



## Arbor Heights

Early Design Guidance Meeting  
4220 SW 100th St, Seattle, WA

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PROJECT INFORMATION

**ADDRESS:** 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 MAX FOR MIXED USE. 2.25 MAX FOR SINGLE USE

**MAX DENSITY:** NO LIMIT.

**HEIGHT:** 30'

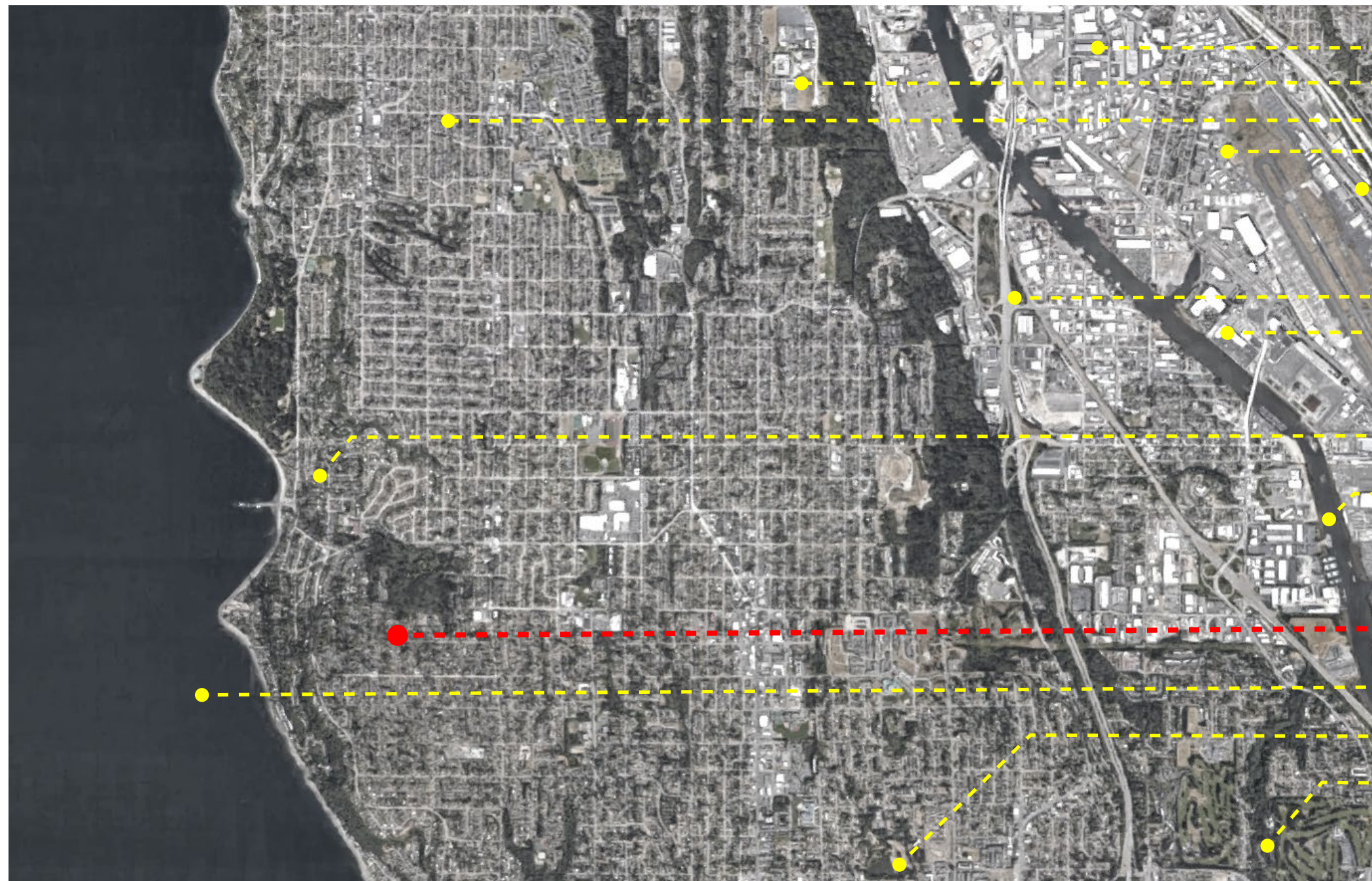
**PARKING REQUIRED:** 1 PER DWELLING UNIT. NONE REQUIRED FOR COMMERCIAL USES < 1,500 SF

**PROPOSED PROGRAM:** 8 TOWNHOUSE UNITS AND 1 LIVE-WORK UNIT. 8 PARKING STALLS PROVIDED. EXISTING STRUCTURES TO BE DEMOLISHED.

**PROJECT TEAM:**

<b>DEVELOPER</b>	CLAREMONT PARTNERS LLC
<b>ARCHITECT</b>	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/Alki  
↑



- Site
- Commercial
- Institutional
- Pedestrian Circulation: 5 Min Radius
- Pedestrian Circulation: 10 Min Radius
- Bus Stop

Arroyo Heights  
↓





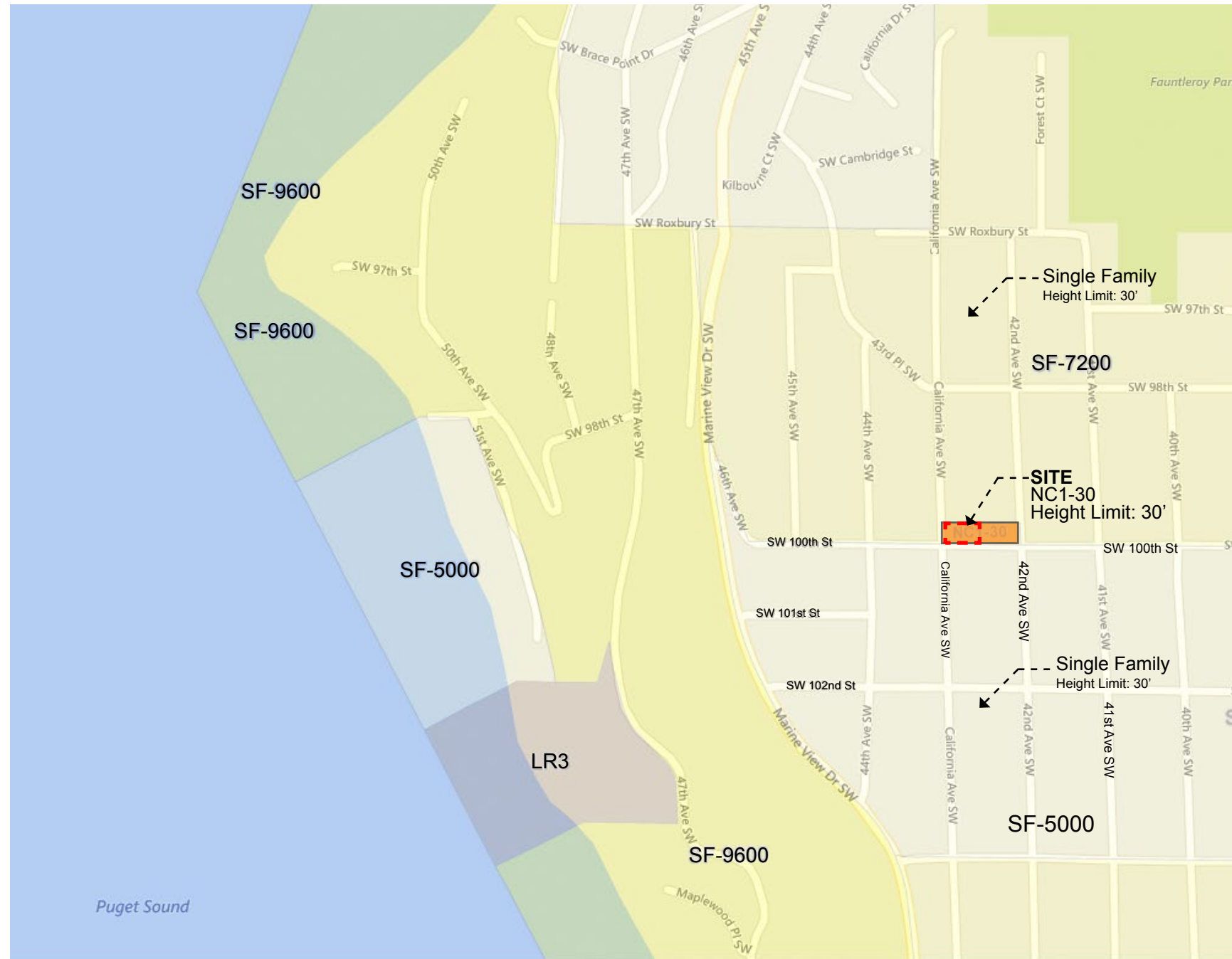
↑  
West Seattle



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

↓  
Arroyo Heights





- NC1-30 – NEIGHBORHOOD COMMERCIAL
- SF-7200 – SINGLE FAMILY
- SF-5000 – SINGLE FAMILY
- LR3 – LOW RISE MULTI-FAMILY
- SF-9600 – SINGLE FAMILY







- 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





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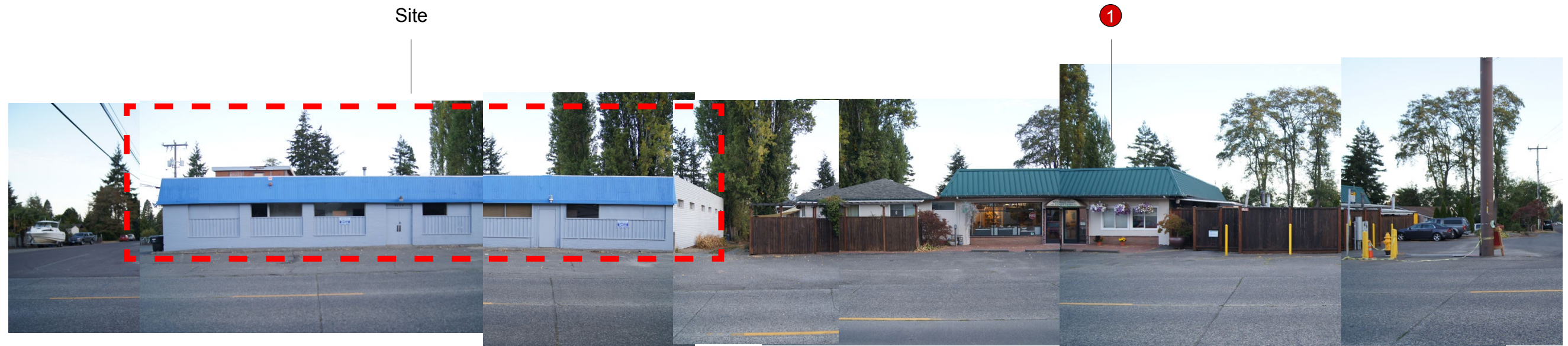


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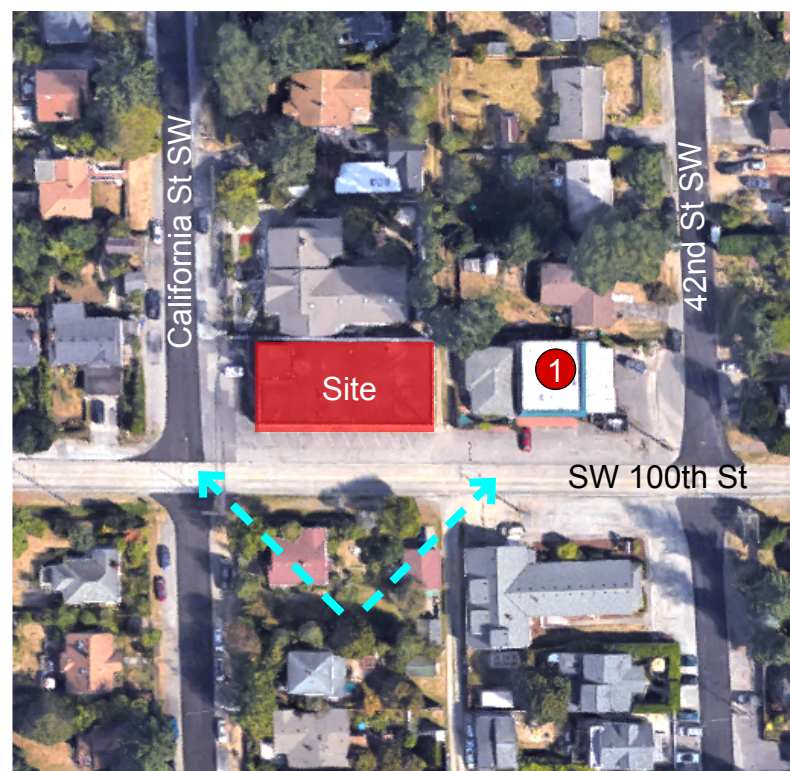


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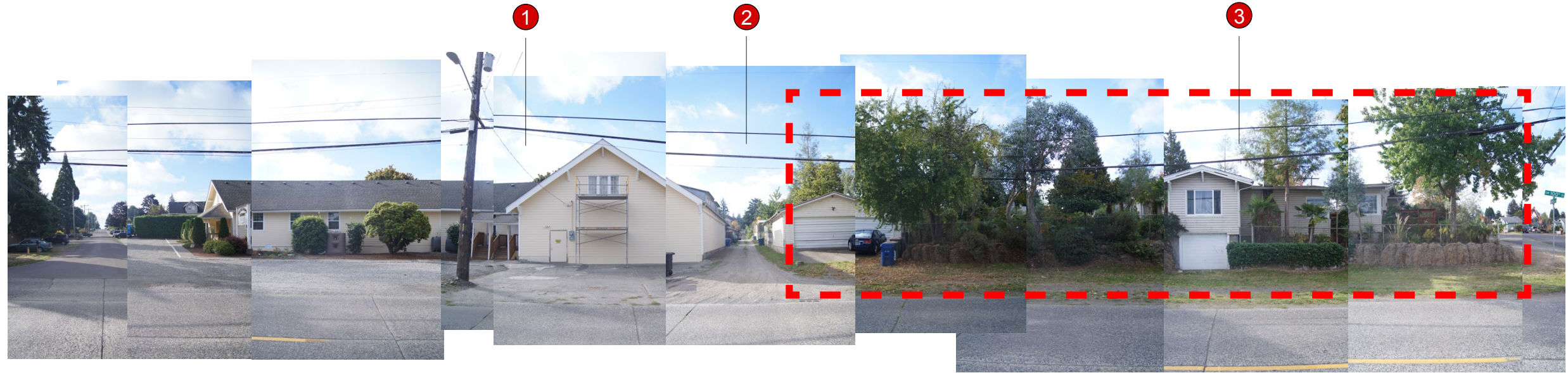


Looking North on SW 100th St



Aerial View Looking North





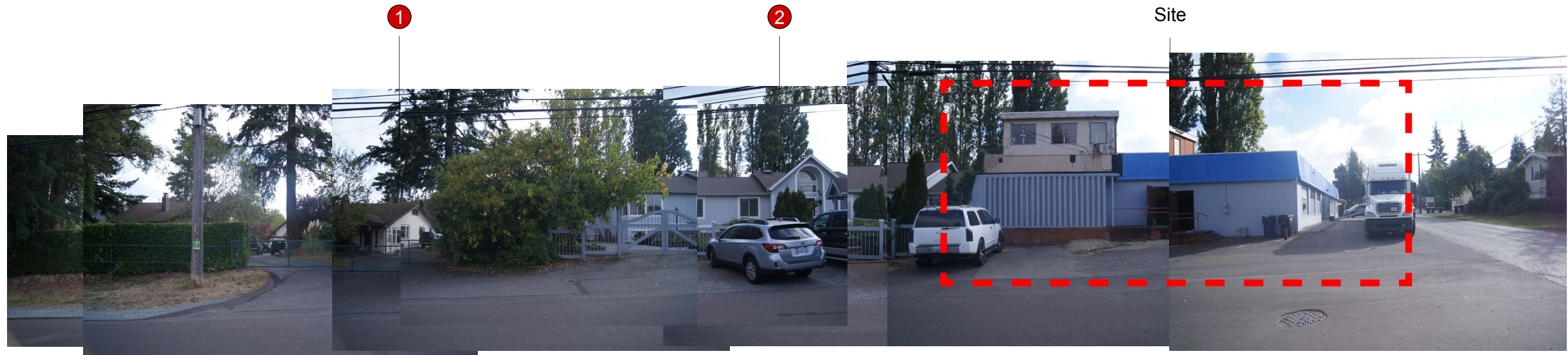
Across From Site

Looking South on SW 100th St.

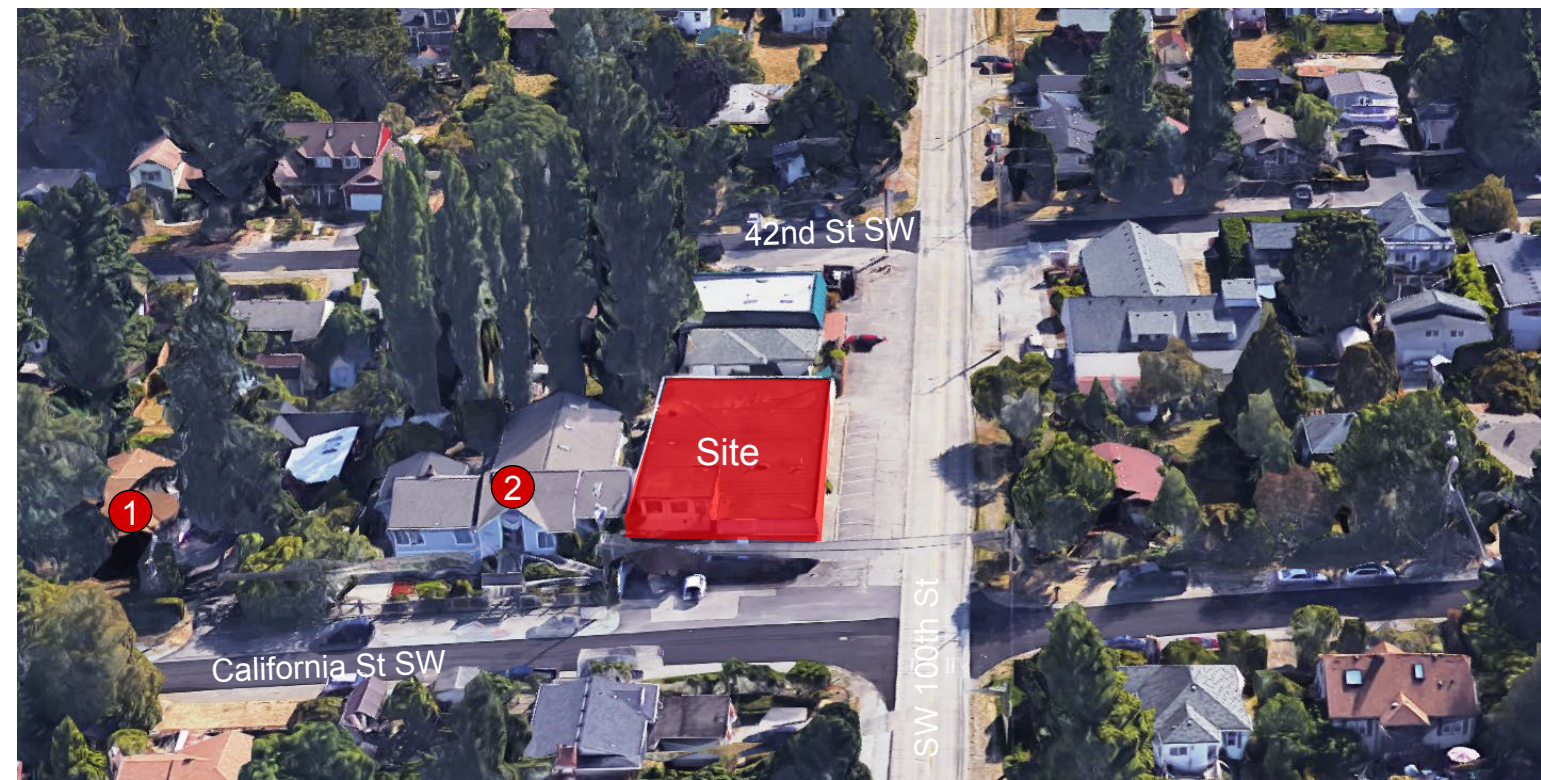


Aerial View Looking South





Looking East on SW 100th St



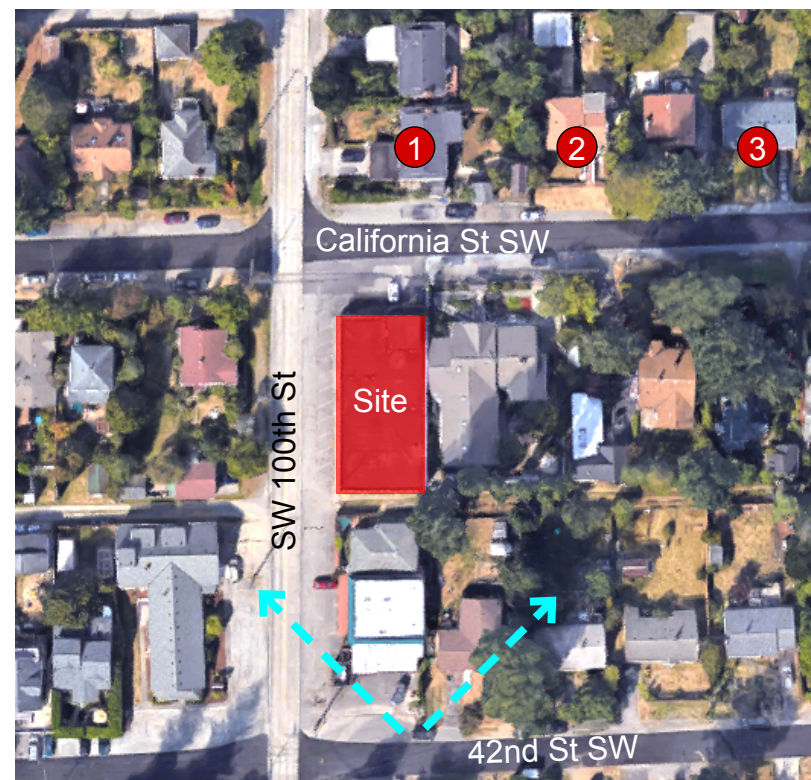
Looking East on SW 100th St





Across From Site

Looking East on California Ave SW



Looking West on SW 100th St



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View from Alley 1



Looking North on SW 100th St. 2



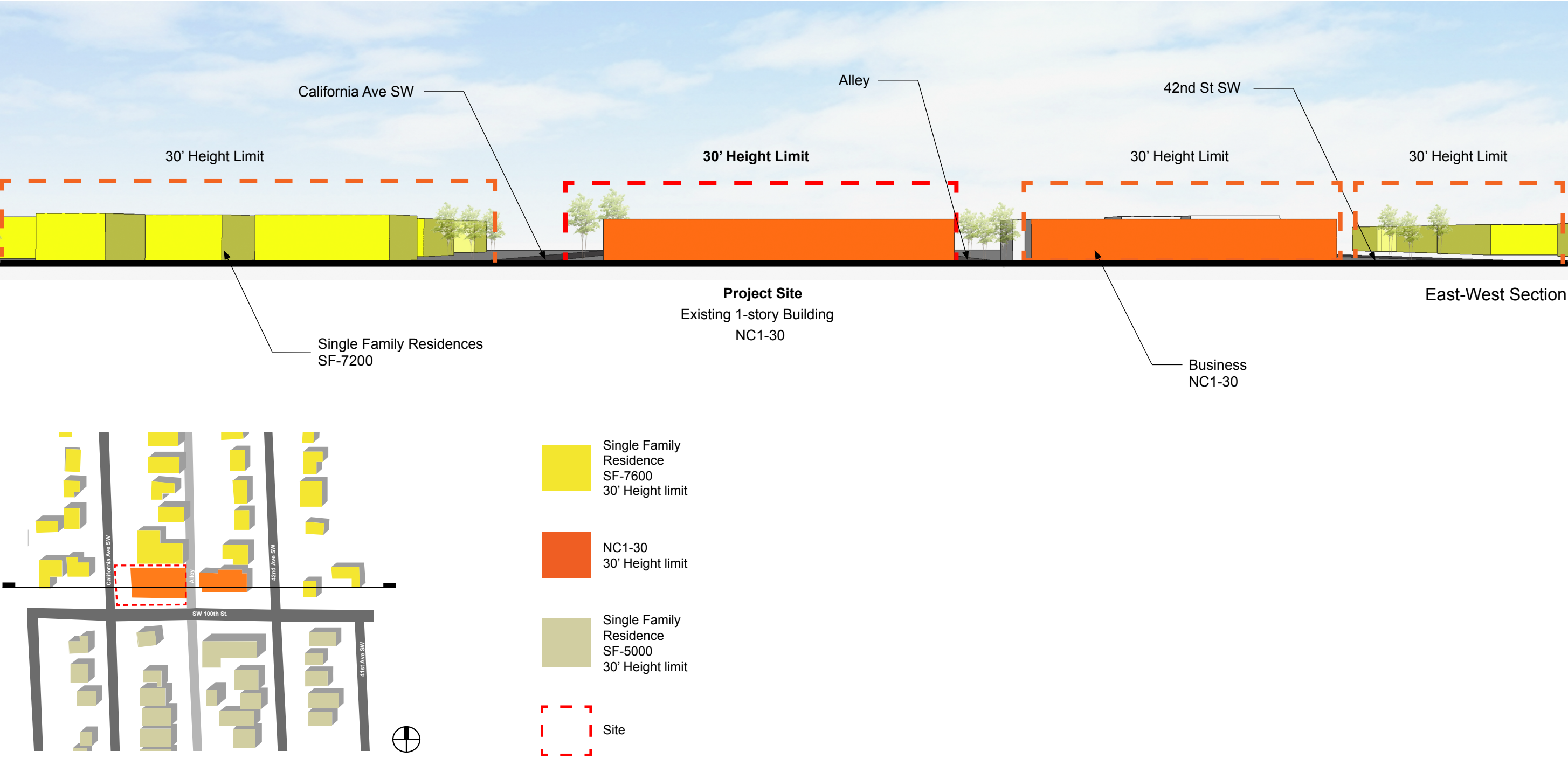
SW Corner view of Site 3



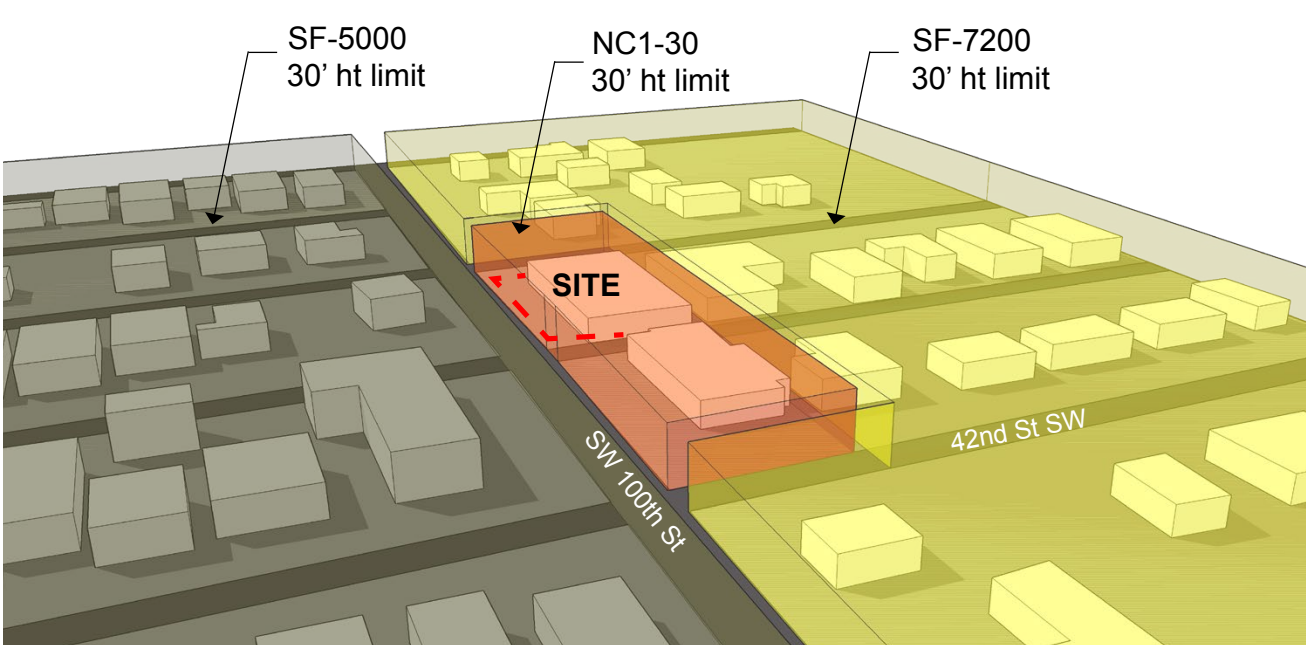
Looking East on California Ave SW 4



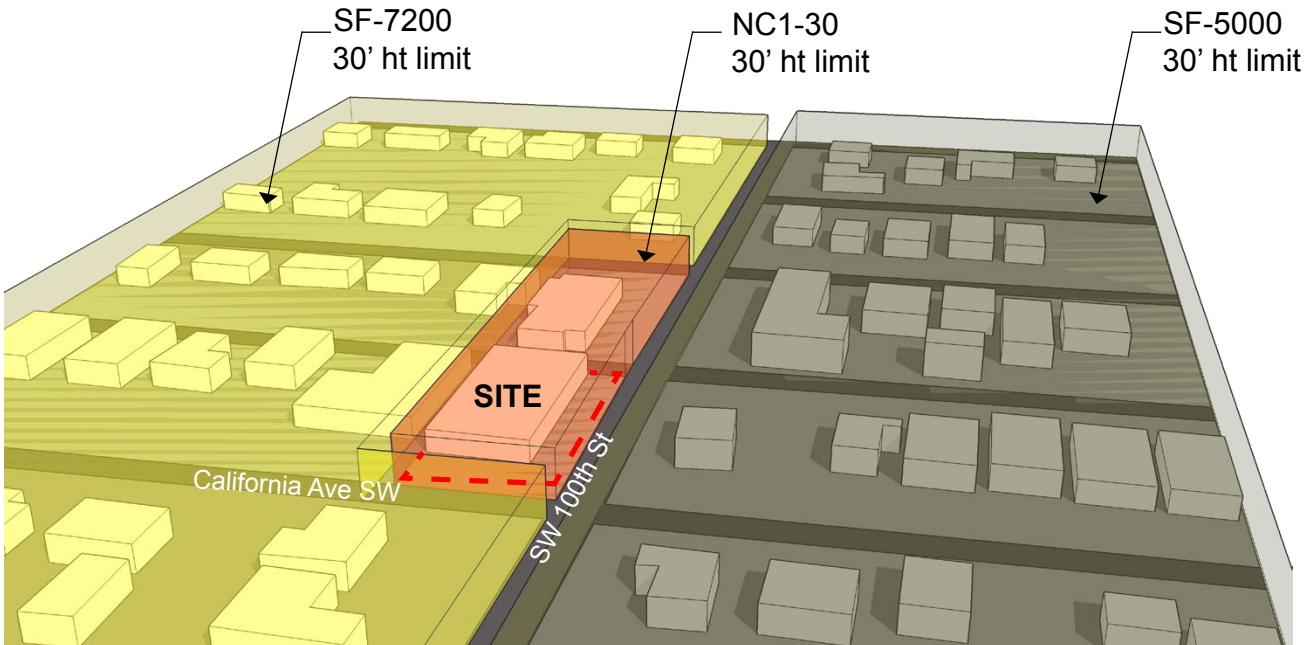
Surrounding Uses



# Zoning Map



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







Existing Site Conditions



Property  
Line

16' 0

Alley Adjacent to Site



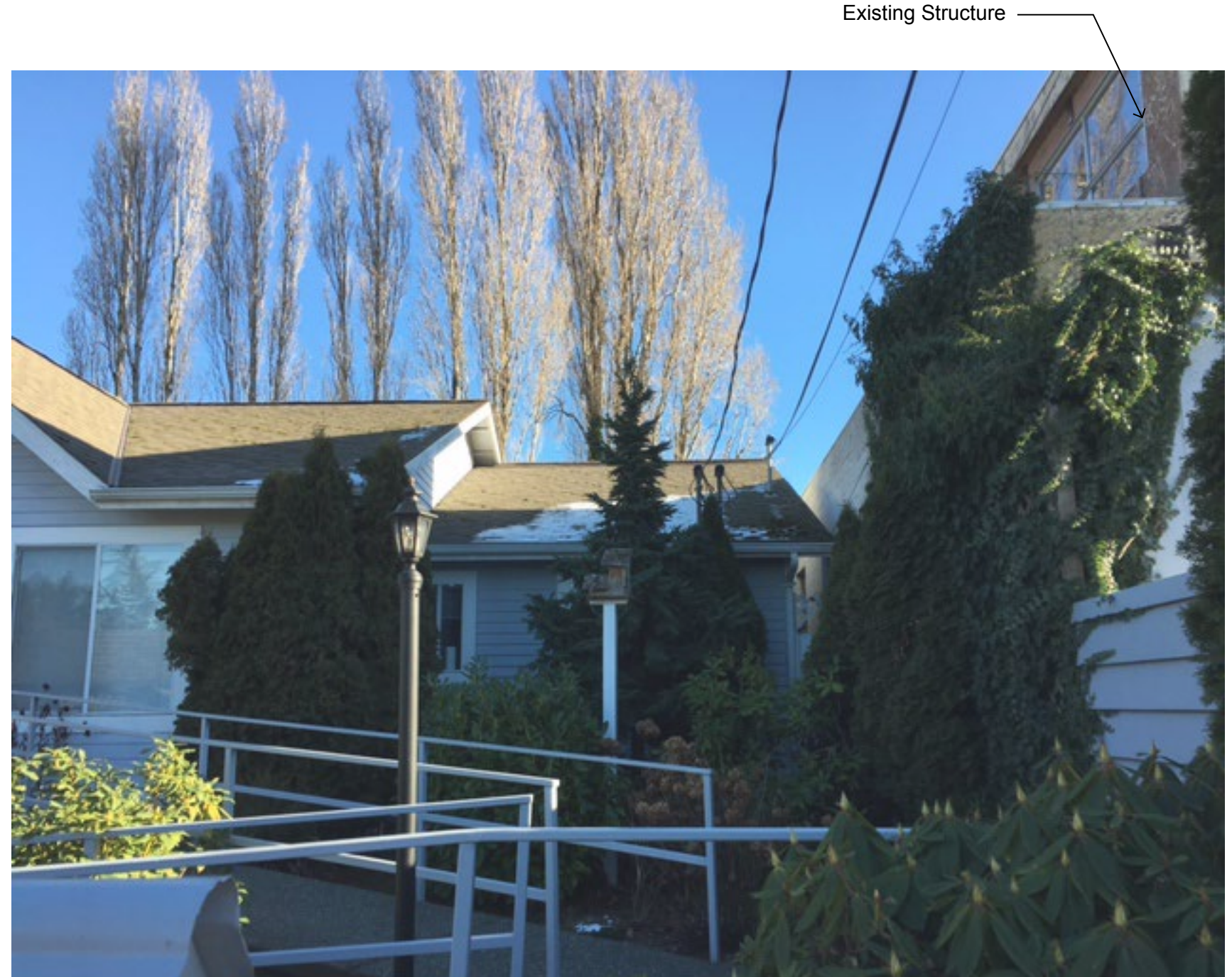
Looking South in Alley



Looking North in Alley



## Existing Site Conditions



Existing Building and Adjacent Building Shown Above

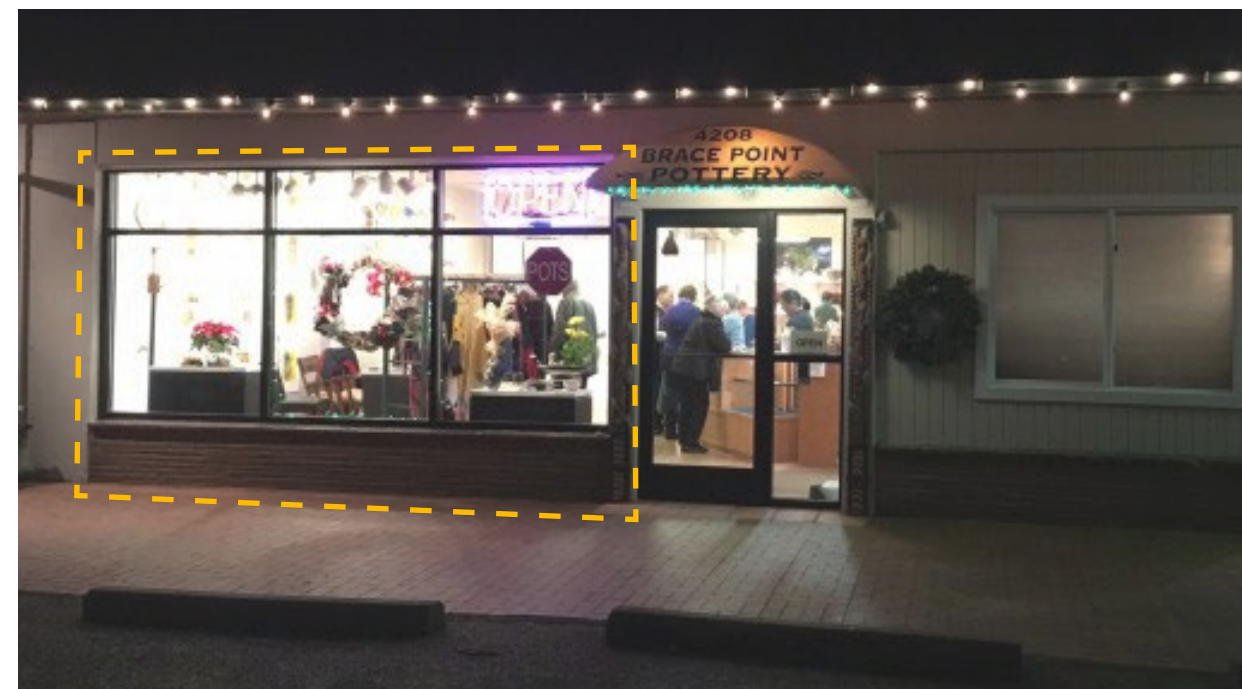


## Existing Site Conditions



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



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CONTEXT AND SITE

CS1 NATURAL SYSTEMS AND SITE FEATURES

CS1.B: SUNLIGHT AND NATURAL VENTILATION

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. Units get the maximum amount of natural daylight through windows and storefront from the South. Similarly, 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.

CS2 URBAN PATTERN AND FORMS

CS2.C: RELATIONSHIP TO THE BLOCK

30' setback from the ground level and 25' setback in upper levels from the property behind gives ample space for natural ventilation and daylights between the proposed design and the adjacent property to North.

The project reduces the scale of the street wall with well organized entries and placement of street trees and planters. With wide sidewalks and planting strips along California Ave SW and SW 100th St, the street conditions are enhanced for pedestrian environment.

CS2.II: CORNER LOTS

The overall design reinforces 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.

CS2.III: HEIGHT, BULK, AND SCALE

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 high quality materials. These materials create horizontal and vertical articulation helping to break down the scale of each facade, and avoid blank walls. The modulation of the massing helps break down the scale and better fit in with the neighborhood.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

CS3.A: EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

All three zones surrounding the site have a 30' - 0" height limit, therefore, the massing will fit well with existing context and future context. A combination of street trees, facade modulation, and appropriate drop lighting reduces the scale of massing at the street level. These attributes will provide a positive impact and enhance the neighborhood. In consideration of the surrounding residential context, massing modulation as well as facade articulation have been thoroughly explored to reduce the scale of the proposed design. Use of natural materials and facade articulation also help the proposed design to fit into the residential context.

PUBLIC LIFE

PL1 CONNECTIVITY

PL1.A: NETWORK OF OPEN SPACES

A corridor between the buildings extending off the pedestrian sidewalk giving direct access to the motor court in the back. Setbacks are also created to the property lines facing the streets to provide more wide sidewalks and planting strips.

PL1.B: WALKWAYS AND CONNECTIONS

The active sidewalk creates a good transition between the public and private realm. The project is setback from 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.

PL1.C: OUTDOOR USES AND ACTIVITIES

The large amount of glazing on the street level facades provides large open inviting spaces. A combination of street trees, facade modulation, and appropriate drop lighting reduces the scale at the street level.

PL2 WALKABILITY

PL2.A: ACCESSIBILITY

Entries for all units are facing the streets. Three units in West building is facing California Ave SW and six units in East Building are facing SW 100th St. The primary entries are obvious with clear lines of sight from SW 100th St. and California Ave SW. Residents have separate entrances setback from the main pathway for privacy.

PL2.B: SAFETY AND SECURITY

Retail units from both East and West buildings face SW 100th St. and California Ave SW, respectively. Large, glazed windows facing the street provide users and pedestrians with a safer, well-lit street.

PL2.D: WAYFINDING

Well-lit storefronts at the street level creates a strong retail edge with maximum visibility into the building interior. Planters, planting strips, and bike racks along California Ave SW and SW 100th St. help create more inviting space in the neighborhood.

PL3 STREET-LEVEL INTERACTION

PL3.A: ENTRIES

As already mentioned in PL2.A: Accessibility, all primary entries are located facing SW 100th St and California Ave SW, and private entries are located at the rear side for privacy for residents. Wooden screen canopies also add warmth to the entries and provide cover from weather for patrons.

PL3.B: RESIDENTIAL EDGES

Residential entries are placed at the street facing facades. Canopies are placed so entries are easily identifiable and also provide weather protection. Private entries are located at the rear side for security and privacy for residents. There is also 30' - 0" of buffer from the property line to North and provide privacy between the proposed building and the adjacent building. The proposed design is placed back from the street to provide wider sidewalks and planting strips.

PL4 ACTIVE TRANSPORTATION

PL4.A: ENTRY LOCATIONS AND RELATIONSHIPS

The proposed design serves all modes of transportation through pedestrian-friendly sidewalks, bike racks, and parking stalls. As both West and East buildings are facing California Ave SW and SW 100th St. respectively, the proposed design connects all major points of access on the site.

DESIGN CONCEPT

DC1 PROJECT USES AND ACTIVITIES

DC1.B: VEHICULAR ACCESS AND CIRCULATION

The project provides an easy vehicular transition from SW 100th St into the pedestrian and Motor Court via the adjacent Alley. Improved street conditions such as sidewalks, planting strips, and placement of bike racks create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1.C: PARKING AND SERVICE USES

Parking is angled for ease of access. Parking is also placed on 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.

DC2 ARCHITECTURAL CONCEPT

DC2.A: MASSING

The form of the building relates to the neighborhood in height and scale. The massing is broken down with materials and facade modulation. The scale of the proposed design has been reduced by breaking down the massing into two.

DC2.B: ARCHITECTURAL AND FACADE COMPOSITION

Additional building setbacks add to the facade composition and enhance the natural materials.

DC2.D: SCALE AND TEXTURE

Architectural features and elements such as bay windows and wooden panels are incorporated for the proposed design. Character of the proposed design has been well established by the use of materials and facade articulation for the street level and overall design. The articulation of the facade 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.

DC3 OPEN SPACE CONCEPT

DC3.B: OPEN SPACES AND USES ACTIVITIES

A corridor placed between West and East buildings 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. Each unit also has roof deck access for activities and additional outdoor space. It can be used to lounge and accommodate a variety of activities.

DC4 MATERIALS

DC4.A: EXTERIOR ELEMENTS AND FINISHES

Warm, wood finish panels break down the facade and compliment the dark shade of the lap siding. These materials fit in with the architectural context of the area. 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.

DC4.D: TREES, LANDSCAPE, AND HARDSCAPE MATERIALS

With nice planting strips on California Ave SW and SW 100th St, landscape materials and plants will accent the design. Improved landscape on streets will help create the site to be more welcoming and inviting place in the neighborhood.



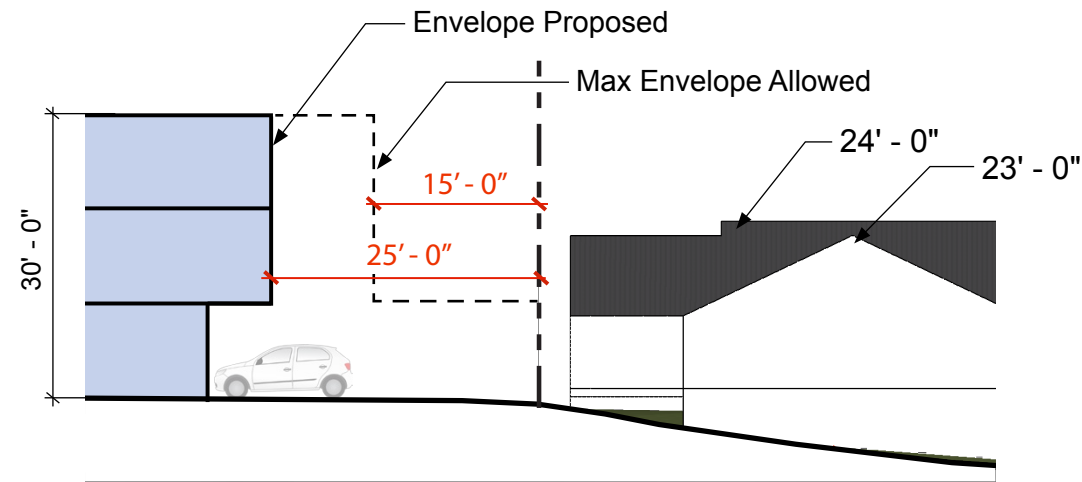
# Initial Design Constraints

## NORTH PROPERTY LINE: 15' - 0" RESIDENTIAL ZONE SETBACK

### SMC 23.47A.014.B3 Setback Requirements:

North Lot Line Abutting Residential Zone: Zero feet up to a height of 13' - 0", then 15' - 0" setback required for portions of structure from 13' - 0" to 40' - 0", then an additional 2' - 0" of setback for every 10' - 0" above 40' - 0".

**Setback provided:** 30' - 0" setback provided on ground level and 25' - 0" setback in upper levels for East Building. 15' - 0" setback provided for West Building.

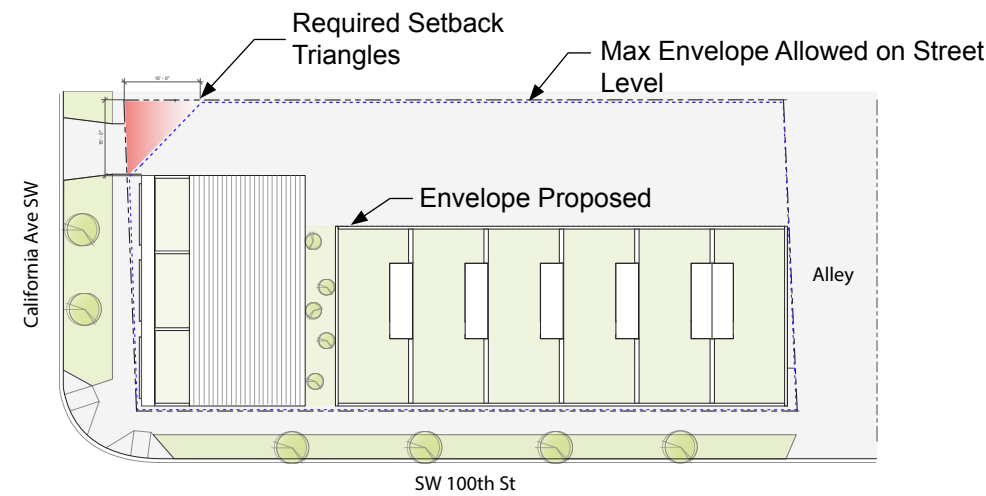


## WEST PROPERTY LINE: 15' - 0" RESIDENTIAL ZONE SETBACK

### SMC 23.47A.014.B1 Setback Requirements:

Side Lot Lines and Front Lot Line Abutting Residential Zone: The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15 feet from the intersection of the residentially zoned lot's front lot line and side lot line abutting the residentially zoned lot.

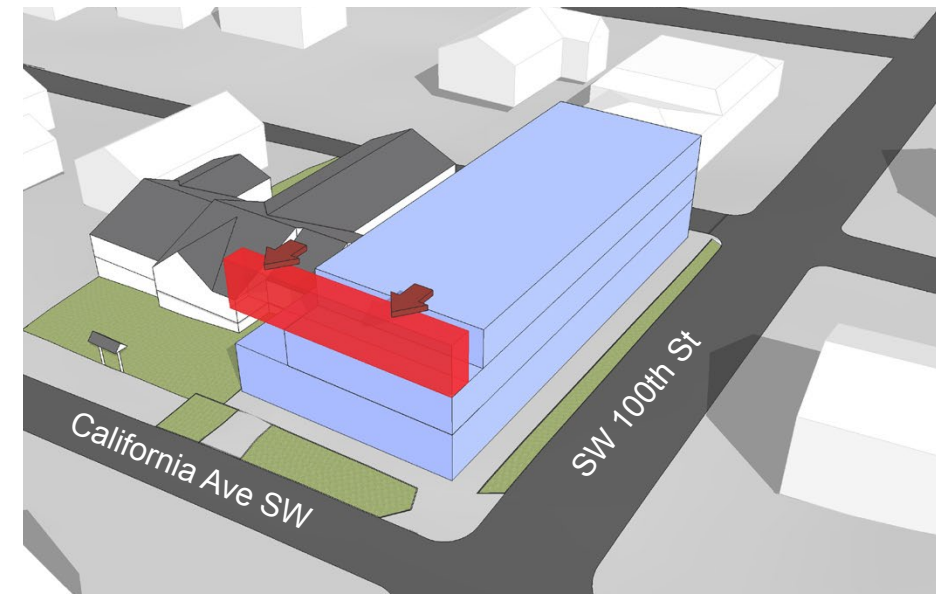
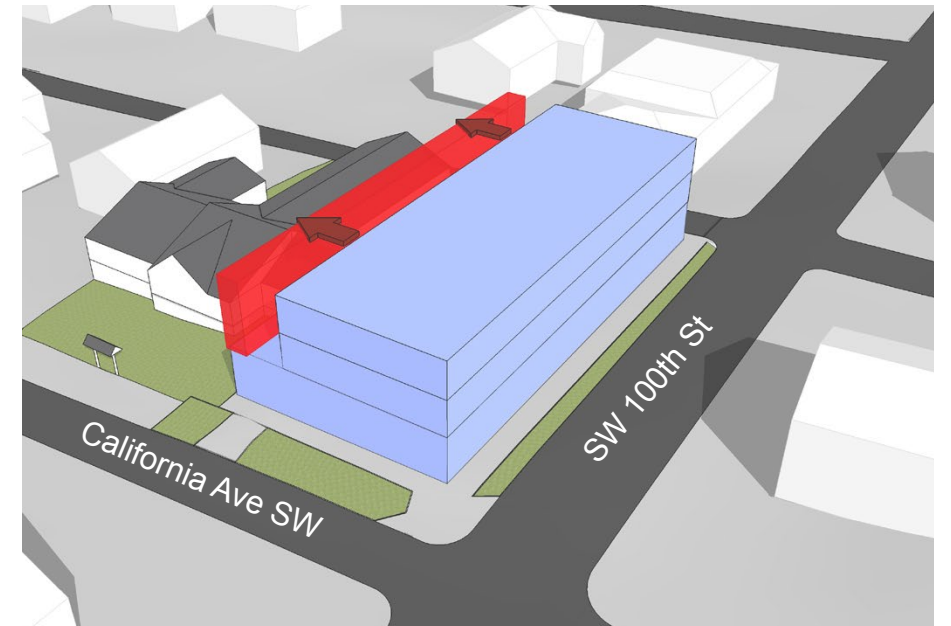
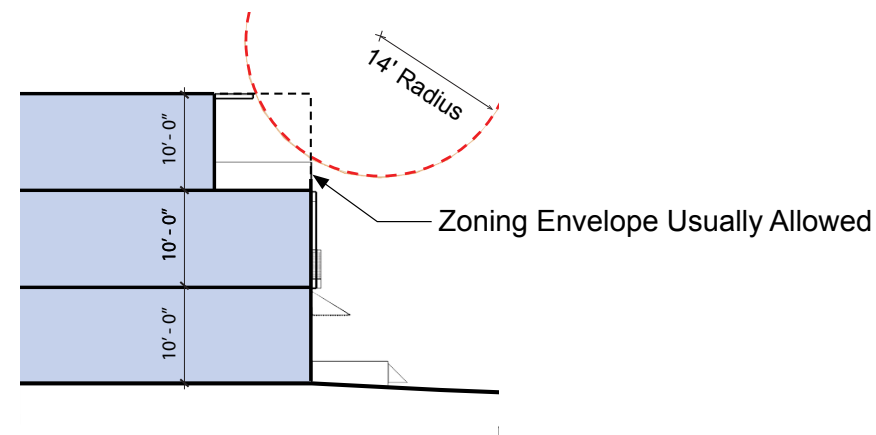
**Setback Provided:** The proposed design meets the code requirement as shown in the diagram.



## WEST PROPERTY LINE: 14' - 0" POWERLINE CLEARANCE

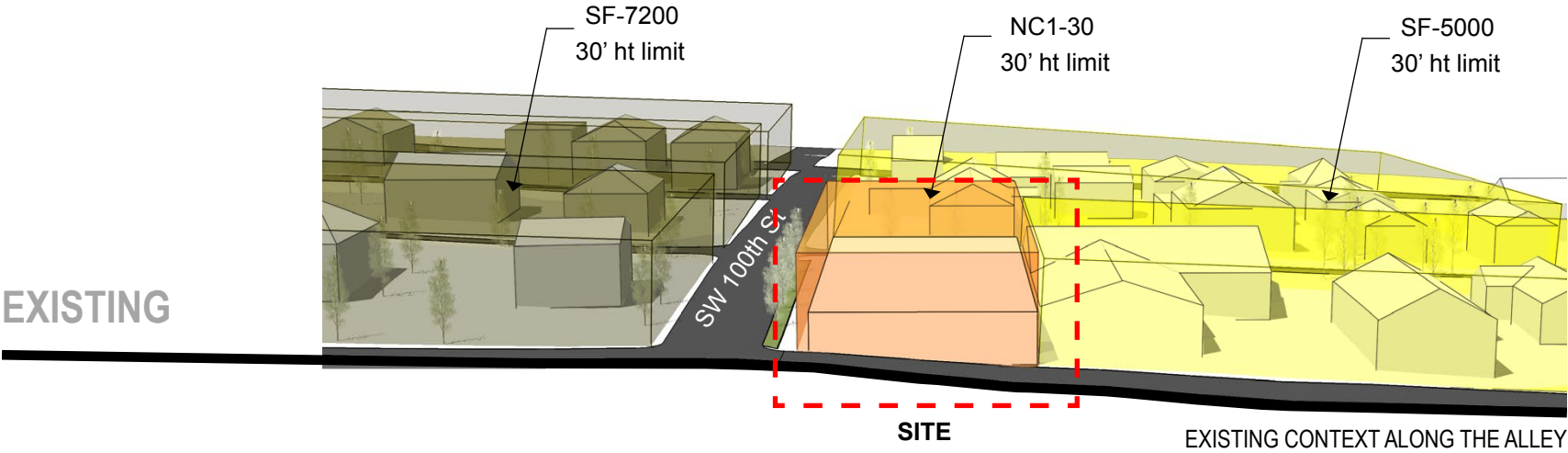
### Powerline Clearance:

Seattle City Light requires a 14' - 0" radius clearance at high voltage powerlines.

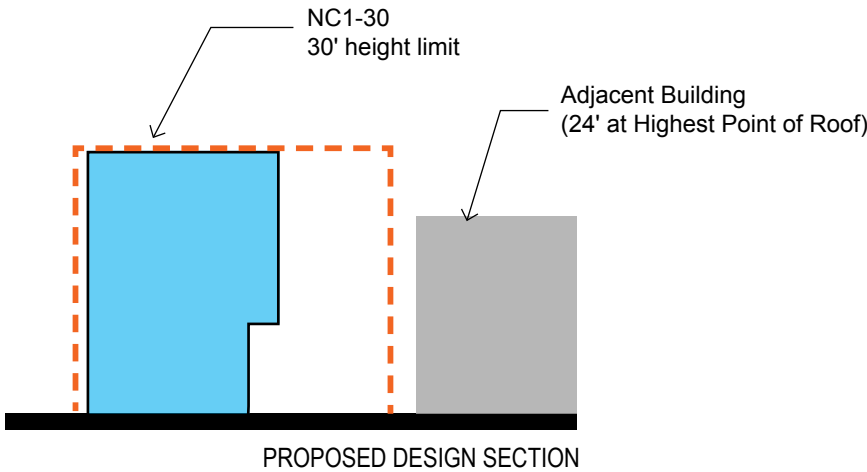
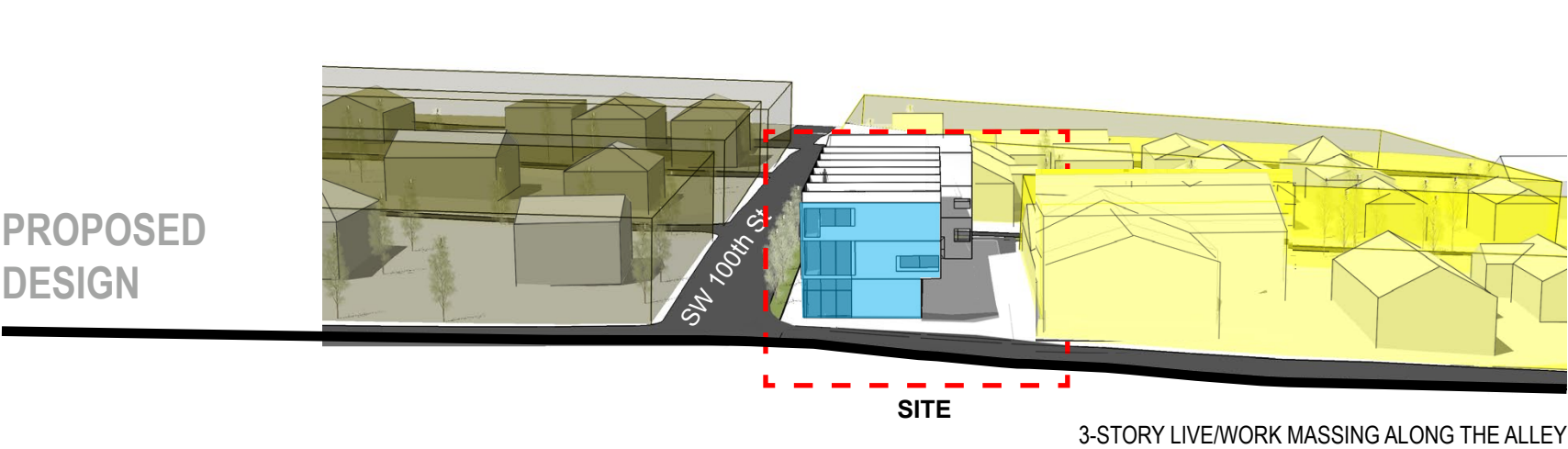
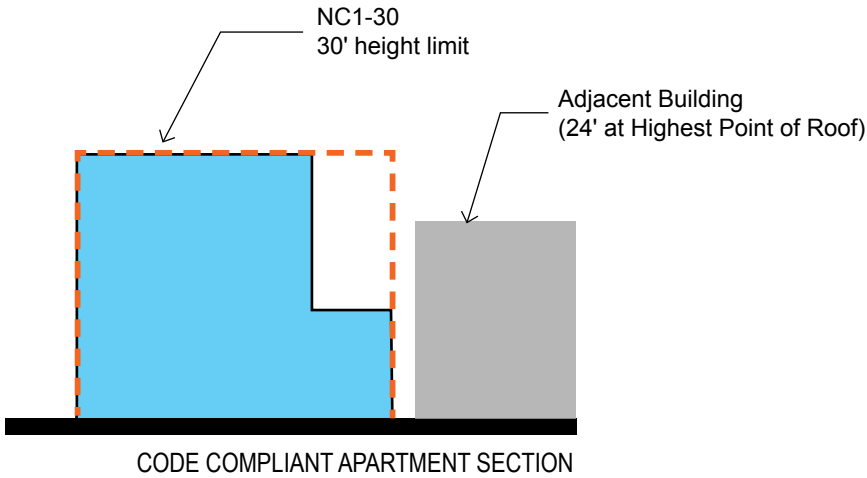
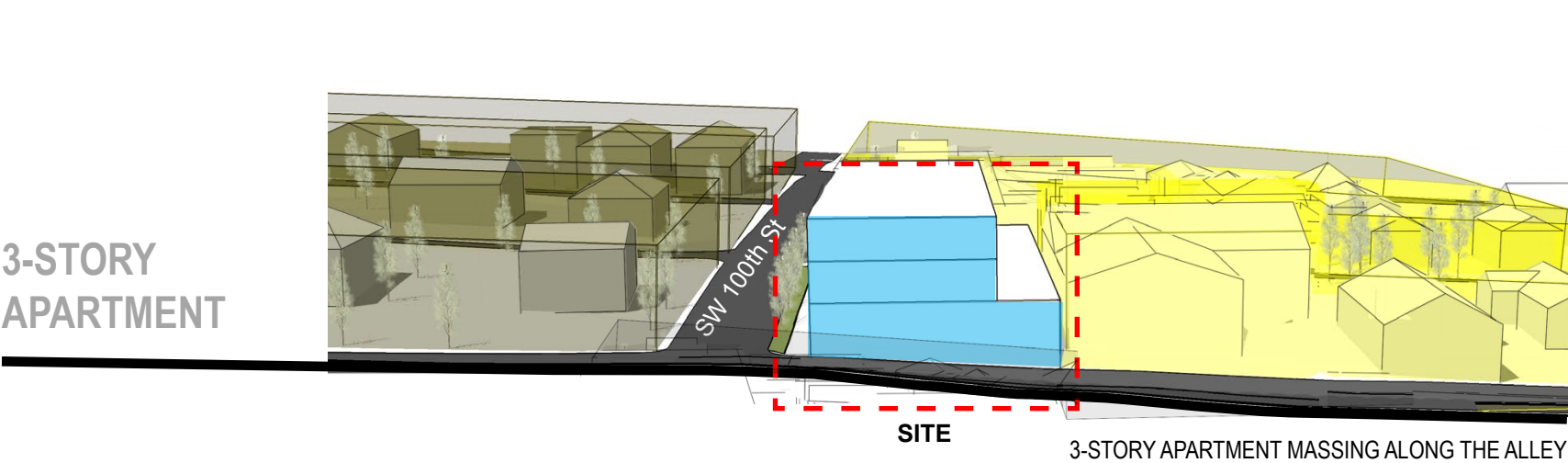




# Code Compliant Massing



EXISTING FOOTPRINT TAKES UP 82% OF THE SITE  
PROPOSED FOOTPRINT ONLY USES 53% OF THE SITE





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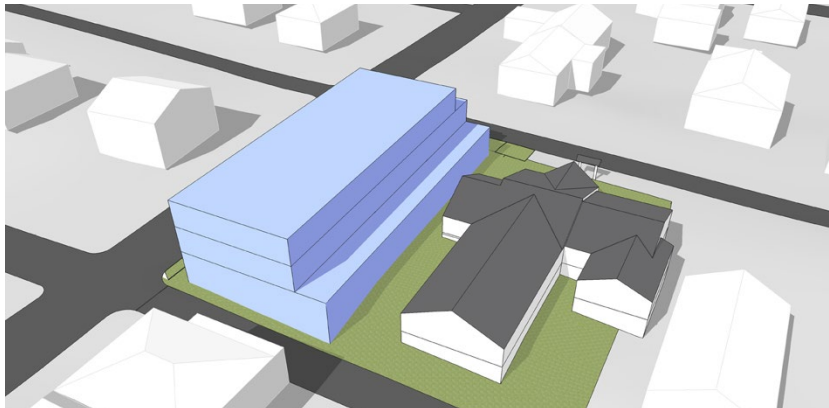
Code Compliant Massing

**Maximum FAR:** 2.5 Mix of Residential or Non-Residential  
2.5 x 8,091sf = 20,250sf  
**Total Area:** 20,100sf Proposed

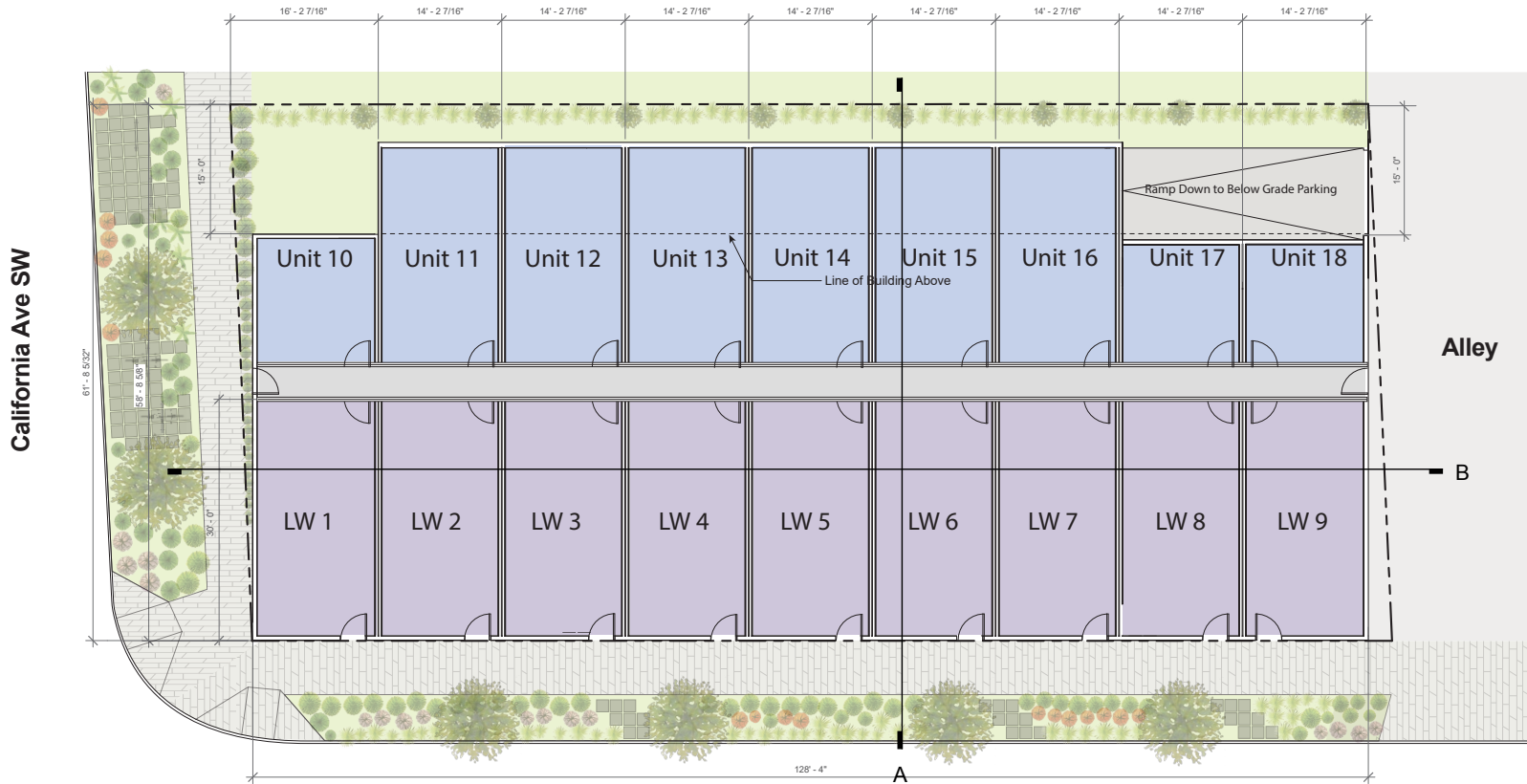
20,100sf < 20,250sf

This development scheme utilizes **99.2%** of FAR/Maximum development potential

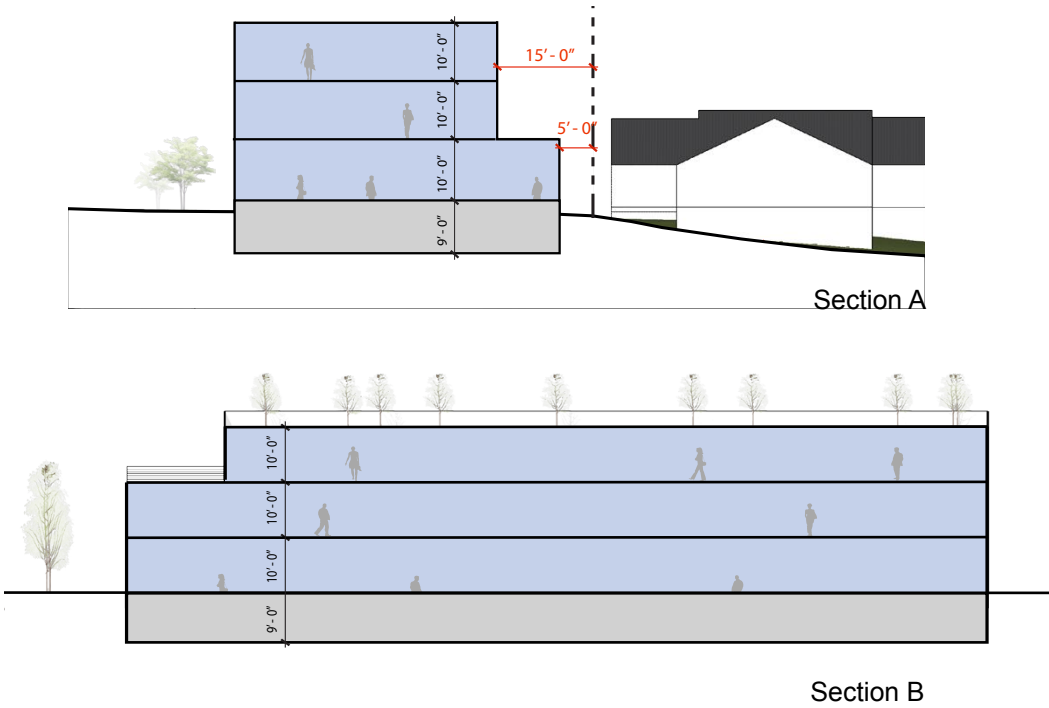
**Parking:** 20 parking stalls at below grade garage; cost prohibitive



Code Compliant 3-story Apartment Massing



SW 100th St Code Compliant 3-story Apartment Site Plan



Looking SW View



Looking NE Street View

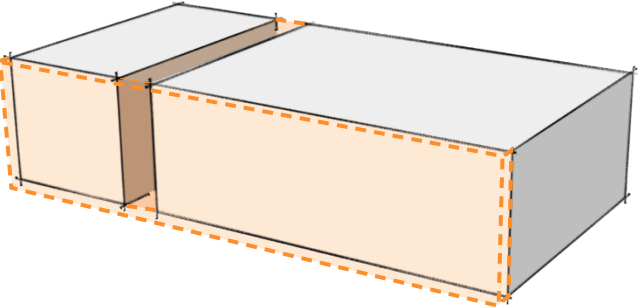
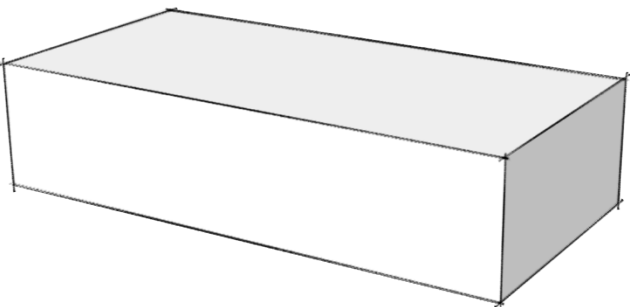


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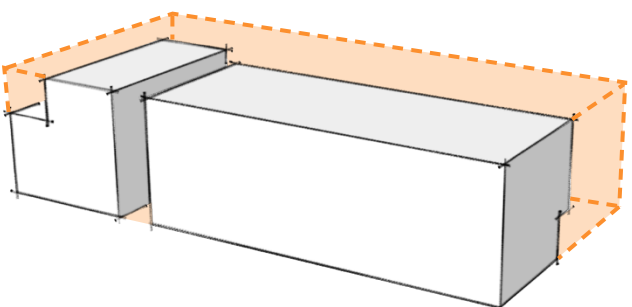


# Evolution of Massing Ideas

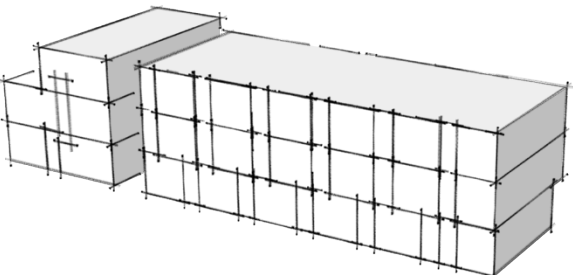
Front (Looking NW)



Broken Down into Two Massings  
Setback Created Facing SW 100th St

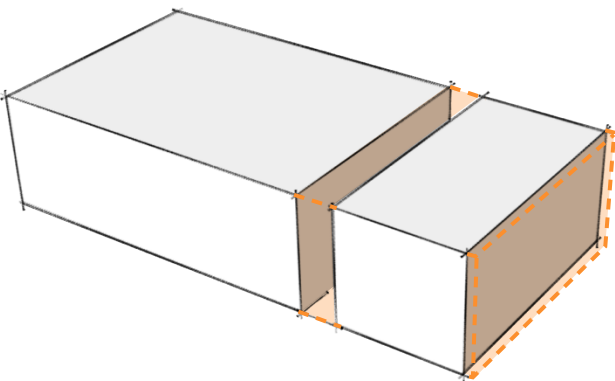
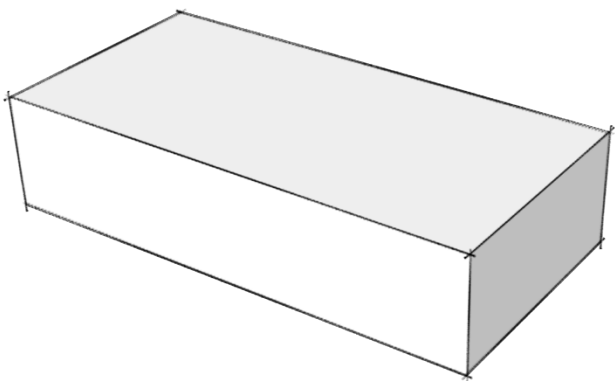


Powerline Clearance for East Massing  
Setback Created to North property line

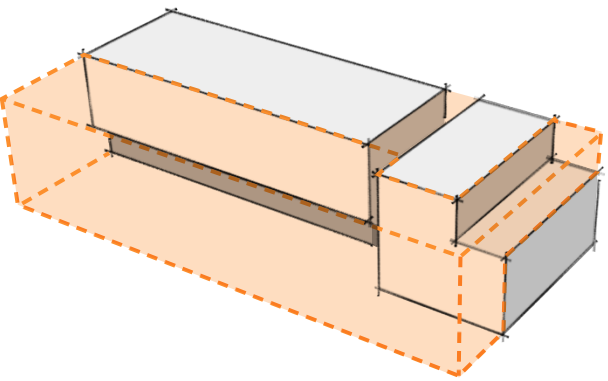


Reduced Massing and Facade  
Articulation to Break Down Scale

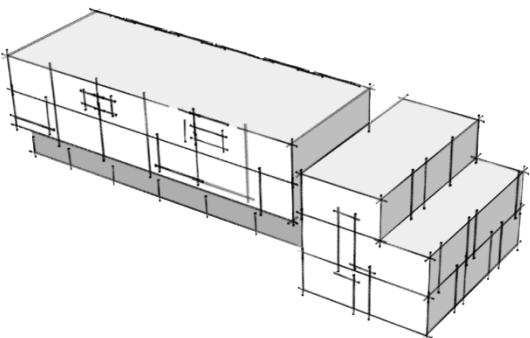
Back (Looking SW)



Broken Down into Two Massings  
Setback Created Facing California Ave SW



Powerline Clearance for East Massing  
Setback Created to North property line



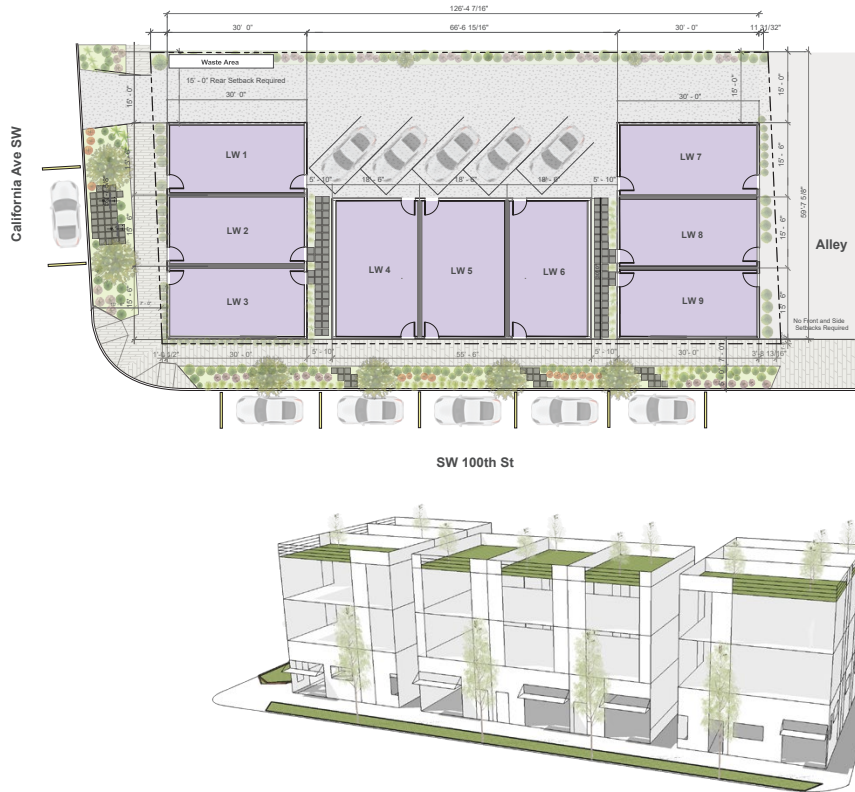
Reduced Massing and Facade  
Articulation to Break Down Scale



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Scheme 1



**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. East Building units receive little direct light during the day
- 3. Retail façade has little engagement with public
- 4. No setbacks from main pedestrian sidewalk
- 5. Three units are front on an alley
- 6. Limited parking provided

**Departures requested**

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

Scheme 2



**Positives:**

- 1. Large courtyard to North for outdoor activities
- 2. Two wide corridors between massings for improved access to light and air
- 3. Large roof decks for residents

**Negatives:**

- 1. Little façade variation
- 2. No parking stalls provided
- 3. Roof decks are private access only
- 4. Minimal daylight for units facing North
- 5. Large amount of glazing on ground level feels too commerical for the site
- 6. No parking means proposed alley improvements (paving and drainage are no longer required for this project.)

**No Departures Requested**

Scheme 3: Preferred



**Positives:**

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

**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
- 2. Residential uses are occupying more than 20% of the street-level street-facing facade
- 3. The floors of the dwelling units along California Ave SW and SW 100th St at less than required minimum of 4 feet above/below sidewalk grade
- 4. Reduced floor to floor height for commercial use/ live-work



## 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

**Maximum FAR:** 2.5 Mix of Residential or Non-Residential

$2.5 \times 8,091\text{sf} = 20,250\text{sf}$

$12,600\text{sf} < 20,250\text{sf}$ , **Using 62% of FAR/ Development Capacity**

**Number of Units:** 9 Live-Work Units

**Number of Parking Stalls:** 5 Parking Stalls Provided, None Req'd

### 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. East Building units receive little direct light during the day
3. Retail façade has little engagement with public
4. No setbacks from main pedestrian sidewalk
5. Three units are front on an alley
6. Limited parking provided

### Departures requested

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



Looking NW Street View



Looking NE Street View

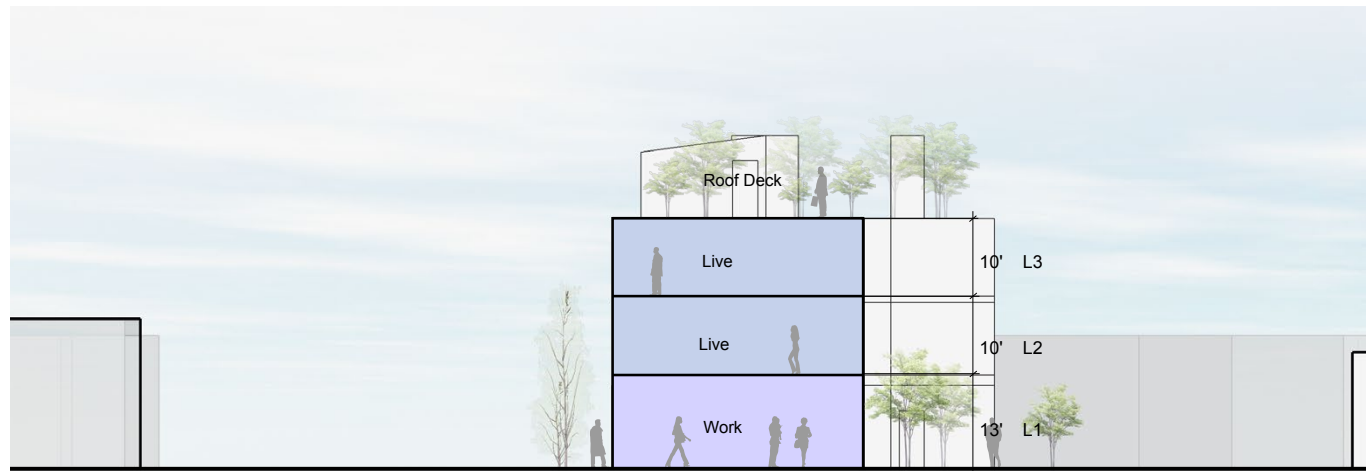


Looking SE View

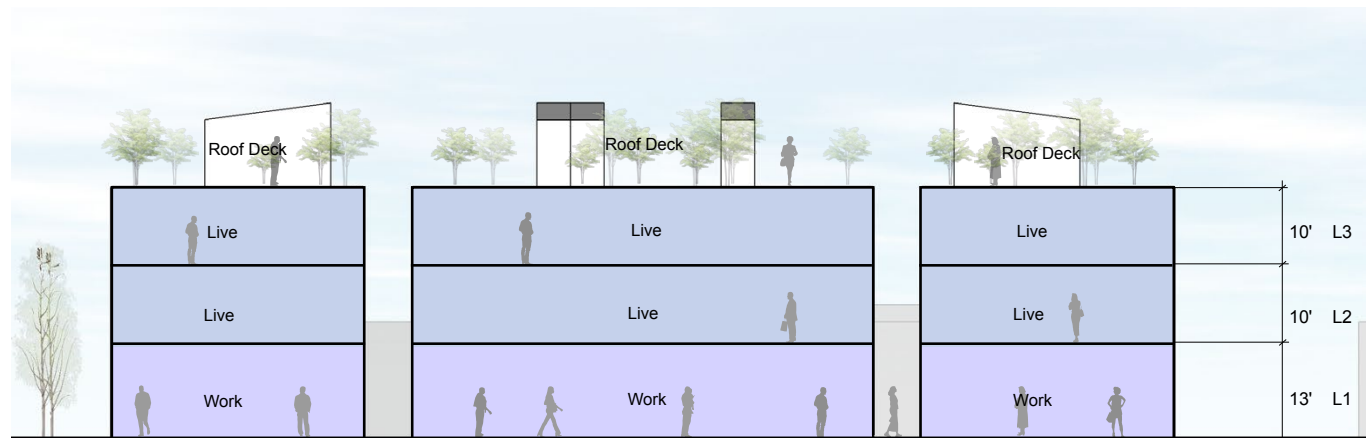


Looking SW View

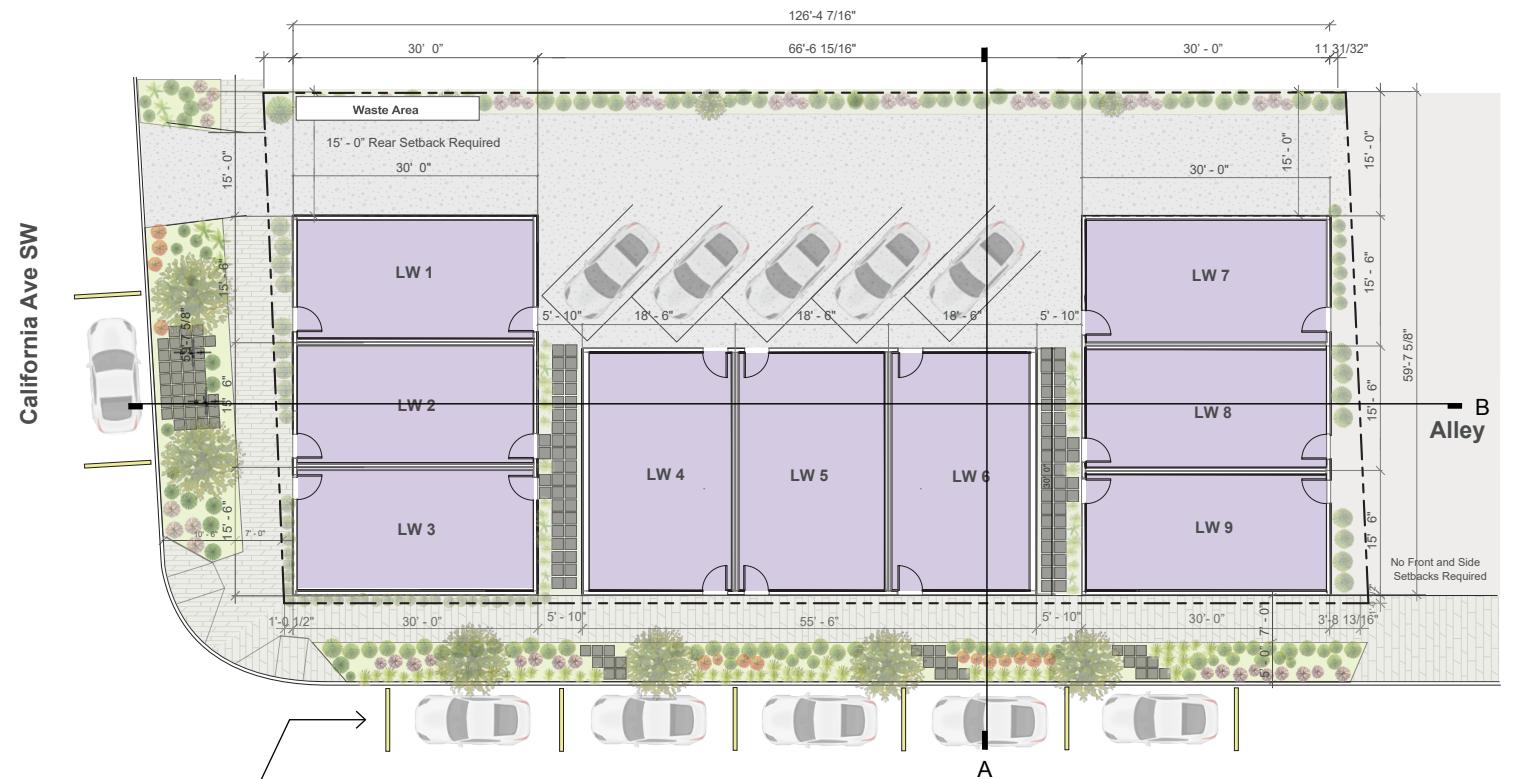




Street Section Perspective A



Street Section Perspective B



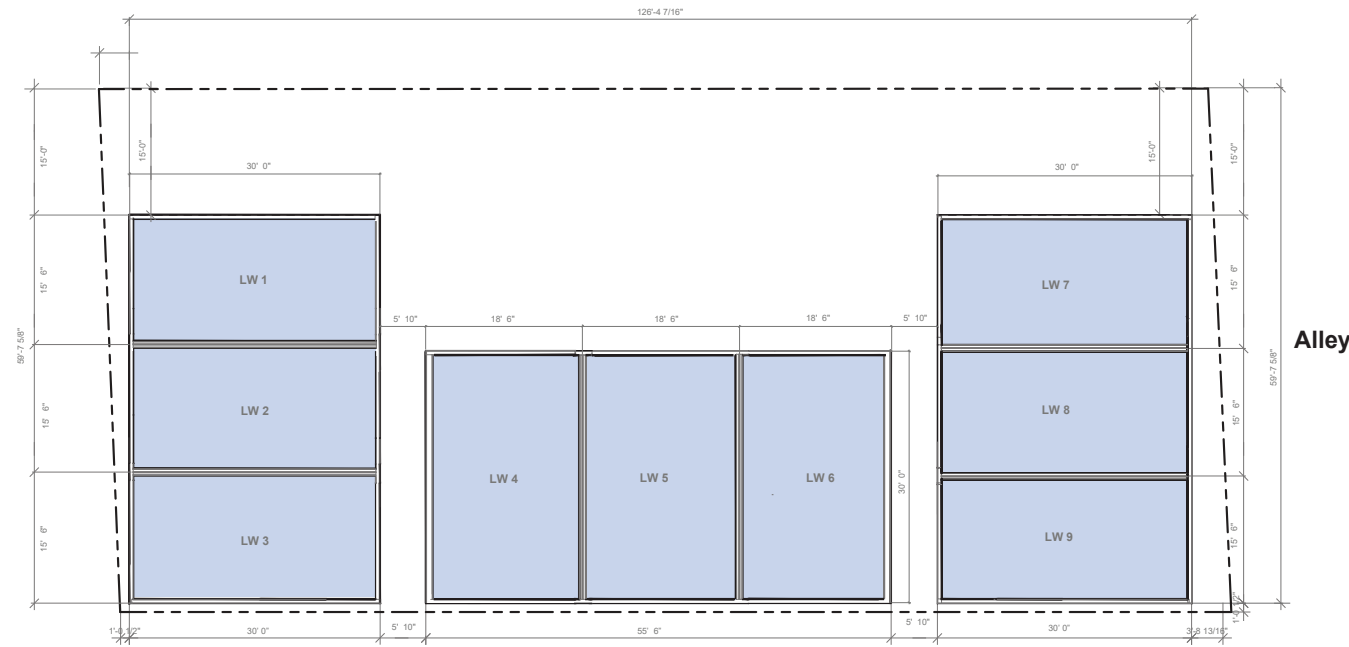
Anticipated parking stall layout, subject to change by SDOT

EDG Scheme 1: Site Plan

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



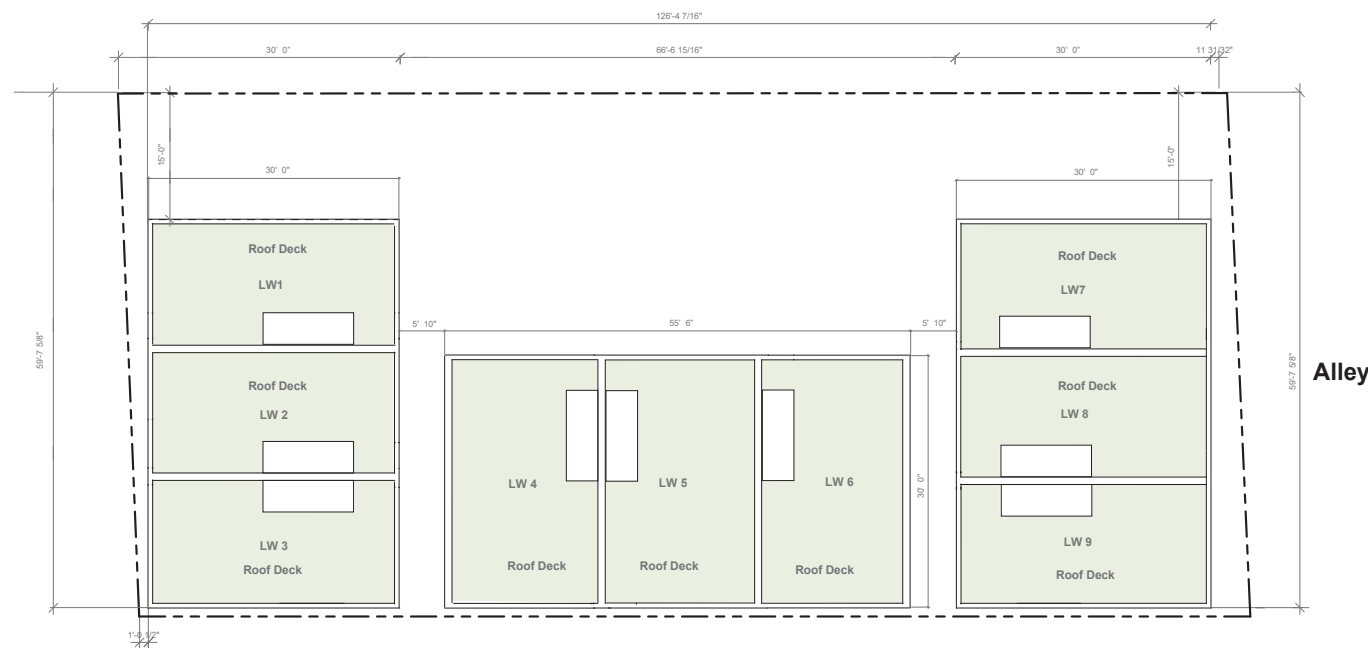
California Ave SW



SW 100th St

EDG Scheme 1: Level 2-3 Plan

California Ave SW



SW 100th St

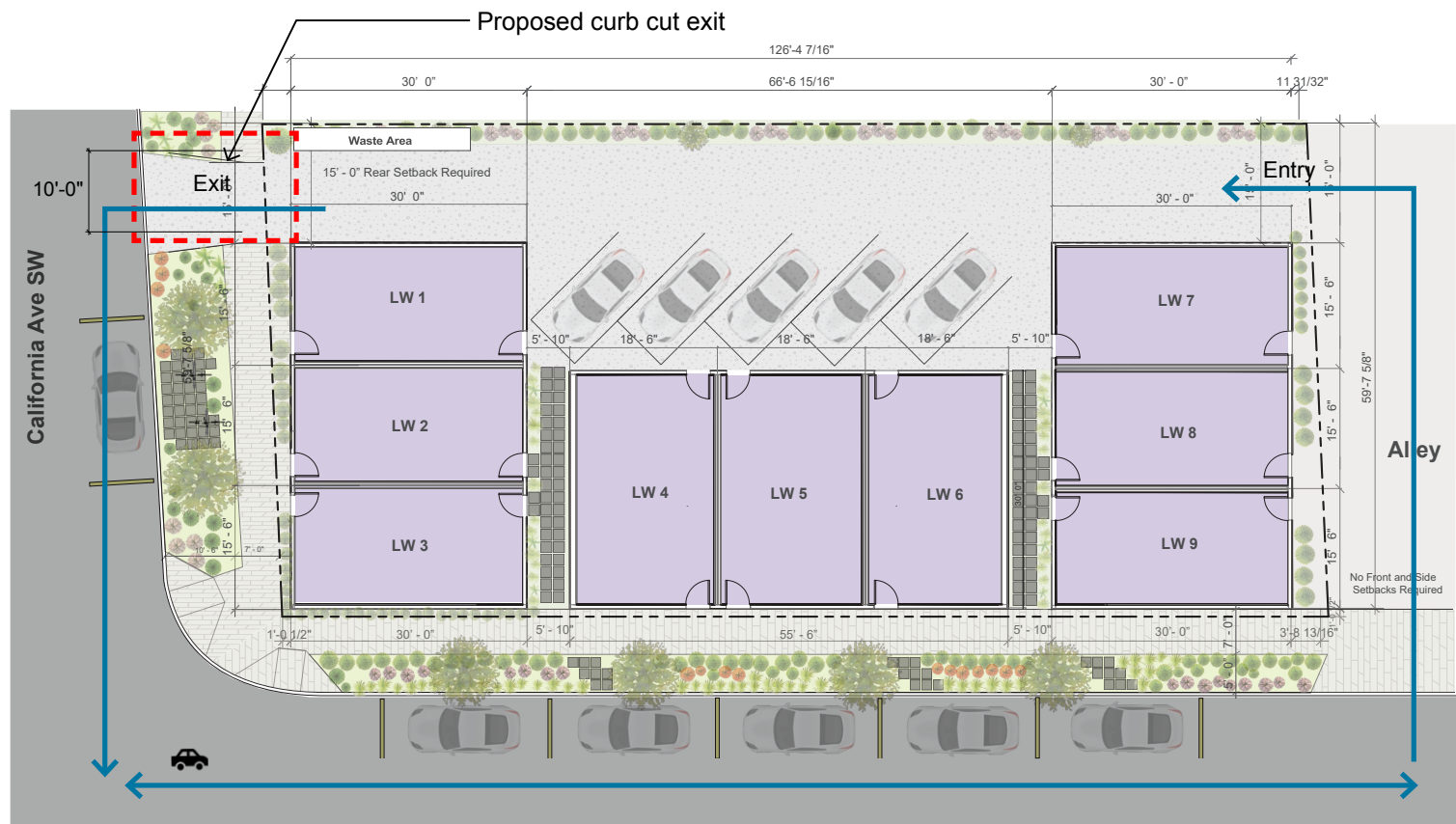
EDG Scheme 1: Roof Deck Plan

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



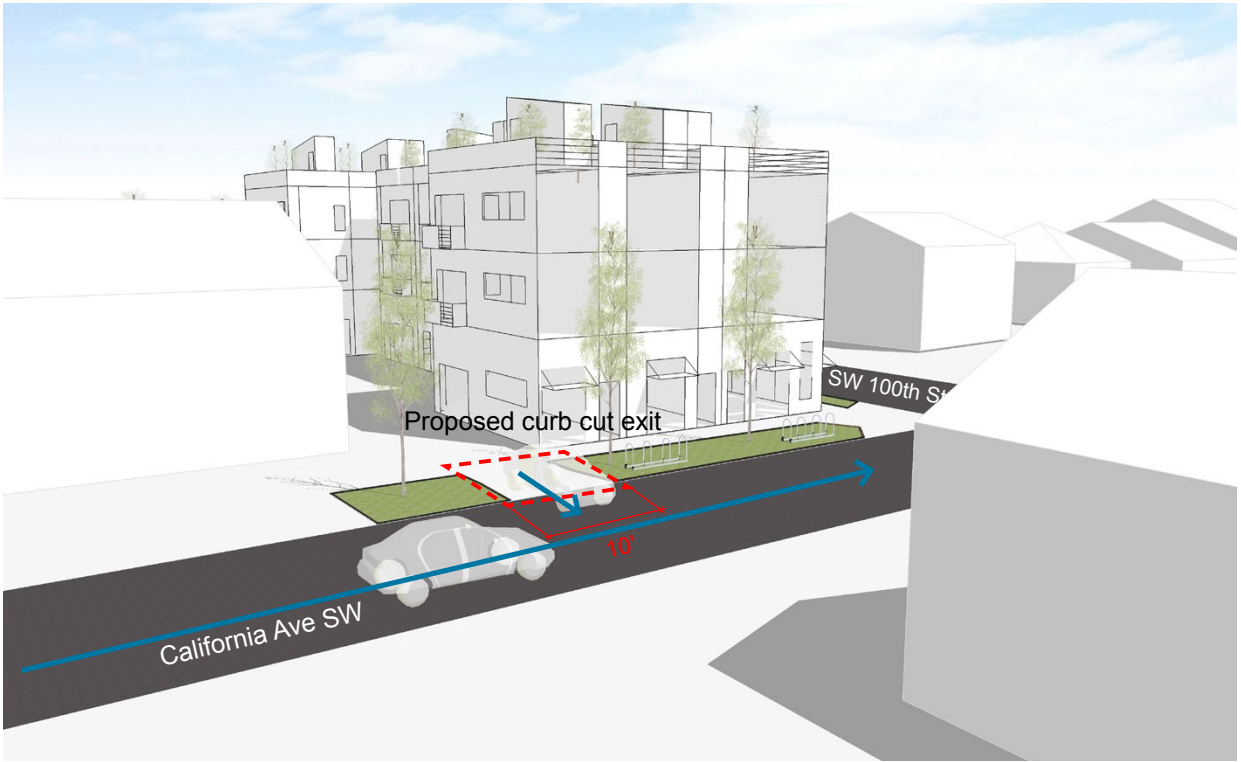
Scheme 1: Departure Request

#	Departure Request	Code Requirements	Explanation for Departure
1	Departure requested for curb cut exit on California Ave SW for 1-way woonerf vehicle exit.	<b>SMC 23.47A.032.A21:</b> 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. The curb cut will allow 30' required non-residential use depth and support 5 parking stalls.



→ Vehicular Circulation

EDG Scheme 1: Site Plan



Looking SW Along California Ave SW

With the curb cut exit on California Ave SW, 5 parking stalls are provided in the motor court & woonerf.

According to SDOT, this new curb alignment will not eliminate parking. SDOT cannot guarantee future curbsite parking, but for now and near future SDOT does not see any reason to restrict curb site parking here.



# Scheme 2

Scheme 2 has three massings with same scales. The large courtyard to North opens up and connects to the pedestrian sidewalk, providing an opportunity for an interactive, well-landscaped area. This scheme has wide open corridors between massings to allow for more natural daylighting and to help reduce the bulk and scale of the building.

**Total Area:** 12,150sf

**Maximum FAR:** 2.5 Mix of Residential or Non-Residential

2.5 x 8,091sf = 20,250sf

12,150sf < 20,250sf, **Using 60% of FAR/ Development Capacity**

**Number of Units:** 9 Live-Work Units

**Number of Parking Stalls:** None required

**Positives:**

1. Large courtyard to North for outdoor activities
2. Two wide corridors between massings for improved access to light and air
3. Large roof decks for residents

**Negatives:**

1. Little façade variation
2. No parking stalls provided
3. Roof decks are private access only
4. Minimal daylight for units facing North
5. Large amount of glazing on ground level feels too commercial for the site
6. No parking means proposed alley improvements (paving and drainage are no longer required for this project.)

**No Departures Requested**



Looking NW Street View



Looking NE Street View

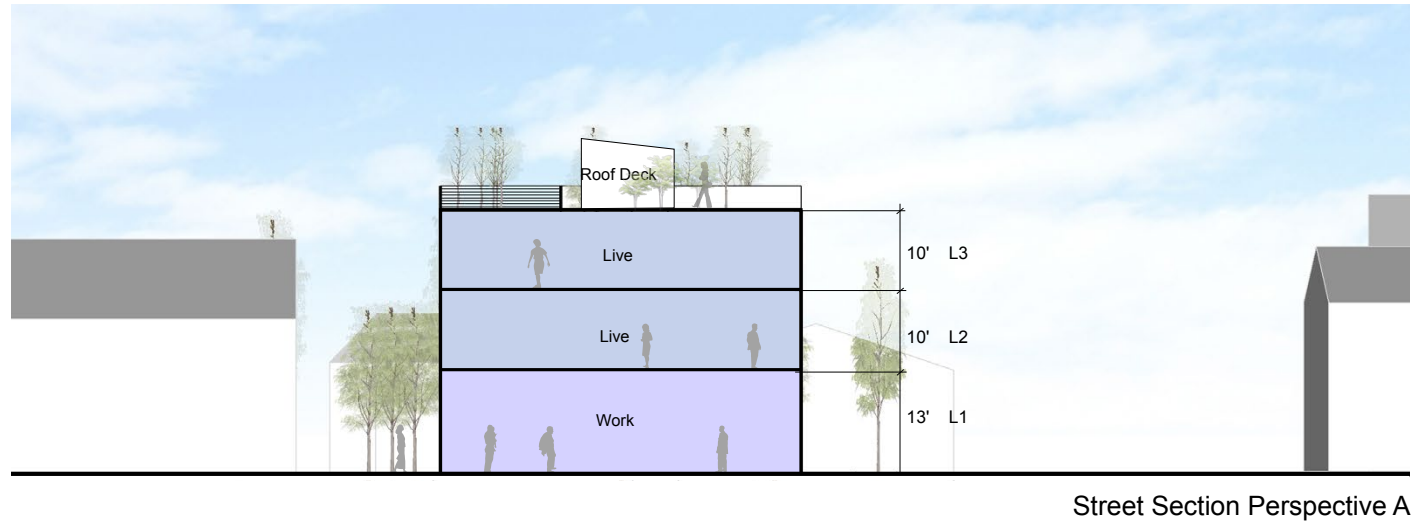


Looking SE View

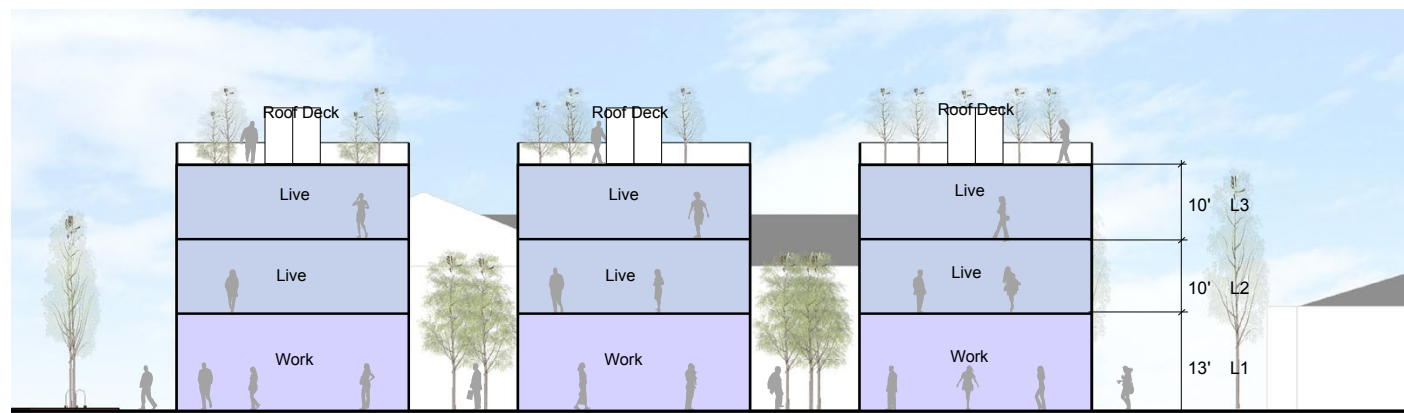


Looking SW View

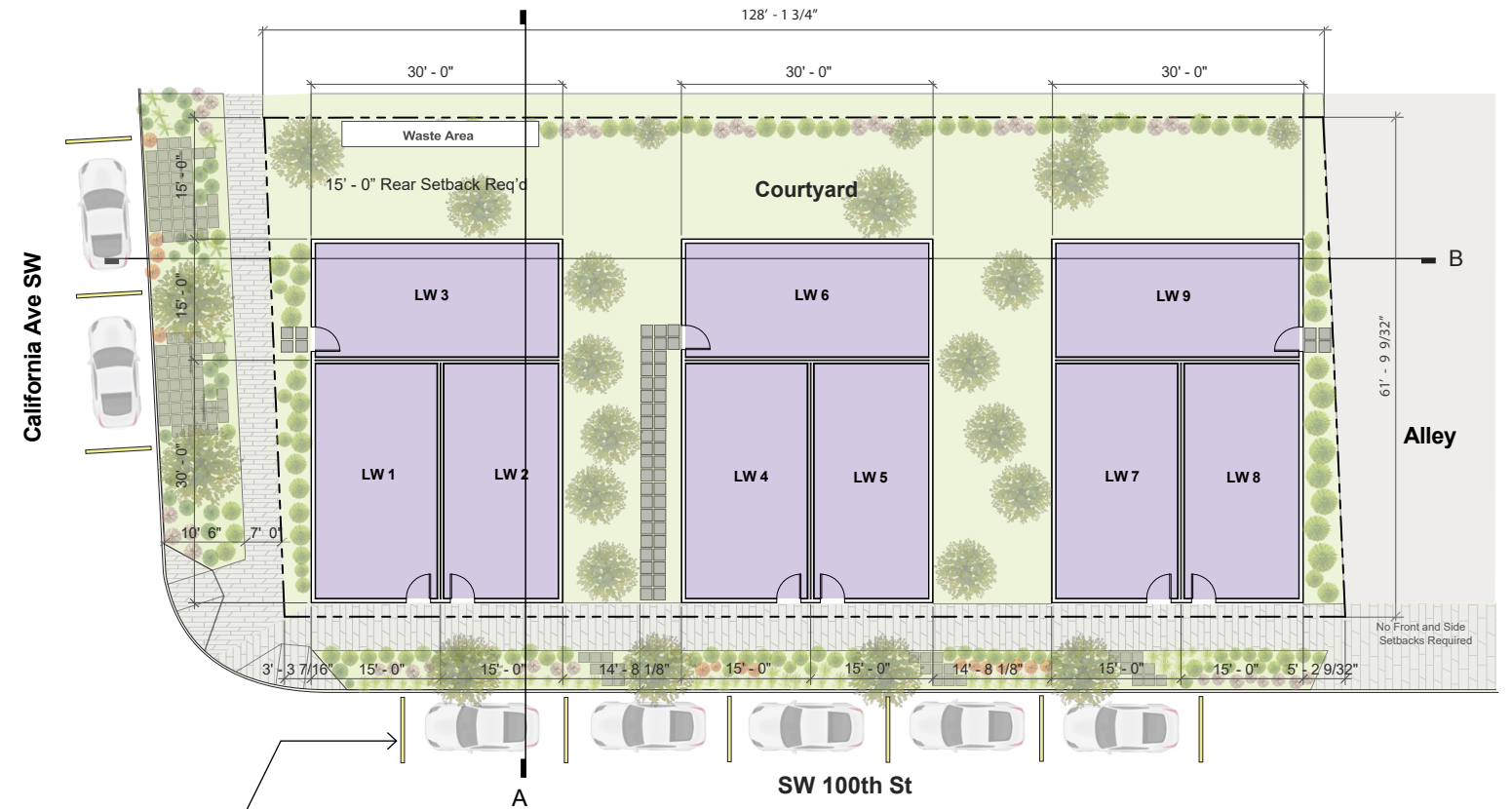




Street Section Perspective A



Street Section Perspective B



Anticipated parking stall layout, subject to change by SDOT

EDG Scheme 2: Site Plan

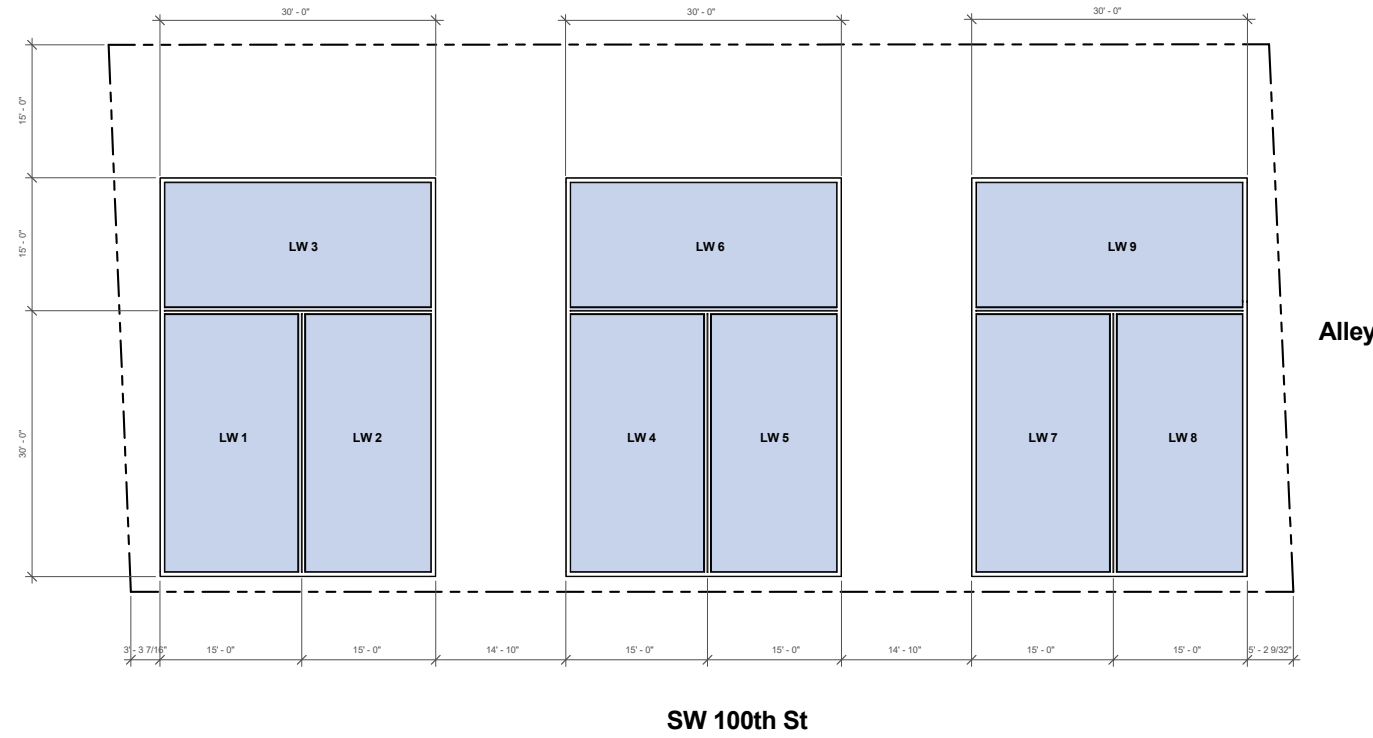
- Courtyard, Green Space
- Parking, Support
- Live-Work



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California Ave SW



EDG Scheme 2: Level 2 Plan






California Ave SW



EDG Scheme 2: Roof Deck Plan



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



## 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.

**Total Area:** 12,000 sf

**Maximum FAR:** 2.25 Residential Use only and 2.5 for Mixed Residential

$2.25 \times 8,091\text{sf} = 18,225\text{sf}$

$11,867\text{sf} < 18,225\text{sf}$ , **Using 65% of FAR/ Development Capacity**

**Number of Units:** 8 Townhouse Units and 1 Live-Work Unit

**Number of Parking Stalls:** 8 Medium Stalls, None Required

### Positives:

1. Form allows for daylighting on all facades
2. Two different levels of private roof decks
3. Corridor separates two massings and provides access to parking
4. Parking screened from street view
5. Large amounts of glazing at the street front facilitates interaction
6. Warm natural materials enhance the neighborhood
7. Parking is accessed off the alley
8. Provides the most parking of all 3 options

### 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
2. Residential uses are occupying more than 20% of the street-level street-facing facade
3. The floors of the dwelling units along California Ave SW and SW 100th St at less than required minimum of 4 feet above/below sidewalk grade
4. Reduced floor to floor height for commercial use/ live-work (IE not 13' FTF)



Looking NW Street View



Looking NE Street View

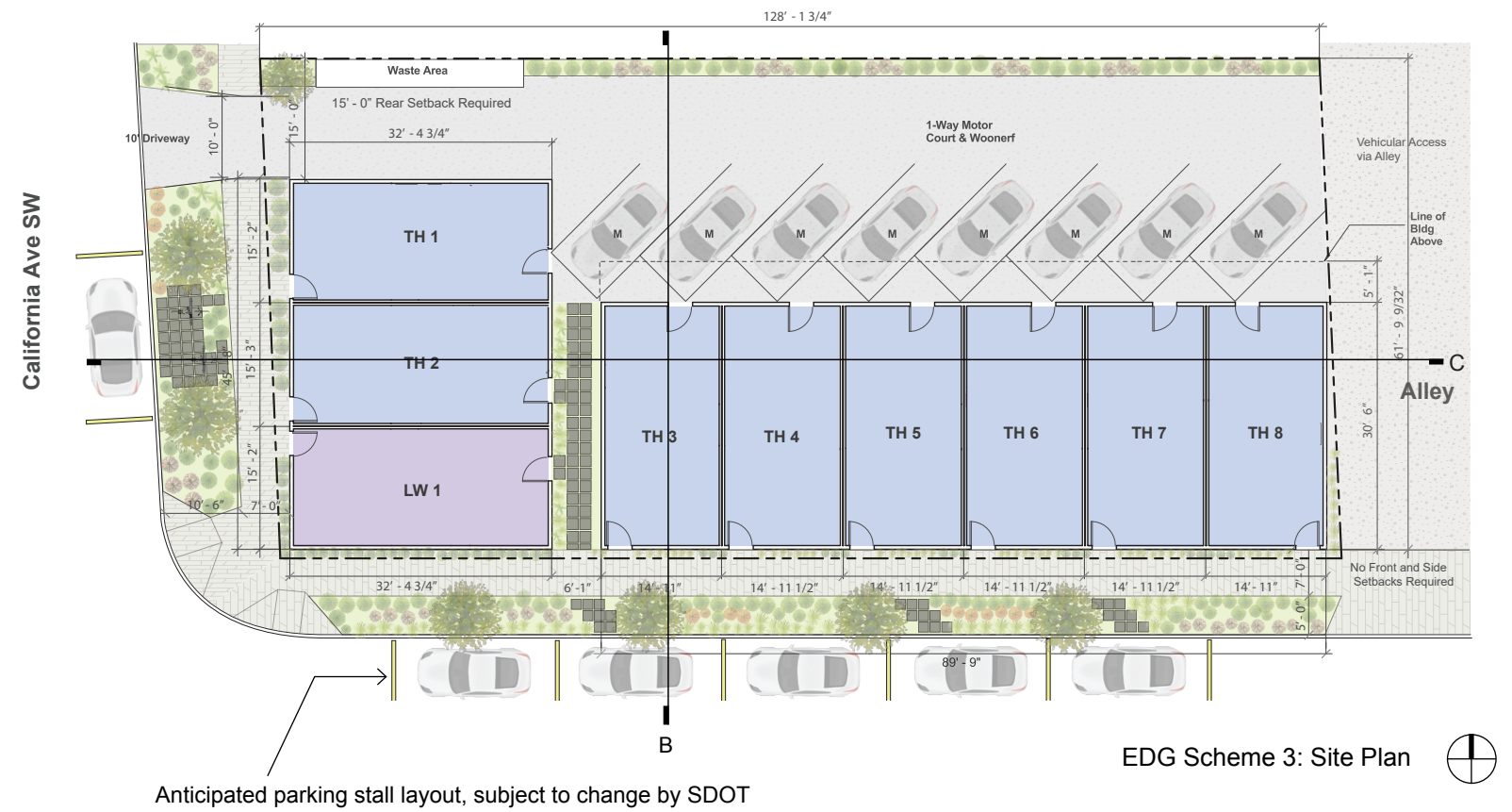
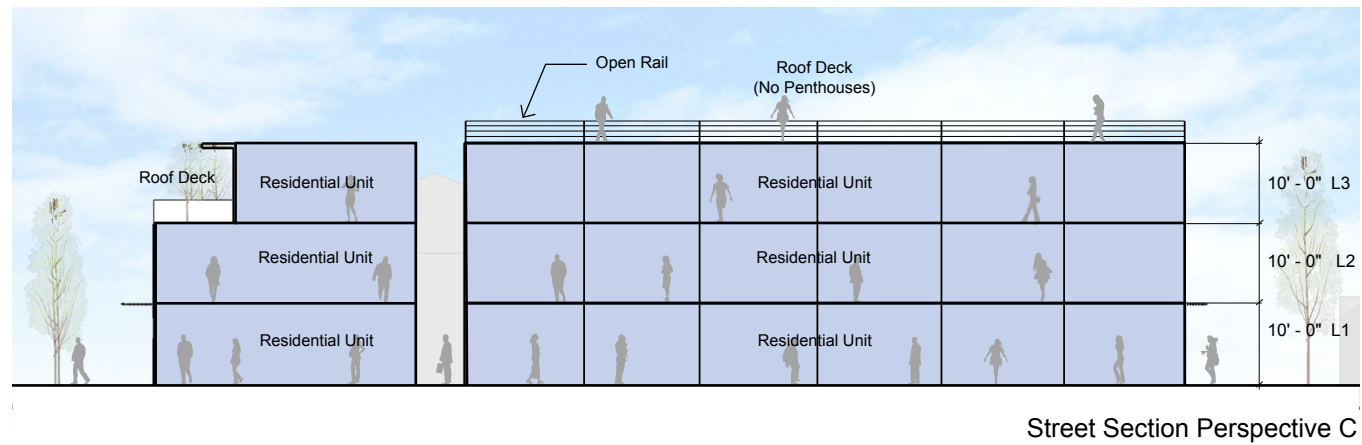
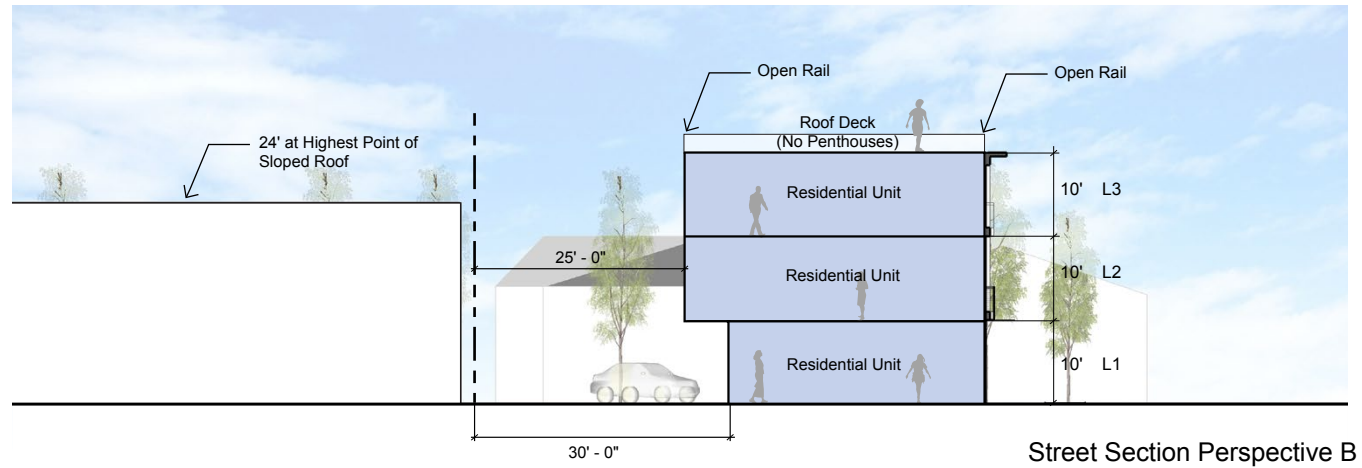


Looking SE View



Looking SW View

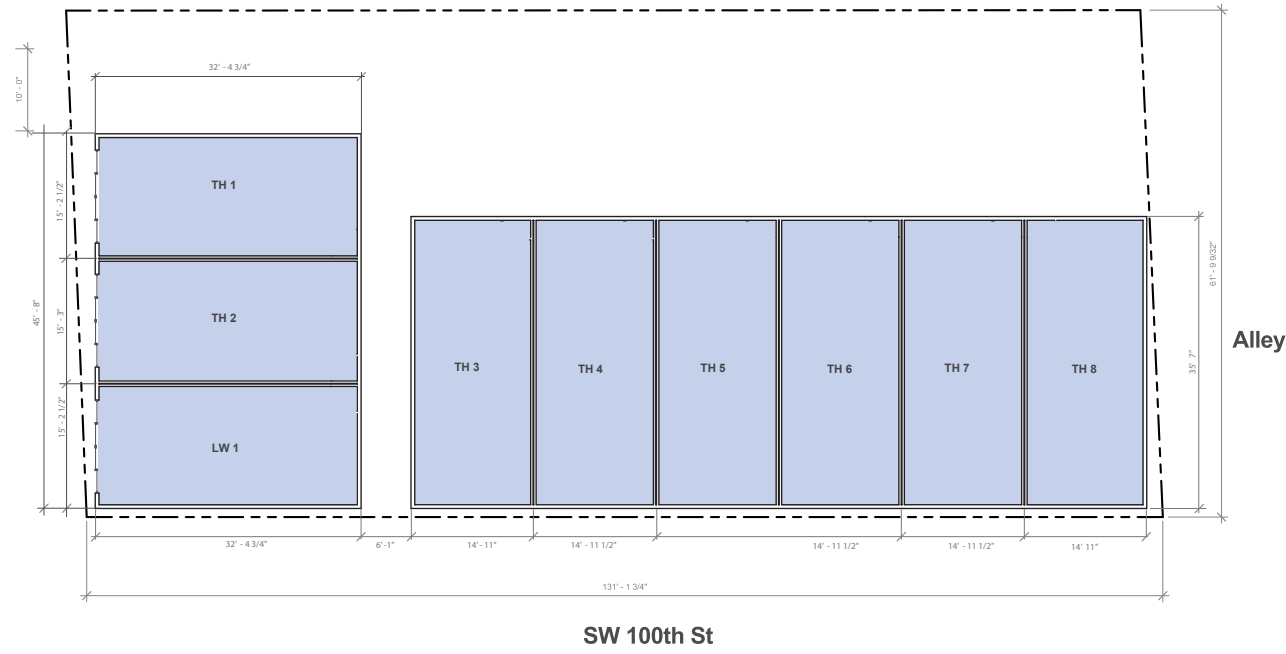




- Courtyard, Green Space
- Parking, Support
- Live-Work
- Residential



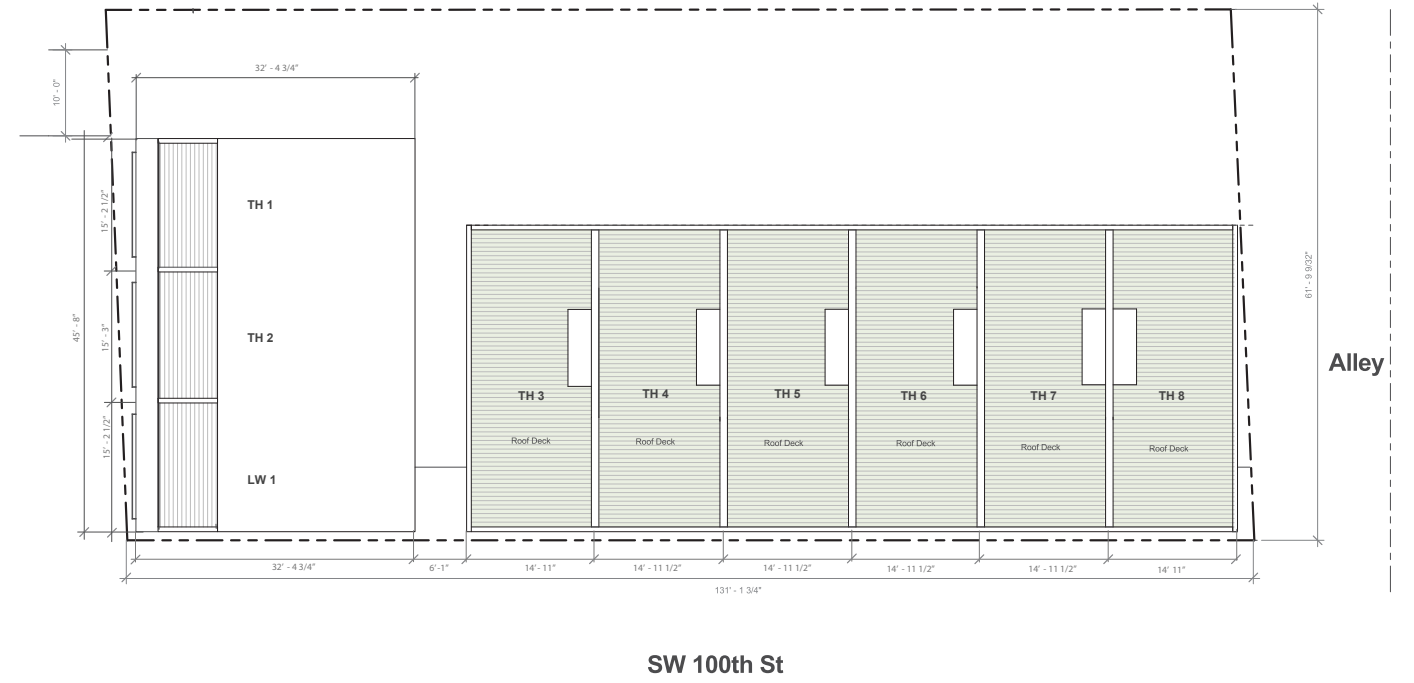
California Ave SW



EDG Scheme 3: Level 2 Plan



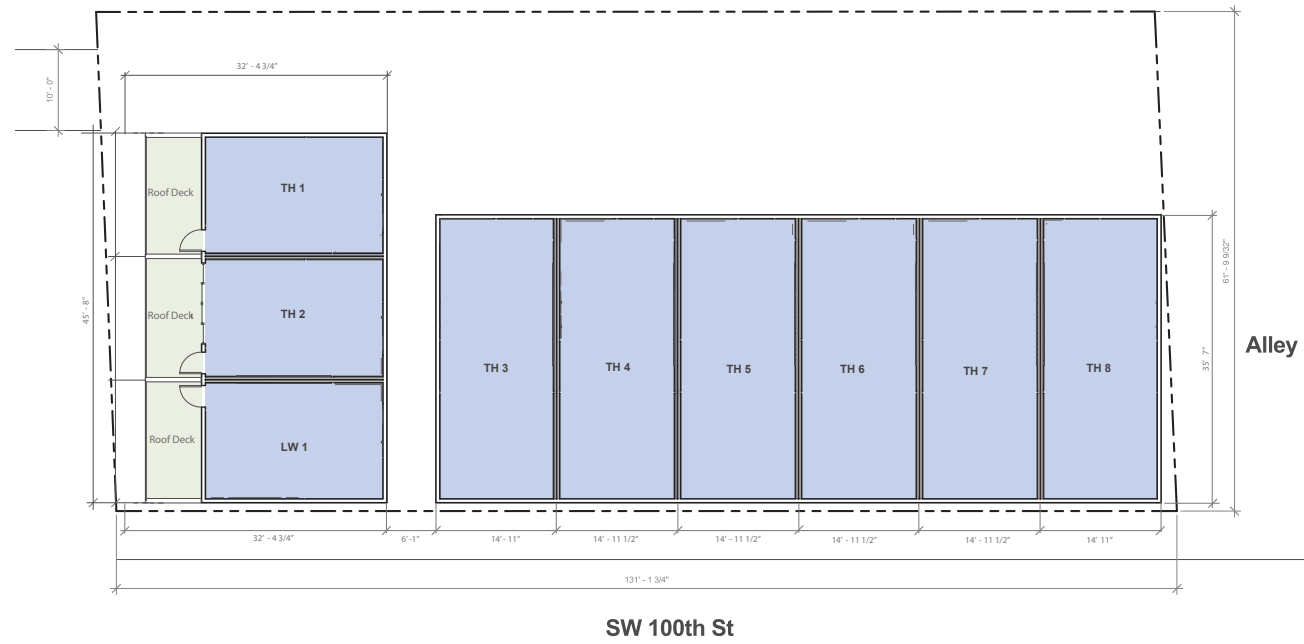
California Ave SW



EDG Scheme 3: Roof Deck Plan







California Ave SW



EDG Scheme 3: Level 3 Plan

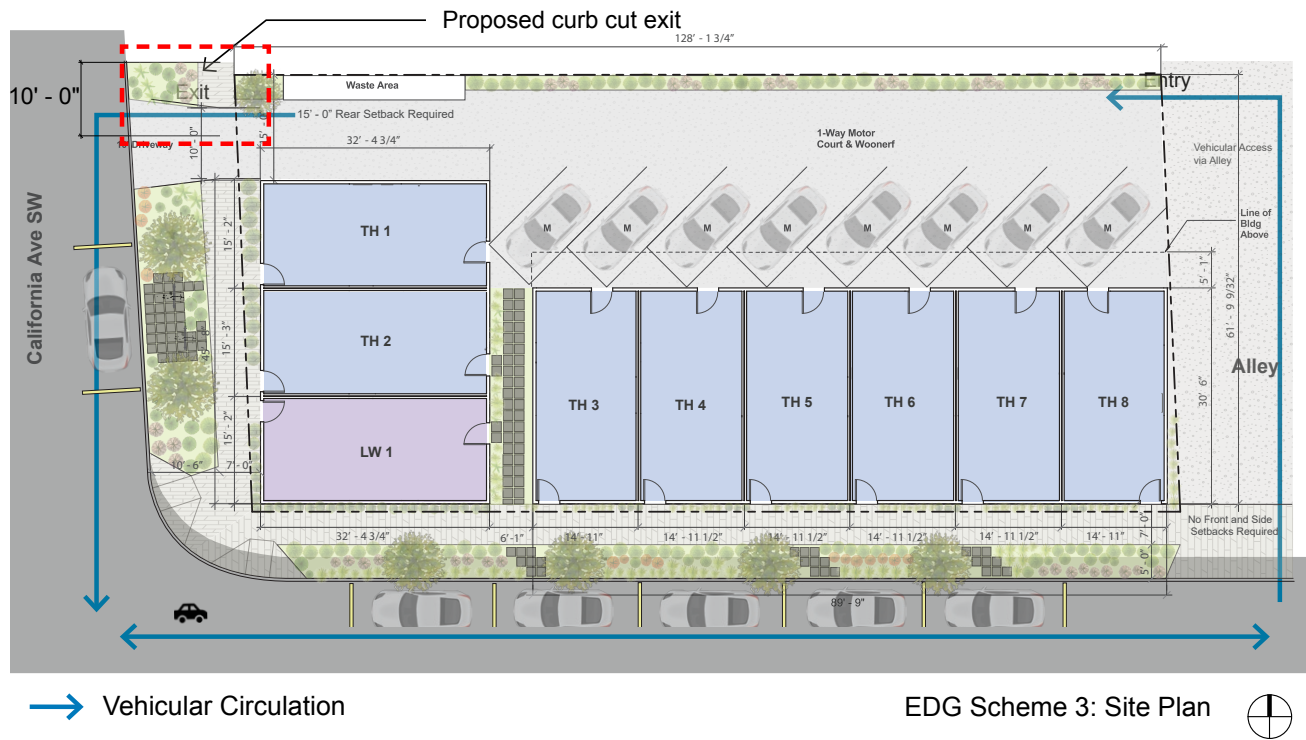


-  Courtyard, Green Space
-  Parking, Support
-  Live-Work
-  Residential



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.	<b>SMC 23.47A.032.A21:</b> 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. This supports 8 parking stalls for the project.
2	Departure requested for units with residential uses that occupy more than 20% of the street-level street-facing facade.	<b>SMC 23.47A.005.C1:</b> Residential uses at street level in all NC and C zones may occupy no more than 20 percent of the street-level street-facing facade	In respect to the site's surrounding residential context, the project is proposing eight townhouse units and one live-work unit. This reduces the amount of proposed commercial activity. This also eliminates commercial design standards which require extra height.
3	Departure requested for the floors of the dwelling units along California Ave SW and SW 100th St at less than required minimum of 4 feet above/below sidewalk grade.	<b>SMC 23.47A.008.D2:</b> The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.	To keep the residential character of the surrounding context, the street-level floors of the units are placed at less than required minimum of 4 feet above/below sidewalk grade for both California Ave SW and SW 100th St. This allows for a reduced height for the project. If now allowed, a viable townhouse configuration cannot be achieved.
4	Departure requested to allow reduced floor to floor height for L-W unit to match TH heights at L1.	<b>SMC 23.47A.008.B4:</b> Height provisions for new structures or new additions to existing structures. Non-residential uses at street-level shall have a floor to floor height of at least 13 feet.	This allows for a reduced ceiling height at the L-W L1, allowing the unit with reduced overall height.



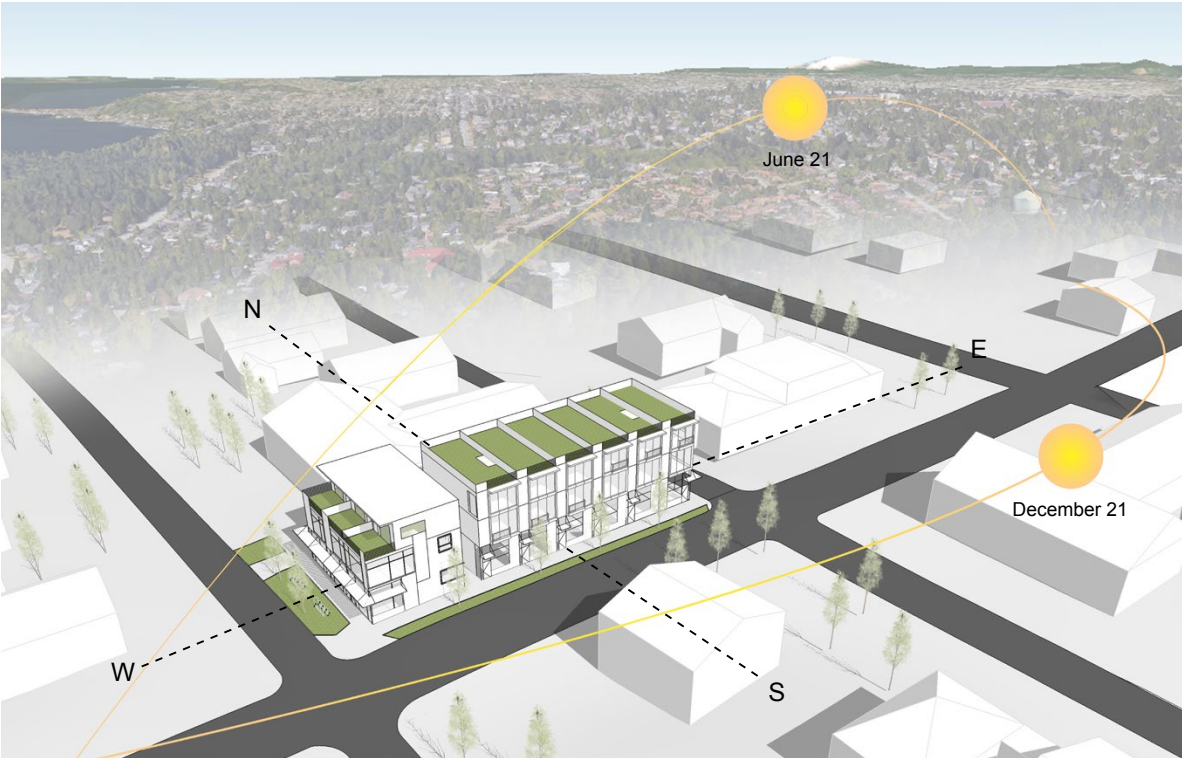
With the curb cut exit on California Ave SW, 8 parking stalls are provided in the motor court & woonerf.

According to SDOT, this new curb alignment will not eliminate parking. SDOT cannot guarantee future curbside parking, but for now and near future SDOT does not see any reason to restrict curb side parking on this site.

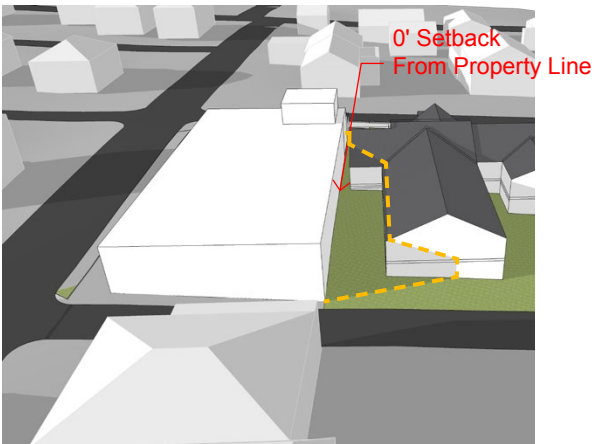


Scheme 3: In Arbor Heights Context

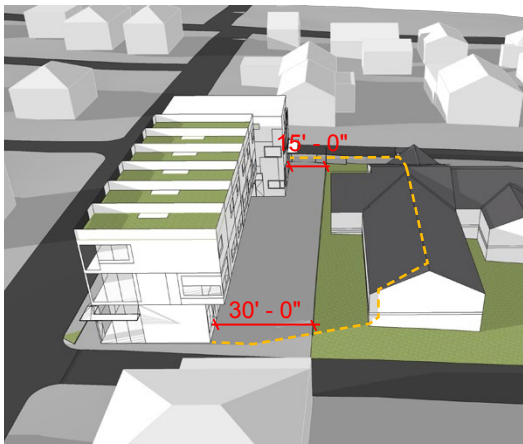
By breaking down the massing into two, there is more chance for natural ventilation between the units. 30' - 0" setback to North gives ample space for natural ventilation and daylights between the proposed massing and the adjacent structure as shown below.



Solar Orientation Diagram

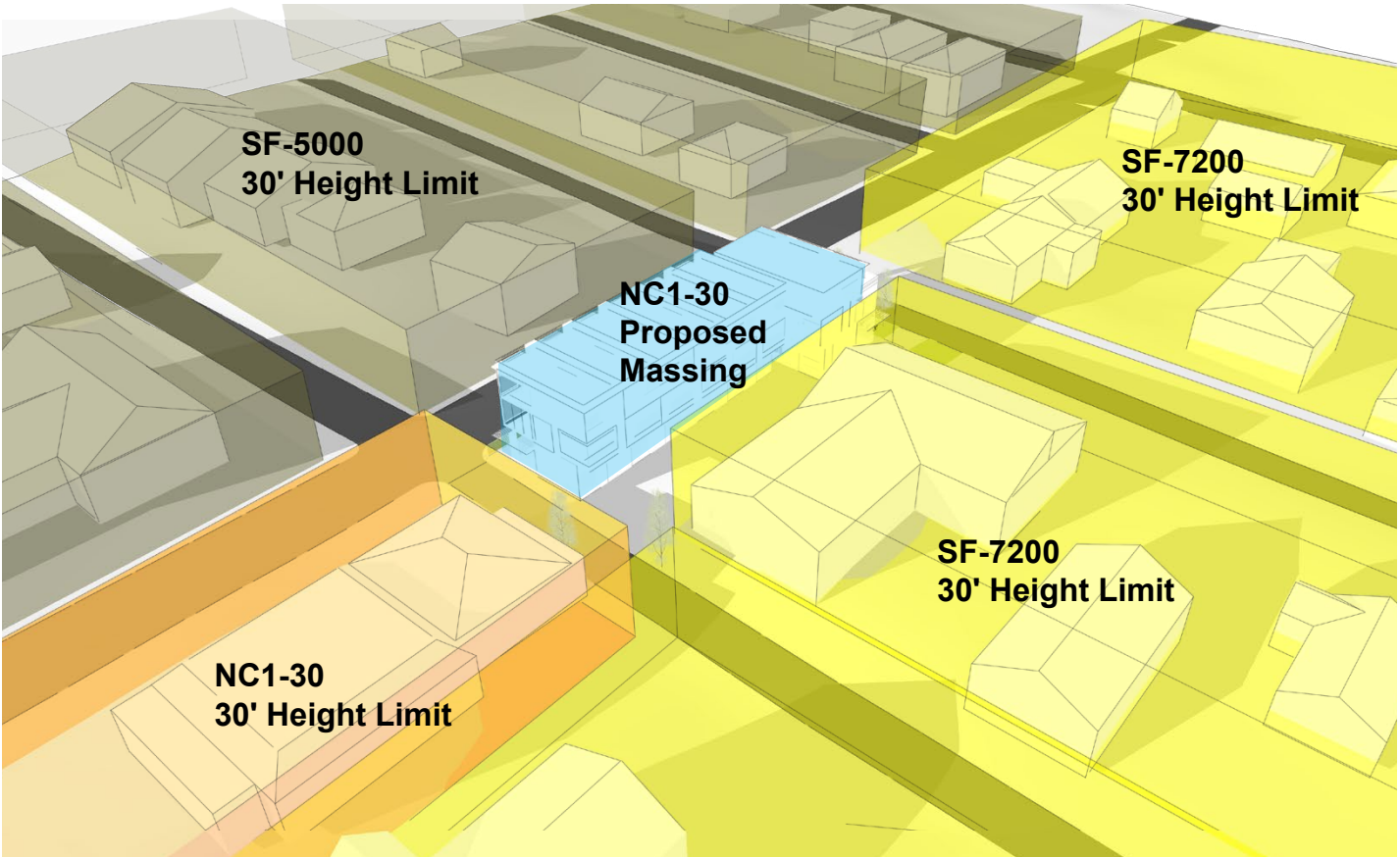
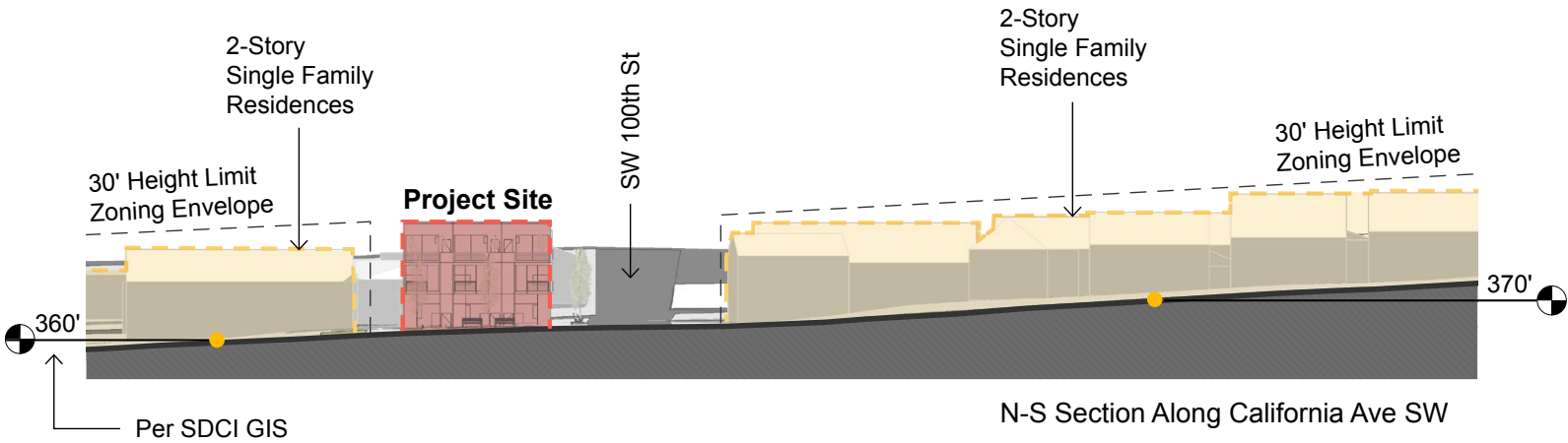


Existing Structure- June 21st, 12pm



Proposed Massing - June 21st, 12pm

As shown below, all three zones surrounding the site have 30' - 0" height limit. With elevating slope towards South and pitched roofs of surrounding residential houses, the massing will fit well with existing context and future context.



Massing with Current Zoning

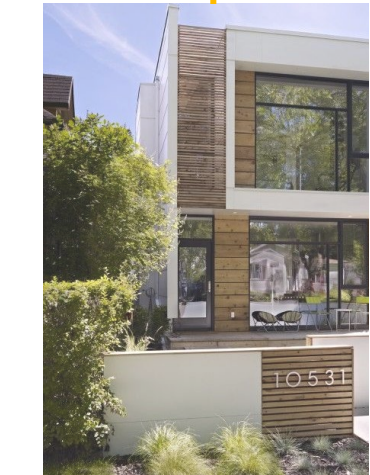


Scheme 3: Street Level



Vibrant  
Lively  
Active Streetscape

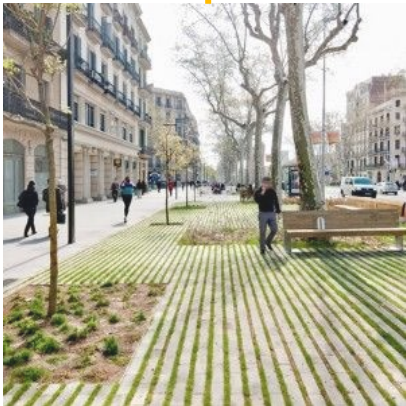
Facade Modulation  
Warming Up Street Walls



Large Windows and Wood Panels



Wood Panels to Warm up Facade



Wide Planting Strip



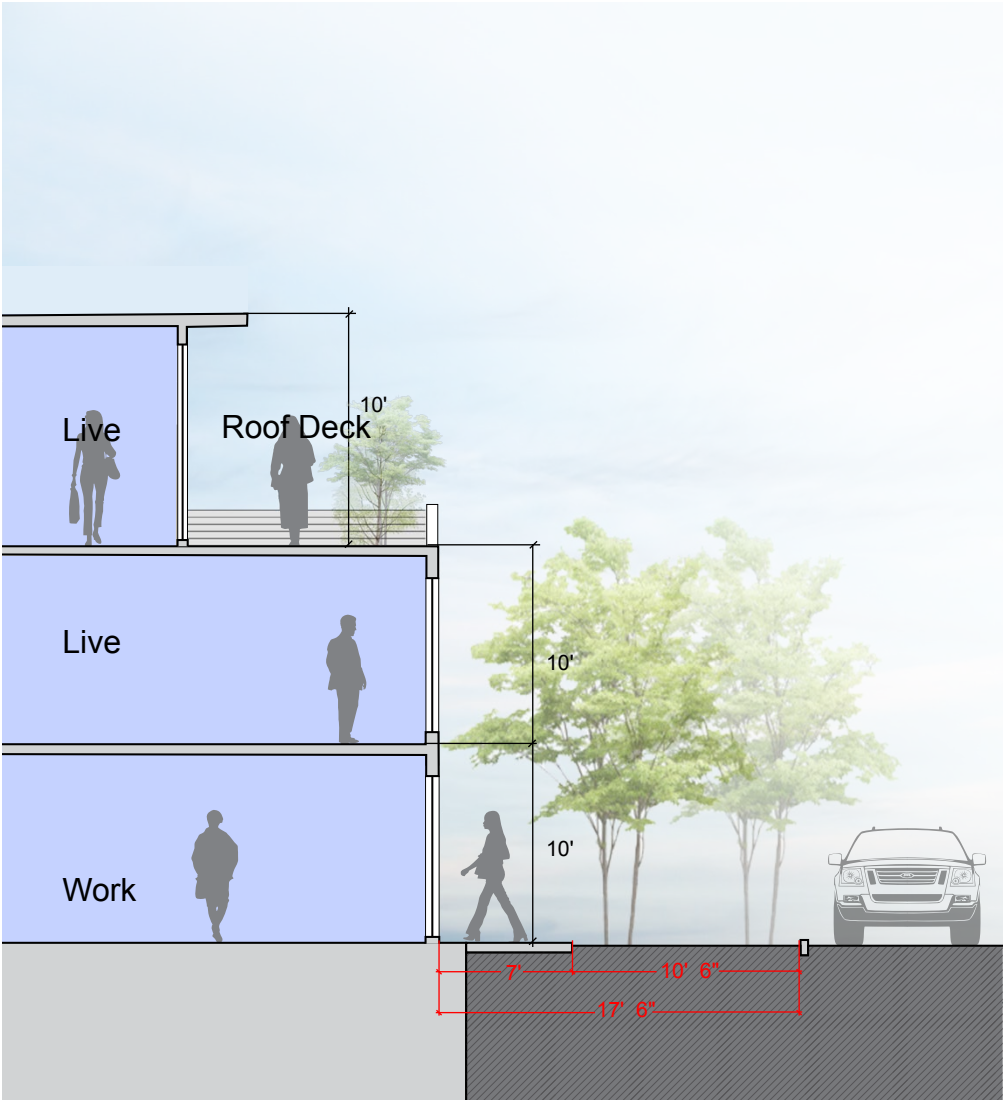
Wood Awning Warming up Storefront



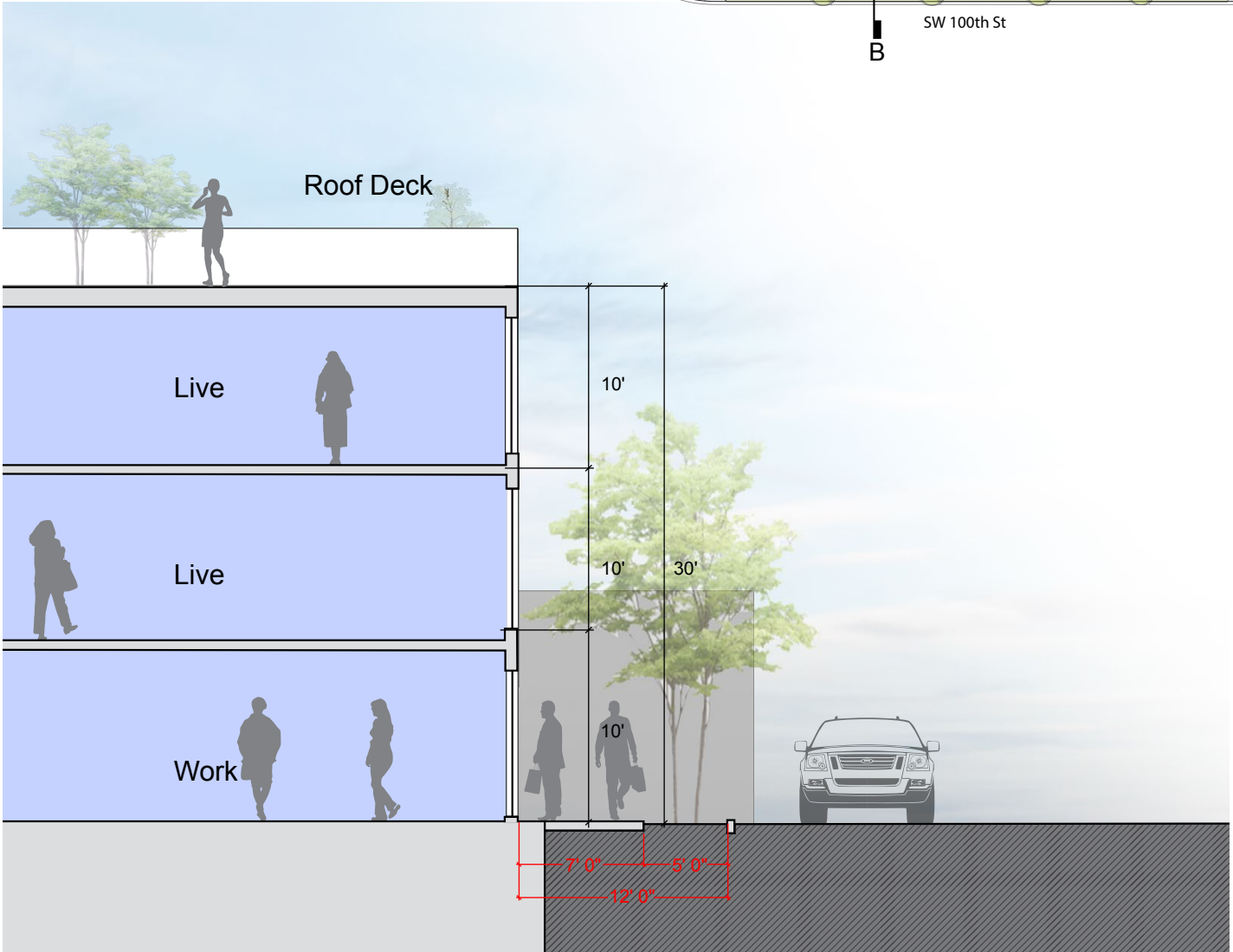
Vibrant and Lively Streetscape



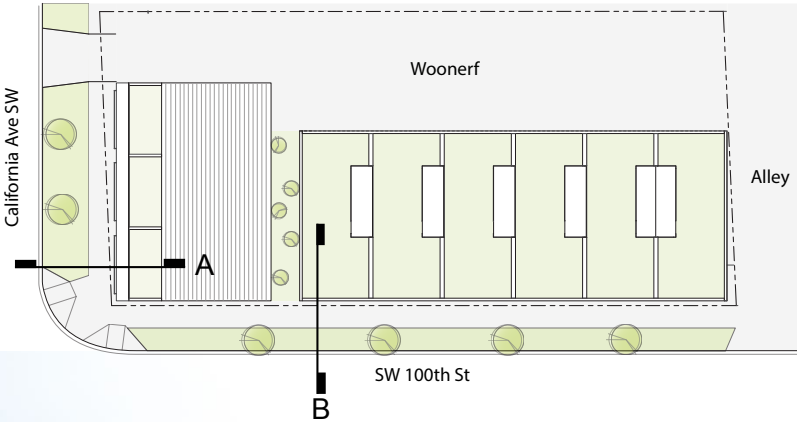
# Scheme 3: Street Sections



Street Section A  
Along California Ave SW



Street Section B  
Along SW 100th St



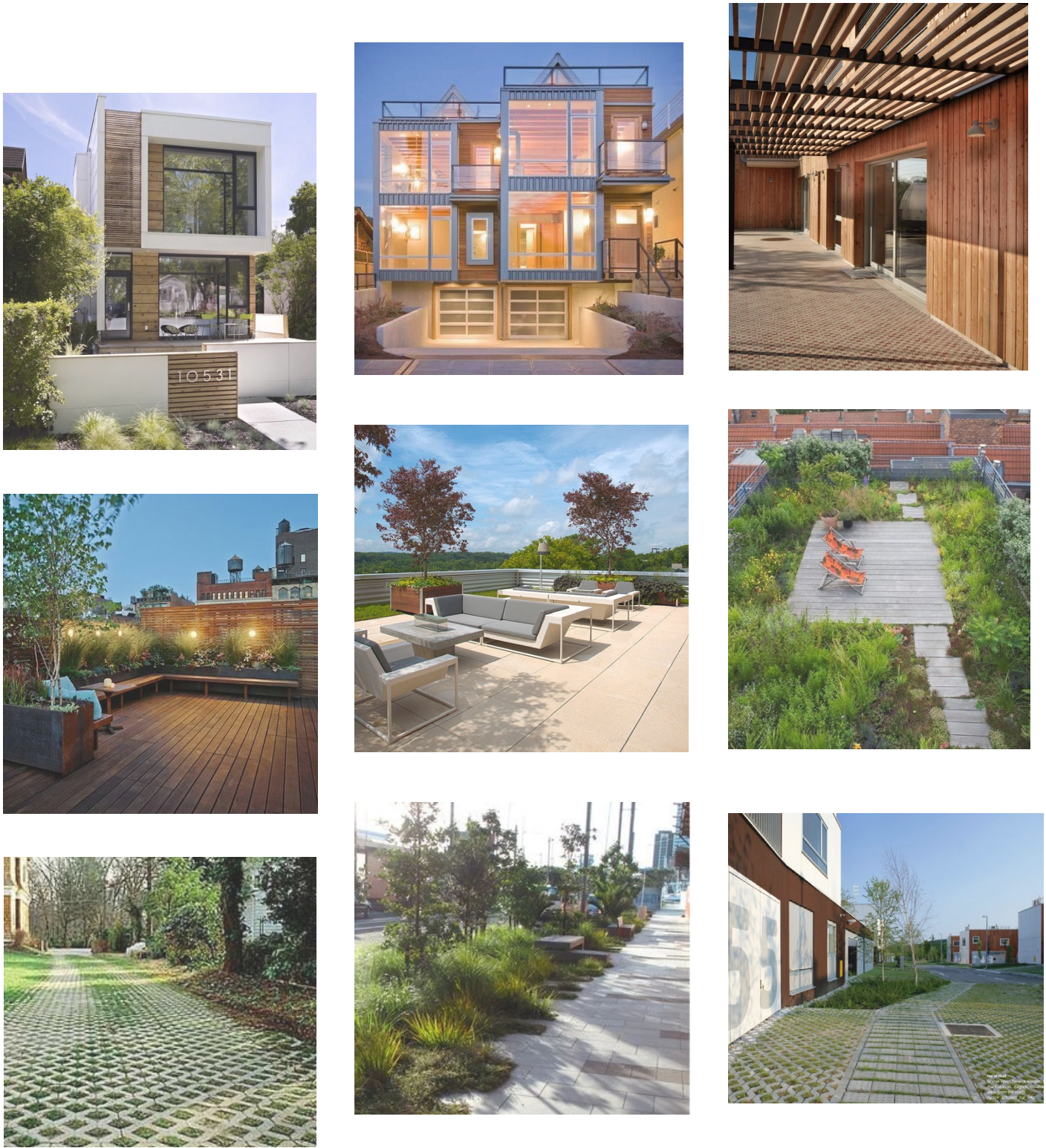


Scheme 3: Proposed Materials

- 1 LIGHT GRAY FIBERCEMENT
- 2 GRAY FIBERCEMENT
- 3 DARK GRAY FIBERCEMENT PANEL
- 4 WHITE FIBERCEMENT PANEL
- 5 COMPOSITE PANEL
- 6 FIBER/VINYL WINDOW



Conceptual Perspective





Existing Shadow Study

9:00 am

12:00 pm

3:00 pm

March 21

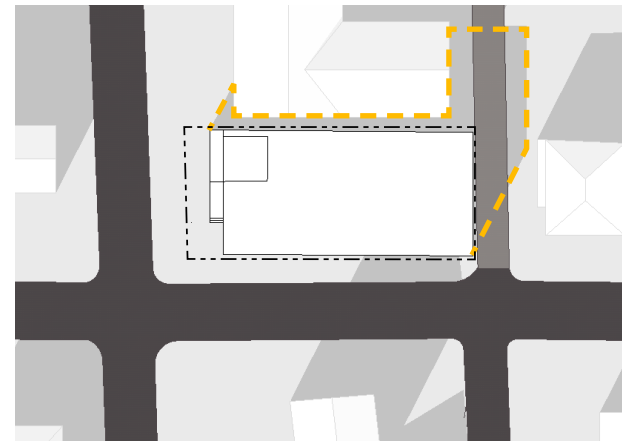
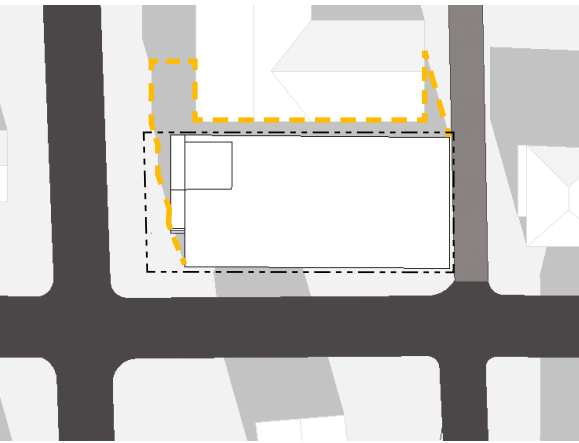
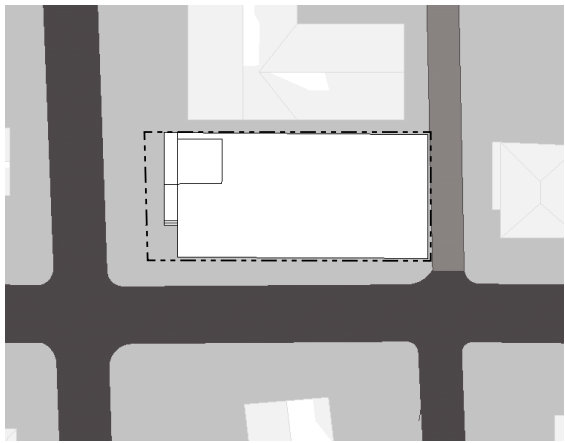
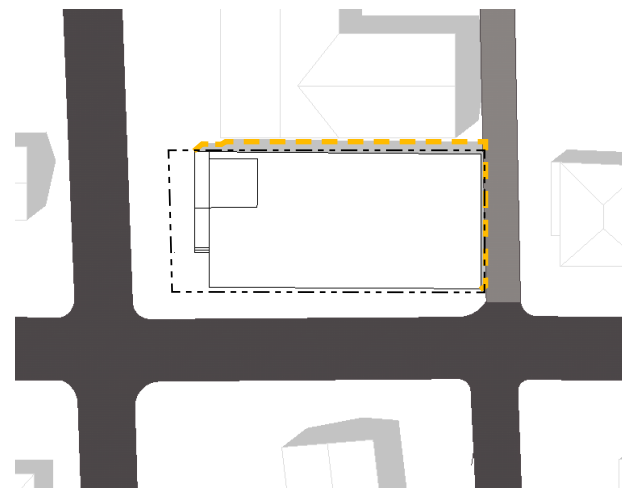
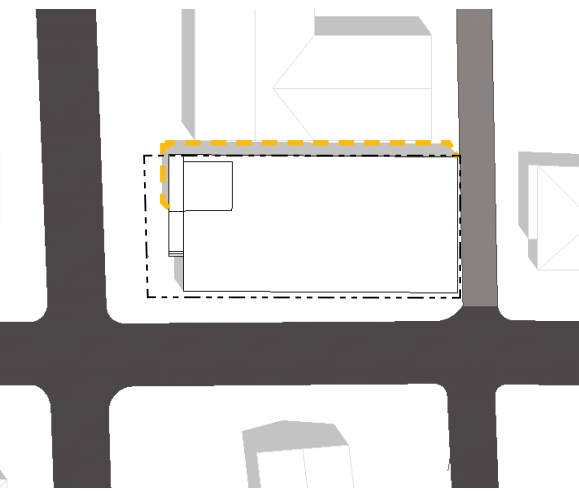
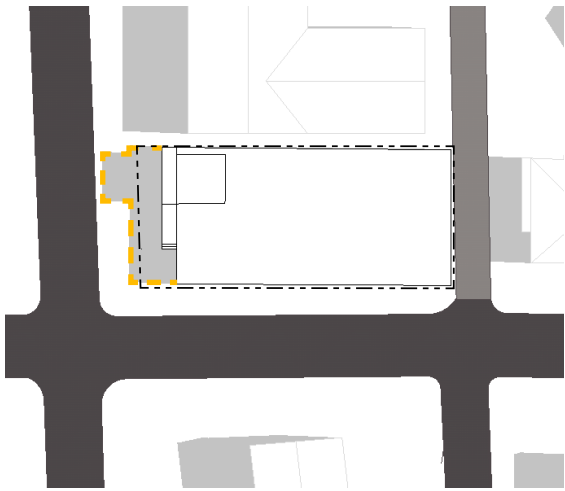
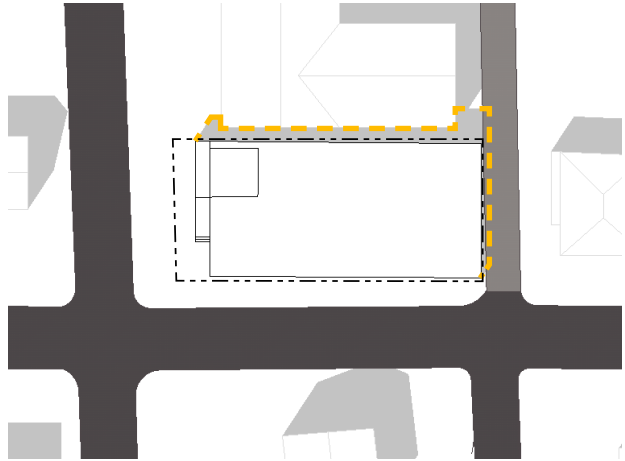
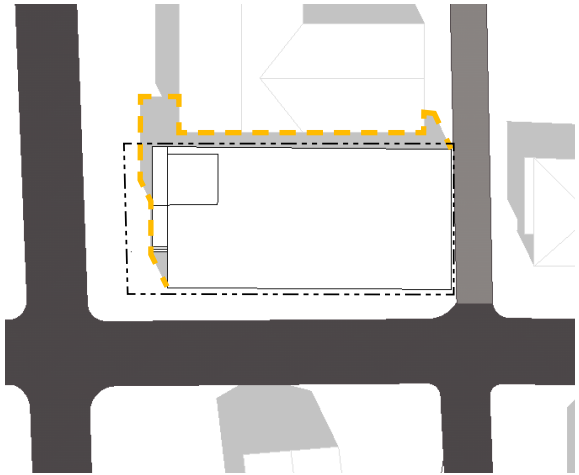
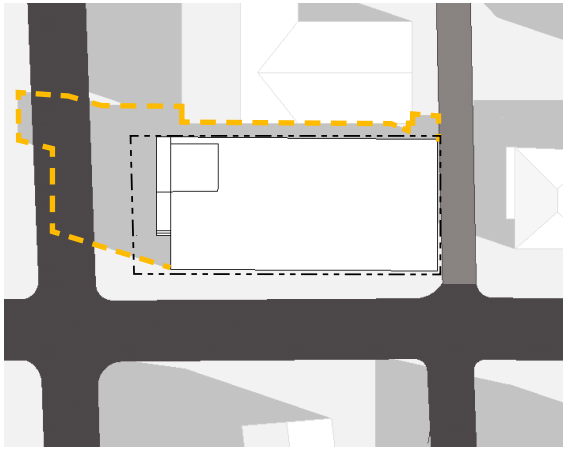
(Vernal/ Autumnal Equinox)

June 21

(Summer Solstice)

December 21

(Winter Solstice)



Lemons Architecture PLLC

**Arbor Heights**  
4220 SW 100th Street  
#3025192

**Existing Shadow Study**  
Second Early Design Guidance Proposal

Page 48

2017.04.20



9:00 am

12:00 pm

3:00 pm

March 21

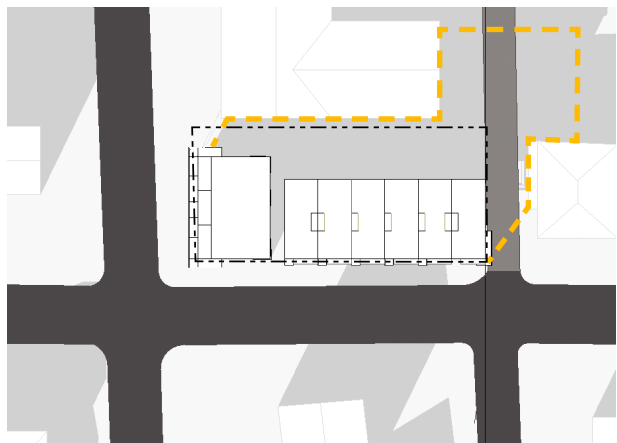
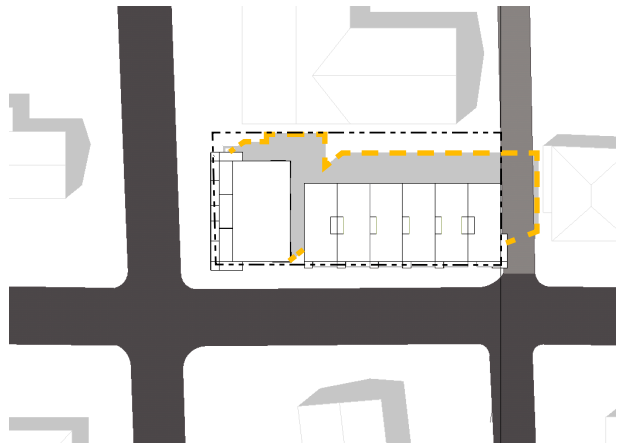
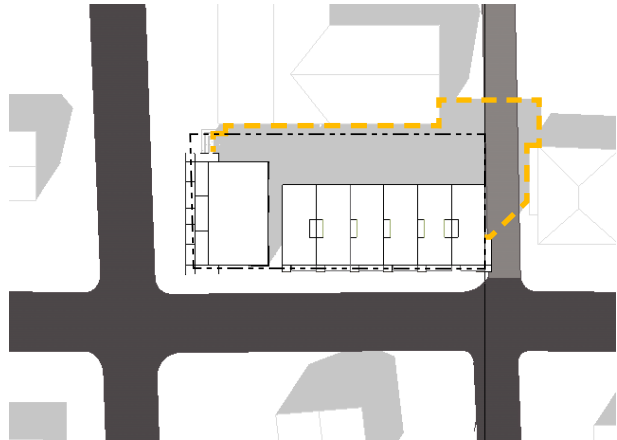
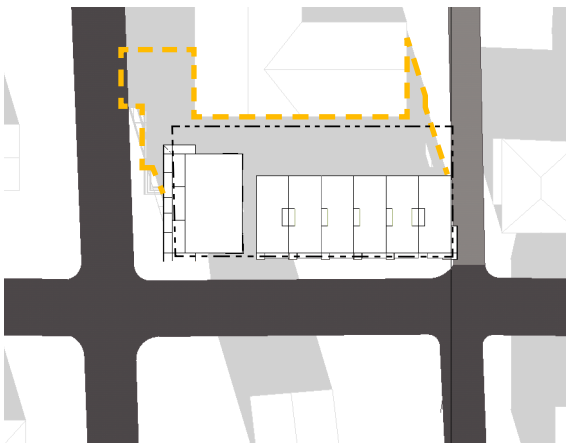
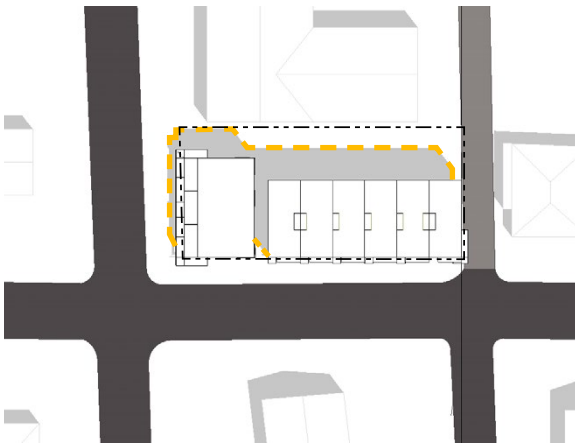
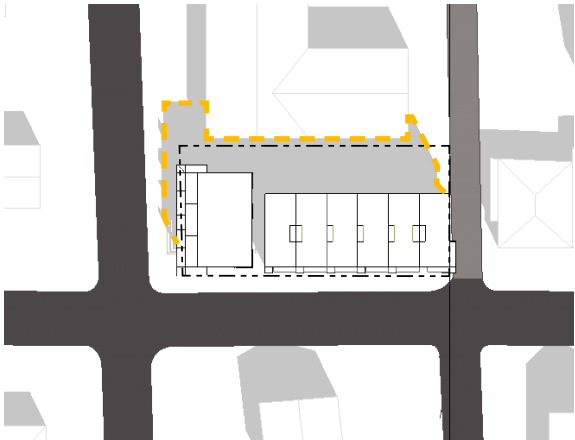
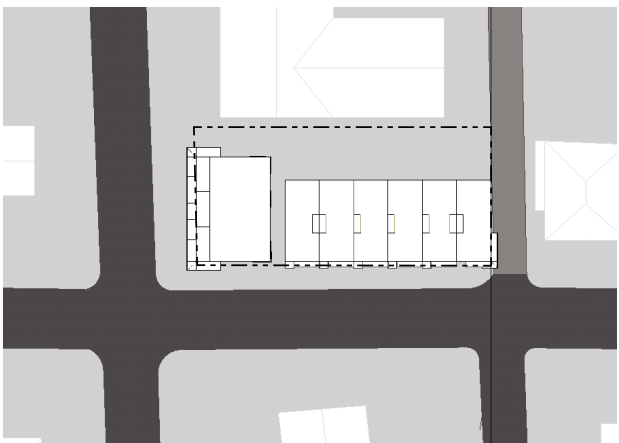
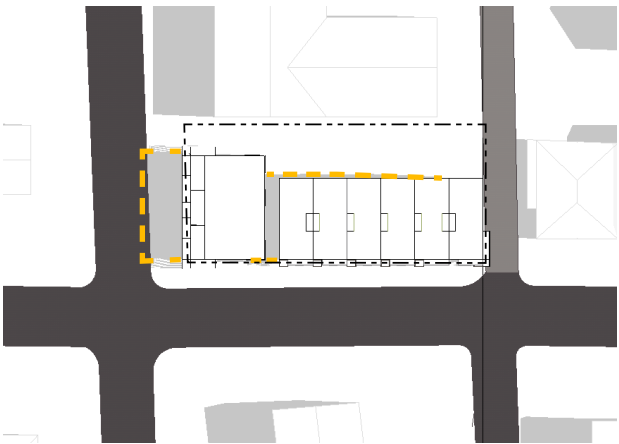
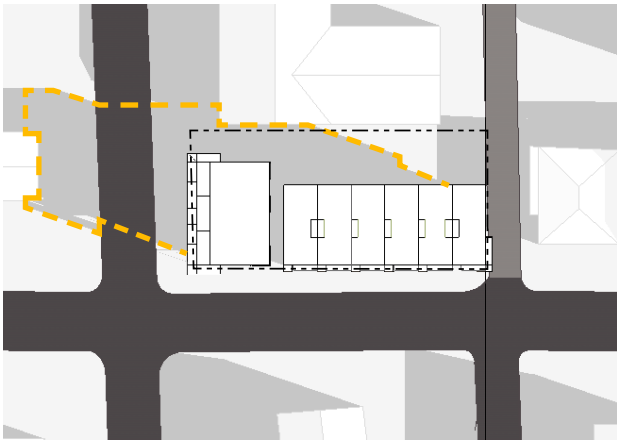
(Vernal/ Autumnal Equinox)

June 21

(Summer Solstice)

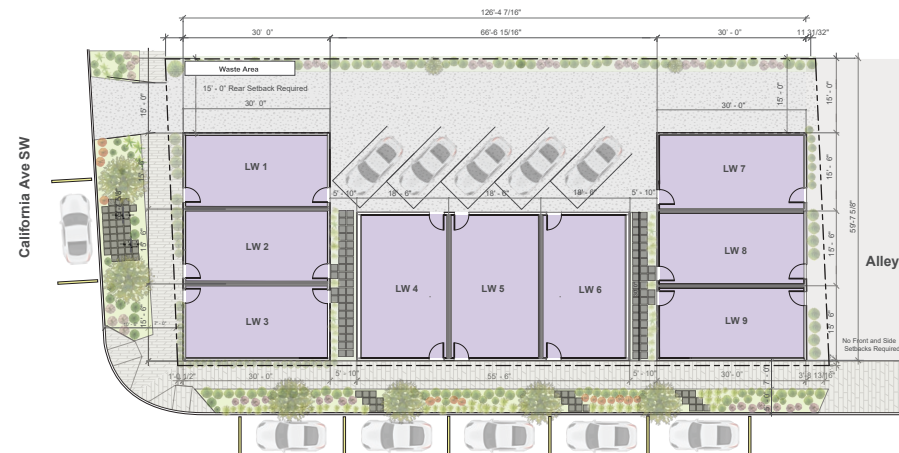
December 21

(Winter Solstice)





## Scheme 1



### 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

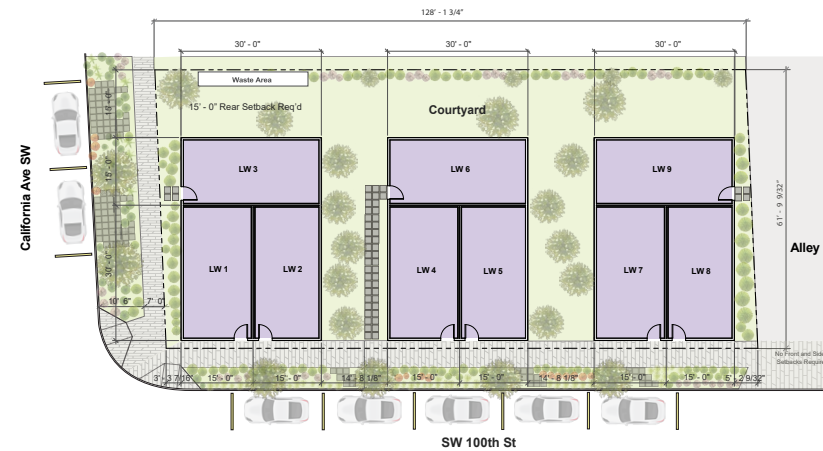
### Negatives:

1. Little Facade Variation
2. East Building units receive little direct light during the day
3. Retail façade has little engagement with public
4. No setbacks from main pedestrian sidewalk
5. Three units are front on an alley
6. Limited parking provided

### Departures requested

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

## Scheme 2



### Positives:

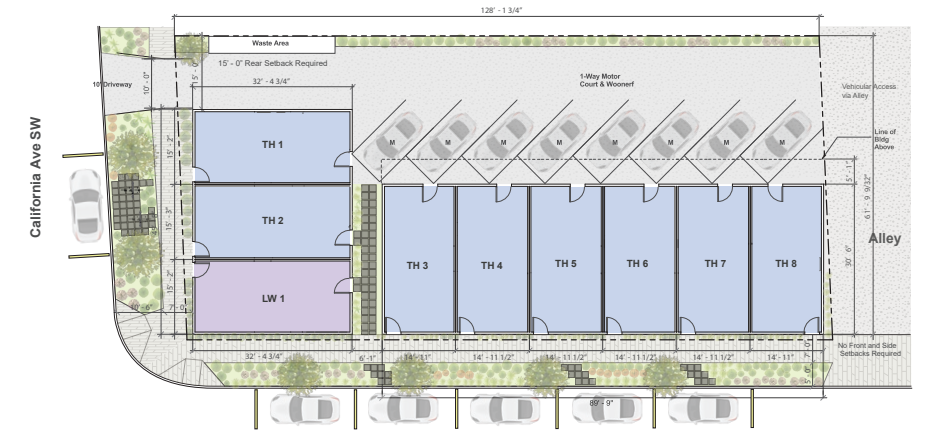
1. Large courtyard to North for outdoor activities
2. Two wide corridors between massings for improved access to light and air
3. Large roof decks for residents

### Negatives:

1. Little façade variation
2. No parking stalls provided
3. Roof decks are private access only
4. Minimal daylight for units facing North
5. Large amount of glazing on ground level feels too commercial for the site
6. No parking means proposed alley improvements (paving and drainage are no longer required for this project.)

### No Departures Requested

## Scheme 3: Preferred



### Positives:

1. Form allows for daylighting on all facades
2. Two different levels of private roof decks
3. Corridor separates two massings and provides access to parking
4. Parking screened from street view
5. Large amounts of glazing at the street front facilitates interaction
6. Warm natural materials enhance the neighborhood
7. Parking is accessed off the alley
8. Provides the most parking of all 3 options

### 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
2. Residential uses are occupying more than 20% of the street-level street-facing facade
3. The floors of the dwelling units along California Ave SW and SW 100th St at less than required minimum of 4 feet above/below sidewalk grade
4. Reduced floor to floor height for commercial use/ live-work