

# LOWE ENTERPRISES - HIGH POINT

3420 SW Graham Street

Project #3008796

Early Design Guidance II





# Index

Project Summary & <b>Process Context</b> .....	3
<b>Site Analysis</b> .....	4
<b>What We Heard</b> (from the last EDG meeting) .....	5
<b>DRB Comments from 8/14/2008 EDG</b> .....	6-8
<b>SHA Comments from 8/14/2008 EDG</b> .....	9
<b>Alternate Designs - Options 1 &amp; 2</b> .....	10-13
<b>Preferred Design - Option 3</b> .....	14-15
<b>Alternate for Preferred Design - Option 3a</b> .....	16-17
<b>Detail Plans at Street Level -- Options 3 and 3a</b> .....	18-19
<b>Curb Cuts Diagram</b> .....	20
<b>Streetscape Scale, Height Diagrams</b> .....	21

Appendix I: **Site Analysis** / Photos from Previous EDG

Appendix II: **SHA "Competition" Boards**

Appendix III: Image Research

# Project Summary

## Existing Site

The site is located at 3420 SW Graham St., on the northeast corner of the intersection of 35 Avenue SW and SW Graham Street. The site is approximately 165,000 sf and is currently vacant, most recently used as construction staging for the High Point Redevelopment Project. The perimeter of the site is nearly level, with a slight hill at the center rising approximately 8'. The site is barren, except for a small number of isolated existing trees. A gas station was located at the intersection but has been removed.

The site is zoned NC 2-40, with no overlay designations. There are no Neighborhood Specific Guidelines for this location.

## Neighboring Development

The site is bordered by L-2 to the north, L-4 to the east, a combination of NC 2-40, L-1 and L-4 to the south, and NC 2-40 and SF 5000 to the west. To the north is the recently completed High Point Clinic and Public Library with associated surface parking, as well as a multi-family housing development. To the east is a Senior Housing apartment building, as well as some smaller scale multi-family structures. To the south is an auto-repair shop and a variety of housing types. To the west are single family homes and small scale retail. The site is located at a prominent corner at one of the entry points to the new High Point Development. The overall siting pattern of the new High Point Development is the development of housing around pocket parks. The development pattern along 35th Ave SW is a series of small scale commercial structures with associated parking. The site will have views over the surrounding development in a variety of directions: to the west will be views of Puget Sound, to the northeast will be views of Elliot Bay and downtown, and to the southeast are potential views of Mt. Rainier.

The proposed development is planned to be a mixed-use structure with neighborhood commercial uses along 35th Ave SW, and a variety of residential units. The height will be approximately 44' high at the center of the site, stepping down at the perimeter of the site. There will be up to 245 units located in three structures. The commercial street front will contain approximately 7,000 sf for retail uses and an additional 7,000 sf as either live/work or retail, fronting on 35 Ave SW and wrapping the corner onto SW Graham St. Parking will depend on the final unit count and market conditions, but approximately 275-295 stalls are planned.

## Context -- Process

We understand that there was a perception at the previous Early Design Guidance meeting that design work beyond that required for EDG submittal had already been performed by the applicant. This perception is true, to a limited extent.

This project has been through some early conceptual design as necessary for the purchase and development of the property. Several years ago, a very experienced developer worked four years to find a grocery anchor for this site. This developer was unsuccessful generating interest. In 2007, Lowe Enterprises entered a competition with over a dozen national and local developers, to develop the site under conditions outlined by the site owner, Seattle Housing Authority (SHA). Those conditions were described in a document entitled "Vision", issued by the SHA. It defined their development goals for the property, provided some design guidelines and illustrated one acceptable development scenario.

After several reviews, the SHA selected Lowe Enterprises based upon its innovative design approach, its project team, its overall experience in the design of successful master-planned communities and their proposal's compatibility with the goals, quality and design direction established at High Point. That response is included as Appendix II, at the end of this packet. Those four pages represent the extent of the design work performed on this site by this applicant to date. Lowe Enterprises is currently under contract with SHA to purchase the property in full (via a Purchase and Sale Agreement.)

The prior design work performed is simply part of another, previously-required process. We explain this so that the DRB may better understand the context of this particular application.

Mithun is pleased to be involved in this significant next step in the growth and maturation of the High Point community. We are both proud and delighted by the responses received thus far for our team's design and master planning work at High Point, including AIA Honor Awards and a ULI Global Award for Excellence. This project continues that commitment to excellence, and will exceed established sustainability guidelines for both buildings and site development.

## Vicinity Map



## Project Team

### owner / applicant

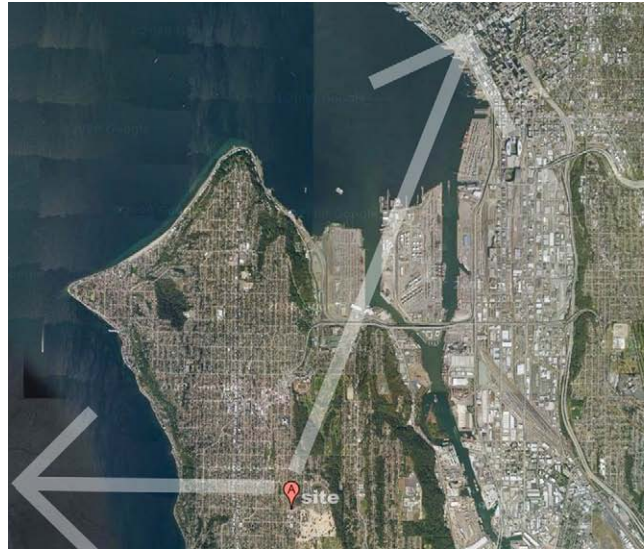
Lowe Enterprises  
Contact: Miles Huber  
2020 Main St # 1150  
Irvine, CA 92614  
(949) 724.1515

### architect

Mithun  
Contact: Andrew Hoyer  
1201 Alaskan Way, Suite 200  
Seattle, WA 98101  
(206) 623.3344  
email: andrewh@mithun.com



Site Analysis



view of corner looking east up SW Graham St.



It seemed that five dominant points emerged from the first EDG meeting. Those items were :

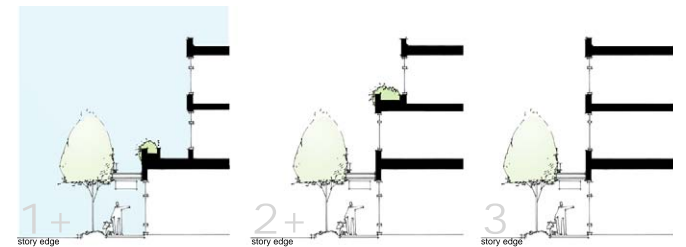
**the idea of “plaza” and the degree to which the project “holds the corner”**

The Board favored holding the corner, and expressed concerns about a plaza’s effectiveness. We’ve down-sized the open space at the corner in one scheme, and removed it entirely in another in response to those comments.



**the scale and character of the 35th Ave. SW street/sidewalk edge**

The Board does not believe that the building edge along 35th Avenue SW should step back immediately above the retail story, but should represent a more “urban” 2 or 3-story street wall. We’ve developed options, that work with any scheme, to show the more urban bulk suggested by the Board.



**curb cuts and locations**

In response to the Board’s comments, we have reduced our number of auto access points from three to two. Retail-intensive mixed-use proposals have failed on this site in the past. While residents of High Point and the surrounding community may walk to the site, the overall density of walking customers is much less than in other areas of the city. Our retail consultants have made it clear that success will depend upon customer access directly from 35th Ave. SW. While we have reduced the number of parking garage entries from three to two, we maintain a preference for an entrance on 35th, without which we will not be able to attract most major tenants.



**pedestrian connections to the library and the clinic**

In addition to the sidewalks, pedestrian connections from the shared library clinic parking lot and from the duplexes to the northeast of the site should be continued westward to the sidewalk along 35th Avenue SW. In all of our options, we will provide a continuous east-west path with landscaping all along the north property edge to accommodate these pedestrian connections.



**site sustainability and High Point’s tradition of resource-intelligent design**

The team understands High Point’s unique nature. The design resulting from this effort will follow established guidelines for tree preservation, sustainable site design as well as Built-Green standards for the buildings, Seattle’s Green Factor guidelines, High Point’s natural drainage and landscaping standards and community practices for walkways, connections and open spaces.





## **STAFF COMMENTS**

The applicants have received preliminary concept approval from SHA of the proposed design as reviewed under the SHA standards applicable to this site. This SHA preliminary approval is an independent re-view, separate from the City's Design Review process. Although they are separate processes, the City and SHA have worked together in order coordinate comments and concerns for the benefit of the applicant, the public and Design Review Board.

## **BOARD DELIBERATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponent, The West Seattle Design Review Board provided initial siting and design guidance for the site. Following the initial EDG meeting, The West Seattle Design Review Board identified by letter and number those siting and design guidelines found in the City of Seattle's "Design Review: Guidelines for Multifamily and Commercial Buildings" of highest priority to this project at this time. The Board also stated that all design guidelines are still a high priority as the proposal was not yet ready for Master Use Permit submission. Other design guidelines may be cited at the second meeting as result of the design response. A second EDG meeting is required.

## **PRIORITIES**

### A. Site Planning

#### A-1 Responding to Site Characteristics.

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

#### A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

#### A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

#### A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

#### A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

#### A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

#### A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Pedestrian connection with the library and medical center properties should be accommodated in the design response. The human activity of the library and clinic is on the east side of the buildings between the parking lot and the structures, the applicant should keep this in mind when developing the connection between the sites. Further pedestrian connection to 35th Ave SW should be accommodated, which would also provide pedestrian access to the 35th for the library and medical center as well as the existing development to the northwest.

Relationship of the building to the street along Graham needs to be addressed. Avoid a podium building sitting on top of a parking garage with no relationship to the street. Use of live-work is more appropriate as a transition along Graham to the residential zoning moving east.

### Staff Comments

Incorporate the bus stop into the design along 35th. **A-1 + A-5**

Highlight pedestrian entrances for residential access entrances, especially when viewed from in the courtyard and street. Entrances to the commercial entries and corner should also be highlighted and apparent with appropriate design features in order to define the use(s) served and to guide visitors to the site. **A-3**

Pedestrian-friendly retail uses and a highly transparent street front along 35th and also at the prominent corner of 35th and Graham are of the highest priority. Live-work units are an unknown regarding encouraging human activity; the developer should take this into consideration as this is the only commercial site to serve The High Point Community. **A-4**



The proponent should continue with the open space scheme as proposed, the large visible pocket park like design is a continuation of the theme that High Point has executed throughout the development. **A-7**

Vehicle access points to the site should be minimized. Three access points is too many for the site and one access point would be ideal, with two necessitating a good reason. The Board is concerned with commercial continuity relating to vehicle points and also breaking up the pedestrian experience. **A-8**

Charging the corner with bulk and multiple retail and pedestrian friendly uses is of high priority. Also providing windows or decks from residential units will help charge this space to get the vibrancy needed for the corner. Design concepts were requested by the Board for this corner, possibly using a central feature such as a sculpture. Parking access should be far away from the corner. The Green Lake development (7900 E Green Lake Dr N) was discussed as reference design to mimic.

Staff Comment

A suggestion for the design of this corner is to provide a rounded expression to reflect the street layout and the unique property line moving from 35th to Graham. A rounded expression may provide a great contrast with the hard lines of the buildings and better define the corner. **A-10**

B-1 Height, Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones

The board had trepidations about massing of the structure along 35th and felt that the proponents may have gone too far to suppress the development along 35th and a more substantial street front may be appropriate. Distance across 35th may mitigate H+B+S due to its large width. This ties in heavily with massing of the corner. Staff comment: This guideline was not cited by the Board, but DPD feels it is necessary because of the 25' residential zones abutting the site. The Board was pleased with the provided setbacks on the east and north property lines abutting the less intensive zones. The applicants should continue the setbacks shown, massing along 35th notwithstanding. **B-1**

C. Architectural Elements and Materials

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural context.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

C-4 Exterior Finish Materials.

Building exteriors should be constructed of durable and maintainable materials. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The Board wants the other two schemes developed in a manner to the same detail as the preferred scheme. The Board felt the preferred was well detailed and articulated while the other options were not and the Board needs those details to evaluate the site as a whole. Staff comment: Research of the design comments and EDG notes held at the initial design meetings for the contract rezone and High Point Design Book regarding this site **C-2**

Specific guidance wasn't stated other than the general guideline and those statements included with other applicable and related guidelines. **C-3**

The Board did cite exterior materials as a high priority due to the gateway status of the site and its importance to the community. **C-4**

D. Pedestrian Environment

D-1 Pedestrian Open Space and Entrances

Convenient and attractive access to the buildings's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian oriented open spaces should be considered.

D-11 Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

Interaction of the open space should be at or near the street grade along Graham, be pedestrian oriented, be visually open and inviting to passersby. The fact that the design retains existing grades and one tree within the courtyard should be carried forward with the updated design. **D-1**

Avoiding commercial spaces of non-transparent retail is of high importance. **D-11**



E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

Retention of existing mature trees on site will be a primary reason for the success of the development as it should mimic what High Point has already successfully accomplished.

### **NEXT STAGE OF THE PROJECT**

The West Seattle Design Review Board will be reconvened for the 2nd EDG meeting as recommended by the Board. The applicant will seek EDG concept approval for the project in order to proceed to Master Use Permit application.

### **SUMMARY OF DEPARTURE REQUESTS**

Parking and Access Location

SMC 23.47A.032-A.1.c

Access is required to be from the street with least commercial frontage (Graham).

Allow access from the street with the most lineal commercial frontage (35th). The Board was unanimous and is willing to entertain this departure request depending on how the project better meets the design guidelines. Reevaluation will occur at the next EDG meeting.

Parking Space Size Allocation

SMC 23.54.008-B-1+2

The code requires that non-residential uses and live-work units provide a minimum of thirty-five (35) percent of the parking spaces shall be striped for small vehicles. The minimum required size for small parking spaces shall also be the maximum size. A maximum of sixty-five (65) percent of the parking spaces may be striped for small vehicles. A minimum of thirty-five (35) percent of the spaces shall be striped for large vehicles.

Allow variation in parking stall sizes, specifics to be determined. The Board was unanimous and is willing to entertain this departure request depending on how the project better meets the design guidelines. Reevaluation will occur at the next EDG meeting.

### **SUMMARY OF GUIDANCE STATEMENTS AND REQUIREMENTS**

To be completed and or provided at the next EDG meeting:

- Provide design options 1 and 2 with the same detail as the preferred design concept.
- Provide two design concepts for the corner that incorporate comments by the Board.
- Incorporate the design guidelines and statements above with the design response.
- Contact the planner in order to go over the design response and develop the 2nd EDG packet for the meeting.



Memo

To: West Seattle Design Review Board

From: Tom Phillips, High Point Redevelopment Manager

Re: Comments on the EDG meeting of August 14

Date: September 24, 2008

As described in the background information in the minutes for the August 14, 2008, EDG meeting, the subject site, 3420 SW Graham Street, is part of a large contract rezone and related subdivision approved in 2002.

This memorandum describes the position of the Seattle Housing Authority on a number of the issues or concerns expressed by the Board at the August 14, 2008, meeting.

1. A neighborhood retail center is an integral part of the sustainable High Point Plan. Many of the land use decisions for High Point were predicated on the creation of a place where residents could walk to a store. Under ideal circumstances, the retail center would have been located in the middle of the site. Based on national experience with other master planned communities, however, SHA decided to situate retail on 35 Ave SW, the main arterial, to better ensure the commercial center's long-term viability.

Despite the over 1,600 housing units that will eventually be built at High Point, the success of a retail center is not guaranteed. A previous, very experienced, developer worked for four years to find a grocery anchor for the site. This developer was unsuccessful at this task, even though federal funding was secured which would have lowered the anchor tenant's rent by 30% for seven years.

In order for the retail center to be successful, it must rely on customers walking to the site, as well as drivers stopping and getting out of their cars to shop. The existing retail uses in the 35th Ave SW and SW Morgan intersection do not promote walking, and do not "draw" customers out of their cars as they drive along 35th Ave SW. In addition, building and maintaining a strong retail center is especially challenging in a transitional neighborhood like High Point.

High Point, designed as a walkable community, makes it very easy for residents to reach the subject site on foot. This is one of the key reasons why the senior block was built close to the subject property. The High Point population alone is, however, insufficient to sustain businesses. For this reason, as well as the importance of a viable retail center for the long-term success of High Point coupled with the precarious nature of retail environment along 35th Ave SW, the Housing Authority supports creating ways to make it easy for cars to stop and park to use the stores. Providing a driveway along 35th Ave SW would, we strongly believe, contribute to the long-term success of this essential retail center.

2. Trees, and the system SHA and DPD have established. As described in the EDG minutes, there are various designations for trees that remain on the subject site. Retaining trees on the site has been a priority since the beginning of the development. Over 100 mature trees have been permanently saved on the site, and more than 2,000 new trees have been planted. SHA and DPD have worked out a tree replacement plan for the trees that have been left in place on a block while the site's development plan is being created. Because of the extensive efforts to save High Point trees, this tree replacement plan allows builders to remove trees to accommodate their development. This tree replacement plan mandates that any tree that must be removed for a building on a site must be replaced by a similar type tree of a certain prescribed minimum size.



## Alternate Design - Option 1



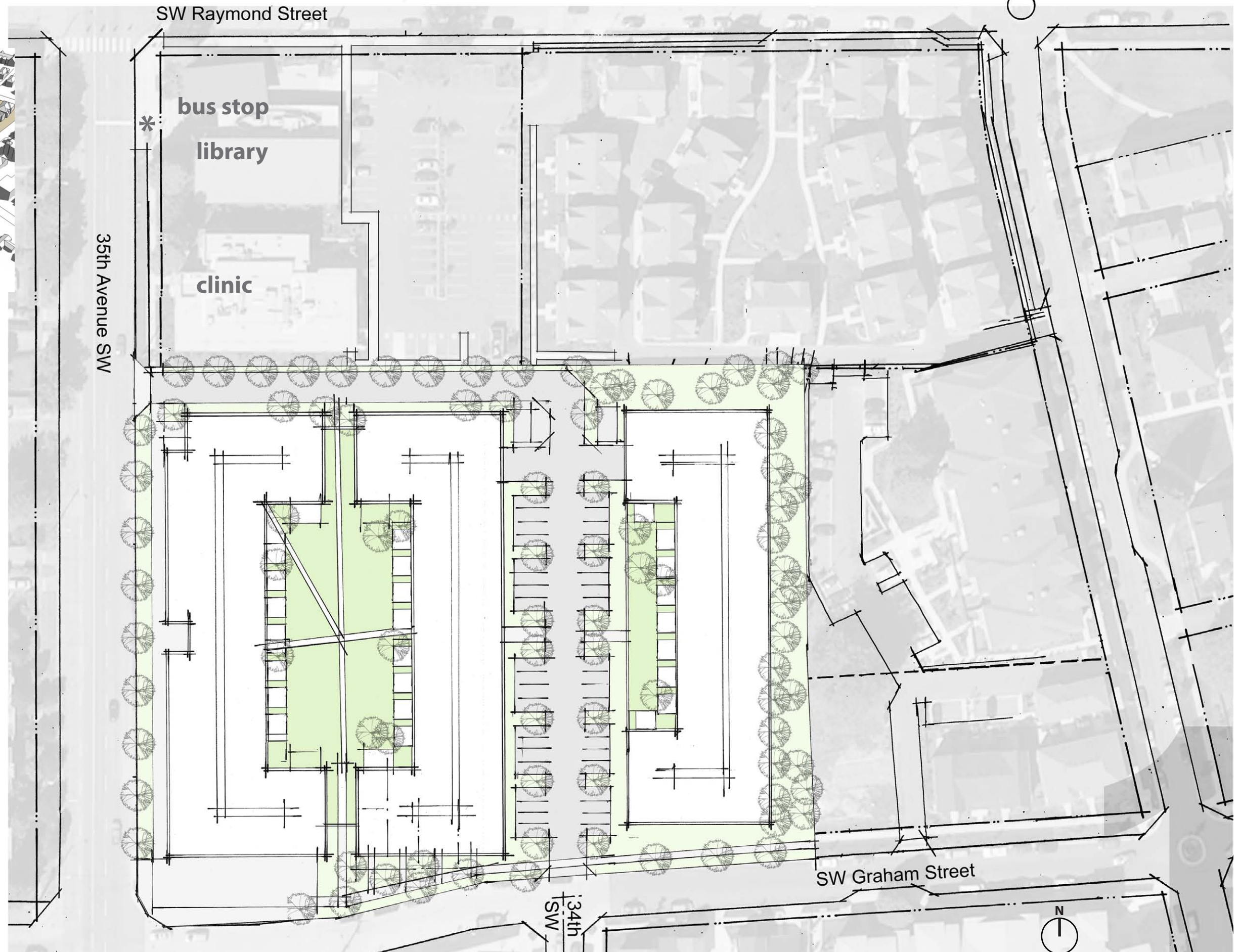
### the "Baseline" scheme

This is essentially the scheme produced for the SHA and included in the "Vision" document outlining their design goals for this site.

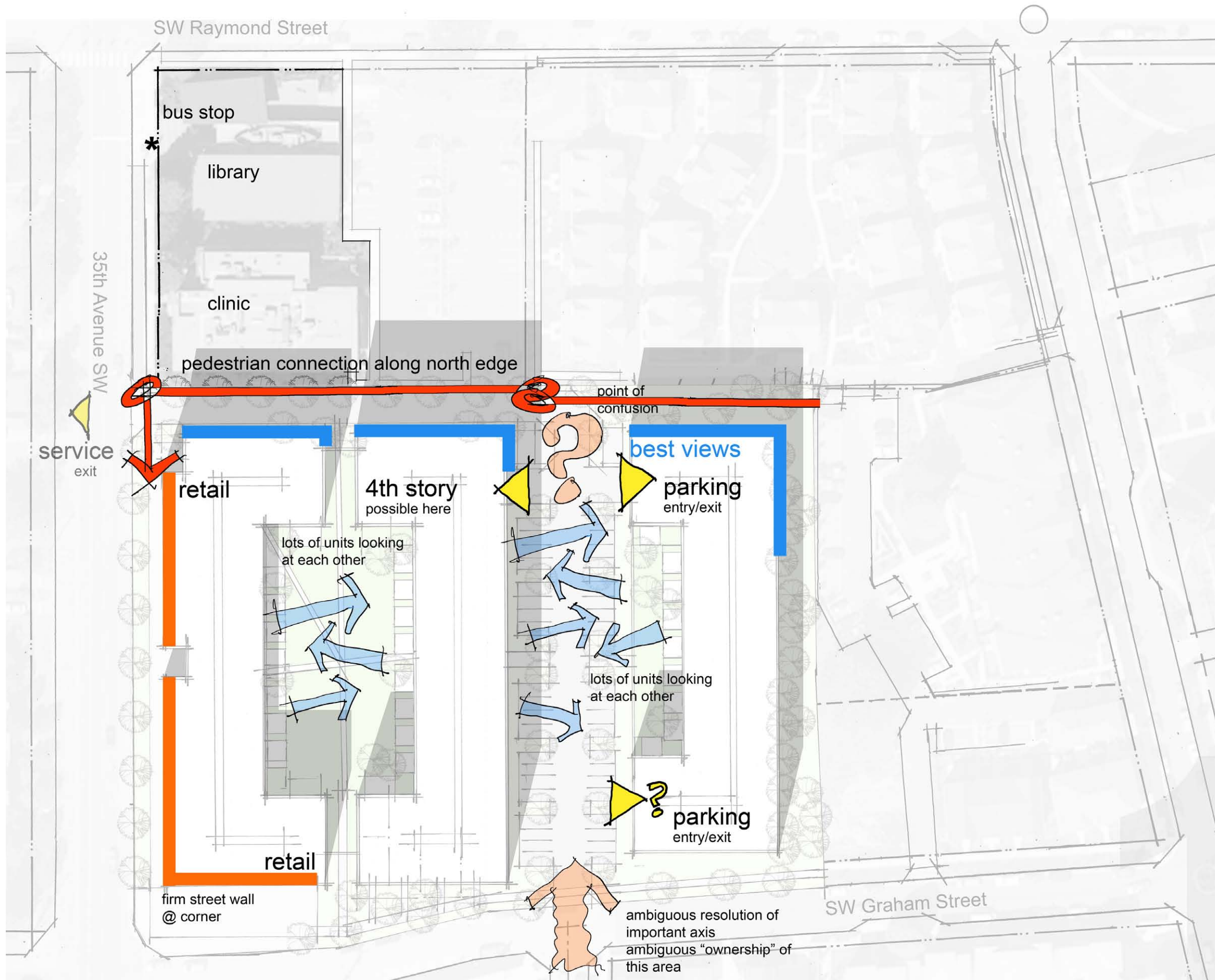
A compact podium west of the 34th Ave. SW axis allows 2 buildings, the eastern-most of which could achieve 4 stories. The western-most of these 2 buildings would contain retail, live/work or "mixed-use" at street level, with 2 stories of residential above. The 34th Ave. axis continues through the site, as fire department access and parking access. Special design treatment would be required so that it did not appear a continuation of the right-of-way, or a shortcut bypassing the Graham/35th Ave. intersection.

Another podium building east of the 34th Ave. axis completes the project.

Service egress-only would occur off 35th Avenue SW, in the northwest corner of the site.







**corner and plaza**  
The project holds the corner.

**scale along 35th SW**  
The scale along 35th, above the retail, is flexible. It may be set back from the retail, stepped back at the uppermost (3rd) story, not stepped back at all and treated as a strict street wall, or a combination of those -- respecting context differences.

**curb cuts**  
All of the commercial, residential and service access will come off the drive aligning with 34th Ave. SW. A curb cut and drive along the north property edge (also for fire department access) could permit service egress only.

**pedestrian connections**  
The pedestrian connections along the north property line are picked up by a walk running along that entire edge. Other opportunities to connect to the "street" running north of 34th Ave. SW exist, but do not bring the public along the retail frontage.

**other issues**  
View frontage oriented toward Seattle skyline views is OK, although a very high percentage of units are simply looking at each other.

Most of the outdoor (negative) space is atop the podium deck, very close to units and of marginal quality at best.

Very limited opportunities for natural drainage, especially at east half of site where project engages High Point's basin.

No opportunity for tree preservation.

While this scheme is acceptable to the seller of the property, we believe there are better options.



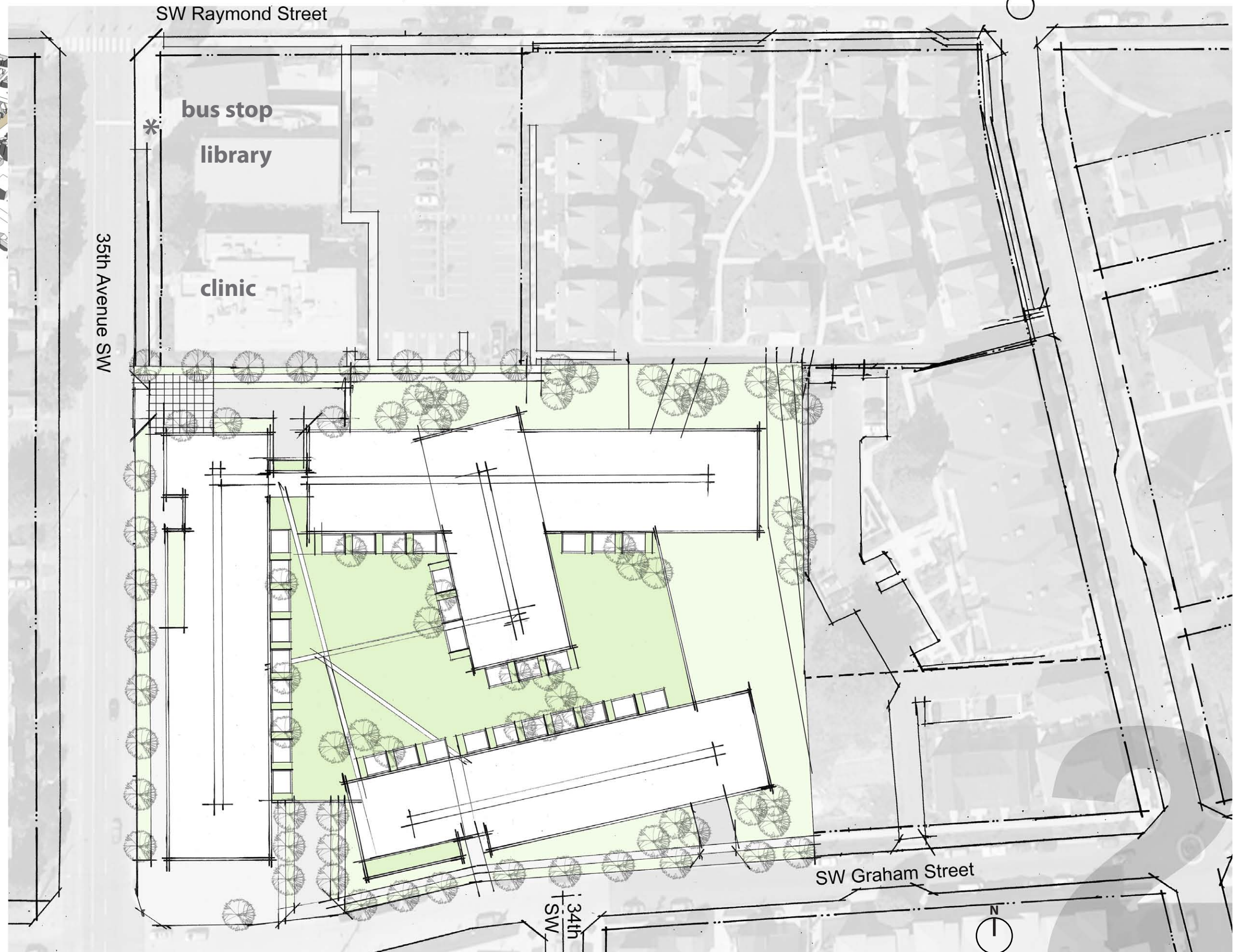
## Alternate Design - Option 2



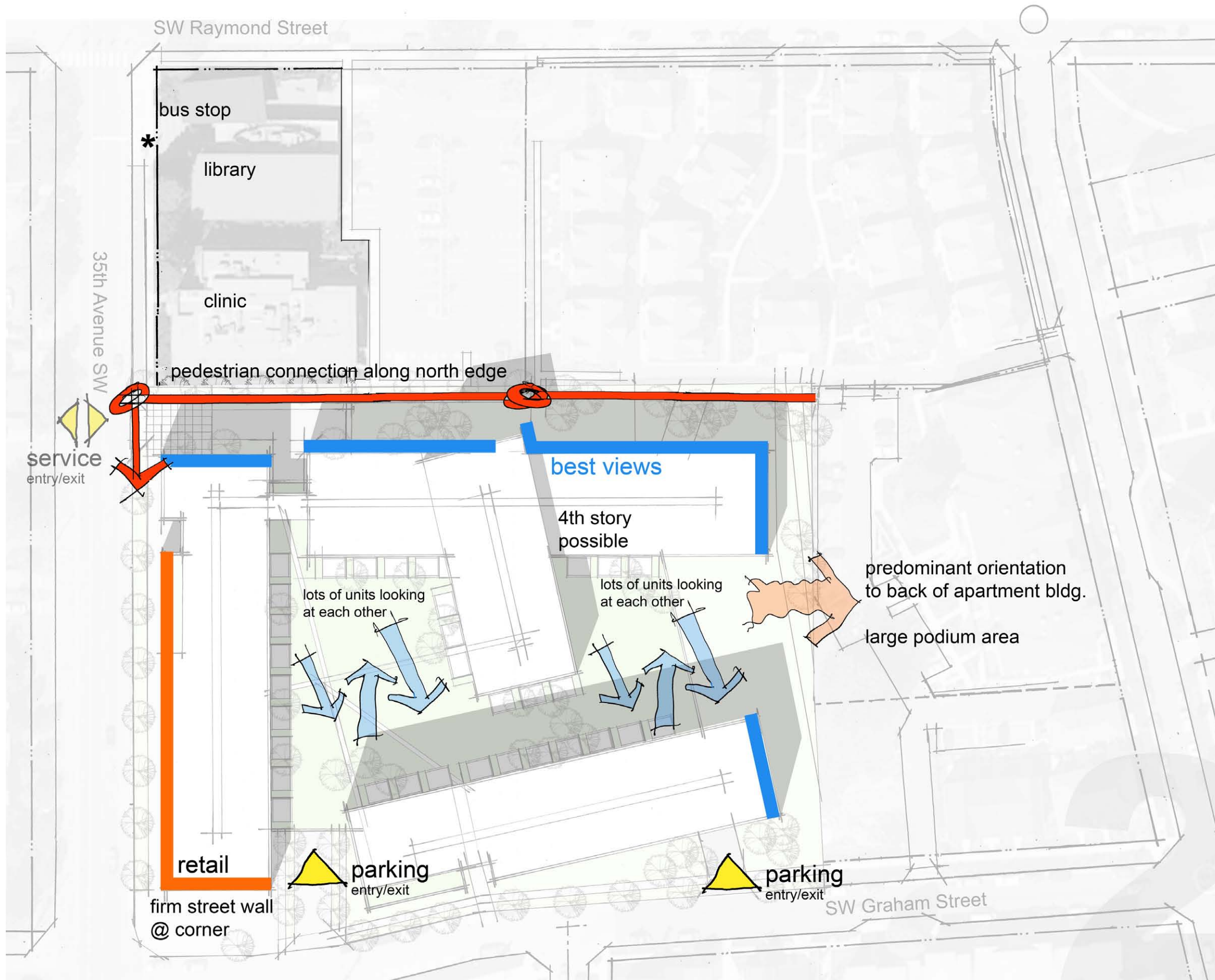
### the "Streetwall" scheme

This simple diagram above results in the parti' shown to the right -- 3-story buildings holding each property line along the west, east and south edges. The result is a large, semi-enclosed outdoor "room" over structured parking. Both street edges are held firmly -- the commercial/retail edge along 35th Ave. SW and the Graham Street edge. Due to the topography, a fourth story could only occur in a north-south oriented wing emerging from either the northern-most or southern-most of the buildings.

Retail uses would occur at street level along 35th. Parking would enter directly behind this building, and another parking access/egress would also be provided further up Graham. Service access only would occur off 35th Avenue SW, in the northwest corner of the site, adjacent to the service side of the clinic.







**corner and plaza**  
The project holds the corner.

**scale along 35th SW**  
The scale along 35th, above the retail, is flexible. It may be set back from the retail, stepped back at the uppermost (3rd) story, not stepped back at all and treated as a strict street wall, or a combination of those -- respecting context differences.

**curb cuts**  
A curb cut about 90 feet east of 35th, on Graham, accommodates the retail, guest and some residential traffic. The bulk of the residential access and egress will come off the drive further to the east. Service access occurs off 35th, in the NW corner of the site.

**pedestrian connections**  
The pedestrian connections along the north property line are picked up by a walk running along that entire edge.

**other issues**  
View frontage oriented toward Seattle skyline views is excellent, although a very high percentage of the units are still looking at each other.

Very "strict" parti' may trigger requests for excessive architectural mitigation of scale and bulk.

The project is very inward-focused, and quality of the outdoor (negative) space is less than optimal. Strict "street" walls along all edges don't acknowledge contextual differences. Outdoor space opens to the east, toward the back of an apartment building, and is largely shaded.

Smaller four-story portion requires additional stairs and an awkward core location.

Very limited opportunities for natural drainage, especially at east half of site where project engages High Point's basin.

No opportunity for tree preservation.



## Preferred Design - Option 3

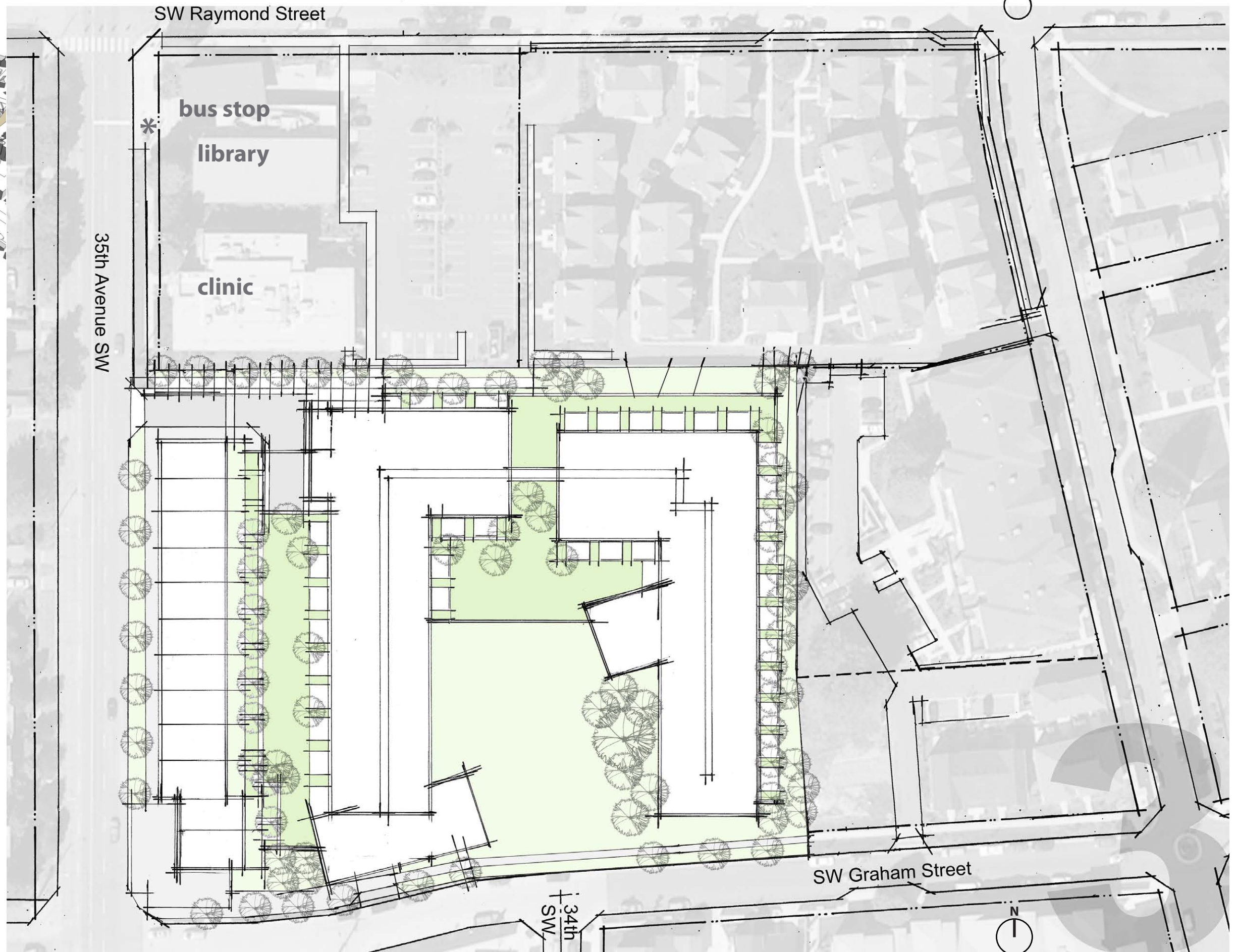


### the "Park" scheme

This scheme proposes to layer the L-shaped four-story building mass behind a row of townhouses-over-retail along 35th Avenue SW. Another L-shaped three-story residential building along the east property edge completes the project.

The two L-shaped masses create a large-south-facing open space, most of which is not on top of a podium. This open space forms a park-like terminus to the 34th Avenue SW axis, creates desirable views for residents, permits lower-impact drainage strategies, allows for the preservation of a significant and beautiful tree, and acknowledges the High Point pattern of small, localized pocket parks. The smaller ends of buildings face toward SW Graham Street, appropriate to the grain, scale and texture of that residential street.

Access is proposed at only two locations -- off 35th Avenue SW in the northwest corner of the site -- for service, residential access and for retail parking, and a resident and retail access/egress point along Graham, further up than shown on Option 2.







**corner and plaza**

The project softly turns the corner creating a modest gateway gesture along 35th Ave. SW. If strongly desired, a more rigid corner may be provided, similar to the other schemes.

**scale along 35th SW**

The scale along 35th, above the retail, is flexible. It may be set back from the retail, stepped back at the uppermost (3rd) story, not stepped back at all and treated as a strict street wall, or a combination of those -- respecting context differences.

**curb cuts**

This option requires the fewest curb cuts necessary to work well. Retail access is provided directly off 35th Ave SW, in the northwest corner of the site adjacent to the service side of the clinic. A curb cut on Graham about 150' east of the corner accommodates the remainder of the retail, guest and residential traffic.

**pedestrian connections**

The pedestrian connections along the north property line are picked up by a walk running along that entire edge.

**other issues**

View frontage oriented toward Seattle skyline views is very good, the percentage of units facing each other is comparatively small, and many units face onto the open space "park".

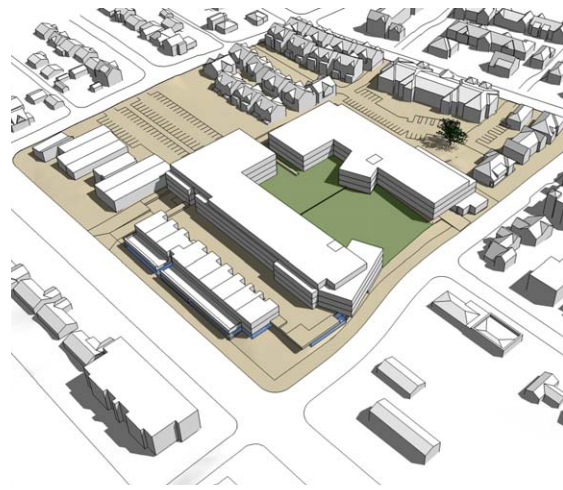
The quality of the outdoor (negative) space is excellent -- with all primary open spaces open to the south and the sun. Open space not over podium provides lowest impact, and permits natural drainage -- particularly for east half of site.

An existing large tree is proposed to be preserved within the open space area.

We prefer this scheme, as it creates the best outdoor space, relates to the axis, edges and urban fabric, mitigates its bulk through layering, provides the most variety in residential types and offers the best access and opportunity for the retail.



## Preferred Design - Option 3a

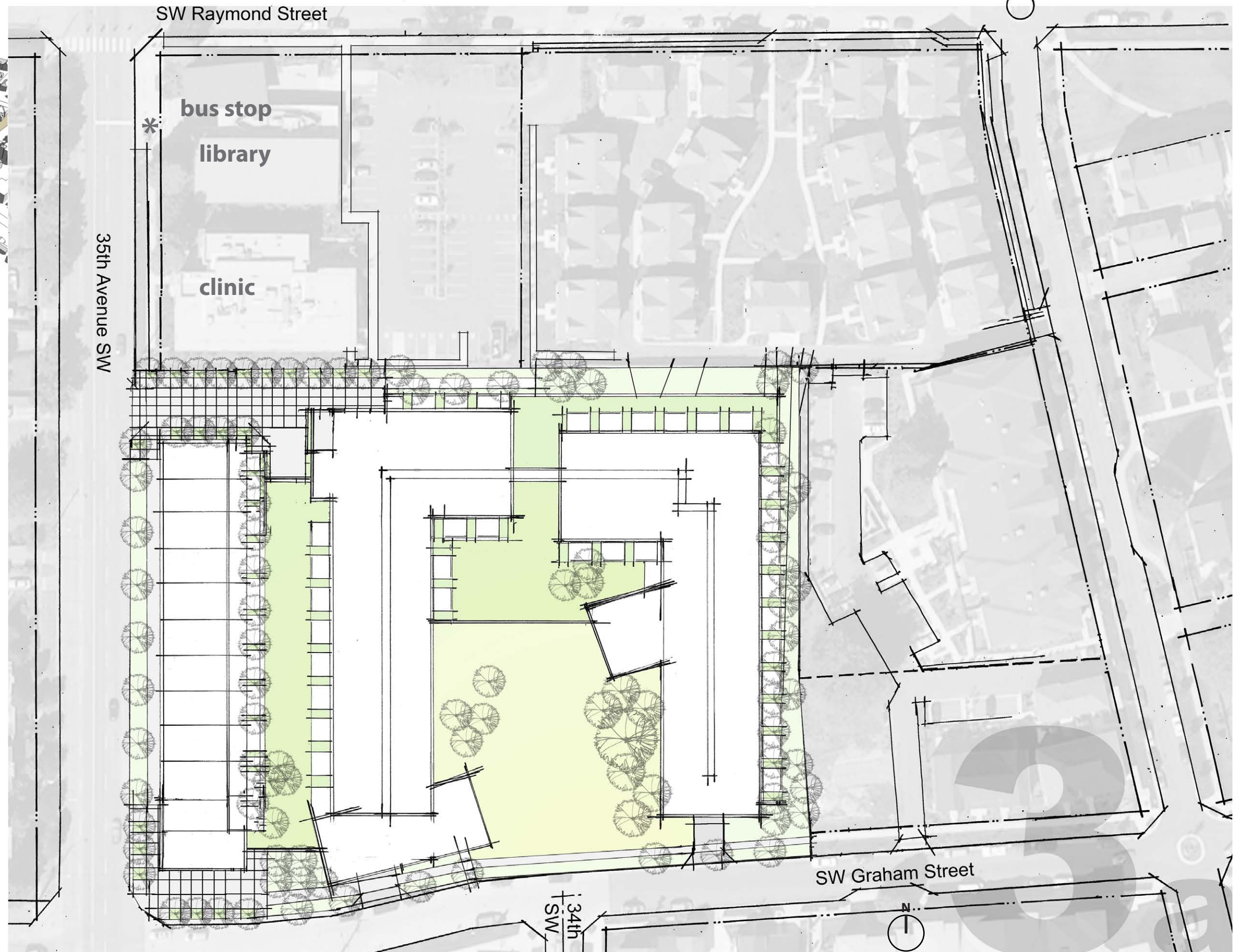


### the "Park" scheme -- **modified**

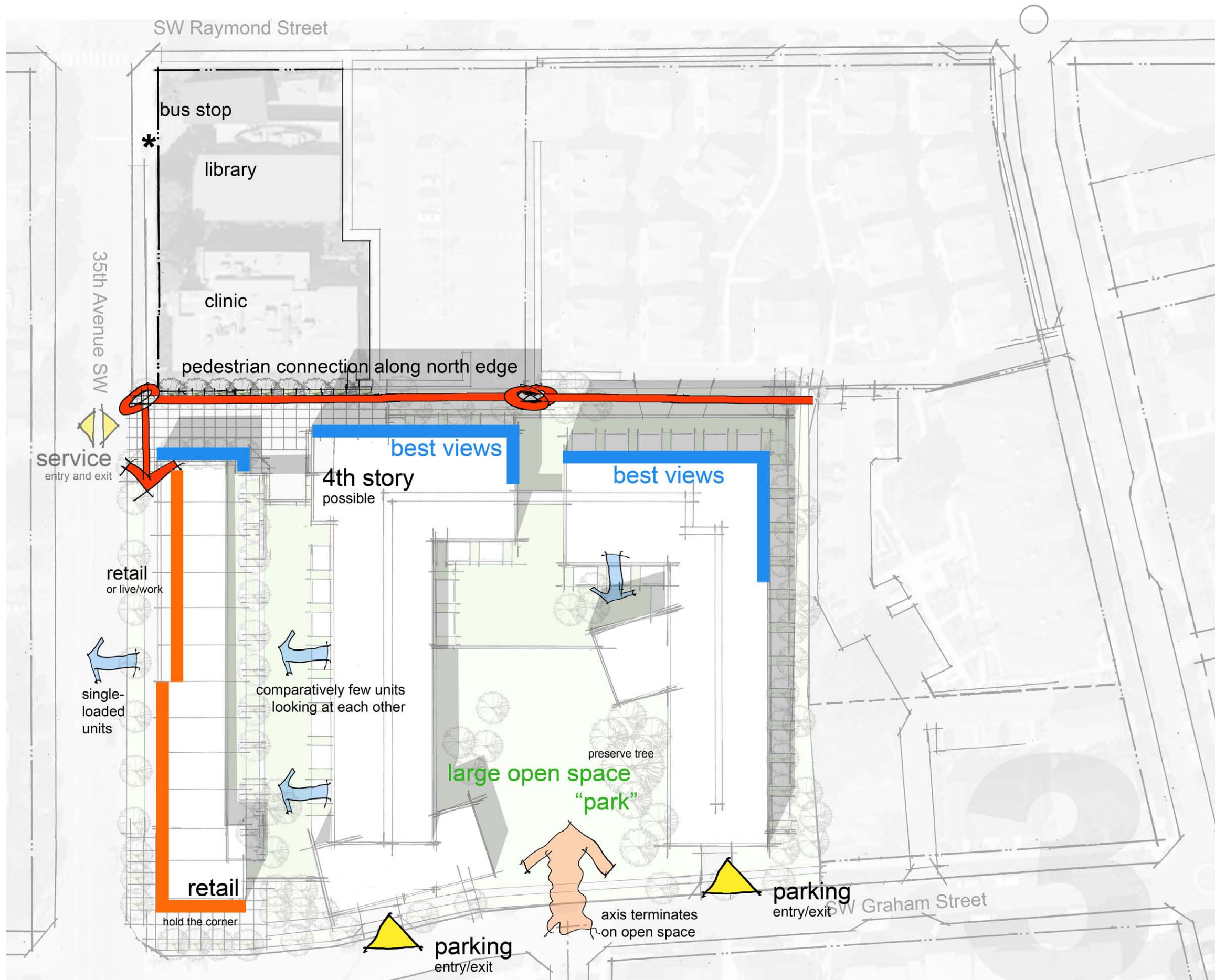
The two differences between this option and the preferred Option 3 are access and corner treatment. This alternative proposes no soft corner gateway at 35th and Graham, but to hold the corner with retail at street level and residential above.

Auto access is proposed at two locations off SW Graham Street -- in the southwest corner of the site for retail parking as well as residential access, and a resident-only access/egress point further up Graham.

Only limited service access would still occur off 35th, in the northwest corner of the site. This is still a Design Departure. If this departure is not granted, we will have to find an alternate location for loading and service access along Graham -- most likely in the southeast corner of the site.







corner and plaza

The project holds the corner, such that it forms a solid street wall on both 35th SW and SW Graham.

scale along 35th SW

The scale along 35th, above the retail, is flexible. It may be set back from the retail, stepped back at the uppermost (3rd) story, not stepped back at all and treated as a strict street wall, or a combination of those -- respecting context differences.

curb cuts

A curb cut about 150' east of the corner accommodates the retail, guest and some of the residential traffic. Another one, further east along Graham St. SW, is exclusively for residential use. If the Design Department for service access only off 35th is not granted by the Board, that would likely occur in the vicinity of this eastern-most parking garage entry.

pedestrian connections

The pedestrian connections along the north property line are picked up by a walk running along that entire edge. In this alternative, the western end of that path is widened, and conflicts with vehicular traffic are reduced.

other issues

Other issues are similar to Scheme 3 as previously described. Without retail access from 35th Avenue SW, live/work may be more likely to survive than conventional in-line retail -- so we'd like to preserve that option.

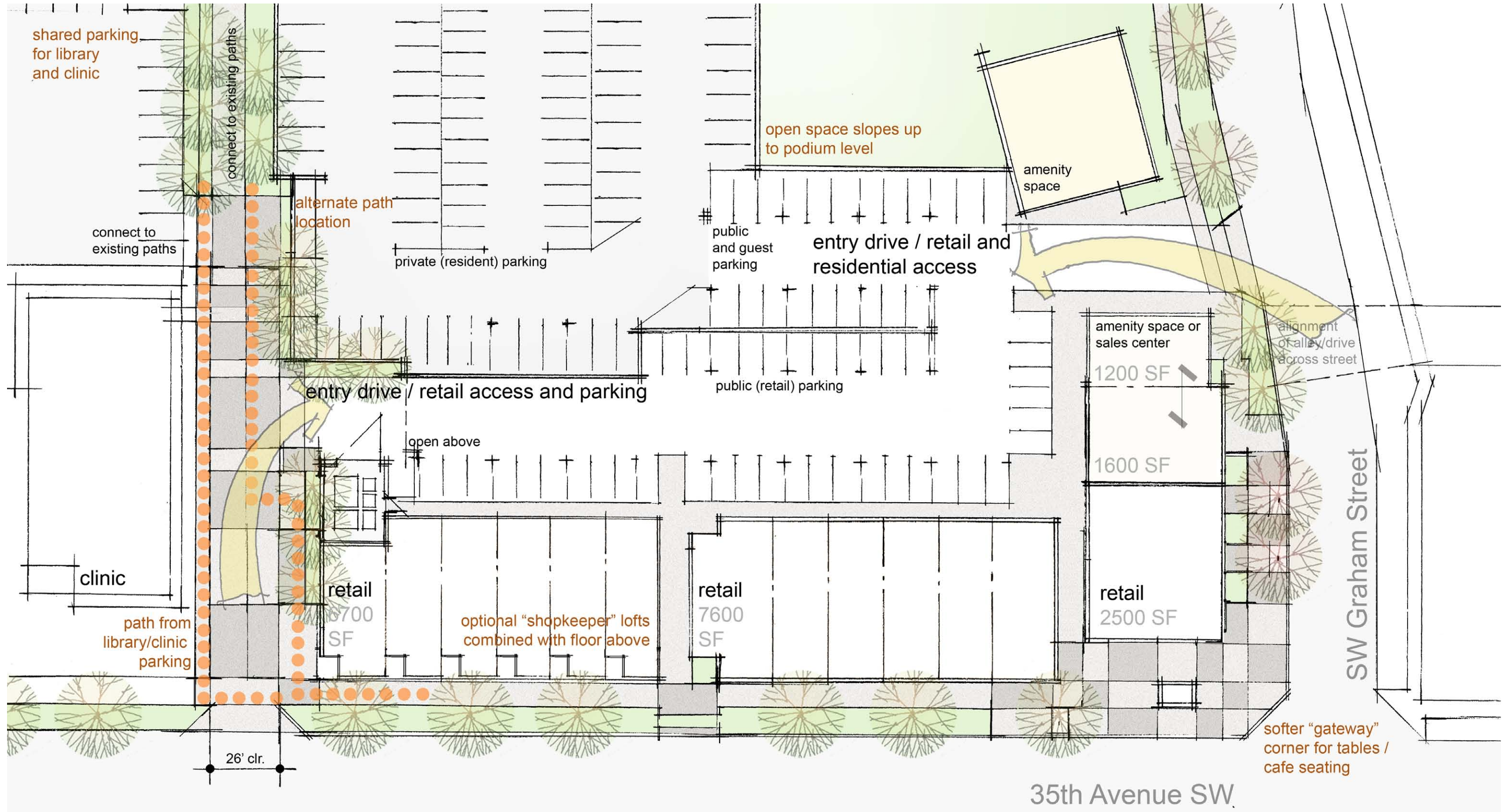
Option 3 remains our preferred option. Options 3 and 3a are both preferable to either Option 1 or 2. Our preference for Option 3 is based on the community vision for successful retail on 35th, appropriate relationships to street edges, provision of large open space area and opportunities for natural drainage and significant tree preservation.



**Street Level -- Option 3**

**(retail) entrance off 35th SW**

For the benefit of the retail, a separate entrance is provided off 35th. A sidewalk beside this drive connects to existing pedestrian paths to the north -- at the clinic and at the duplexes.

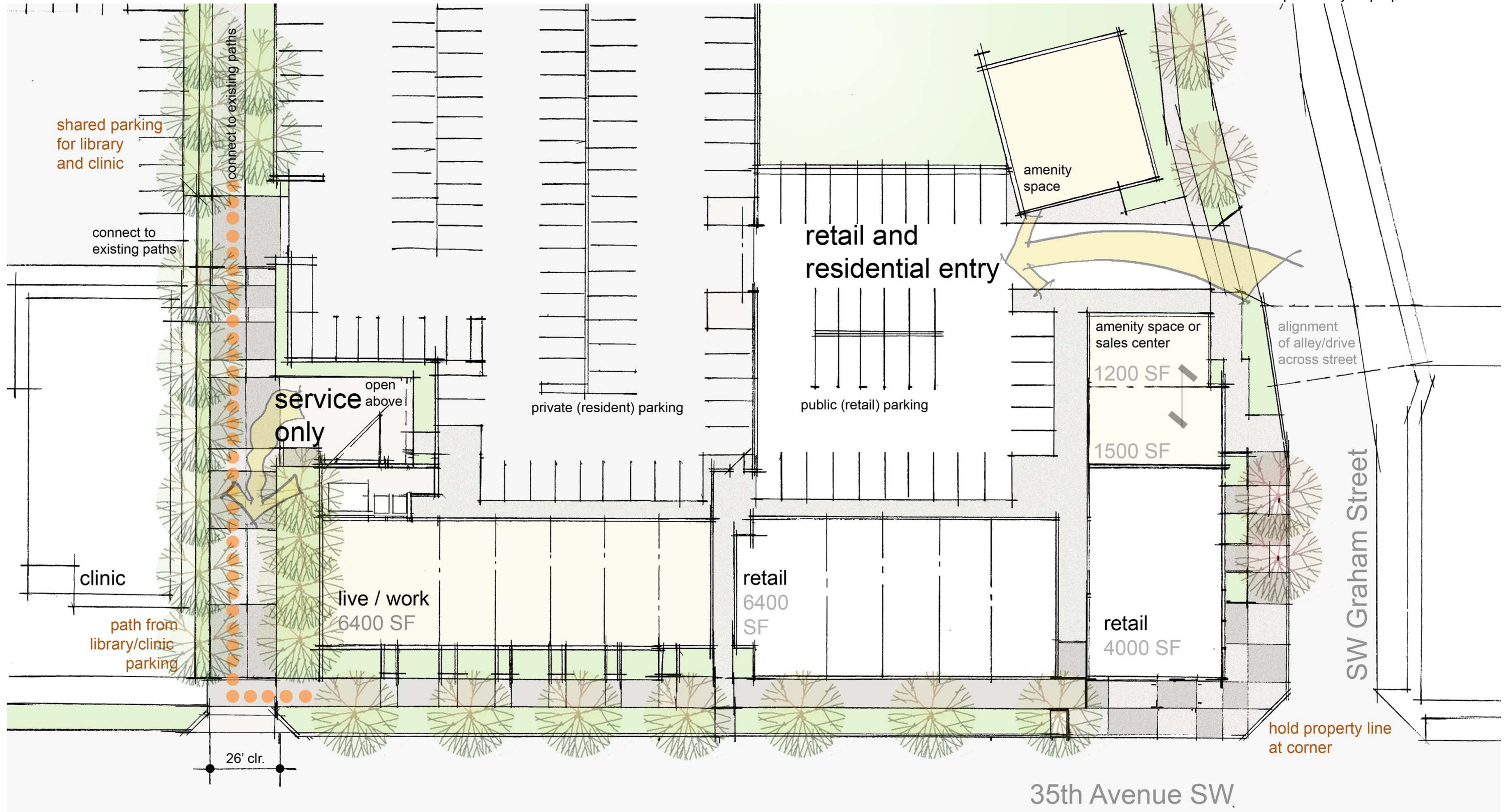




**Street level -- Option 3a**

**service-only off 35th SW**

This service drive, also serving as fire department access, is designed in a pedestrian vocabulary and connects with existing paths along the north property edge. Live/work or conventional retail spaces may be proposed in this area.



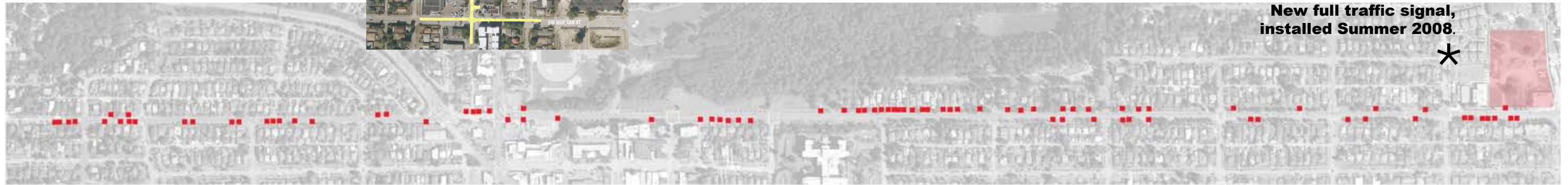


## Streetscape -- 35th Ave. SW Curb Cuts

The site has historically had one curb cut on 35th, and none on Graham. The pattern of development along 35th Ave. SW is that curb cuts are common -- see the red dots below. The new Walgreen's, about a block south of the site, has 2 curb cuts.



detail view  
provided by Transportation Engineer



35th Avenue SW -- north of site

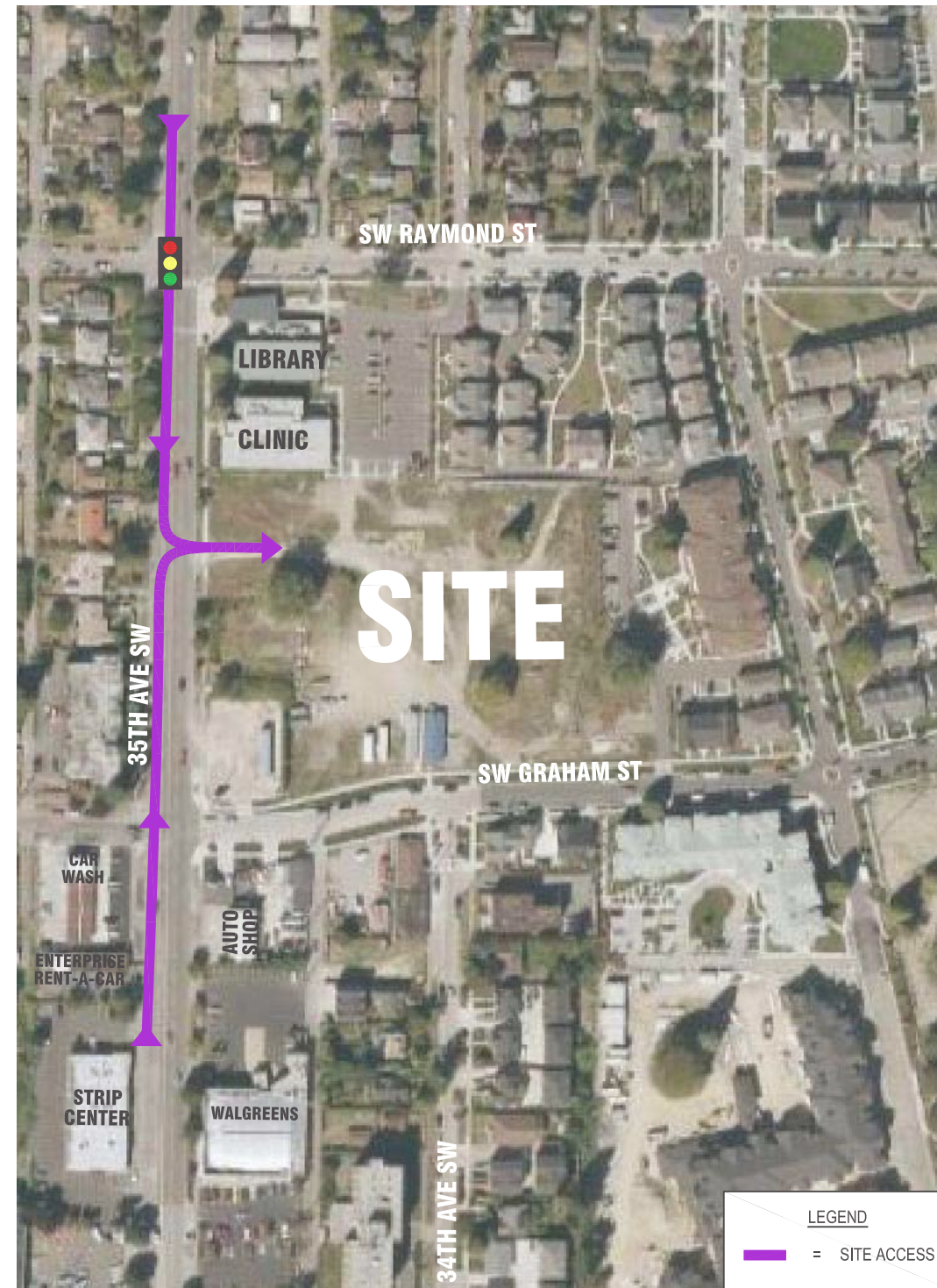


35th Avenue SW -- south of site





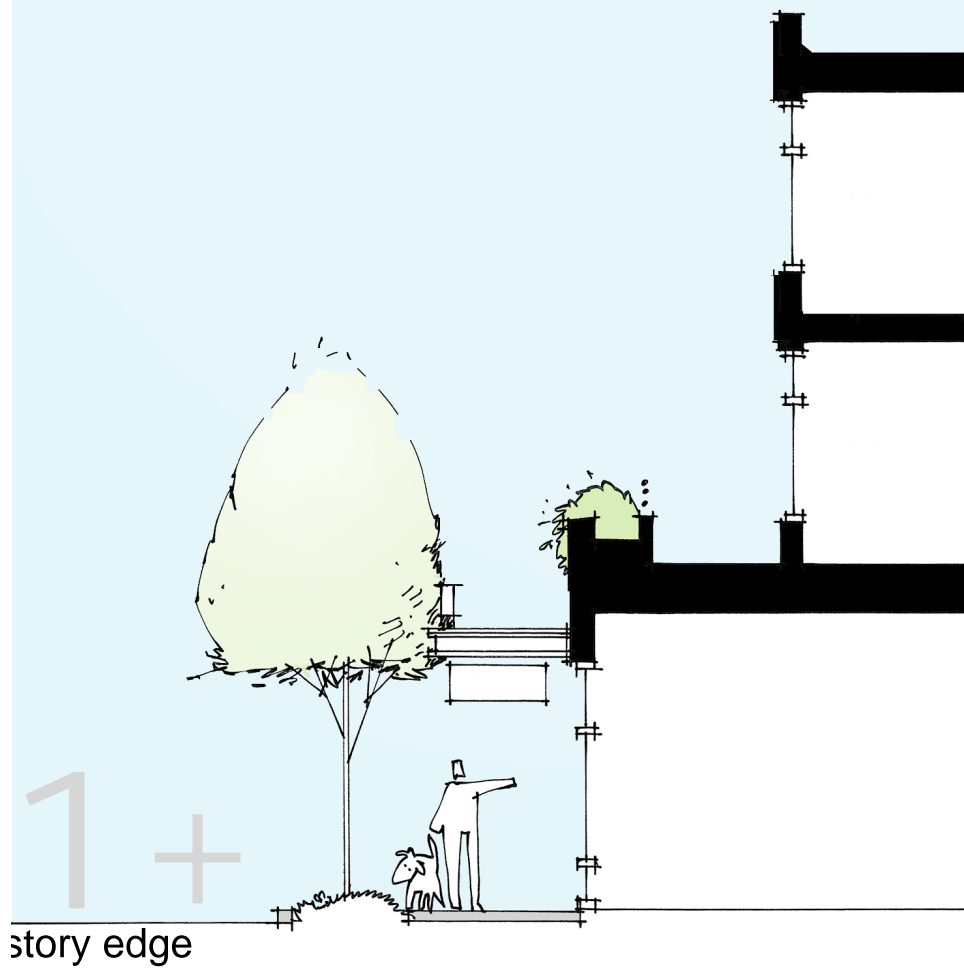
Circulation patterns modeled by Transportation Engineer  
**model 1** no retail entrance off 35th Ave. SW



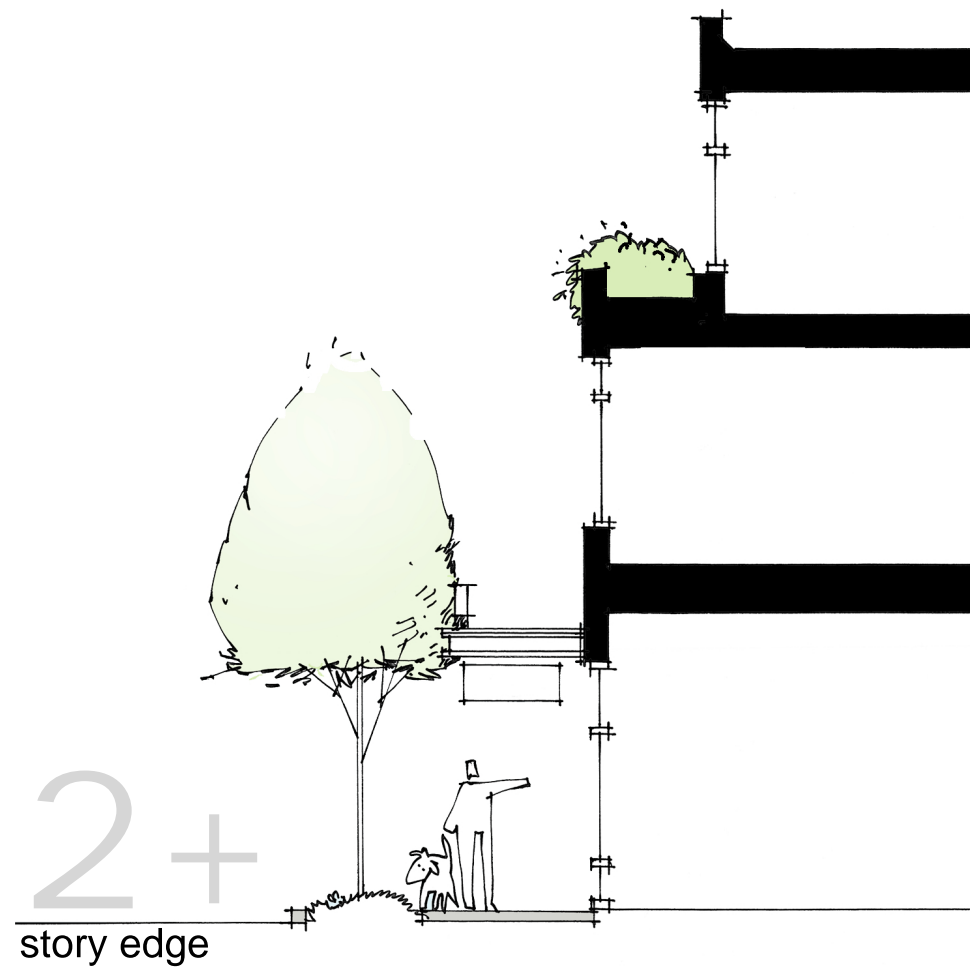
Circulation patterns modeled by Transportation Engineer  
**model 2** full access off 35th Ave. SW



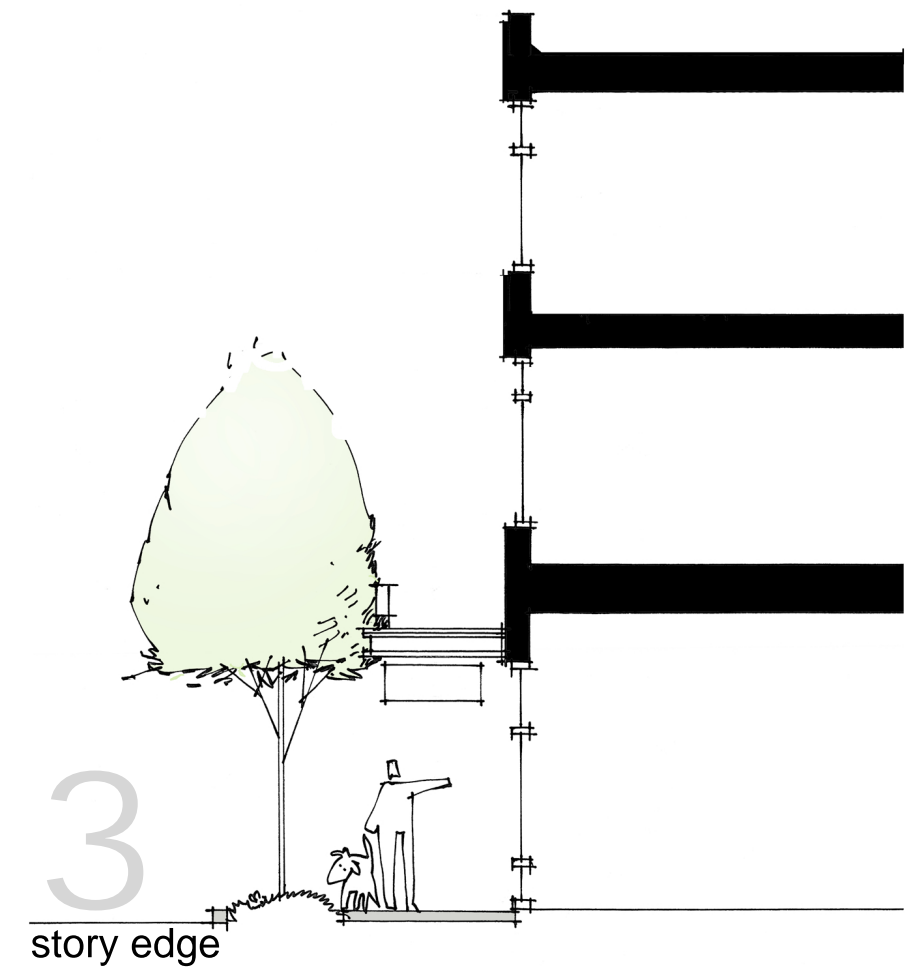
At the previous EDG meeting, the Board encouraged the project to be aggressive with regard to the scale of the development, particularly along street edges. There seemed little concern for upper-level step-backs or the setting of building masses back from street edges. In practice, there appear three options for the massing of two stories of residential over a story of retail -- to step back above the retail, to step back the uppermost story or to provide no step at all. We're good with that, and may employ any or all of these, in total or in combination.



What we showed last time....



What we may do in some locations...



Where we're likely going....



# LOWE ENTERPRISES - HIGH POINT

3420 SW Graham Street

Project #3008796

Early Design Guidance II

appendix I

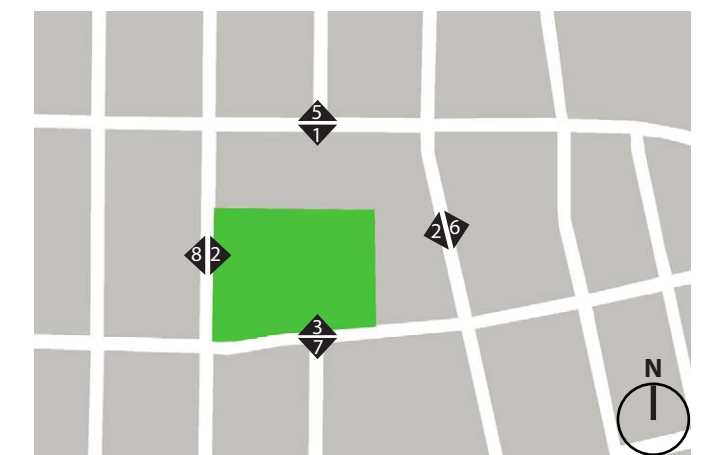


# Aerial Photograph & Zoning Map



- SINGLE-FAMILY
- NC2-40
- LOW-RISE 1
- LOW-RISE 2
- LOW-RISE 4

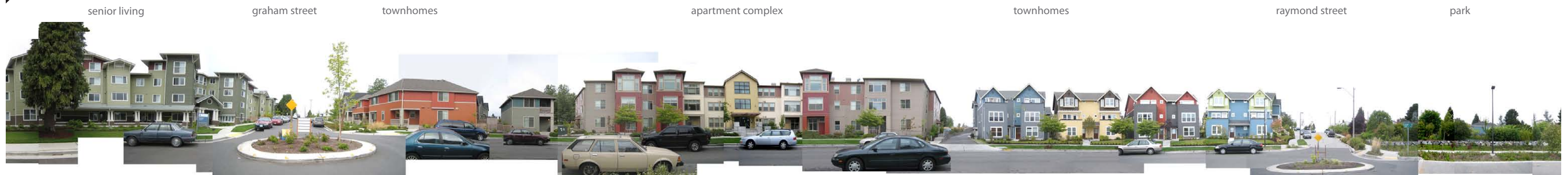
### streetscapes key







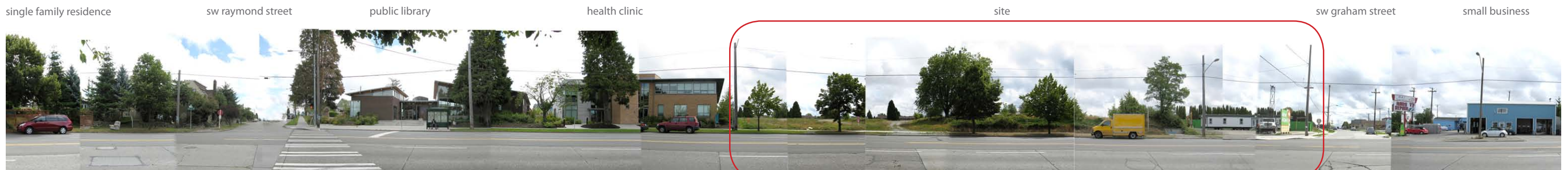
1 raymond street - north elevation



2 lanham place - east elevation



3 graham street - south elevation



4 35th street - west elevation



# Streetscapes - from site



## 5 raymond street - south elevation



## 6 lanham place - west elevation



## 7 graham street - north elevation



## 8 35th ave - east elevation





sw graham st

site

existing tree

site



9 mid-block alley - west elevation  
alley end



10 mid-block alley - south elevation

single-family residences

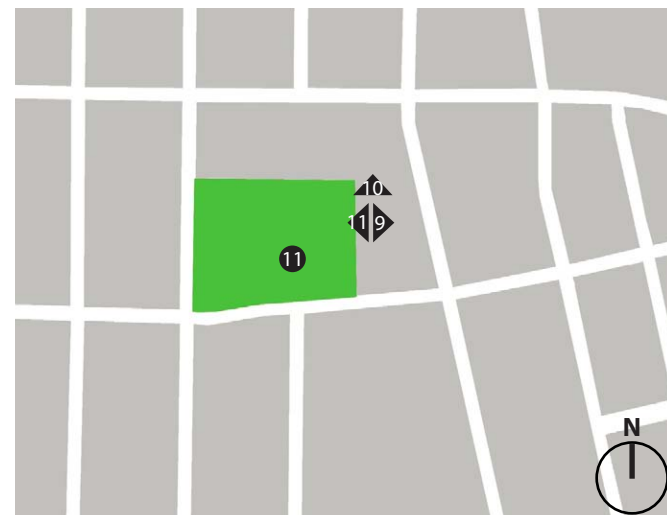
apartment complex

single-family residence

sw graham street



11 mid-block alley - east elevation



context photographs key



11 existing site tree



Site Context - Neighbors



14 high point library (north of site)



15 townhomes (north and west of site)



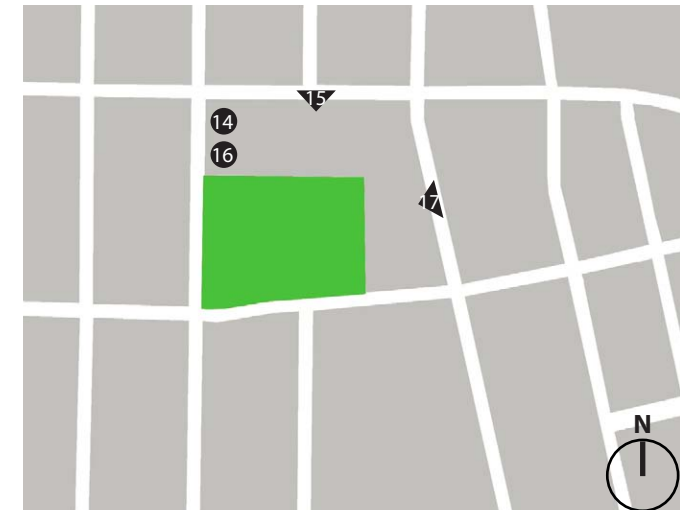
16 clinic (north of site)



context photographs key



17 apartment complex (south of site)



context photographs key





18 providence elizabeth house (senior living)



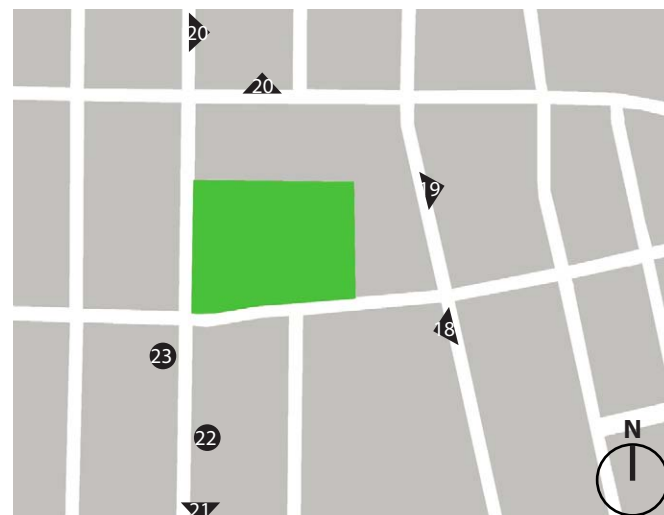
19 pocket parks



20 single family residences



21 west seattle food bank



context photographs key

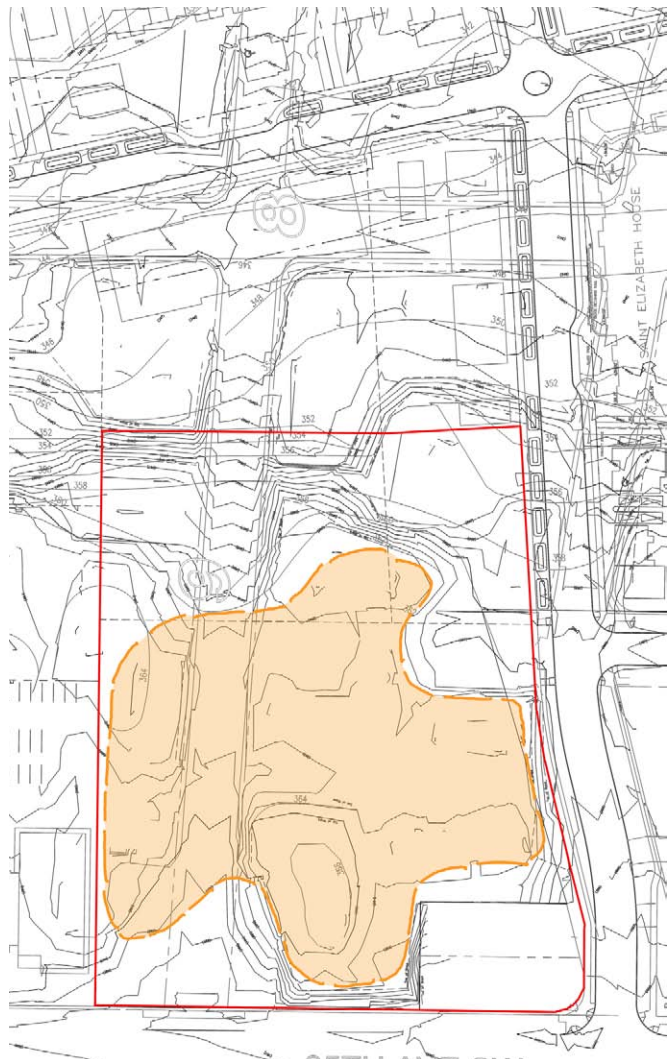


22 business



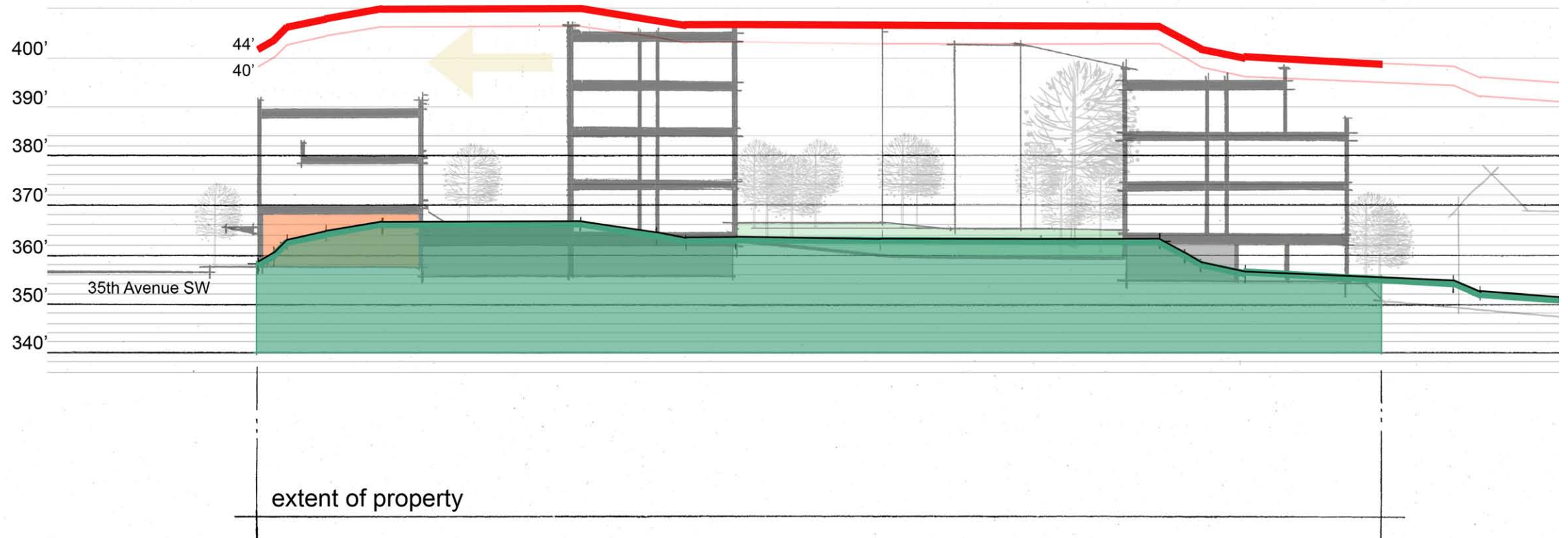
23 business





### Height and Achievable Density

One key to achieving density in this site is related to way height is measured in most residential and NC zones. The allowable envelope follows a “rolling ball” height calculation methodology, whereby the maximum building is the height above existing grade at any given point on the site. Because of the hill in the middle of this site, we can get a 4-story building under the 40 or 44-foot height limit in that portion of the site.



## diagrammatic section

vertical scale 2:1



# LOWE ENTERPRISES - HIGH POINT

3420 SW Graham Street

Project #3008796

Early Design Guidance II

appendix II



# design intent

## a big gesture

The park, just over 1/2 Ac, creates a focus for the development and serves as the organizational and experiential heart of the project

Respecting High Point's ratio of neighborhood parks, the development of an additional 180+ homes would add another park.

## layering

The 35th Avenue edge defines the public's experiential scale and provides immediate cues as to the energy and diversity of this neighborhood.

## addition by subtraction

Given the nature of this site's topography, dropping the garage level about 2' in the center of the property should allow a 4th story in that area. The impact of this 4th floor is mitigated by the layer of townhouse lofts in front of it. That top floor should enjoy some great views.

## shed a story

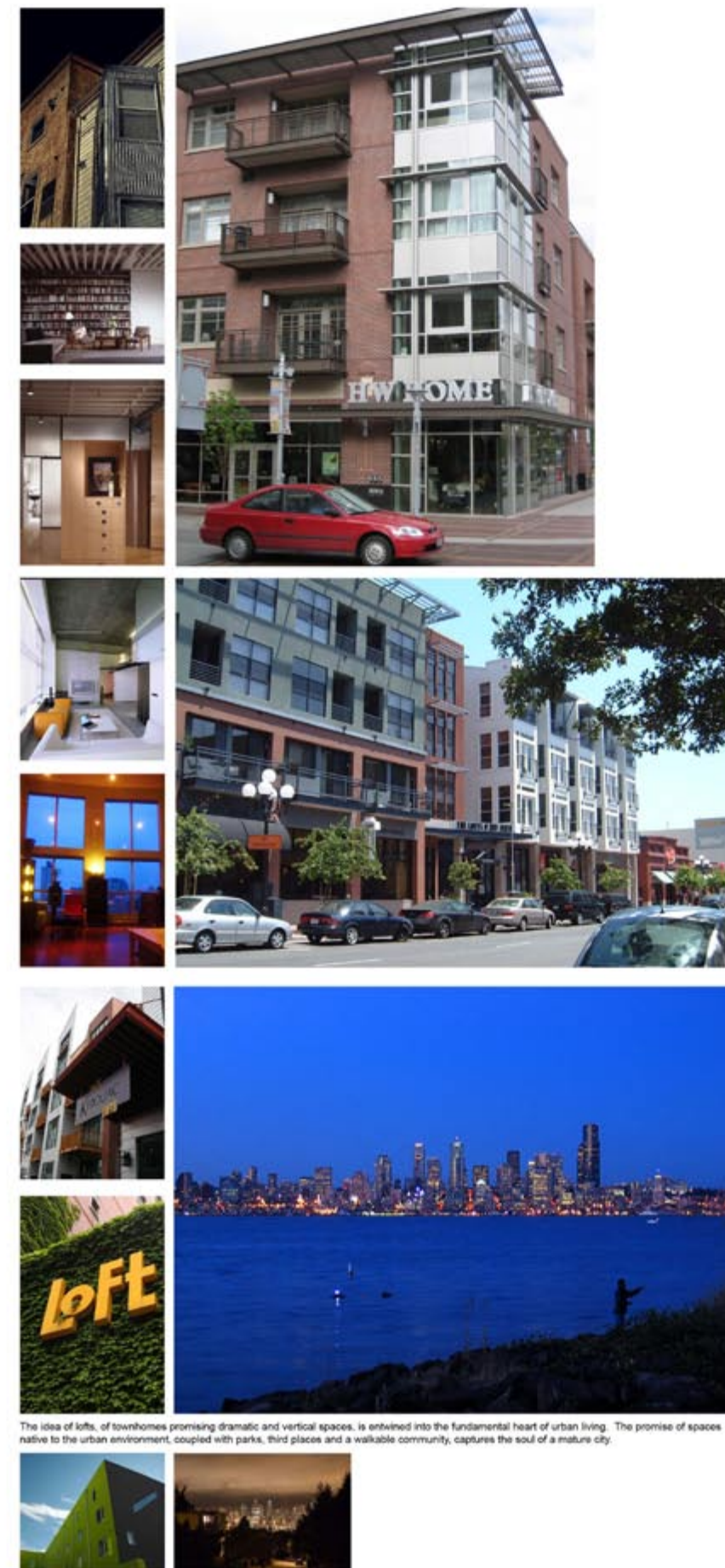
The eastern building sheds a story along the southeastern edge, presenting a more sensitive scale relative to the adjacent triplex.

## see no evil

The commercial garage entry/exit and service areas are rotated away from public view, set back and screened by both walls and landscaping.

## edge character

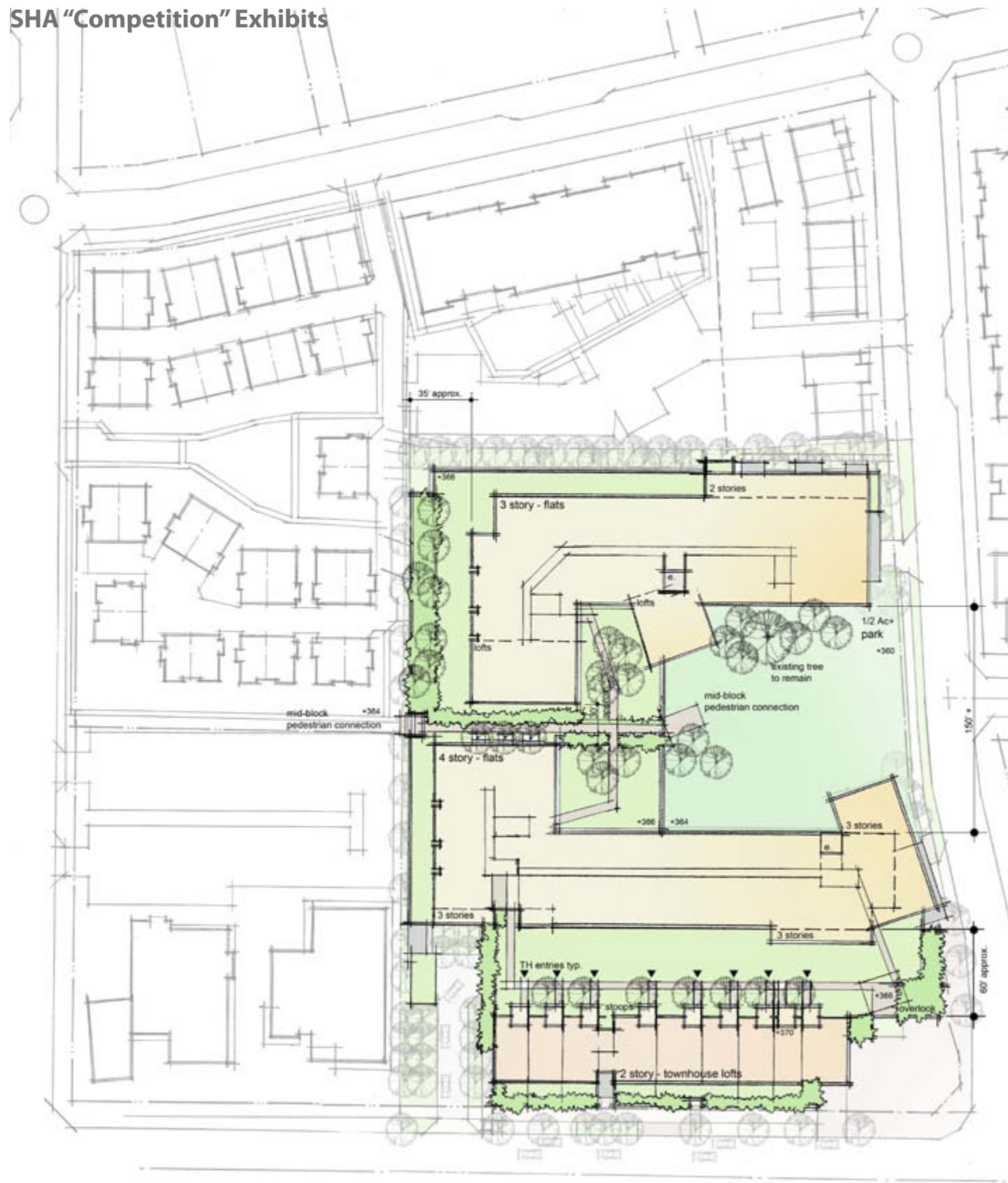
This project is defined in many ways by the edge and contextual responses required to compliment its neighbors. The 35th Avenue frontage consists of energetic urban lofts, setback above tall retail spaces. The northwest corner respects the Community Healthcare Clinic, and the 3-story mass at the northeast corner is set back over 35 feet from the adjacent townhouses' access drive. The park along the south edge is the heart of this community, and terminates the 34th Avenue axis in an artful manner. A pedestrian connection through this park links the townhouses and completes the path to SW Raymond Street.



The idea of lofts, of townhomes promising dramatic and vertical spaces, is entwined into the fundamental heart of urban living. The promise of spaces native to the urban environment, coupled with parks, third places and a walkable community, captures the soul of a mature city.

concept images





site plan residential level



site plan parking level



Note: While we certainly have the option of providing both commercial and residential vehicular access from SW Graham St., we believe it is better for both user groups if commercial/retail traffic uses a right-in/right-out access off 35th Ave. SW, sharing that with service access.





The idea of layering larger buildings, in this case 4 stories over one level of structured parking, behind 3-story buildings consisting of townhouses over retail, works well for this project on Bairbridge Island. The village scale is preserved, and the units behind still enjoy spectacular views over and around the townhomes. The scale of the larger buildings is never perceived by those outside of the development. The gesture of providing a large park featuring heritage trees, was also successful both in creating a signature community space, and in stitching the development into the deeper historic fabric of the community.



Plaza looking north



Aerial view of model looking northeast.



On 35th Avenue SW looking south. Clinic is on left.



Across 35th Avenue SW looking southeast. Clinic is on left.



Directly across 35th Avenue SW looking east at retail/service entry. Clinic is on left.



The adjacent Community Health Clinic



Directly across 35th Avenue SW looking east at retail/service entry. Below: Looking north up 34th Avenue SW at Graham St. elevation.



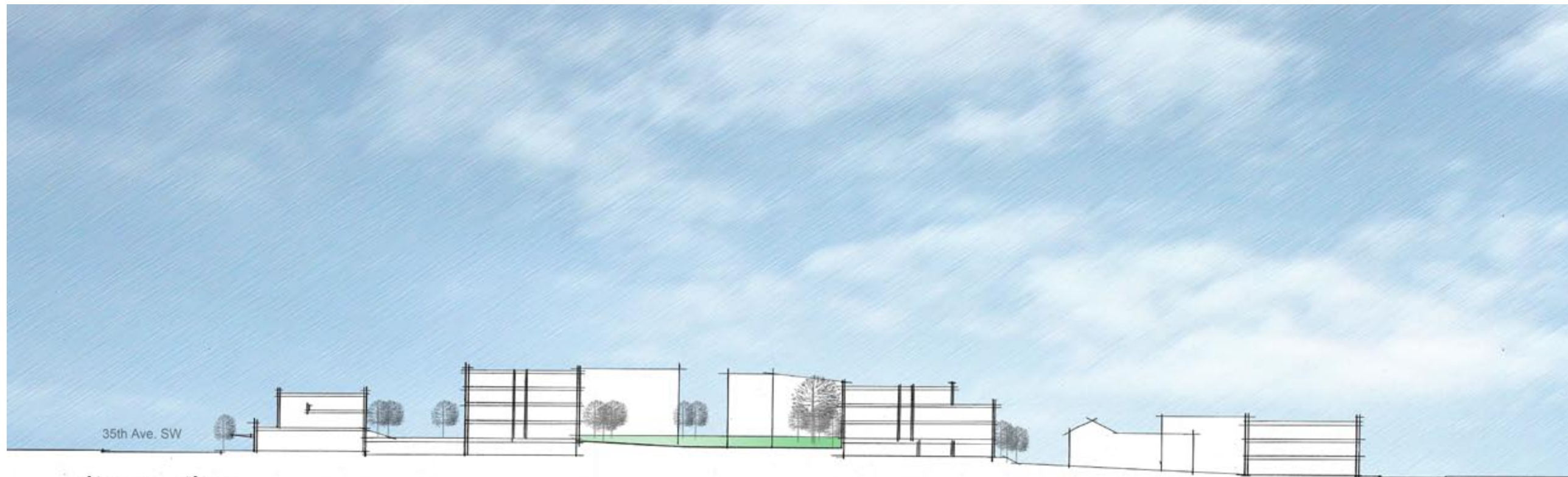
concept images



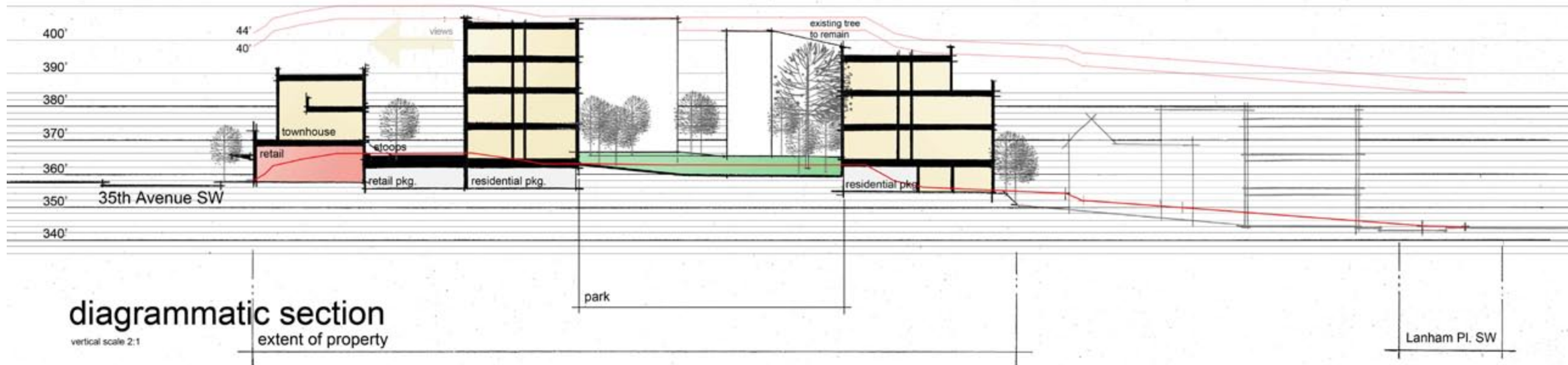
massing







site section



diagrammatic section  
vertical scale 2:1  
extent of property

concept sections









# LOWE ENTERPRISES - HIGH POINT

3420 SW Graham Street

Project #3008796

Early Design Guidance II

appendix III





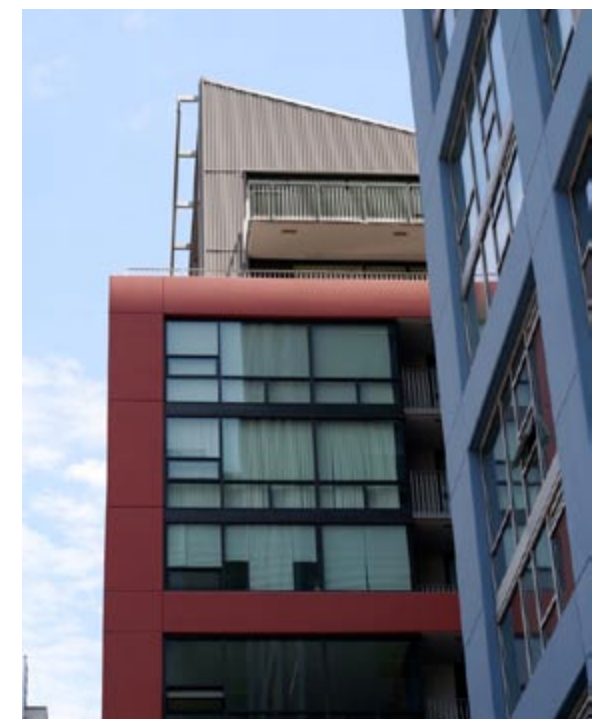
Hardi and shingle siding, vinyl windows



color and simple forms / vinyl windows, metal windows



color, vinyl windows



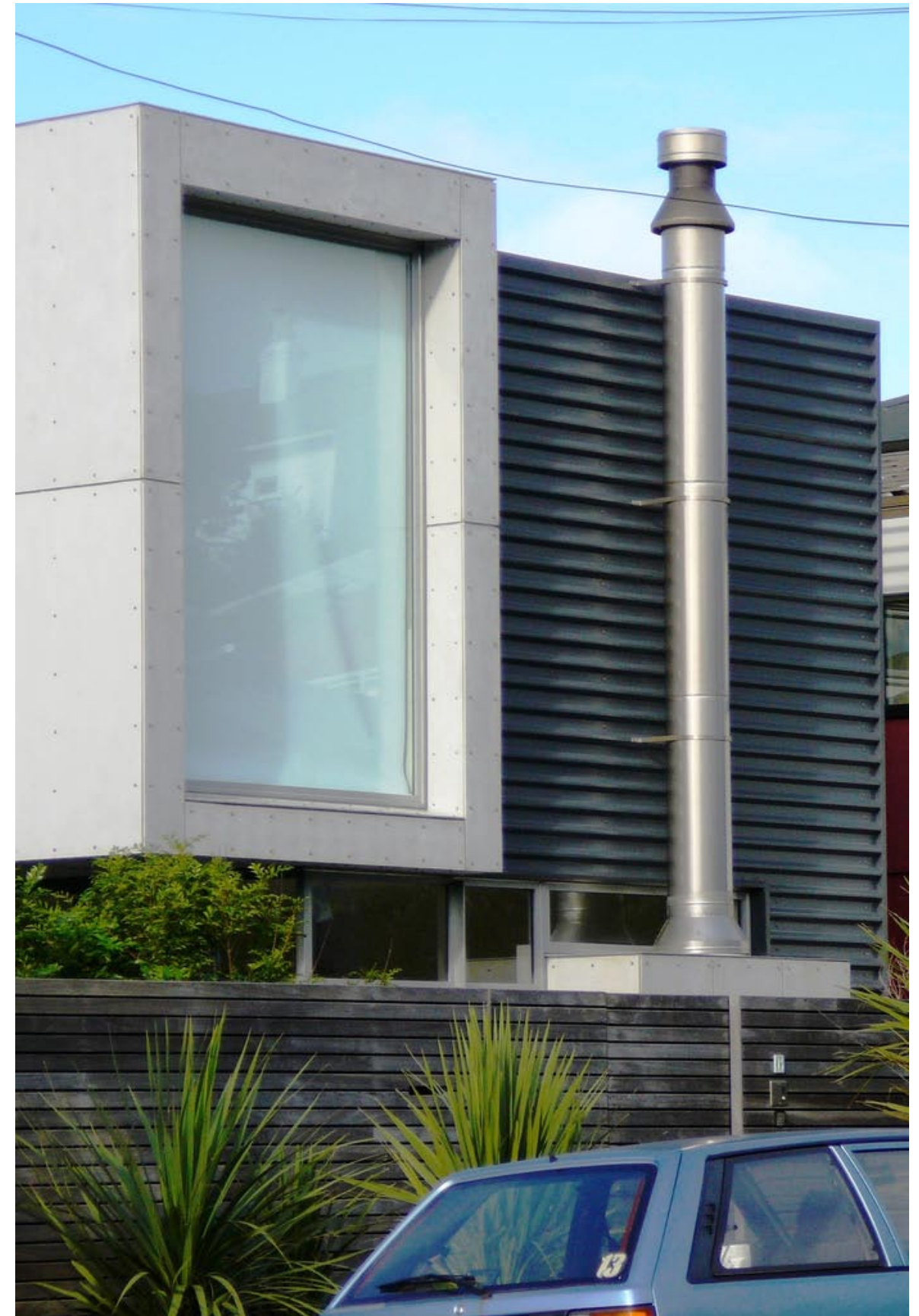




stucco and CMU, metal windows



retail plaza with residential



metal and panel siding, wood siding at garten spaces, metal (or fiberglass) windows



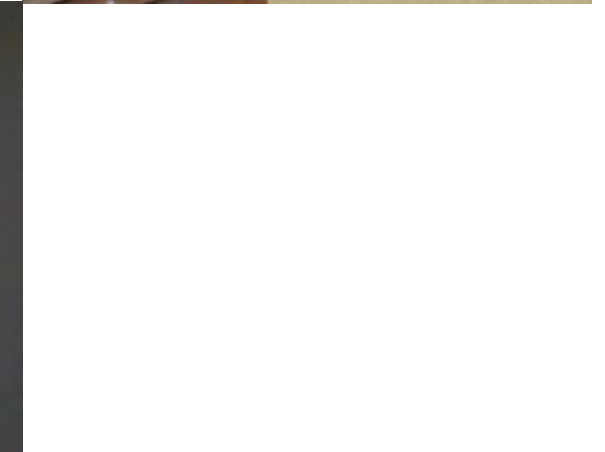
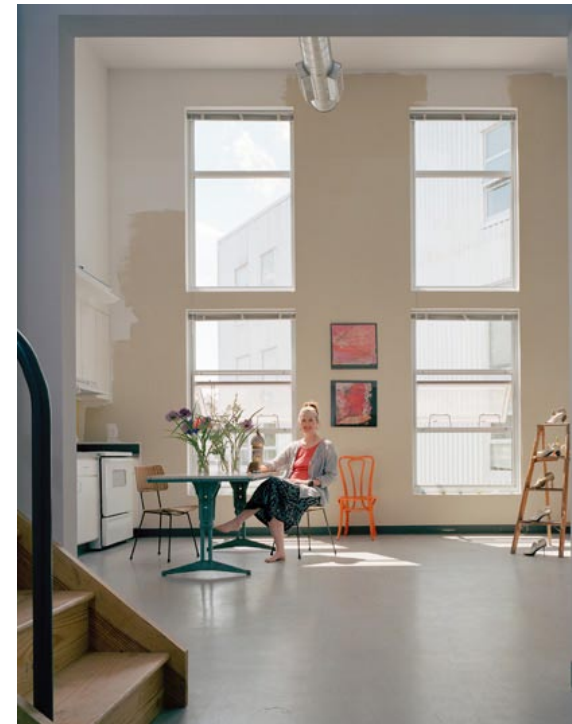
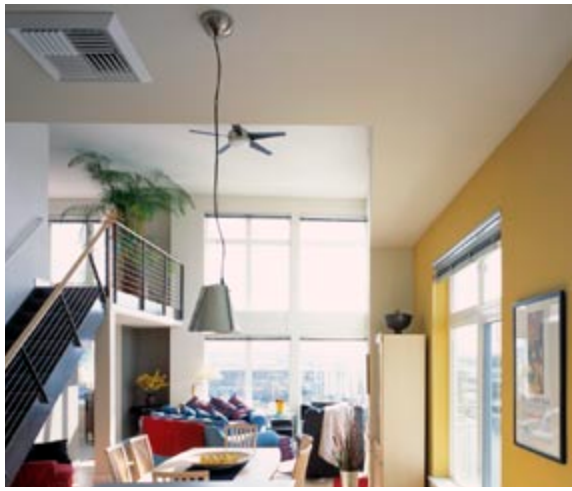


The idea of layering is powerful -- to create depth, variety, texture and to reflect the nature of the urban fabric.









The outside begins inside, with spaces and experiences to be supported, rewarded and celebrated in the architectural and planning of the community.

