



First Hill Medical Office Building

515 MINOR AVE, SEATTLE WA

DPD# 3020828

10.14.15

W
OLLINS
ERMAN

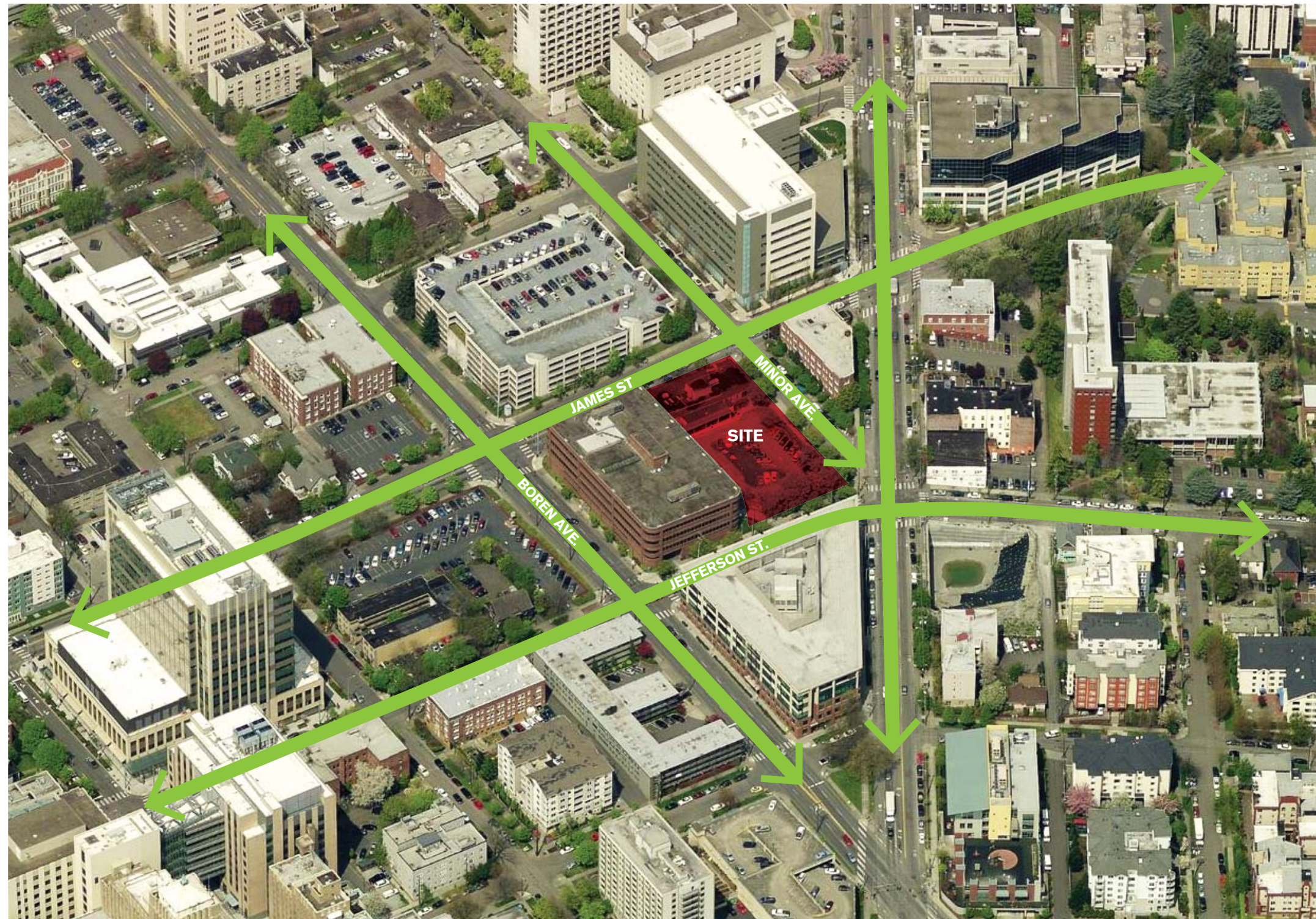
PROJECT INFORMATION

ADDRESS	515 Minor Ave Seattle, WA 98101
PARCELS	8590900770
DPD PROJECT #	3020828
OWNER	Healthcare Realty Gilbert Lewis 3310 West End Ave, Suite 700 Nashville, TN 37203
ARCHITECT	CollinsWoerman 710 2nd AVE Seattle, WA 94107-1710 Jason McCleary 206.245.2154 j@collinswoerman.com
LANDSCAPE DESIGN	Brumbaugh Associates 600 N 85th St #102 Seattle, WA 98103 206.782.3650

TABLE OF CONTENTS

1 DESIGN PROPOSAL		5 DESIGN GUIDELINES	
2	Table of Contents	23	Most Pertinent Design Guidelines
3	Project Description		
2 CONTEXT ANALYSIS		6 DESIGN STUDY	
4	Zoning + Overlay Designations	24-25	Option 1
5	Site Analysis - Zoning + Code	26-27	Option 2
6	Surrounding Land Uses	28-29	Option 3 (Preferred)
7	Traffic Flow + Siting Patterns	30	L1/Ground Floor Plan (Preferred Option)
8	Surrounding Buildings & Future Development	31	Typical Upper Floor Plan (Preferred Option)
9-11	Surrounding Architecture	32	P1 Garage Plan: Entry Level Off James Street (Preferred Option)
12-15	Nine-Block Context	33	Building Section: Looking NW (Preferred Option)
		34-35	Design Study: Comparative Point-Of-View Images
3 EXISTING SITE CONDITIONS		7 DESIGN DEPARTURES	
16	Site Survey	36	Design Departure Summary Table
17-19	Site Photography	37	Departure Diagrams
20	Existing Shadow Conditions		
4 SITE PLAN & LANDSCAPE			
21	Ground Floor Plan		
18	Conceptual Color Landscape Plan		
19	Street Sections		

PROJECT SITE



DEVELOPMENT OBJECTIVES

The site is currently comprised of two existing structures (both being used for medical office / clinic uses) and a surface parking lot accessed from Minor Ave. The 4 level, 1987 masonry medical office building above 4 levels of parking garage occupies the western side of the site (along Boren) and will remain. The smaller 2 story ancillary building along James and adjacent surface lot will be removed.

The intent of the proposed design is to provide a new 6 story building to the east of the Minor & James structure. A pedestrian plaza between the two will provide outdoor amenity space and will be accessible 24/7 from the public sidewalks of Minor, James and Jefferson. The ground floor of the new building will include a covered and screened drop-off vehicular court accessed from essentially the same Minor Avenue curb cut location. Five levels of underground parking that will provide approximately 325 new parking stalls and will connect below grade with the existing garage and service areas.

The main objective of this development is to provide high caliber medical office space and outdoor amenity area adjacent to the existing facility. The modest, screened drive court will provide convenient access for users of either building. The new structure will be between 85 to 95' above (sloping) existing grade and will provide approximately 123,800 GSF of new office space with potentially a small amount of ground-level retail.

2 CONTEXT ANALYSIS

Zoning + Overlay Designations

MAP KEY

- NC3-85**
Neighborhood Commercial
- MPC-YT**
Master Plan Community - Yesler Terrace
- HR**
Highrise
- HR-MIO**
Highrise - Major Institution Overlay
- NC3P-65**
Neighborhood Commercial Pedestrian
- MR**
Midrise
- NC2-65**
Neighborhood Commercial
- NC3-160**
Neighborhood Commercial

OBSERVATIONS

The site is positioned within a small grouping of Neighborhood Commercial (NC-85 or 65) zoned parcels. To the south is primarily Mid-Rise residential or office product. To the north, east and west are mostly High-Rise zoned parcels -- mostly Major Institutional (Swedish and Harborview Hospitals or Seattle University buildings).

Vehicular traffic is heaviest on both Boren and James streets and consequently limiting to easy pedestrian crossings. This particularly true at the north corner of the site (Minor & James) which is a somewhat dangerous crossing point due to topography, visibility and traffic speed. The east side of Boren Ave presents very little in terms of an interactive sidewalk environment and consequently is does not see much pedestrian traffic. Near the SE corner of the site there is essentially a 3 way intersection of Broadway, Jefferson and Minor. Bus lines deposit a fair number of riders along Jefferson -- both at this site and at Harborview Hospital to the west.

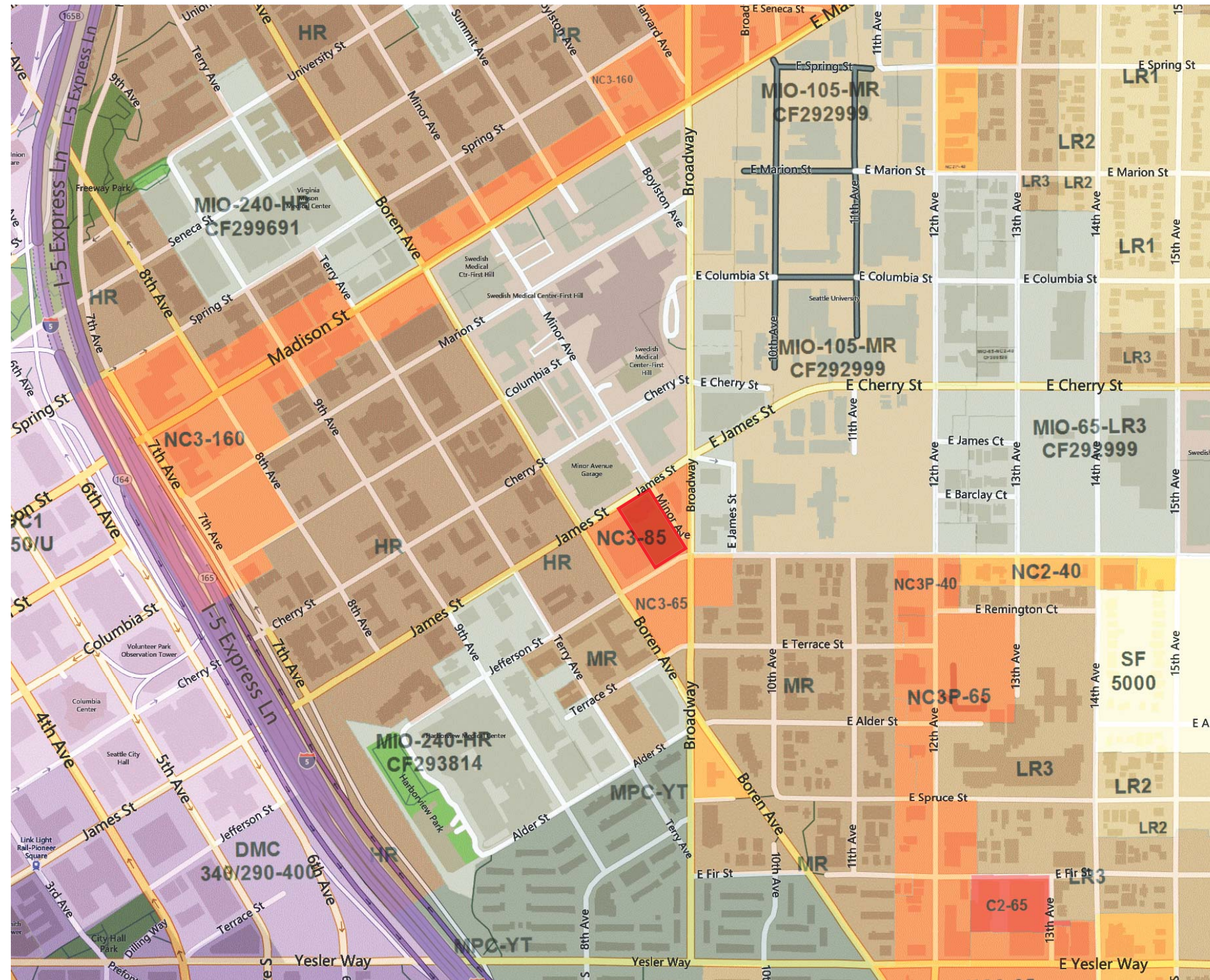
ZONING + OVERLAY DESIGNATIONS



2 CONTEXT ANALYSIS

Site Analysis - Zoning + Code

EXISTING CONDITIONS



MAP KEY

LAND USE CODE ANALYSIS

(See page 36 for Departure Requests)

ZONE	NC3-85
OVERLAY	
COMBINED LOT AREA	60,600 SF
PERMITTED USES	Medical Offices Allowed (23.47.004,B)
LEED REQUIREMENT	Silver (23.48.017,D)

Approx 24'-0" of grade difference

No Principal Pedestrian Streets adjacent nor is site within a pedestrian-designated zone

SMC 23.47A.013 FLOOR AREA RATIO

Base FAR	4.5
Maximum FAR	6 (if mixed-use)
Proposed FAR	4.5

SMC 23.47.012 GENERAL STRUCTURE HEIGHT

Maximum Height	85'
Proposed Height	85'

SMC 23.47A.016 SCREENING & LANDSCAPING

Minimum Green Factor	0.30
----------------------	------

SMC 23.47.022 LIGHT & GLARE

Minimum potential adverse impact

2 CONTEXT ANALYSIS

Surrounding Land Uses

MAP KEY

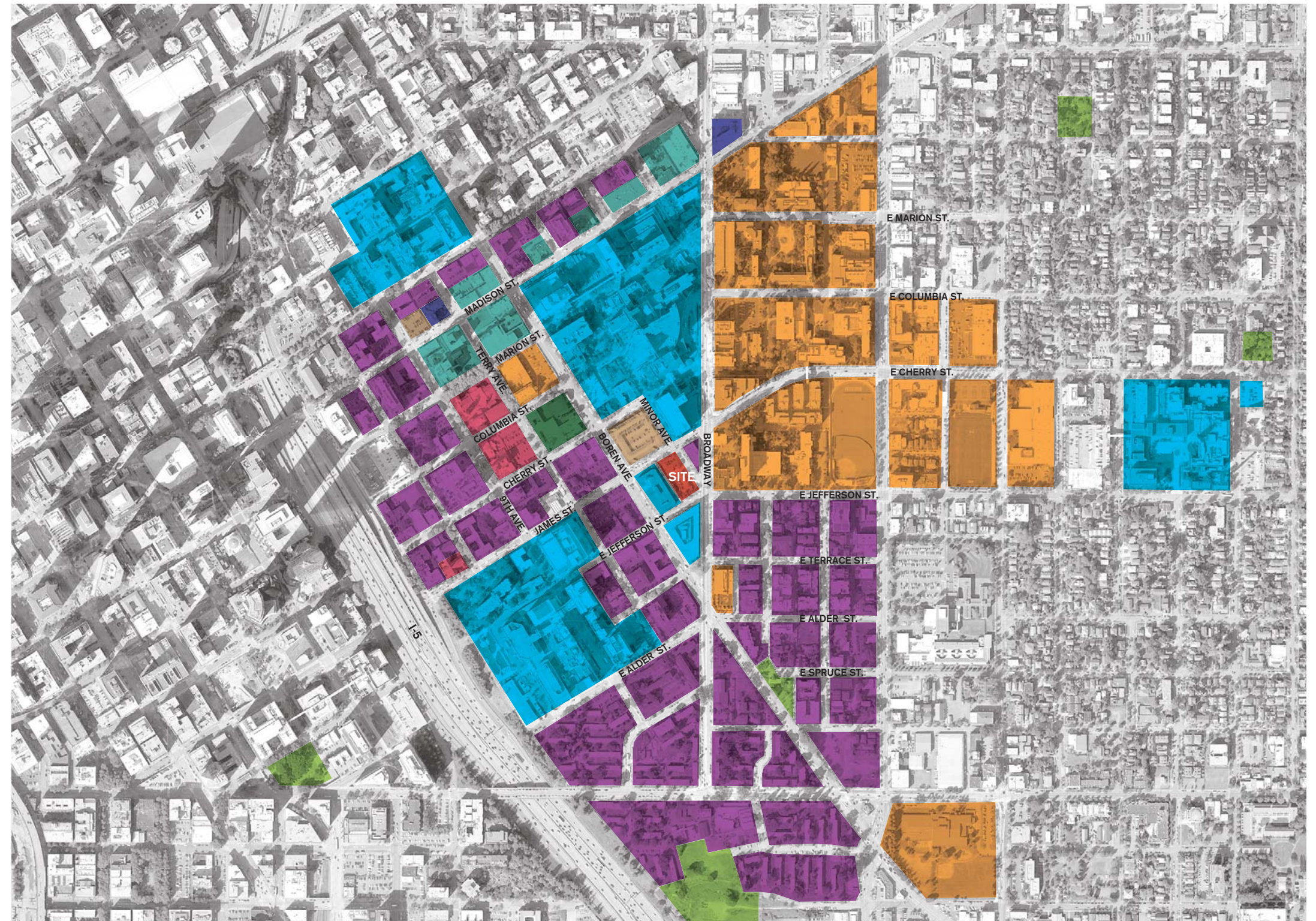
- ARTS
- CULTURAL
- MEDICAL
- RESIDENTIAL
- PARKING
- COMMERCIAL
- HOSPITALITY
- EDUCATION / INSTITUTIONAL
- PUBLIC PARKS

OBSERVATIONS

Situated within the south portion of a significant Institutional Medical triangular block area bounded by Boren, Broadway and Madison. The only anomalies are the neighboring structures of a parking garage to the north and a residential apartment building to the east.

The grain of the neighborhood is large: many of the adjacent blocks contain single buildings only.

SURROUNDING USES



2 CONTEXT ANALYSIS

Traffic Flow + Siting Patterns

TRAFFIC FLOW + SITING PATTERNS



MAP KEY

- █ Principal Arterial
- █ Minor Arterial
- Protected Bike Lane
- In-Street Bike Lane
- 5-Minute Walk Radius
- ⊕ Streetcar Stop
- ⊕ Bus Stop

ADJACENT STREET CLASSIFICATIONS

- Boren Ave** Principal Arterial
Principal Transit Street
- James St** Principal Arterial
Principal Transit Street
- Minor Ave** Minor Arterial
- Jefferson St** Minor Arterial
In-Street Bike Lane

2 CONTEXT ANALYSIS

Surrounding Buildings and Future Development

MAP KEY

- 01 Archbishop Murphy Apartments
- 02 Swedish Medical Center
- 03 Swedish Medical Center Orthopedics
- 04 612 Boren Ave - Swedish Employee Parking
- 05 Frye Art Museum
- 06 Monticello Apartments
- 07 Harborview Hospital
- 08 524 Broadway
- 09 1124 Columbia St
- 10 301 12th Ave
- 11 1023 E Alder St

— 5 Minute Walk

OBSERVATIONS

Walking from this site presents a number of varied neighborhood types and demographics. Heading to the west is a downhill transition from the near-crest of 1st Hill. The character of this area between Boren and I-5 is largely influenced by Harborview and moderate to low-income housing projects, as is a walk to the south. To the southeast, after crossing Broadway one experiences more residential character, whereas directly to the east is the campus of Seattle University and associated academic buildings and dormitories.

Further to the east is 12th Avenue and a larger collection food and beverage establishments. To the North is the large Swedish Hospital downtown campus with primarily medical buildings and parking structures. Beyond this but fairly removed from the personality of this area is the energized neighborhood of Capitol Hill. Finally, to the northwest is a somewhat more quiet residential / cultural zone with the Frye Art Museum, Odea High School and St. James Cathedral positioned among mature tree-lined streets.

NOTABLE SURROUNDING BUILDINGS



2 CONTEXT ANALYSIS

Surrounding Architecture

01 ARCHBISHOP MURPHY APARTMENTS



02 SWEDISH MEDICAL CENTER



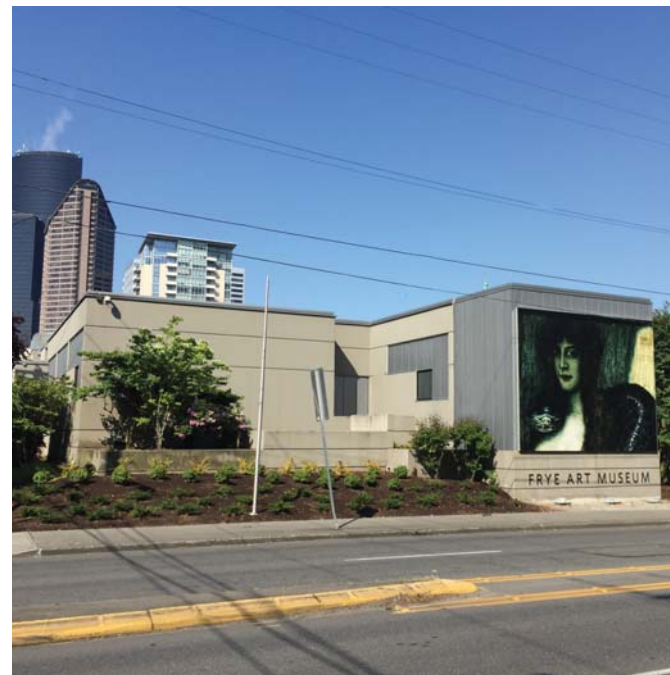
03 SWEDISH MEDICAL CENTER - ORTHOPEDICS



04 SWEDISH EMPLOYEE PARKING GARAGE



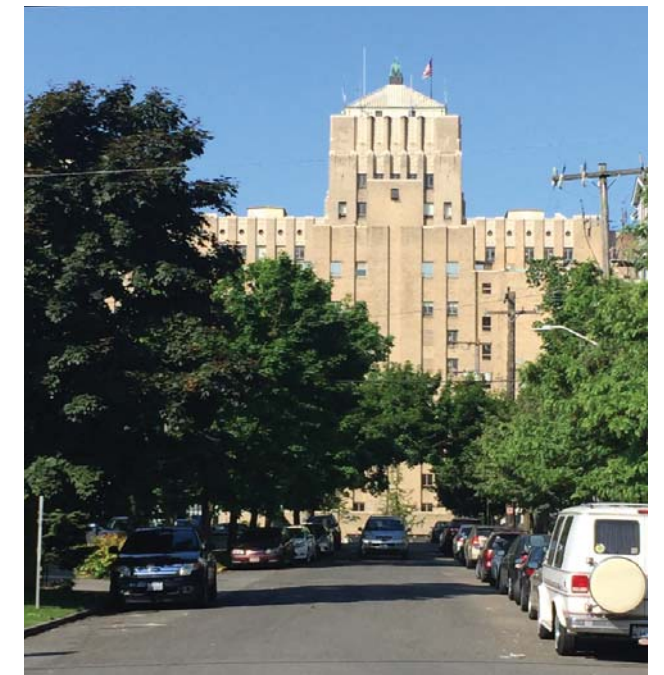
04 FRYE ART MUSEUM



04 MONTICELLO APARTMENTS



04 HARBORVIEW HOSPITAL



2 CONTEXT ANALYSIS

Surrounding Architecture

08 524 BROADWAY



09 1124 COLUMBIA



REFERENCE MAP



10 301 12TH AVENUE



11 1023 E. ALDER STREET



2 CONTEXT ANALYSIS
Existing Minor & James Building



South corner of building showing parking garage entry off Jefferson



North side of street car electrical substation



Service entry and garage exit at South West corner onto Jefferson



View from Minor showing original and later canopies for drop-off at main entry



East side of streetcar electrical substation



Garage entry and bus stop at Jefferson

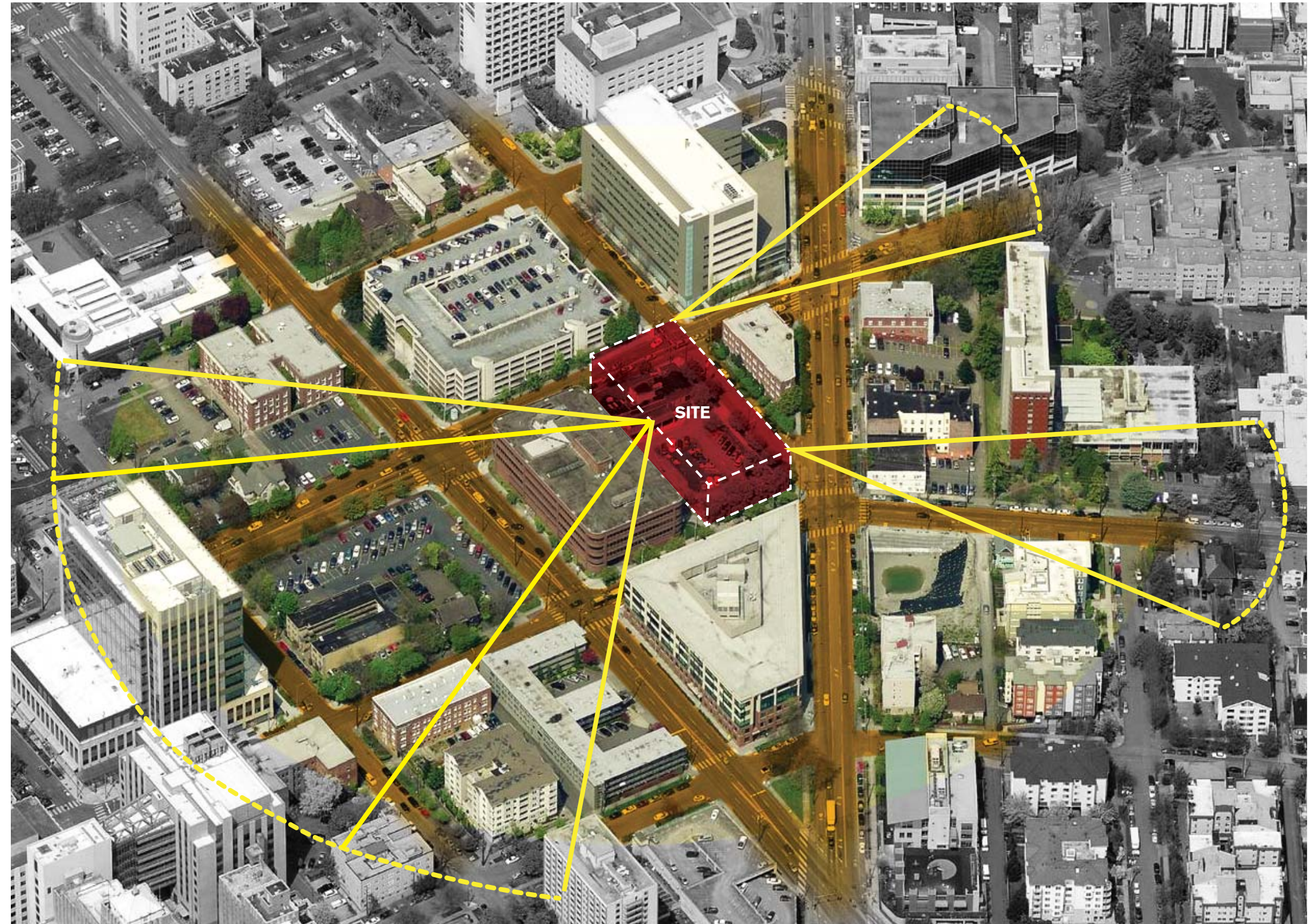
2 CONTEXT ANALYSIS

Nine Block Context

OBSERVATIONS

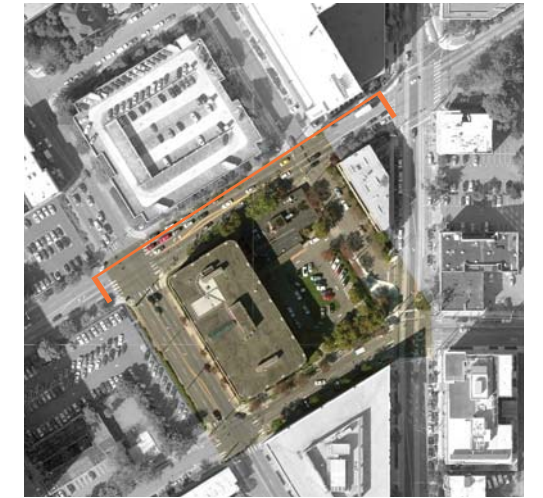
Generally views are constrained by taller buildings to the north and southwest. Upper level views from the elevated position of the site are significant to the West – downtown and Elliott Bay. Undoubtedly this will change as surface parking becomes developed into buildings (probably high-rise structures). To the East and Northeast there are some limited view opportunities from the upper levels along the thoroughfares of James and Jefferson streets.

NINE BLOCK CONTEXT

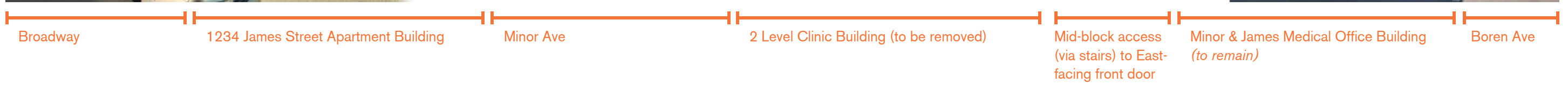
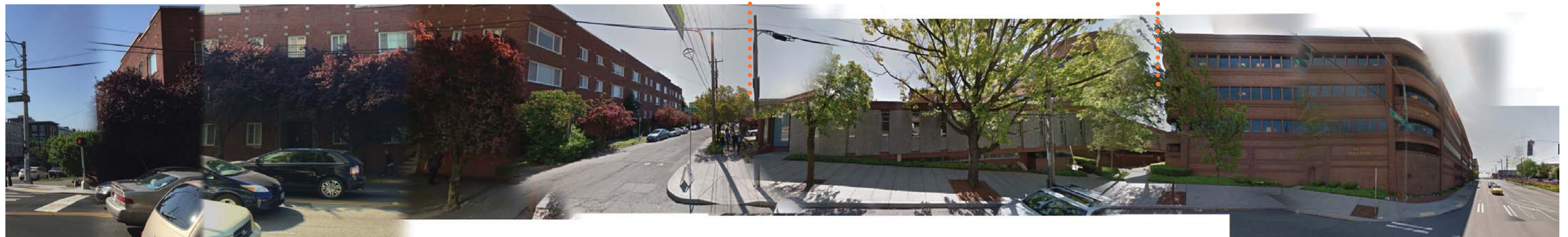


2 CONTEXT ANALYSIS

Nine Block Context



SITE



2 CONTEXT ANALYSIS

Nine Block Context



SITE

Minor & James Building
Front Door Beyond



Jefferson St

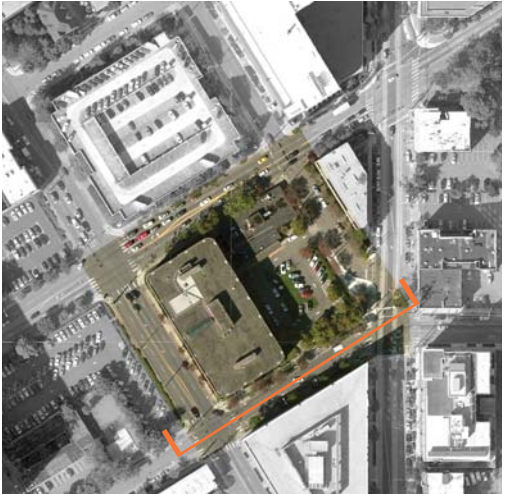
Bus Stop

Streetcar Electrical
Substation (to remain)

Vehicle Entry to
Surface Parking
(to remain)

James St

2 CONTEXT ANALYSIS
Nine Block Context



SITE



3 EXISTING SITE CONDITIONS

Site Survey

EXISTING SITE INFORMATION

SITE ADDRESS

515 Minor Ave.
Seattle, WA

ZONING DESIGNATION

NC3-85

COMBINED LOT SIZE

60,600 sf

FAR POTENTIAL

4.5

HEIGHT LIMIT

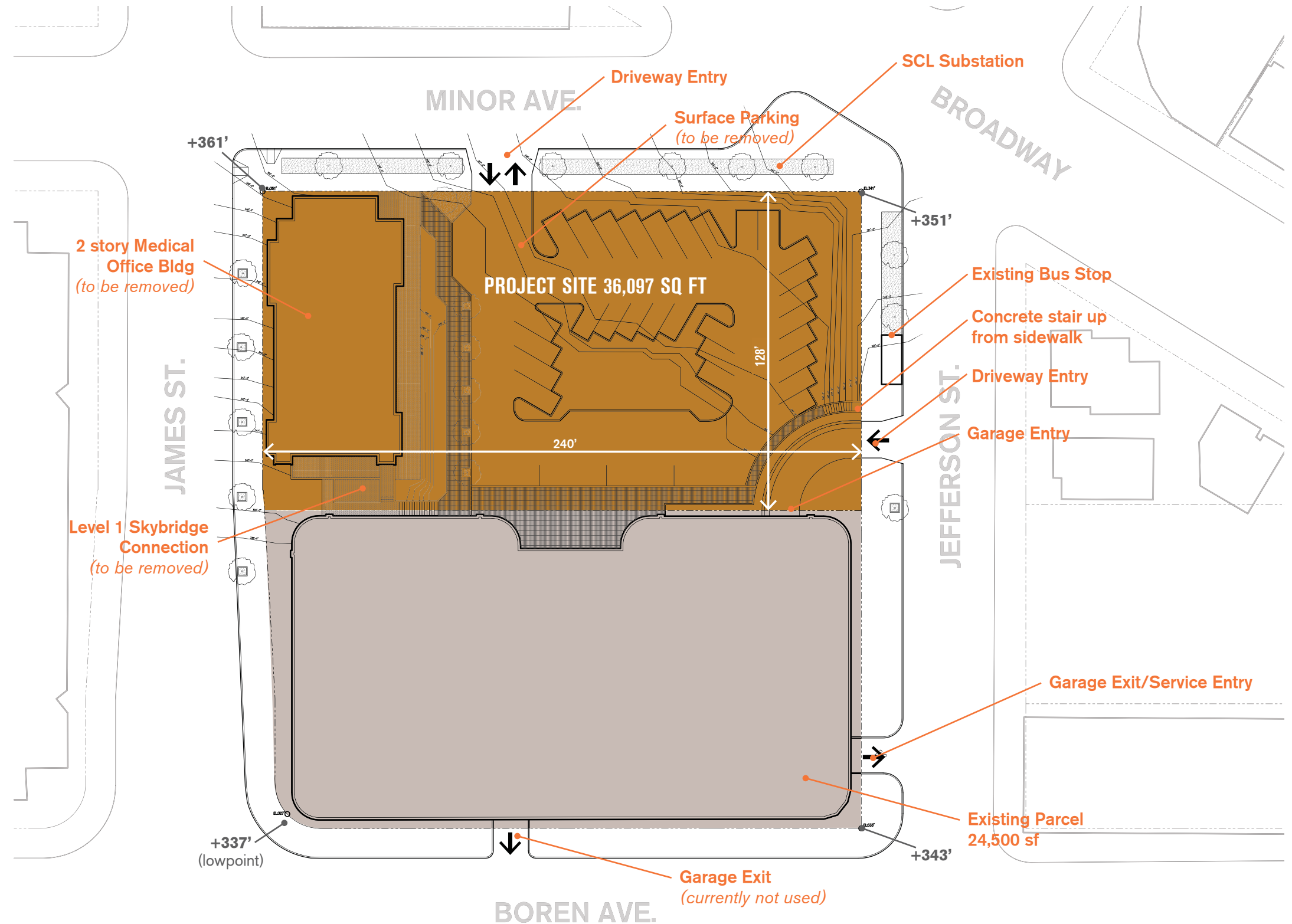
85'

TREES

There are 22 existing street trees immediately adjacent to the property, outboard of the public sidewalks. The majority of street trees will be preserved. On the east portion of the site there are currently 17 trees. All are ornamental trees which were installed when the parking lot was originally developed (circa 1989). None of these are exceptional, but some may be considered significant based on size only. The majority are 10" diameter.

All of these trees will be removed, but new planting will need required green factor of .30.

SITE PLAN



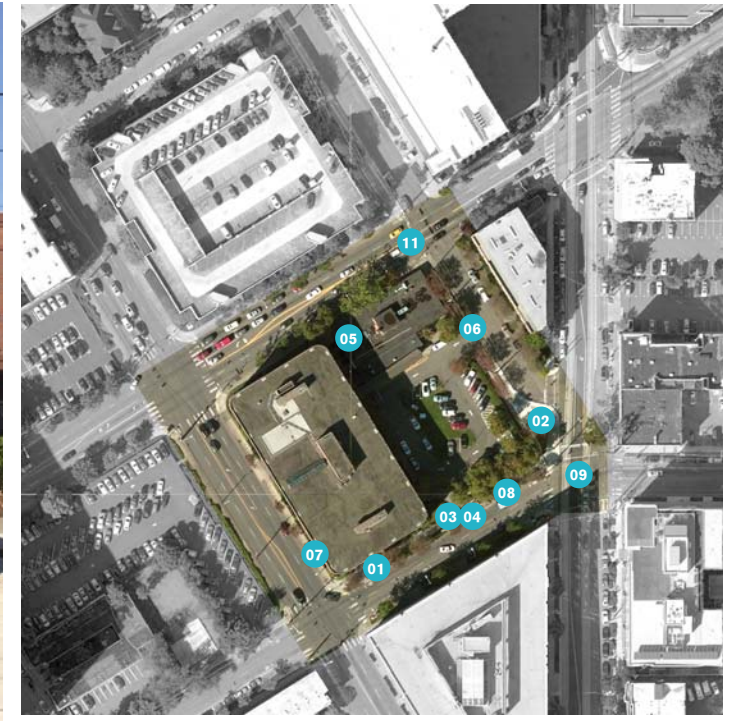
3 EXISTING SITE CONDITIONS

Site Photography

01 EXISTING GARAGE EXIT ON JEFFERSON



02 ELECTRICAL TRANSFORMER ON MINOR AVE



03 EXISTING GARAGE ENTRANCE ON JEFFERSON



04 STAIR BESIDE GARAGE ENTRANCE ON JEFFERSON



05 EXISTING NORTH COURTYARD / L1 BRIDGE



3 EXISTING SITE CONDITIONS

Site Photography

06 EXISTING PARKING ENTRANCE ON MINOR AVE / FRONT DOOR BEYOND



07 EXISTING PARKING GARAGE SCREENING



08 BUS STOP LOCATION ON JEFFERSON



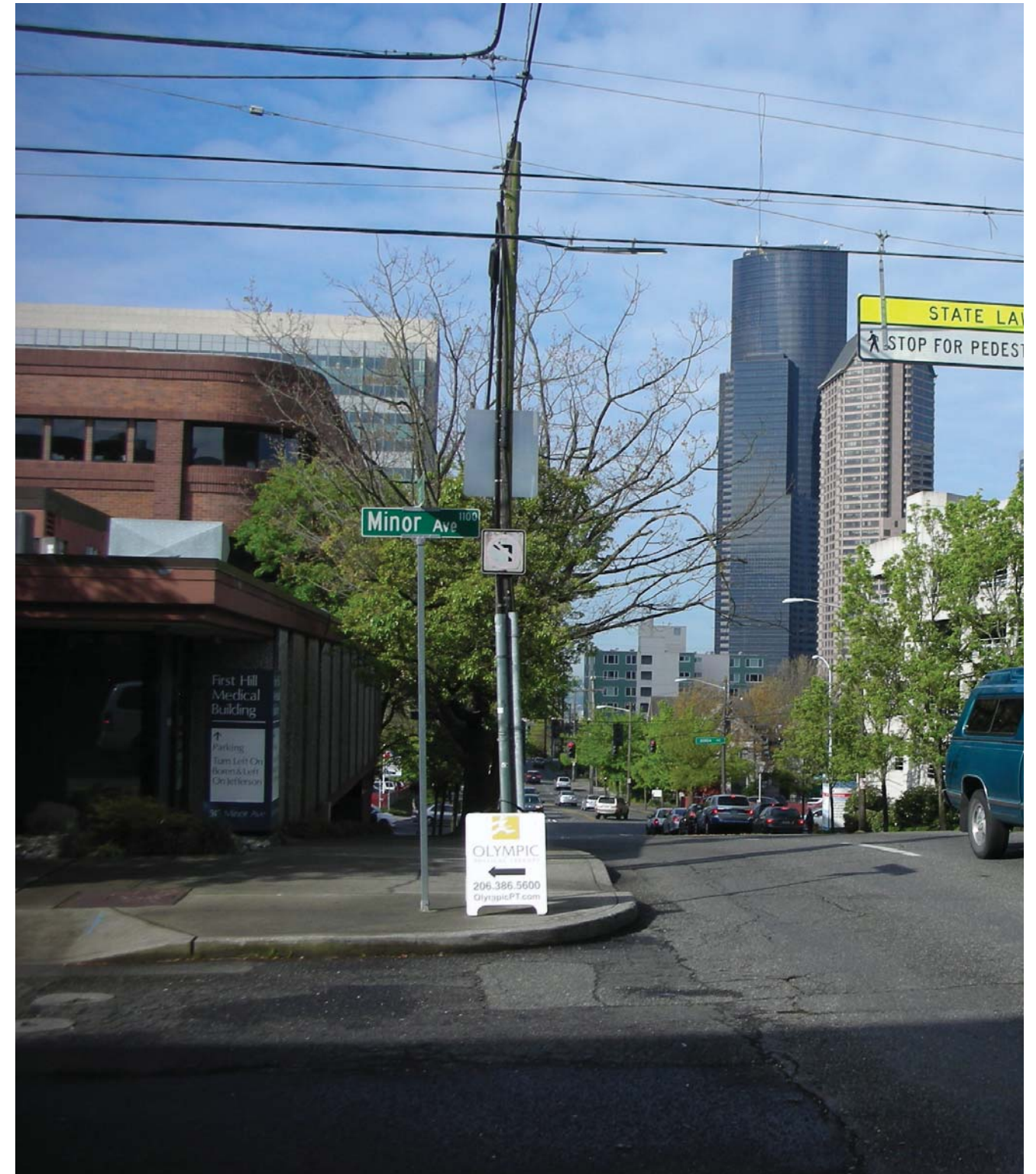
3 EXISTING SITE CONDITIONS

Site Photography

09 SE CORNER OF SITE



11 STREET CROSSING AT MINOR AVE AND JAMES ST



10 SITE FROM ROOFTOP ON BROADWAY

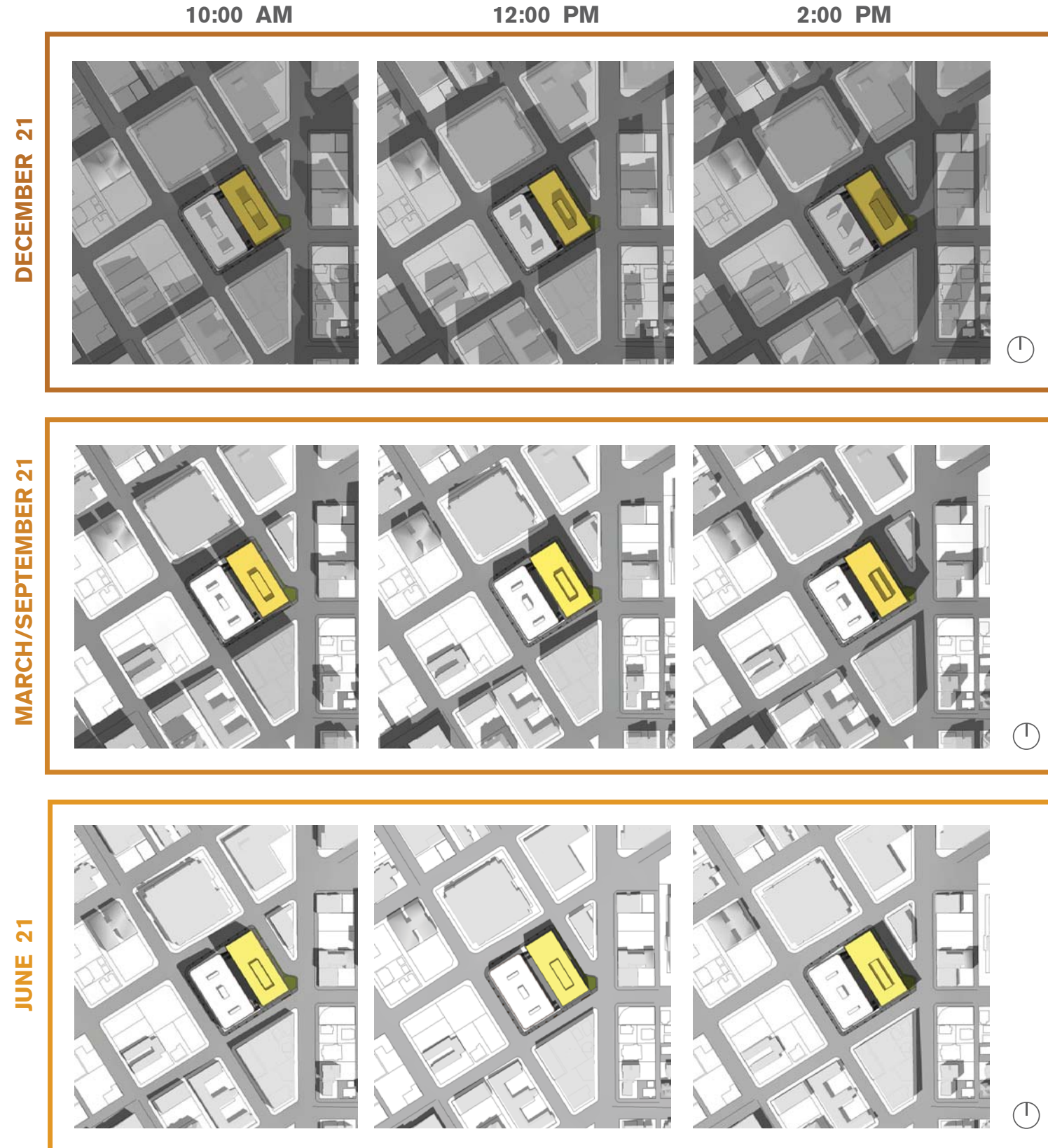


3 EXISTING SITE CONDITIONS

Existing Shadow Conditions

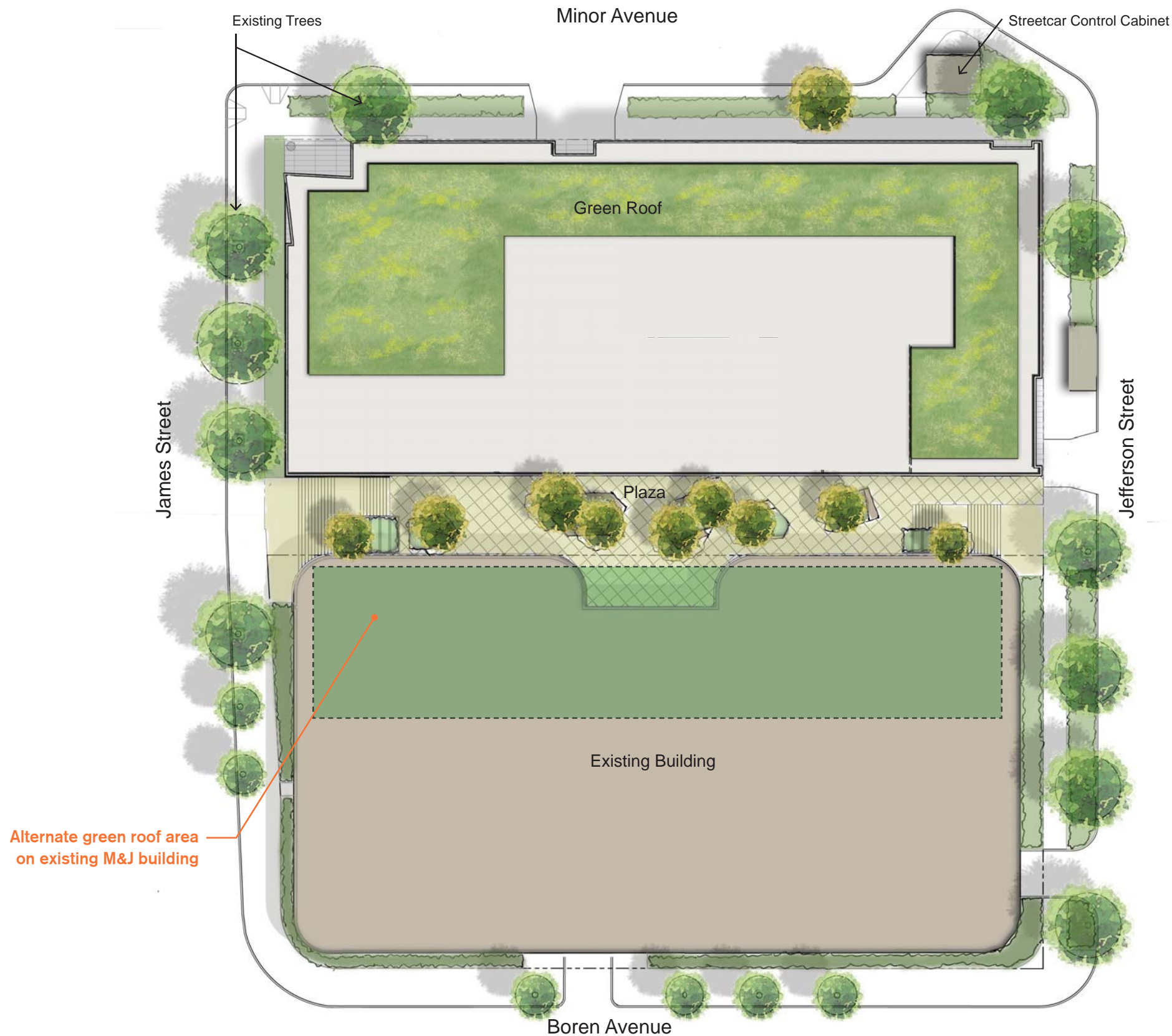
OBSERVATIONS

Shadows from existing neighboring buildings (only from across Jefferson) impact site only in winter months. Proposed 85' high project mostly shades existing neighbor across Minor in winter, spring and fall.



4 SITE PLAN & LANDSCAPE CONCEPTS

Landscape Plan - Ground Floor Level



Green Roof

The proposed landscape aims to preserve existing street trees where possible, and enhance planter strips by replacing lawn with drought tolerant plant materials.

The roof is planted with pre-vegetated, drought tolerant sedum mixes.

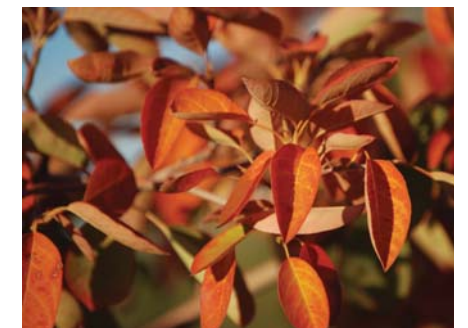
The plaza space between the buildings provides multiple seating opportunities while creating an urban landscape that allows for visibility and a smooth flow of pedestrian circulation through it, while softening the space with a garden character incorporating seasonal interest and a connection to nature for building occupants and visitors.



Planters Function as Seating



Pedestrian Level Lighting at Plaza



Plaza Trees with Multi-Seasonal Color



4 SITE PLAN & LANDSCAPE CONCEPTS

PAGE INTENTIONALLY LEFT BLANK

CS1 - NATURAL SYSTEMS AND SITE FEATURES

Use natural systems and features of the site and its surroundings as a starting point for project design.

CS2 - URBAN PATTERN AND FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

PL1 - CONNECTIVITY

Complement and contribute to the network of open spaces around the site and the connections among them.

PL2 - WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL3 - STREET LEVEL INTERACTION

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL4 - ACTIVE TRANSPORTATION

Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

DC1 - PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

DC2 - ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC3 - OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other.

6 DESIGN STUDY

Option 1

DESIGN SUMMARY

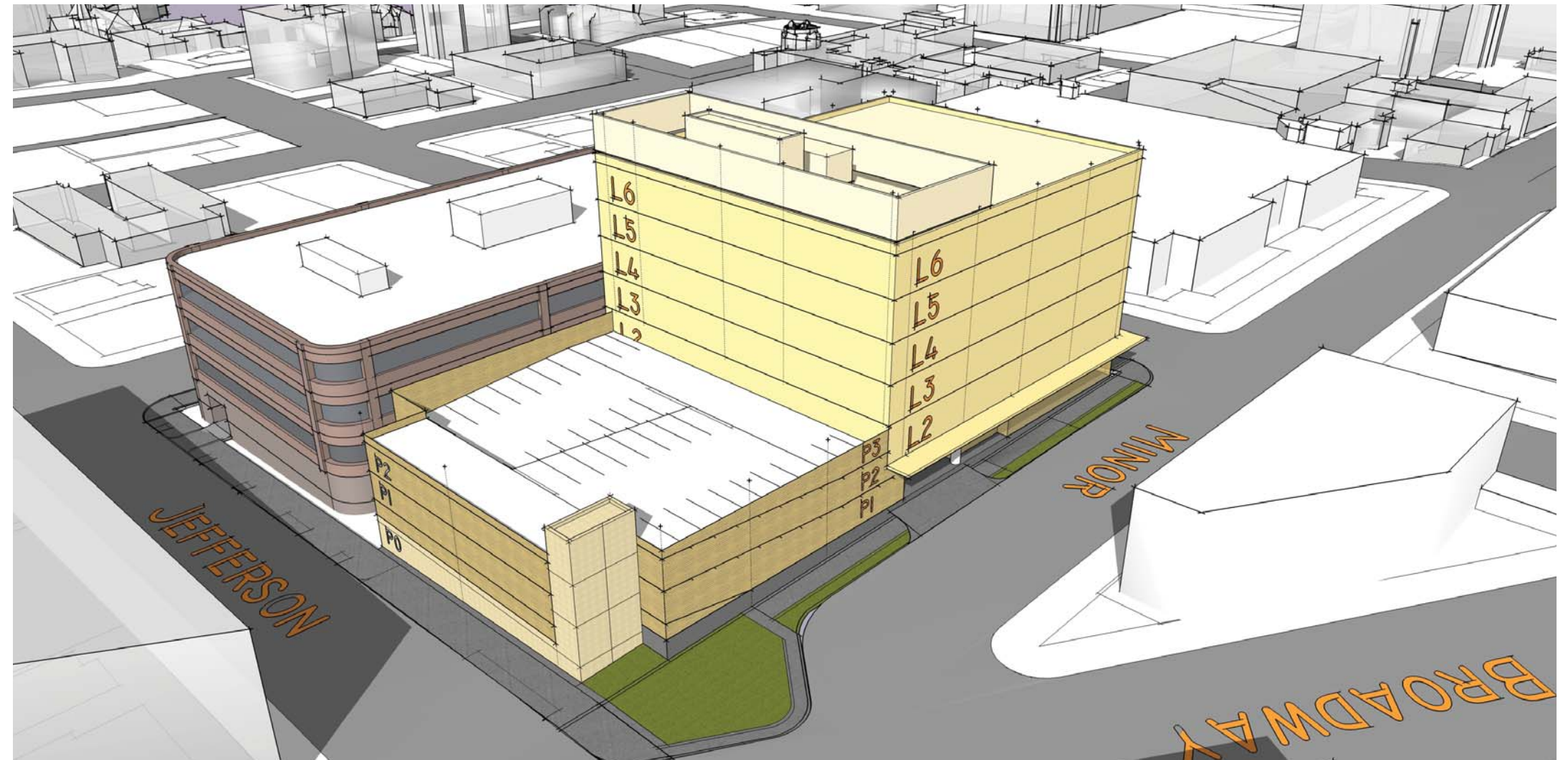
This scheme investigates a smaller footprint 6 story building positioned to the north of the site. To the south is a small 3 level above-grade garage which incorporates a ground level drop-off area centralized beneath the 2 afore-mentioned components.

The main entry for building users is envisioned off Minor, adjacent to the vehicle entry with a secondary access point up from the north mid-block sidewalk on James. A separate, new 3-level below grade garage is entered from Jefferson and interconnects with existing.

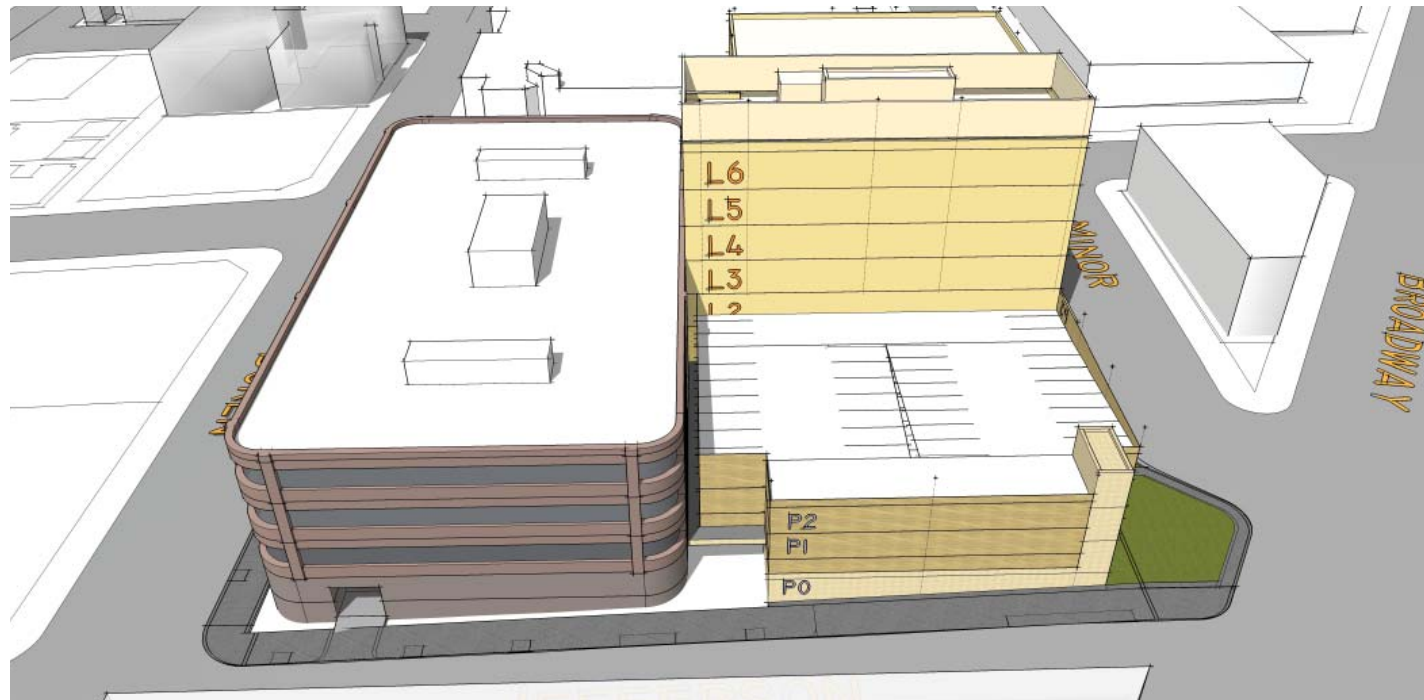
While the occupied building addresses the corner, grade change isolates much of the relationship with James Street sidewalk. Additional challenges are presented with immediate adjacency of the corner garage to Jefferson and Minor sidewalks as well as proximity of the new buildings to the existing east façade.

To achieve the Green Factor requirements all of the new building and as much as half of the existing roof non-mechanical areas would be vegetated.

Design shown illustrates approximately 86,400gsf of Medical Office and 43,400 gsf of above-grade garage / covered drop-off drive court. Combined with both existing building and exposed portions of below grade garages this represents a combined site FAR of 4.4.



Looking West



Looking North West - Jefferson Street Facade

SIGNIFICANT FEATURES

- Entry off Minor Ave
- 3 levels of parking above grade
- Stronger ground level presence at corner of Minor and James
- Less excavation allows budget transfer to other project areas

OPPORTUNITIES

1. Focuses on strong street level presence on primary intersection at Minor and James.

CHALLENGES

1. Above grade parking creates less pedestrian friendly environment along Jefferson St.
2. Non-intuitive, small and difficult drop-off at P1 conflicts with above-grade garage flow
3. Above and below grade garages do not connect
4. Small floorplates
5. No significant exterior amenity opportunities except at roof
6. Majority of fenestration at existing East facade is lost



Looking South - Minor & James Corner



Looking North East - Aerial Above Boren

6 DESIGN STUDY

Option 2

DESIGN SUMMARY

A significantly less tall structure, this scheme stacks 3 larger, full site width floor-plates of medical office atop 2 levels of garage and drop-off drive court.

The main entry for building users is envisioned off Minor, adjacent to the vehicle entry with a secondary access point up from the north mid-block sidewalk on James. A connected, 3 level below grade garage is accessed mid-block off Jefferson and will link to the existing garage as well.

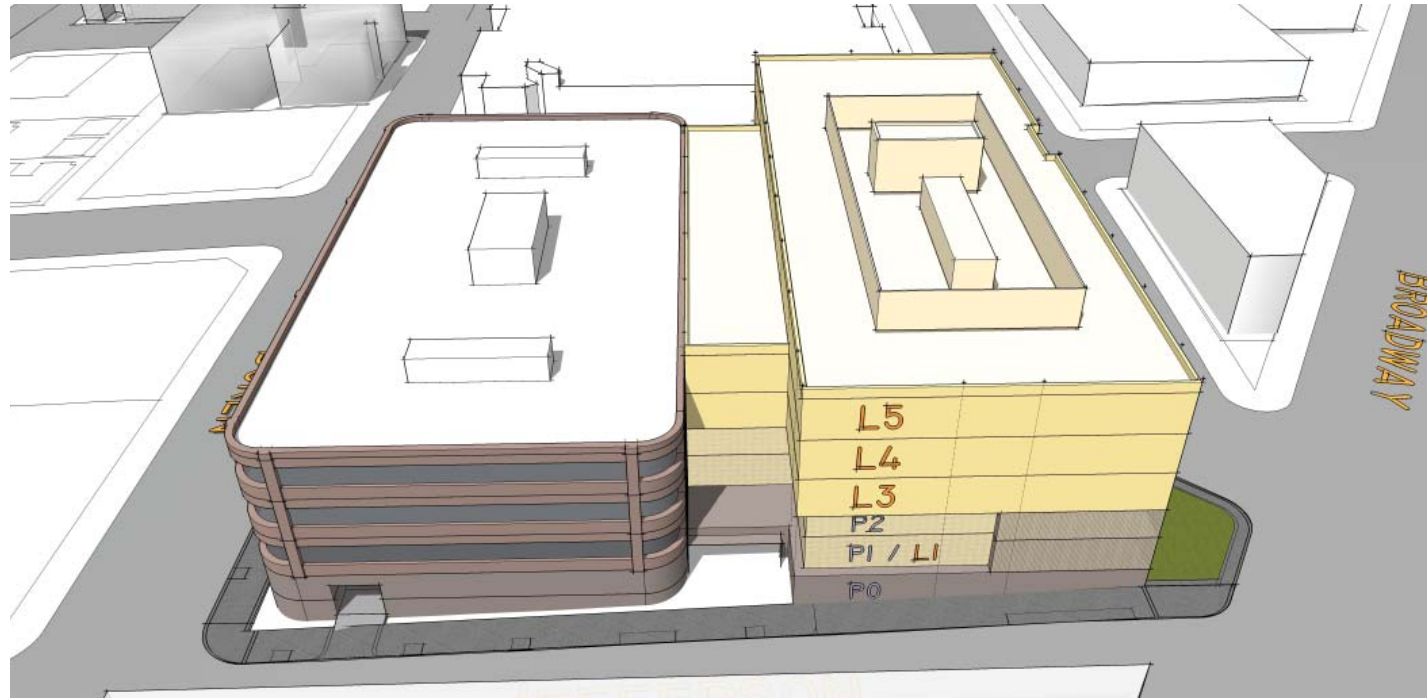
Levels 2 and 3 of the new building have the potential to connect with the existing, although non-floor alignment is a limitation. Other drawbacks are the loss of windows for a majority of the existing east façade and poor relationship with ground floor uses and the public realm of the sidewalk.

To achieve the Green Factor requirements all of the new building roof non-mechanical areas would be vegetated.

Design shown illustrates approximately 90,700gsf of Medical Office and 46,000 gsf of above-grade garage / covered drop-off drive court. Combined with both existing building and exposed portions of below grade garages this represents a combined site FAR of 4.5.



Looking West



Looking North West - Jefferson Street Facade

SIGNIFICANT FEATURES

- 2 levels of parking above grade 2 levels below.
- 5 story structure is approximately 15' below height limit
- Entry off Minor Ave.

OPPORTUNITIES

1. Drop-off court is integrated with a full level of parking
2. Potential for large contiguous floorplates at L3 & 4

CHALLENGES

1. Podium parking levels will require extensive treatment with screening and or architectural elements to improve ground level pedestrian experience.
2. Lack of occupied space at street level is not ideal for street level activity and appearance.
3. No significant exterior amenity opportunities except at roof
4. Majority of fenestration at existing East facade is lost
5. Elevated Medical Office requires ground level lobby in the midst of an automobile environment
6. Departures probably required for garage solution



Looking South - Minor & James Corner



Looking North East - Aerial Above Boren

6 DESIGN STUDY

Option 3 (Preferred)

DESIGN SUMMARY

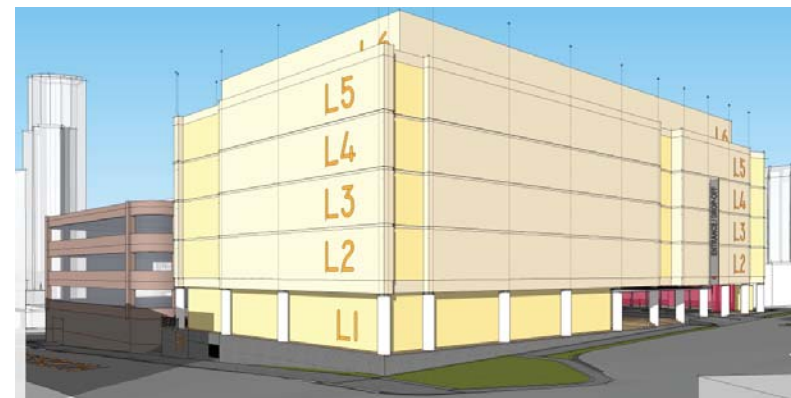
This 6 level stand-alone structure (with interconnecting below grade garage) provides an elevated thru-block connection across a landscaped plaza and amenity open space.

The main entry for building users is located mid-block off Minor, adjacent to the vehicle entry with a secondary access points up wide public stairs from both the sidewalks of James and Jefferson streets. The +17' tall ground level -- although raised above sidewalk to varying heights (1.5 to 10 feet) -- will have a high degree of transparency and visibility to Jefferson and Minor streets. This height along with the openness through the drive court also allows for a visual link to the existing main entry of the M&J building.

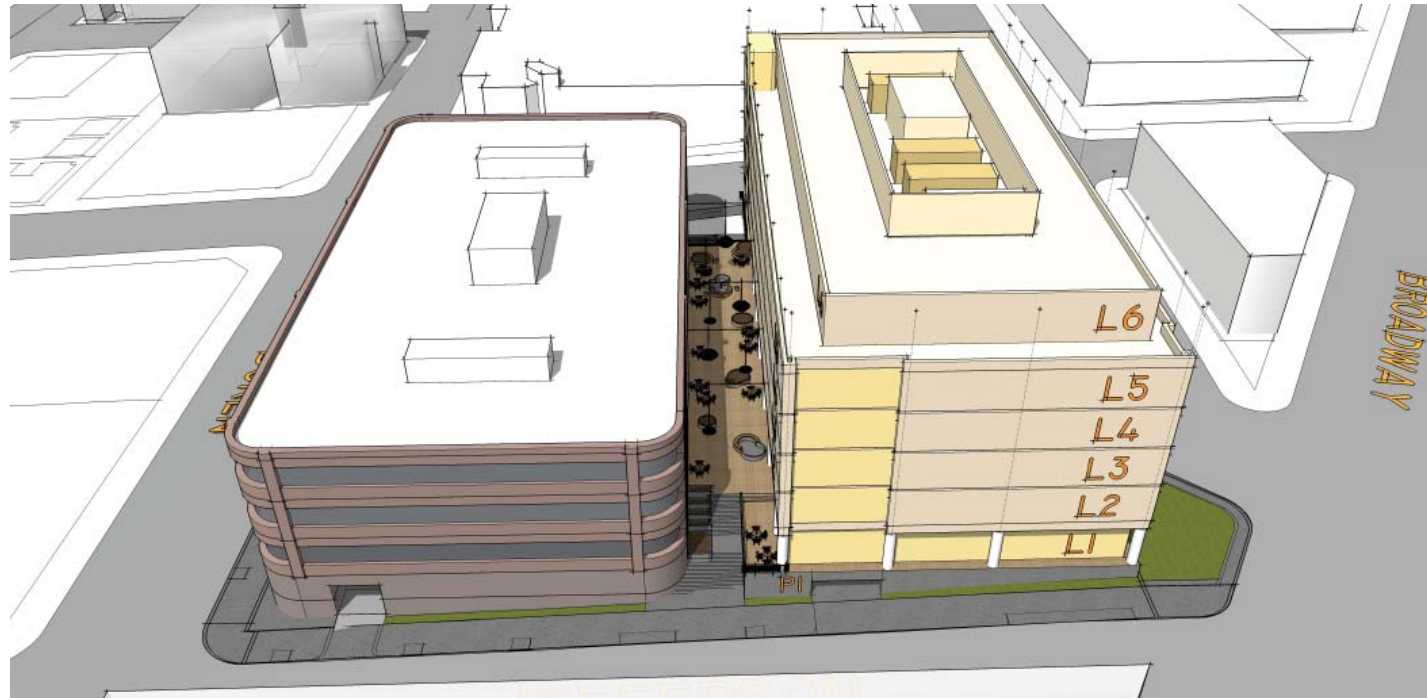
A 5 level, below-grade garage is accessed from Jefferson, slightly to the east of the existing curb cut. Levels 2 and 4 of the garage link to the existing for vehicular circulation and Level P1 provides for loading and servicing connections.

To achieve the Green Factor requirements the majority of the new building roof or much as half of the existing roof non-mechanical areas would be vegetated.

Design shown illustrates approximately 123,800gsf of Medical Office and about 7,000 gsf of above-grade covered drop-off drive court. Combined with both existing building and exposed portions of below grade garages this represents a combined site FAR of 4.5.



Looking West



Looking North West - Jefferson Street Facade

SIGNIFICANT FEATURES

- Main pedestrian entry off Minor with secondary approaches mid-block along James and Jefferson
- 5 levels of parking below grade
- Screened Level 1 vehicular drop-off court
- Shared exterior courtyard/through block connection between new and existing building.
- Relocated garage access from Jefferson St.
- Tall, transparent partial first floor
- Line of sight connection to existing front door from new main entry along Minor

OPPORTUNITIES

1. Car court on level 1 allows for needed drop-off and temporary parking for MOB, while minimizing impact to ground level and creating ADA access across site and to the shared courtyard.
2. Placing as much parking below grade allows for occupied space on level 1 improving the pedestrian experience and ground level presence.
3. Shared courtyard creates a usable attractive amenity space for both existing and new buildings as well as a through block connection across the site.
4. Proposed below grade garage connects with existing building below grade garage.

CHALLENGES

1. Because of the sloping site the parking level P1 becomes exposed and may require stepped landscaping or architectural elements to soften its impact at ground level.
2. The garage at P1 may also require a transparency departure.



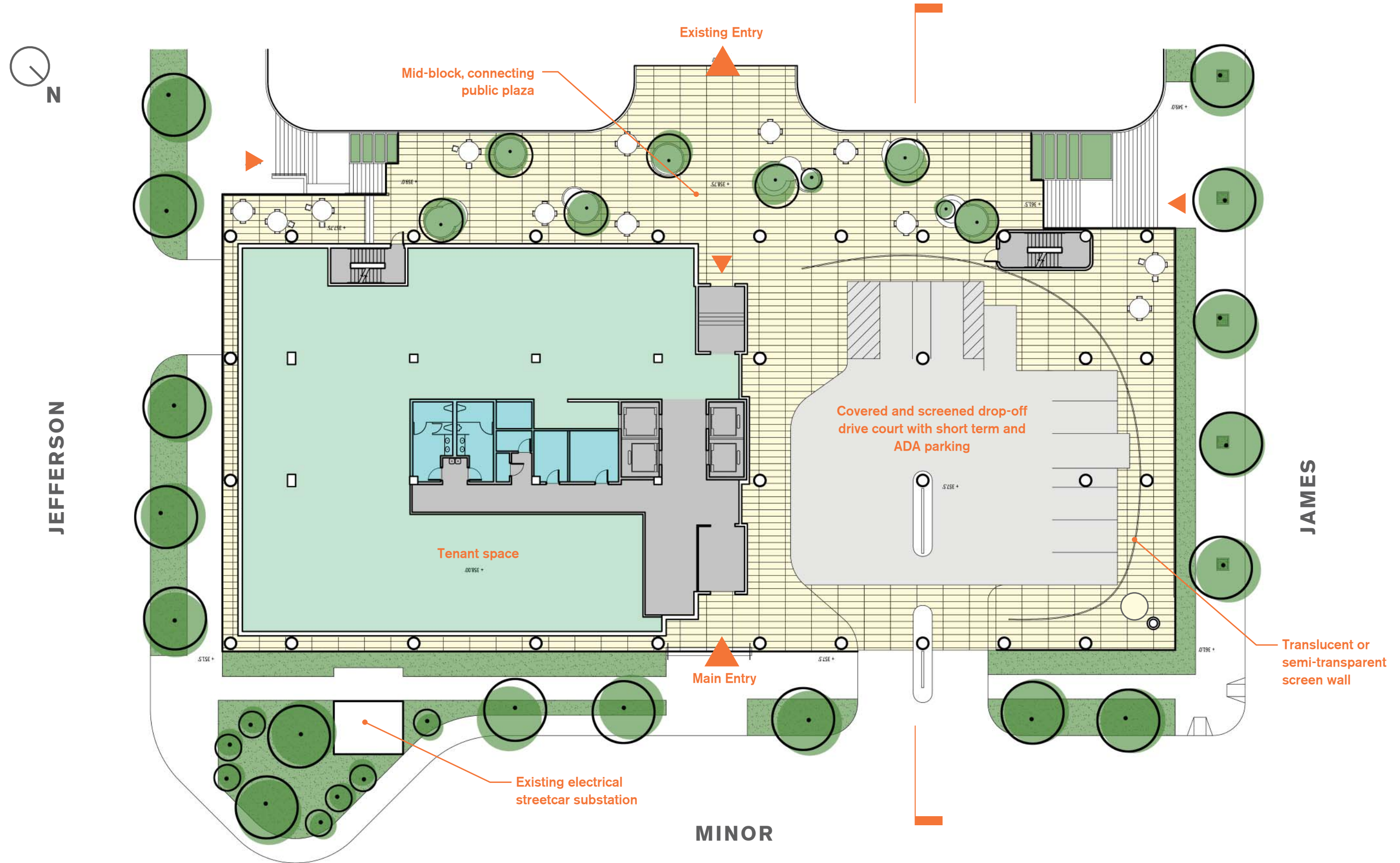
Looking South - Minor & James Corner



Looking North East - Aerial Above Boren

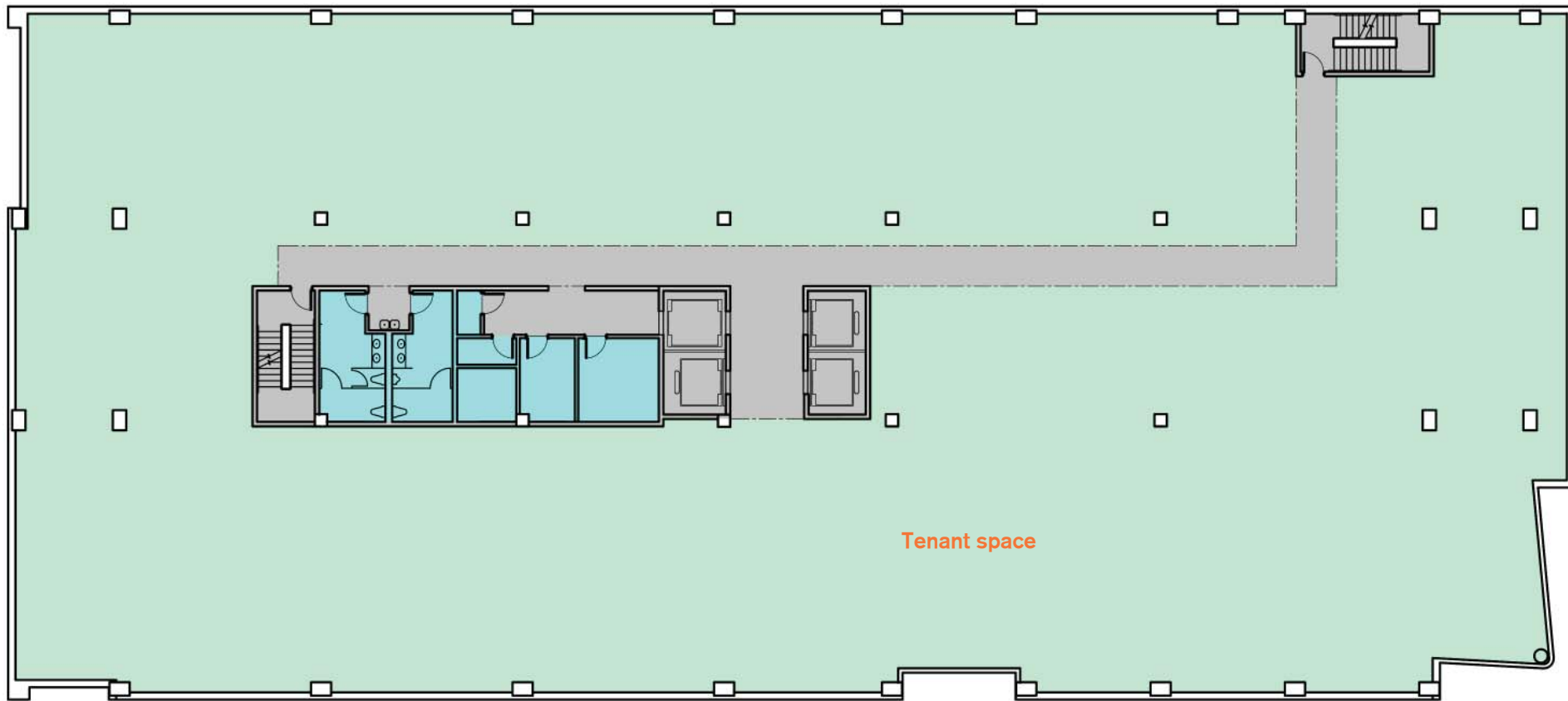
6 DESIGN STUDY

L1/Ground Floor Plan (Preferred Option)





JEFFERSON

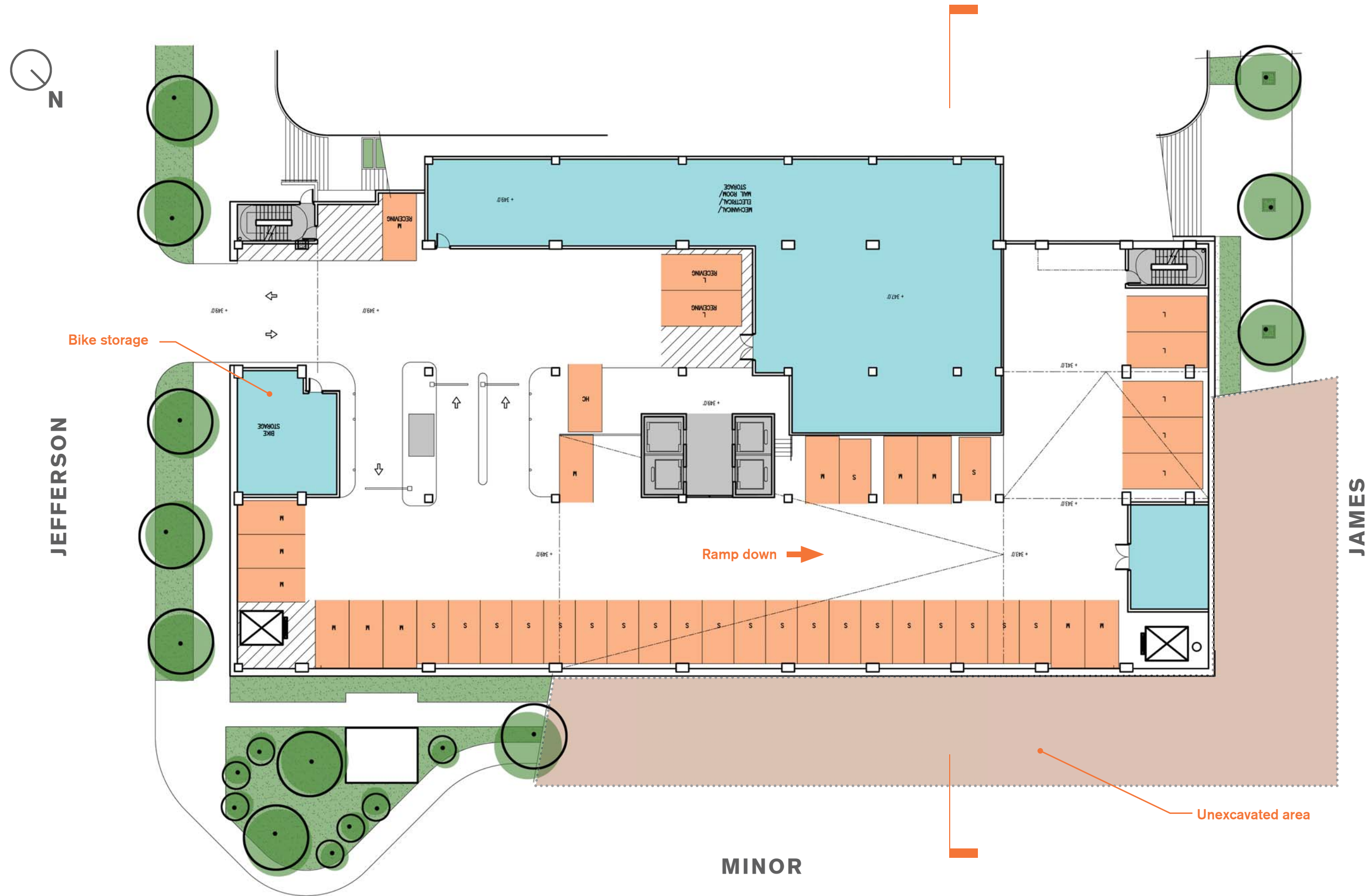


MINOR

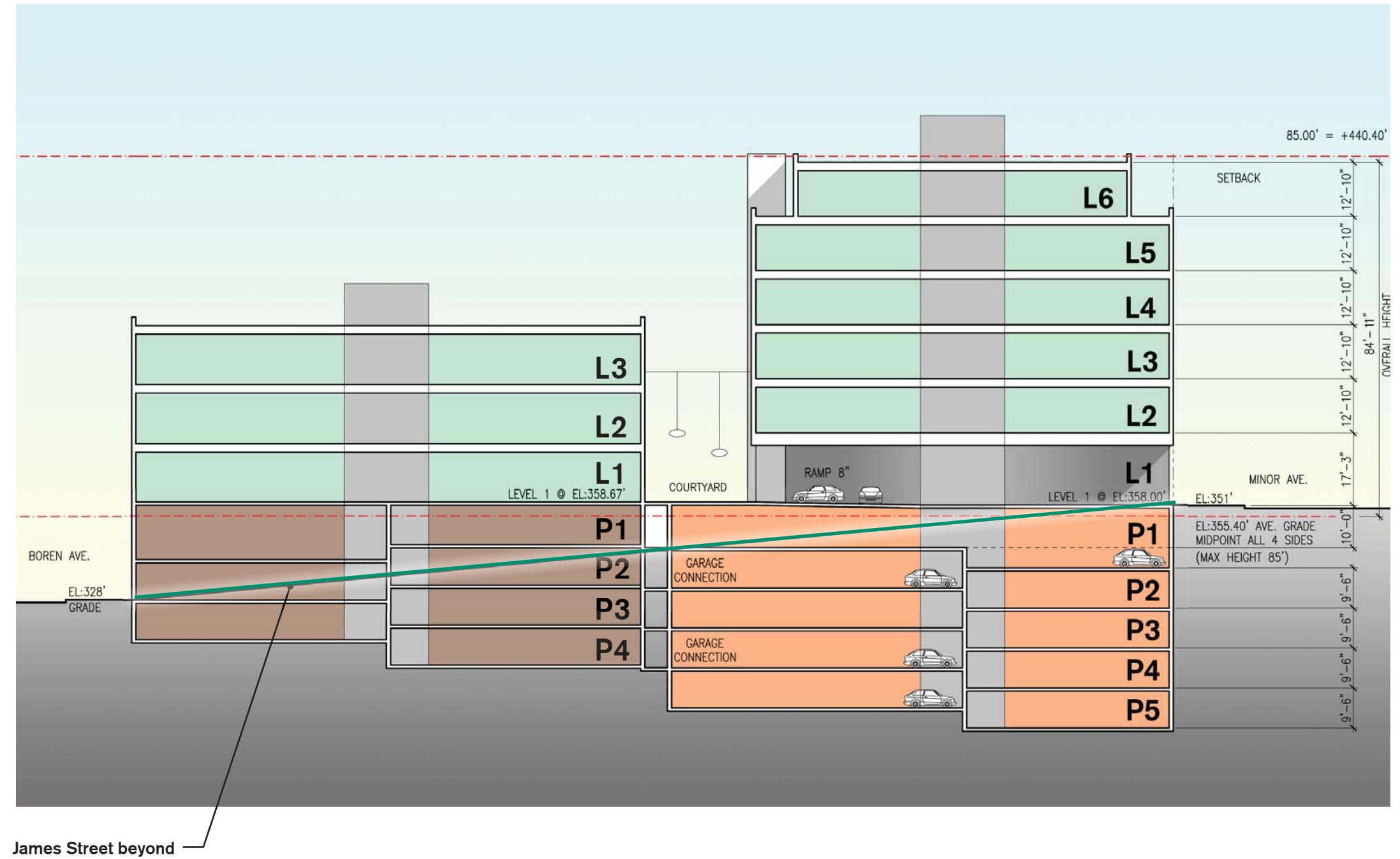
JAMES

6 DESIGN STUDY

P1 Garage Plan: Entry Level Off James Street (Preferred Option)



This section is cut through the northern portion of the site and illustrates the drive court and drop-off area of L1 at the new building. Also visible here is the below grade relationship of the garages, the proportions of the mid-block connecting courtyard and the approximate grade of James Street beyond.



5 DESIGN GUIDELINES

Design Study: Comparative Point-Of-View Images

OPTION 1



SOUTH EAST CORNER AT MINOR AND JEFFERSON STREETS

Garage skin will need to be of high caliber material and read as an architectural feature. While yet to be determined, options may include translucent panels, solid or perforated metal panels. Skin could include accent colors, insert accent material(s), art and/or historical imagery. The stair tower will be articulated with a different material which could include glass, providing full transparency and contrast at this corner.

OPTION 2



Similar to Option 1, the garage skin will also need to be of high caliber material and read as an architectural feature.

OPTION 3 (PREFERRED)



Tenant occupied space at L1 and top of garage below. Stout columns will be clad in metal but the majority of the L1 skin at this corner will be transparent. Exterior wall at garage would most likely be an architectural pre-cast concrete finish and could provide texture, material change and/or slot openings as well as other treatments such as listed with Option 1 garage skin.



NORTH EAST CORNER AT MINOR AND JAMES STREETS

Tenant occupied space at L1 and top of garage becomes visible below as grade of James street descends. The majority of the L1 skin at this corner will be transparent.



Similar to Option 1, the garage skin will also need to be of high caliber material and read as an architectural feature.

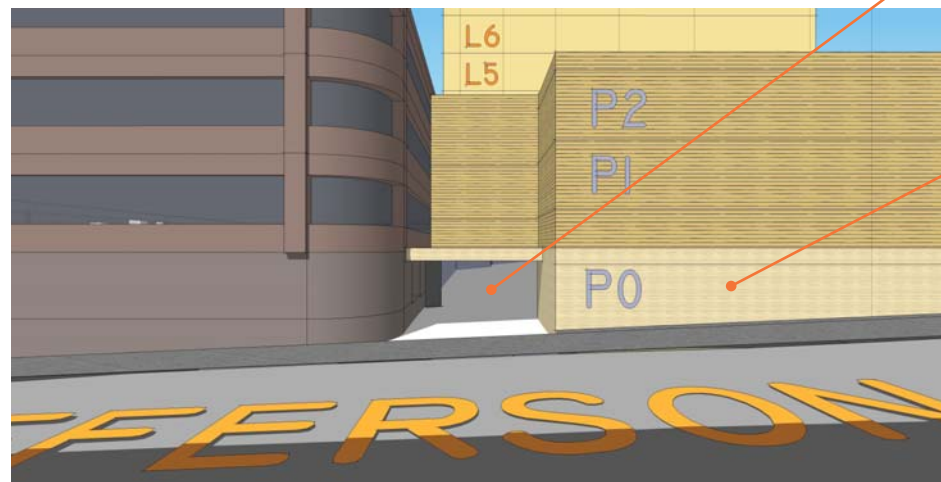


Drive court with drop-off area and limited ADA and short-term parking will be obscured by a translucent or semi-transparent screen. This element is envisioned as curvilinear, color-filled and playful form which provides a function. The area to the north of this screen and adjacent to James Street is an extension of the midblock connecting plaza and will have seating overlooking the sidewalk.

5 DESIGN GUIDELINES

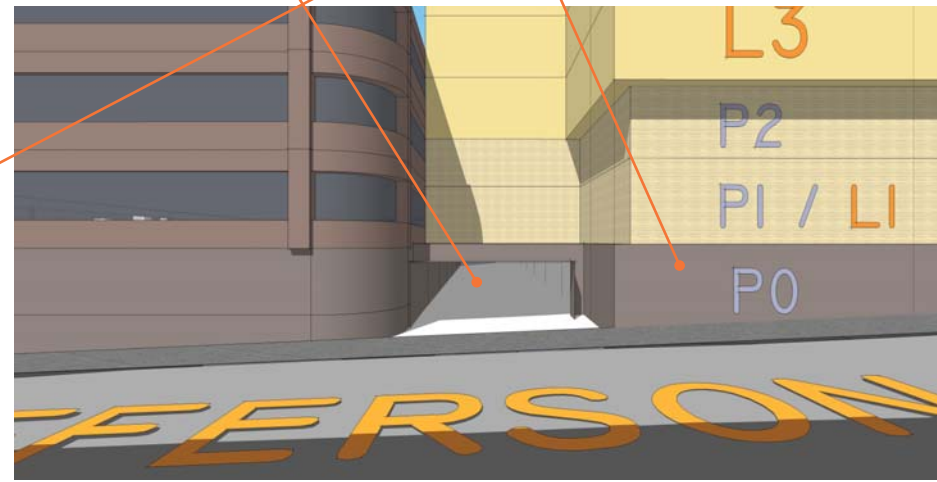
Design Study: Comparative Point-Of-View Images

OPTION 1



GARAGE ENTRY FROM JEFFERSON STREET

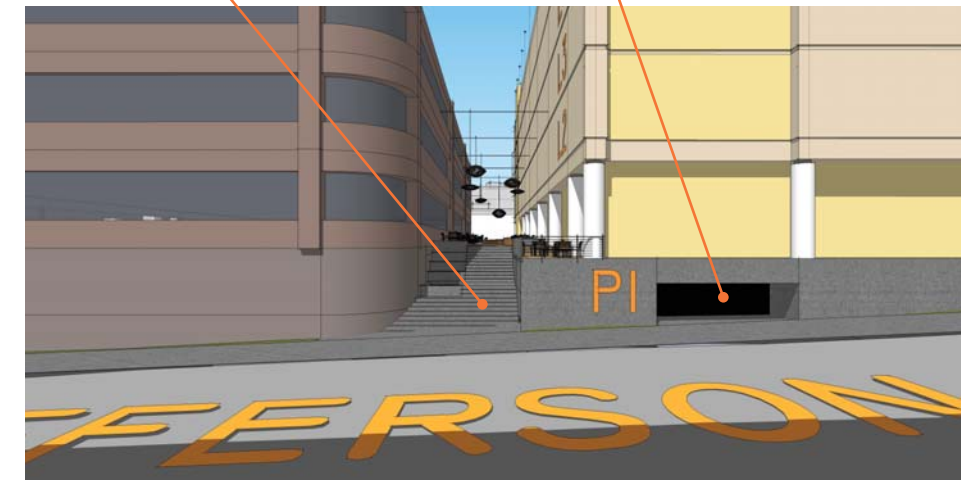
OPTION 2



Entry to both new and existing garages

Top level of below-grade garage partially exposed

OPTION 3 (PREFERRED OPTION)

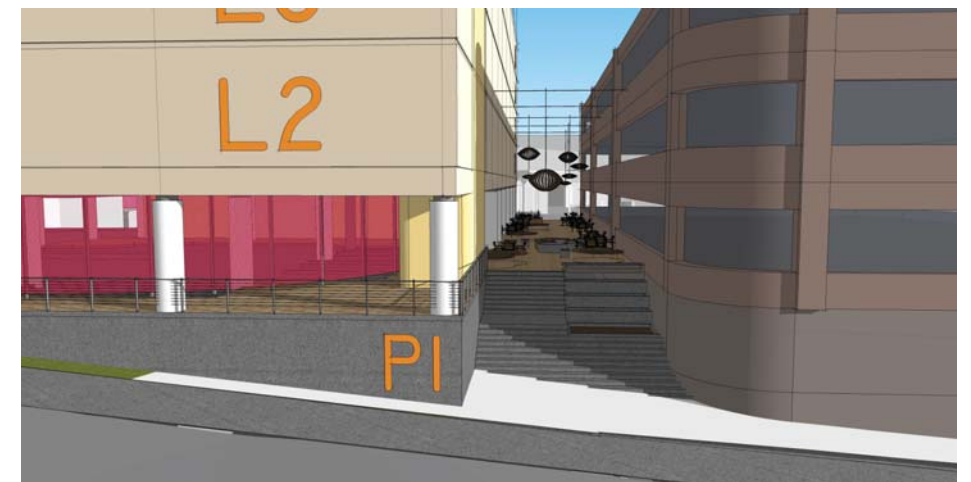


Steps to plaza

Entry to new garage



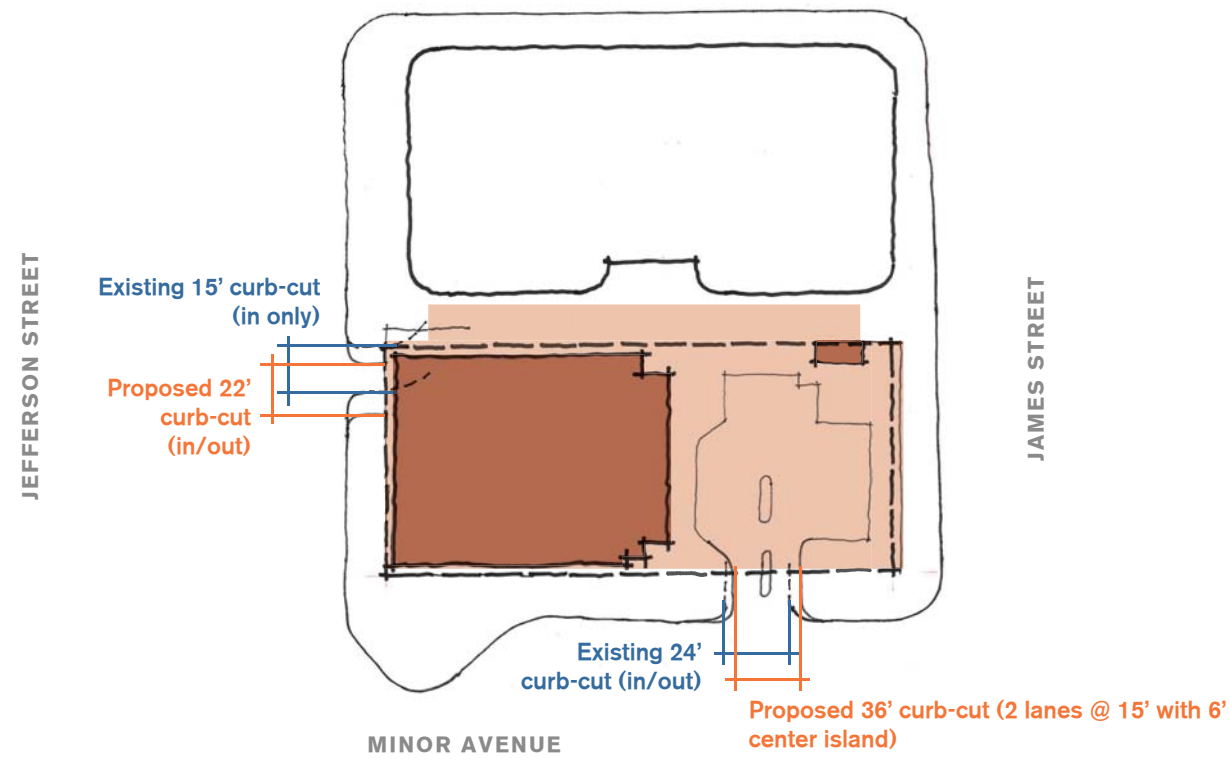
SECOND ENTRY FROM JAMES STREET



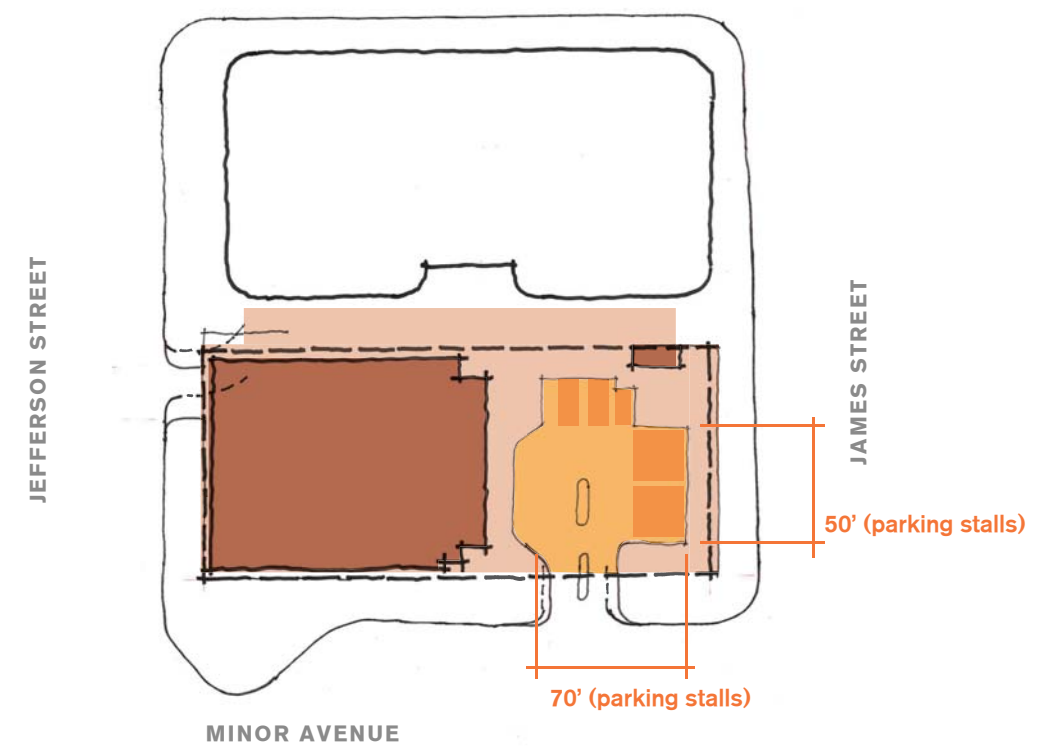
7 POTENTIAL DESIGN DEPARTURES

ITEM	REQUIREMENT	REQUEST	RATIONALE
1	<p>23.47A.032.A.1.c</p> <p>ACCESS TO PARKING (QUANTITY)</p> <p>If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.</p>	Request maintaining the number and general location of the existing curb cuts even though that would mean 2 points of access not one.	The function of the medical office building requires both general below grade parking as well as a temporary parking and drop-off area easily accessible from street level. The access to street level temporary parking also needs to be in close proximity to the main entrance for the elderly and disabled. We believe by separating these two functions it creates a more pedestrian friendly street level entrance by having the bulk of the parking below the building use a separate entrance, keeping the street level parking presence to a minimum.
2	<p>23.54.030.D.2.a</p> <p>ACCESS TO PARKING (WIDTH)</p> <p>The minimum width of driveways for two way traffic shall be 22 feet and the maximum width shall be 25 feet.</p>	Request paired 15' width driveways with a 6' wide pedestrian island between.	Driveways serve ADA van parking for the project and wider width for single drive aisle is easier to navigate as a driver. As a pedestrian the 6' wide island allows for a respite and mid-point safety spot along the sidewalk. The 6' island also corresponds with a major building column at the entrance.
3	<p>23.47A.032 B.1.b</p> <p>PARKING (Separation)</p> <p>Within a structure, street level parking shall be separated from street level, street facing facades by another permitted use.</p>	Request garage parking along James St. be allowed without an intervening use.	This creates a large open space on the site which helps increase visibility throughout the site, connect directly to outdoor courtyard space, and navigate to both the new and existing building.
4	<p>23.47A.032 B.1.d</p> <p>PARKING (Separation)</p> <p>Parking to the side of a structure shall not exceed 60 feet of street frontage</p>	70' of (screened) street frontage	70' dimension required for adequate ADA van turning radius with drop-off with adjacent drop-off area
5	<p>23.47A.008 B.2.a</p> <p>TRANSPARENCY</p> <p>60% of the street facing façade between 2'-8' above the sidewalk shall be transparent.</p>	Request transparency of 50% on Jefferson St. and 35% along James St.	We will incorporate extensive landscaping, CIP patterns on exposed concrete, bike storage access, balconies and seating areas along facades with reduced transparency.
6	<p>23.47A.032 B.1.a</p> <p>PARKING (Location)</p> <p>Parking shall not be located between a structure and a street lot line.</p>	Request short-term parking be allowed between existing structure and James St. Lot line.	Functions at Level 1 require temporary parking and drop-off. We believe the location, screening, access to main entrance, as well as the courtyard make provides minimal negative impact to the street level.

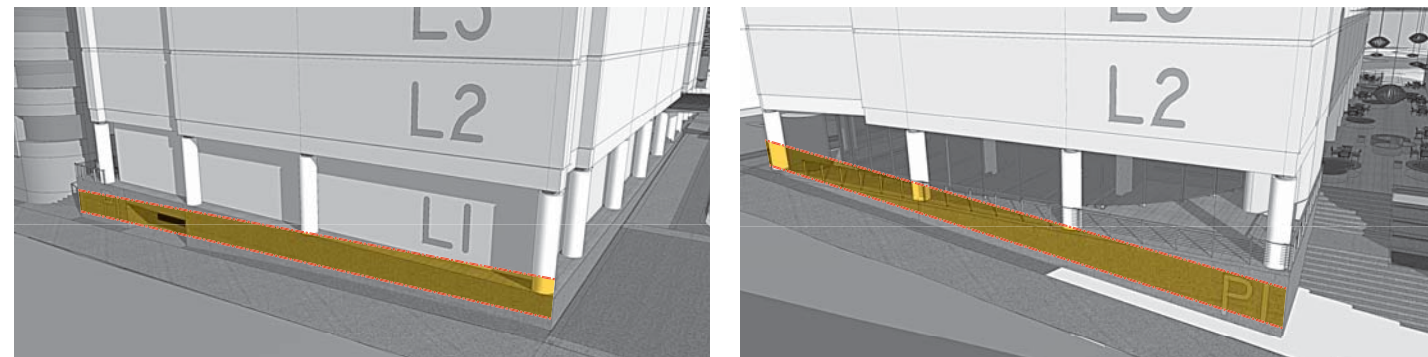
7 POTENTIAL DESIGN DEPARTURES
Departure Diagrams



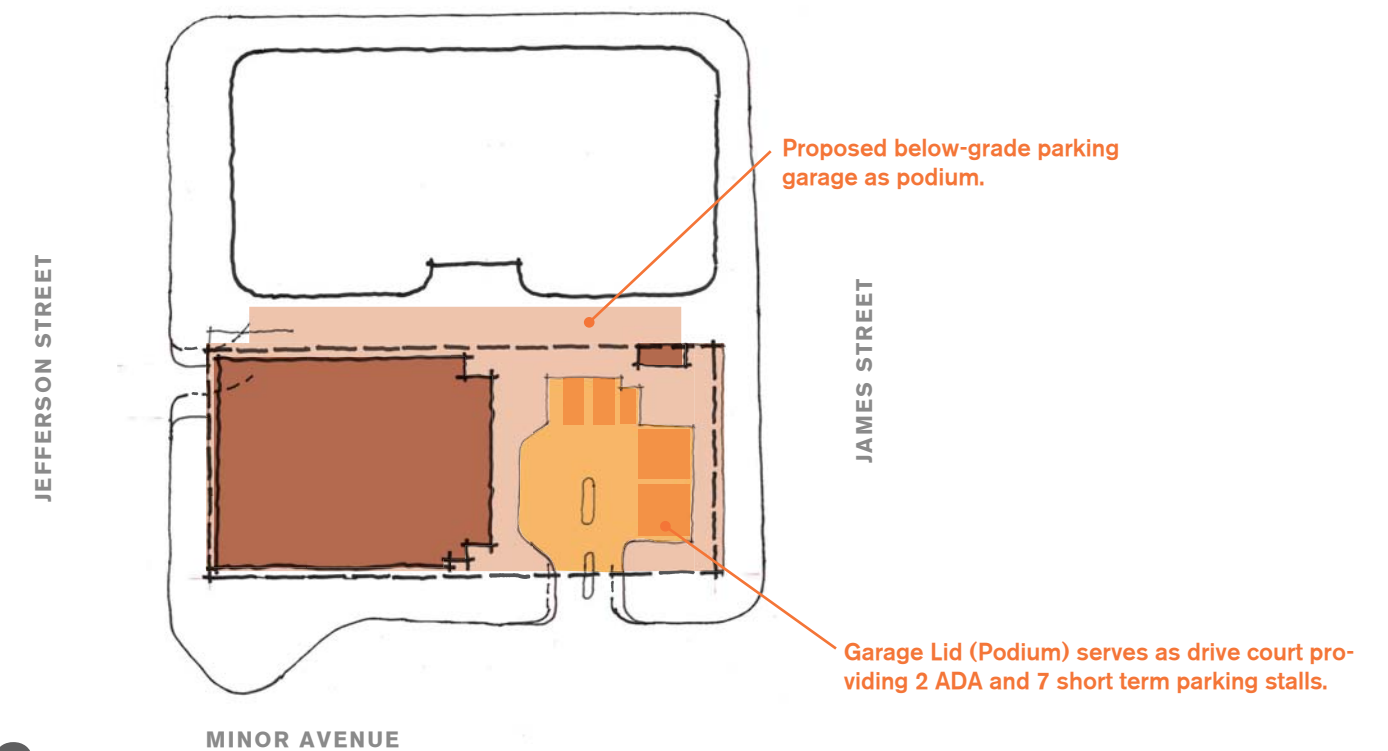
1,2 ACCESS TO PARKING



3,4 PARKING (Separation)



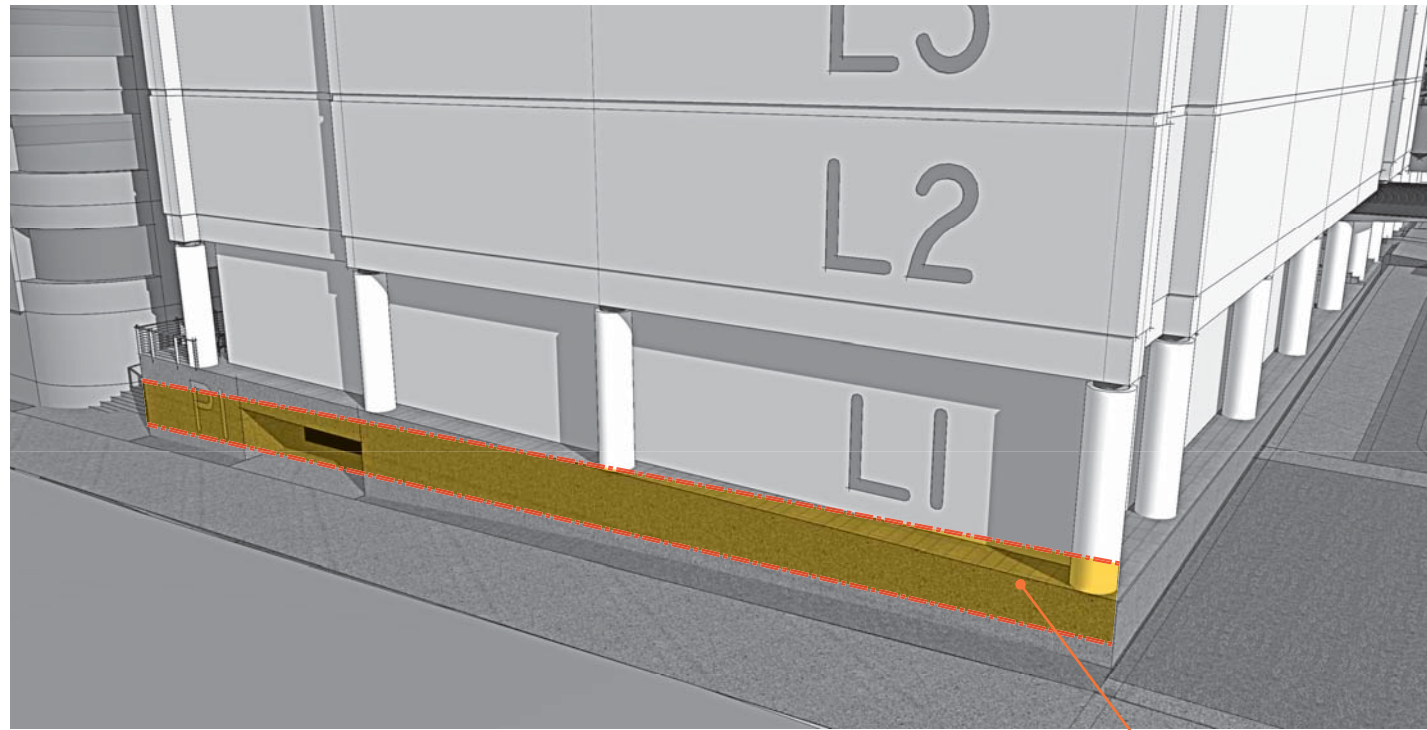
5 TRANSPARENCY - See following page for detail



6 PARKING (Location)

7 POTENTIAL DESIGN DEPARTURES

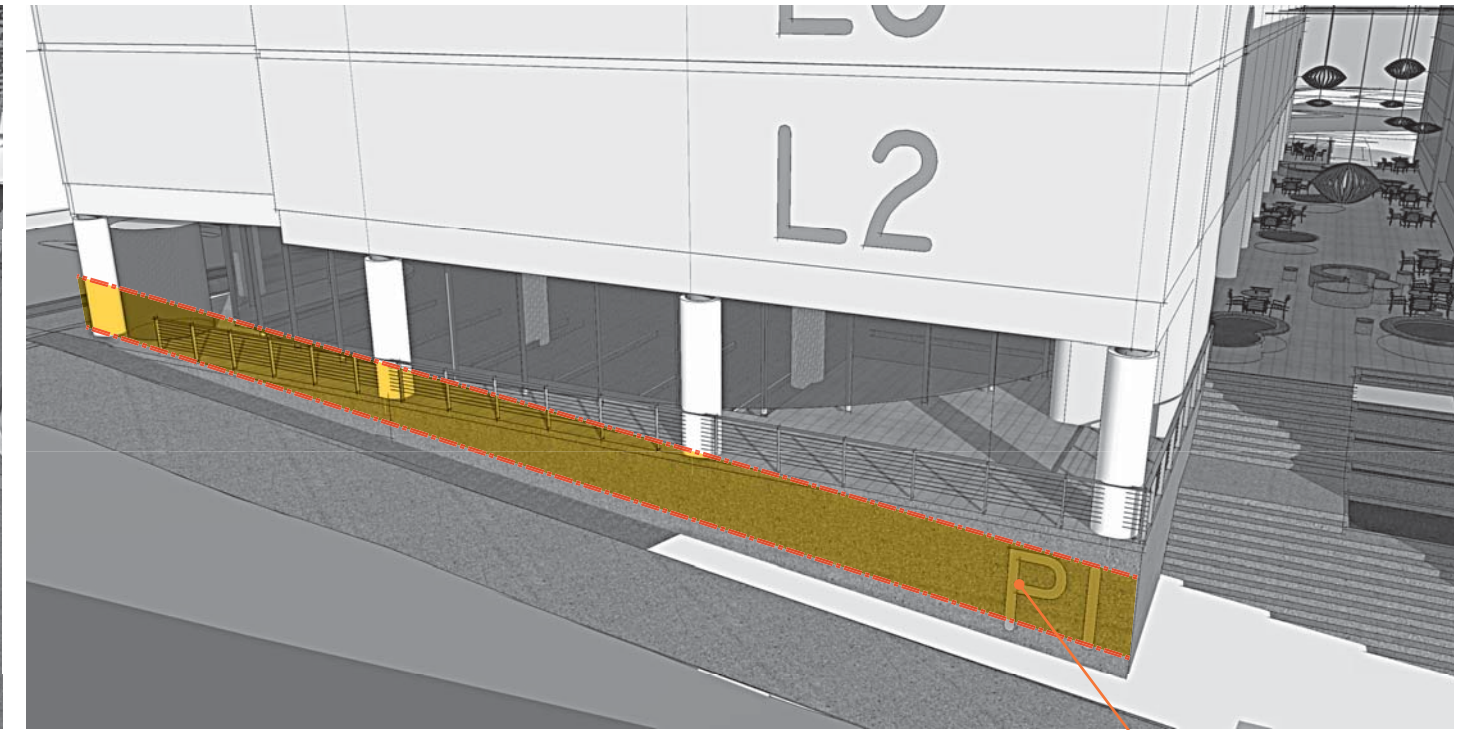
Departure Diagrams



JEFFERSON STREET FACADE BASE

2' to 8' high (above sidewalk)
transparency zone

60% required / 50% proposed



JAMES STREET FACADE BASE

2' to 8' high (above sidewalk)
transparency zone

60% required / 35% proposed

5 TRANSPARENCY

