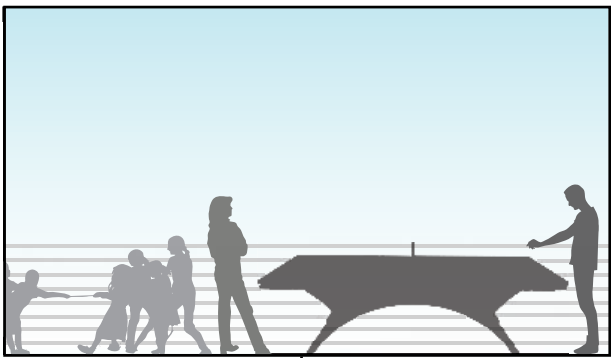
Urban Agriculture Option on the Roof Deck



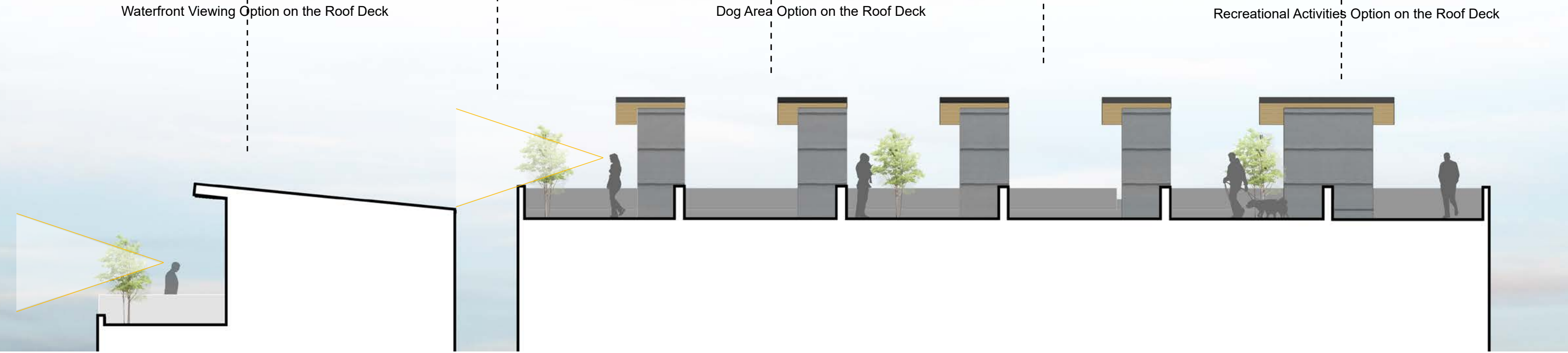
Waterfront Viewing Option on the Roof Deck



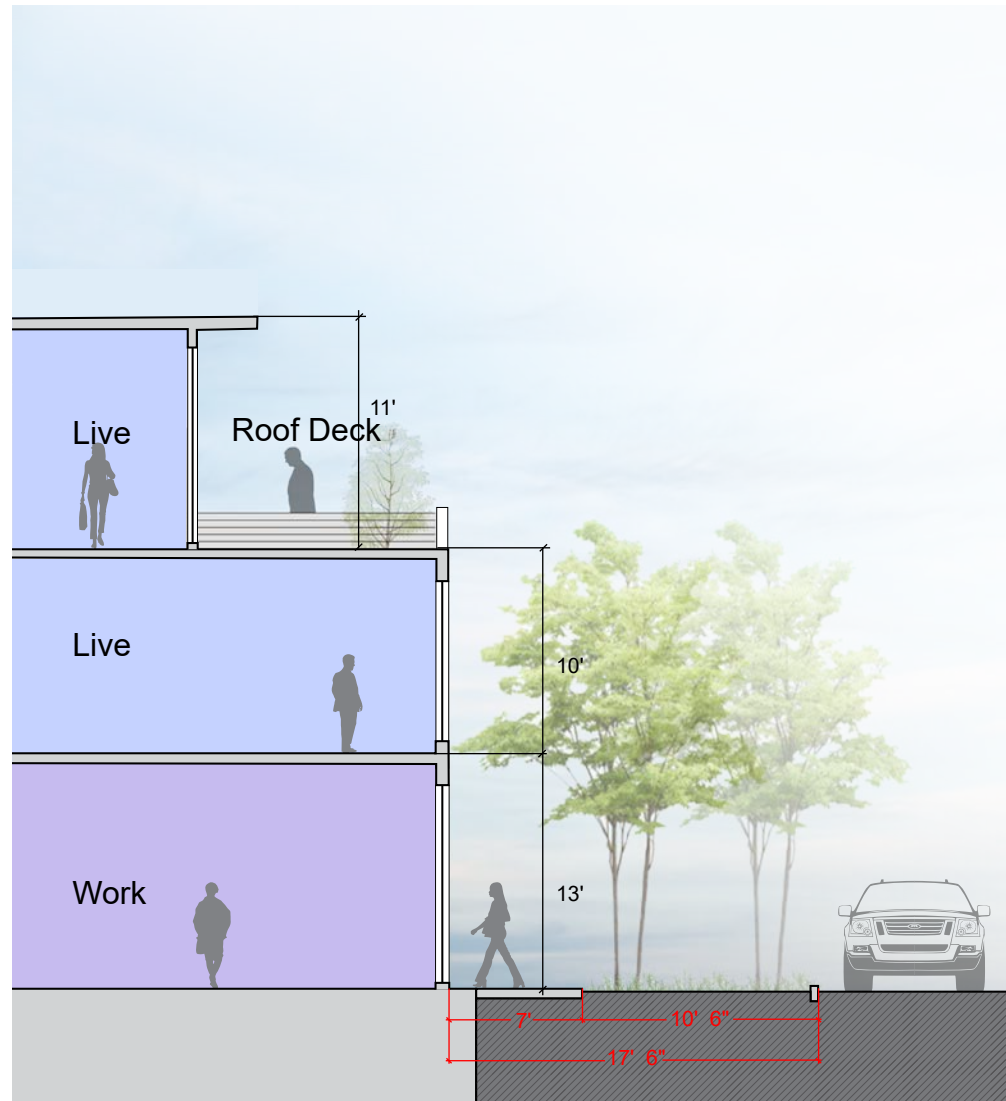
Dog Area Option on the Roof Deck



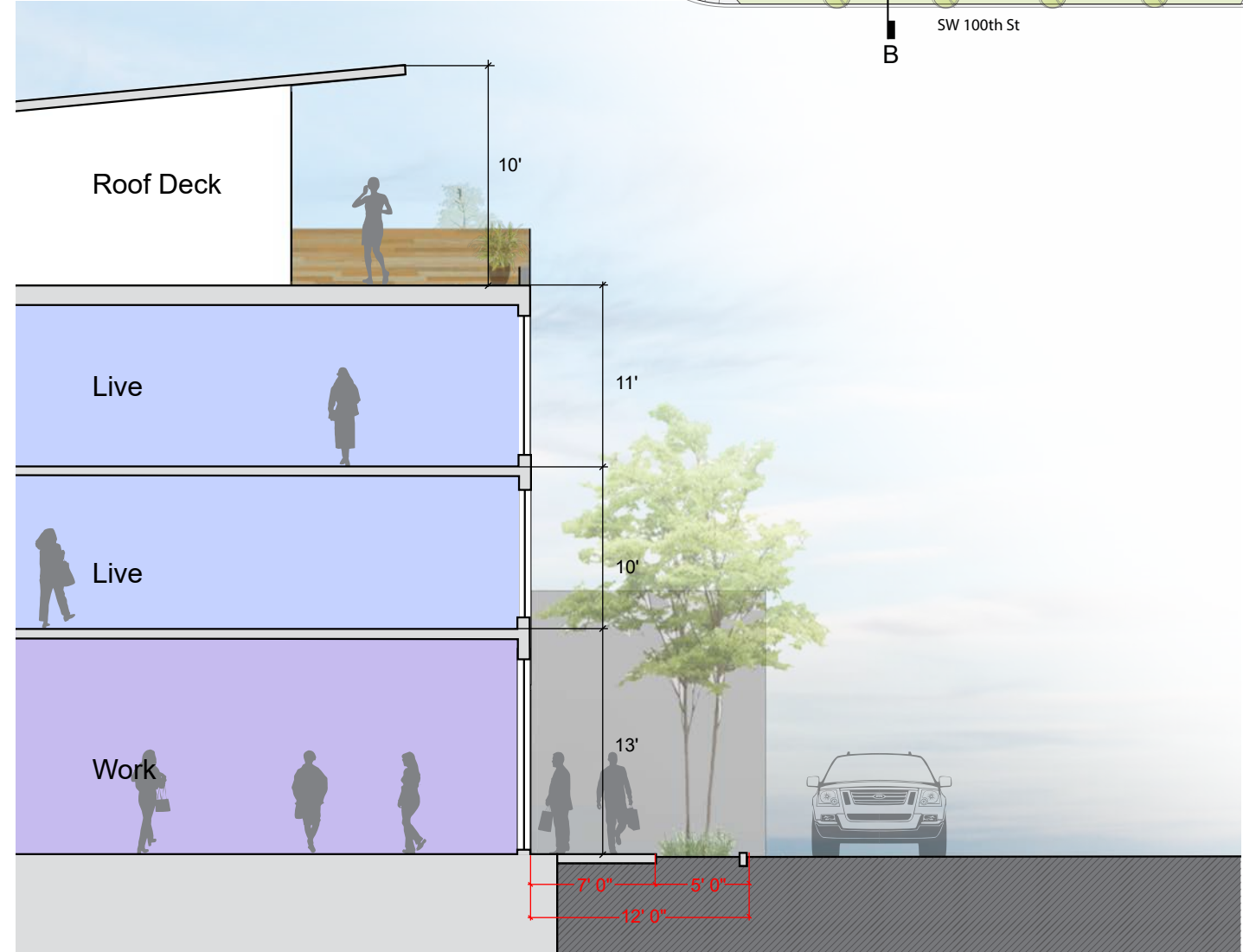
Recreational Activities Option on the Roof Deck



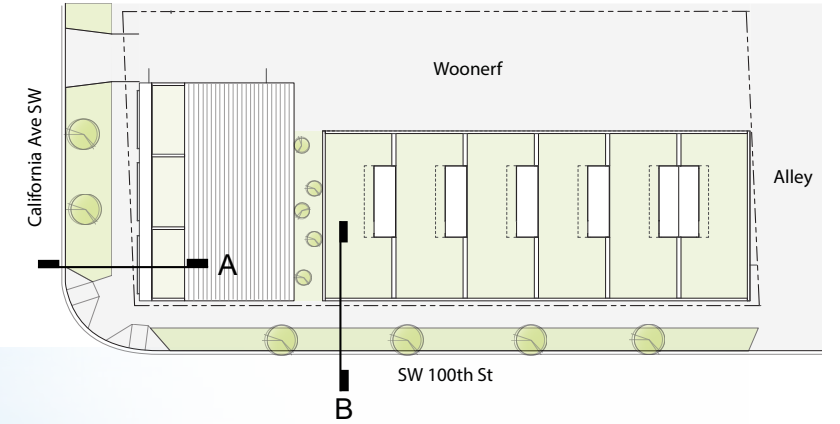
Roof Deck Section

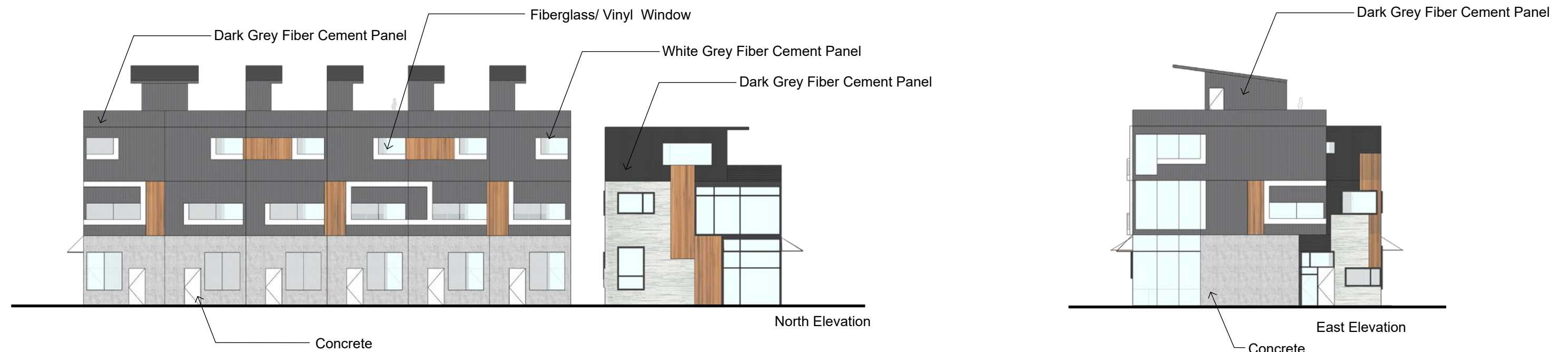
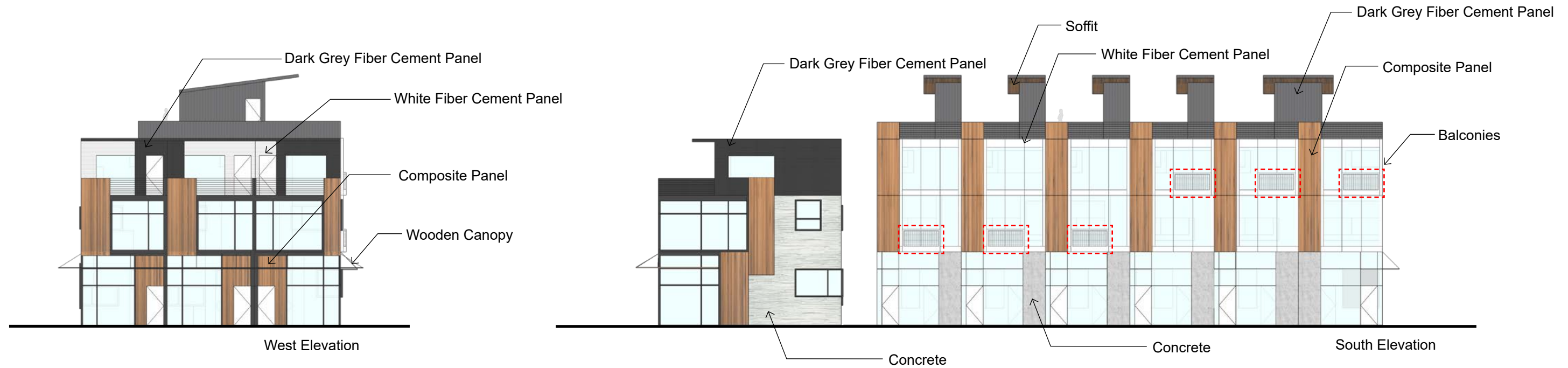


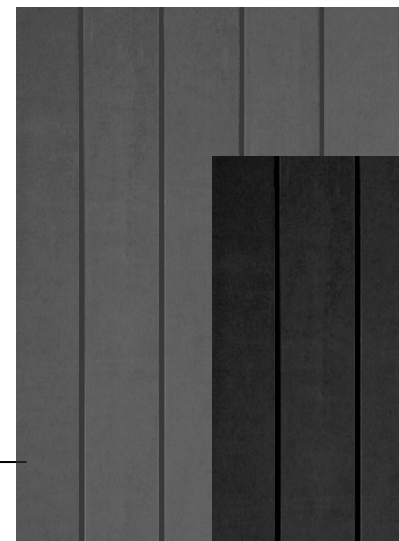
Street Section A
Along California Ave SW



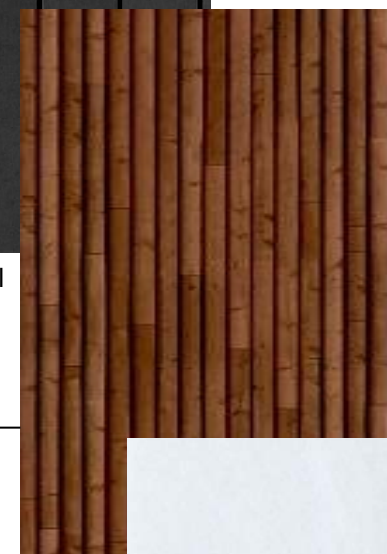
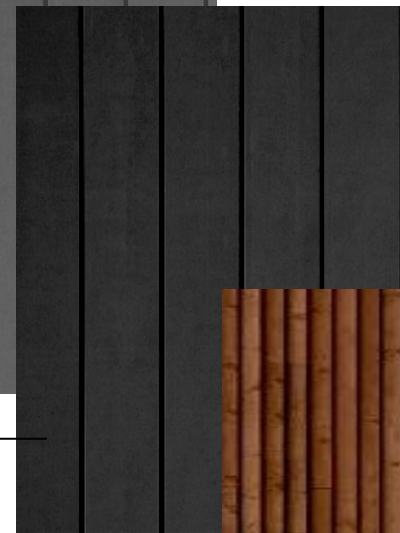
Street Section B
Along SW 100th St



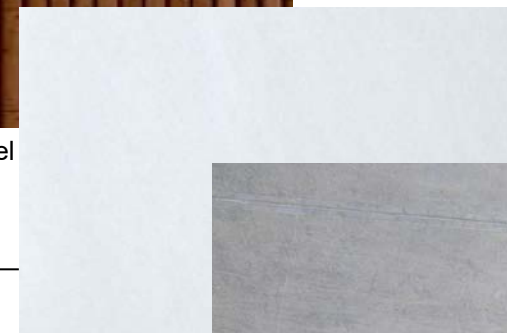




Dark Grey Fiber Cement Panel



Composite Panel



White Fiber Cement Panel



Fiberglass/Vinyl Window



Concrete



Concrete



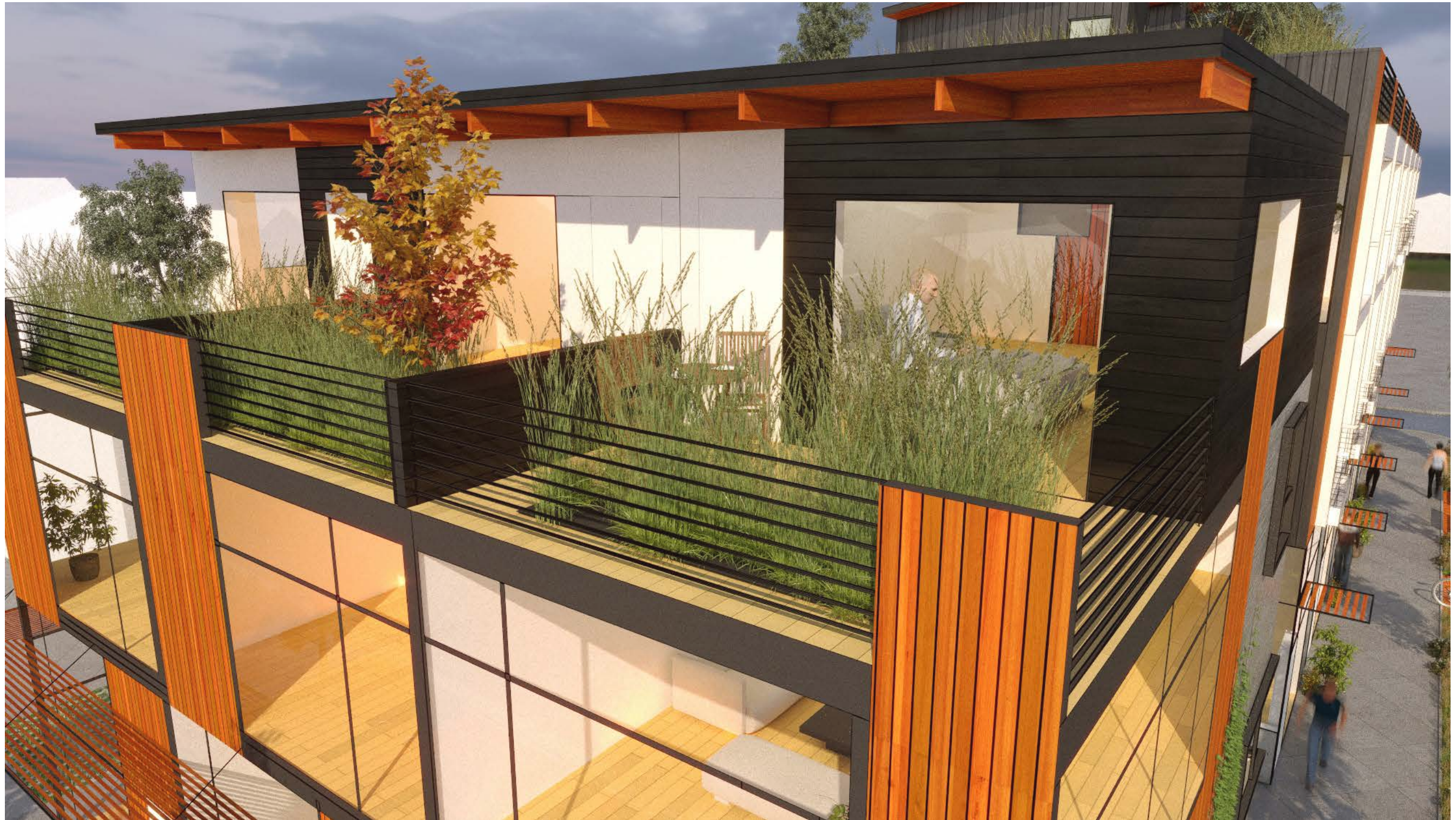
Looking NE



Looking NW



Looking SE



Roof Decks Perspective



Looking NE



Street Level Perspective Looking NE



Street Level Perspective Looking NW



Live-Work Storefronts Facing the Street



Live-Work Space Connecting to the Street



Live-Work Storefront Corner View



Live-Work Storefronts Facing the Street



Live-Work Storefront Illuminating the Street



Live-Work Storefront Illuminating the Street



Live-Work Building with Facade Modulation



Live-Work Storefronts Facing the Street



Live-Work Space with Storefront



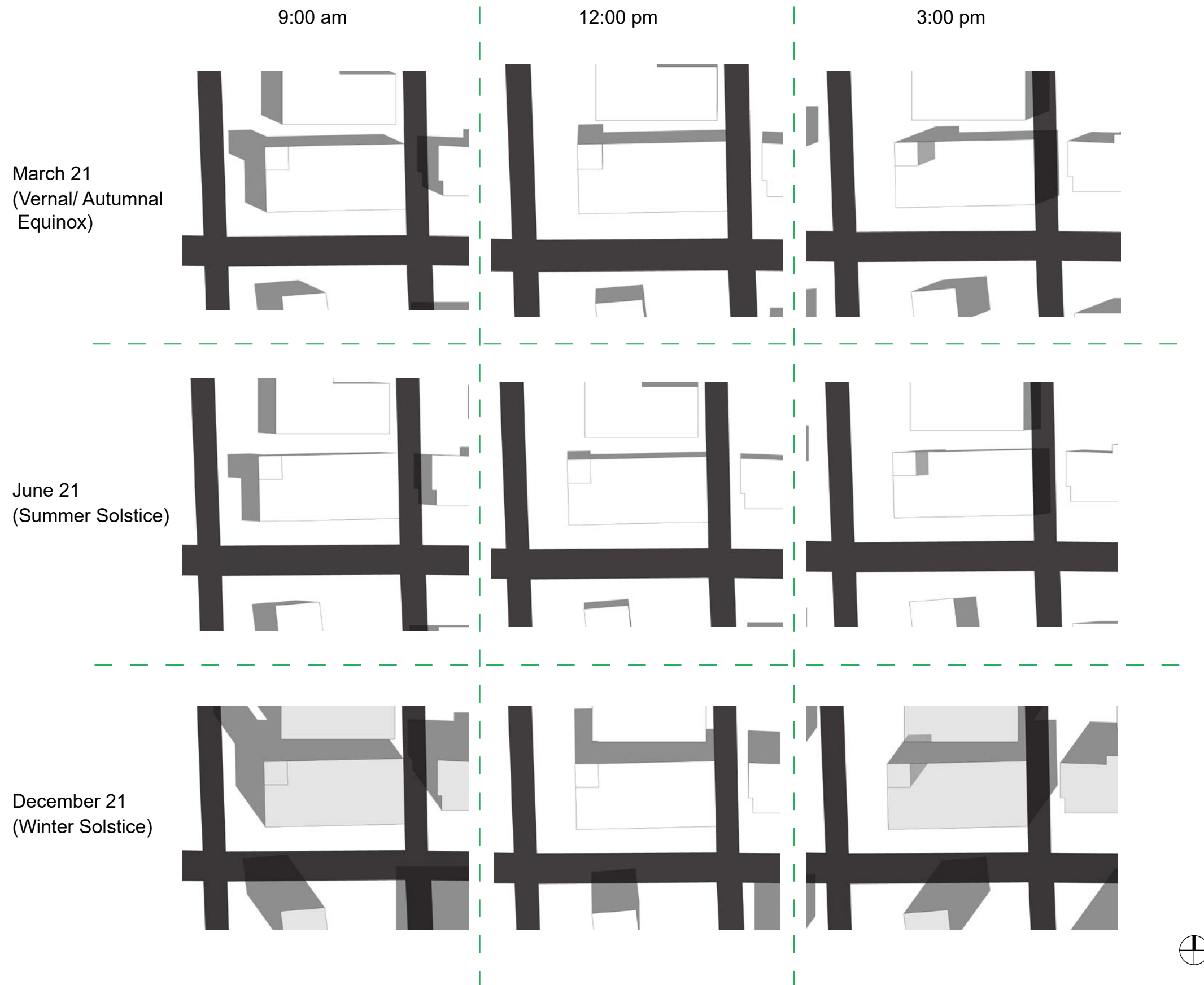
Live-Work Storefronts with Active Streetscape



Live-Work Building with Facade Modulation



Live-Work Building with Facade Modulation

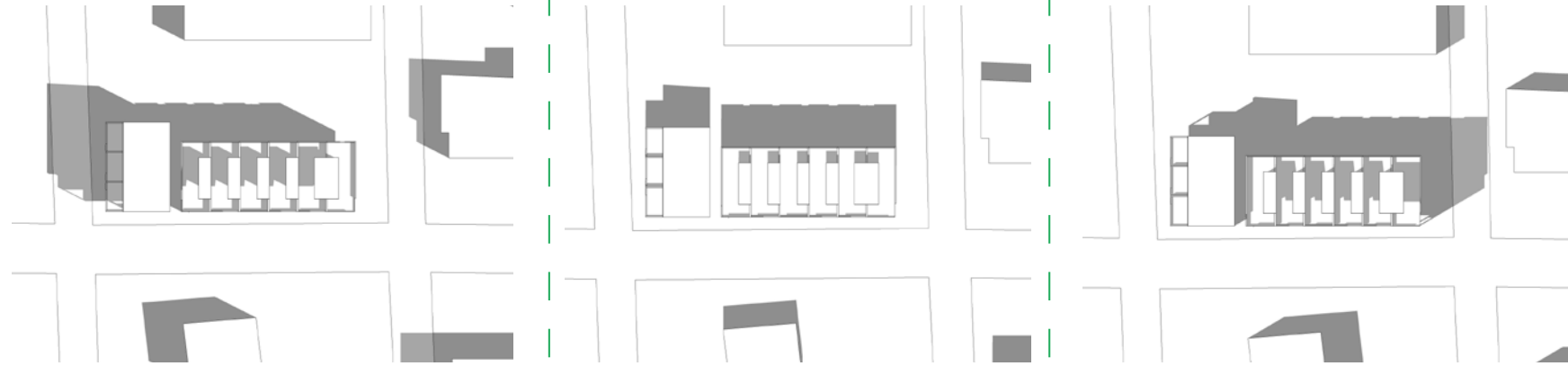


9:00 am

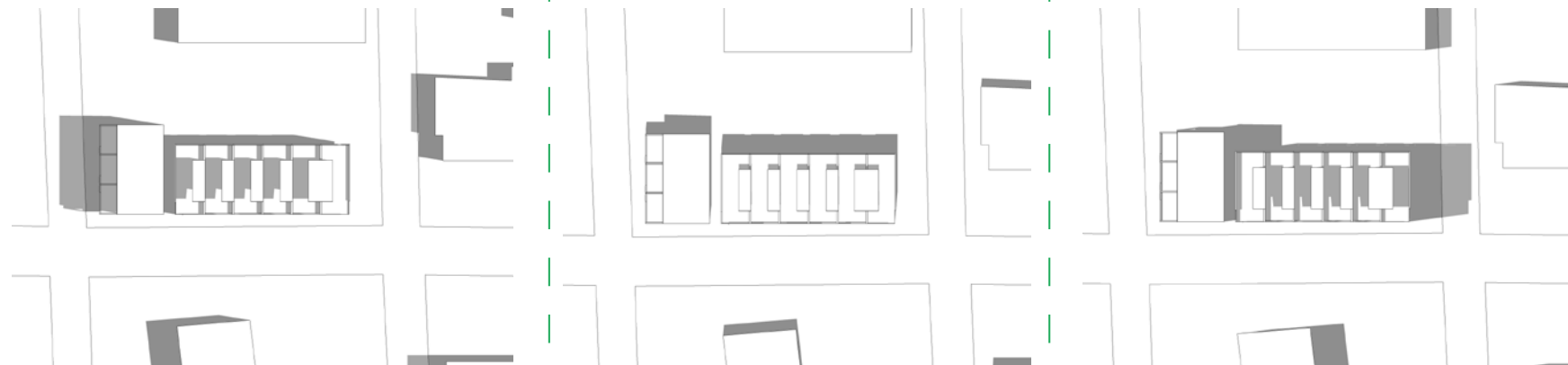
12:00 pm

3:00 pm

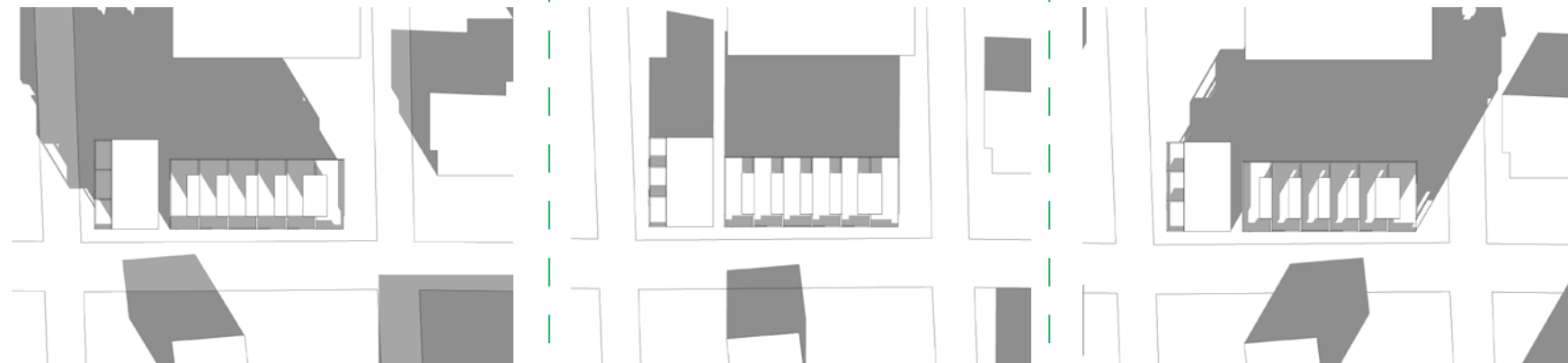
March 21
(Vernal/ Autumnal
Equinox)



June 21
(Summer Solstice)



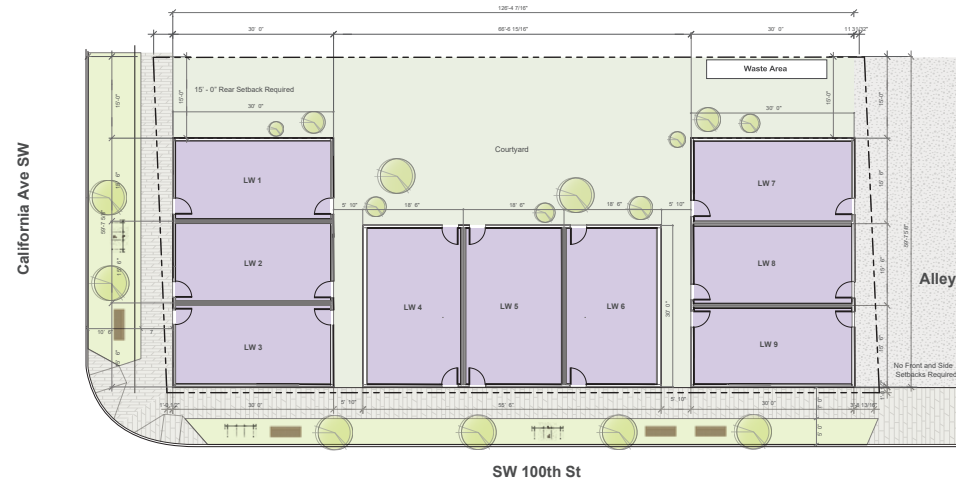
December 21
(Winter Solstice)



Solar Orientation Diagram



Scheme 1



Positives:

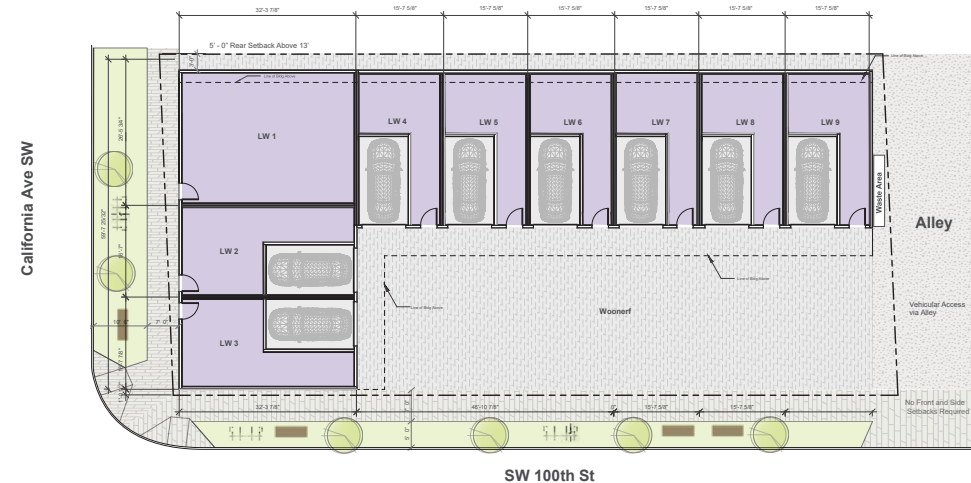
1. Strong corner presence
2. Private spaces located above retail
3. Large roof deck spaces
4. Private parking hidden from street
5. High profile building

Negatives:

1. Little facade variation
2. Reads as a single mass
3. East Building units receive little direct light during the day
4. Retail façade has little engagement with public
5. U-shaped mass gets minimal daylight to North
6. No setbacks from main pedestrian sidewalk

No Departures Requested

Scheme 2



Positives:

1. Large pedestrian sidewalk with landscaping
2. Privacy for residential entrances
3. Two different levels of private roof decks
4. L-shape allows for large amounts of daylight on South façade
5. Private parking access with secure gate

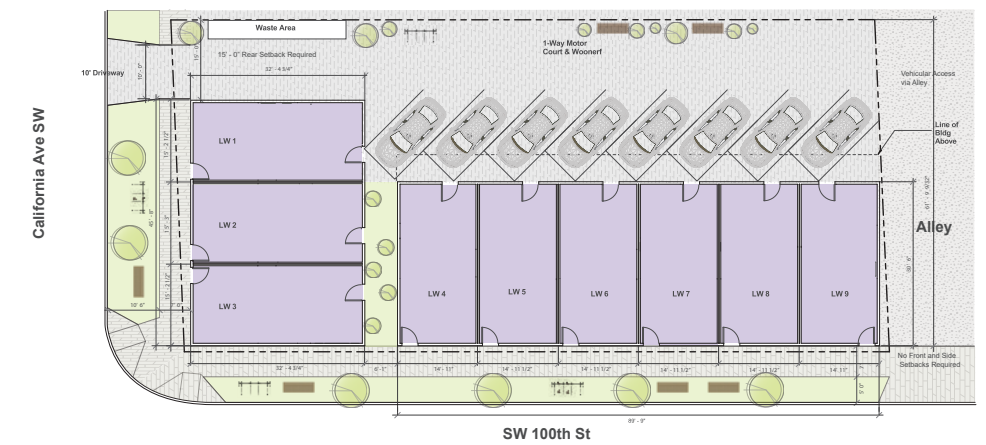
Negatives:

1. Little facade variation
2. Large massing close to adjacent building to the North
3. Vehicle access is visible from the street
4. Roof decks are private a orth facades
6. Driveway disrupts the sidewalk

Departures Requested

1. Reduction of setback from residential zone from 15' to 5'

Scheme 3: Preferred



Positives:

1. Form allows for daylighting on all facades
2. Two main entrances for private and public access
3. Two different levels of private roof decks
4. Corridor separates two massings and provides access to parking
5. Vehicles are hidden to the North
6. Large amounts of glazing at the street front facilitates interaction
7. Warm natural materials enhance the neighborhood
8. Parking is accessed off the alley

Negatives:

1. Few setbacks from the South property line
2. Roof decks are private access only
3. Minimal daylight in the separation corridor

Departures requested

1. Curb cut exit on California Ave SW for 1-way woonerf vehicle exit