



King County

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September 26, 2025

The Honorable Girmay Zahilay
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Zahilay:

This letter transmits the Harborview Medical Center Parking Alternatives Analysis (Analysis) required by Ordinance 19956, Section 65, Proviso 2. It provides the information requested regarding means to mitigate the parking challenges generated by construction on Harborview Medical Center campus and provide for potential future growth.

The planned construction and opening of a new hospital tower under the Harborview Bond Program will impact parking in several ways:

- Construction will require demolition of View Park I garage, resulting in the elimination of between 340 and 500 spaces (current estimate is 420);
- A potential temporary impact of 800 stalls during construction due to worker parking; and
- An expected increase in parking demand of 435 spaces when the tower is opened, of which between 50 and 100 spaces (estimate 75) should be provided within the tower

As a result, the expected minimum combined requirement to replace and add parking is approximately 1600 spaces through 2030.

This letter was developed by King County staff with review and input from Harborview Medical Center partners. As required, this report provides: 1) an analysis of alternatives to mitigate Harborview's parking shortage generated by construction and future growth; 2) design options for parking at 9th and Alder; 3) the expected cost of providing limited parking within the new tower; 4) feasibility and cost of providing connectivity from View Park II to the new tower; 5)

documentation of efforts to reduce staff parking demand; and 6) a calendar with milestones outlining the different phases of parking through construction.

The subsections below are organized to follow the structure of the Proviso requirements.

A . Alternatives analysis summary for parking projects on the Harborview Medical Center campus that address the ability to mitigate parking challenges generated by construction on Harborview Medical Center campus and provides for potential future growth on campus

As requested, the Bond Program is evaluating multiple capital construction options (parking projects) to mitigate impacts from construction and increase capacity for future growth, per the summary above.

To address the anticipated parking shortage, King County and Harborview established a Sponsor Group (SG), comprised of Harborview and County staff, to oversee the study and feasibility analysis of potential sites for either new or expanded parking structure(s) under the Harborview Bond Program. The goal of the SG is to provide King County and Harborview with the best parking alternatives that address both immediate needs (during construction) and long-term growth, while balancing the complex challenges of construction, community impacts, and financial feasibility.

The sites under review for parking include:

1. Boren Garage - .3 miles from Harborview campus
2. Ninth and Alder - immediately adjacent to the Harborview campus
3. New Tower – on Harborview campus

Other potential sites (i.e. Terrace Crest Apartments, East Clinic, and Seattle University) were also studied by the Bond Program (Sponsor Group) as part of an initial parking alternatives analysis. However, these sites were not selected for further analysis due to cost, site constraints, and/or zoning limitations. These other potential sites may be revisited in the future as project needs evolve or as part of a broader campus development strategy.

The work to date suggests that addressing the effects of construction and planning for future growth at Harborview will require investment in the construction of new parking garages, as well as other efforts to encourage alternative modes of transportation for hospital employees (see Requirement 5 below).

The three sites currently under review have been rated against the following criteria:

Table 1 – Parking Alternatives Criteria Comparison

Criteria Group	Boren Garage Rebuild	Ninth & Alder Option 1 Below-Grade Parking	Ninth & Alder Option 2 Above-Grade Parking	New Tower Parking
Potential Stall Availability	823	840	686	50-100 Required spaces to support operations in the new tower
Estimated Net Cost per New Stall	\$128,743 ¹	\$233,171	\$136,954	Pending input from design-build contractor
Estimated Total Project Cost	\$105.9 million ²	\$195.8 million	\$93.9 million	Pending input from design-build contractor
Estimated Parking Garage Go-live Timeline	26 months	25 months	20 months	Pending input from design-build contractor
Estimated New Capacity & Long-Term Viability	465 total new stalls ³	840 total new stalls	686 total new stalls	Provides the 50-100 minimum spaces required at the minimum cost
Project Impacts and Risks	Requires demolition of existing garage; temporary loss of a further 358 stalls; temporary leases for parking and shuttle; and too far from clinical services on campus to reasonably serve patients and visitors	Includes the cost to provide structure for adding Medical Office Building (MOB) - Clinical Services in the future, but it does not include cost for building those spaces nor the applicable code requirements	Future development of the site to include MOB/Clinical Services requires demolition of this garage and again construction of essential parking stalls	Pending input from design-build contractor

¹ \$128,743 per stall is for 823 stalls; \$227K is the true cost for the 465 new parking stalls that would bring the total parking stalls to 823. This option will require demolition of the 358 current spaces and rebuilding the parking structure to increase parking capacity to 823 stalls required.

² Total construction costs, not total project cost.

³ \$128,743 per stall is for 823 stalls; \$227K is the true cost for the 465 new parking stalls that would bring the total parking stalls to 823. This option will require demolition of the 358 current spaces and rebuilding the parking structure to increase parking capacity to 823 stalls required.

Criteria Group	Boren Garage Rebuild	Ninth & Alder Option 1 Below-Grade Parking	Ninth & Alder Option 2 Above-Grade Parking	New Tower Parking
Zoning	Harborview MIMP ⁴	Yesler Terrace	Yesler Terrace	Harborview MIMP

B. Preliminary Parking Design options for the 9th and Alder property that includes one parking garage above grade and one parking garage below grade that are consistent with Yesler Terrace development regulation requirements

Since preparation of this report, Harborview has indicated that a Medical Office Building (MOB) may be more suitable to what the campus needs for further expansion. This type of facility is less expensive to construct and will reduce costs associated with construction of parking on a per-stall basis, compared to institutional occupancy. As a result, additional work is underway on the feasibility of a MOB over parking on the site. This is in addition to the work below which addresses the specific requirements of the Proviso.

TGB Architects and MKA Engineering developed two studies of the Ninth and Alder property.

- The initial study, completed in January 2025, analyzed below-grade parking as a component of a medical/clinical services (behavioral health) facility on the site.
- The August 2025 report evaluated the two standalone parking alternatives for the Ninth and Alder Parking Garage Pre-Design Report: (as described above) an above-grade structure and a below-grade structure.

Option 1 of the August 2025 report explored a 312,000 sf, 840 stall, below-grade parking garage with 8 ½ levels of underground parking, and the additional structural capacity to accommodate a further seventeen-story tower above (and adjacent to) the below grade garage. That estimate included a structural lateral system (including special reinforced concrete shear walls) to manage seismic requirements for the garage and the potential future seventeen-story vertical expansion, consequently, the estimated project costs (see Table 2 below) are greater than Option 2.

Option 2 of the August 2025 report explored a smaller 217,000 sf, 686 stall, four-story parking structure, to a maximum envelope for the site. Averaging the above and below grade floors, there are approximately 106,000 sf above grade. Accommodations are NOT included for future vertical expansion nor the potential seismic/structural requirements, consequently, the estimated project costs (see Table 3 below) are less than Option 1.

These options are described in further detail below.

Ninth and Alder – Alternative Option 1

⁴ Harborview Major Institutional Master Plan

Option 1 of the August 2025 study includes the feasibility of constructing a below-grade parking structure designed to support the future construction of a seventeen-story MOB/Clinical Services tower above and adjacent to the below-grade parking.

- The study confirmed that option 1 could accommodate 840 new parking stalls.
- It included structural capacity for a seventeen-story vertical expansion, preserving a portion of the site area for additional future expansion.
- The estimated project duration is 25 months, including 6 months for design, engineering, and permitting, and 19 months for construction.
- Total project costs include the County required Art allowance, design-build fee, soft costs, and escalation.
- The estimated cost for the future seventeen-story clinical services/medical office tower was not included in this study.

Table 2 – Ninth & Alder – Alternative 1 Details

Ninth & Alder	New Stalls	Total Stalls	Est. Cost/ New Stall	Est. Cost/ Total Stalls	Est. Project Cost⁵
Alternative 1	840	840	\$233,171	\$233,171	\$195.86 M

Advantages of Ninth and Alder Alternative Option 1:

- This site is available for immediate development and does not require demolition of an existing structure;
- No additional existing parking will be displaced while constructing this option;
- Below-grade construction can be designed to support the future addition of Medical/Clinical Services building;
- The site is outside of the major institution overlay (MIO) and does not need to be included in the major institution master plan (MIMP) major amendment; and
- Previous technical work has been done at this site during the June 2025 report and will expedite the design process.

Disadvantages of Ninth and Alder Alternative Option 1:

- Costs for below-grade construction (Option 1) will be higher than above-grade construction (Option 2), on a per-stall basis;
- Included structural requirements and costs are based upon a seventeen-story vertical expansion, but perhaps that size of a facility will not be required. This should be resolved before proceeding;
- The garage's structure will need to be designed and built to support future vertical expansion;
- Depending on the depth of the excavation, an active dewatering system may be required; and
- Increased vehicle traffic and pedestrian activity in the area.

⁵ Estimated total project costs. Costs are escalated to the midpoint of construction (Oct. 2026)

Risks of Ninth and Alder Alternative Option 1:

- Funding has not been identified to cover the \$200 million needed for this alternative;
- Potential changes to city design and construction code may increase the cost and complexity of constructing above the garage, however, the anticipated size of the vertical expansion should also be resolved and may moderate this risk; and
- Yesler Terrace Master Plan Zoning is complex and specifically designed to promote an affordable housing community.

Ninth and Alder – Alternative Option 2

Option 2 is construction of a 217,000 sf, 686 stall, 4 story, above-grade standalone parking structure.

- The study confirmed that the structure could include 686 stalls.
- The estimated project duration is 20 months. This includes six months for design, engineering, and permitting, and 14 months for construction.
- Total project costs including the County required Art allowance, design-build fee, soft costs, and escalation.
- The estimated project costs (see Table 3 below) are less than Option 1.

Table 3 – Ninth & Alder – Alternative 2 Details

Ninth & Alder	New Stalls	Total Stalls	Est. Cost/ New Stall	Est. Cost/ Total Stalls	Est. Project Cost⁶
Alternative 2	686	686	\$136,954	\$136,954	\$93.95 M

Advantages of Ninth and Alder Alternative Option 2:

- This site is available for immediate development and does not require demolition of an existing structure;
- No further existing parking will be displaced to construct this garage;
- The site is outside of the MIO and does not need to be included in the MIMP major amendment; and
- TGB Architects previously studied this site in January 2025 for the previous Ninth and Alder Pre-Design Report. If this option is selected, the previous geotechnical and design information will assist in expediting the future design efforts for the parking structure.

Disadvantages of Ninth and Alder Alternative Option 2:

- Future construction of a medical or clinical services facility at this site will require demolition of the garage and will result in temporary parking displacement; and

⁶ Estimated total project costs. Costs are escalated to the midpoint of construction (Aug. 2026)

- Increased vehicle traffic and pedestrian activity in the area.

Risks of Ninth and Alder Alternative Option 2:

- The construction of a parking garage at this location will preclude timely development of this site for a future Medical or Clinical Service Building, should a revenue source become available; and
- There may be significant concern associated with the spending bond or County hospital levy (CHL) funds on a “temporary” parking garage.

C. Initial estimated cost for a limited number of parking stalls below planned new medical tower based on a Harborview-Medical-Center-provided number of needed parking stalls

This Option is constrained by construction timing as it cannot be constructed prior to the current schedule for demolition of View Park I.

- A comparative analysis was performed by Vanir (Cummings) in 2023 between:
 - The original 2020 Bond new tower scope, which included a three-story below ground parking garage;
 - An alternative of a standalone four-story above-grade garage with 800 planned stalls under the Ordinance Workgroup (OWG) program plan;⁷
 - The Bond Program is examining alternatives to underground parking at the new tower; and
 - This allows parking to be constructed at a lower cost and be available earlier in the project timeframe.
- The inclusion of parking within the new tower is being explored to support the minimum necessary parking to support the operations within the new tower (assume 50 to 100 spaces) in collaboration with the design-build team and Harborview. The Bond team will leverage the design-builder’s expertise (M.A. Mortenson Company and Perkins & Will) to evaluate the feasibility of constructing parking beneath the tower, provide accurate cost estimates, and determine how best to integrate this option into the new tower design

Advantages of parking in new tower:

- New below-grade parking will offset some of the loss of existing stalls caused by the demolition of View Park I;
- Close to critical functions: parking below the tower allows direct elevator access to clinical or administrative areas in planned new building, which is critical for those on-call staff and physicians who need urgent fast access; and
- Patient drop-off zones: below-grade parking can be linked to sheltered entrances, and helpful for patients arriving in poor weather or for those with mobility issues.

Disadvantages of parking in new tower:

⁷ Ordinance 19583 called for a workgroup to revise the Harborview Bond Program Plan for the allocation of voter-approved bond funds within the escalated pricing for health and safety improvements at Harborview Medical Center. The King County Council approved the workgroup’s Program Plan via Motion 16435 in October 2023.

- This solution does not replace all the parking that will be eliminated when View Park I is demolished; and
- The parking garage will not be available until the completion of the project, or well into the construction, of the new tower.

Risks to parking in new tower:

- The base of the new tower may impact number of parking stalls.

D. Initial feasibility assessment for connecting new tower to View Park II garage and estimated cost

The design-build team, consisting of Mortenson and Perkins & Will, is aware of the desire to connect the new tower to View Park II. They have identified a number of potential options and have also pointed out that structural modifications to View Park II will be needed as part of the construction of the new tower. Feasibility analysis and pricing for this option will continue through January 2026.

E. Documentation of efforts to permanently reduce staff parking demand, including subsidized public transit options

Harborview has undertaken efforts to reduce staff and public, non-patient utilization of parking on campus. These efforts are addressing the existing parking shortage and will reduce the future need for on-campus parking. However, these efforts are not sufficient to address the increased parking demand due to construction impacts and volume growth. Examples of actions taken to date are included in this section of the letter and include:

Subsidized Transit Options

As part of the University of Washington, all Harborview employees receive a transit U-PASS which covers

- Unlimited rides on King County Metro Transit, Community Transit, Pierce Transit, Kitsap Transit, Everett Transit and Sound Transit, which includes regional buses, Link light rail and Sounder trains
- Full fare coverage on King County Water Taxis and Kitsap Fast Ferries
- Full fare coverage on Seattle Streetcar and Seattle Monorail
- Full fare coverage on regional paratransit services for eligible members
- Full fare coverage on King County Metro's on-demand ride service Metro Flex.
- Full fare coverage on vanpool and vanshare

Free Shuttle Support for Staff using Public Transport and Off-site Parking

- Beyond the U-Pass, Harborview is not issuing new on-campus parking passes to employees, in most cases. All new passes are for off-site parking at the Fairmont Olympic Parking Garage.⁸

⁸ Harborview has leased 324 parking stalls at a local garage for Harborview staff who need parking during day-shift hours on weekdays. These dedicated stalls are in the Fairmont Olympic Parking Garage (415 Seneca St., Seattle), approximately one mile from the Harborview campus.

- A complimentary shuttle service provides transportation to and from the Fairmont garage every 10 minutes from 5 a.m. to 10 p.m. each weekday.
- The shuttle service is also available to Harborview employees taking public transportation (the shuttle is a two-block walk from Third Avenue transit and three blocks from the Symphony light rail station).
- Costs for leasing the parking stalls and providing the shuttle service amount to approximately \$2 million per year.

Other Efforts:

Beyond these efforts with the employees, Harborview's Parking and Commuter Services Operations has directed work to address the parking shortage at campus garages and improve access to parking for patients and visitors. To date, Harborview is implementing two further strategies to support its patients and visitors:

Complimentary valet service for patients and their visitors

- Valet service was introduced in 2024 for patients and visitors at all three publicly accessible garages on campus: Ninth and Jefferson Building, Patricia Steel Building, and View Park II.
- Valet Service ensures patients can access medical care at Harborview by reserving and guaranteeing parking for patients, on weekdays from 8 a.m. to 5 p.m.

Adjustment of public parking rates with discounted patient and visitor coupons

- The final tactic of this initial work will be to increase the public parking rate paid when members of the public use our garages.
- Harborview's garage customers include three primary groups: patients and visitors, staff and faculty, and members of the public who use one of the three publicly accessible garages while staying in or visiting the area (but without having any interaction or business on the Harborview campus).
- Local market analysis suggests that the daily rate charged at Harborview's garages is below that of other hospitals, and hourly rates are lower than those charged at parking meters on the street.
- Harborview's garage rates will be increased to the general public to a more reasonable (competitive) market rate, however:
 - A discount voucher provided to Harborview patients and visitors when they check in at their clinic appointments or inpatient units.
 - The voucher will return the rate to the current level for patients and visitors.
- This process will be implemented over the next six months and should discourage anyone without business on the campus from utilizing Harborview's garages.

F. A calendar with milestones outlining the different phases of parking through construction.

Table 4 below summarizes the timelines for various parking options on campus. Once a selection(s) has been made a full project schedule will be developed.

Table 4 – Parking Milestone Calendar

	Jan-25	Feb-25	Mar 25	Apr-25	May-	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26
HARBORVIEW-LED VALET PARKING AT ALL PUBLIC GARAGES																
HARBORVIEW-LED LEASED STALLS/SHUTTLE SERVICE IMPLEMENTED																
HARBORVIEW-LED PARKING RATE CHANGES – ON GOING																
BOREN GARAGE PRE-DESIGN REPORT																
NINTH AND ALDER PARKING PRE-DESIGN REPORT																
NEW TOWER PARKING STUDY – ON GOING																
SELECTED PARKING ALTERNATIVE OPTION DESIGNED																
PARKING STRUCTURE CONSTRUCTION BEGINS																

Parking continues to be a high priority for the Bond Program. In attempting to address the issue, the County and Hospital leadership should continue to evaluate how best to allocate bond and other revenue sources to best serve the public. Addressing the problem holistically will best address the need for additional parking while taking proactive steps to encourage transit use and otherwise reduce demand.

Thank you for your consideration of this information in this letter.

If your staff have questions, please contact Tony Wright, Director, Harborview Construction and Infrastructure at 206-263-1320.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shannon Braddock', with a stylized flourish at the end.

for

Shannon Braddock
King County Executive

Enclosure

cc: King County Councilmembers
ATTN: Stephanie Cirkovich, Chief of Staff, King County Council
Melani Hay, Clerk of the Council
Karan Gill, Deputy Executive, Chief of Staff, Office of the Executive
Stephanie Pure, Council Relations Director, Office of the Executive
Lorraine Patterson-Harris, County Administrative Officer, Department of Executive
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Danielle Lucero, Chief of Staff, Department of Executive Services