



First Hill Medical Office Building

515 MINOR AVE, SEATTLE WA

DPD# 3020828

EDG 2nd SUBMITTAL

2.17.16

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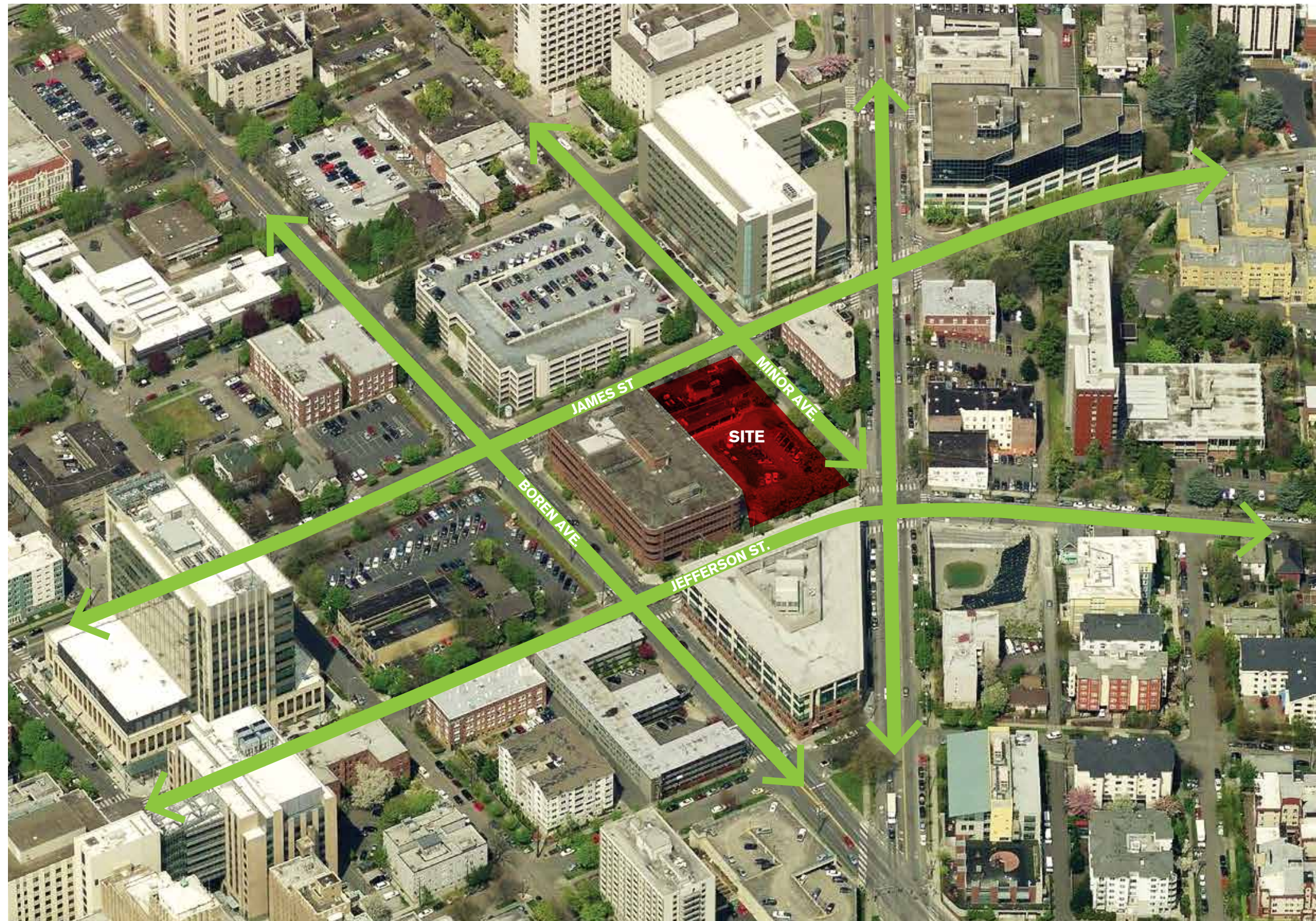
PROJECT INFORMATION

| | |
|------------------|---|
| 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 Jay Blackburn 206.245.2100 jblackburn@collinswoerman.com |
| LANDSCAPE DESIGN | Brumbaugh Associates 600 N 85th St #102 Seattle, WA 98103 206.782.3650 |

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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 simple intent of the proposed design is to provide a new 6 story building to the east of the Minor & James structure.

The more detailed objective of this development is to provide high caliber medical office space and outdoor amenity area adjacent to the existing facility. This will be connected at both L1 (5k Lobby) and at the parking garage which allowing service for both buildings. The modest, port cochere 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 143,400 GSF of new office space with potentially 1,900 sf 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 Commerical Pedestrian
- MR**
Midrise
- NC2-65**
Neighborhood Commercial
- NC3-160**
Neighborhood Commercial

OBSERVATIONS

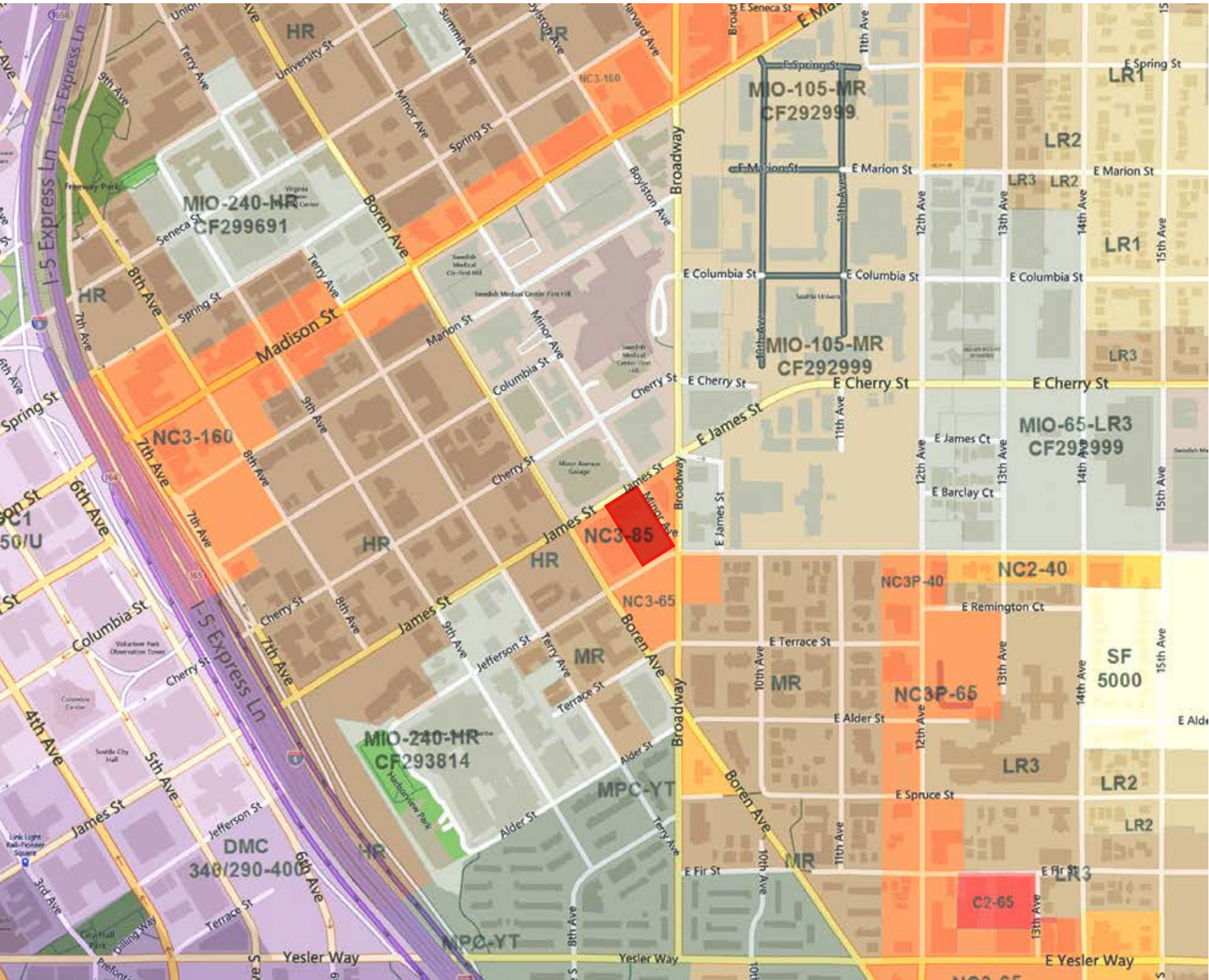
The site is positioned within a small grouping of Neighborhood Commercial (NC-85 or 65) zoned parcels. To the south is primarily Mid-Rise residential or office product. To the north, east and west are mostly High-Rise zoned parcels -- mostly Major Institutional (Swedish and Harborview Hospitals or Seattle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



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 | 4.0 |

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 | |
|----------------------------------|--|

USES:

- Medical Office Permitted*
- No Retail Required

* with conditional approval

2 CONTEXT ANALYSIS

Surrounding Land Uses

MAP KEY

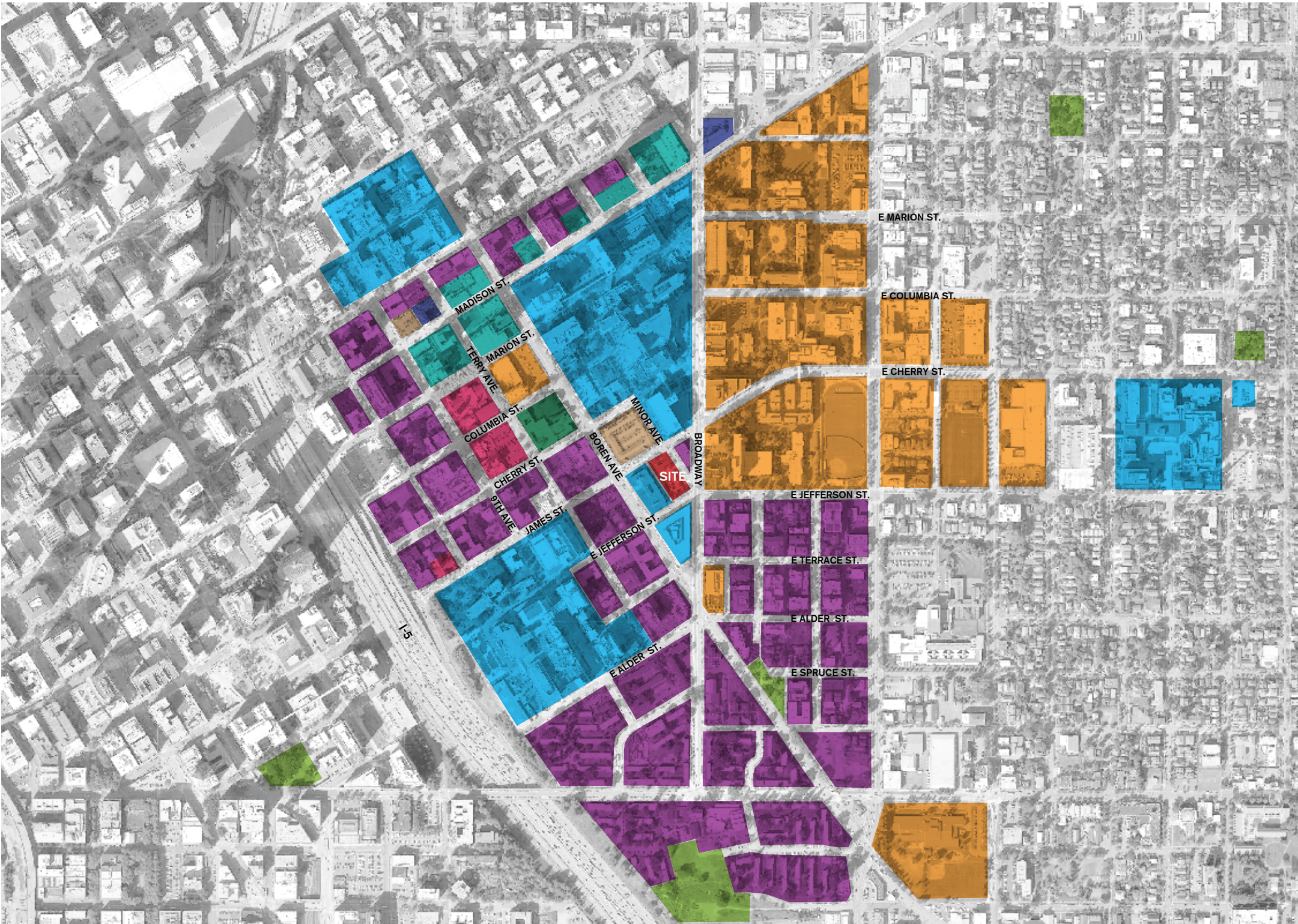
- ARTS
- CULTURAL
- MEDICAL
- RESIDENTIAL
- PARKING
- COMMERCIAL
- HOSPITALITY
- EDUCATION / INSTITUTIONAL
- PUBLIC PARKS

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

CHARACTER OF STREETS

JEFFERSON

- Bus stop and routes
- More pedestrian friendly
- 2 blocks to Harborview
- Site opens up to 3-way intersection of Jeff, Minor and Broadway (and faces the good solar exposure of the SE)

JAMES

- Steep, fast moving, busy thoroughfare linking automobiles to I-5 via ramp entry and exits
- Very limited retail James & Cherry; no successful retail

ADJACENT STREET CLASSIFICATIONS

| | |
|--------------|--|
| Boren Ave | Principle Arterial Principle Transit Street |
| James St | Principle Arterial Principle Transit Street |
| Minor Ave | Minor Arterial Minor Arterial |
| Jefferson St | 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



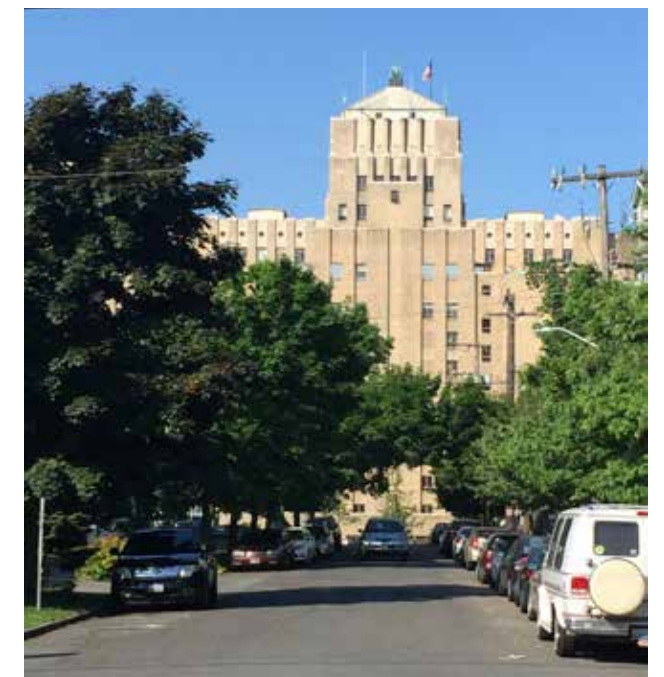
04 FRYE ART MUSEUM



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 streetcar electrical substation on Minor Ave



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 (14' x 17' x 10' H)



Garage entry and bus stop at Jefferson

2 CONTEXT ANALYSIS

Nine Block Context

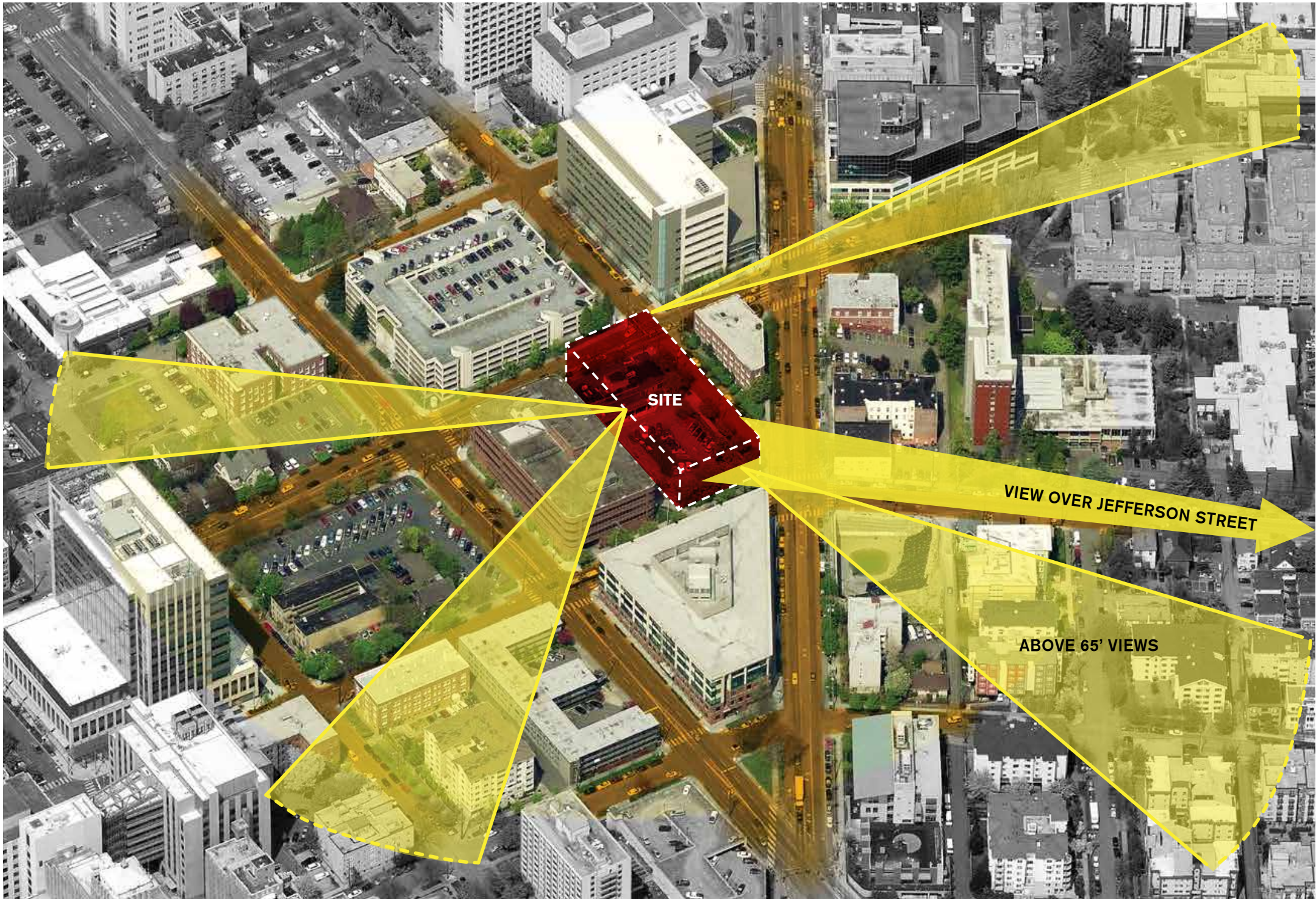
OBSERVATIONS

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.

Views to West and South
West occur above L3 of
proposed design



NINE BLOCK CONTEXT



Views above 65'

2 CONTEXT ANALYSIS
Nine Block Context



SITE



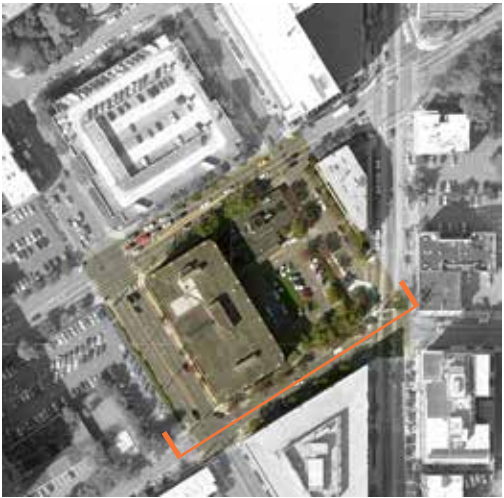
Looking to Southside of James Street

2 CONTEXT ANALYSIS

Nine Block Context



Looking to West side of Minor Avenue



Looking to Northside of Jefferson Street

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

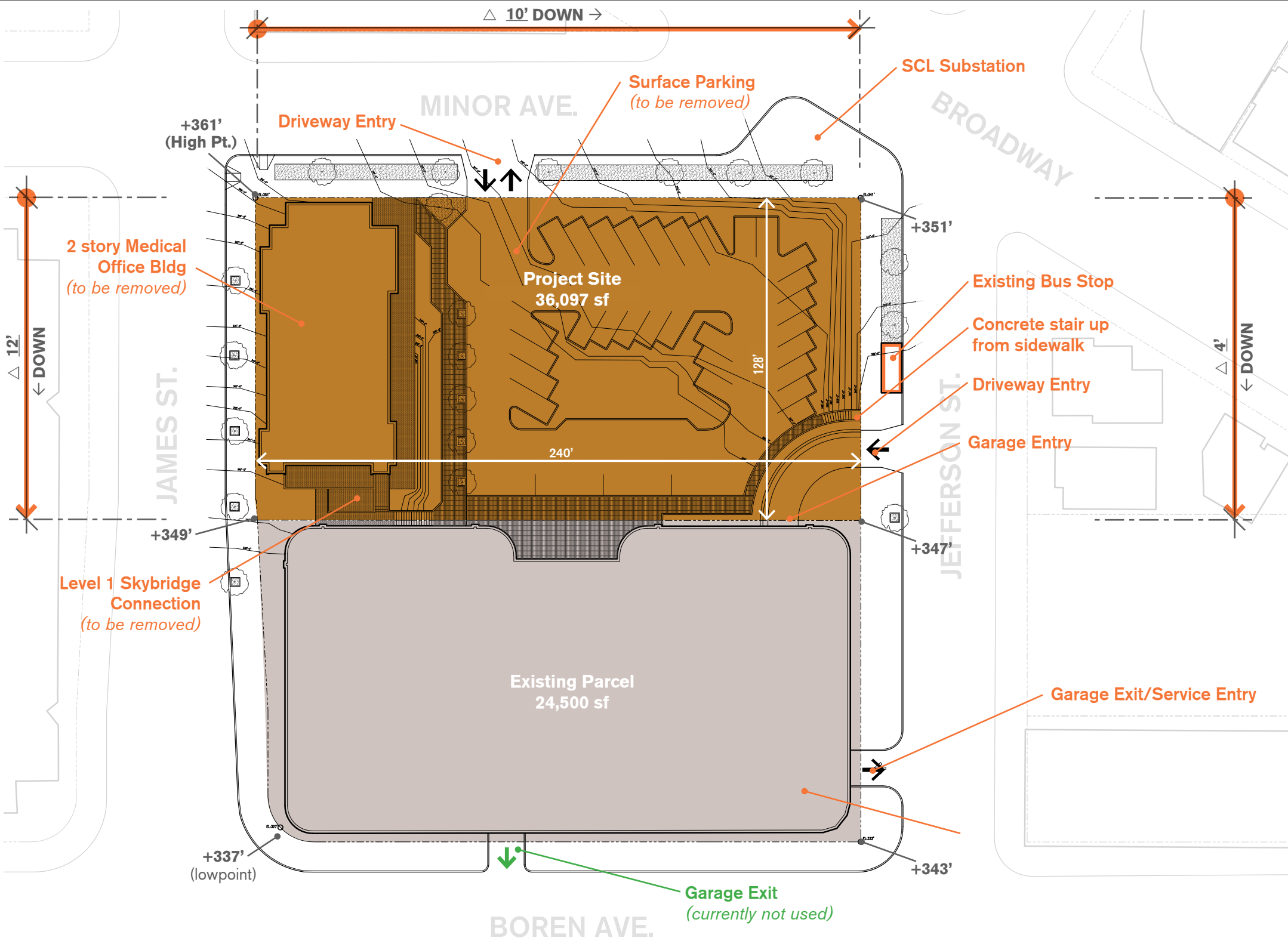
There are 22 existing street trees immediately adjacent to the property, outboard of the public sidewalks. The majority of street trees will be preserved. On the east portion of the site there are currently 17 trees. All are ornamental trees which were installed when the parking lot was originally developed (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.

CURB CUTS

| | |
|----------------------|--|
| Total site frontage: | 995 LF |
| Quantity | |
| Existing: | 4 |
| Proposed: | 5 |
| Allowed: | 8 (per Seattle Land Use Code 23.54.030, table C) |
| Linear footage | |
| Existing: | 84' |
| Proposed: | 84' |
| Allowed: | 884' |

SITE PLAN



SITE AERIAL PHOTOS



Looking Northwest over the site

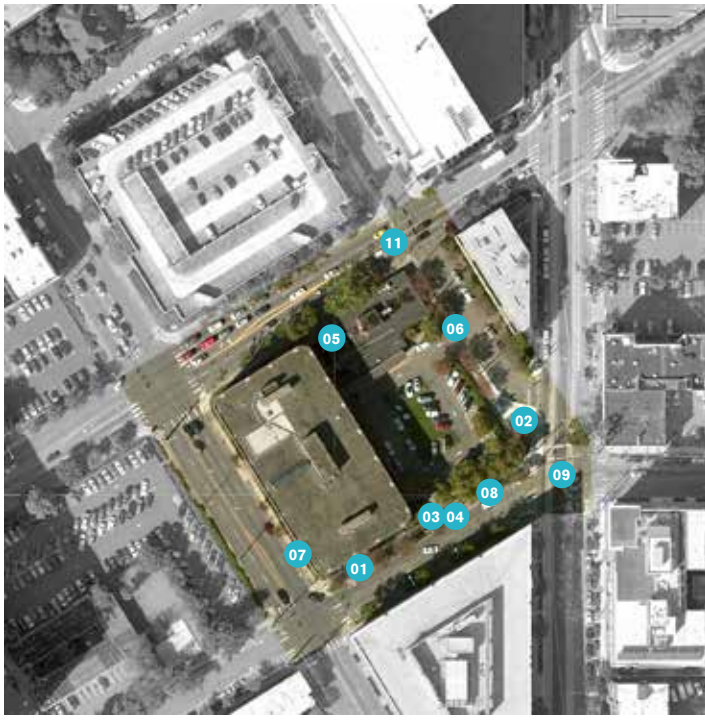
3 EXISTING SITE CONDITIONS

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



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

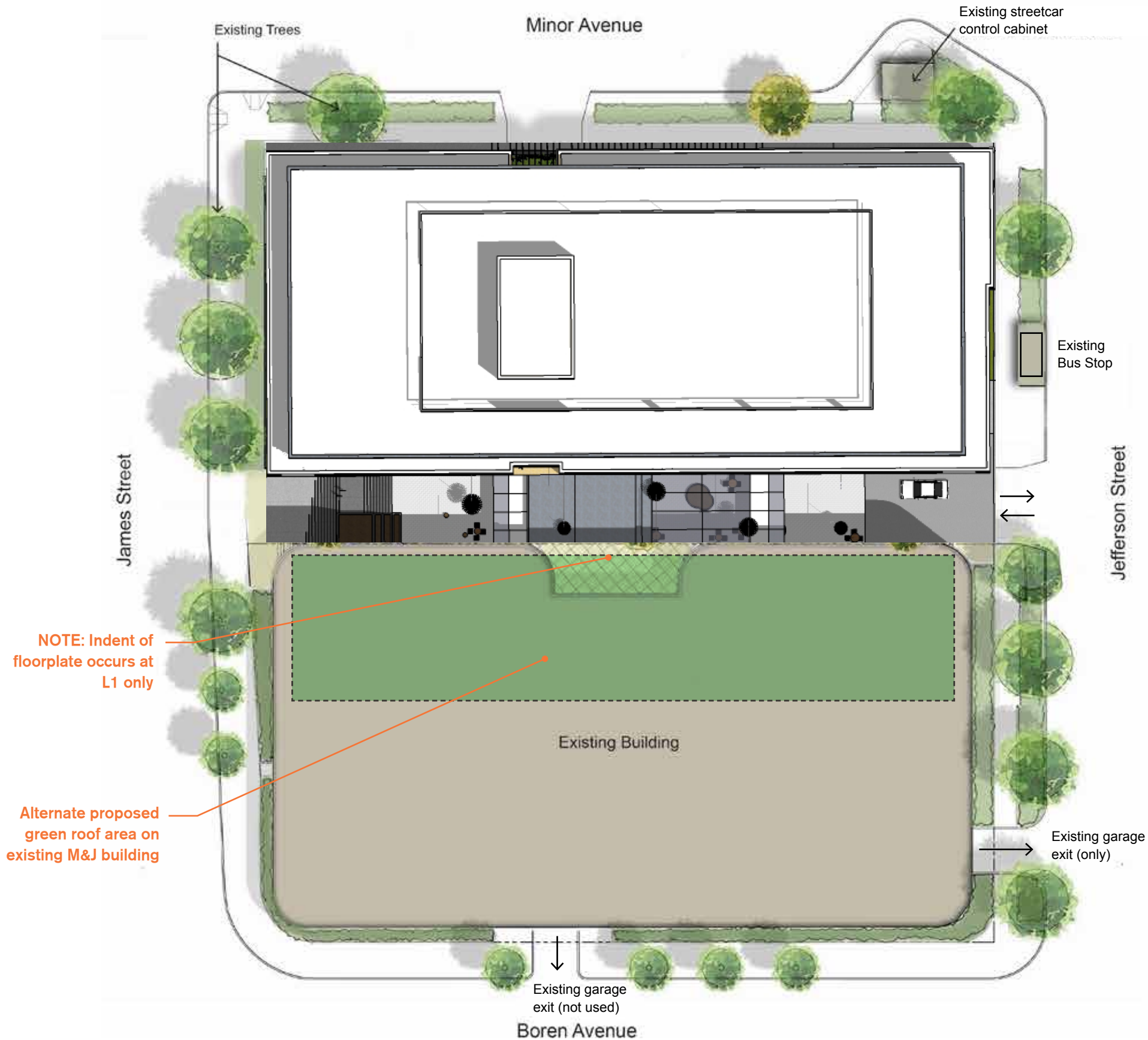


11 STREET CROSSING AT MINOR AVE AND JAMES ST



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



5 DESIGN ISSUES

Most Pertinent Design Guidelines & Summary of DRB Concerns from EDG 1

Most pertinent design guidelines

PL2 - WALKABILITY

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

- The new design connects to the pedestrian with 4 building entries points and each of the 3 bordering sidewalk locations (James, Minor and Jefferson).

PL3 - STREET LEVEL INTERACTION

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

- Lowered podium to brings a tenant space to coincide with grade at James & Minor corner
- L1 floorplate steps down to coincide with grade for Retail / Food Service tenant at Minor & Jefferson corner
- L1 floorplate steps down again for Bike Room facilities access along Jefferson

PL4 - ACTIVE TRANSPORTATION

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

- Large width stairs connect courtyard spaces and lobby to midblock James and Jefferson sidewalks with significant elevation creating an overlook at each
- Corner Retail / Food Service tenant space positioned for exposure and convenient access from port cochere, Minor and Jefferson (bus stop) sidewalks
- Bike room facilities directly accessible from sidewalk... (not in the garage).

DC1 - PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

Information coming

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.

- Direct axial connection from building lobby to building lobby at L1.
- Crossing axial relationship provides mid-block connection from James to Jefferson

Summary of DRB concerns from EDG 1

1. DROP-OFF

- Parking on Plinth: *Gone.*
- Entry Location: *Modified positioning to allow direct link thru enclosed space to existing front door. (This may be partially considered a negative).*

2. COURTYARD BETWEEN

- Shadows: *Shadows the same but L1 Sunroom provides covered link. Reduces Courtyard sf. Makes 2 spaces.*
- Winds: *Building connection will reduce pass thru windy-ness.*

3. RELATIONSHIP OF NEW TO...

- Existing: *Direct in line*
- Access (Ped & Car & ADA): *Healthcare = Drop-off*
- Façade Sculpting & Modulation: *Yes*
- Topography: *Stepped plate @ south for retail, bike/fitness rooms*

4. ENTRY LOBBY

- Visual Connection: *to the street*

5. RETAIL @ JAMES & JEFFERSON:

- Development willing to incorporate, although there is no land use requirement for

6. PARKING SEPARATION FROM THE STREET WITH ANOTHER USE:

- Lowered L1 & By 30"

7. CURB CUTS – QUANTITY & DIMENSION:

- Ex: 4/85lf. Proposed: 5/85lf. (8 allowed).

8. BLANK WALLS @ SIDEWALK:

- Now only a portion of James façade (>30lf above 5' high). Max = 8'.

Primary design challenges:

- Appropriately address significant sloped topography over a full block site
- Work with an existing elevated front door location -- at the center of site
- Recognize the existing building limitations of street orientation and (lack of) frontage
- Solve servicing for both new and existing on a site defined by 4 streets and no alley
- Acknowledge existing building on-going operations and minimize disruptions
- Accommodate client program size and type.

Why Minor is chosen as primary frontage and access points

- Least severe slope
- Quieter and more pedestrian-friendly public realm
- Familiarity to users
- Eastern (AM) exposure

What new design does

- Connects lobbies
- Unifies 2 garages & consolidates 2 service requirements with 1 aperture
- Adds 1 additional curb cut (no additional linear feet of width) to support 145,000 sf of new medical office and retail facilities and 287 cars
- Achieves owner goals for program square footage
- Provides Retail/Food Service tenant space (not required)
- Will meet Green Factor and LEED Silver rating
- Provides covered patient pick-up and drop-off amenity

Why medical facility here needs patient-pickup and drop-off function

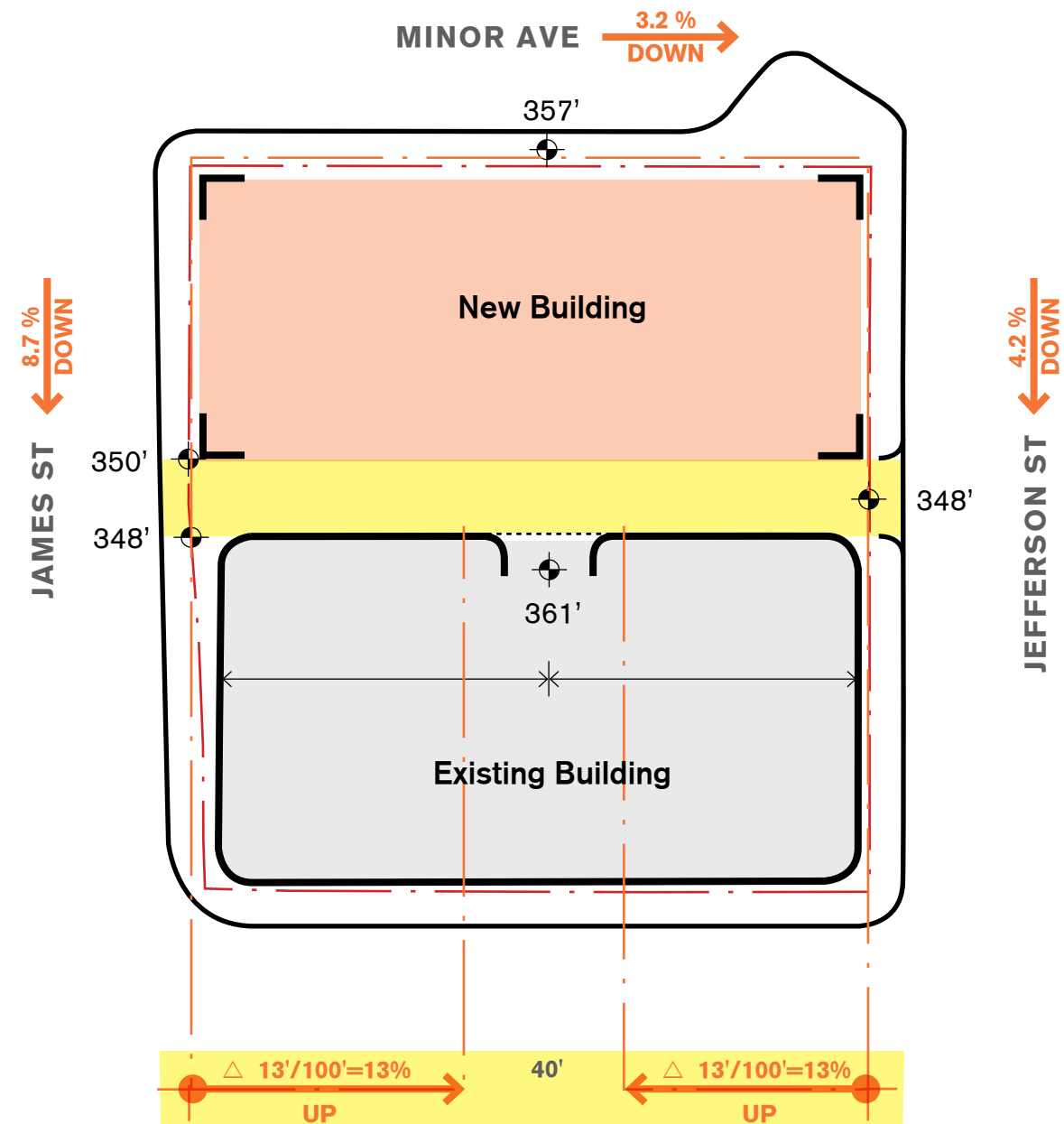
- Physical state of user is often elderly and/or infirmed
- Specific topography is challenging those same users
- The main level of the existing building is elevated with a single entry point, effectively a platform projecting west from center of the site atop an above-grade garage

Why garage access works best off Jefferson

- Moderate slope
- Slower and less trafficked than either James or Boren
- Removed from front door / port cochere location on Minor
- Entry is into new garage but directly adjacent to existing
- Familiarity to users

Why we didn't choose to recreate the alley

- Grade change (mid-block to front door – 13% min grade)
- Vehicles would bifurcate the site (divide buildings)
- Efficiency and interconnectivity options of below grade garage would be significantly reduced
- Large portions of existing below grade garage walls would be exposed
- Two curb cuts
- Steepness of James and Jefferson Streets
- James Street allows right turn only – too busy with traffic

Diagram of grade and slope relationships

6 DESIGN STUDY
Option 1

DESIGN SUMMARY

This scheme improves upon our earlier design (EDG 1).

The porte-cochere is positioned to the north and is now **lowered and buffered** from the James St sidewalk with building program on Level One. The intervening building area presents an opportunity for multiple uses:

- 1. Bike storage room with locker, changing and maintenance facilities, accessible from both the Minor Ave sidewalk and the porte-cochere and
- 2. Retail or food service tenant, accessible from James St sidewalk and the Courtyard.

All surface parking has been eliminated. Vehicular area has been reduced to minimal turning radius with a small lay-by area for pick-up and drop-off of patients. Additionally, the **curb cut width has been reduced** by 14' over previous design

Internal placement of the elevator shafts has been modified to allow a direct line of passage from the front door of the new building to the existing building main entry. Alternatively pedestrians can parallel this route without entering the new building and comfortably pass along the porte-cochere edges.

Maintaining an efficient, level floorplate that works off the Minor mid-block elevation results in a raised relationship with the sidewalk at Jefferson. This is not optimum and would also require a departure for transparency non-compliance. The 4 level, below-grade, interconnected garage has entry off Jefferson which erodes first floor space. Also not ideal is the location to the east of the mid-block connection stairs to the courtyard. This interrupts a direct flow between the bus stop and access to the existing building.

Massing is simple and orthogonal with a stepped back upper floor to reduce the apparent height. The rectangular box is articulated with slight recessed notches and a feature corner at the northeast (intersection of Minor & James).



East facade



Aerial

To achieve the Green Factor requirements the majority of the new building roof or as much as half of the existing roof non-mechanical areas would be vegetated. This location is visible to new building occupants and reduces severity of unpleasant rooftop view and glare.

Design shown illustrates approximately 131,500 gsf of Medical Office-related use and 1,900 gsf of Retail or Food Service. Combined with both existing building and exposed portions of below grade garages this represents a combined site FAR of 3.8.



Jefferson Street facade



South East corner

OPPORTUNITIES

- Main pedestrian entry off Minor with secondary approaches mid-block along James and Jefferson
- Porte-cochere allows for functional pick-up and drop-off of patients while minimizing impact to ground level and creating ADA access across site and to the shared courtyard.
- Tall first floor allows line of sight connection to existing front door from new main entry along Minor
- Shared courtyard creates a usable attractive amenity space for both existing and new buildings as well as a through block connection across the site.
- Placing all parking below grade allows for additional occupied space on level 1 improving the pedestrian experience and ground level presence.
- Centralized access to 4 levels of parking (interconnected with existing) and all building services contained in garage

CHALLENGES

- Building size (gsf) falls below program target and project pro forma
- Because of the sloping site the parking level P1 becomes exposed along Jefferson and requires a Design Departure as well as treatment to soften impact at ground level
- Retail location is somewhat isolated and away from bus ridership / foot traffic of Jefferson
- Garage entry disrupts pedestrian relationship from bus stop to existing building
- Courtyard has very limited solar exposure



North East corner

6 DESIGN STUDY

Option 1: L1/Ground Floor Plan



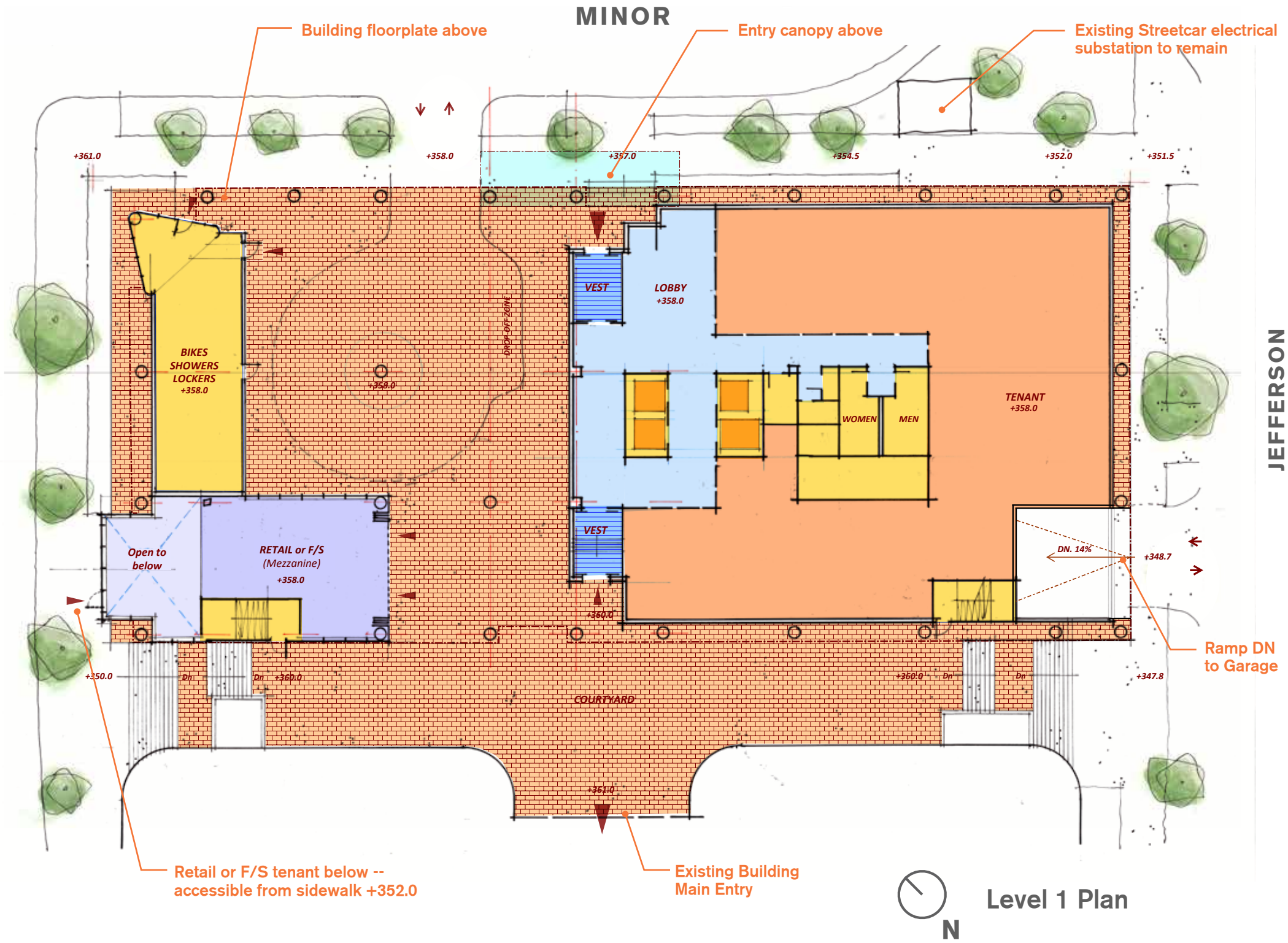
Looking South into courtyard



Looking West down James Street (retail beyond)



Main entry and porte cochere looking West





Looking South to sidewalk retail and mid-block connection



Looking North to garage entry and feature wall (design to be developed)



James Street facade with retail access off sidewalk



Looking East along Jefferson Street (garage entry at left)

6 DESIGN STUDY
Option 2

DESIGN SUMMARY

This 6 level stand-alone design provides an elevated thru-block connection across a landscaped plaza and amenity open space. The main entry is located mid-block off Minor with a secondary access points from both the sidewalks of James and Jefferson streets. The 16.5' tall ground level -- although raised above sidewalk (max 8') -- will have a high degree of transparency and visibility to Jefferson and Minor streets. This height allows for a visual link to the existing main entry of the M&J building.

The porte-cochere is positioned centrally mid-block off Minor. It is separated from both the James and Jefferson St sidewalks with building program on Level One. On-site vehicular area is limited to a minimal turning radius area which facilitates pick-up and drop-off of patients. The associated curb cut width is 22'.
All parking is below grade.

To help activate the public realm of Minor and Jefferson, Level One floorplate steps down at the SE corner to allow for a Retail or Food Service tenant with access from the coincident sidewalk. Along Jefferson the floorplate transitions downward again to allow for direct sidewalk access to a bike-storage room with locker, changing and maintenance facilities.

Elevator shafts are positioned along a direct line of passage from the front door of the new building to the existing building main entry. Alternatively pedestrians can parallel this route without entering the new building and comfortably pass along the porte-cochere edges.

The 4 level, interconnected garage has entry off Jefferson immediately adjacent to the existing building to the west of the public stairs. This permits the mid-block connection to the courtyard to be directly accessible from the bus stop without crossing vehicular traffic paths. Above the eroded SW corner and recessed portions of levels 1 & 2, the massing is fairly simple. The upper rectangular box is articulated with slight recessed notches and sits atop a tall perimeter colonnade to the southern half of the building.



East facade



Aerial

To achieve the Green Factor requirements the majority of the new building roof or as much as half of the existing roof non-mechanical areas will be vegetated. This location is visible to new building occupants and reduces severity of unpleasant rooftop view and glare.

Design shown illustrates approximately 141,300 gsf of Medical Office-related use and 4,300 gsf of Retail or Food Service tenant space. Combined with both existing building and exposed portions of below grade garages this represents a combined site FAR of 3.9.



Jefferson Street facade



South East corner

OPPORTUNITIES

- Main pedestrian entry off Minor with secondary approaches mid-block along James and Jefferson
- Porte-cochere allows for functional pick-up and drop-off of patients while minimizing impact to ground level and creating ADA access across site and to the shared courtyard.
- Tall first floor allows line of sight connection to existing front door from new main entry along Minor
- Shared courtyard creates a usable attractive amenity space for both existing and new buildings as well as a through block connection across the site.
- Placing all parking below grade allows for additional occupied space on level 1 improving the pedestrian experience and ground level presence.
- Centralized access to 4 levels of parking (interconnected with existing) and all building services contained in garage

CHALLENGES

- Building size (gsf) falls below program target and project pro forma
- Because of the sloping site the parking level P1 becomes exposed along James and requires a Design Departure as well as treatment to soften impact at ground level
- Courtyard has very limited solar exposure
- Cost impact with tall freestanding columns
- Stepped L1 floorplate compromises garage clearance areas and thus efficiency



North East corner

6 DESIGN STUDY Option 2



Looking South into courtyard



Looking West down James Street



Main entry and porte cochere





Looking South to sidewalk retail and mid-block connection



Looking North to garage entry, bus stop, and lower retail (or bike facility)



James Street facade



Looking East along Jefferson Street

6 DESIGN STUDY
Option 3 (Preferred)

DESIGN SUMMARY

This 6 level design provides an enclosed glass link at Level 1 unifying the 2 new and existing lobbies. A possible added benefit is the reduction of solar-challenged courtyard area while still providing a mid-block connection (during business hours).

The main entry is located mid-block off Minor, adjacent to the porte-cochere. As this entry is recessed (yet covered) it is important to provide clear visual linkage to the sidewalk at Minor. The 16.5' tall ground level will have a high degree of façade transparency and visibility to Jefferson and Minor streets. The design will utilize the 2 significant planes of ceiling and ground to assist way-finding to the front door. Soffit and paving treatments as well as intelligent lighting will need to create an engaging environment to make this successful.

Tying the 2 front doors together with adequate dimensional width produces an unusually large area of lobby for buildings of this size. To help support this commitment it is envisioned that program elements might include a café, sundries shop and/or an education/conferencing center. The latter would be positioned to the south and from it's elevated position would overlook Jefferson Street and sidewalk with large glass frontage.

To assist in activating the public realm of Minor and Jefferson, Level One floorplate steps down at the SE corner to allow for a Retail or Food Service tenant with access from the coincident sidewalk. Along Jefferson the floorplate transitions downward again to allow for direct sidewalk access to a bike-storage room with locker, changing and maintenance facilities.

The 4 level, interconnected garage has entry off Jefferson immediately adjacent to the existing building to the west of the public stairs. This permits the mid-block connection to the courtyard to be directly accessible from the bus stop without crossing vehicular traffic paths. Above the eroded SW corner and recessed portions of levels 1 &2, the massing is fairly simple. The upper rectangular box is articulated with slight recessed notches and sits atop a tall perimeter colonnade to the southern half of the building.



East facade



Aerial

To achieve the Green Factor requirements the majority of the new building roof or as much as half of the existing roof non-mechanical areas will be vegetated. This location is visible to new building occupants and reduces severity of unpleasant rooftop view and glare.

6 DESIGN STUDY

Option 3 (Preferred)

Design shown illustrates approximately 143,400 gsf of Medical Office-related use and 1,900 gsf of Retail or Food Service tenant space. Combined with both existing building and exposed portions of below grade garages this represents a combined site FAR of 4.0.



Jefferson Street facade



South East corner

OPPORTUNITIES

- Main pedestrian entry off Minor with secondary approaches mid-block along James and Jefferson
- Porte-cochere allows for functional pick-up and drop-off of patients while minimizing impact to ground level and creating ADA access across site and to the shared courtyard.
- Placing all parking below grade allows for additional occupied space on level 1 improving the pedestrian experience and ground level presence.
- Centralized access to 4 levels of parking (interconnected with existing) and all building services contained in garage

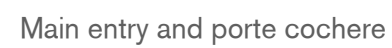
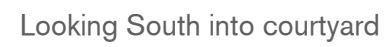
CHALLENGES

- Because of the sloping site the parking level P1 becomes exposed along James and may require a Design Departure as well as treatment to soften impact at ground level
- Two courtyard patios have very limited solar exposure, particularly north version
- Recessed front door and porte-cochere environment
- Lobby size
- Stepped L1 floorplate compromises garage clearance areas and thus efficiency



North East corner

Option 3 (Preferred): L1/Ground Floor Plan





Looking South to mid-block connection. Note *worst case* blank wall at podium is 8' Tall **A**



Looking North to garage entry and sidewalk entry to bike facility **B**



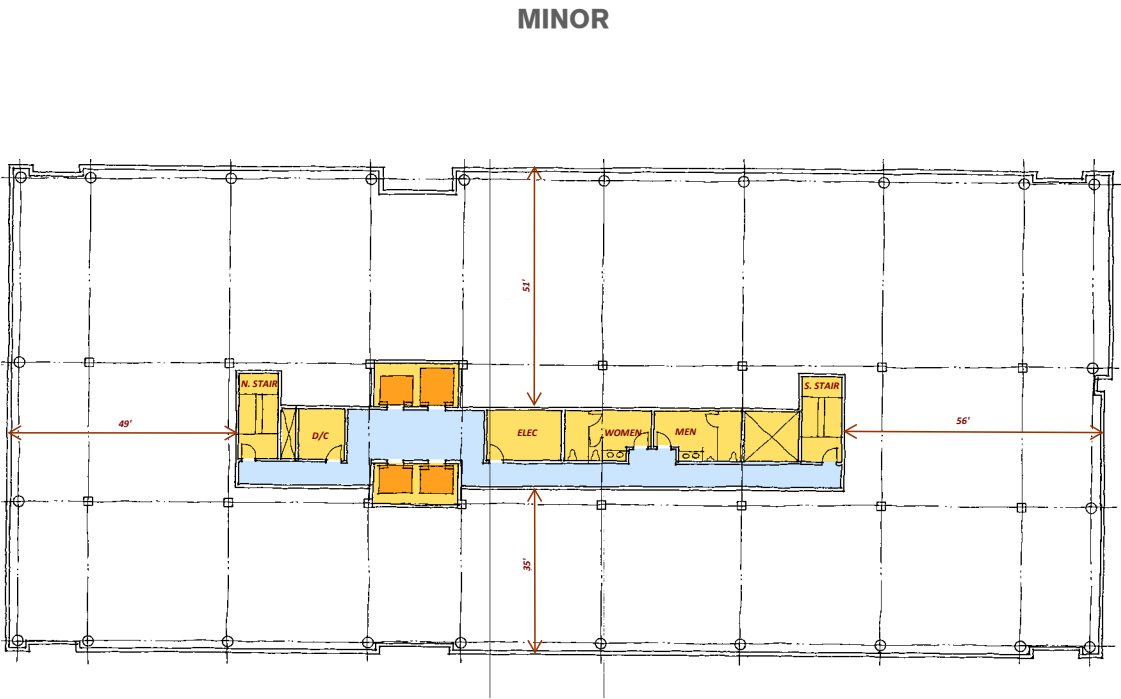
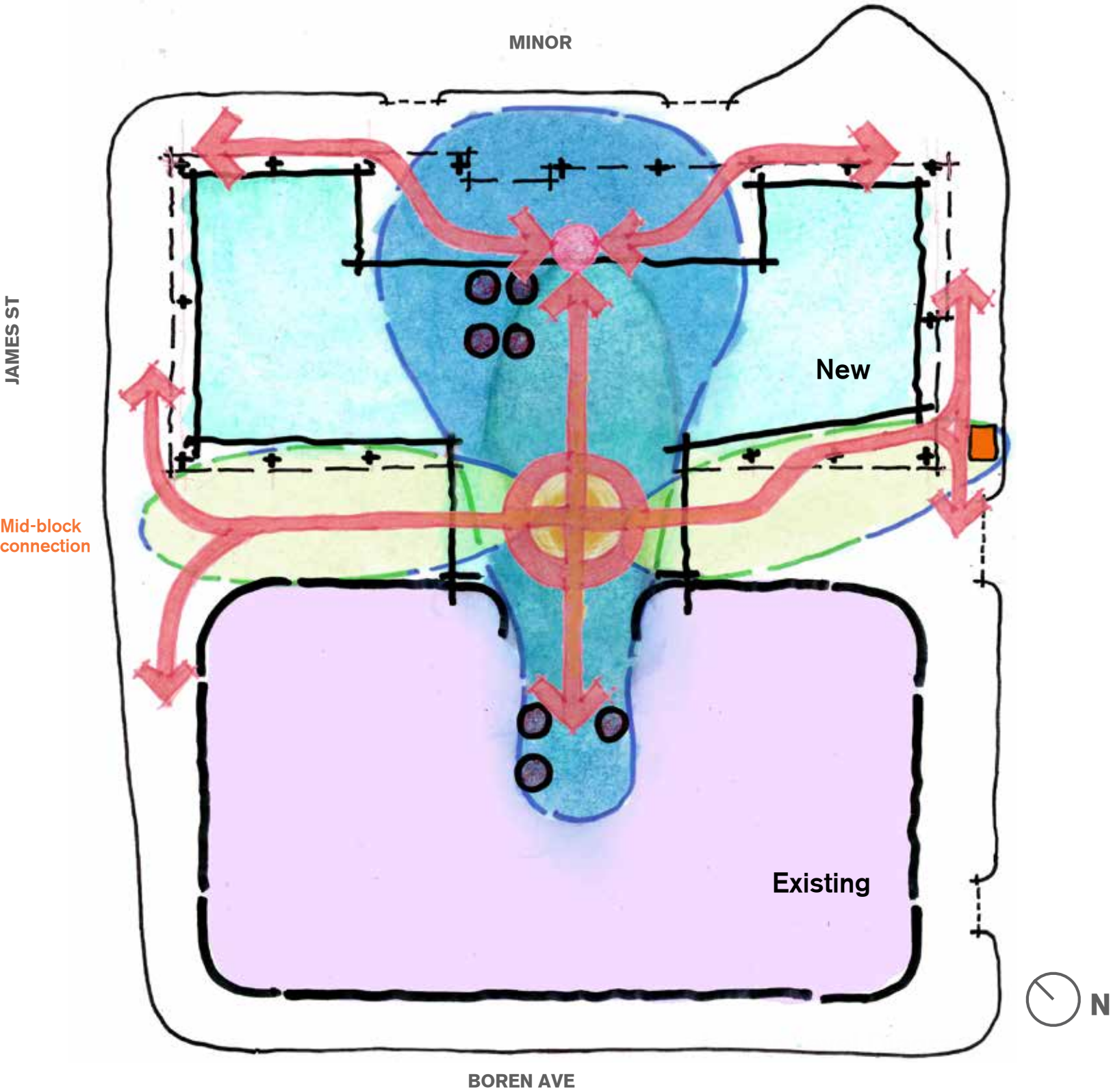
James Street facade with L1 link at left **C**



Looking East along Jefferson Street with garage entry in foreground and bus stop beyond **D**

6 DESIGN STUDY

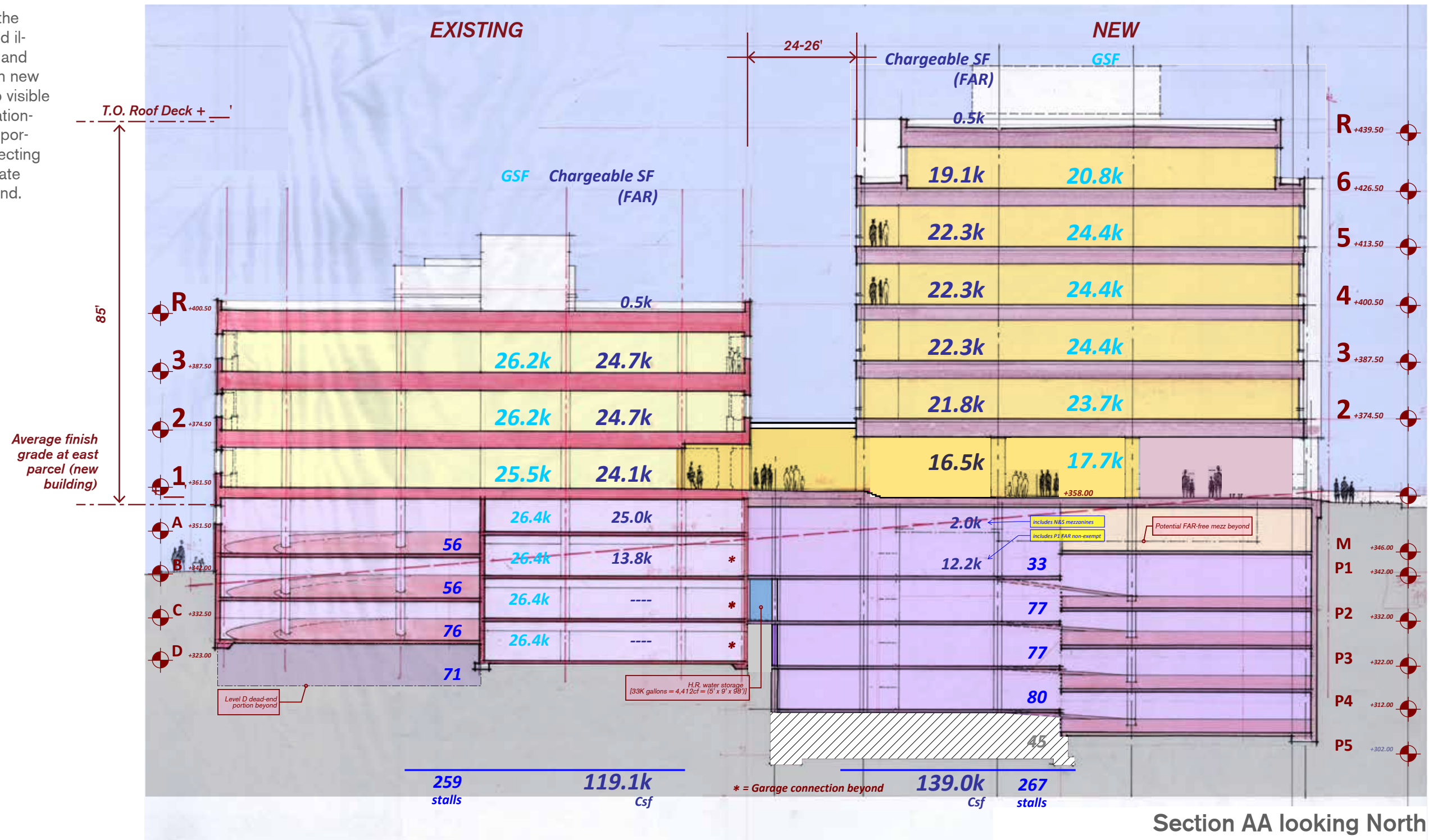
Option3 (Preferred Option): Grade Level Circulation and Upper Level Plan



Typical Upper Level Plan L3-5

Grade Level Circulation Diagram

This section is cut through the center portion of the site and illustrates the porte-cochere and one-story link of L1 between new and existing buildings. 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.



6 DESIGN STUDY

Option 3 (Preferred): Ground Plane Relationship



1 Section at Garage Driveway



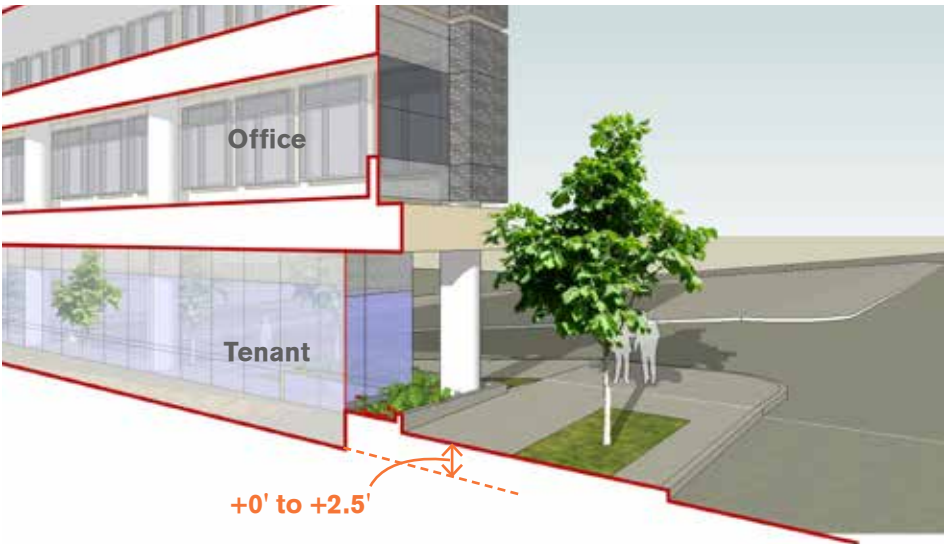
2 Section Through South Patio Stairs



3 Section at Ground Level Retail (Jefferson)



7 Section at Tenant Space (Minor)

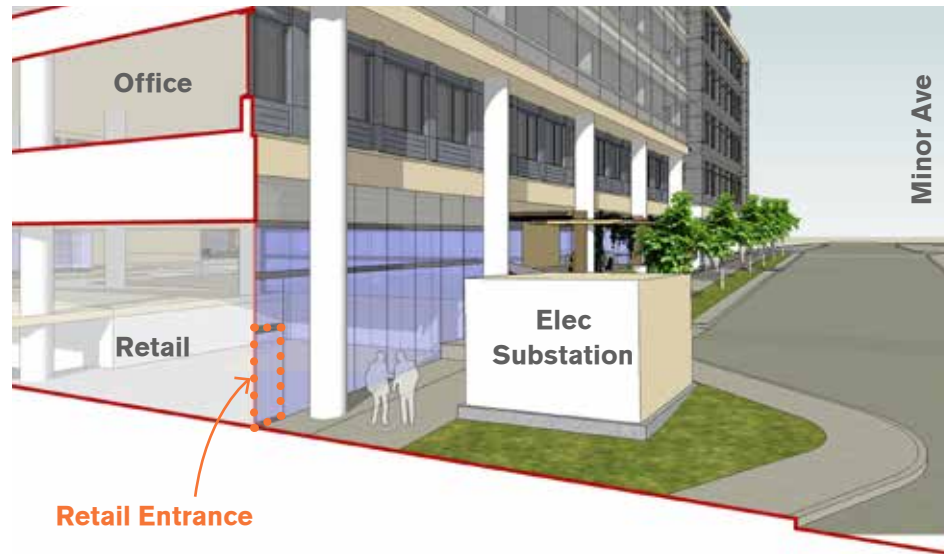


8 Section at Tenant Space (Minor)



9 Section at Tenant Space (James)

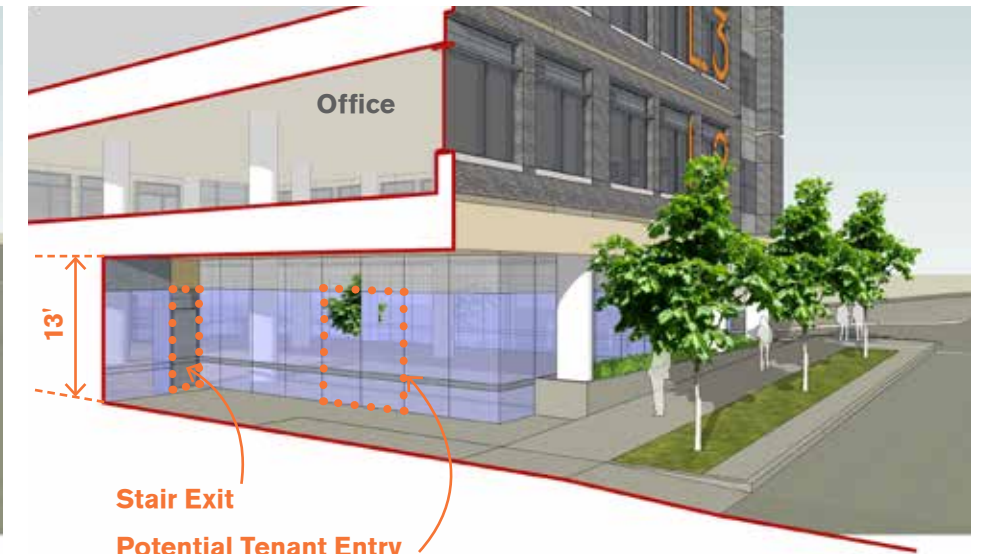
This sequence of sections progresses counterclockwise around the new building. These illustrate the constantly changing relationship of lower levels to the sloping topography. The design produces a wide array of diverse spaces both in vertical and horizontal dimensions which interface with the adjacent sociable public realm of the sidewalk and street.



4 Section at Ground Level Retail (Minor)



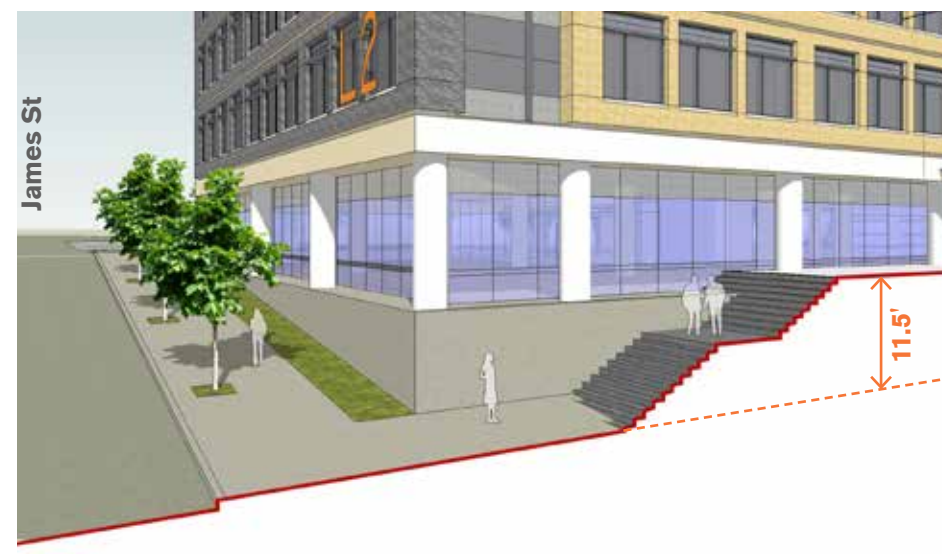
5 Section at Sidewalk Seat Wall and Planter



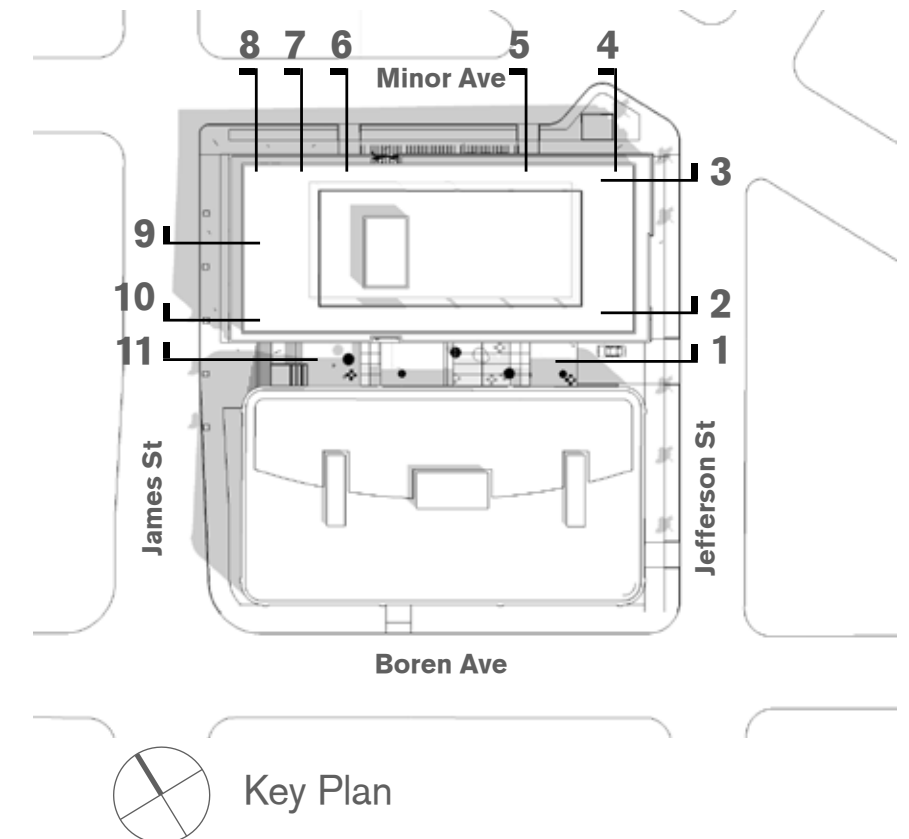
6 Section at Port Cochere Entry Driveway



10 Section at Ground Level Retail (James)



11 Section through North Patio Stairs



6 DESIGN STUDY

Option 3: Material & Concept Applications

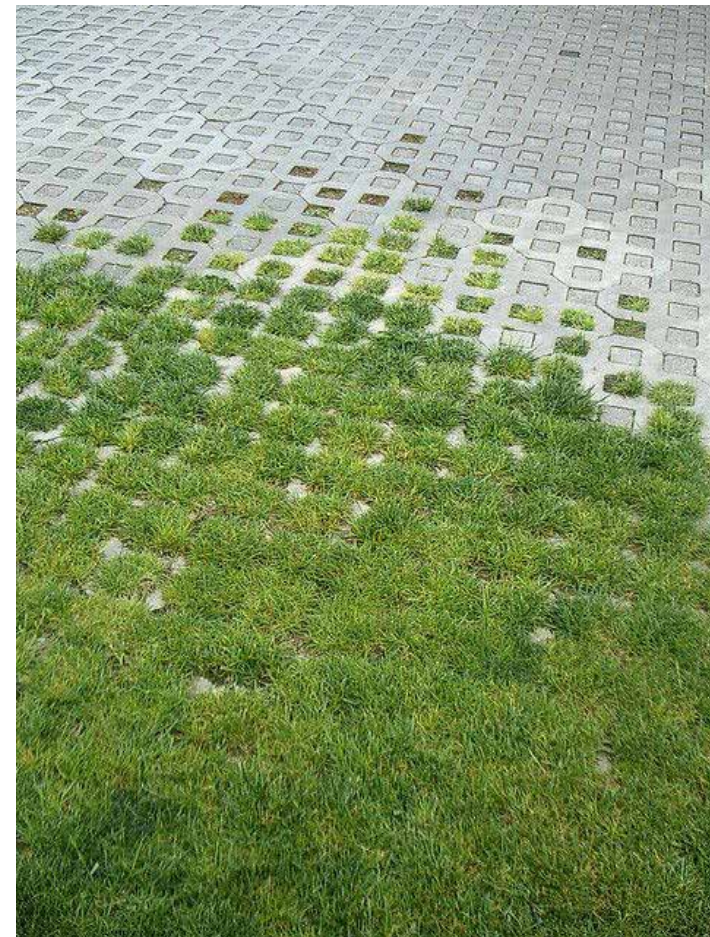
CANOPIES AND LARGE SOFFITED SPACES



The porte-cochere produces a large overhead ceiling plane which needed design articulation. The opportunity to define the plane with material change, geometric patterning, modulation, color and/or illumination will be developed further. Additionally, the integration of the ceiling into a projecting canopy providing select locations of weather protection along the Minor Avenue sidewalk is being considered.



PAVING



Another large canvas to develop which will help articulate the arrival sequence to the project is the ground plane of the porte-cochere. Similarly, the 2 elevated patios flanking the Level 1 link between the 2 buildings having significant paving areas which will be integral to the design. A pattern language uniting these fields will be likely, yet diverse materials, plantings and outcroppings will add character, interest and surprise.

6 DESIGN STUDY
Option 3: Trellis / Porte Cochere



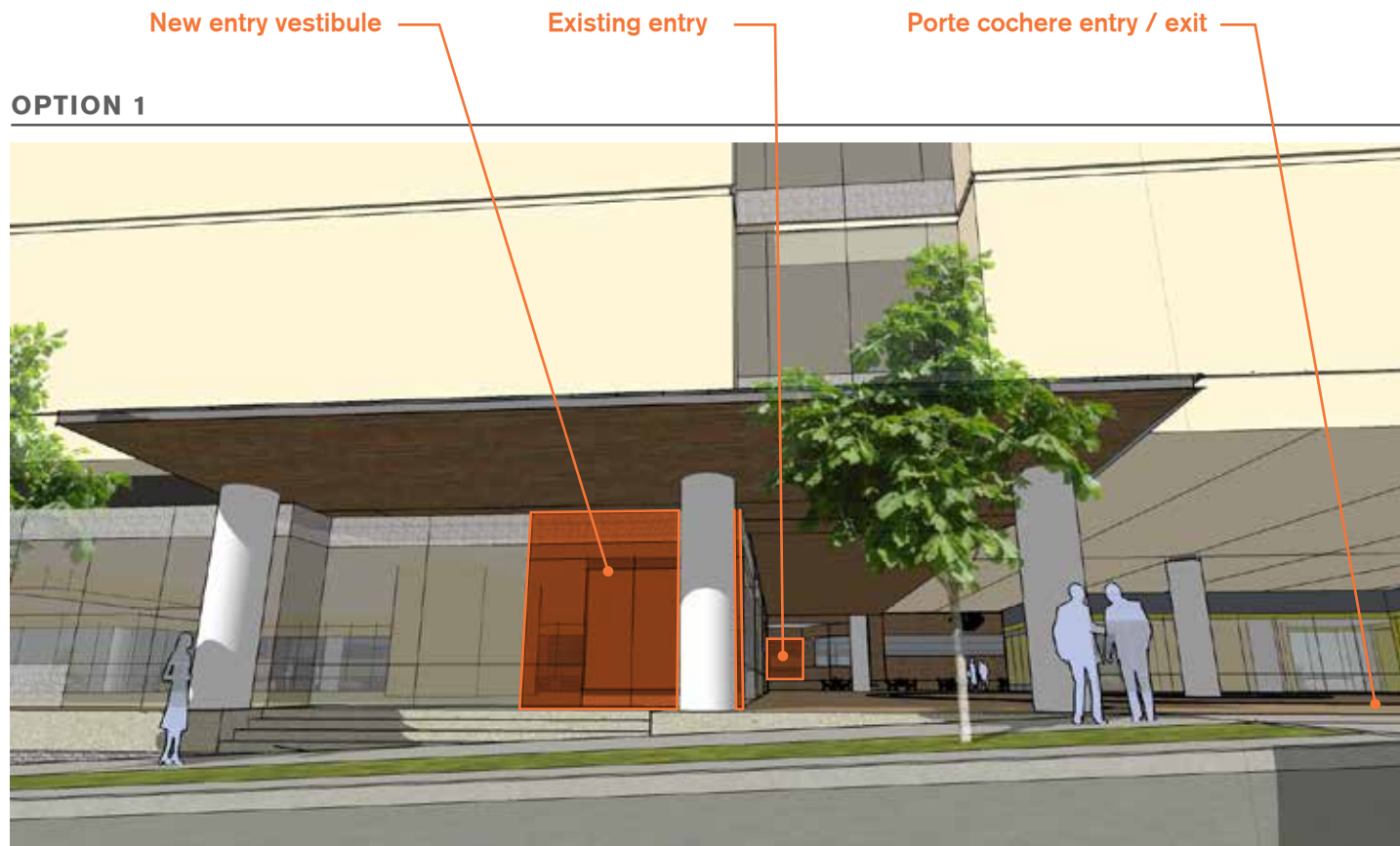
The trellis as an integral part of a projecting canopy along the East façade is being considered. The notion here is to provide a continuation of the planter below above the line of sight from the sidewalk to the front door. As the profile will want to stay low in the planter, the possibility of an overhead vine-type species expanding the frame is being considered. Overhead weather protection is also being considered in select locations (e.g., over integral seating) along this frontage. The intent is for the overall composition to read as one with the canopy and trellis acting as extensions of the soffit treatment above the porte-cochere and leading the eye toward the main entry.



6 DESIGN STUDY

Option 3: Trellis / Port Cochere

OPTION 1



OPTION 2



OPTION 3



Options 1 & 2 allow a view to the existing building main entry – for what that is worth. Two east-facing entrances are roughly separated by over 135-140'. Option 3 provides a conditioned link from the new building main entry to the existing. Resulting connecting space is approximately 100' in length.

6 DESIGN STUDY

Option 3: Exterior Material & Fenestration Studies (Preliminary)



Initial considerations for major exterior materials are depicted in these schematic sketch drawings. The majority of the opaque exterior skin is thought to be brick. This will be in 2 varieties with a lighter colored accent wall for reflective qualities at the west façade. A metal panel language will potentially clad the top floor, expressed columns and a vertical marker on the east and west facades. Enclosure to the Level 1 link will be primarily glass walls with either overhead skylights or more glazing at the roof.

SCHEMATIC EXTERIOR MATERIAL KEY

- A Metal panel
- B Aluminum window frame with vision / spandrel glass
- C Brick 1 (primary)
- D Brick 2 (accent)
- E Precast concrete panel
- F Aluminum curtain wall with vision / spandrel glass
- G Cast in place concrete planter
- H Wood or aluminum trellis
- J Metal column cover



7 POTENTIAL DESIGN DEPARTURES
Option 3 (Preferred Scheme Only)

| ITEM | REQUIREMENT | REQUEST | RATIONALE |
|------|--|---|---|
| 1 | <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> | <p>Request transparency of potentially 50% on James St.</p> | <p>We will incorporate extensive landscaping, CIP patterns on exposed concrete, bike storage access, balconies and seating areas along facades with reduced transparency.</p> |

JAMES STREET FACADE BASE



