

1124 COLUMBIA ST

RECOMMENDATION MEETING

Project #3014948

MEETING DATE: October 23, 2013

TABLE OF CONTENTS

01 Objectives / Contacts

04 Site

06 EDG Direction

07 Design Rationale

08 Shadow Studies

09 Ground Plane

10 Plans

16 Sections

18 Elevations

24 Columbia Street facade

26 Boren Avenue facade

28 Drive Court Studies

32 Landscape Design

34 Renderings

37 Materials

38 Departures

W
COLLINS
W
ERMAN

710 SECOND AVE SUITE 1400
SEATTLE, WA 98104

Project Design Approach + Philosophy

1124 Columbia provides a unique opportunity to reshape a development that has not been significantly altered for over 32 years.

Twentieth century development of this site began with the construction of Eklind Hall in 1945. An addition in 1961 increased the building which served as a nursing school and residence. In 1975 a 7-story, Brutalist-style, concrete laboratory was built along the north portion of the site. An underground Vivarium with entry driveway and parking lid was constructed in 1981-- completing the development to the arrangement which stands today. Many developers and property owners have contemplated the redesign of this site, but none have successfully attempted an adaptive reuse and modification until now.

Along with our primary goal of providing high quality architecture and urban design, it is the client's charge to change the perception of the site. We seek a cohesive, contemporary design for an additional 65,000 gsf of medical office space with parking for 400+ vehicles in a largely underground garage. The resulting new building volume -- replacing Eklind Hall and the Vivarium to the south -- will contrast in form, material, transparency and delicacy with the rejuvenated 1975 structure. Together with a comprehensive interior renovation, the exterior will undergo a modest enhancement -- but the stout, rectilinear and rugged nature of this edifice will remain. We intend to play off this character distinctly with the new building.

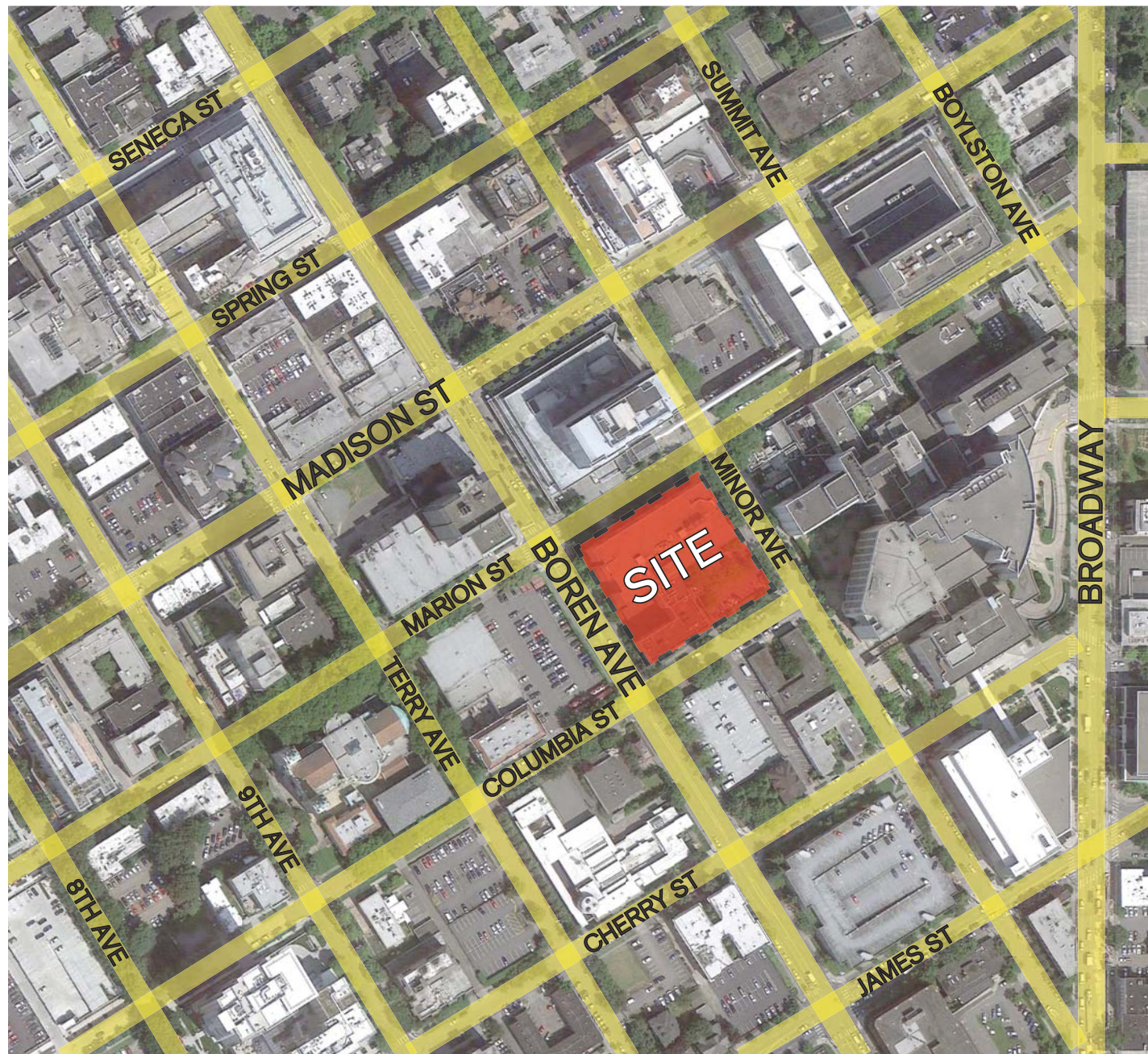
Trammell Crow and the design team seek to develop a project that reinvigorates the site and remaining structure. We believe creating an addition that provides a sleeker, lighter, and more transparent mass as a counterpoint will positively change this urban block for the next 50 years.

Development Objectives

The site is currently comprised of three existing structures that are currently being used for a mix of laboratory uses. This includes a 7 storey laboratory research building, a connecting 5 story laboratory building (previous nursing facility), and a three story underground vivarium with a surface parking lot on top.

The intent of the proposed design will demolish the existing 5 story facility and underground vivarium, and in its place, it will provide a new and connecting 6 story addition to the south. This new addition will also include multiple levels of underground parking that will provide approximately 410 new parking stalls.

The main objective of this development is to provide state of the art laboratory and medical office space by remodeling the existing building and providing a new and adjoining medical office addition. The existing building along with it's new addition, will be approximately 100'-0" above grade and include 176,400 GSF of remodeled space and 65,000 GSF of new office space.



🕒 VICINITY PLAN

COLLINSWOERMAN

710 SECOND AVE SUITE 1400
SEATTLE, WA 98104
PH: 206.245.2041

PRINCIPAL IN CHARGE

PHIL GIUNTOLI
PH: 206.245.2044
EMAIL: pgiuntoli@collinswoerman.com

PROJECT MANAGER

JASON MCCLEARY
PH: 206.245.2154
EMAIL: jmccleary@collinswoerman.com

DESIGN ARCHITECT

JAMES WALKER
PH: 206.245.2050
EMAIL: jwalker@collinswoerman.com

KAREN KIEST LANDSCAPE ARCHITECTS

111 WEST JOHN STREET, SUITE 305
SEATTLE, WA 98119
PH: 206.323.6032
EMAIL: kkiest@kk-la.com

TRAMMELL CROW COMPANY

600 UNIVERSITY ST SUITE 2912
SEATTLE, WA 98101

PROJECT MANAGER

JANET DONELSON
PH: 206.659.0383
EMAIL: jdonelson@trammellcrow.com

LEASE CRUTCHER LEWIS

107 SPRING ST
SEATTLE, WA 98104

PROJECT MANAGER

ROB BROTHERTON
PH: 206.455.5860
EMAIL: rob.brotherton@lewisbuilds.com

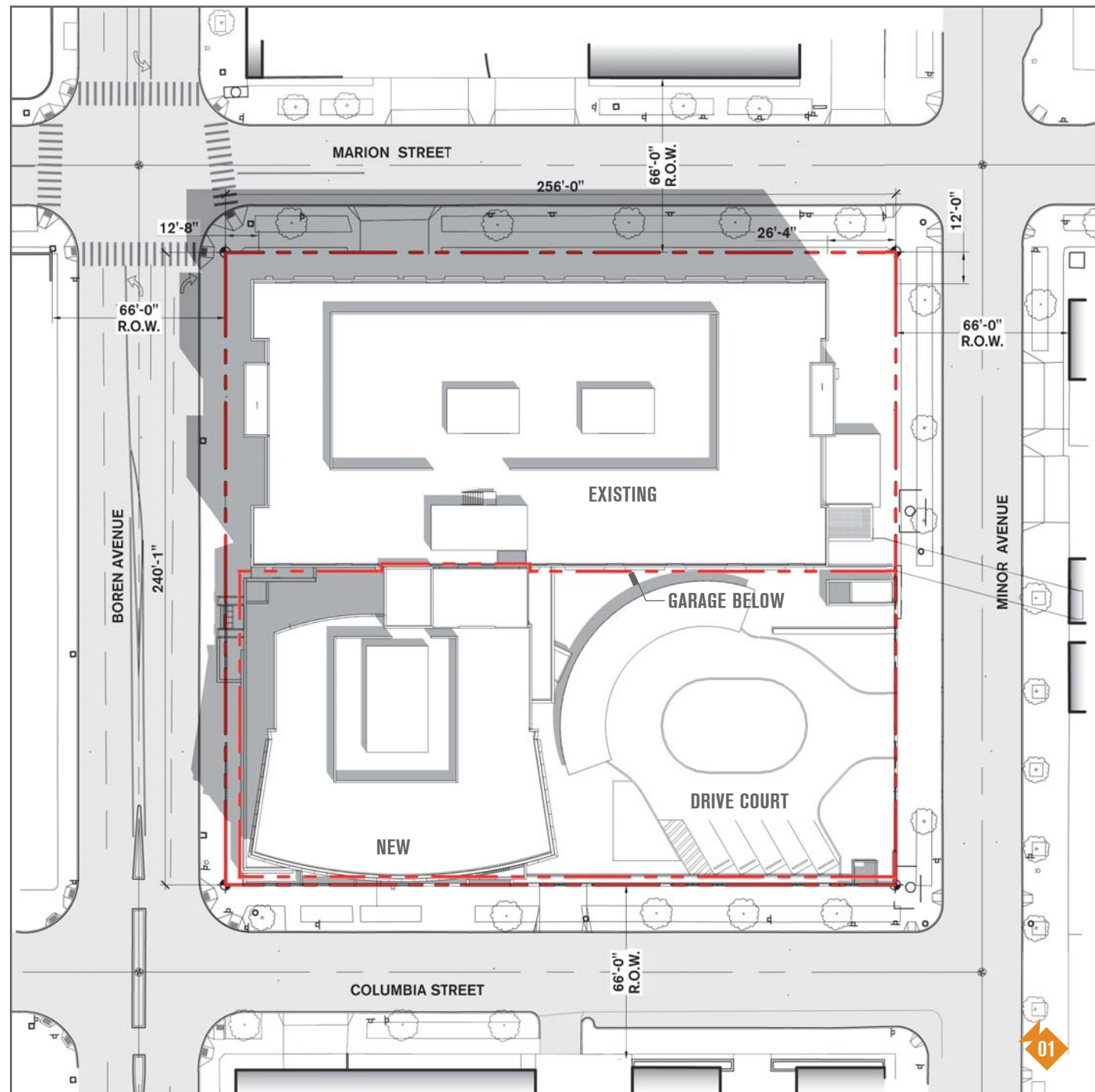
DCI ENGINEERS

818 STEWART ST SUITE 1000
SEATTLE, WA 98101

STRUCTURAL ENGINEER

ROGER HEERINGA
PH: 206.787.8946
EMAIL: rheeringa@dc-engineers.com

SITE INFORMATION



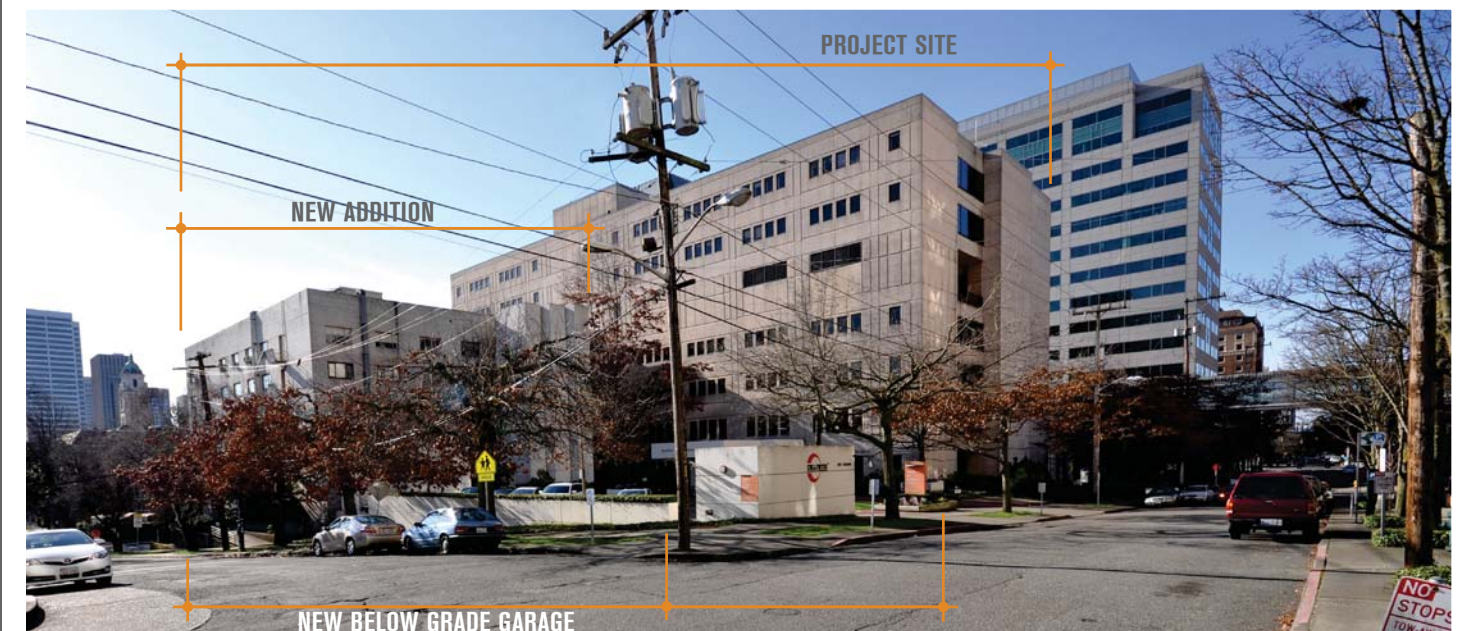
The existing site is comprised of one single parcel with 8 lots and a previously vacated alley (V.O. 73797). There are three structures currently located on the site and are described below:

The 1974 "Existing Building" has 7 levels with a partial below grade basement. The basement level is -- and will continue to be -- accessed by a ramp off Marion St and houses a loading dock (for the entire site) and 13 reserved parking stalls. The building is setback from the property line on all sides by a minimum of 10'.

The structural system and exterior is of cast in place concrete. The first three levels are currently occupied by tenants and will remain so through the construction. The main entrance is located on the south side of the building which faces a surface parking lot/drive court that is accessed off of Minor Ave through the use of two curb cuts and a "one way in" and "one way out" vehicular circulation.

Eklind Hall, a 5 story lab building that sits on the south west corner of the site will be demolished. It is connected to the Existing Building through an adjoining central stair that accommodates different floor elevations.

The Vivarium, a three story underground laboratory building that is connected along the south east side of the Existing Building will also be demolished. The resulting void provides an opportunity for efficiency by minimizing excavation -- allowing the project to have a significant below-grade parking structure.



01 VIEW FROM MINOR AVE & COLUMBIA ST FACING SE



ADJACENT NEIGHBORHOOD ARCHITECTURE

Views 1-5 represent a collection of the buildings that surround the site. On three sides it is surrounded by Institutional and medical facilities that vary in Architectural style. Most of the building forms immediately adjacent are rectilinear and vary

in height between 2 and 14 stories. Exterior materials consists mainly of concrete (precast & cast in place), brick, stone, some metal panel, and glass. All use similar color in which the body of the building is light in value -- mainly beige or white.



01 SWEDISH MEDICAL CENTER (MARION ST)



02 SWEDISH CANCER INSTITUTE



03 SWEDISH MEDICAL CENTER (MINOR AVE)



04 SWEDISH ORTHOPEDIC CLINIC



05 SWEDISH PARKING GARAGE (MINOR AVE)

EDG COMMENTS/RESPONSE MATRIX

DRB COMMENTS

A-1 Responding to Site Characteristics / A-2 Streetscape Compatibility

The Board seeks a more animated and pedestrian friendly street frontage on Minor, Columbia and Boren. Revisions to the drop-off area as discussed in guidance A-8, D-1, D-4 and E-2 should create a garden like setting for the Columbia and Minor frontages.

A-8 Parking and Vehicle Access

The Board's preference, a reduction from two-curb cuts to one, frees the southeast corner from a vehicular orientation to one in which the drop-off area sits within a gracious garden. A two curb cuts scenario would have one lane ingress and egress connecting Minor and Columbia.

A-9 Location of Parking on Commercial Street Fronts

Screen the surface parking spaces along Columbia St. Design a planter incorporated into the wall that separates the parking spaces in the drop-off area from the Columbia St. right of way.

C-1 Architectural Context

The medical and other institutional buildings in the neighborhood provide a striking context. This includes the seven-story structure to remain. Beton brut architecture and detailing, ribbon windows, and similarity of hue produce a monumental cloister of institutions and highrises. From some vantage points, the area has the presence of a medical acropolis. The diagram presented at the public meeting suggests the same bulk and relative height as nearby structures. The architect's desire to produce a visual counterpoint to the building that it will extend met with Board acceptance. The very architectural elements or features that lend cohesiveness to the neighborhood, however, should not be ignored and could be incorporated in surprising and creative ways.

C-2 Architectural Concept and Consistency

The architect's notion of the new structure acting as a visual counterpoint to the cast in place concrete building received support from the Board. Consider using elements of the existing structure as a way of ordering or organizing the elevations has relevance. Motifs or elements from the 1970s era structure ought to provide visual clues in design development.

The east elevation of the future structure as it faces the drop-off area should respond to the vehicular movement or curve needed to accommodate the turn around. The massing of the base and entry, at the least, needs to acknowledge this condition. On the upper floors, the waiting areas or lobbies might extend from the corner with the vertical circulation corner along the east side of the new building. The lobbies or waiting areas could be expressed in the building form.

C-3 Human Scale

Particular attention in complying with the guideline should focus along the sidewalks where the parking garage and other non-pedestrian building uses face the right of way. Attractive, well detailed walls, rather than green screens, with apertures and other transparency are preferable.

D-1 Pedestrian Open Spaces and Entrances

The Board's vision of the patient drop-off area resembles a traditional First Hill garden more than a merely functional vehicular turn around for an institutional use. This corner, bordering pedestrian oriented and tree shaded Minor and Columbia streets, might resemble a small park-like setting for patients and employees.

D-4 Design of Parking Lots Near Sidewalks

Related to D-2 in this case, this guidance addresses the portions of the parking garage that rise above the sidewalk and the drop-off area (and short term parking) at the site's southeast corner. Much of the deliberation focused on the Board's desire to create a community asset at the corner.

E-2 Landscaping to Enhance the Building and/or Site

Landscaping along the rights of way has an evident armature of mature shade street trees and comfortable setbacks from the sidewalk accommodating lawns or other forms of landscaping between the buildings and the sidewalk. This pattern should continue with the proposal.

DESIGN RESPONSE

We have incorporated a direct pedestrian approach to the front door(s) from the Minor frontage sidewalk which separates vehicles and pedestrians. Along the Columbia frontage of the drive court we have designed a 4' wide raised planter to provide a softer edge at the property line as well as to help screen the 5 short-term parking stalls from the sidewalk. The planting in the drive court has 3 larger beds with berms and trees around a central landscape island. It should be noted this is over structure. We have planted these and the 4 smaller linear beds densely, but have decidedly not elected to put seating and pathways in them. Instead we have located seating adjacent to them in a safe, paved area.

This is the design approach we have followed.

Along the Columbia frontage of the drive court we have designed a 4' wide raised planter to provide a softer edge at the property line as well as to help screen the 5 short-term parking stalls from the sidewalk. See also E-2 response below.

We believe the design of our project will integrate well with the existing architectural character of this medical-use neighborhood while not copying specific exterior compositions. We also feel this project with the rejuvenation of this block will provide a unique open space to building massing experience in this institutional neighborhood.

The design intention is to not have the architecture or the massing driven by the vehicle but by the internal requirements and a form language that compliments the existing building. The large move incorporated in the addition is an elevated, horizontal gesture that we believe is an appropriate counterpoint to the existing building. To the design team this makes sense expressed as designed along the 3 new facades of the addition. We do not understand, nor see any greater benefit of a curve on east façade of the addition.

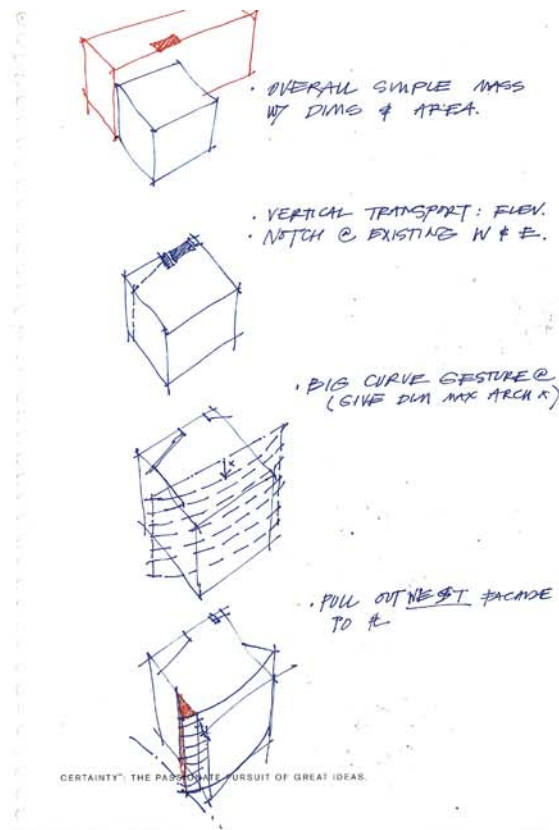
We believe a drop-off canopy for the type of facility is quite important and may well have a strong gesture in shape. It's location and geometry will derive from or strongly relate to the drive court and the intersection of addition and existing building. Certainly the main entry lobby has potential for a multi-story expression on the east façade of the addition. As we develop the design and understand the internal layout opportunities better we will consider expressing the circulation and waiting areas if appropriate.

The Columbia façade at street level is a challenge given it's triangular tapering shape, the garage use behind and the vehicular entry. At the SW end, we have wrapped a large scale, projecting window box from the Boren façade around the corner for the depth of the bike storage room. Additionally, we have carried the facade of the main building down to the sidewalk level, breaking the dominance of the podium. In this central portion we have installed similar punched windows to the main building façade which look into office area. We have brought the major form of the perimeter stairwell down through the podium as well. The east end of this lower façade (triangular elevation portion enclosing the garage) will be clad in high quality, integral color architectural concrete with a distinct but modest pattern of formliner and inset light fixtures. The rhythm and placement above the sidewalk of these fixtures will provide gentle pathway illumination down this section of the public sidewalk.

We have worked with Landscape Architect to provide as much planting as practicable to soften the entry court experience both for arrival, drop-off / pick-up and for patient and staff use at other times. We feel we have struck an appropriate balance between garden area and functional hardscape zones for this type of facility.

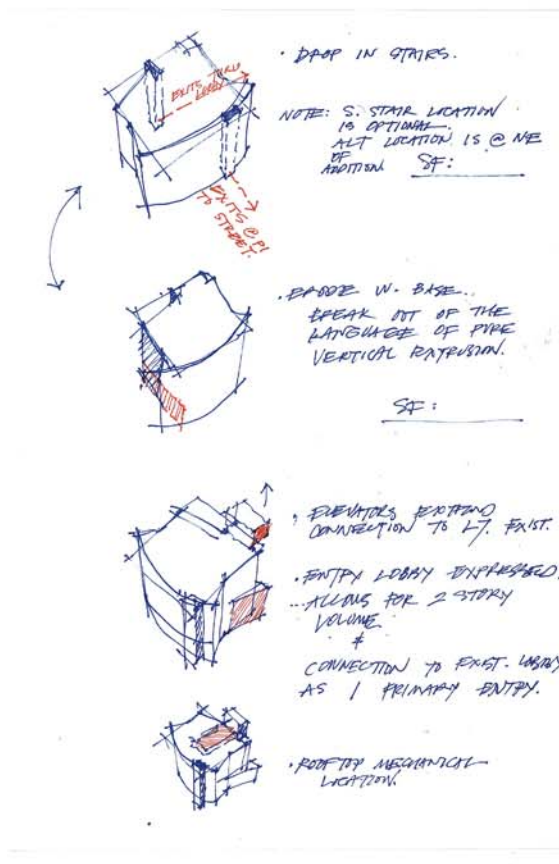
The design will attempt to diminish any garage exposure to the public sidewalk beyond the entry point. We believe we have created an architectural language which relates more to the building above (the addition) than a separate garage look.

The design will maintain existing mature trees and planting beds adjacent to the Life Sciences Building. Where new construction occurs to the south (above-grade 6 story addition and below-grade 5 level garage) there will be setback facades and areas of landscaping off Boren and Minor. The Columbia building face is located by dimensional criteria which requires construction along the majority of the south property line at the sidewalk. Along this street a 6' wide bed with new planting providing screening will occur.



DESIGN DECISIONS

- Submerge garage
- Accept existing shell aesthetic
- Reference but make contrast / counterpoint of more contemporary
- Lighter, less extruded, more transparent addition
- Stack program to allow for open space on site
- Break podium
- Express stair tower enclosure form
- Adjoin edge core
- Consolidate and link entries
- Align floors
- Break up massing along Boren
- Utilize a cantilever, a curve, horizontal, openings
- Material change.
- Articulate a bigger move in new massing. Make it 3D.



Project Objective: Modernize, rejuvenate and reimagine the overall property.

Existing Character: Brutalist, heavy, extruded, vertical, low luster, fortress-like, organic.

New Tone: More quiet than loud, more harmonious than asynchronous.

STRATEGY:

- 1 **Embrace** existing massing, form and materials...
- 2 **Relate** and align but also use existing LSB as counterpoint, employing...
- 3 **Contrast** through form, orientation, materials, opaqueness...
- 4 **Separate** new mass and form with a change in material...
- 5 **Add** transparency via higher % glazing at addition and enlarged openings at existing.

TACTICS:

- 1 **Clean** 1970s concrete to brighten...
- 2 **Replace** LSB glass with better performing and higher light transmittance characteristics...
- 3 **Lighten** window frame color to increase perception of brighter, larger openings...
- 4 **Enlarge** openings where possible
- 5 **Insert** large scale openings at L5...
- 6 **Avoid** appearance of heavy spandrels at tall floors (L5-6).

NEW/EXISTING:

CONTRAST

- 1 **Form:** Curved façade which is elevated / Extruded from the ground plane
- 2 **Orientation:** Horizontal ribbon windows / vertical thrust of existing
- 3 **Materials:** Machined, smooth, gleaming metal / Site cast, rough, matt concrete
- 4 **Transparency:** More / Less

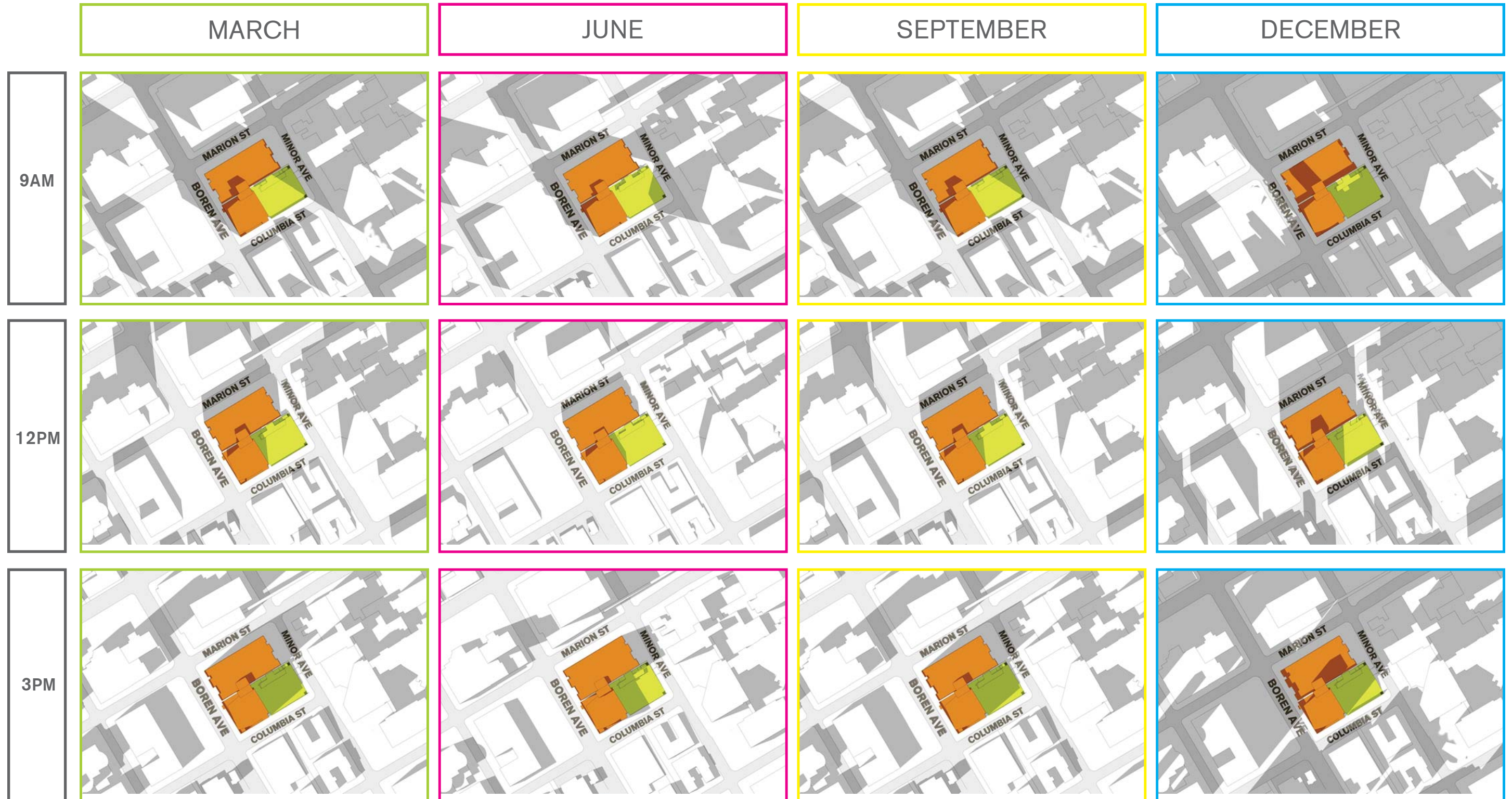
REFERENCE

- 5 **Concrete punched openings**
- 6 **Vertical elements** of exterior stairwell enclosures

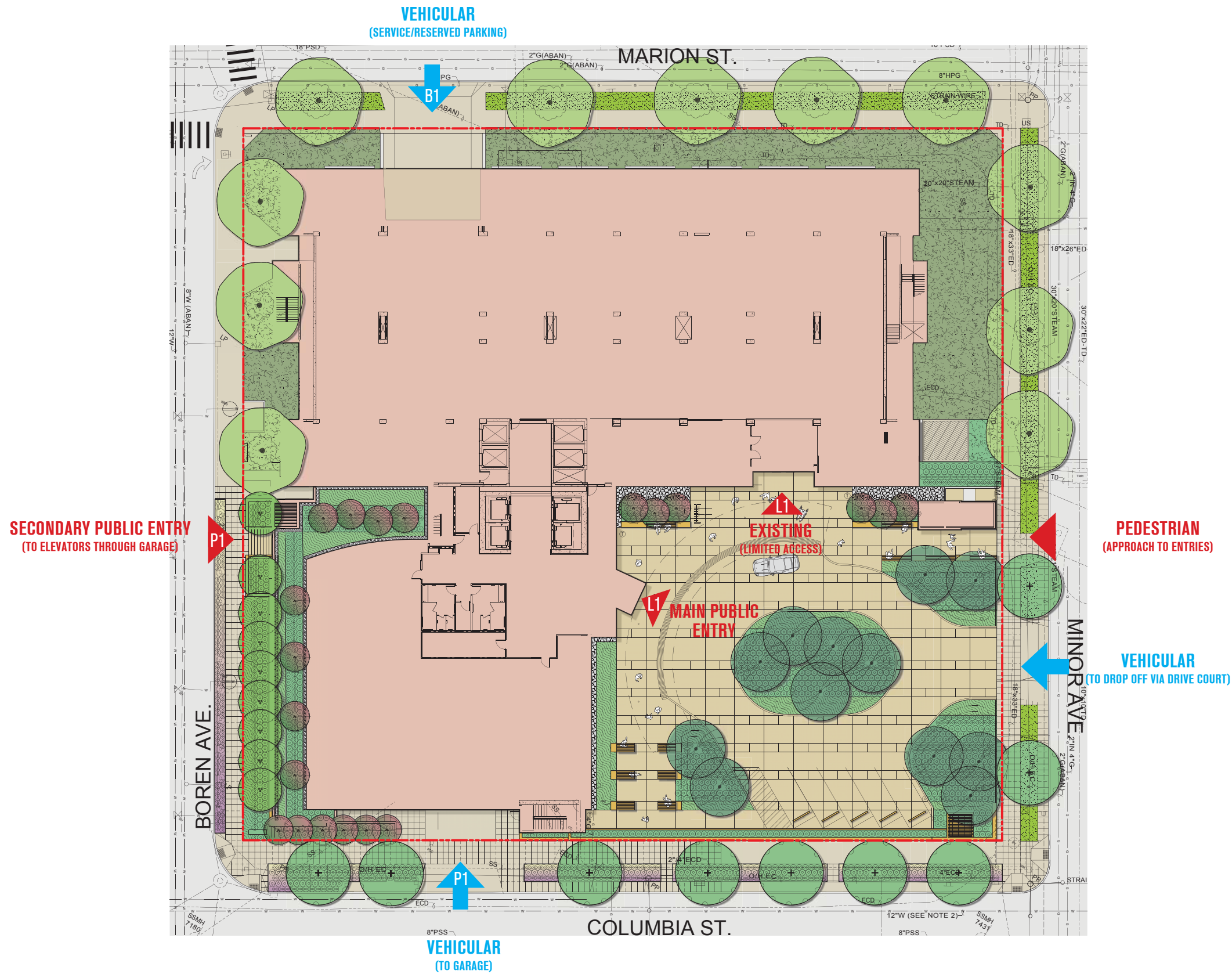
OTHER:

- **Emphasize** gesture of the elevated, curving concrete façade with cantilever, ribbon windows, more reflective glass, horizontality and contrasting border...
- **Bring** building to the street level at Columbia façade interrupting podium of garage...
- **Adjoin** tallest elements (elevator cores) at interface of old & new to integrate the forms...
- **Express** new 2-story lobby with maximum transparency and exterior frontage...
- **Articulate** entry point (vestibule) through façade as opposed to existing entry recess...
- **Utilize** simple geometric shape for drop-off canopy to help unify main entry facades & drive court.

SHADOW STUDIES



GRADE PLAN



The high point of the site is located in the SE corner and existing 1st floor level roughly coincides with elevation at Minor, near Columbia. We have followed precedent and placed a new drive court which is accessed through a single curb cut off Minor. This affords straightforward linkage to the main entries and preserves open space to the south side of the site.

Other vehicle entry points to the project are off Columbia (to the parking garage) and Marion (for service, loading and limited staff parking).

Pedestrian entries are limited to the afore-mentioned and 2 new secondary entries off Boren. The northern most of these is for staff and the southern for users to access new elevator banks through the garage level P1. This entry has good proximity to the Boren Ave bus stop.

Significant street trees and ground cover planting existing on three frontages adjacent to the existing building and will remain. New street trees will be installed around the Columbia and Minor portions of the new project area. New and appropriate species of trees will be located along the setback Boren facade, essentially in line with existing mature trees to the north half of the site. The existing right-of-way beds along Columbia will be replanted. and a new planting strip will be inserted along the busy Boren curb edge to provide buffer between the public sidewalk and steady stream of vehicles.

The primary open space (Drive Court) will provide 4 major bermed and 3 lower raised plant areas. There will also be a generous curb-side drop-off canopy connecting the 2 entries and dedicated seating zones. A 10' wide pathway connects the sidewalk at Minor to the front doors and is located to maintain a separation of car and pedestrian routes. A raised planter along the elevated Columbia edge of the Drive Court provides vehicle restraint and a visual buffer to the short-term stalls from the sidewalks below.

Additional planting will occur in raised planters which step up the western half of Columbia and off Entry Court (L1), above Boren. It should be noted that medical privacy concerns keep this as an inaccessible area.

TYPICAL BELOW GRADE LEVEL PLAN

Notes

New addition area = 28,500 SF (P1)

Total Garage = 140,550 SF

Parking

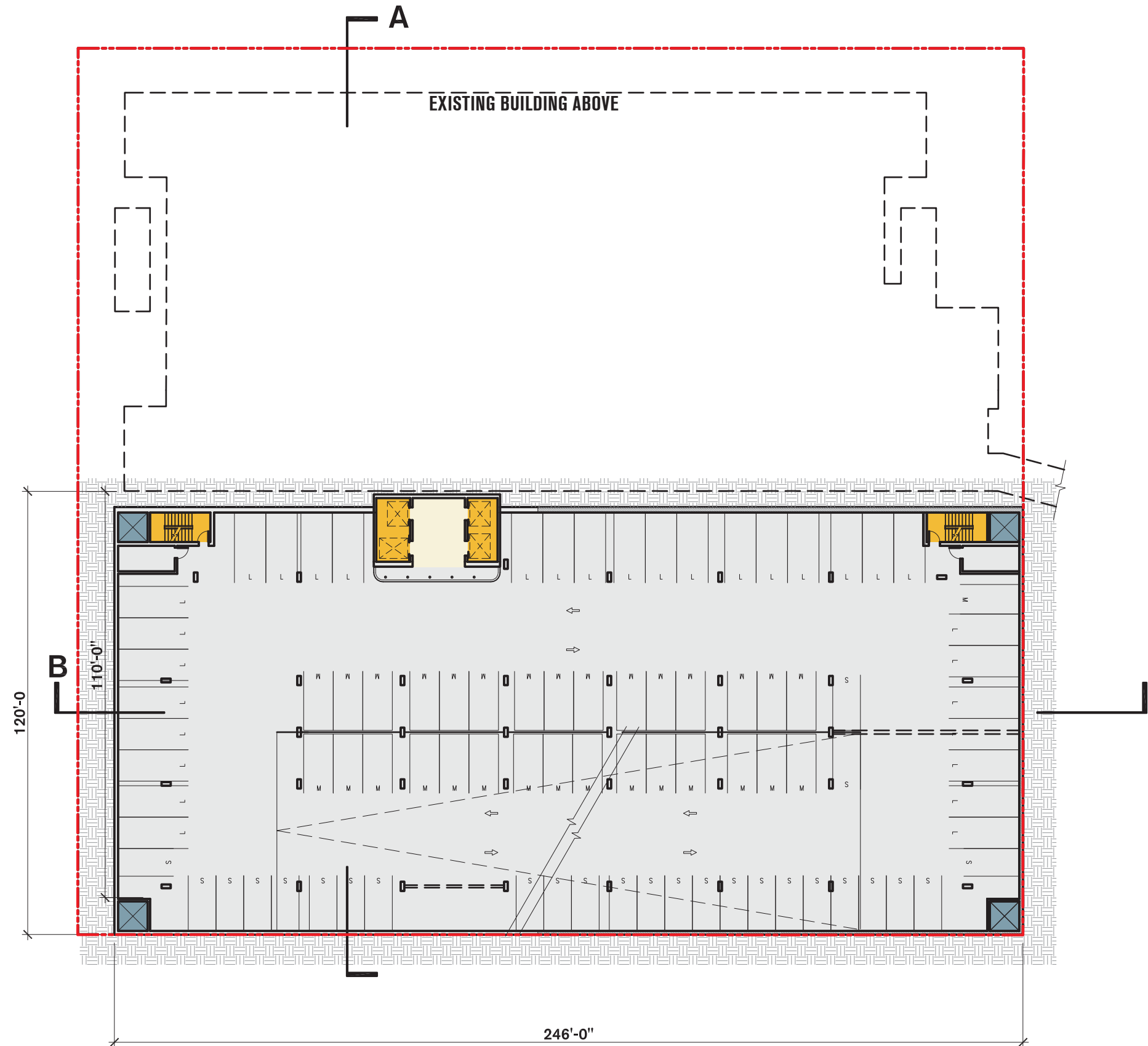
Small stalls - 144

Medium stalls - 123

Large stalls - 134

ADA stalls - 11

TOTAL - 412





Key

- 1 Garage entry/exit
- 2 Bike storage
- 3 Building support offices
- 4 Shower/locker room
- 5 Secondary entrance
- 6 Loading - 3 berths
- 7 Existing tunnel to east side of Minor Ave

Notes

- New addition area = 28,500 SF
- Top level of garage
 - Building amenity spaces this level
 - Loading/service/building support & limited staff parking @ existing building basement

L1 PLAN

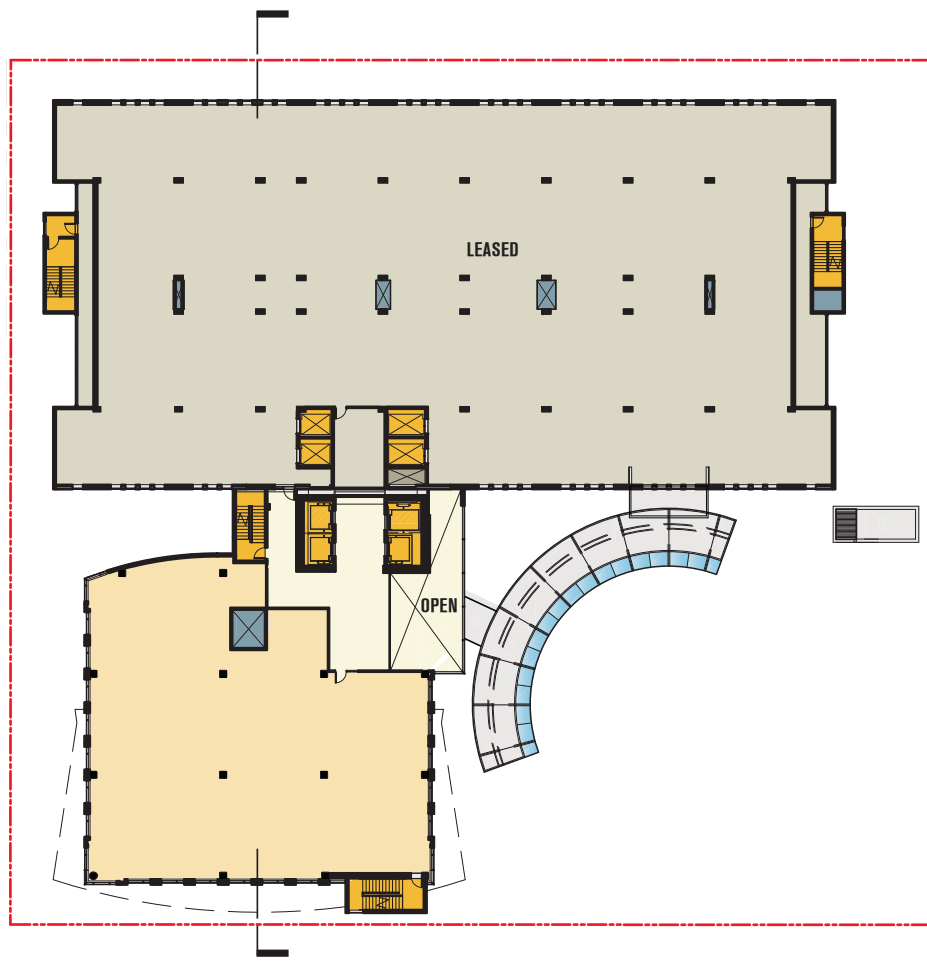
Key

- 1 Drive court 24' wide curb cut
- 2 4' wide raised planter at podium edge
- 3 New street trees in re-planted bed
- 4 Garage entry/exit 24' wide curb cut
- 5 New planting strip at sidewalk (below)
- 6 New trees in 10' wide planting bed (below)
- 7 Planting at L1 terrace
- 8 Canopy at P1 entry (below)
- 9 Existing tree(s)
- 10 Existing planting (groundcover)
- 11 Exit stairway enclosure from garage
- 12 Built-in seating area

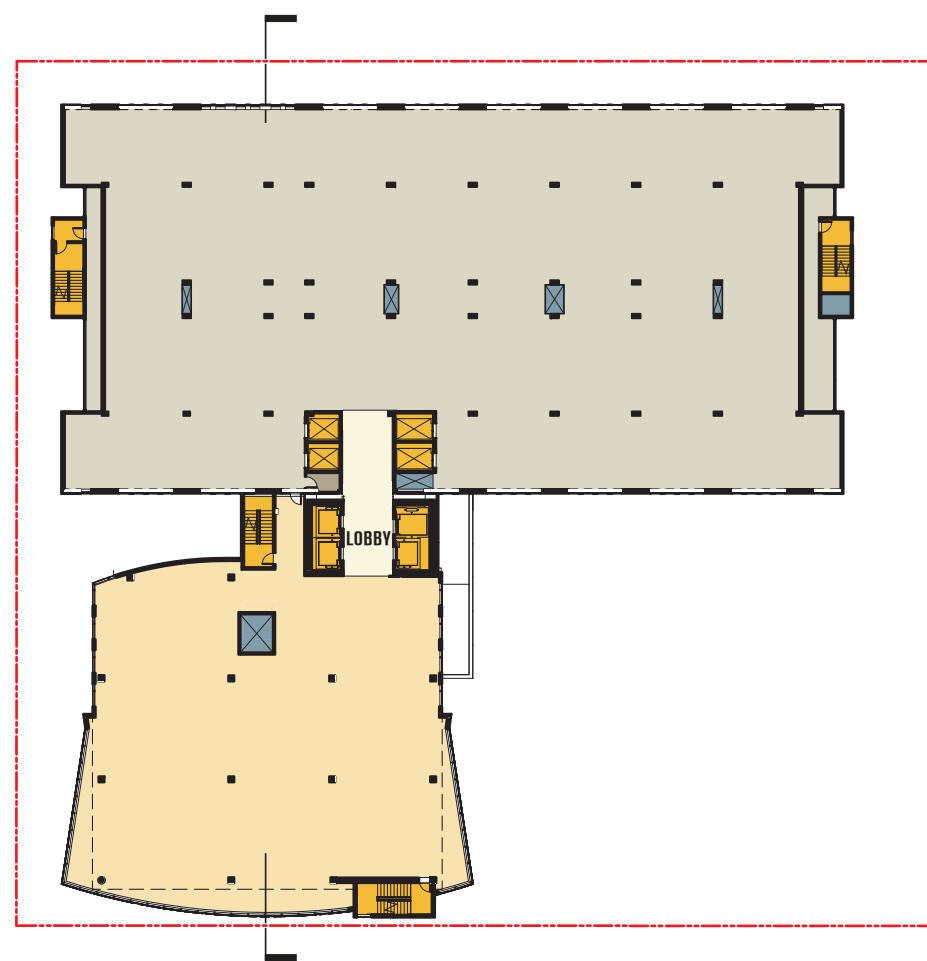
Notes

New addition area = 10,500 SF

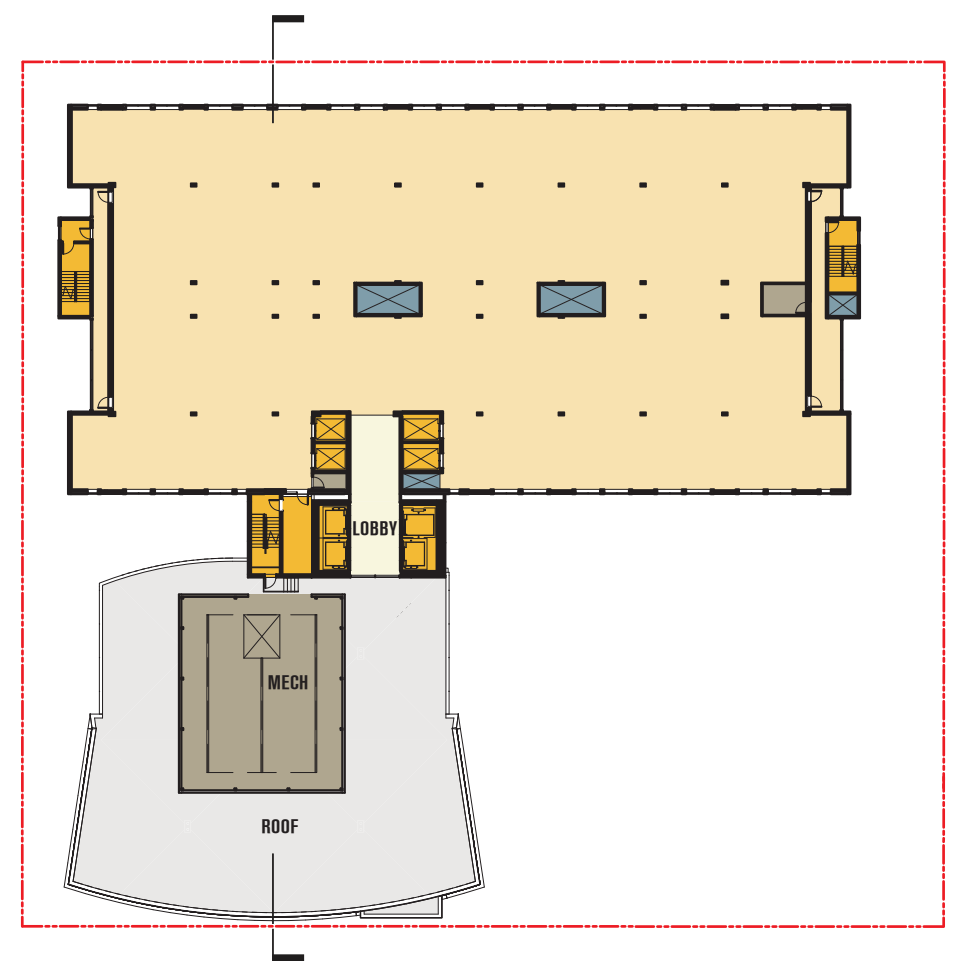




L2 PLAN
New addition area = 10,300 SF



**TYPICAL UPPER
LEVEL PLAN (L3-L6)**
New addition area = 10,900 SF

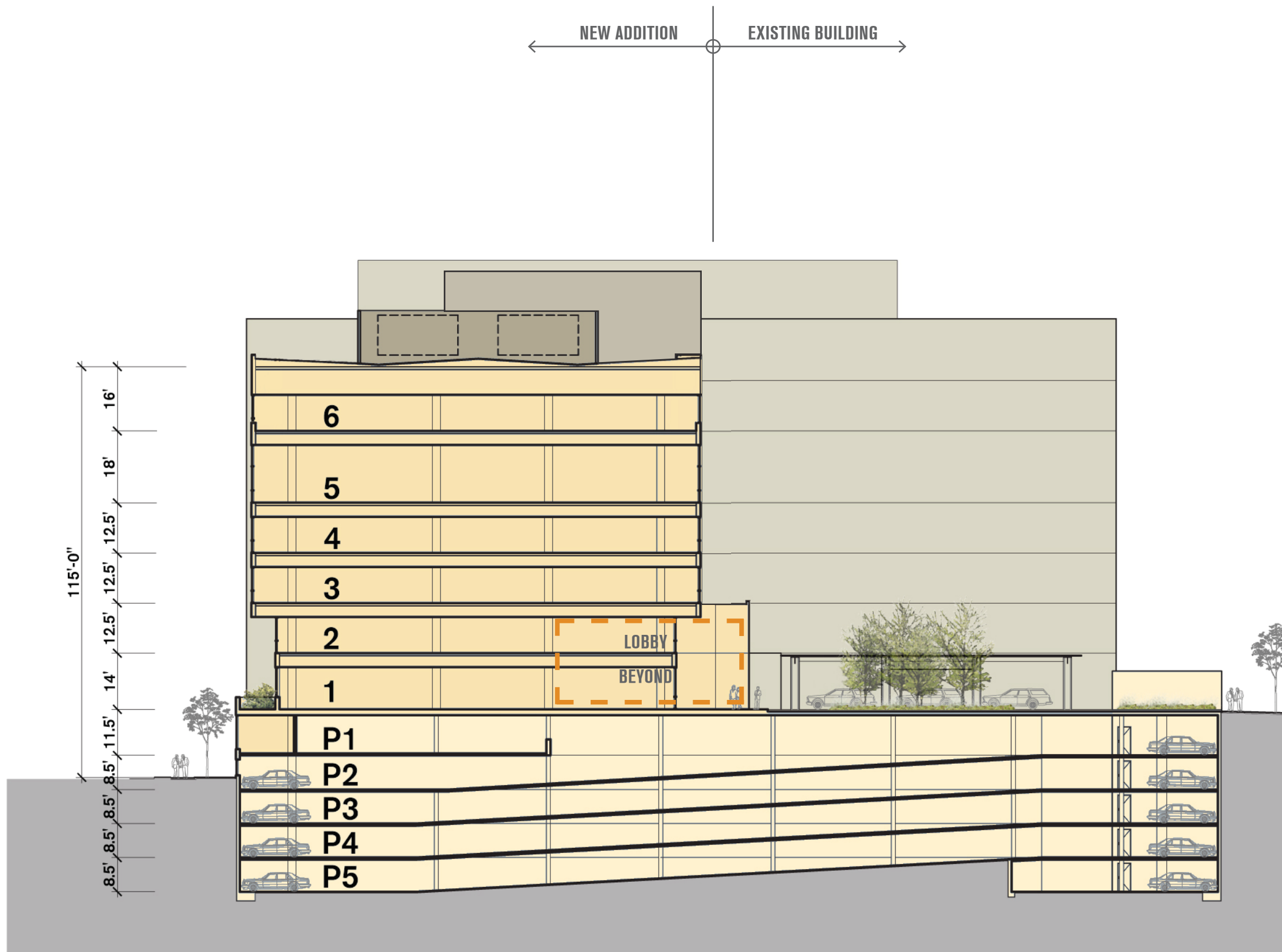


L7 PLAN
New addition area = 1,300 SF

SECTION AA LOOKING EAST



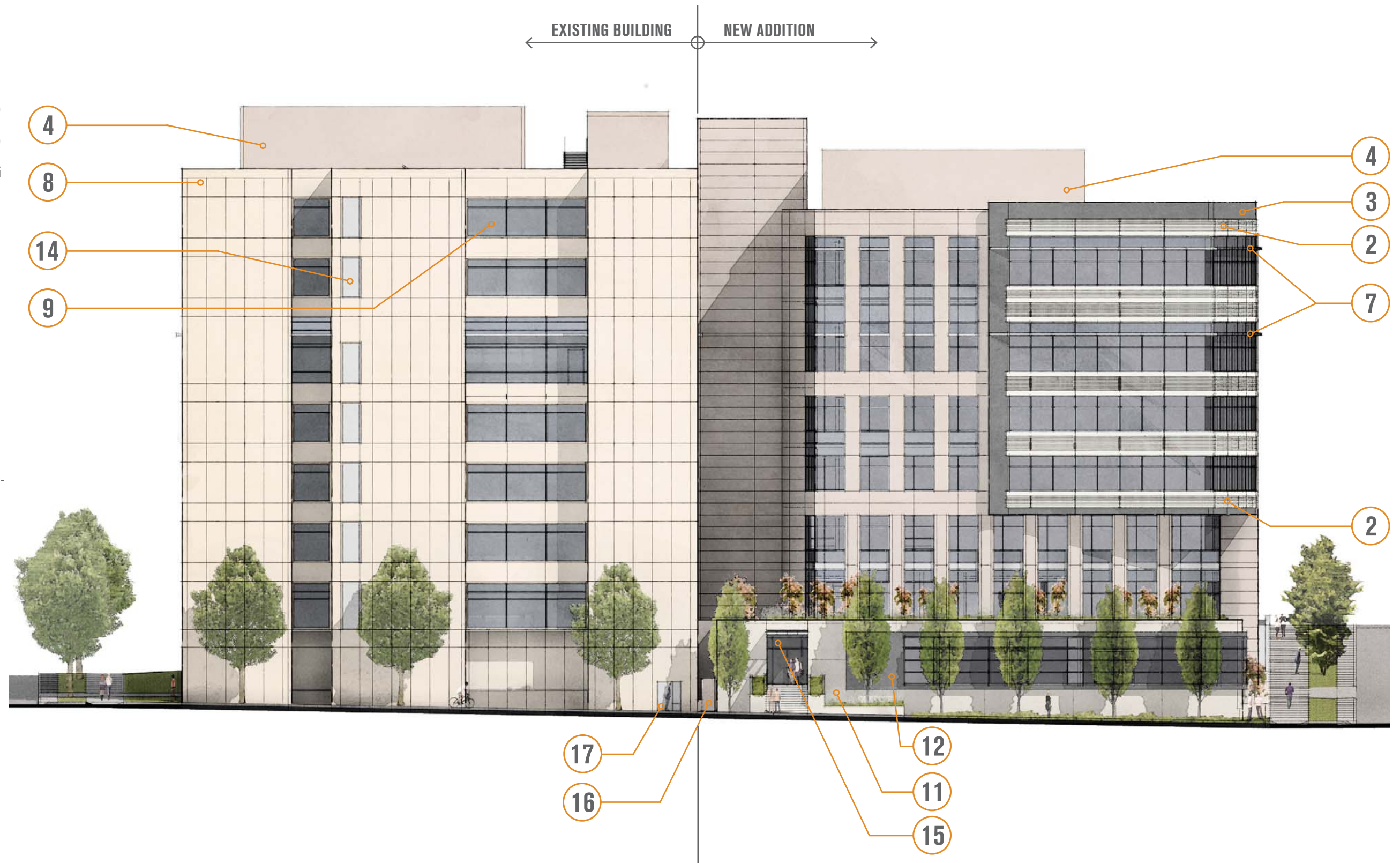
SECTION BB LOOKING NORTH



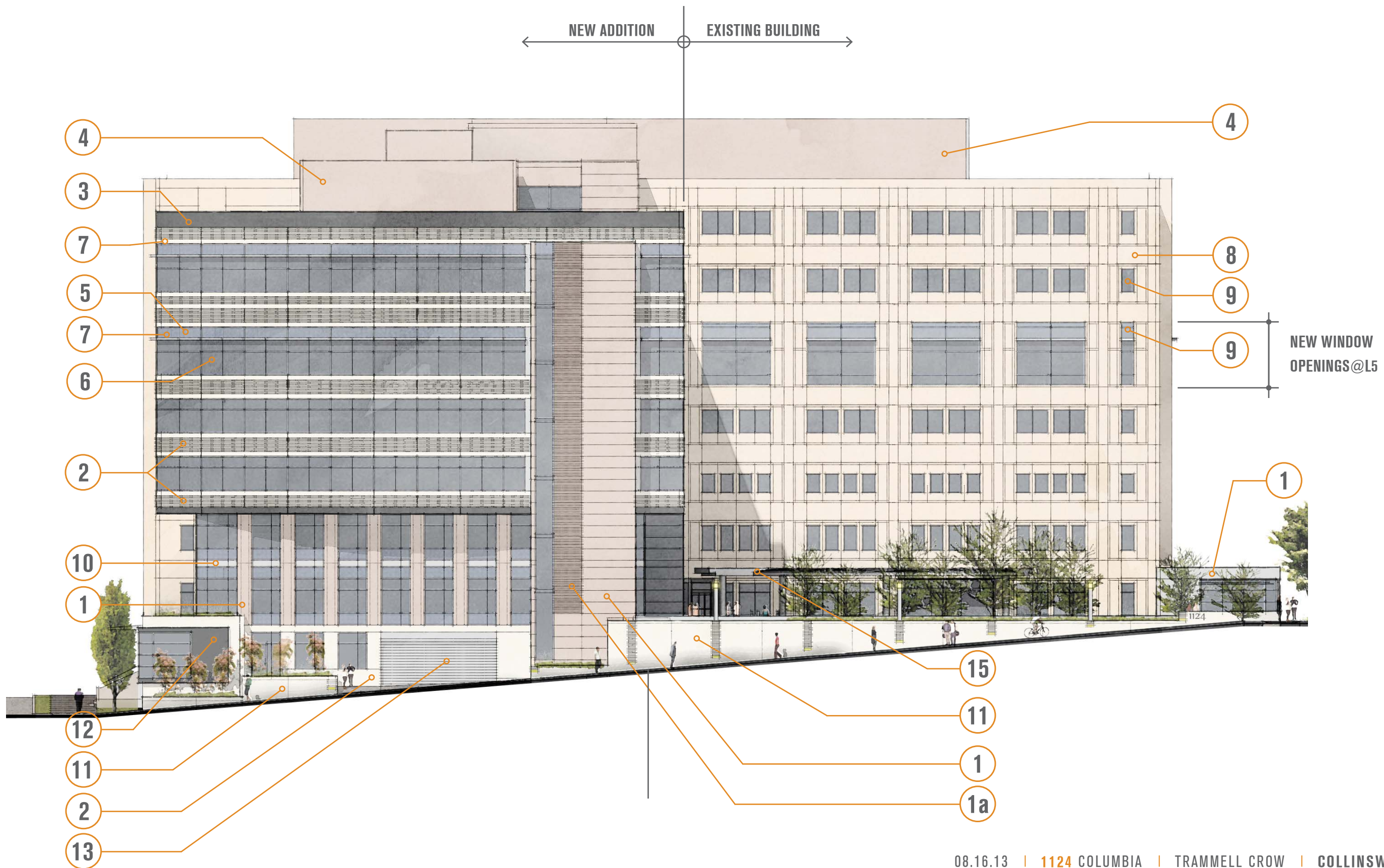
WEST ELEVATION

Material Key

- 1 Insulated metal panel
- 2 Pre-cast panel 1 (light color)
- 3 Pre-cast panel 2 (light color)
- 4 Ribbed metal panel mechanical screen
- 5 Spandrel Glass
- 6 Vision Glass
- 7 Aluminum super mullion
- 8 Existing concrete, cleaned
- 9 New window assembly in new/existing opening
- 10 Break metal panel
- 11 Cast-in-place concrete wall/planter
- 12 Metal plate rain-screen, powder coat paint
- 13 Roll-up metal door
- 14 Perforated metal panel infill
- 15 Glass/steel canopy
- 16 Perforated metal panel gate
- 17 New aluminum storefront door/sidelight



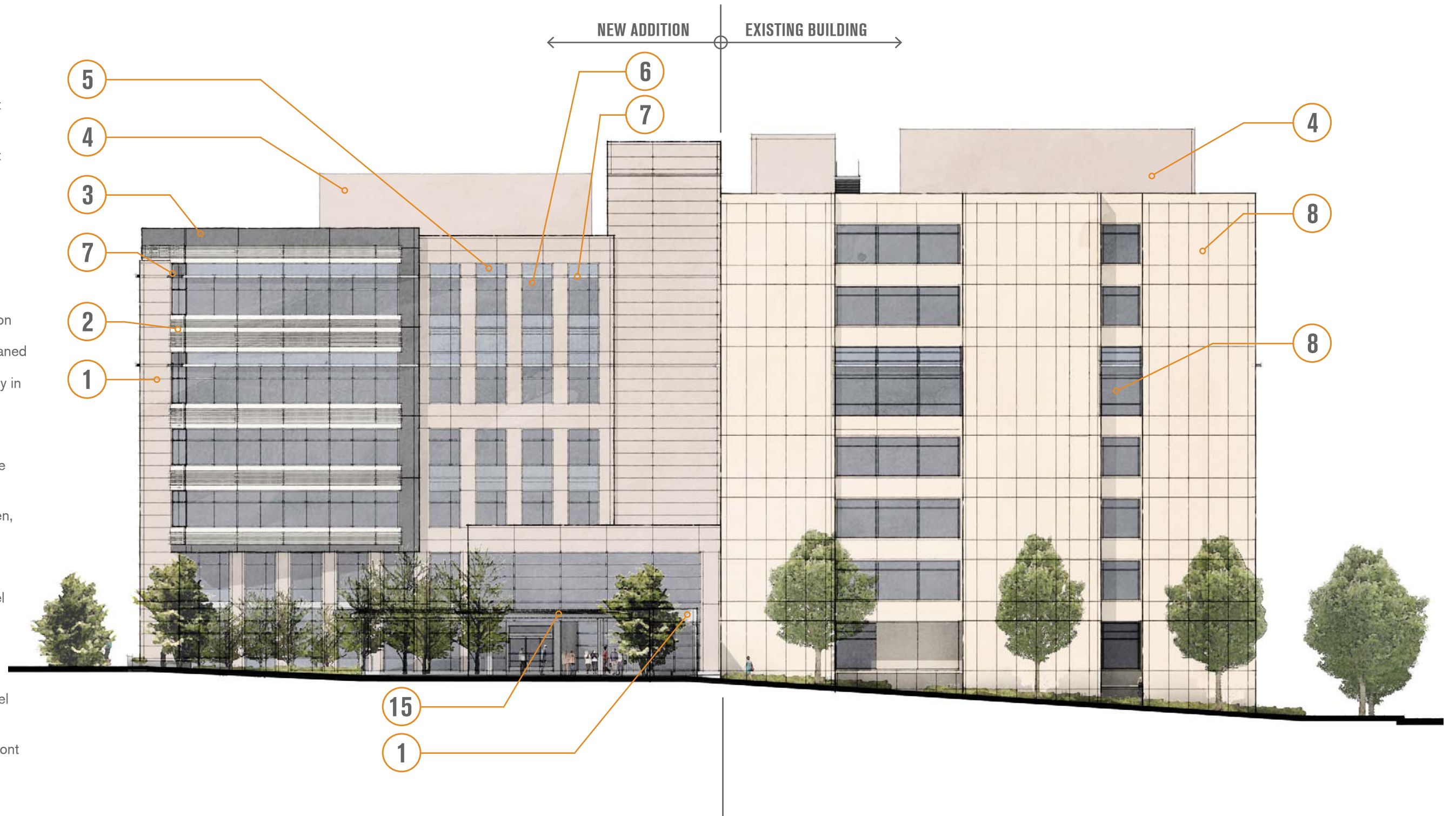
SOUTH ELEVATION



EAST ELEVATION

Key

- 1 Insulated metal panel
- 2 Pre-cast panel 1 (light color)
- 3 Pre-cast panel 2 (light color)
- 4 Ribbed metal panel mechanical screen
- 5 Spandrel Glass
- 6 Vision Glass
- 7 Aluminum super mullion
- 8 Existing concrete, cleaned
- 9 New window assembly in new/existing opening
- 10 Break metal panel
- 11 Cast-in-place concrete wall/planter
- 12 Metal plate rain-screen, powder coat paint
- 13 Roll-up metal door
- 14 Perforated metal panel infill
- 15 Glass/steel canopy
- 16 Perforated metal panel gate
- 17 New aluminum storefront door/sidelight



NORTH ELEVATION



WEST ELEVATION AT BASE ALONG BOREN



Material Key

- | | | | |
|--|---|---|---|
| 1 Insulated metal panel | 6 Vision Glass | 10 Break metal panel | 14 Perforated metal panel infill |
| 2 Pre-cast panel A (light color) | 7 Aluminum super mullion | 11 Cast-in-place concrete wall/planter | 15 Glass/steel canopy |
| 3 Pre-cast panel B (light color) | 8 Existing concrete, cleaned | 12 Metal plate rain-screen, powder coat paint | 16 Perforated metal panel gate |
| 4 Ribbed metal panel mechanical screen | 9 New window assembly in new/existing opening | 13 Roll-up metal door | 17 New aluminum storefront door/sidelight |
| 5 Spandrel Glass | | | |

17

16

15



12

11

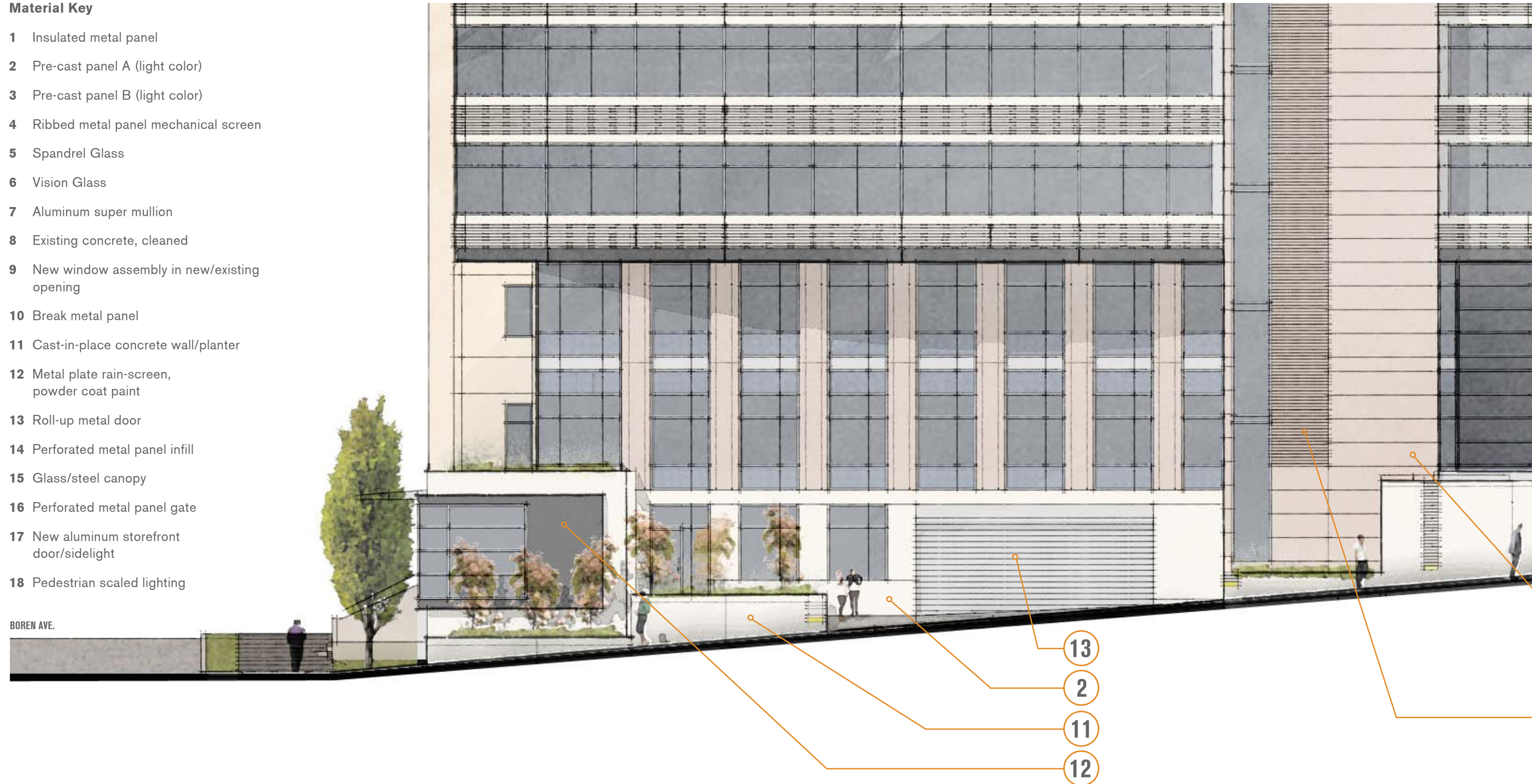
NOTE: This is new sidewalk paving (& planting) @ Columbia. It is not stairs (as it might appear).

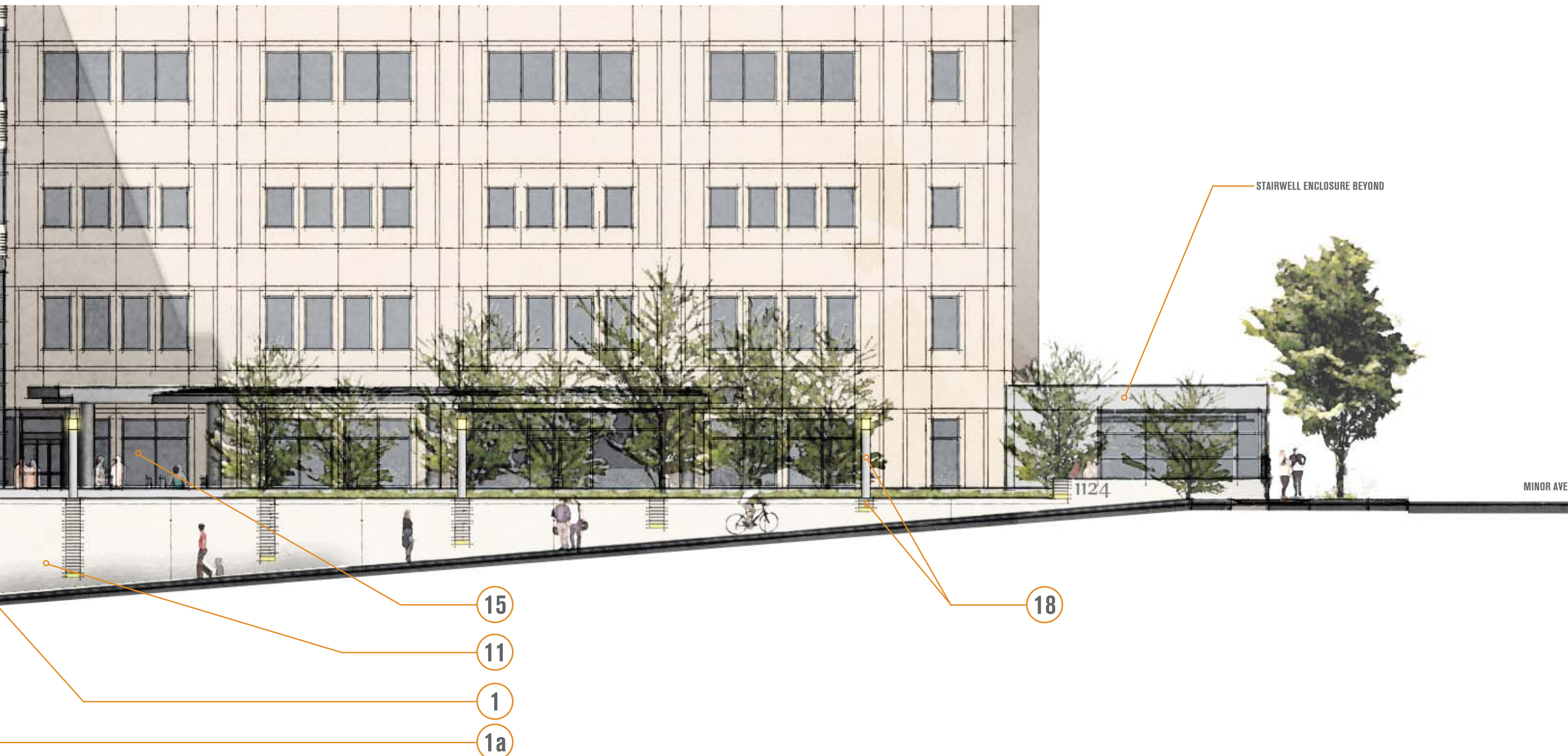
SOUTH ELEVATION AT BASE ALONG COLUMBIA

Material Key

- 1 Insulated metal panel
- 2 Pre-cast panel A (light color)
- 3 Pre-cast panel B (light color)
- 4 Ribbed metal panel mechanical screen
- 5 Spandrel Glass
- 6 Vision Glass
- 7 Aluminum super mullion
- 8 Existing concrete, cleaned
- 9 New window assembly in new/existing opening
- 10 Break metal panel
- 11 Cast-in-place concrete wall/planter
- 12 Metal plate rain-screen, powder coat paint
- 13 Roll-up metal door
- 14 Perforated metal panel infill
- 15 Glass/steel canopy
- 16 Perforated metal panel gate
- 17 New aluminum storefront door/sidelight
- 18 Pedestrian scaled lighting

BOREN AVE.

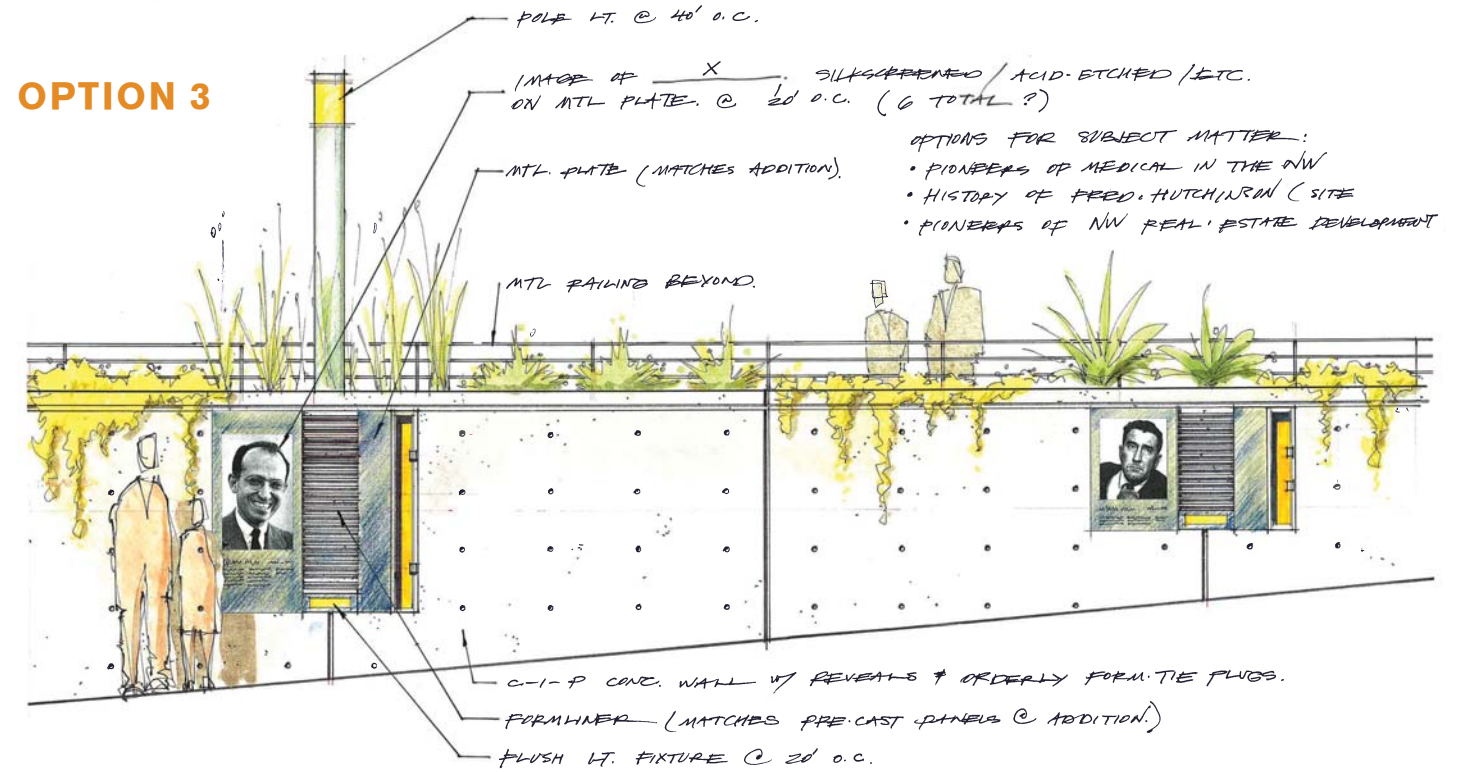




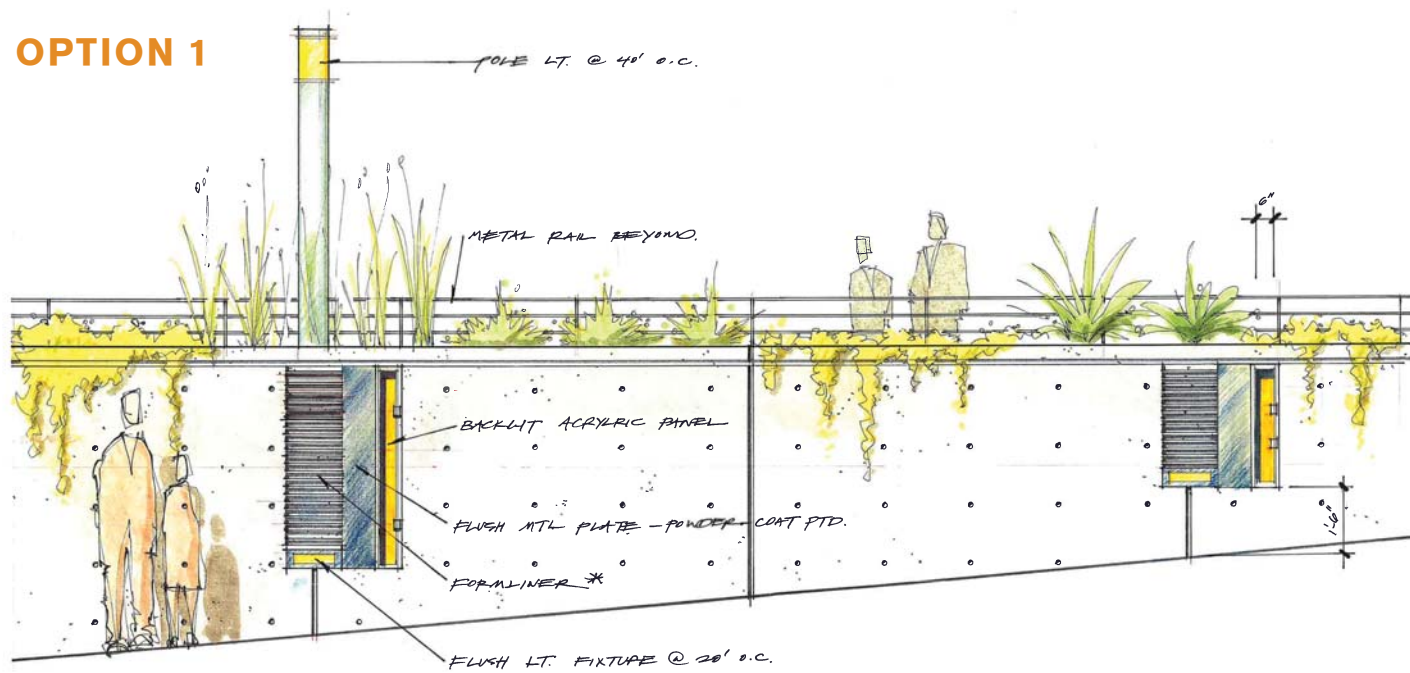
COLUMBIA STREET FAÇADE STUDIES

We have studied various treatments for the triangular Columbia Street facade which clads the garage beyond. Our approach here, like other parts of the project, has been to design with respect to the existing building but to introduce new character which straightforward, compatible, and refreshing. Utilizing a direct expression of the material which references the language of original building (c-i-p concrete) and the new addition (pre-cast concrete) was important and applies to all shown here. We considered various product inserts within this wall which would add visual interest or be informative to the pedestrian.

OPTION 3

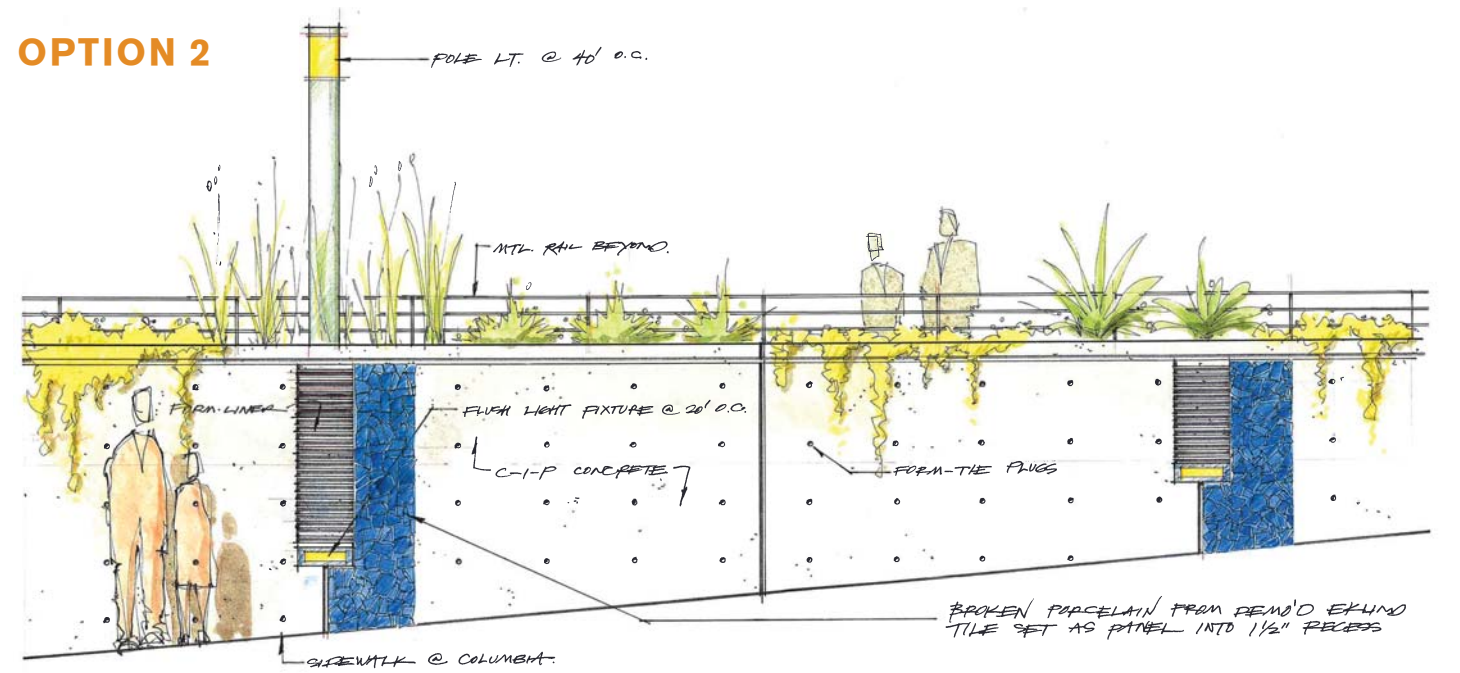


OPTION 1

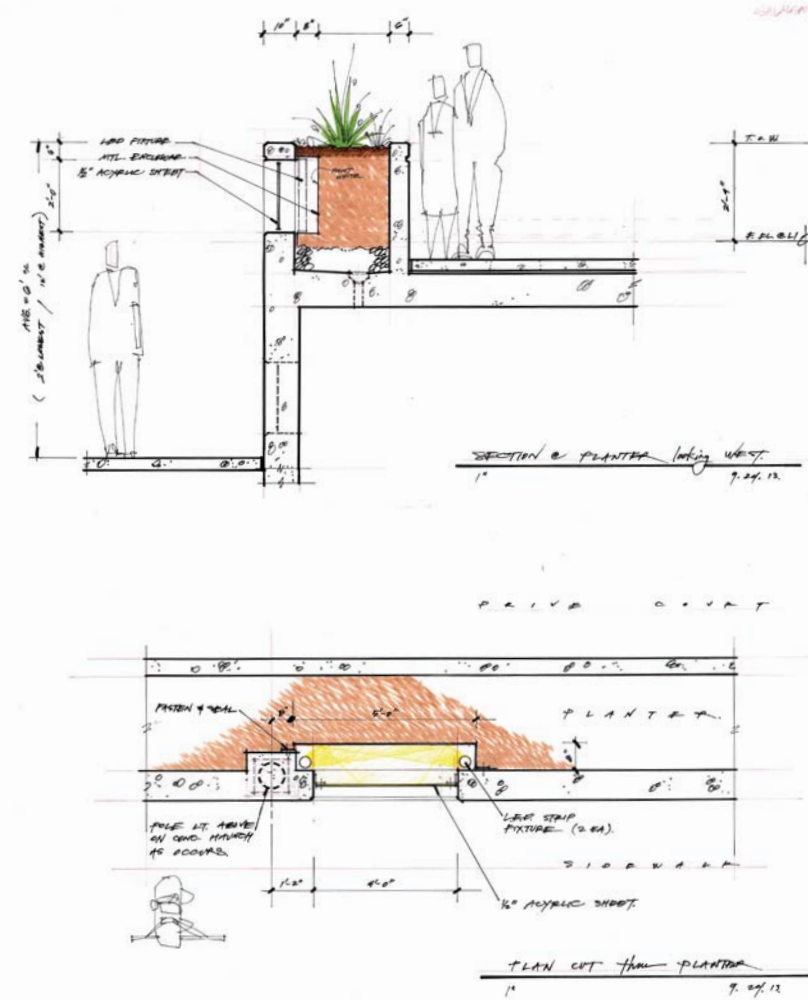


* TO MATCH BUILDING (ADDITION)

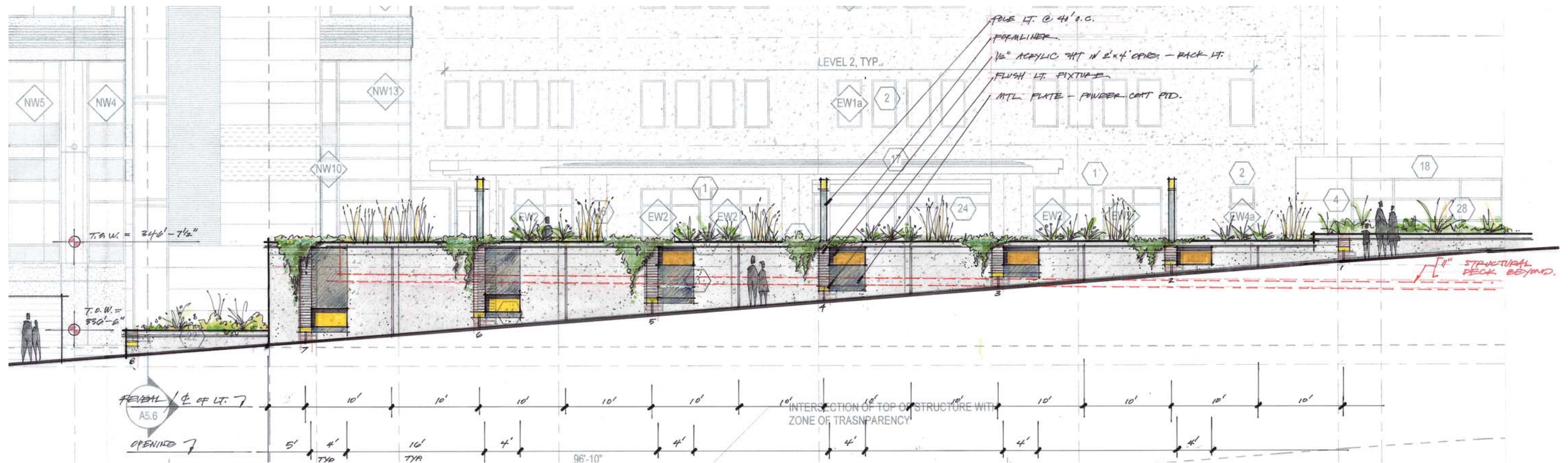
OPTION 2



COLUMBIA STREET FACADE OPTION



The design illustrated here incorporates the same material / pattern attitude described previously. We propose articulating this wall with low, pathway light fixtures, textured concrete and a back-lit, colored acrylic light-box at a very simple interval of 20' spacing which moves along the wall and steps accordingly. The planter which runs the length of the wall, screens cars and provides vehicle restraint but adds height to the wall. The planting as it matures over time will grow over and down the south face of this wall, helping to soften and further color the surface. We are eager to receive DRB input with respect to this and other design ideas shown previously.



BOREN AVENUE VIGNETTES



Existing Building, MOB

All exterior facades of the existing 1974 building - which is a cast-in-place concrete (with white cement additive...) will be cleaned and spealed with a clear-sealer.

New aluminum frame windows with high-performing, insulating, non-reflective, low-e glass will be installed throughout. Both the frame and glass color will be lighter in color than the existing. Upper floors (L4, 6 & 7) will have enlarged openings created by lowering the sill height. Additionally, 2 of the 3 intermediate piers in each array of 4 openings will be removed thus providing wider and taller windows on these floors. New windows will also be installed at Levels 1-3 in the existing openings. On Level 5, the existing 17' tall mechanical louvers will be replaced (and 2 new similarly-sized openings added) with curtain wall assembly windows matching the above description of glass and frame.

New rooftop mechanical units will be completely screened with ribbed metal panel and steel frame walls.

New Addition, MOB

The majority of exterior cladding and specifically the facades which adjoin the existing building will be a 3" thick, insulated metal panel on a 30" vertical module. This skin will be light in color with slight mica sparkle to its factory painted finish. The intent here is to provide a compatible color tone but subtle contrast to the existing building.

Spandrel glass portions of the project will consist of a light grey hue, behind a face lite of etched glass. The vision glass across all facades at punched openings will be the same type, except as noted below.

The cantilevered, projecting and curved element (along Columbia St) at Levels 3-6 utilizes a language of windows and skin. Here the windows are horizontal and ribbon in style, as opposed to the more vertically oriented punched openings throughout the rest of the project. While the aluminum window frame color will be the same everywhere, the glass here will be slightly more reflective in nature (but far from completely reflective or mirrored). The opaque portion of facade both framing this element and at spandrel areas will be a precast concrete panel. Horizontal, curved and straight panels at the spandrel will have a simple ribbed profile and will be of a light sand-blast finish and lighter in color than the existing, cleaned building. The panels which constitute the frame around this element will have an etched finish of 2 colors - the lighter to match the spandrel and the outer frame of a darker grey, contrasting color.

New Addition, Garage

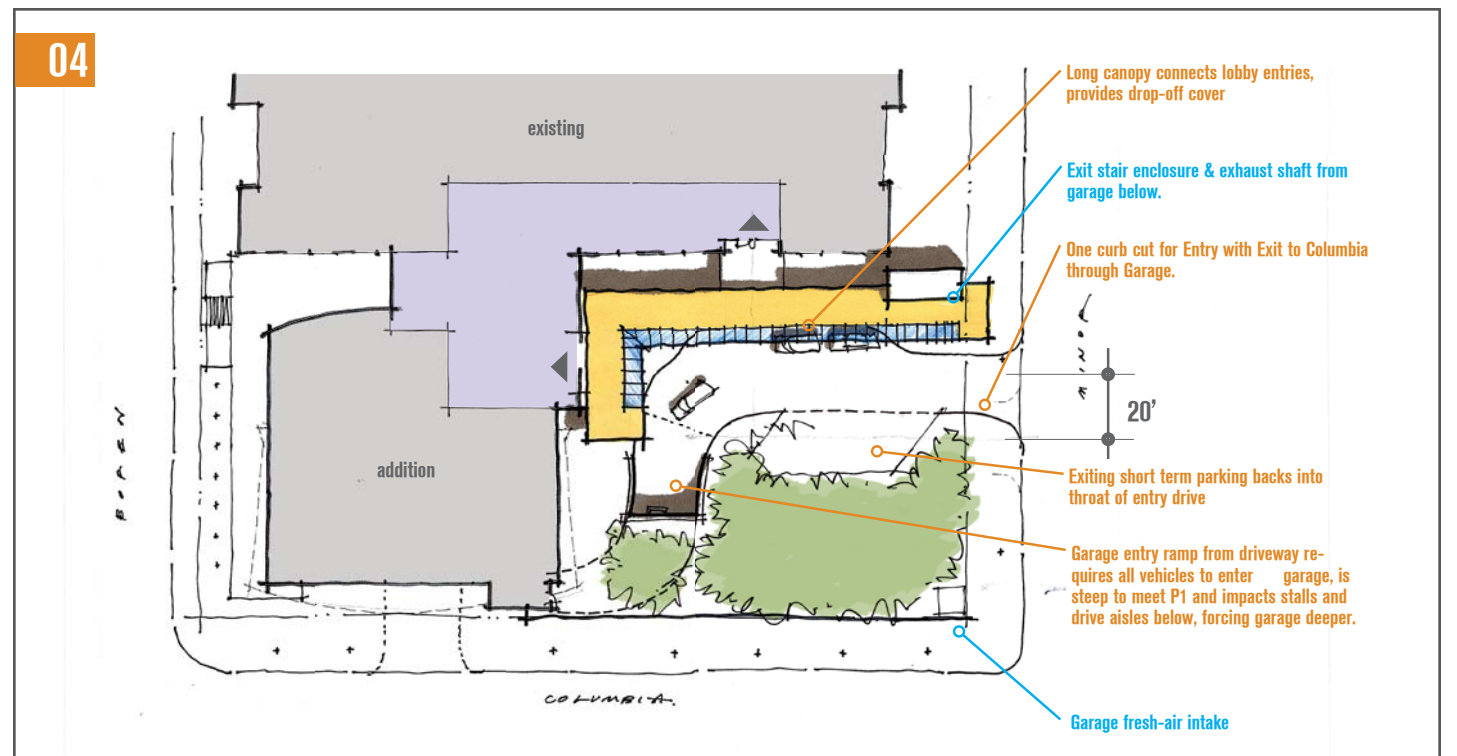
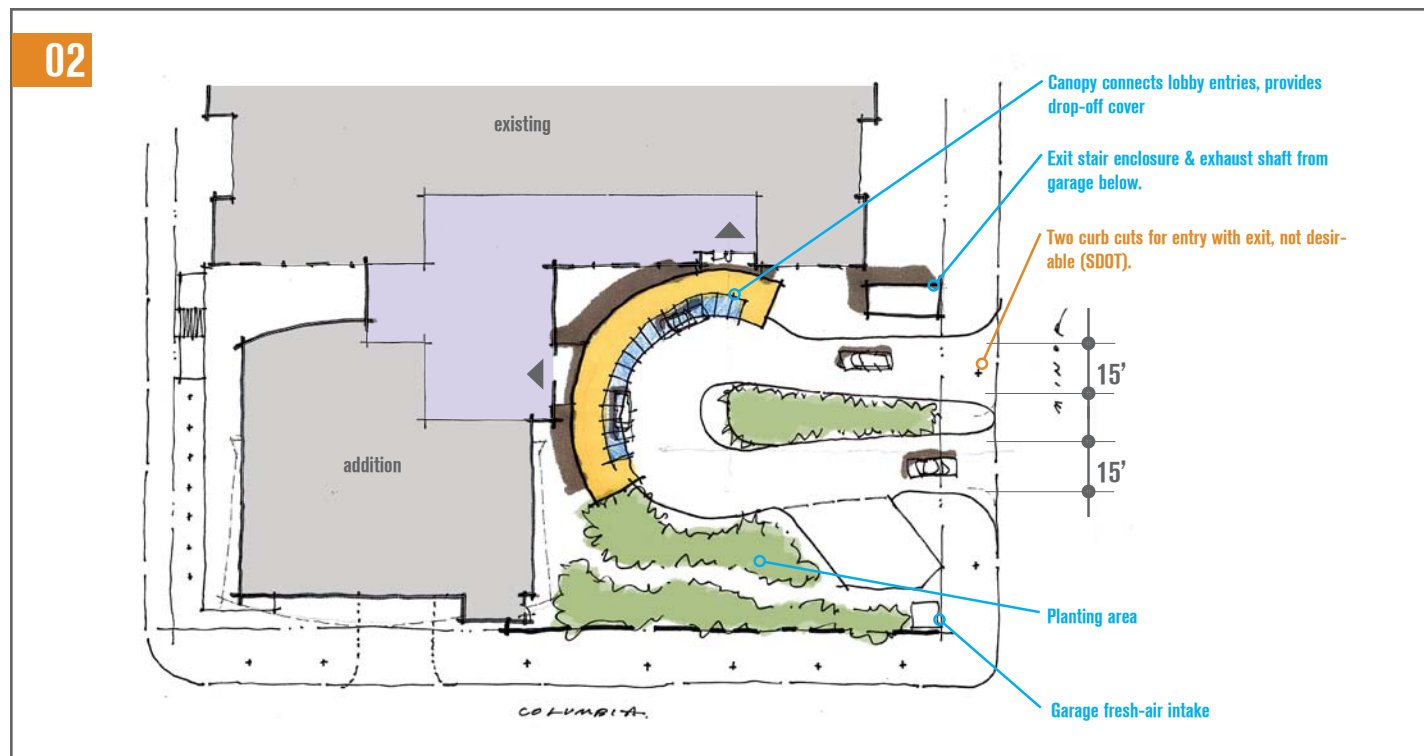
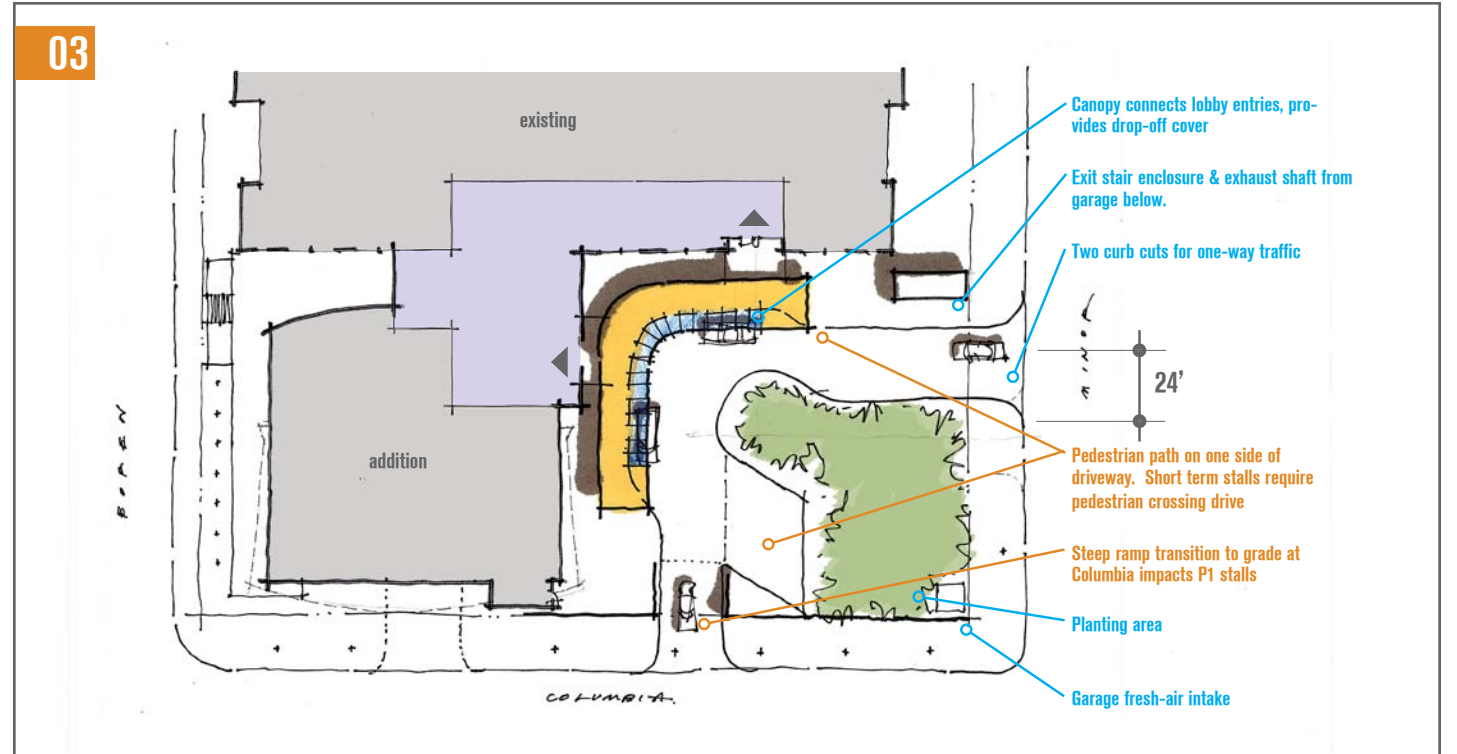
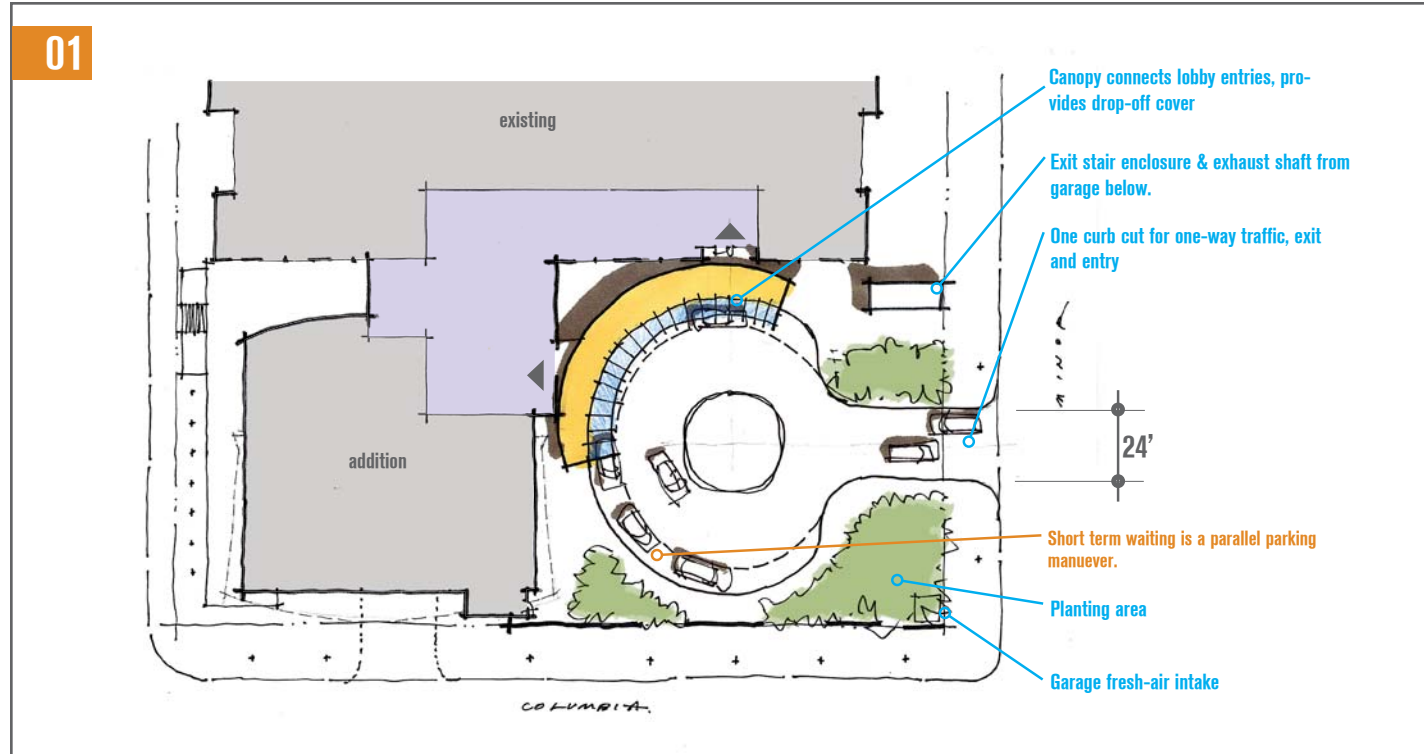
While the majority of the garage is below grade, portions are expressed as facades along Columbia and Boren.

The majority of these facades will be cast-in-place concrete with an architectural quality finish and white cement additive to match the existing, cleaned Life Sciences Building. At the car-busy avenue of Boren, where the facade is setback 10' from the property line, the concrete is opened up with a 85' long by 10' tall window assembly which turns the corner onto Columbia. This projecting element (at the P1 level) is surrounded with a dark, powder-coat painted, plate steel frame. Progressing up Columbia the facade recesses beneath and into alignment with the MOB Levels 1 & 2 above. Along with the stair expressed element, this helps break the massing of the podium, tying the main building form to the street level and announces the garage entry point. The facade here will be of precast concrete with punched windows which match those at the MOB. The form of the egress stair enclosure is clad in metal panels, has a 75' tall vertical slot window and extends down from the building above to street level. The remaining triangular portion of the garage enclosure diminishes as it approaches the Minor and Columbia intersection. This is a primarily a concrete wall, enclosing garage and planter (at the drive court level) finished as described previously. Cast within the wall at a simple interval are vertical strips of ribbed formliner concrete, punctuated with a flush light fixture providing low pathway illumination along the public sidewalk. [See departure request].

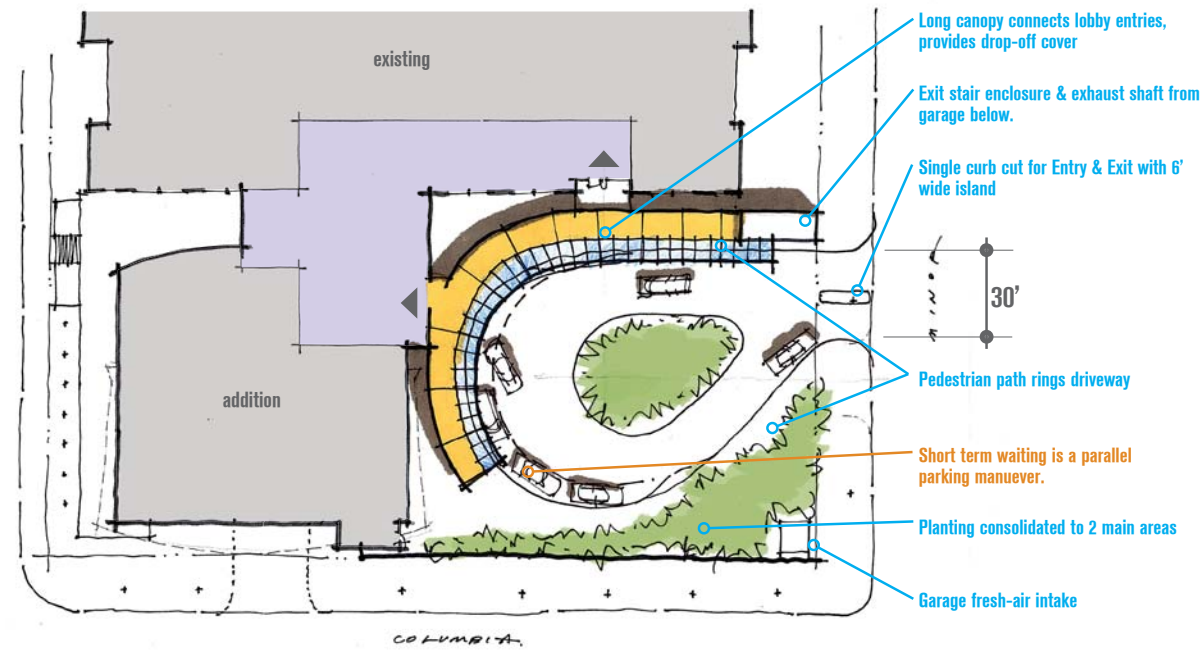
New Drop-off Canopy, MOB

Supported by cast-in-place concrete, fluted columns, the semi-circular overhead plane. Provides generous cover for users during inclement weather. The simple semi-circular form works to unify the 2 building masses (existing & addition) as well as linking the 2 main entries.

DRIVE COURT STUDIES



05

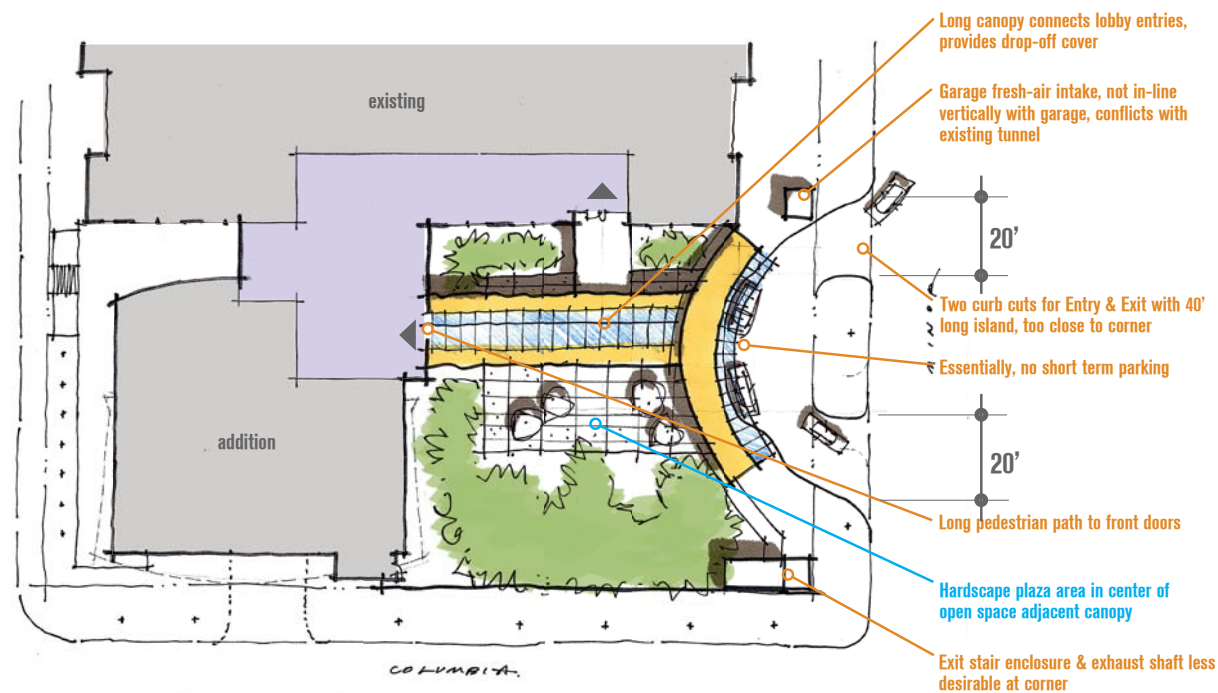


The diagrams at left illustrate a number of options we considered for the layout of the open space and drive court at the southeast corner of the site. The text is color coded to represent **attributes** or **limitations** of the various approaches.

Project program (building use), owner operation, constructability, budget and a range of site / architectural considerations informed us as to certain design principles:

- Building shape driven by internal functions and efficiencies...
- Dual main entries in the near term, potentially longer...
- Anticipated use requires vehicle drop-off/pick-up in proximity to the main entrance(s)...
- Adjacent short-term parking required...
- Overhead weather-protection required...
- Clarity in vehicular and pedestrian way-finding will elevate safety...
- Projected users frequently elderly, occasionally infirmed...
- Vehicle and pedestrian zones of equal importance...
- Maximizing planting in consolidated beds to soften hardscape to be balanced with above needs and garage below

06



We feel very convinced the direction we have chosen is a strong one for the project and the neighborhood., within which the inherent features positively add to the design and do not conflict with any of the above concerns.

DRIVE COURT VIGNETTES



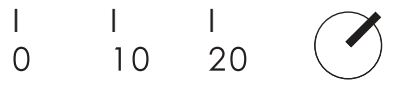
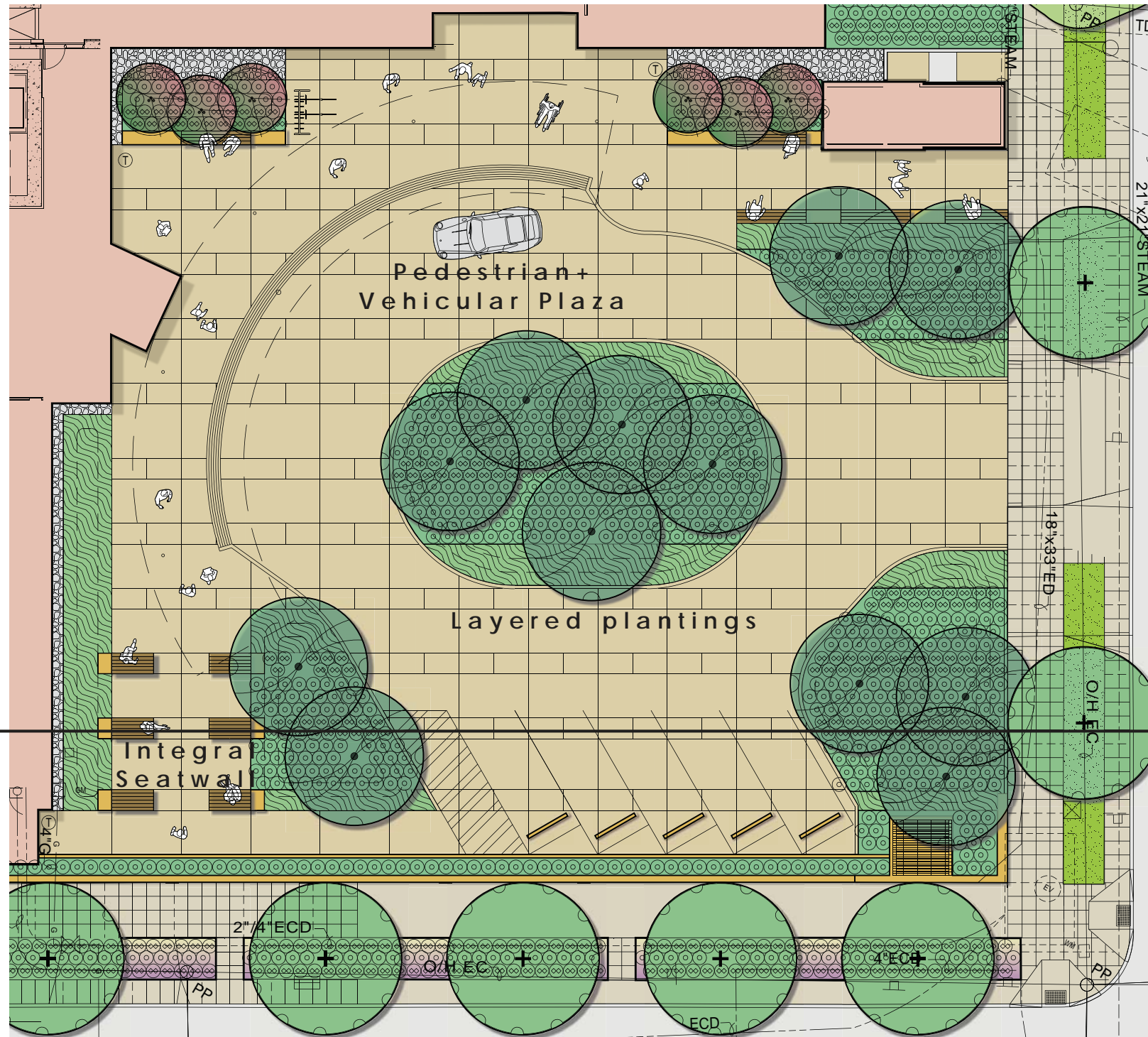
Looking south from beneath drop-off canopy



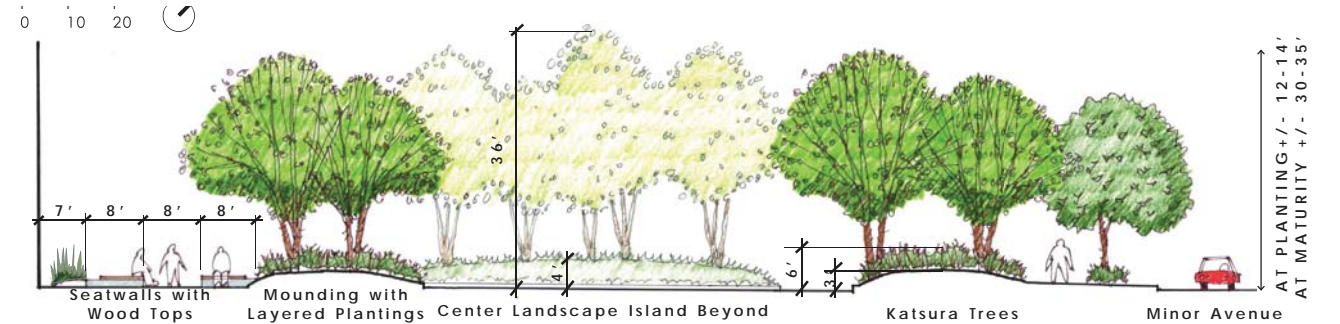
Looking east at seating area



Bird's eye



7.30.11



Layered plantings - Microsoft



Integral Seatwall - Swedish Cherry Hill



Pedestrian+Vehicular Plaza - 2200 Westlake

LANDSCAPE PLAN



Site design anticipates the need for legible, safe, and friendly pedestrian connections within the neighborhood.

Streetscape

The existing full block, as part of the larger neighborhood character, has generous streetscapes with wide walk off strips, extended planting strips, and mature canopy trees. The intention is to retain this pedestrian-friendly environment.

Minor Avenue: The primary pedestrian connections are from the site connecting along and across Minor to the Swedish medical campus. With gentle slopes and minimal through traffic, Minor will remain a comfortable pedestrian street. There will be new street trees due to driveway relocation on Minor.

Columbia Street: All trees are to be replaced along Columbia Street, because they have been significantly impacted by repeated prunings to maintain power line clearance. All new trees will be of small stature due to power lines.

Boren Avenue: Along Boren Ave, the right-of-way will be improved with a new planting strip to buffer pedestrians from vehicular traffic. Shrub beds back of the property line along Boren are deep enough to provide room for trees and shrubs to further shelter the pedestrian experience and soften the building foundation.

Entry Court

The new entry court is intended as an extended plaza off Minor, providing a level and open sun pocket for waiting for pickup and drop off or for just for enjoying an outdoor break. Pavements, plantings and seating support the pedestrian environment.

LEGEND - ON SITE

	CONC. TOPPING SLAB W. SAWCUT JTS.
	DECORATIVE ROCK
	2' X 2' PRECAST CONC. PAVERS ON PEDESTALS
	EX. PLANT BEDS TO REMAIN

PLANTING SCHEDULE - RIGHT-OF-WAY

SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	CONDITION	SPACING
STREET TREES				
+	CARPINUS JAPONICA / JAPANESE HORNBEAM	2" CAL.	B & B	PER PLAN
SHRUBS & GROUNDCOVERS				
⊗	BUXUS MICROPHYLLA 'WINTER GEM' / JAPANESE BOXWOOD	1 GAL.	CONT.	24" O.C.
⊗	LONICERA PILEATA / BOXLEAF HONEYSUCKLE	1 GAL.	CONT.	36" O.C.
⊗	VIBURNUM DAVIDII / DAVID'S VIBURNUM	1 GAL.	CONT.	36" O.C.
⊗	LIRIOPE SPICATA / CREEPING LILYTURF (50%)	1 GAL.	CONT.	24" O.C.
⊗	POLYSTICHUM MUNITUM / SWORDFERN (50%)	1 GAL.	CONT.	24" O.C.
⊗	OPHIPOGON PLANISCAPUS 'NIGRESCENS' / BLACK MONDO GRASS	1 GAL.	CONT.	18" O.C.
⊗	EUPHORBIA ROBBIAE/EUPHORBIA	1 GAL.	CONT.	30" O.C.
⊗	NANDINA 'MOON BAY'	1 GAL.	CONT.	30" O.C.
■	LAWN			

PLANTING SCHEDULE - ON SITE

SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	CONDITION	SPACING
TREES				
●	ACER CIRCINATUM/VINE MAPLE	2" CAL.	B & B, MULTI-TRUNK	PER PLAN
●	CERCIDIPHYLLUM JAPONICUM/KATSURA TREE	2-1/2" CAL.	B & B, MULTI-TRUNK	PER PLAN
●	CARPINUS BETULUS/EUROPEAN HORNBEAM	2" CAL.	B & B	PER PLAN
SHRUBS, GROUNDCOVERS				
⊗	ILEX CRENATA 'CONVEXA'	5 GAL.	CONT.	24" O.C.
⊗	LONICERA PILEATA / BOXLEAF HONEYSUCKLE	1 GAL.	CONT.	36" O.C.
⊗	VIBURNUM DAVIDII / DAVID'S VIBURNUM	1 GAL.	CONT.	36" O.C.
⊗	LIRIOPE SPICATA / CREEPING LILYTURF	1 GAL.	CONT.	24" O.C.
⊗	POLYSTICHUM MUNITUM / SWORDFERN	5 GAL.	CONT.	24" O.C.
⊗	OPHIPOGON PLANISCAPUS 'NIGRESCENS' / BLACK MONDO GRASS	1 GAL.	CONT.	18" O.C.
⊗	EUPHORBIA ROBBIAE/EUPHORBIA	5 GAL.	CONT.	30" O.C.
⊗	NANDINA 'MOON BAY'	5 GAL.	CONT.	30" O.C.
⊗	MAHONIA REPENS/CREEPING MAHONIA			
⊗	FRAGARIA CHILOENSIS/BEACH STRAWBERRY			



Katsura
Cercidiphyllum japonicum



Vine Maple
Acer circinatum



Northern Beauty Japanese Holly
Ilex 'Northern Beauty'



Boxleaf Honeysuckle
Lonicera pileata



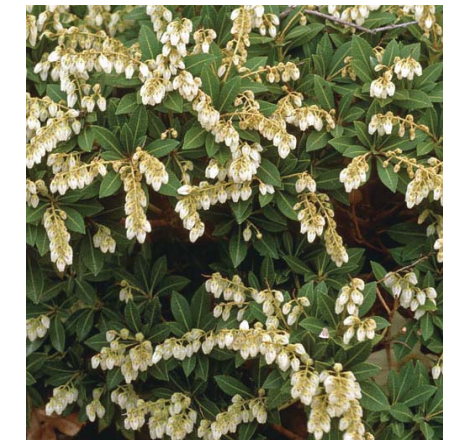
'Hino Crimson' Azalea
Rhododendron 'Hino Crimson'



'Green Beauty' Japanese Boxwood
Buxus 'Green Beauty'



David's Viburnum
Viburnum davidii



'Cavatine' Pieris
Pieris 'Cavatine'



Nandina domestica 'Wood's Dwarf'
'Wood's Dwarf' Heavenly Bamboo



'Red Velvet' Flower Carpet Rose
Rosa Flower Carpet 'Red Velvet'



Sword Fern
Polystichum munitum



Creeping Lilyturf
Liriope spicata

VIEW FROM COLUMBIA + MINOR





NEW MAIN ENTRY



1124 Columbia
1st Hill Medical Pavilion
Expansion & Renovation



Metal Panel Type A
Primary insulated flat panel at addition



Metal Panel Type B
Accent insulated ribbed panel at addition



Pre-Cast 2 (#4528, acid-etched)
Surround L3-6 -- Boren, Columbia and Minor facades



Metal Panel color 1
Insulated panel at Addition -- L1-6



Metal Panel color 2
Ribbed panel at Addition & Existing -- Rooftop



Spandrel Glass 1
Throughout



Pre-Cast 1 (#2118, sand-blasted)
Horizontal spandrels L3-6 / P1 -- Boren, Columbia and Minor facades



Metal Panel color 4
Perf panel at Existing -- Infill at West stair L2-7



Privacy Glass 1
Select portions of P1 -- Columbia facade



Pattern Number: 1706
303 Standard Spec Flute
1-1/2" (38mm) deep smooth flute
 2" (51mm) pattern repeat



Existing / New concrete (approximation of cast-in-place)
Life Sciences Building -- will be cleaned / P1 Garage -- Boren and Columbia facades



Metal Panel color 3
Plate metal rain-screen panel at Addition -- P1 / Entry Vestibule



Window frame color 1
Throughout



Vision Glass 2
Horizontal spandrels L3-6



Vision Glass 1
Throughout, except as noted

DEPARTURE REQUESTS

The project parti is essentially a square, 6 story 'tower' connecting to the existing floor plates in the 1124 Building and entry court/plaza sitting atop an efficient garage below grade (except where garage slopes away from first floor plane).

All of the departures requested support this parti and in significant degree are driven by the site conditions and existing building configuration. As discussed and supported at the EDG this arrangement is preferred over a broader, above-grade structure.

We believe more garage below grade is a positive to the project, the streetscape and the neighborhood. We have made a concerted effort to place virtually all parking underground. The Columbia sidewalk façade has a triangular tapering shape with a garage use behind it. As Columbia slopes 7.5% from Minor to Boren, the façade at sidewalk level tapers from 2' to 12' at mid-block. Functional width of garage (code drive aisles / double loaded stalls) exactly fits north-south dimension from property line to existing building which allows garage to accommodate project stall count in only 5 levels. Consequently, the majority of the garage mass is below grade.

ITEM	REQUIREMENT	REQUEST
1 23.47A.008 A.2.b	BLANK FAÇADE (Spacing) Blank segments of the street facing facade between 2' & 8' above the sidewalk may not exceed 20' in width	Request max blank façade segment of 96' -10" on Columbia and 92' -0" on Boren. Supplemented w/ translucent openings @ 20' O.C. per design shown on p.25 of this booklet
2 23.47A.008 A.2.c	BLANK FAÇADE (Total) The total of all blank façade segments may not exceed 40% of the width of the façade of the structure along the street	Request total blank facade of 51% on Columbia and 85% on Boren. Supplemented w/ translucent openings @ 20' O.C. per design shown on p.25 of this booklet
3 23.47A.008 8.2.a	TRANSPARENCY 60% of the street facing façade between 2'-8' above the sidewalk shall be transparent.	Request transparency of 24% on Columbia and 32% on Boren.
4 23.47A.032 8.1.a	PARKING (Location) Parking shall not be located between a structure and a street lot line.	Request short-term parking be allowed between existing structure and Columbia lot line.
5 23.47A.032 8.1.b	PARKING (Separation) Within a structure, street level parking shall be separated from street level, street facing facades by another permitted use.	Request garage parking along Columbia be allowed without an intervening use.
6 23.47A.OOB 8.3.b	HEIGHT Nonresidential uses at street level shall have a floor to floor height of at least 13'.	Request the floor to floor height of nonresidential use at street level to be 11'-6".
7 23.47A.00B 8.3	DEPTH Nonresidential uses shall extend an average depth of at least 30' and a minimum of 15' from the street level street facing façade.	Request average depth of nonresidential use along Boren Ave to be 20'
8 23.47A.008 A.3	SETBACKS Street level street facing facades shall be located within 10' of the street lot line unless wider sidewalks, plazas or other approved landscaped or open spaces are provided.	Request east facade of the addition be set back off the Minor Avenue 139' -6" (max).

RATIONALE

Garage use behind this facade does not seem to be an attribute to view for the sidewalk pedestrian. **We believe we have created a wall that provides elements of visual interest greater than the contents of the parking structure.** See **page 24** for proposed design and alternative studies

COLUMBIA: We are providing a 33" deep planter along the full extent of the property line at the open space (just above the façade in question) which provides screening of the short term stalls. That, in addition to the structural deck behind this façade creates a high percentage of opaque area at this wall. **We believe the planted edge is more beneficial to the project and the streetscape than openings into the garage.** See *proposed design for visual interest elements we suggest.*

BOREN: This facade is set back 10' off the property line which affords a generous planting bed along the public sidewalk. We provide a large expanse (70' x 10') of storefront window assembly along this facade. The windows start at the floorline and view into building amenity and support spaces beyond. This floor level (P1) corresponds with an appropriate entry elevation off Columbia affording safe dimension from the Boren intersection and minimal ramping. **We believe the safety aspects of a easily maneuverable garage entry at this elevation (relative to Columbia) is the benefit which out-weighs the resulting blank wall below the window, behind planting.**

One ADA van and 4 short term stalls constitute the extent of parking in the Entry Court. A Medical use facility such as this frequently has infirmed and /or elderly users who need assistance in pickup or delivery and these stalls allow this routine to realistically occur.

Functions along this frontage do not require a larger depth and 20' allows for the design of a 2nd exit lane at the ticket booth location. **We believe this represents good traffic design for a garage of this size and allow the target quantity of stalls to efficiently exist in a 5 level structure (not 6).**

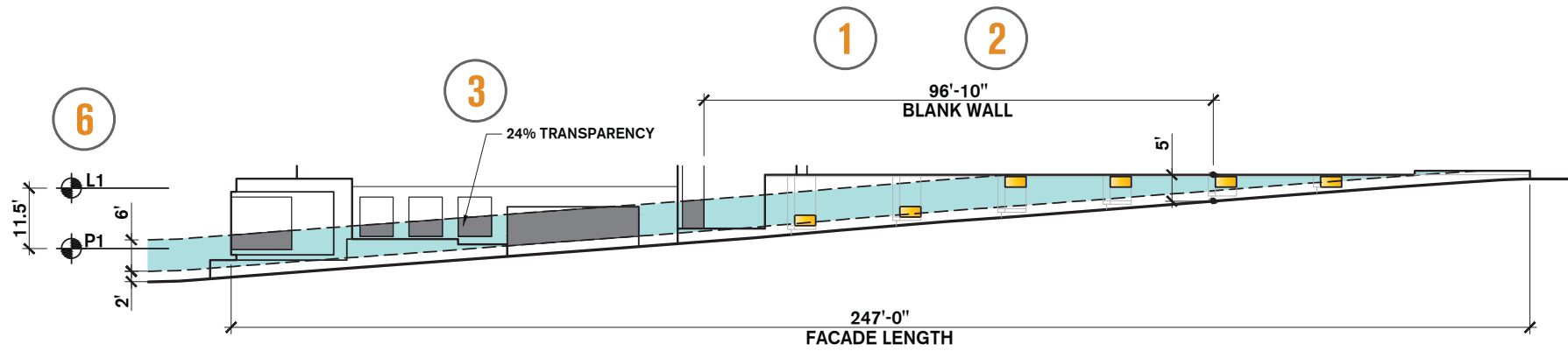
This creates a 16,800sf open space on the site which allows for planting, pedestrian / vehicular areas and daylight/views at existing building south façade. **We believe this greatly enhances the character of the project and the adjacent streets of Minor and Columbia.**

Level 1 (main entry floor) aligns with the existing building L-1. Level P-1 is established by an appropriate entry elevation off Columbia affording safe dimension from the Boren intersection, vertical clearance and minimal ramping. (*See further description of Boren façade at #2 above*).

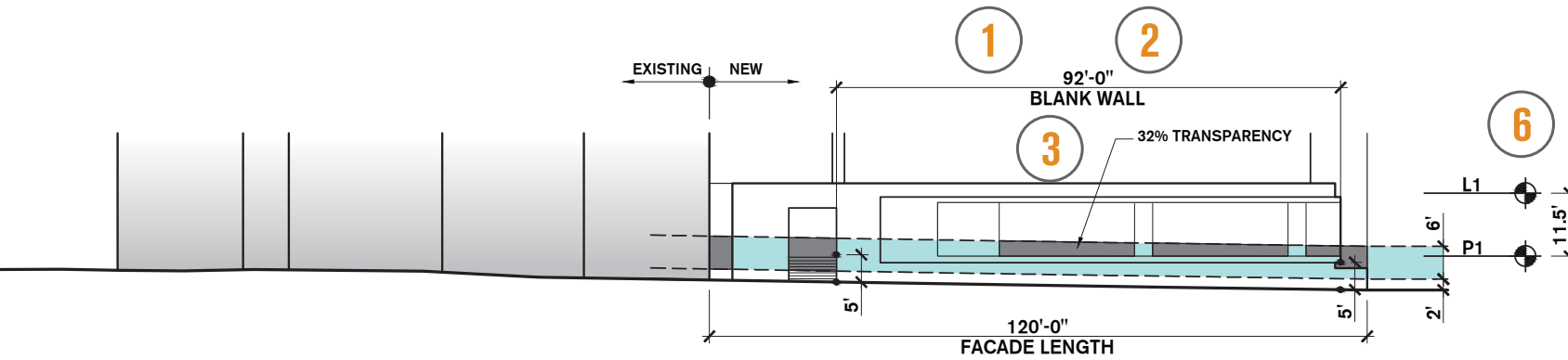
Given the 8% slope of Columbia, the façade at street level has a triangular tapering shape with a garage use behind it. Useable, sidewalk visible and accessible space here would require a stepped floor plate that would extend above the plane of the open space entry court beyond. The project has no realistic program use for this detached, narrow and long location. **We feel an additional building mass here would enclose and isolate the open space, restricting views and diminishing solar access.**

Garage use behind this facade does not seem to be an attribute to view for the sidewalk pedestrian. See *proposed design (page 25) for visual interest elements we suggest*

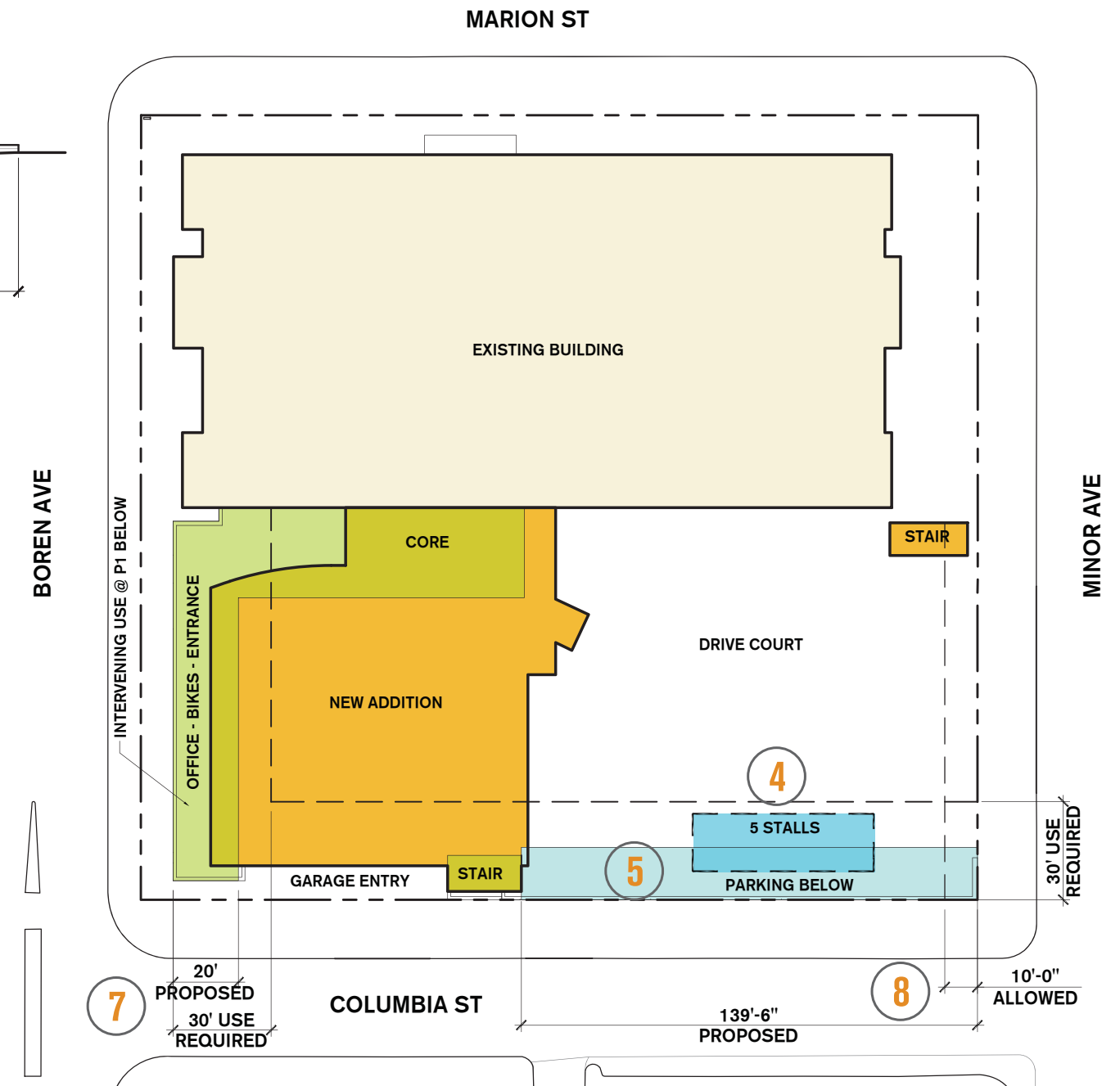
DEPARTURE REQUEST DIAGRAMS



COLUMBIA ST - BLANK WALL & TRANSPARENCY DEPARTURE DIAGRAM



BOREN AVE - BLANK WALL & TRANSPARENCY DEPARTURE DIAGRAM



SITE PLAN - INTERVENING USE & PARKING DEPARTURE DIAGRAM