

EARLY DESIGN GUIDANCE

5 DECEMBER 2007

CONTENTS

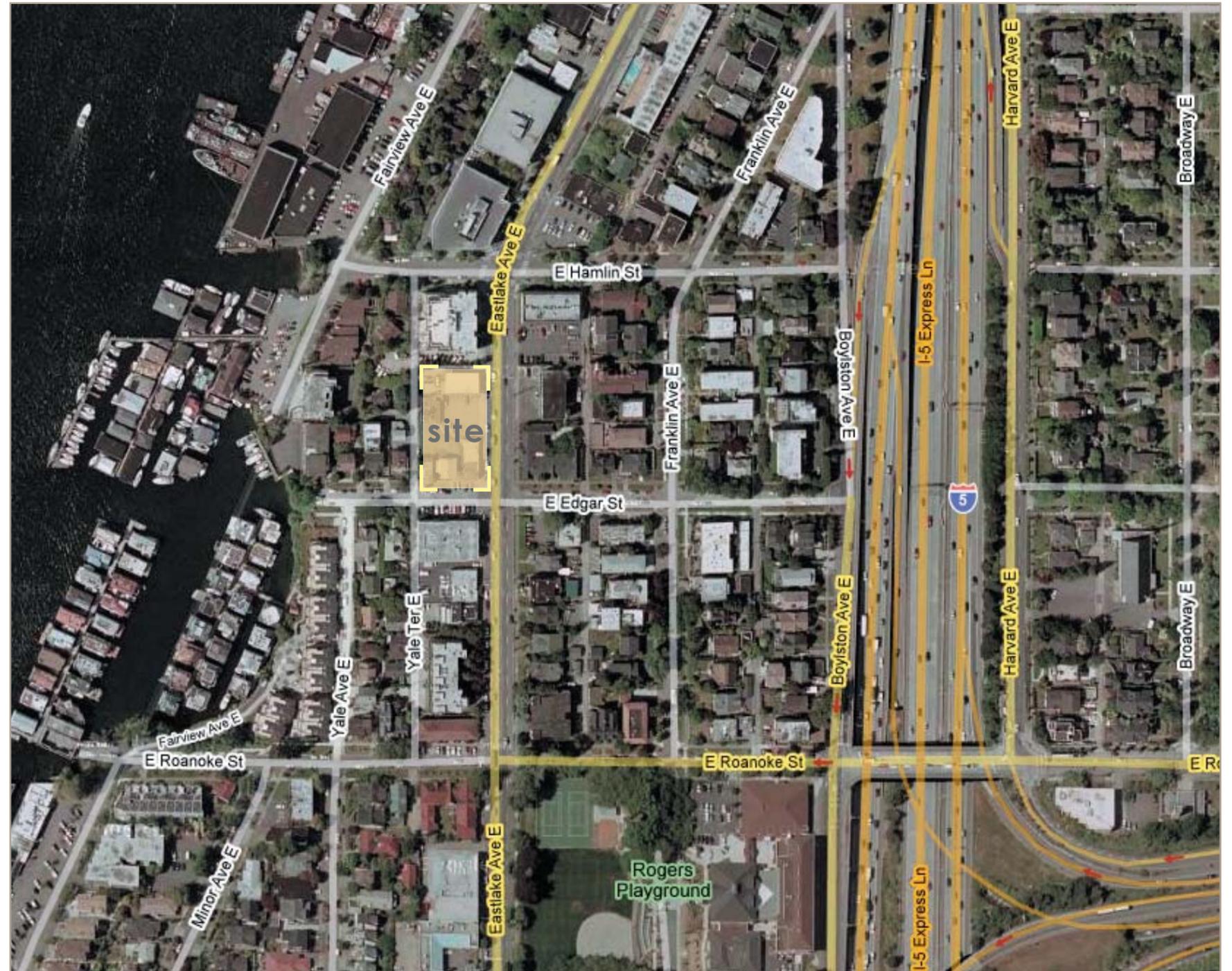
- 1 Vicinity & Neighborhood
- 2 Program
- 3 Owner & Architect
- 4 Neighborhood Design Goals
- 5 Site Streetscape
- 6 Streetscape & Alley
- 7 View from Lake Union
- 8 Neighborhood Zoning
- 9 Site Zoning & Envelope
- 10 Neighborhood Context Model
- 11 Concept Alternative 1
- 12 Concept Alternative 2
- 13 Concept Alternative 3 (Preferred)
- 14 Views of Preferred Concept
- 15 Landscape Concept
- 16 Departure - Parking Access
- 17 Departure - Loading Berth



2701 EASTLAKE AVENUE



VICINITY MAP



NEIGHBORHOOD MAP



SITE OVERVIEW

2701 EASTLAKE AVENUE

PROGRAM

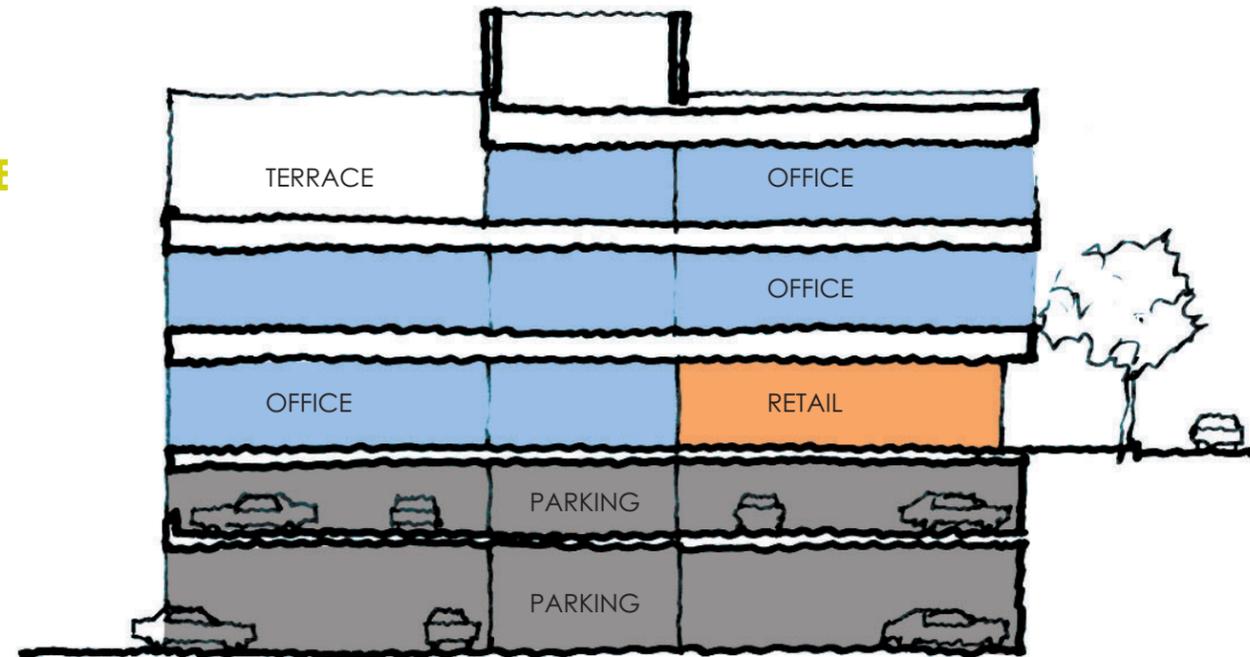
THREE LEVELS OFFICE WITH RETAIL ALONG EASTLAKE

- 3RD FLOOR: 14,600 SF Office and Core
4,800 SF Outdoor Terrace
- 2ND FLOOR: 19,400 SF Office and Core
- 1ST FLOOR: 11,300 SF Office and Core
1,100 SF Lobby
6,800 SF Retail along Eastlake

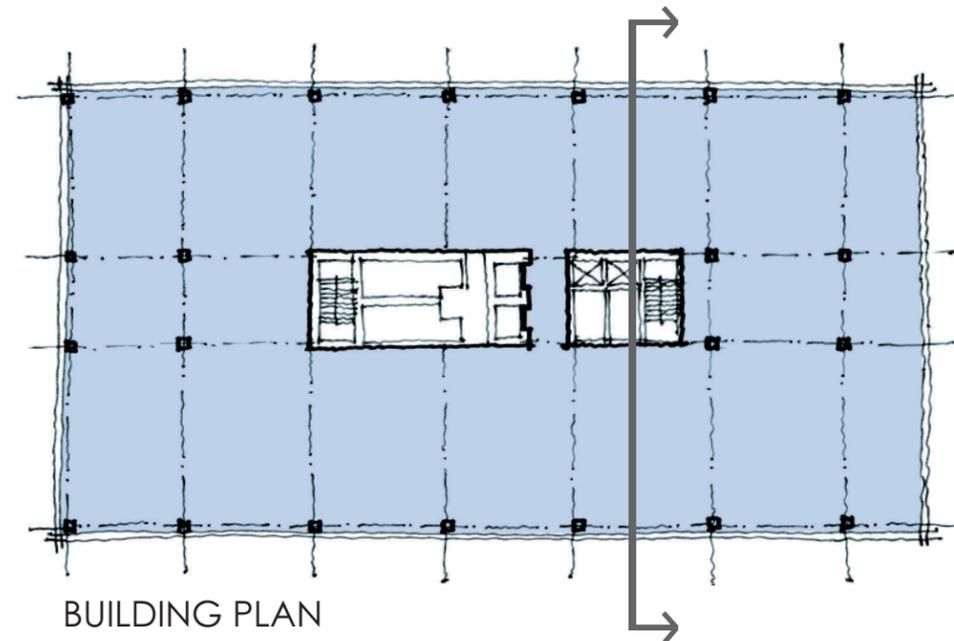
TWO LEVELS UNDERGROUND PARKING

- P1 & P2 LEVELS: 38,800 SF Parking, Core and Locker Rooms
86 stalls for FTE and Retail Users

96,800 SF TOTAL GROSS AREA



BUILDING SECTION



BUILDING PLAN

2701 EASTLAKE AVENUE

OWNER: HUGHES NORTHWEST



2345 EASTLAKE



2300 EASTLAKE - BEFORE RENOVATION



2300 EASTLAKE - AFTER RENOVATION

ARCHITECT: CALLISON



WESTLAKE TERRY



WESTLAKE TERRY



CONFERENCE CENTER

2701 EASTLAKE AVENUE



NEIGHBORHOOD GOALS

1 SITE PLANNING

Increase quality of streetscape
Respond to site characteristics, views and slope

2 HEIGHT, BULK AND SCALE

Compatible scale to neighboring buildings
Pedestrian scale; comfortable and attractive

3 ARCHITECTURAL ELEMENTS

Compliment neighboring buildings
Assist in neighborhood identity

4 LANDSCAPE

Use Seattle Green Factor guidelines
Enhance character of landscape

5 STREETScape

Encourage activity and visibility
Promote pedestrian scale with proportion & articulation
Use pedestrian friendly materials



2701 EASTLAKE AVENUE

NEIGHBORHOOD DESIGN GOALS



VIEW 1 EASTLAKE AVE, LOOKING EAST



VIEW 2 E EDGAR ST, LOOKING SOUTH/WEST/NORTH

ALLEY

2701 PROJECT SITE



VIEW 3 EASTLAKE AVE, LOOKING WEST

2701 EASTLAKE AVENUE

SITE STREETScape

2701 PROJECT SITE



VIEW 4 EASTLAKE AVE, LOOKING WEST



VIEW 5 E HAMLIN ST, LOOKING NORTH



VIEW 6 ALLEY, LOOKING WEST



ALLEY VARIOUS SHOTS



2701 EASTLAKE AVENUE

STREETSCAPE AND ALLEY

2701 PROJECT SITE



2701 EASTLAKE AVENUE

VIEW FROM LAKE UNION



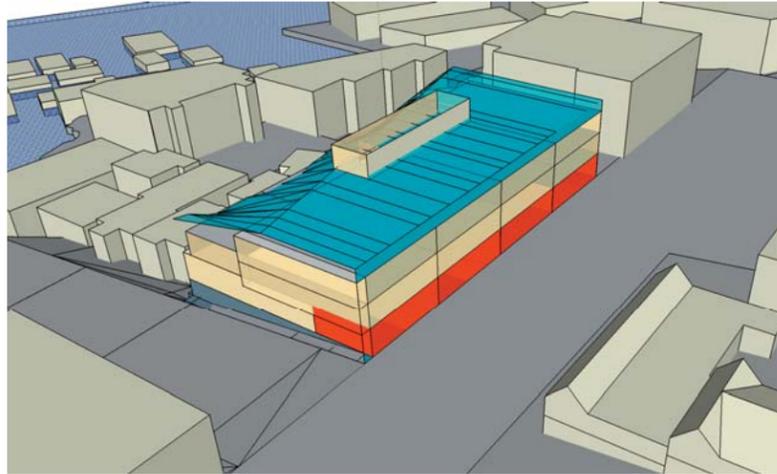
NC 2-40 EASTLAKE RESIDENTIAL URBAN VILLAGE

ADJACENT ZONES:

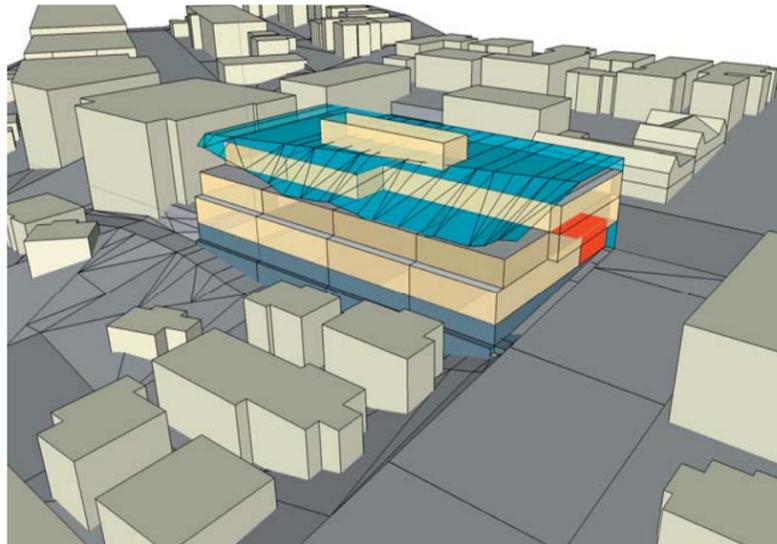
- | | |
|----------|-----------|
| NC 2P-40 | L-1 RC |
| NC 3-40 | L-2 RC |
| NC 3P-40 | L-3 RC |
| | L-1, 2, 3 |

2701 EASTLAKE AVENUE

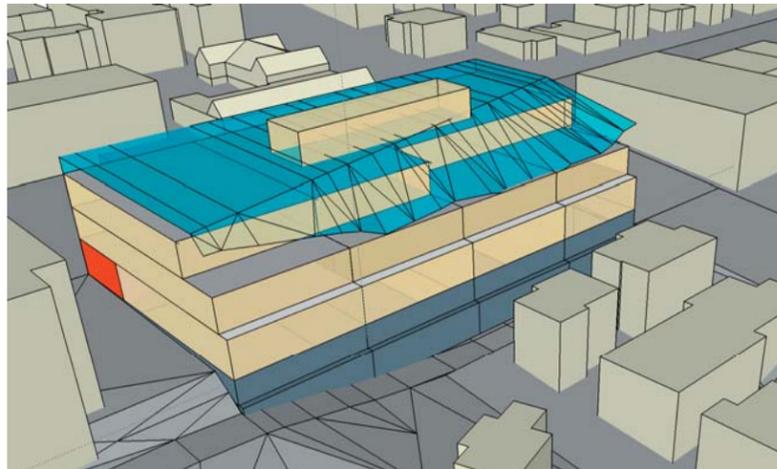
SOUTHEAST VIEW



SOUTHWEST VIEW



NORTHWEST VIEW



NC 2-40

ZONING REQUIREMENTS

1 HEIGHT

Maximum

40' Non-residential
44' With 13' min. retail first floor

Mechanical equipment

15' above height limit with 25% roof coverage

Sloped Lots

Maximum slope = 18%. Additional allowable height = 3'

2 SETBACKS

Alley

10' setback less 7'-6" alley width = 2'-6" setback required at alley above 13'

Loading

12' setback less 7'-6" alley width = 4'-6" setback required at alley up to 16'

3 LANDSCAPE

Minimum

Adhere to Seattle Green Factor

Street Parking

5' deep landscape area at parking 5'-8' above sidewalk level.
Applicable at Edgar.

4 LOADING

Berth

Commercial Use, Low Demand = One (1) loading berth required.
Berth size = 10x35'x14'.

5 PARKING

Access off alley

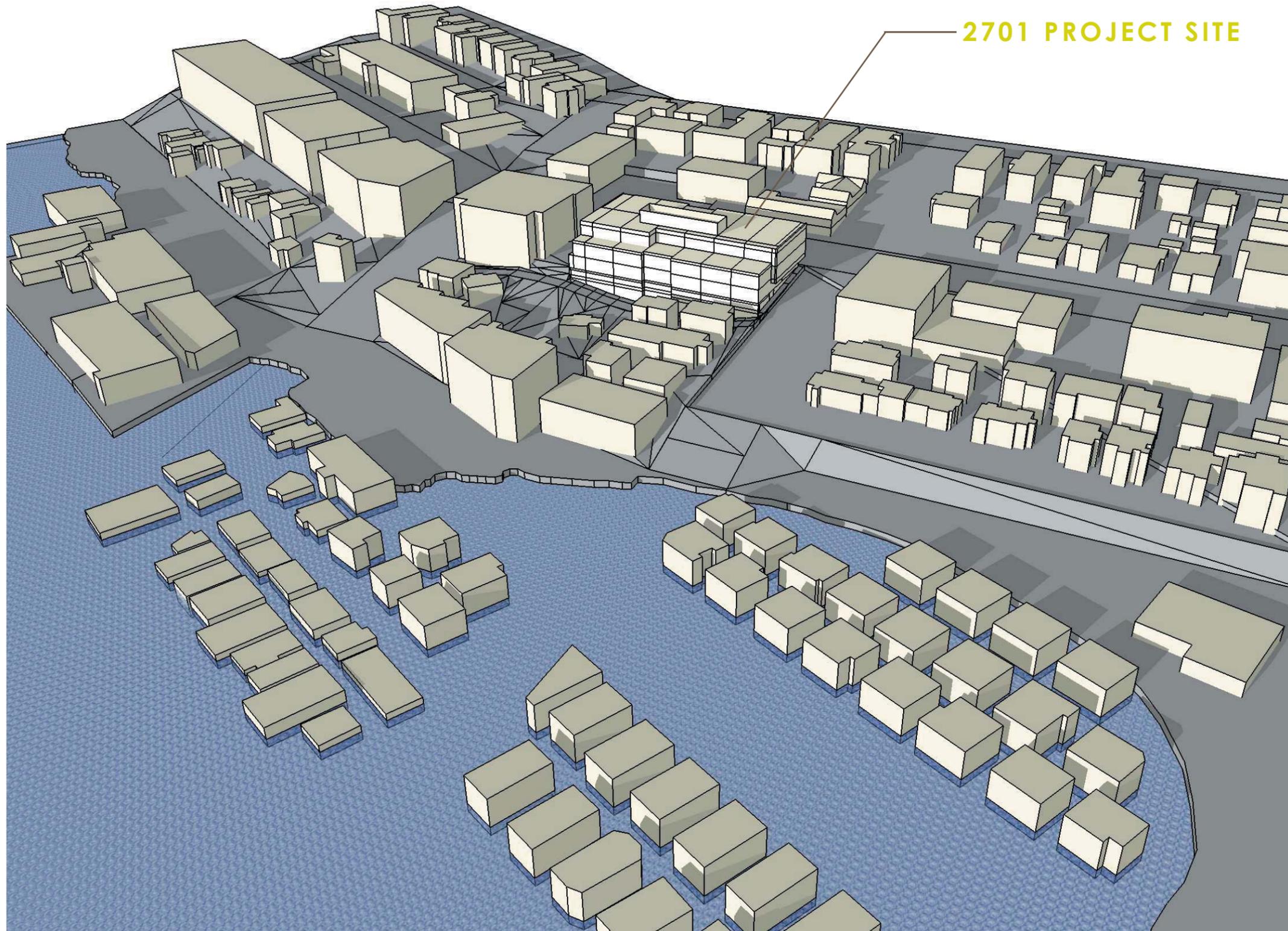
one space/1000sf
one space/350sf
one space/2000sf
one space/200sf

Office-administrative
Office-customer service
Sales & Service
Restaurant



2701 EASTLAKE AVENUE

SITE ZONING & ENVELOPE



2701 PROJECT SITE

2701 EASTLAKE AVENUE

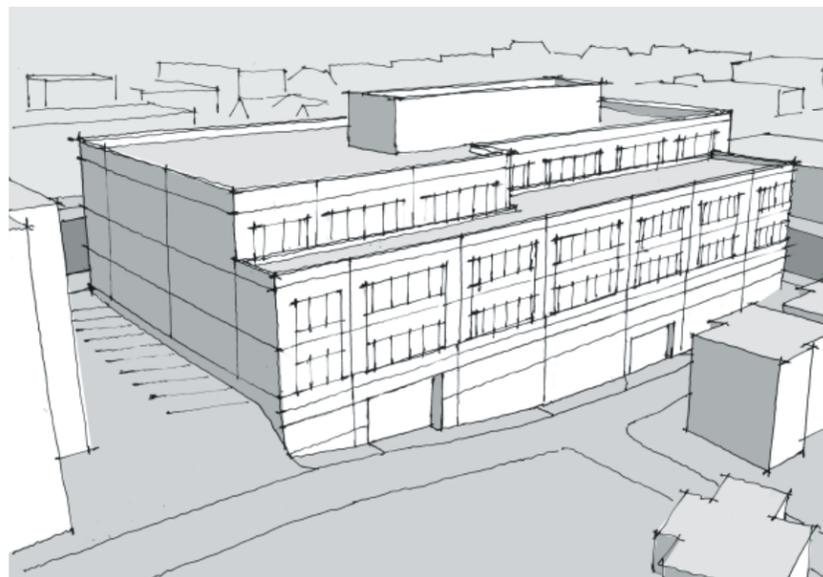
NEIGHBORHOOD CONTEXT MODEL



AERIAL FROM SOUTHEAST

OVERALL FRAME SYSTEM WITH INFILL WINDOWS

- + Bay modules break down scale, massing
- + Good identity for individual retailers
- Conservative overall gesture
- Uniformity of language
- Bay language suggests less articulation between office & retail functions



AERIAL FROM NORTHWEST



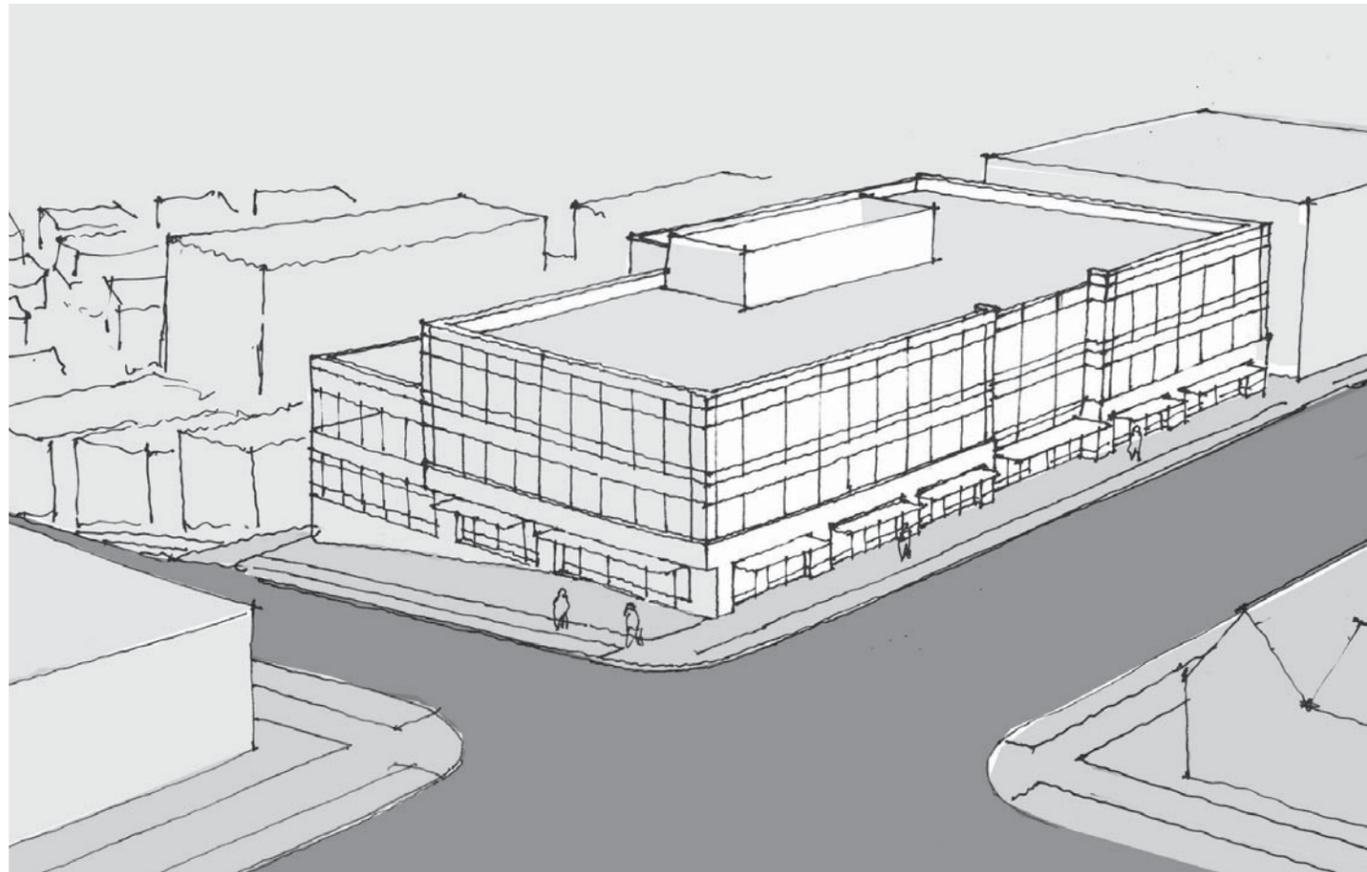
SOUTHEAST VIEW



NORTHEAST VIEW

2701 EASTLAKE AVENUE

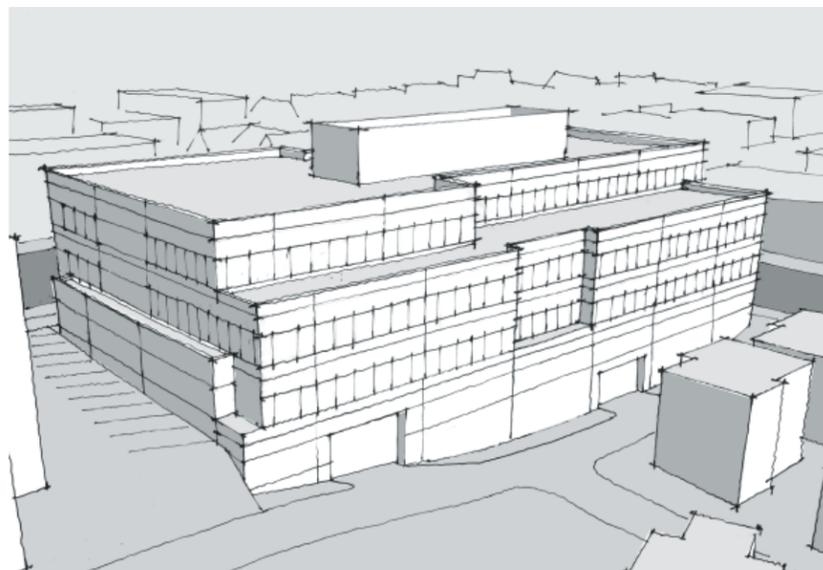
CONCEPT ALTERNATIVE 1-CODE COMPLIANT



GLASS/METAL GRID OVER RETAIL PLINTH

- + Clearly articulates office & retail functions
- + Suggests modern palette; glass, metal, stone
- Suburban overall gesture
- Uniformity fo glass grid lacks scale, interest
- Too much differentiation between language of office & retail uses

AERIAL FROM SOUTHEAST



AERIAL FROM NORTHWEST



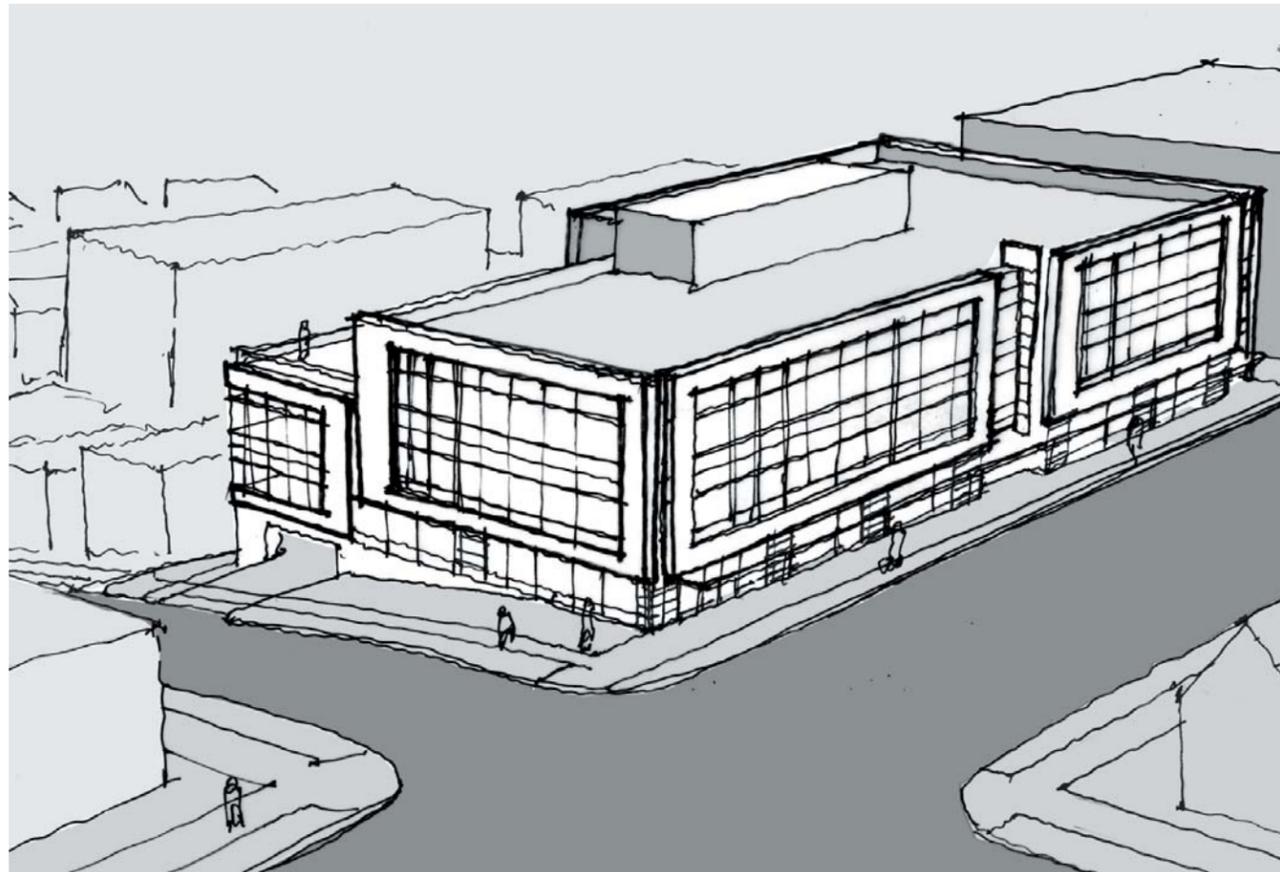
SOUTHEAST VIEW



NORTHEAST VIEW

2701 EASTLAKE AVENUE

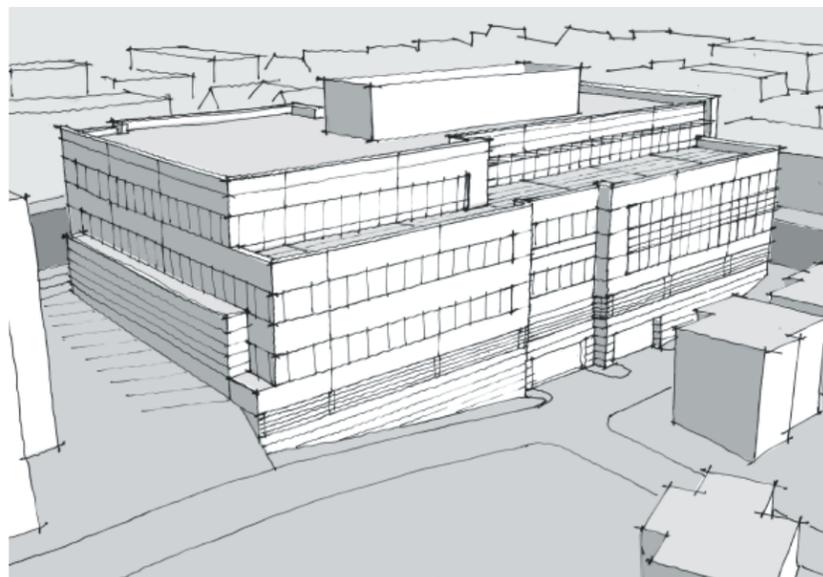
CONCEPT ALTERNATIVE 2-CODE COMPLIANT



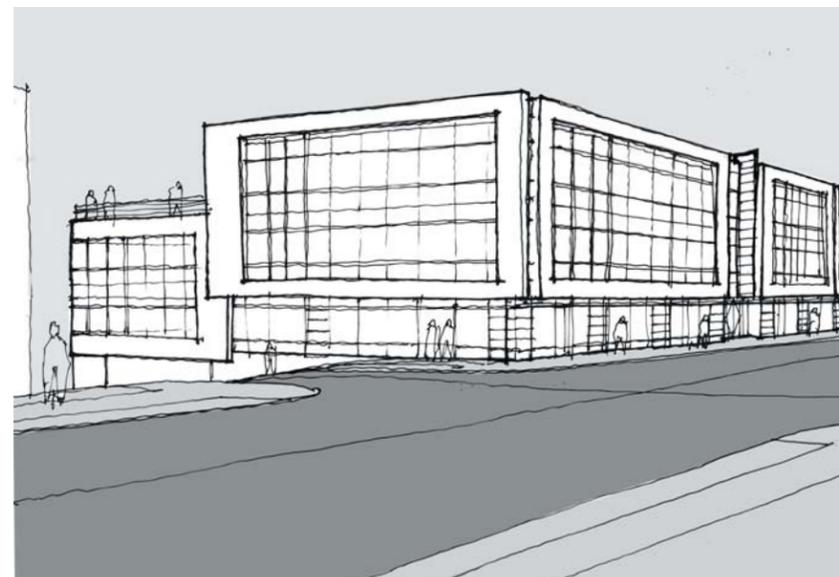
AERIAL FROM SOUTHEAST

LARGER SCALE FRAME ELEMENTS WRAP BUILDING

- + Frames organize & scale facades
- + Clearly identifiable retail zone
- + Potential for strong contemporary imagery in context of background buildings
- Glass infill at frames requires scaling strategies
- Retail base & building entry need development of pedestrian scale & articulation



AERIAL FROM NORTHWEST



SOUTHEAST VIEW



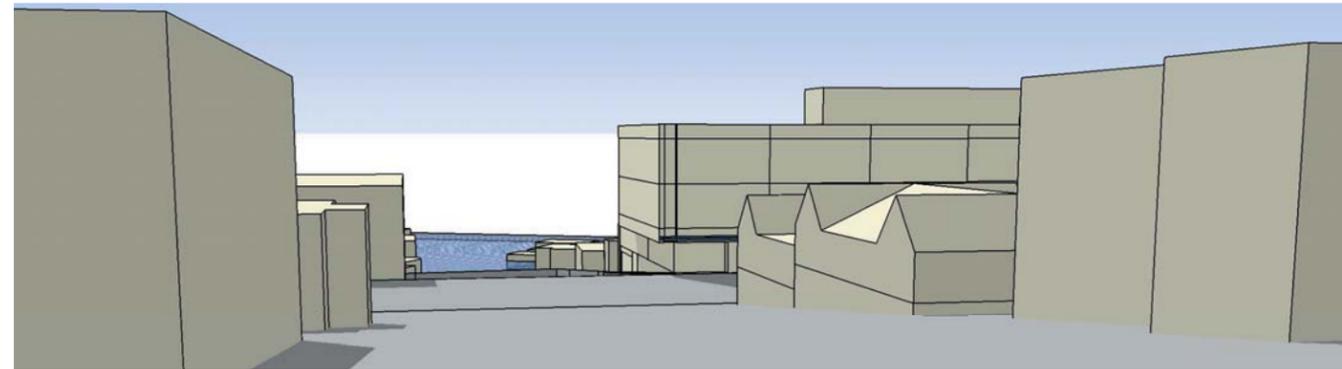
NORTHEAST VIEW

2701 EASTLAKE AVENUE

CONCEPT ALTERNATIVE 3 (PREFERRED)



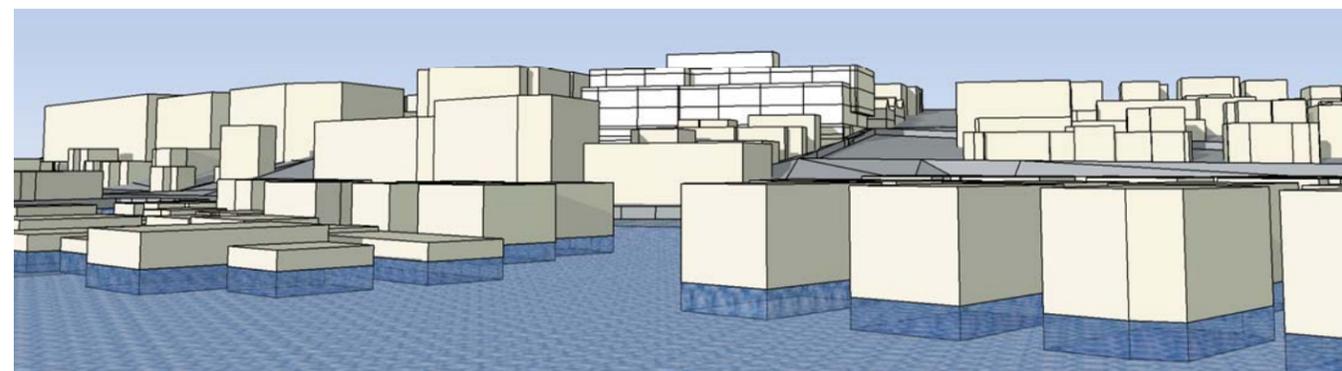
CONTEXT VIEW 1
SOUTH STREET VIEW ALONG EASTLAKE



CONTEXT VIEW 2
EAST STREET VIEW ALONG EDGAR



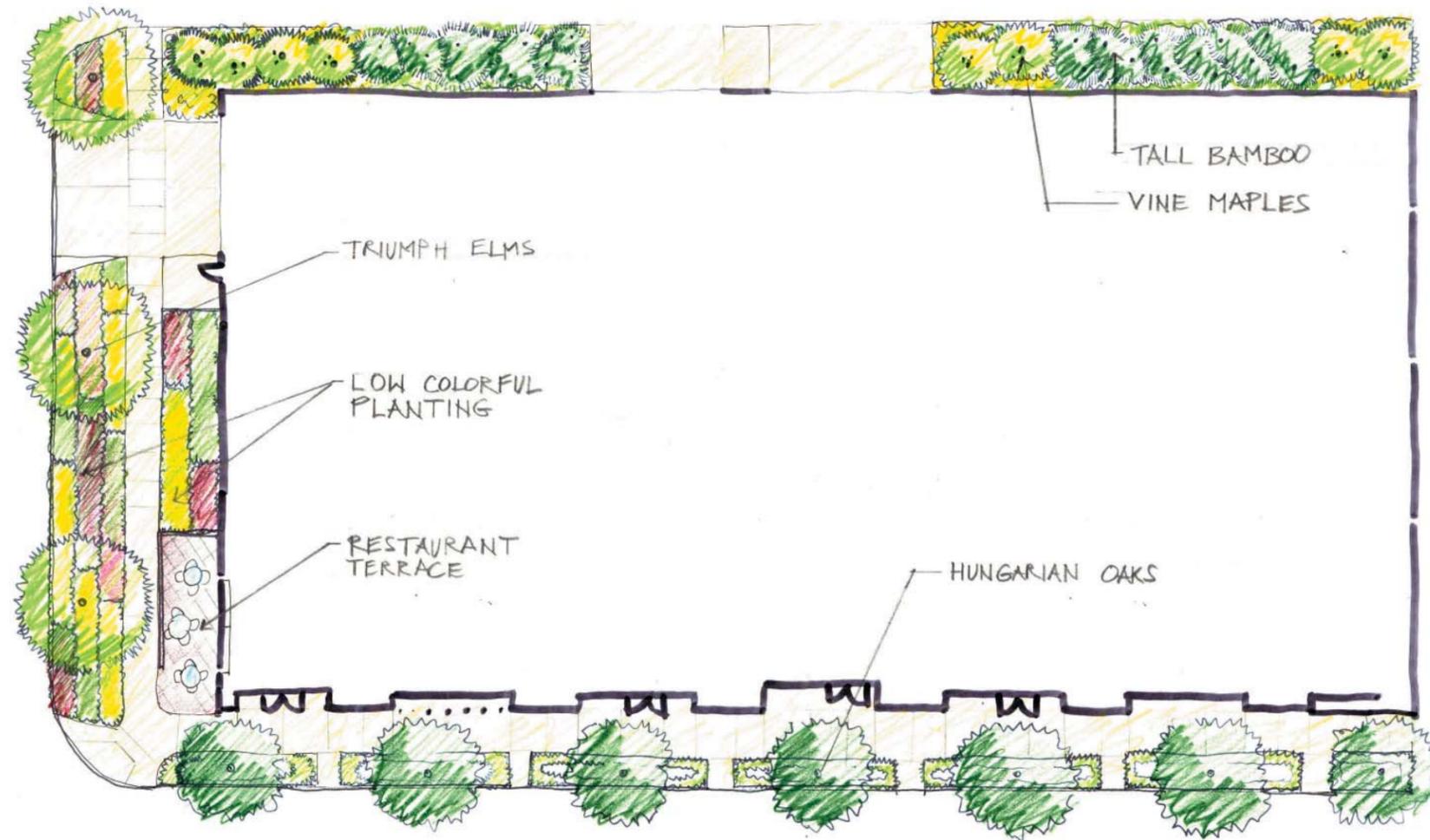
CONTEXT VIEW 3
NORTH STREET VIEW ALONG EASTLAKE



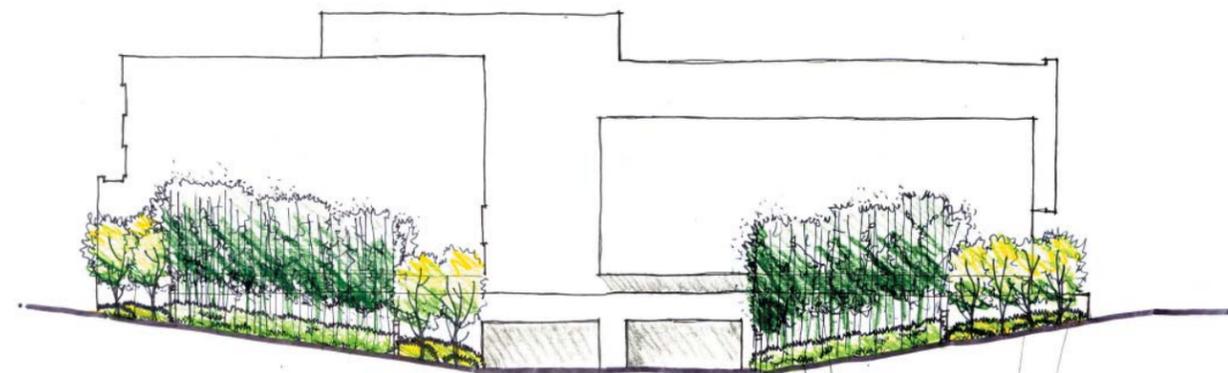
CONTEXT VIEW 4
SOUTHWEST WATER VIEW FROM LAKE UNION

2701 EASTLAKE AVENUE

VIEWS OF PREFERRED CONCEPT

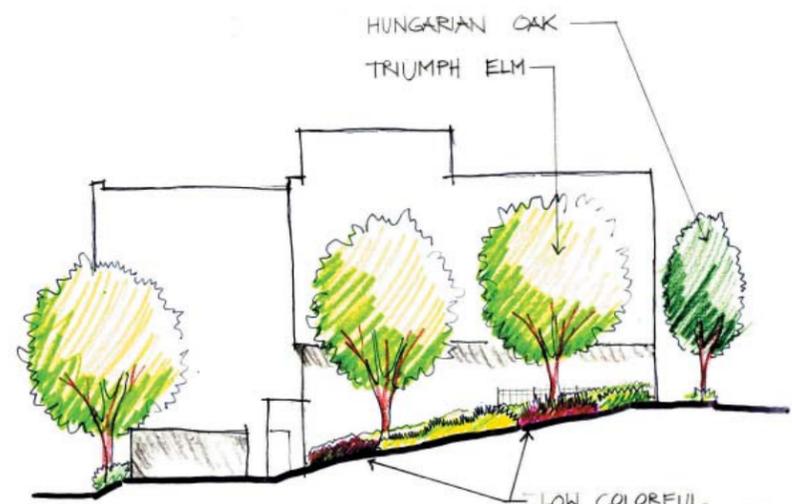


LANDSCAPE PLAN



ALLEY ELEVATION

VINE MAPLES
LOW GROUNDCOVER
TALL BAMBOO
EVERGREEN FOUNDATION
PLANTINGS



EDGAR STREET ELEVATION

HUNGARIAN OAK
TRIUMPH ELM

LOW COLORFUL
PLANTING

2701 EASTLAKE AVENUE

LANDSCAPE CONCEPT

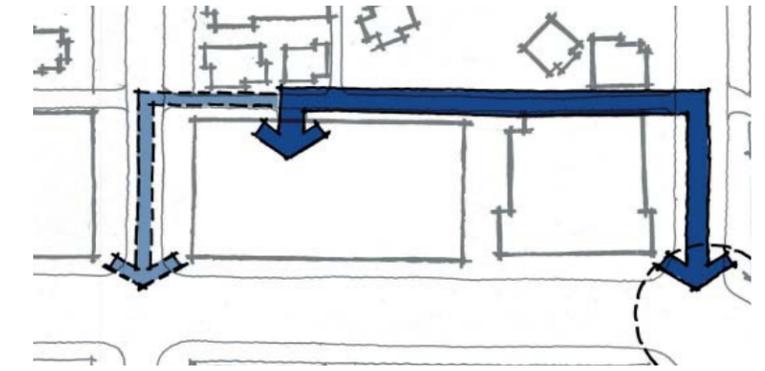
EDGAR STREET PARKING ACCESS

*Decreasing parking access traffic along the alley reduces noise and safety concerns for residential properties that abut the alley on the west.

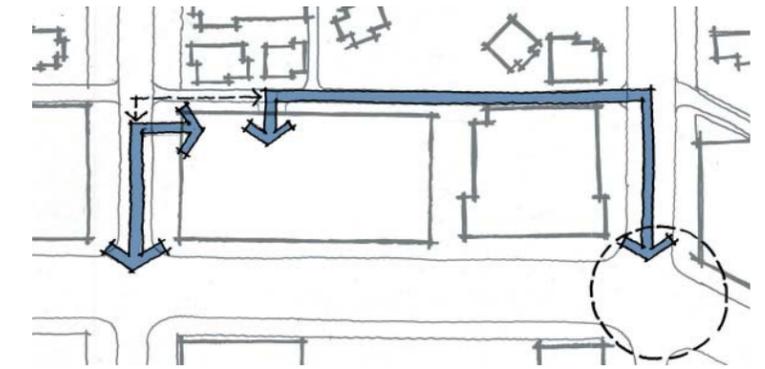
*By dividing parking access between the alley and Edgar, vehicles can potentially be distributed not only off Edgar but off Hamlin as well, as the alley grades at Hamlin are gentler.

*The Owner intends that parking accessed from Edgar Street be retail and public parking, and that the parking accessed from the alley be used by office tenants. During the evening, the alley access will be closed; tenants would use the Edgar Street access. This split entry scheme reduces the traffic in the alley, thereby benefitting the existing residences and apartment buildings.

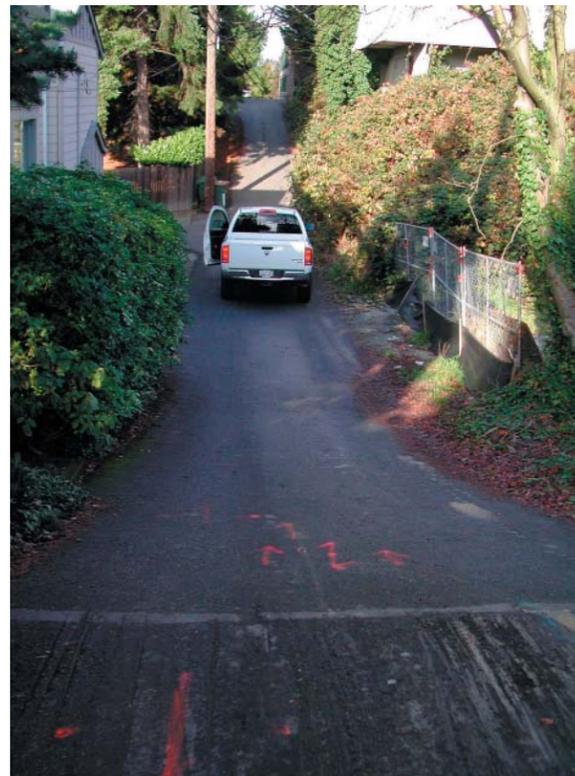
*By locating a second garage entrance on Edgar, new visitors to the building will be drawn directly into the garage and avoid the sub-standard alley. Repeat users will likely approach the lower level of the garage via the Hamlin alley entrance.



TRAFFIC FLOW WITH PARKING ACCESS AT ALLEY ONLY



TRAFFIC FLOW WITH PARKING ACCESS AT EDGAR STREET



ALLEY VIEW TO THE NORTH



ALLEY VIEW TO THE SOUTH



ALLEY VIEW MIDBLOCK



ALLEY VIEW AT HAMLIN



ADJACENT PROPERTY WITH SIDE STREET PARKING ACCESS

2701 EASTLAKE AVENUE

DEPARTURE- SIDE STREET PARKING ACCESS

ELIMINATE LOADING BERTH

- *Scale and dimensions of loading berth and dock are out of scale with size and requirements of project.
- *Given the alley's grades and width, trucks making deliveries will likely load and unload on Eastlake. This is currently happening along Eastlake in this neighborhood.
- *Neighboring projects along alley have been granted departure.
- *Design provides improvement on existing conditions by securing garbage within parking garage, not permanently open to alley.



TRASH BINS ALONG ALLEY



SERVICE TRUCK IN ALLEY AT 2300 BLOCK



FOUR (4) EXAMPLES OF WASTE AND RECYCLING AREAS ALONG ALLEY

2701 EASTLAKE AVENUE

DEPARTURE - ELIMINATE LOADING BERTH