

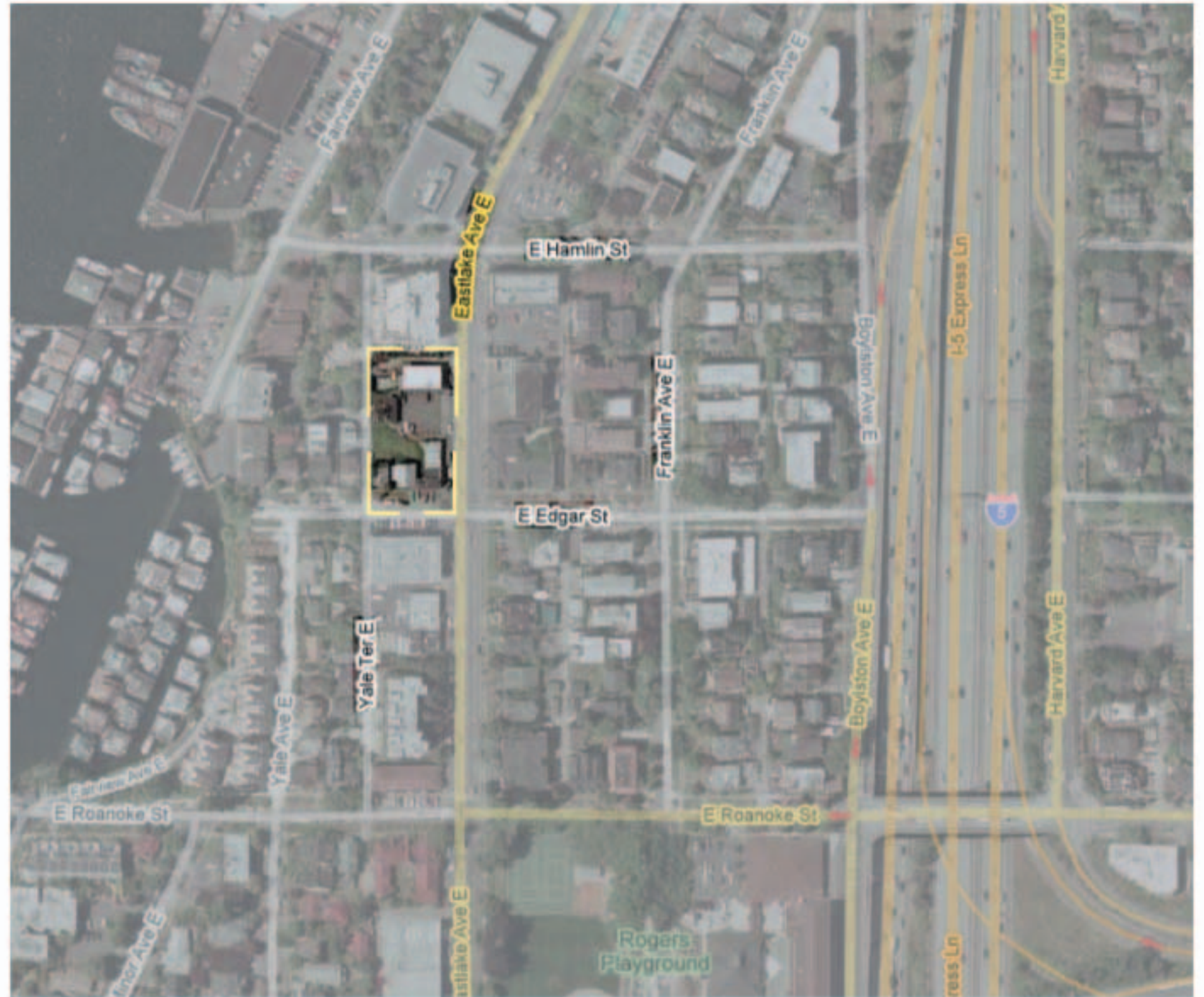




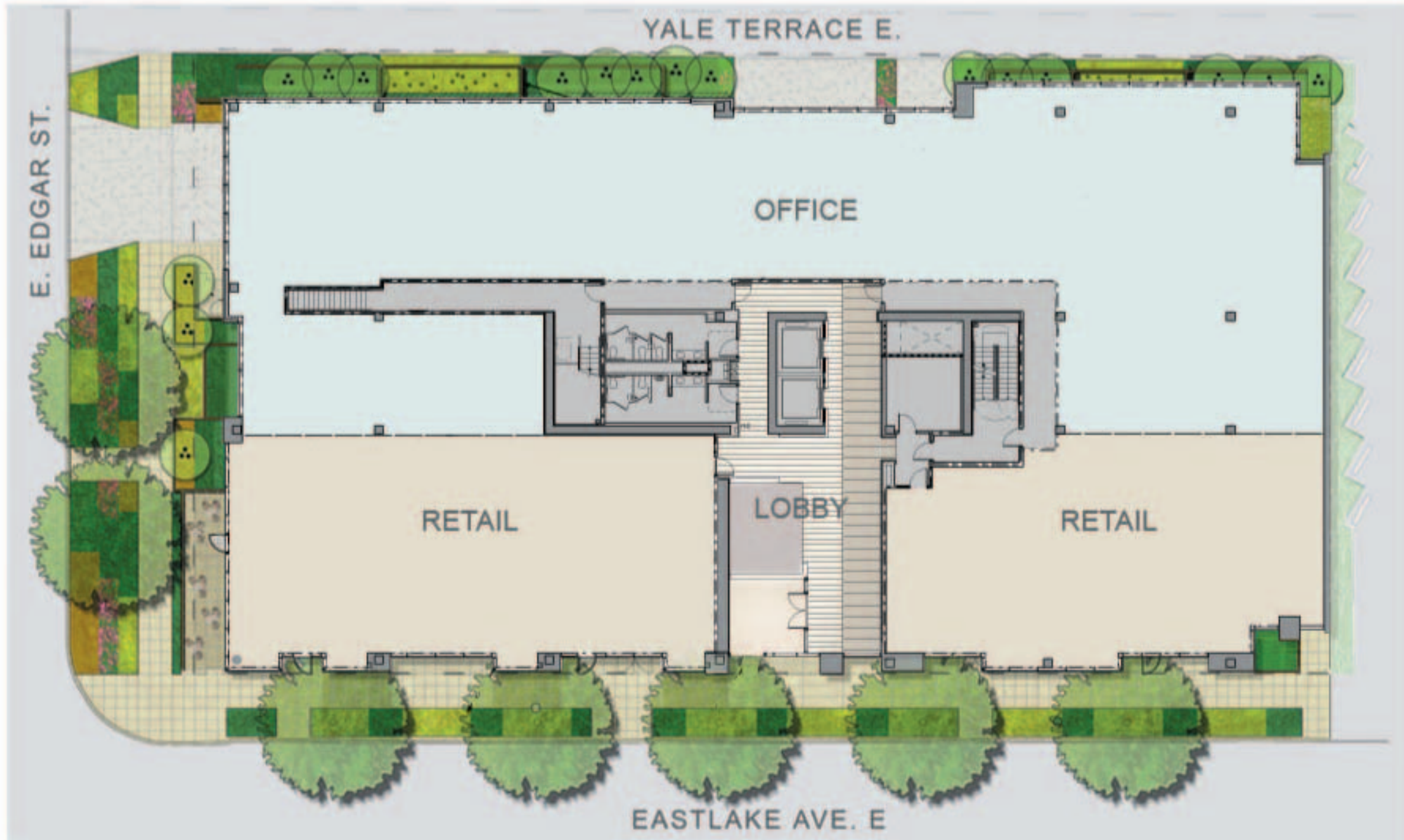
AERIAL VIEW FROM THE WEST



AERIAL VIEW FROM THE EAST

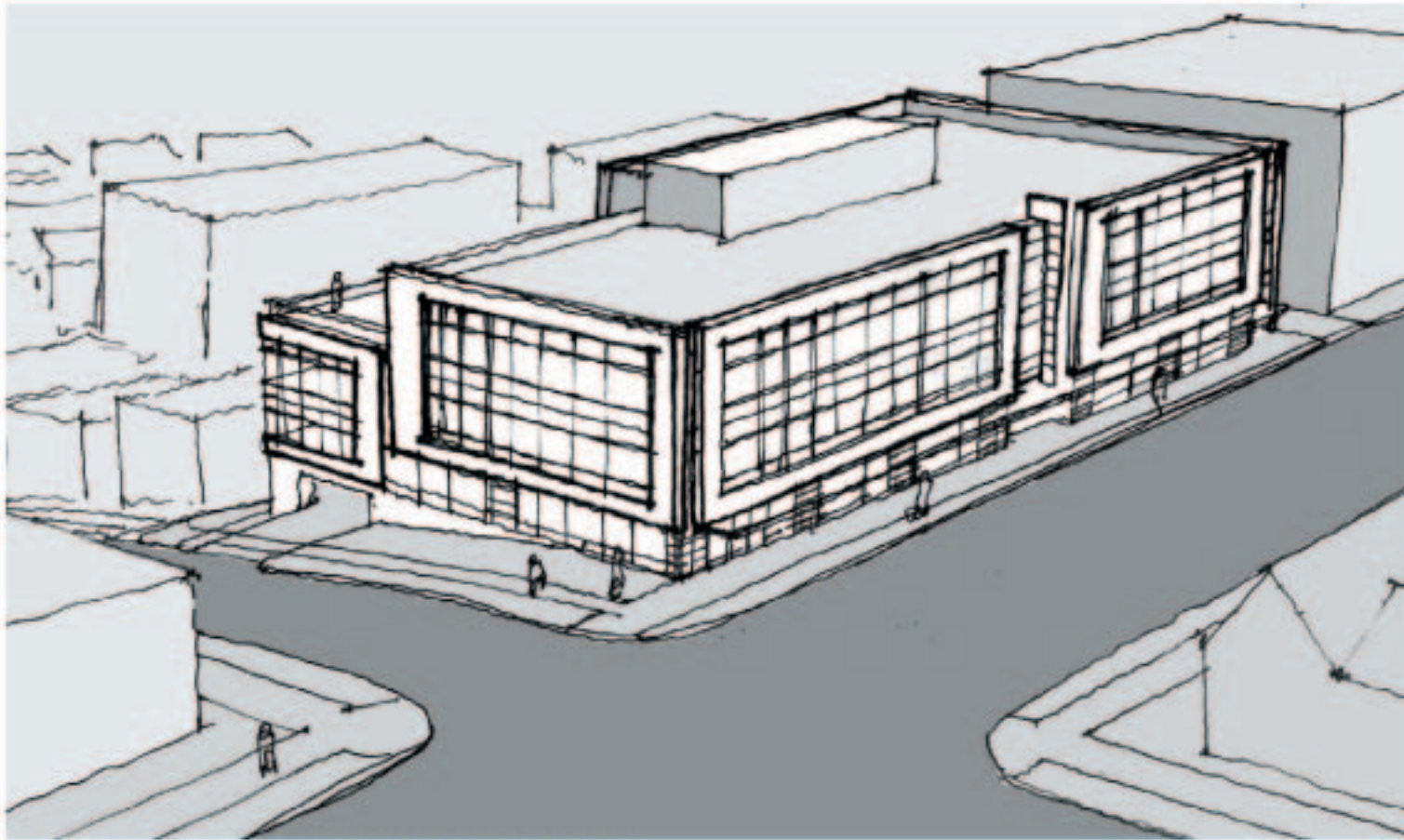


NEIGHBORHOOD MAP

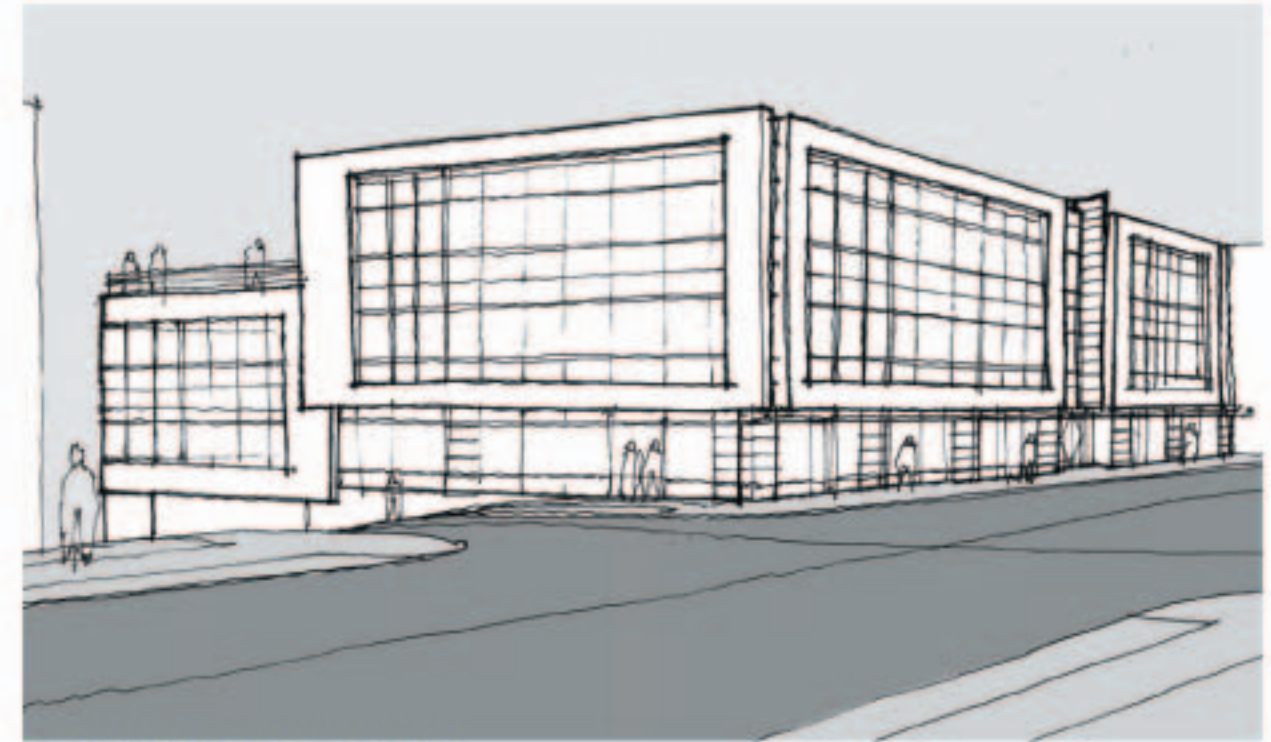


01 SITE PLAN
1" = 20'-0"





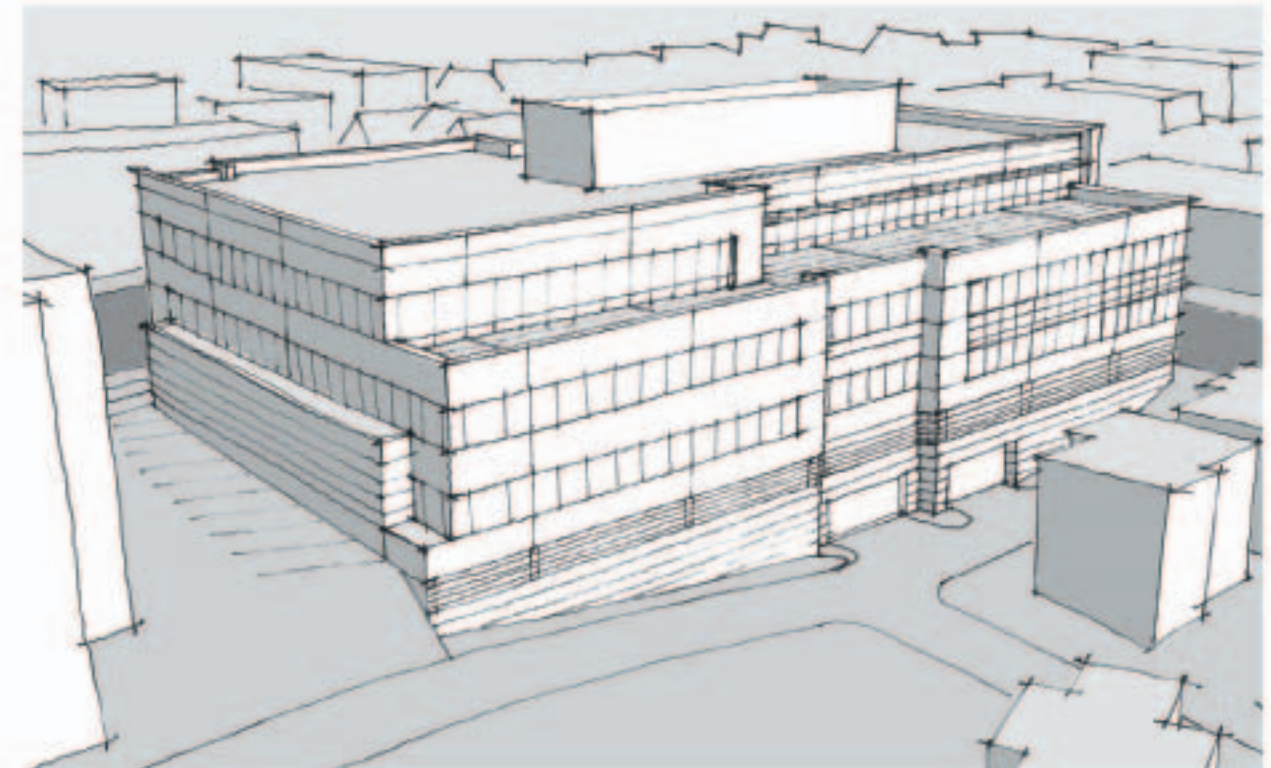
AERIAL FROM SOUTHEAST



SOUTHEAST VIEW



NORTHEAST VIEW



AERIAL FROM NORTHWEST



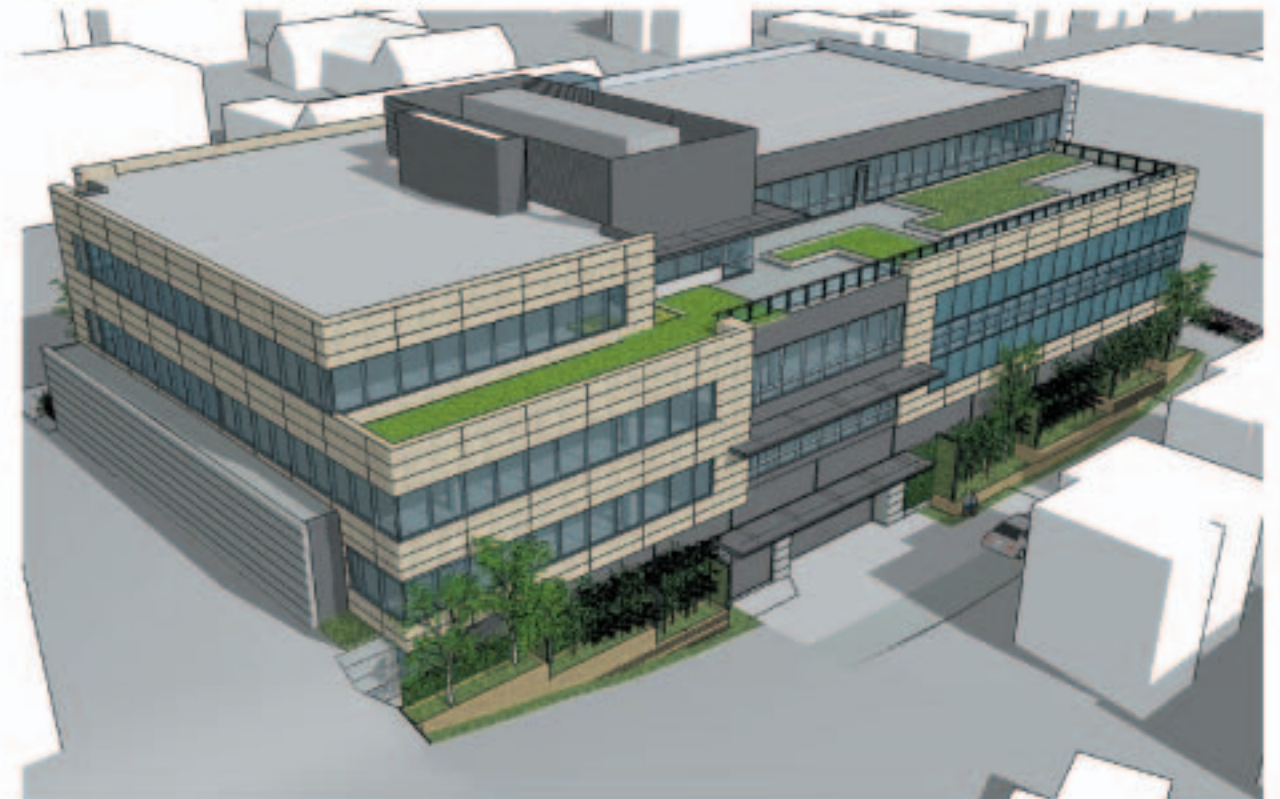
AERIAL FROM SOUTHEAST



SOUTHEAST VIEW



NORTHEAST VIEW



AERIAL FROM NORTHWEST

EARLY DESIGN GUIDANCE RECOMMENDATIONS

A. Site Planning

A-1 Responding to Site Characteristics

1. The Eastlake façade should include modulation and/or a variety of materials to visually reduce the length of the building.
2. The site's boundaries on three rights of way and location on a west facing slope should be taken advantage of to provide extensive interior day-lighting.
3. The proposed north to south oriented mechanical penthouse is at odds with the westerly views to the lake and mountains from the general area uphill to the east. Alternatives showing this structure broken into smaller increments or re-oriented so as not to create a visual wall should be included with the MUP proposal.

A-2 Streetscape Compatibility

The design of the Eastlake and Edgar façades should acknowledge and respond to any positive datum and rhythm along these respective streets.

A-4 Human Activity

Both street level façades should include multiple visible entrances to the different uses inside and transparency to create a connection between the street and interior uses.

A-10 Corner Lots

The character of the Edgar Street and Eastlake corner does not require building orientation to the corner. However, the design should continue and maximize the proposed extension of the street level commercial space along Edgar Street along with the proposed outside terrace.

C. Architectural Elements and Materials

C-2 Architectural Concept and Consistency

C-3 Human Scale

1. The proposed Eastlake façade design should include more modulation for a reduction in perceived building length.
2. The proposed upper level frame expression now appears to tower-over and minimize the visibility of the street level commercial frontage; this should not occur.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances

This is a priority for the commercial frontage along Eastlake Avenue and Edgar Street.



A-10

A-2
C-3 (2)



EARLY DESIGN GUIDANCE RECOMMENDATIONS

A. Site Planning

A-5 Respect for Adjacent Sites

1. The proposed landscape screening along the alley and terraced set-back of an upper office level should be continued as a method to create a transition between this use and zone and the Lowrise zone to the west. An additional terraced set-back between the first and second office levels should also be explored (see B-1 Height, Bulk, and Scale).
2. The amount of glazing proposed for the west façade should be carefully considered for minimizing glare impacts on properties to the west, both immediately and across the lake, and from the lake itself. Results of this exploration should be presented with the MUP submittal (for SEPA) and for presentation at the Recommendation meeting (e.g. what is the anticipated level of glare in comparison to other high glare producing façades in this area?, etc).
3. See A-1 above regarding minimizing the loss of westerly views from all affected areas to the east.

B. Height, Bulk and Scale

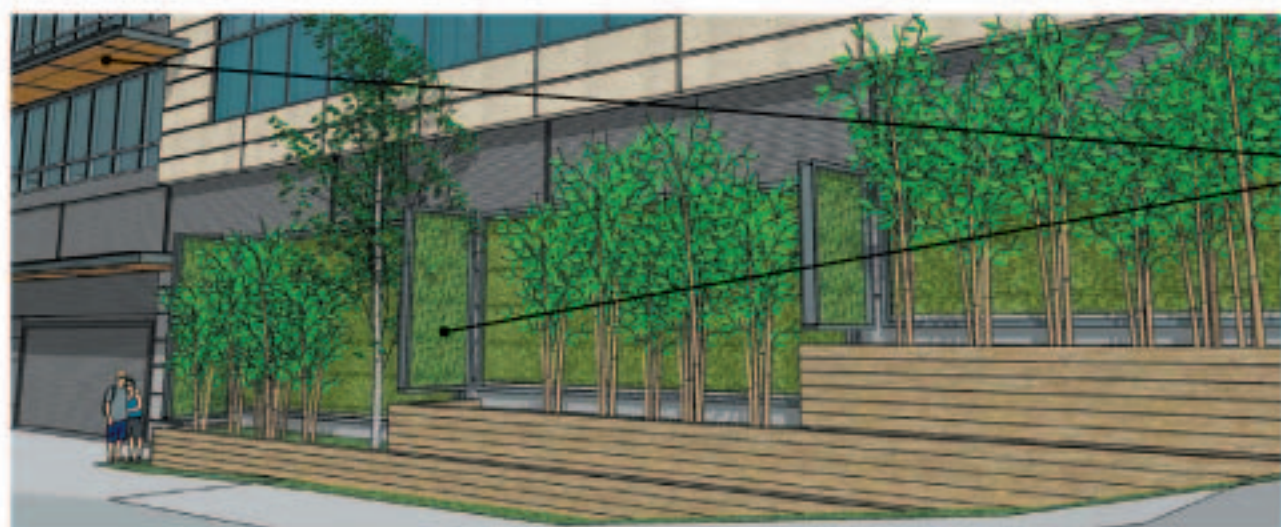
B-1 Height, Bulk and Scale Compatibility

The site is uphill from the adjacent and downhill Lowrise zone. To create a sensitive transition to this less-intensive zone, the design should continue the proposed stepping of the building's alley façade and add this between the office first and second levels, or other design technique to achieve this goal. The proposed alley façade landscaping should be pursued, but because it serves to screen more than reduce the height, bulk and scale, can not be fully relied upon to address this guidance.

D. Pedestrian Environment

D-5 Visual Impacts of Parking Structures

All presented design alternatives showed a portion of the Edgar Street façade adjacent to the alley without an allowed use between the parking and the street level, street facing façade as required by Code (SMC 23.47A.005.C). The inclusion of a vehicle entrance (by requested *Design Departure*) will address most of this area. The street grade across a substantial portion of this façade will make most, but not all, of this requirement moot. If the remaining portion of the façade above grade is proposed without a required intervening use, a *Design Departure* must be requested and the street level landscape design and wall treatment should be attractive and supportive of the pedestrian environment.





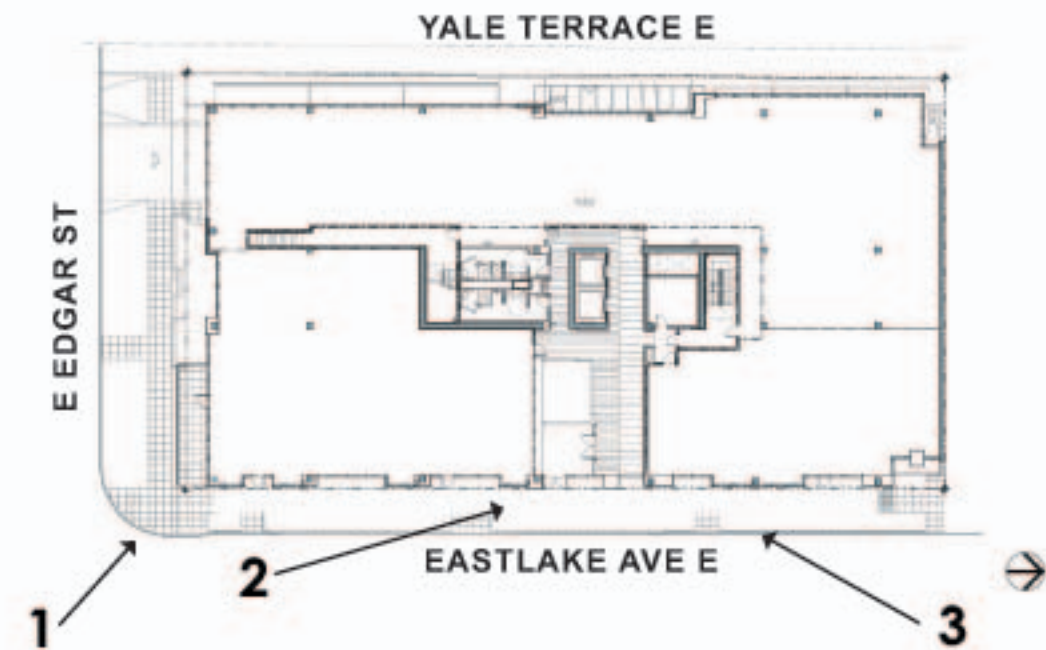
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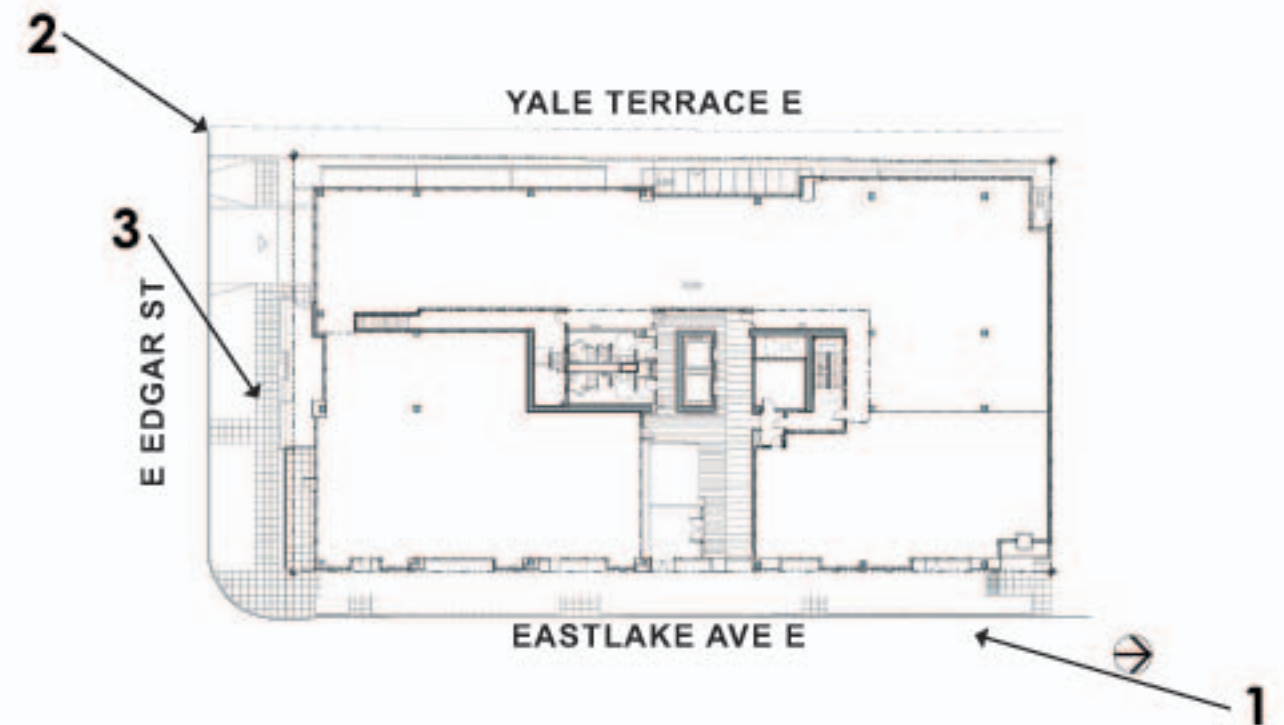
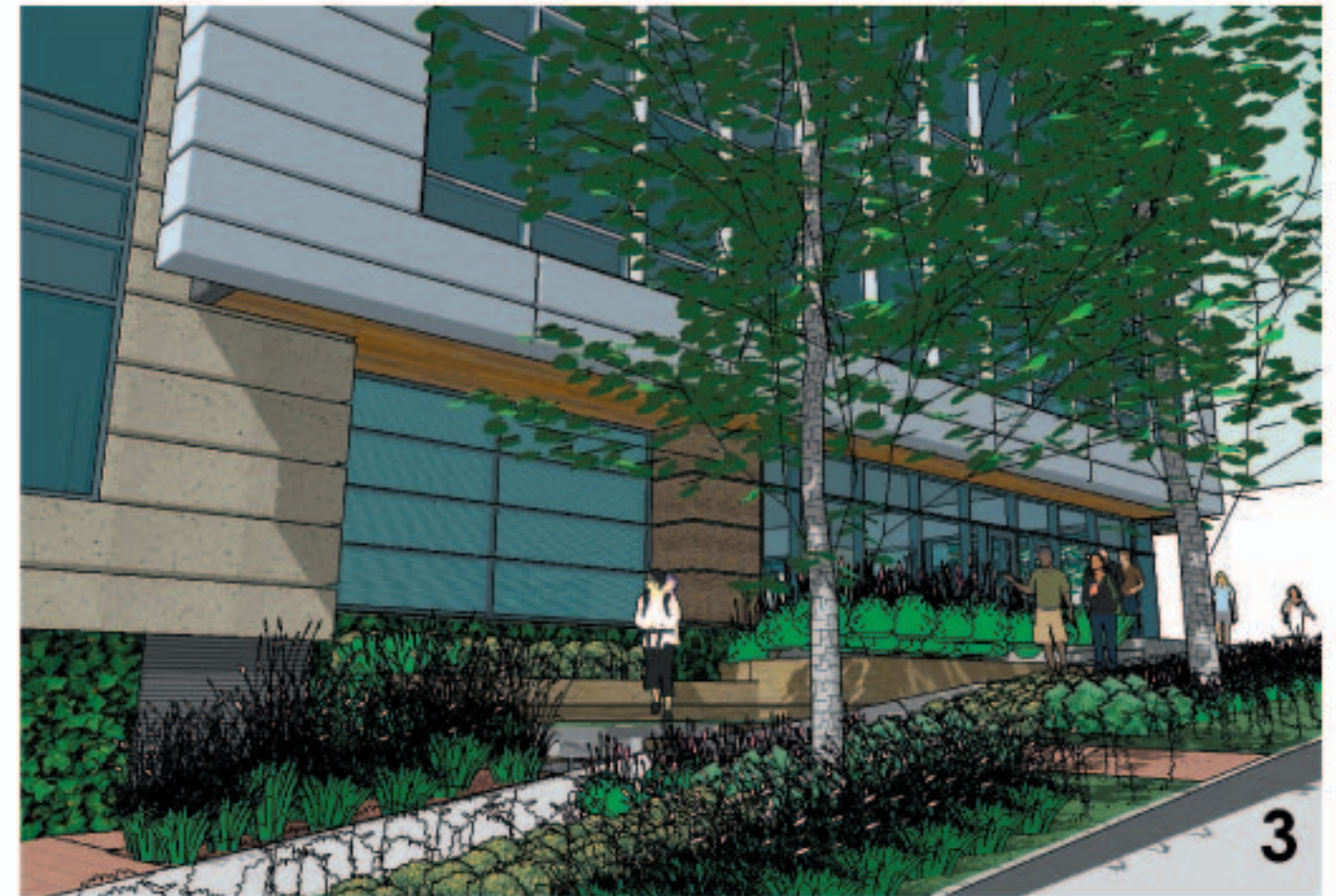


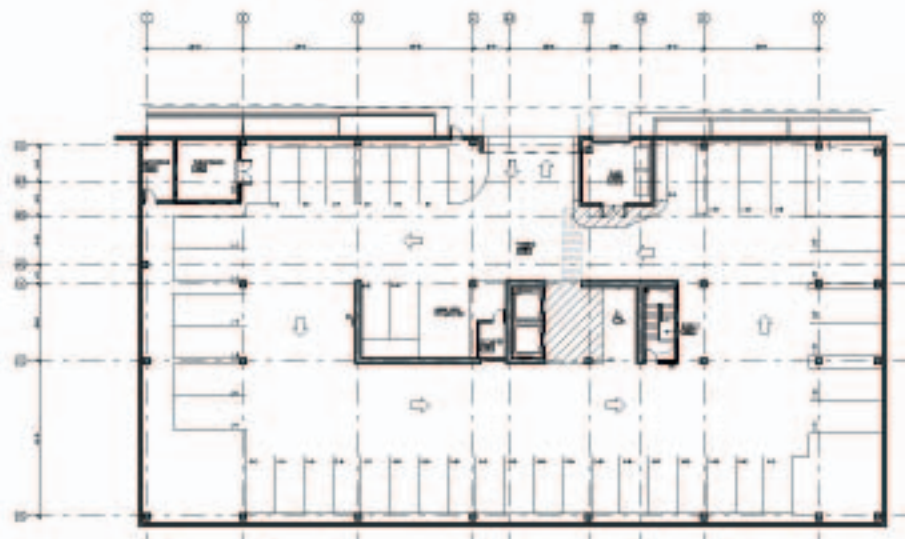
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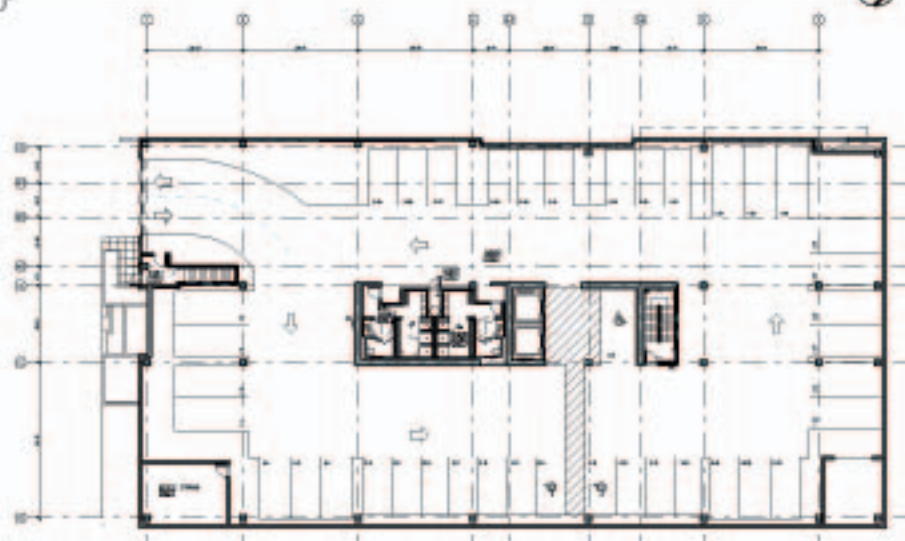
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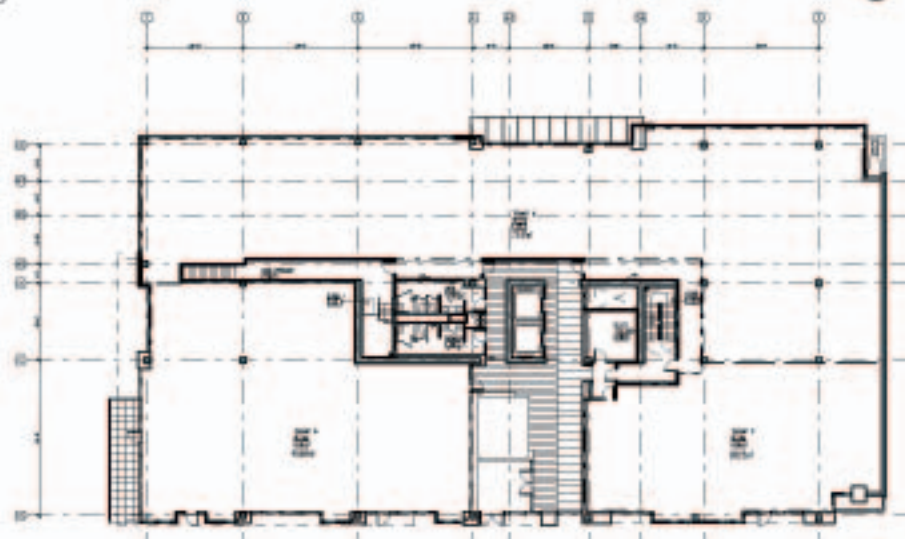




01 **P1 PLAN**
1" = 50'-0"



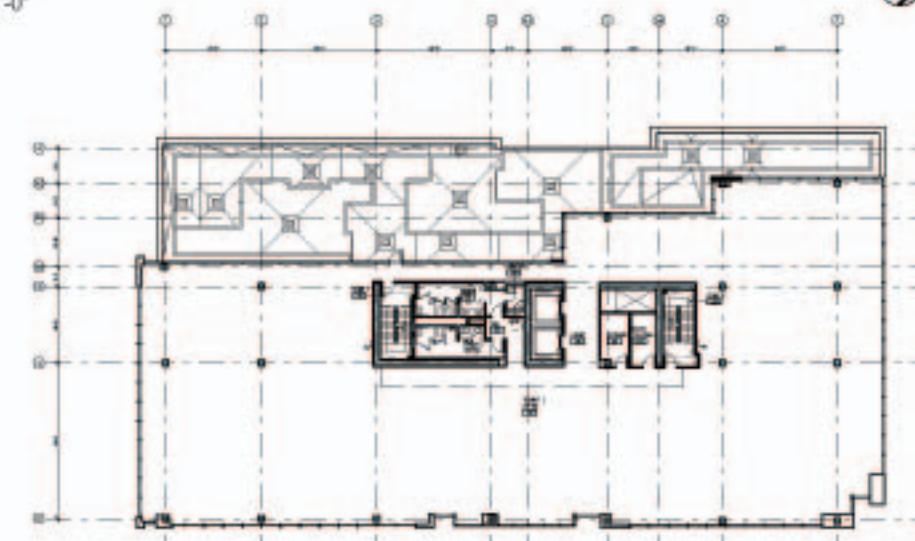
02 **P2 PLAN**
1" = 50'-0"



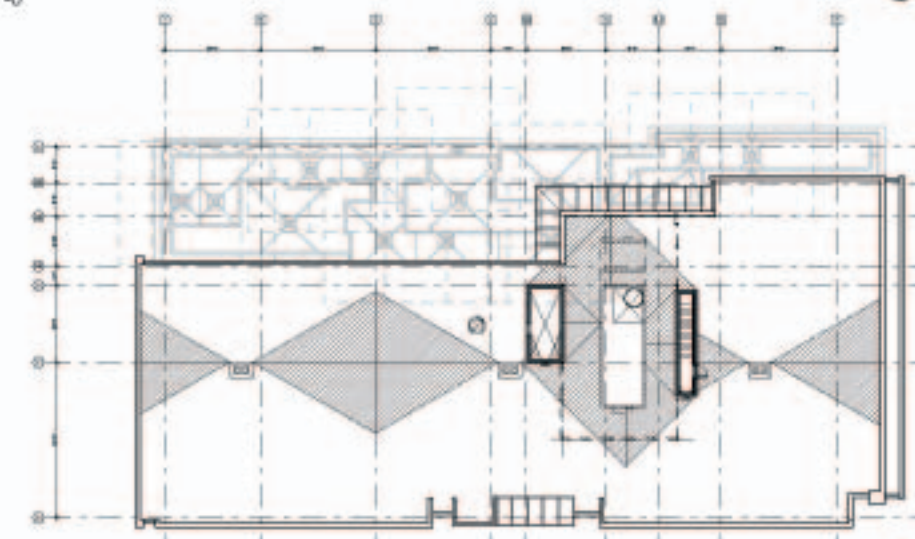
03 **FIRST FLOOR PLAN**
1" = 50'-0"



04 **SECOND FLOOR PLAN**
1" = 50'-0"



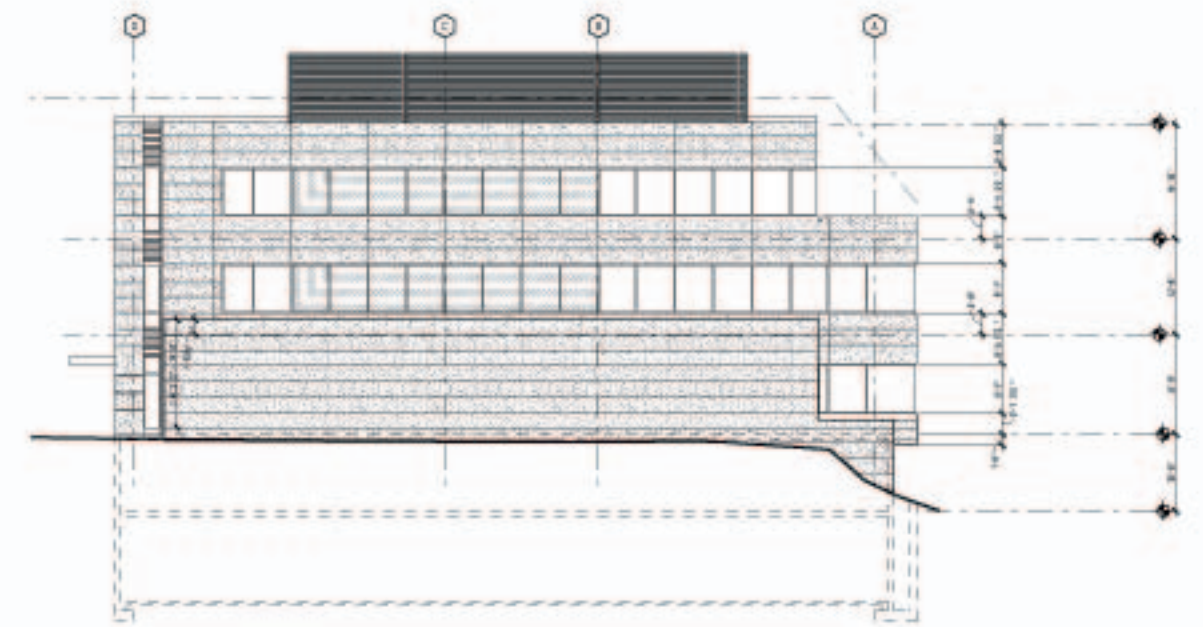
05 **THIRD FLOOR PLAN**
1" = 50'-0"



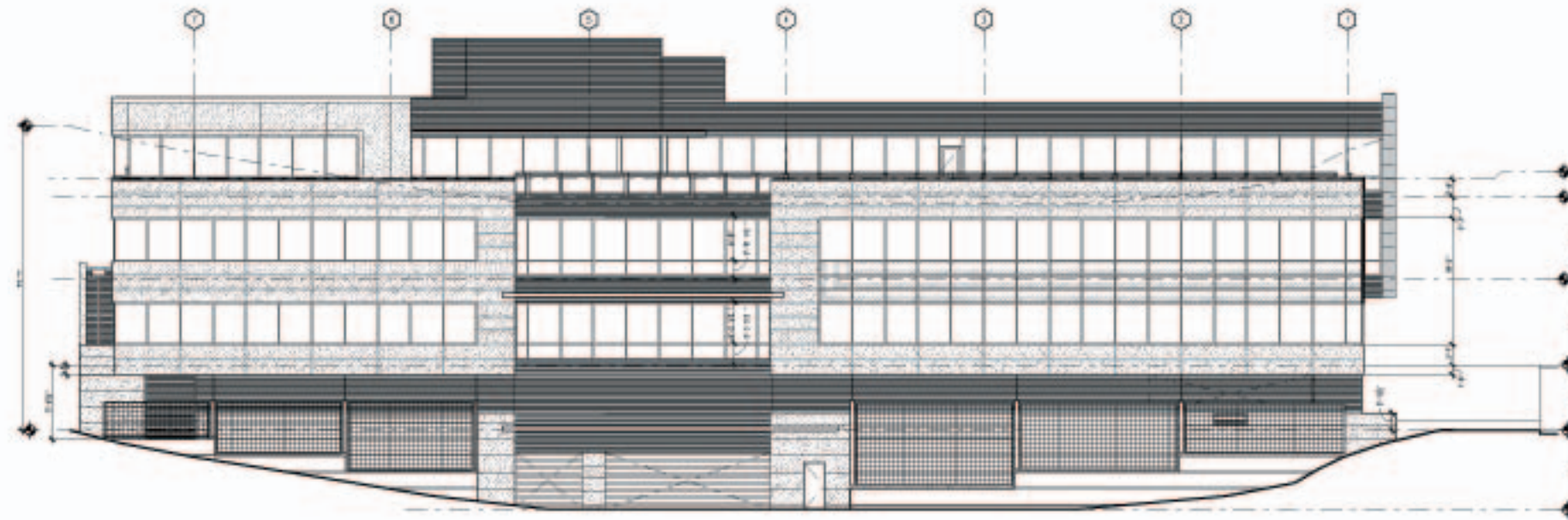
06 **ROOF PLAN**
1" = 50'-0"



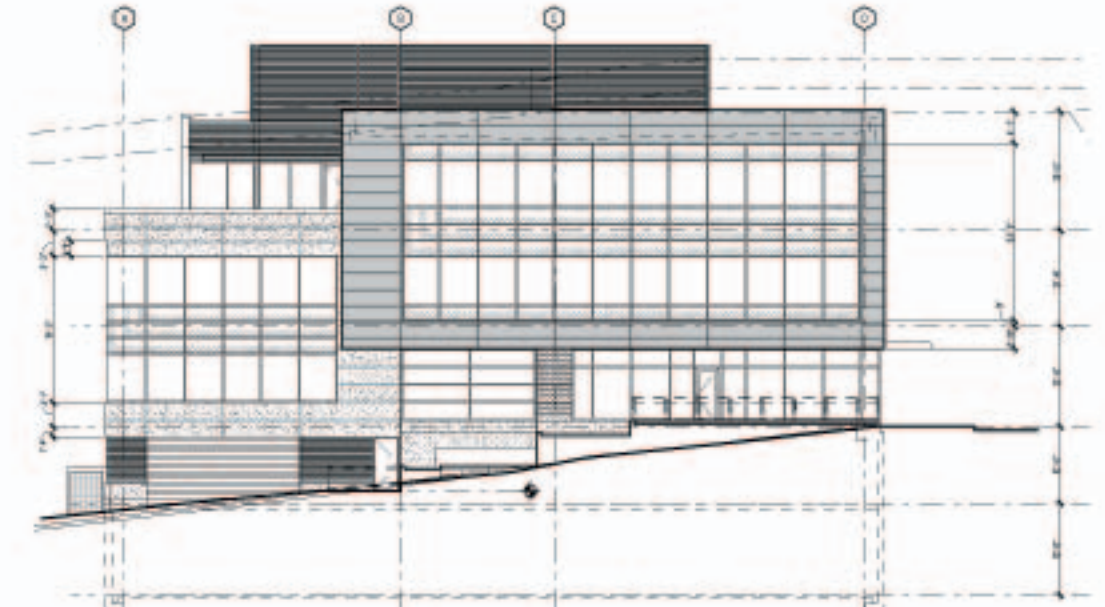
01 EAST ELEVATION
1" = 25'-0"



02 NORTH ELEVATION
1" = 25'-0"



03 WEST ELEVATION
1" = 25'-0"



04 SOUTH ELEVATION
1" = 25'-0"

PRE-CAST CONCRETE



VISION GLASS/SPANDREL MATCH



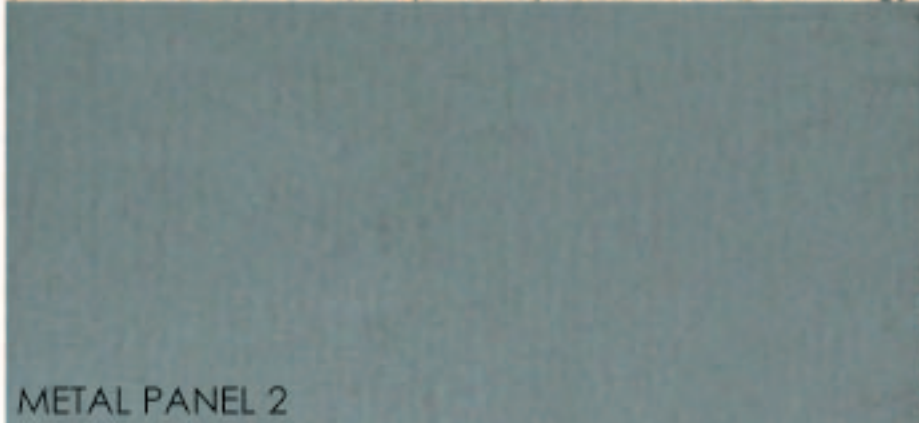
PERFORATED CORRUGATED METAL PANEL



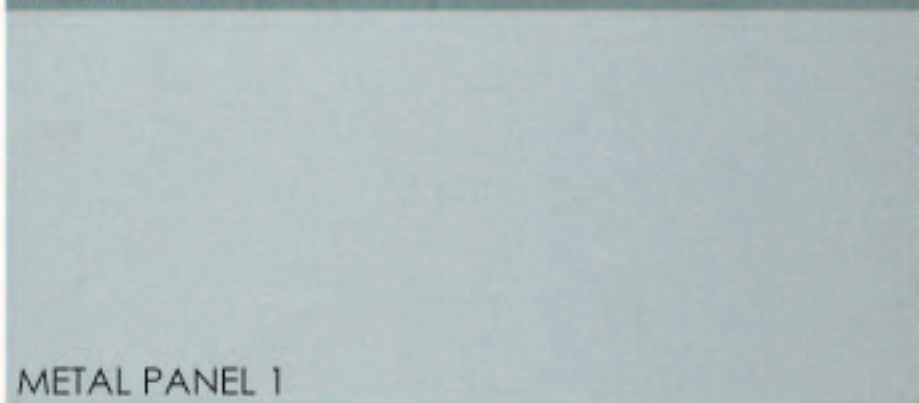
CORRUGATED METAL PANEL



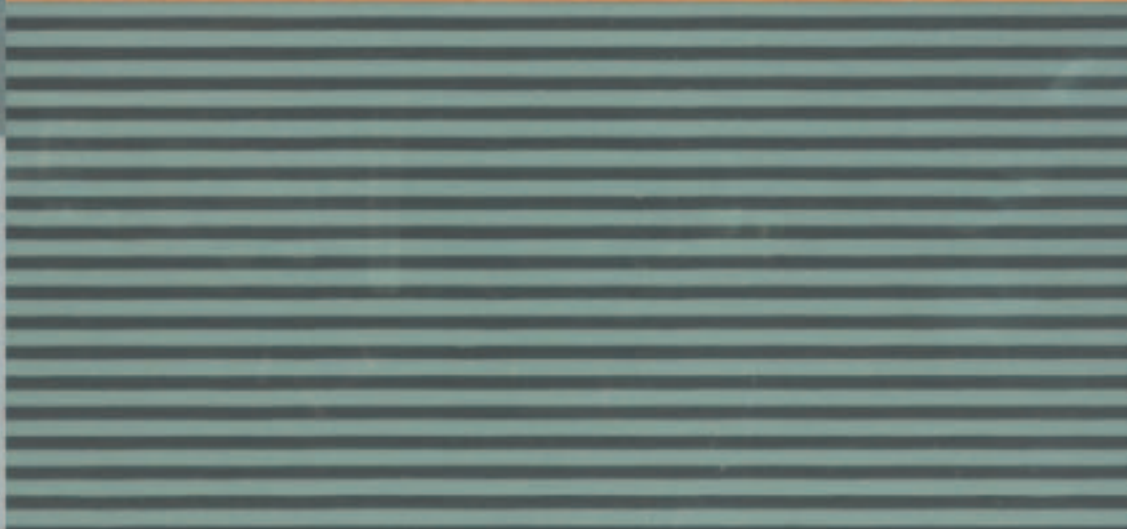
METAL PANEL 2



METAL PANEL 1



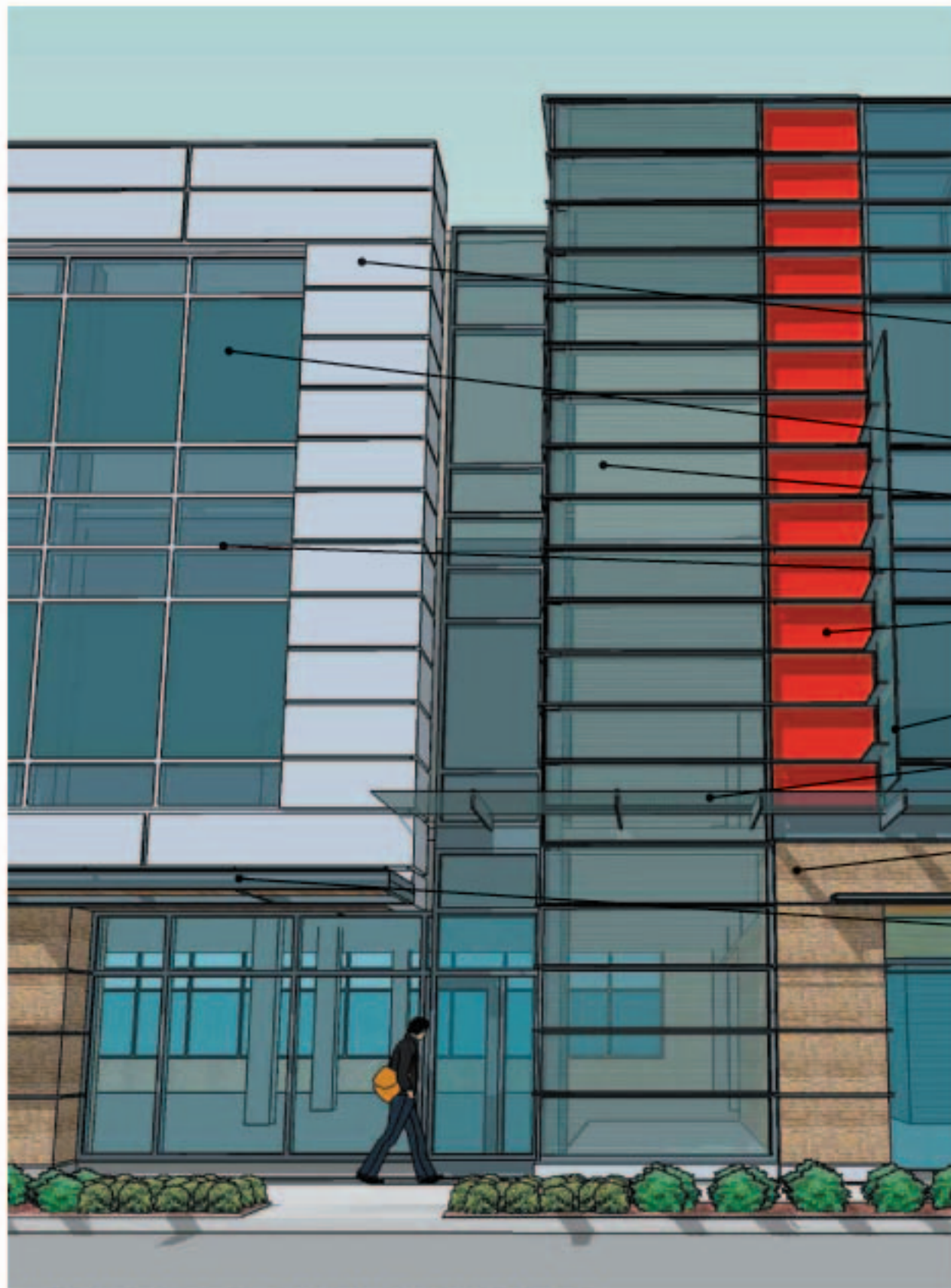
COMPOSITE PANEL AT ENTRY FIN & RETAIL CANOPY SOFFIT



PATTERNED GLASS AT RETAIL BASE/CANOPIES

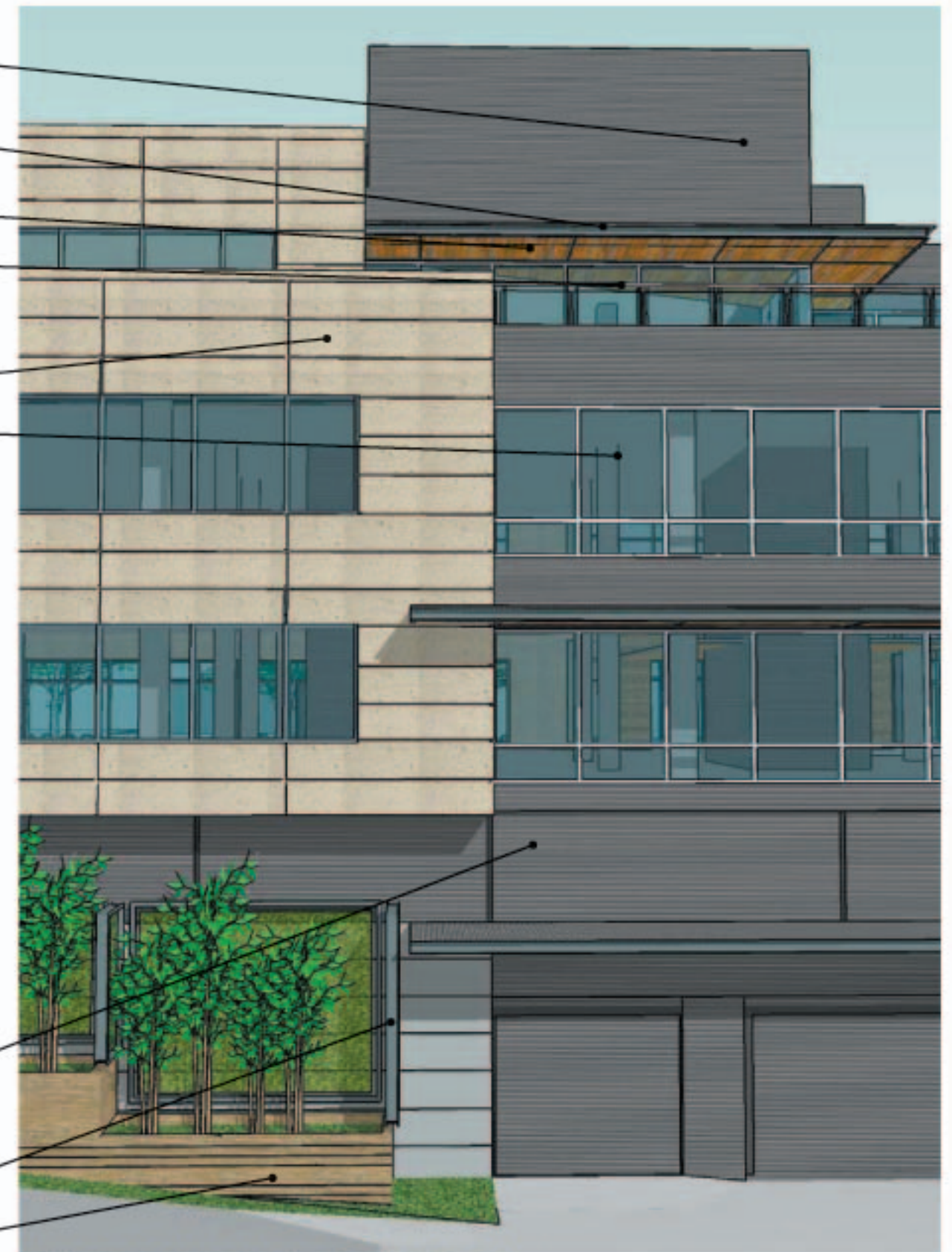


STONE AT RETAIL BASE PIERS

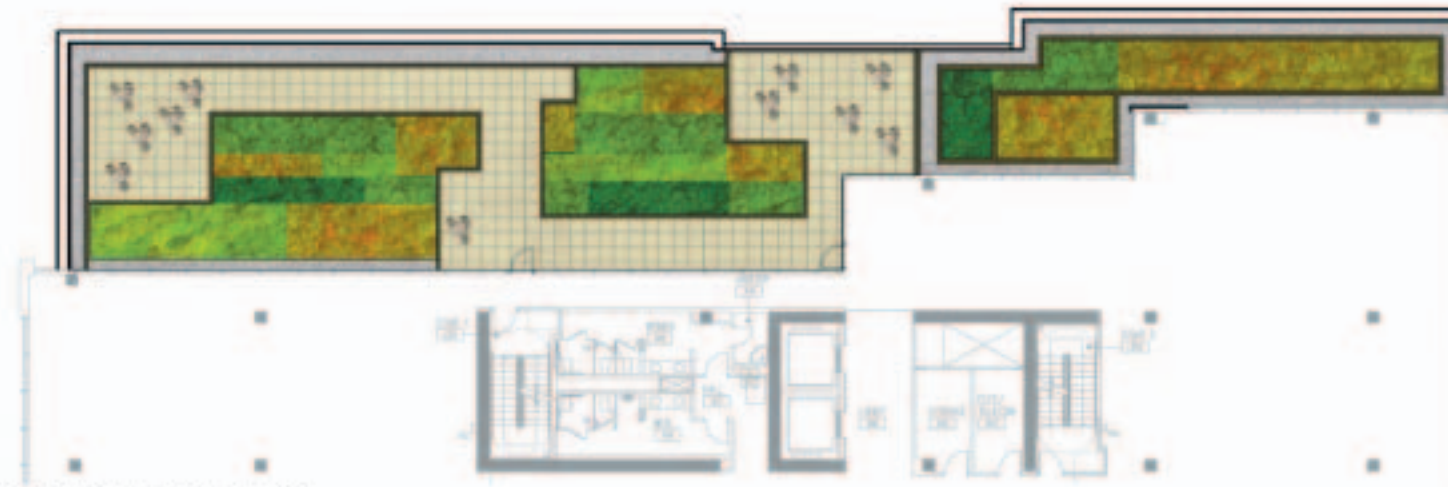


EASTLAKE PARTIAL ELEVATION

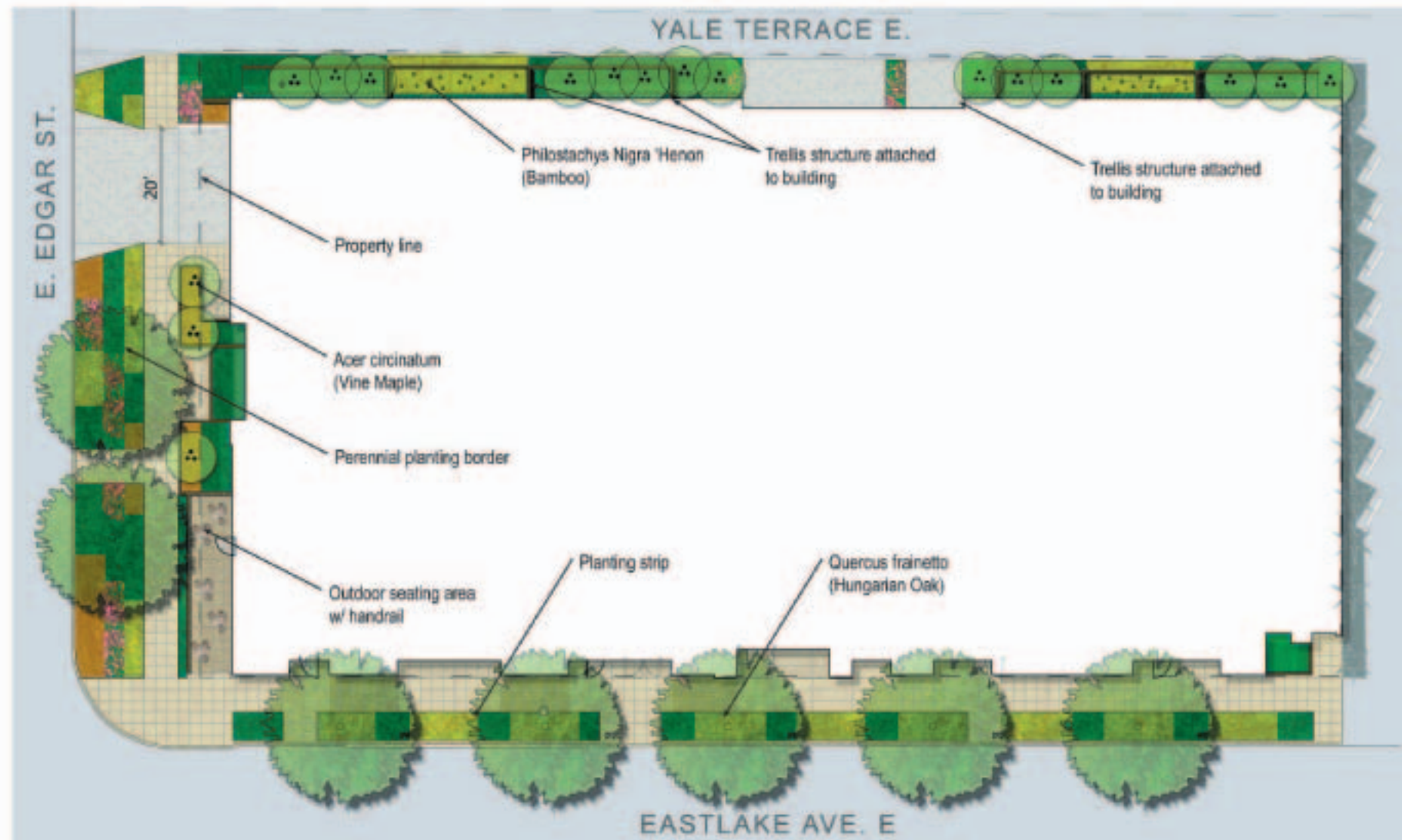
- CORRUGATED METAL PANEL
- PAINTED STEEL CANOPY
- WOOD COMPOSITE PANEL SOFFIT
- GLASS GUARDRAIL
- METAL PANEL
- PRE-CAST CONCRETE
- OFFICE VISION GLASS
- PATTERNED GLASS
- SPANDREL GLASS
- METAL PANEL ACCENT
- ENTRY SIGN
- ENTRY CANOPY GLASS
- STONE; CORRUGATED TEXTURE
- PAINTED STEEL CANOPY WITH GLASS INFILL & WOOD COMPOSITE SOFFIT
- PERFORATED & CORRUGATED METAL PANEL
- PAINTED STEEL GREEN WALL FRAMES
- LANDSCAPED PLINTHS



ALLEY PARTIAL ELEVATION



01 **THIRD FLOOR TERRACE PLAN**
NOT TO SCALE



02 **SCHEMATIC SITE PLAN**
NOT TO SCALE



Quercus hungenii / Hungen Oak



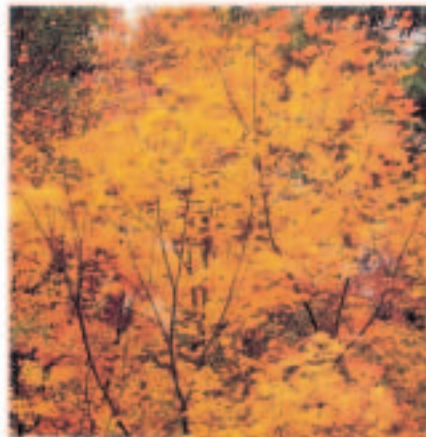
Quercus hungenii / Hungen Oak



Helianthus 'Sally Dore' / Daylily



Sorbus toblerensis / Autumn Joy / Autumn Joy Shrub



Euphorbia Robbia / Robbia Euphorbia



Phyllostachys nigra / Black Bamboo



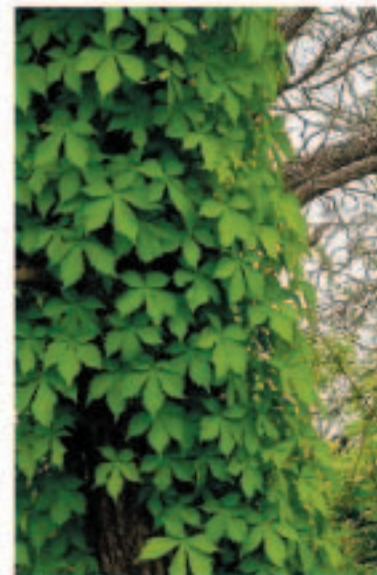
Abelia x grandifolia 'Edward Goucher' / Glossy Abelia



Begonia 'Benedictus Ruby' / Benjamin Ruby Begonia



Acer dasycarpum / Vire maple



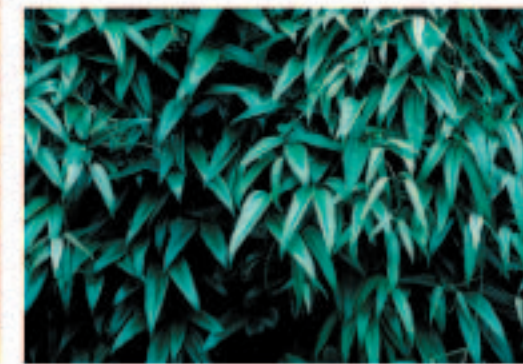
Polystichum glaucifolium / Virginia asplen



Lonicera japonica / European Honeysuckle



Gaultheria phillyifolia / Soli



Chamaecyparis 'Parade Jockey' / Chamaecyparis



Pennisetum setosum / Dwarf Fountain Grass



Acer dasycarpum / Vire maple

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 Street, 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 then 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 Street, 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.



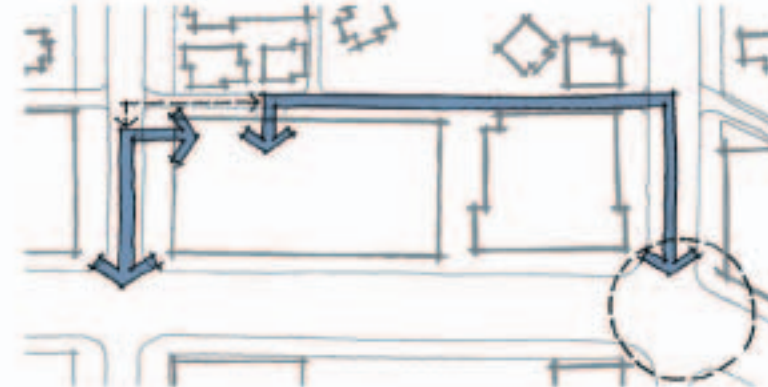
ADJACENT PROPERTY WITH SIDE STREET PARKING ACCESS



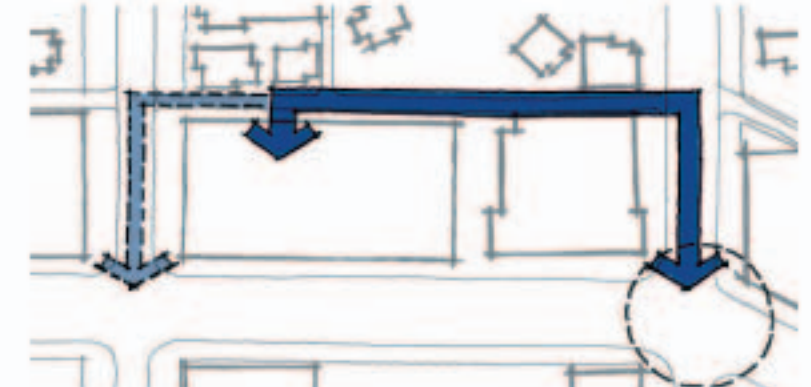
ALLEY VIEW TO THE NORTH



ALLEY VIEW TO THE SOUTH



TRAFFIC FLOW WITH PARKING ACCESS AT EDGAR STREET



TRAFFIC FLOW WITH PARKING ACCESS AT ALLEY ONLY



A. Site Planning

A-8 Parking and Vehicle Access Reduced from 22' to 20'

Because of its proposed proximity to the alley, the proposed Edgar Street driveway and garage entrance could be reduced below the Code required width to a size that will minimize the disruption of the pedestrian environment, but still allow safe vehicle travel. A Design Departure for this would be considered by the Board.

REDUCE LOADING BERTH DIMENSIONS

- Scale and dimensions of the 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 Avenue. This is currently happening along Eastlake in this neighborhood.
- There are no loading berths at similarly scaled projects at the alley.
- Design provides improvement on existing conditions by securing garbage within parking garage, not permanently open to alley.



WASTE/RECYCLE
ALONG ALLEY



2323 OFFICE BUILDING: NO BERTH
COVERED SERVICE AREA IN GARAGE



WASTE/RECYCLE ALONG ALLEY



2345 EASTLAKE OFFICE BUILDING: NO BERTH, COVERED ALCOVE



WASTE/RECYCLE
ALONG ALLEY



2815-25 EASTLAKE OFFICE BUILDINGS
LARGER PROJECT W/ LOADING BERTH
OPEN TO ALLEY



WASTE/RECYCLE ALONG ALLEY

A. Site Planning

A-9 Location of Parking on Commercial Street Fronts

The proposed *Design Departure* from providing a loading berth could result in a loss of on-street parking (for an additional or expanded on-street loading zone), conflict with the current peak-hour no parking lane that would be used for loading, and negatively affect the desired synergy between the street level commercial spaces and the pedestrian environment.

To pursue this departure request the applicant shall provide data with the MUP application on the loading berth needs of similar sized buildings with a similar tenant mix and the operational profile of on-street loading (entrance needs, traffic conflicts, etc).



WASTE/RECYCLE ALONG ALLEY