



9th and Alder

#3044261-EG | Early Design Guidance

September 23, 2026

755 Alder St, Seattle, WA

OWNER
King County
401 Fifth Avenue, Suite 900
Seattle, WA 98104

OWNER
Harborview Medical Center
325 Ninth Ave
Seattle, WA 98104

ARCHITECT
Perkins&Will
1301 Fifth Avenue, Suite 2300
Seattle, WA 98101

LANDSCAPE ARCHITECT
Site Workshop
3800 Woodland Park Ave N
Seattle, WA 98103

CIVIL ENGINEER
KPFF
1601 5th Ave, Suite 1600
Seattle, WA 98101

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Vision

1. Vision



Harborview Medical Center is a comprehensive healthcare facility dedicated to providing specialized care for a broad spectrum of patients from throughout the Pacific Northwest, including the most vulnerable residents of King County. Harborview is the only designated Level I adult and pediatric trauma and verified burn center in the state. It is home to a range of critical medical and behavioral health services, including centers of emphasis in emergency medicine, trauma and burn care, neuroscience, vascular surgery, ophthalmology, HIV/AIDS, and rehabilitation medicine.

The Harborview Bond Program will support a much needed and transformational campus expansion, increasing capacity and access for patient care, and ensuring sustainable, innovative health care facilities for generations to come.

1. Vision



Project Goals:

- Support the continued growth and modernization of the Harborview Medical Center campus through a phased development intended to address evolving operational and healthcare needs. The 9th and Alder site will contain a parking garage for use before the Harborview Bond Program closes parking stalls in the View Park garages in 2028 to construct the planned new patient care tower on campus. This is intended to prevent a significant drop in parking capacity during ongoing construction. The new tower is likely to include a parking garage as well, and the combination of parking at 9th and Alder and in the new tower will likely lead to a net increase in campus parking capacity when construction concludes.
- Anticipate future opportunities for expanded healthcare, clinical, and campus-support functions that will strengthen long-term service capacity.
- Respect and celebrate the historic and cultural significance of the Yesler Terrace neighborhood as Seattle's first racially integrated public housing community.
- Recognize and support the neighborhood's identity rooted in cultural diversity, affordable housing, public art, green space connectivity, and community-centered spaces.
- Create a welcoming transition and gateway between the institutional Harborview Medical Center campus and the surrounding residential community.

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Project Information

2. Project Information/ Development Summary

The project is a phased mixed-use healthcare development intended to support a much needed and transformational campus expansion, increasing capacity and access for patient care, and ensuring sustainable, innovative health care facilities for generations to come.

Phase I includes the construction of a parking garage designed to serve current and future campus parking demand.

Phase II includes the development of a 7 story medical office building constructed above the parking structure to accommodate expanded healthcare, clinical, administrative, and campus-support functions. The project also includes a dedicated loading dock and service area to support building operations.

The project as a whole is being designed with the ambition of pursuing LEED Platinum certification and advancing long-term sustainability, resiliency, and high-performance building strategies.

Project Metrics

Parking Garage:

- 6 below-grade levels
- Approximately 283,600 GSF of parking space (292,450 GSF in Phase I)
- 630 parking stalls. (725 parking stalls in Phase I)

Loading:

- Approximately 15,900 GSF of loading space

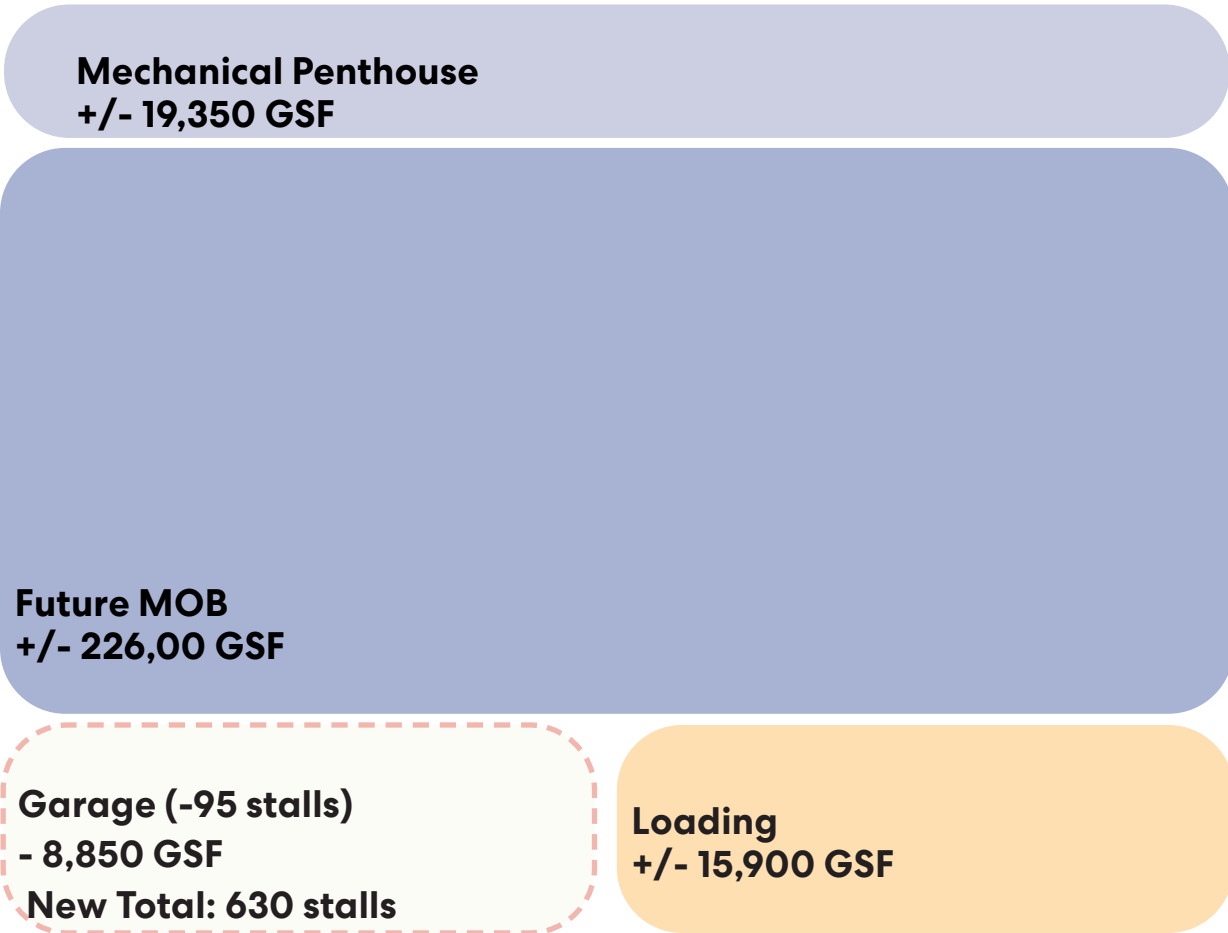
Medical Office Building:

- 7 stories of medical office space above the parking structure.
- Approximately 226,000 GSF of medical office space

Landscape Development:

- 25,887 sf (0.6 acres) of Publicly accessible open space
- 14,687 sf (0.33 acres) of improved Right-of-Way including 9 street trees.

PHASE II



PHASE I



2. Project Information/ Existing Siteplan

Existing Conditions

PROJECT ADDRESS

755 Alder Street, Seattle, WA 98104

OWNERS NAME

King County

Total Land Area: 70,879 SF

Zoning: MASTER PLANNED COMMUNITY
YESLER TERRACE (MPC-YT)

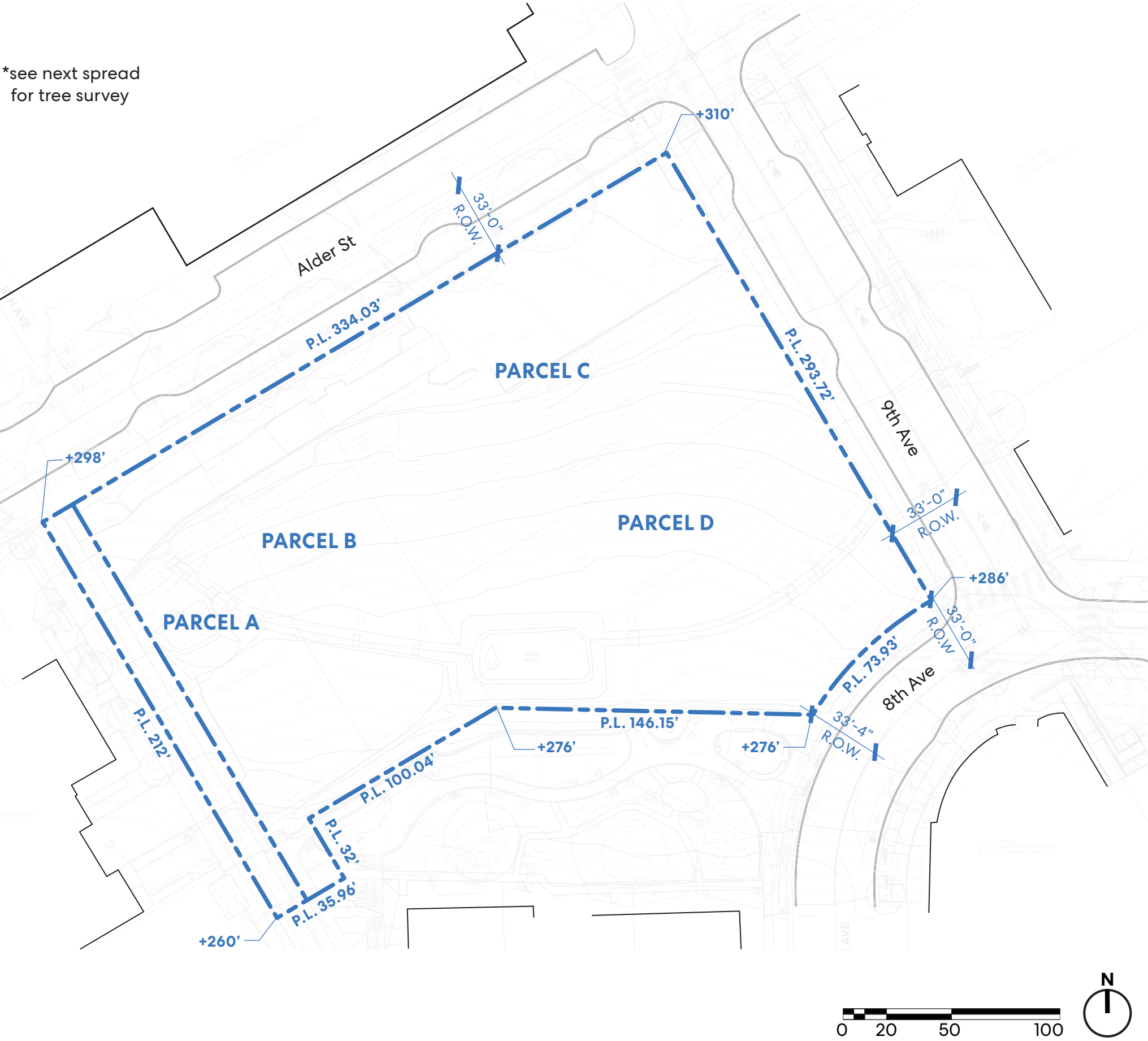
MUP#: 3044234-LU

LEGAL DESCRIPTION

Yesler Terrace Community
PLAT BLOCK: 7
PLAT LOT: 2, 3, 4, 5
CHICAGO TITLE INSURANCE COMPANY GUARANTEE/CERTIFICATE NO. 0307627-16
DATED: FEBRUARY 25, 2026
PARCEL A: LOT 2, BLOCK 7 , YESLER TERRACE COMMUNITY, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 267 OF PLATS, PAGES 59-75, IN KING COUNTY, WASHINGTON. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.
PARCEL B: LOT 3, BLOCK 7, YESLER TERRACE COMMUNITY, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 267 OF PLATS, PAGES 59-75, IN KING COUNTY, WASHINGTON. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.
PARCEL C: LOT 4, BLOCK 7, YESLER TERRACE COMMUNITY, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 267 OF PLATS, PAGES 59-75, IN KING COUNTY, WASHINGTON. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.
PARCEL D: LOT 5, BLOCK 7, YESLER TERRACE COMMUNITY, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 267 OF PLATS, PAGES 59-75, IN KING COUNTY, WASHINGTON. SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

	PARCEL (A) NORTH-WEST	PARCEL (B) NORTH
Parcel:	9822000710	9822000720
Owner's name:	KING COUNTY - FMD FACILITIES	KING COUNTY - FMD FACILITIES
Address:	N/A	N/A
Lot Area:	14,831 sf	10,800 sf
	PARCEL (C) NORTH-EAST	PARCEL (D) SOUTH-EAST
Parcel:	9822000730	9822000740
Owner's name:	KING COUNTY - FMD FACILITIES	KING COUNTY - FMD FACILITIES
Address:	N/A	N/A
Lot Area:	23,763 SF	21,485 SF

*see next spread
for tree survey



2. Project Information/ Existing Tree Survey

Legend

- XXXXX
Tree Number
- Off-Site Tree Existing to Remain
- ROW Tree Existing to Remain
- X

ROW Tree to be Removed



2. Project Information/ Existing Tree Survey



Table of Trees
Harborview Hospital
9th / Alder, Seattle, WA

Arborist: Holly Iosso
Date of Inventory: June 18, 2026
Table Prepared: June 18, 2026

Tree ID corresponds with ID in Seattle Tree GIS database.
DSH (Diameter at Standard Height) is measured 4.5 feet above grade, or as specified in the Guide for Plant Appraisal, 10th Edition , published by the Council of Tree and Landscape Appraisers.
Dripline is measured from the center of the tree to the outermost extent of the canopy.
Tier is based on SMC 25.11 and Director's Rule 7-2024.
SDOT Zone B equals 1 foot per inch of DSH (min 4 ft)
SDOT Zone A equals 1/2 foot per inch of DSH (min 4 ft).

Dripline Radius (feet)																				
	Tree ID	Scientific Name	Common Name	DSH (inches)	Health Condition	Structural Condition	N	E	S	W	Jurisdiction (SDOT/SDCI)	Tier 2 Threshold (inches)	Grove	Tier Level	Tree Protection Area (feet)	SDOT Zone B: Critical Root Zone	SDOT Zone A: Interior Critical Root Zone	Proposed Action (Remove / Retain)	Replacement Trees Required if removed	Notes
TRE-	68142	<i>Acer platanoides</i>	Norway maple	19.0	Good	Good	10	10	15	10	SDOT	none	n/a	n/a	sidewalk to curb	19	10	Remove	3	Encampment at base. Wires above.
TRE-	68141	<i>Acer platanoides</i>	Norway maple	18.5	Fair	Good	12	10	18	10	SDOT	none	n/a	n/a	sidewalk to curb	19	9	Remove	3	Encampment at base. Wires above. Dieback in canopy.
TRE-	68140	<i>Acer platanoides</i>	Norway maple	21.7	Poor	Poor	15	10	10	10	SDOT	none	n/a	n/a	sidewalk to curb	22	11	Remove	3	Encampment at base. Wires above. Cavity at base. Extensive dieback in canopy.
TRE-	68139	<i>Acer platanoides</i>	Norway maple	16.3	Fair	Fair	15	10	12	10	SDOT	none	n/a	n/a	sidewalk to curb	16	8	Remove	3	Encampment at base. Wires above. Dieback in canopy.
TRE-	68138	<i>Acer platanoides</i>	Norway maple	16.5	Fair	Fair	10	10	15	10	SDOT	none	n/a	n/a	sidewalk to curb	17	8	Remove	3	Encampment at base. Wires above. Dieback in canopy.
TRE-	1190181	<i>Cercidiphyllum japonicum</i>	Katsura tree	2.0	Good	Good	4	4	4	4	SDOT	none	n/a	n/a	4	4	4	Retain	3	Recently planted (tree gator at base).



Audience at the project Community Outreach Meeting

Outreach Website Image

7/1/26, 9:46 AM Ninth and Alder Building - Harborview Bond Program



Ninth and Alder Building

Supporting the development of the new inpatient tower

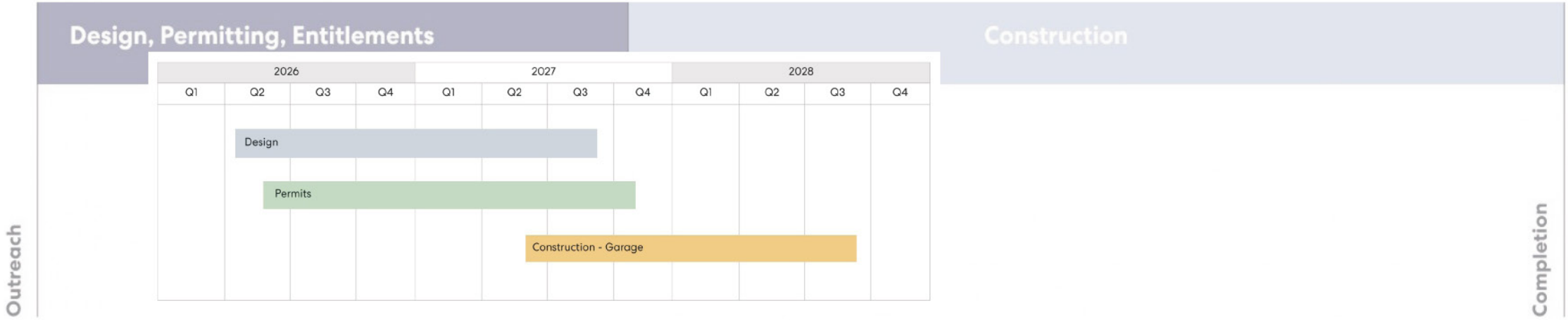
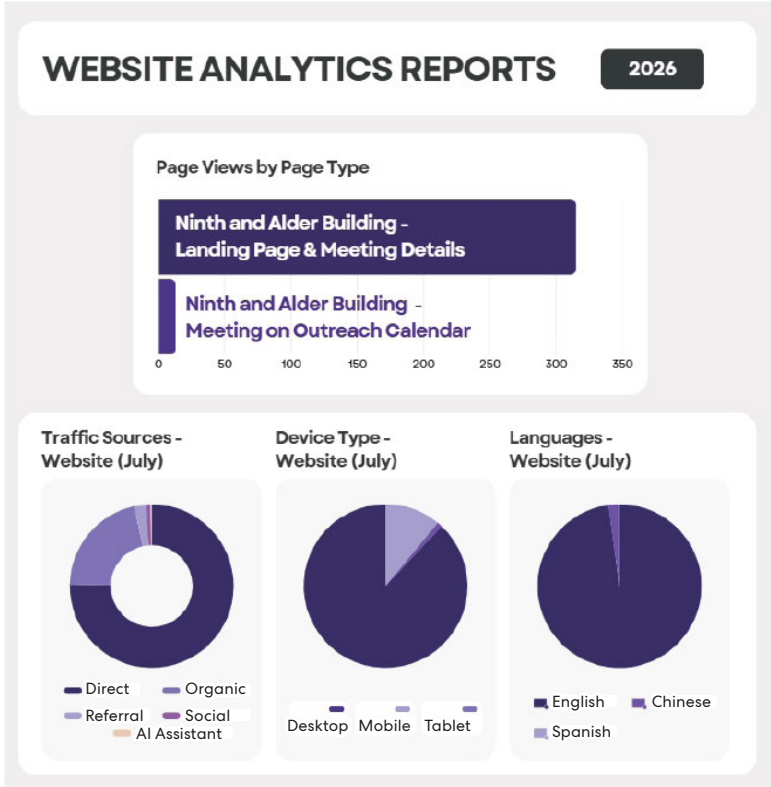
King County purchased a vacant 1.6-acre parcel of land located at the intersection of 9th Avenue and Alder Street (755 Alder St) in 2024 to expand operations for Harborview Medical Center.

The project includes a seven-level below-grade parking structure, and six-story shell and core of a medical office building.

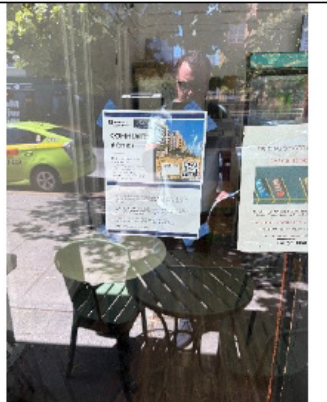
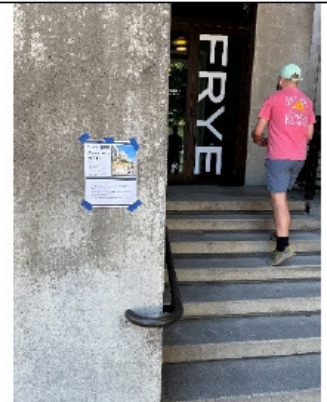
COMMUNITY INPUT

Some of the questions raised by community were (paraphrased)

- How does the future medical office building fit into the harborview Bond Program design-build contract?
- Does funding for the Ninth and Alder Building come from the Bond Program?
- How many floors will be in the garage?
- Can the Bond Program construction workers be connected to restaurants on Madison St rather than bringing food trucks?
- Can the top of the garage provide more shade over the green space? Nearby parks don't provide much shading.



2. Project Information/ Early Community Outreach Results

Photos from some of the locations			
			
Stockbox Grocery	Subway	Murano	Metropolitan Deli and Café
			
Coffee Tree Poke	Norm Maleng Building	Yesler Community Center	Frye Art Museum



Harborview Construction and Infrastructure Division



UW Medicine King County

COMMUNITY NOTICE

Ninth and Alder Project

Public Meeting

July 23, 2026 | 6 p.m. - 7 p.m.

Harborview Research and Training Building

300 9th Ave, Seattle, WA 98104

Room 109 and 113

OUTREACH RESPONSE TO COMMUNITY INPUT

- Most of the community engagement discussion was answering clarifying questions, however the design team is looking for opportunities through integrated landscape design and built elements to provide shade at intentional moments within the publicly accessible site improvements.



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CHÀO MỪNG QUÝ VỊ

Khởi động Dự án Cộng đồng

Tìm hiểu thêm



Harborview Construction and Infrastructure Division



UW Medicine King County

BIENVENIDOS

Reunión inicial con la comunidad

Julio 2026

Colaboración entre King County y UW Medicine



Harborview Construction and Infrastructure Division



UW Medicine King County

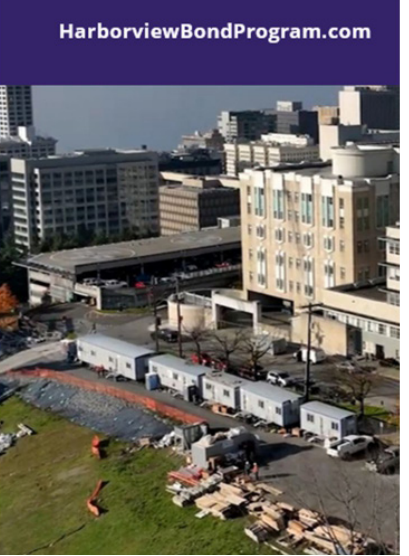
WELCOME

Ninth and Alder Building

Community Kick-Off

July 2026

Harborview Construction and Infrastructure Division



Perkins&Will

SiteWorkshop

LANDSCAPE ARCHITECTURE

9TH AND ALDER | EARLY DESIGN GUIDANCE | 3044261-EG | September 23 2026

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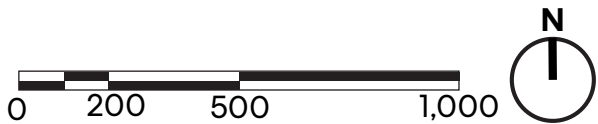
Urban Design Analysis

Destinations and Zoning

Located in Block 7, NW Sector of
Yesler Terrace Masterplanned
Community

Legend

- 1. Harborview Medical Center
- 2. Harborview Hall
- 3. Yesler Terrace Park
- 4. Yesler Terrace Community Center



Zoning



Legend

MPC - Yesler Terrace

MIO - Harborview Campus

Base Zoning (MPC-YT): Development is governed by Chapter 23.75 of the Seattle Municipal Code. The building massing responds to the neighborhood scale and design guidelines of Yesler Terrace.

Institutional Condition: No Overlays.

MHA Exemption: Exempt from Mandatory Housing Affordability (MHA) requirements.

Sustainability Mandate: Due to its public ownership, the building’s technical performance is subject to the highest certification standards of the King County Green Building Ordinance.

Designated as non-residential within the Yesler Terrace Masterplan, the site will house Harborview Medical Center programming while seamlessly blending into the urban character and social fabric of the Yesler Terrace neighborhood.

Streets and Uses

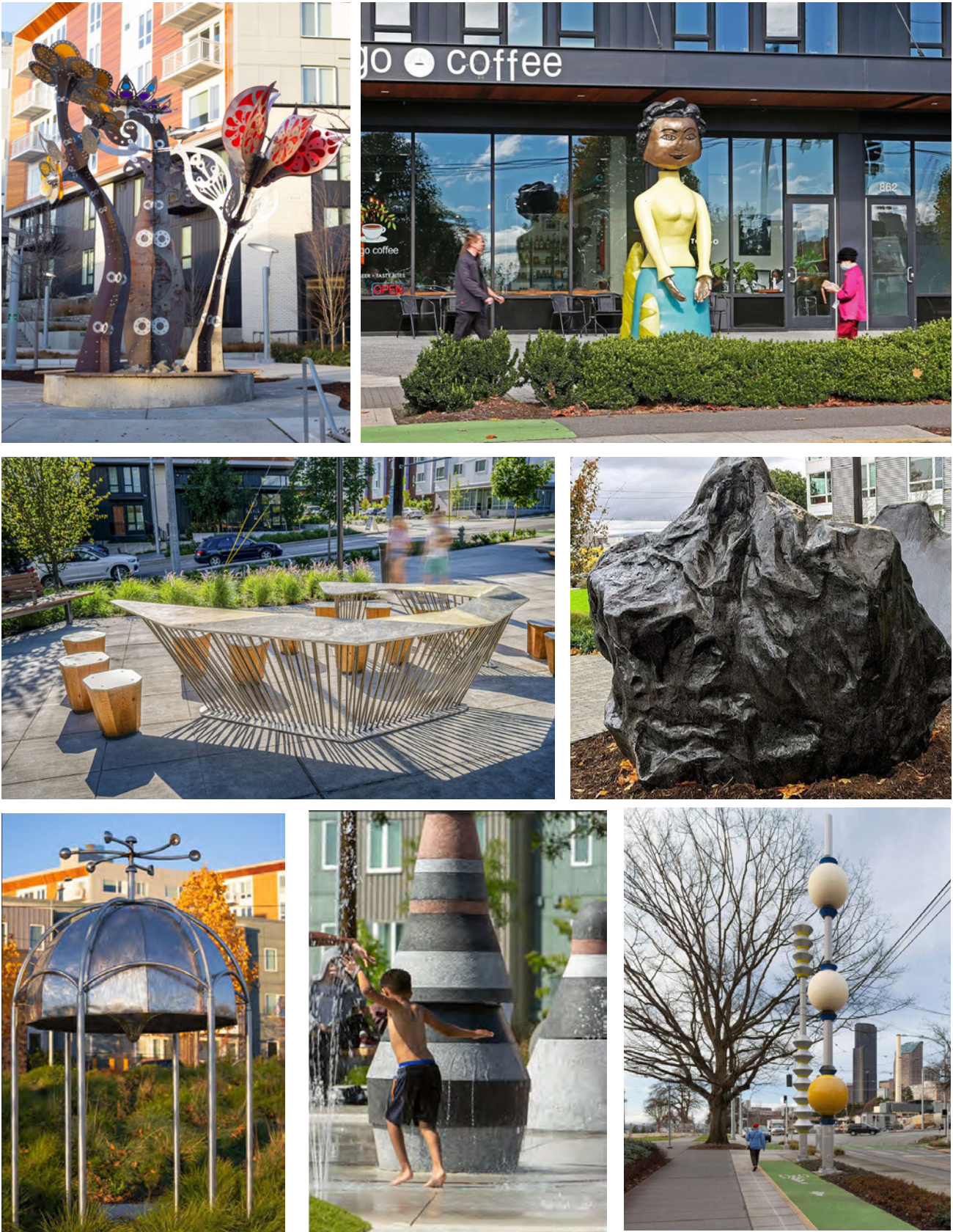
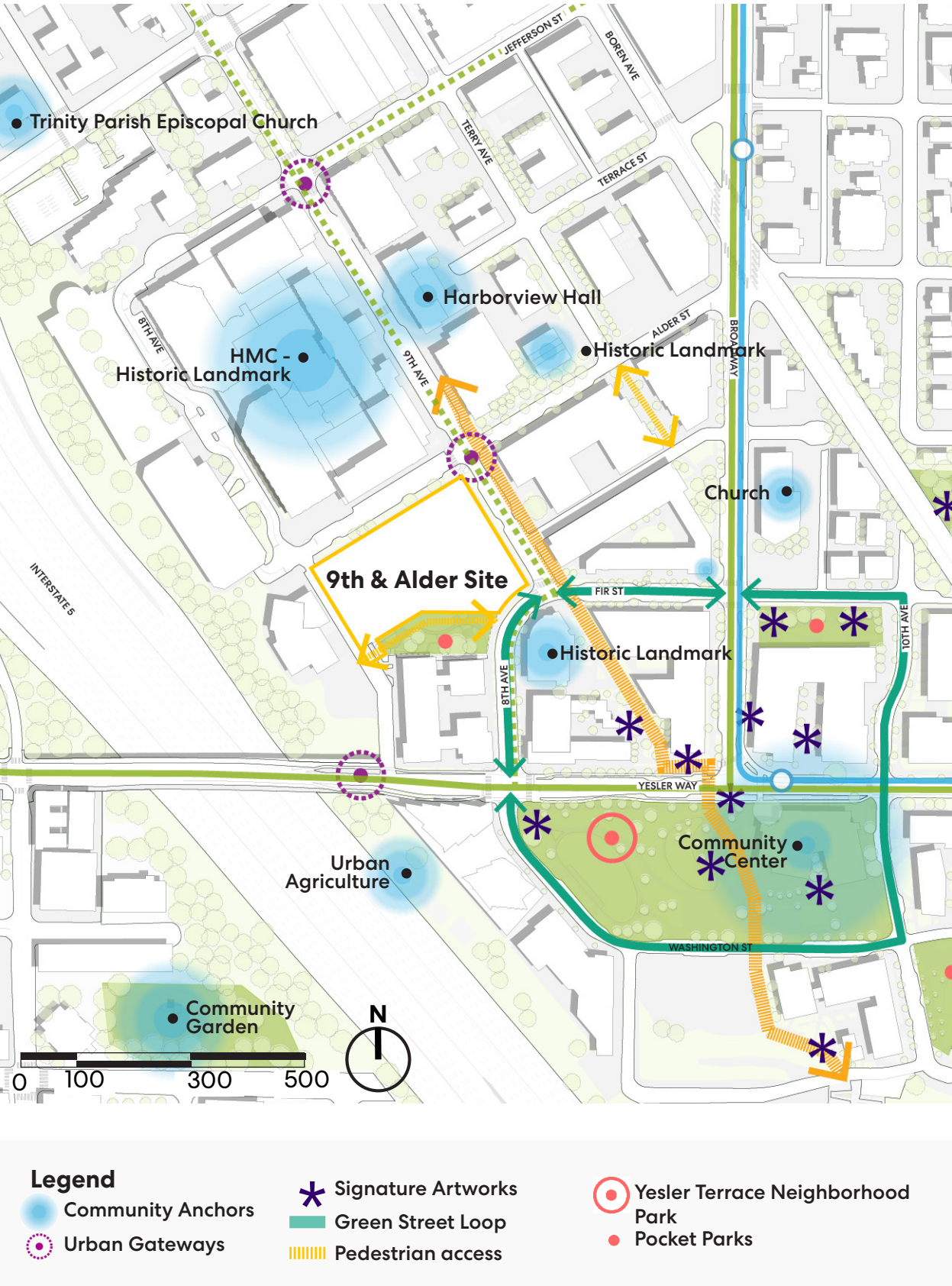


Legend			
	Civic & Community Facilities		Commercial and Offices
	Health and Medical		Multifamily Housing
	Accessory Parking		Street Level Retail

A gateway site that connects the Harborview campus and the Yesler Terrace community.



Community Nodes and Connections



Street Classification



Legend

Urban Village Neighborhood	Urban Village Main
Freight	Urban Village Neighborhood Access
Parking	

Transportation Network



Legend

Bus Route and Stops	Seattle Streetcar Route	HMC Entry
Ambulance entry	Loading Point	Heliport
Parking		

Pedestrian, Bicycle Network



The green street loop connects the parks and community anchors along a continuous pedestrian pathway activated by public art and commercial ground floors.

Legend

Protected Bike Lane

Painted or buffered Bike Lane

P

Bike Rack

Green Loop

Pedestrian Pathways

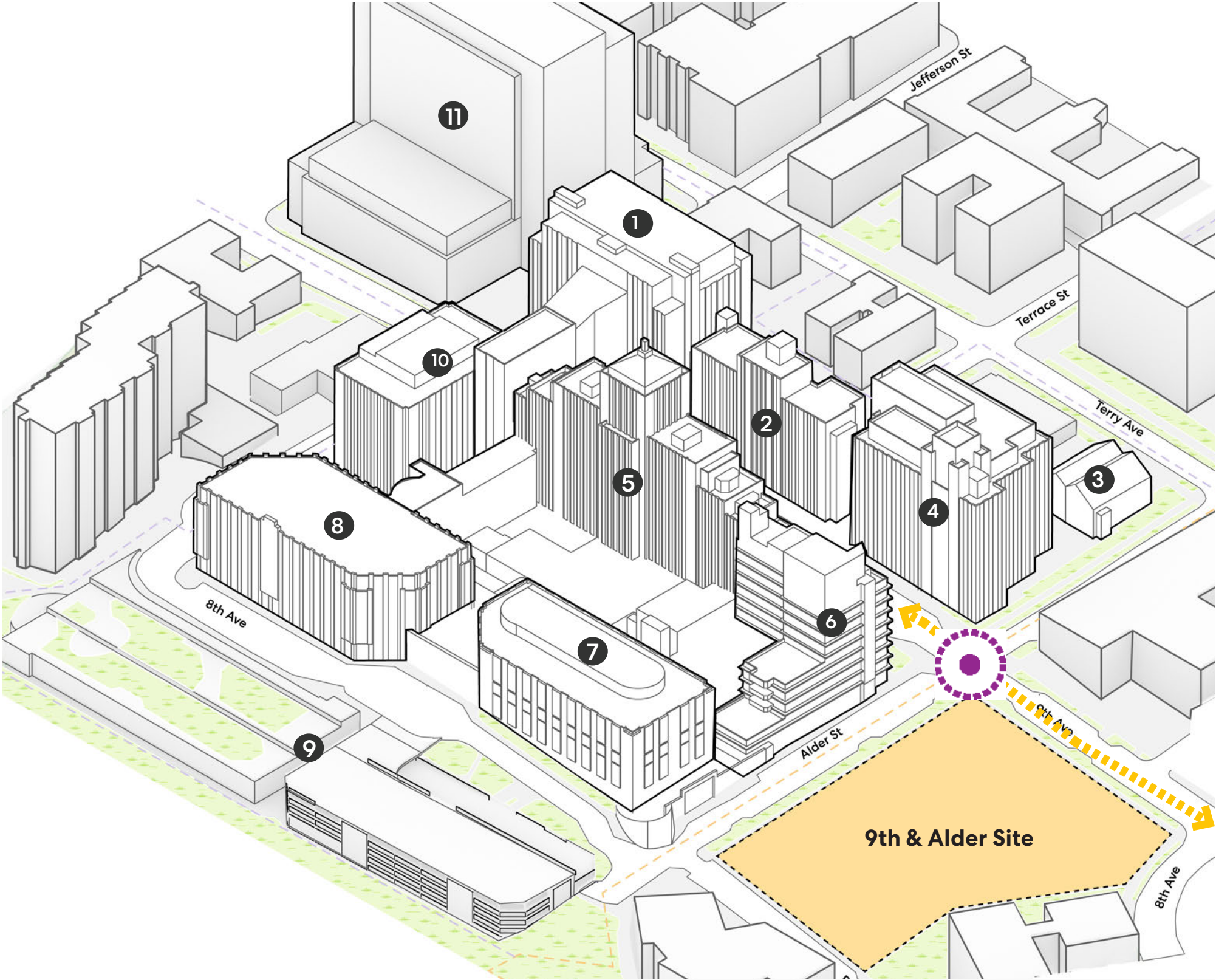
Urban Gateway

>10% Slope

Perkins&Will SiteWorkshop LANDSCAPE ARCHITECTURE

9TH AND ALDER | EARLY DESIGN GUIDANCE | 3044261-EG | September 23 2026 23

Harborview Campus



Legend

Pedestrian Pathway

Urban Gateway



1 Maleng Building
2008



2 Harborview Hall
1931



3 Engine Room no. 3
1903



4 Research and Training
1999



5 Center Tower
1931



6 East Clinic
1955



7 West Clinic
1997



8 West Hospital
1997



9 View Park Garage I & II
1974 - 2001



10 East Hospital
2009



11 9th & Jefferson (NJB)
2009

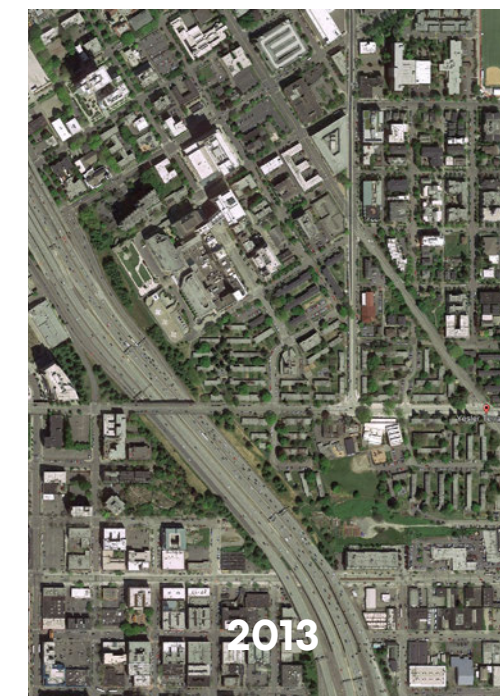
Yesler Terrace - A Rich history of community

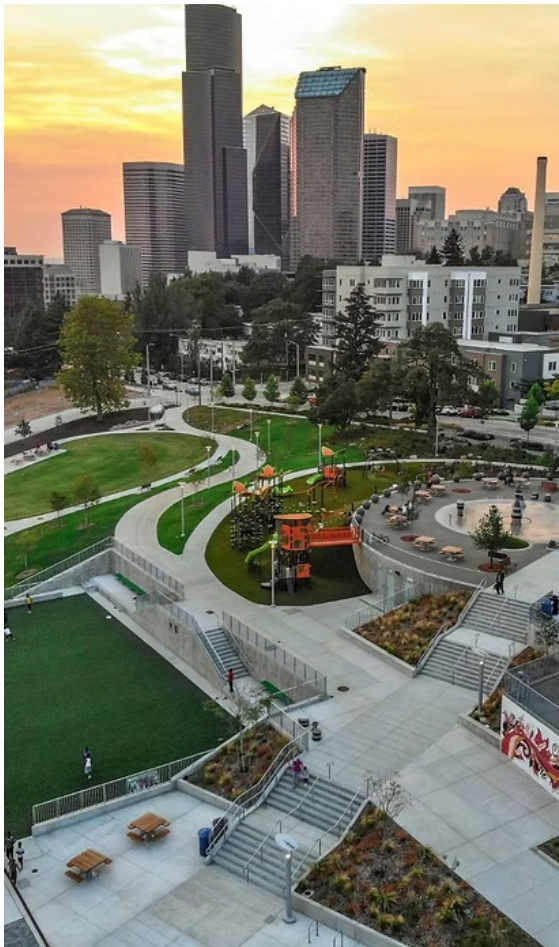
Yesler Terrace is a historically significant neighborhood located between Downtown Seattle, First Hill, and the International District. The area played an important role in Seattle's early development and was known for its steep hillside streets and dense multifamily housing. Developed in 1941 by Seattle Housing Authority, Yesler Terrace became Seattle's first publicly subsidized housing community and the first racially integrated public housing development in the United States. Over the years, it became recognized for its cultural diversity, affordable housing, and strong community identity.

Since 2012, the Seattle Housing Authority has led a long-term redevelopment of Yesler Terrace to create a modern mixed-income neighborhood while preserving its historic and cultural character. The redevelopment includes new affordable and market-rate housing, healthcare and office spaces, retail development, improved parks and open spaces, better pedestrian connections, and expanded community amenities. The project aims to strengthen the neighborhood's connection to surrounding districts while maintaining its role as an inclusive and diverse community.

Core Values

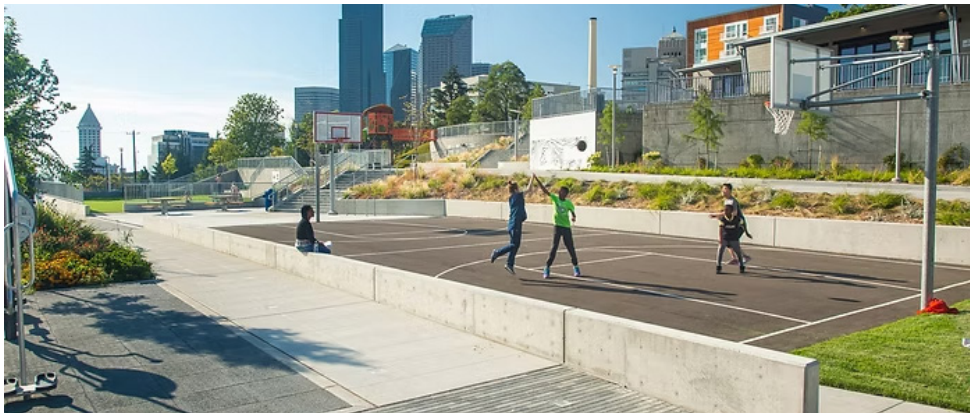
- Social Equity
- Economic Opportunity
- Environmental Stewardship and Sustainability
- One-for-one replacement Housing



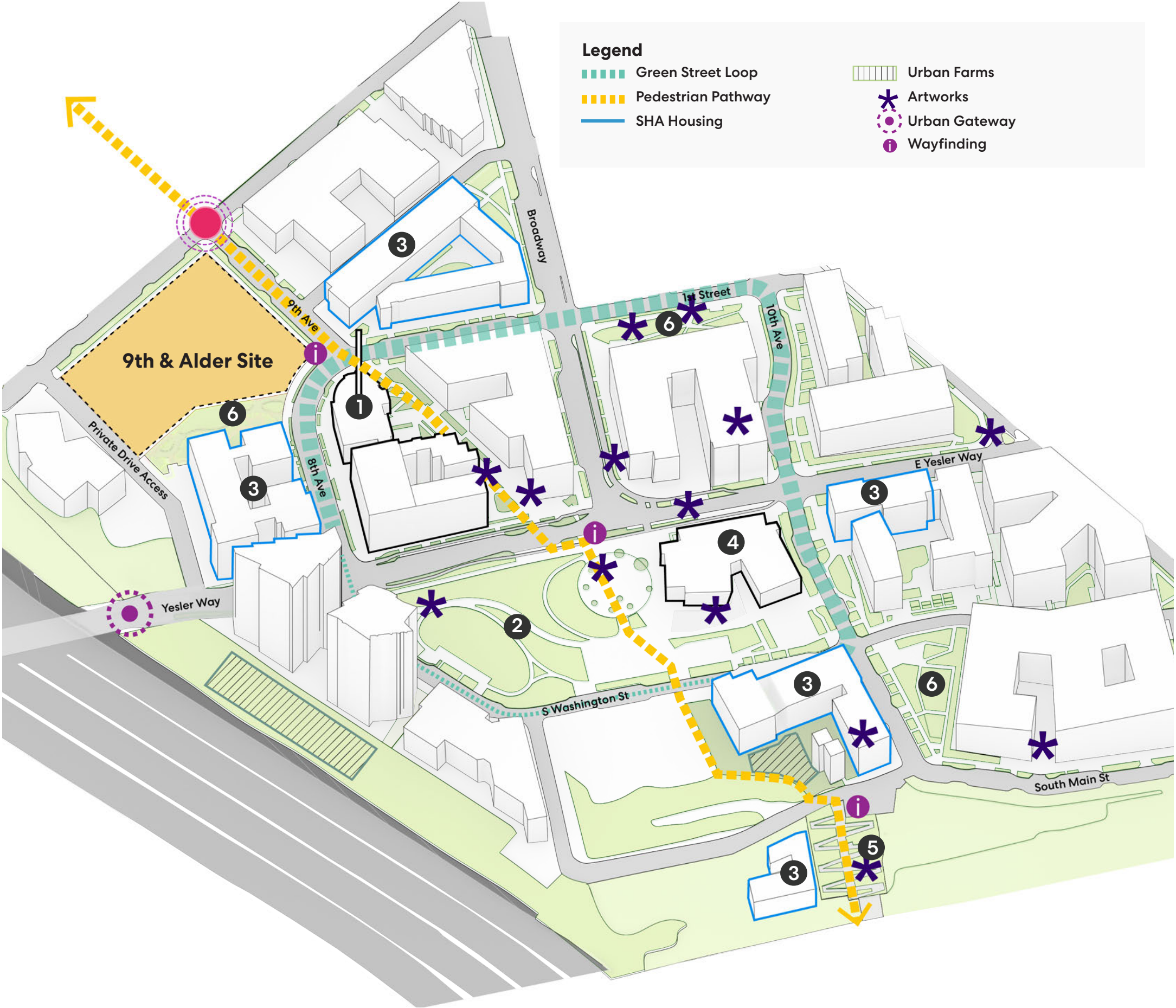


“...A dynamic, mixed-income community that honors the neighborhood’s history and cultural richness while creating safe, healthy and sustainable affordable housing, attractive new parks and open spaces, increased transportation options and enhanced economic opportunities.”

- Seattle Housing Authority



Yesler Terrace Neighborhood





1 E. Opportunity Center



2 Yesler Terrace Park



3 LIPH Managed by Seattle Housing Authority



Street Level Retail



4 Yesler Terrace Community Center



5 Yesler Hillclimb



6 Pocket Park



Urban Farms

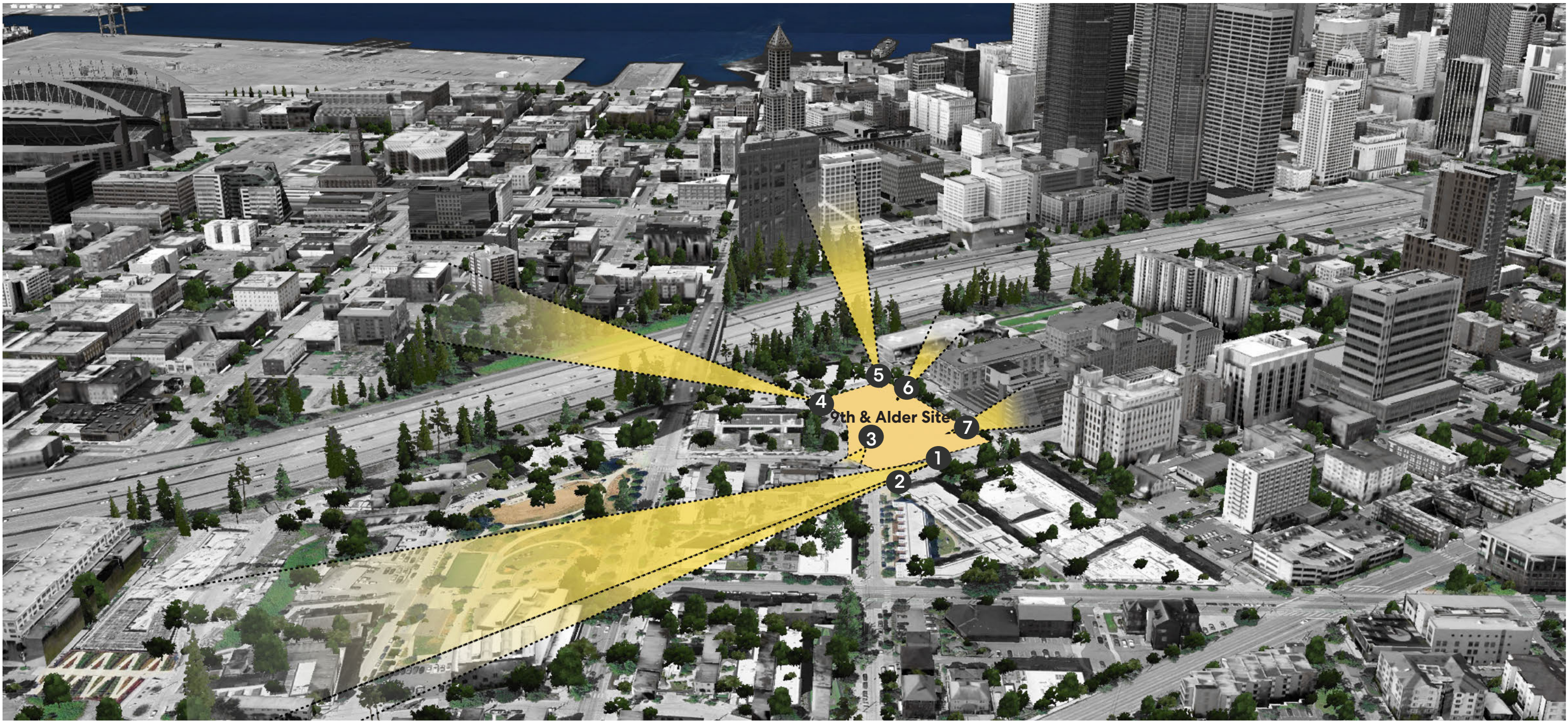


Courtyards

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Site

4. Site / Views



1 Mount Rainier



2 Pacific Tower



3 Epstein Opportunity Center



4 Lumen Field



5 Smith Tower



6 Columbia Center



7 Harborview Hall

4. Site / Existing Conditions



1 HMC & Gateway



2 Cascara Apartments



3 Red Cedar Apartments



4 Epstein Opportunity Center



5 Hillclimb Pathway



6 Pocket Park 3



7 Sawara Apartments



8 Northwest Kidney Center



Observations

- Alder St (North Edge)**
- Street connects to Harborview Medical Center’s main public entry on 8th Ave.
 - Hospital’s truck loading entry sits directly across from the project site.
- Alder St & 9th Ave (North-East)**
- Intersection is recognized as an urban gateway per the Yesler Terrace Design Guidelines.
- 9th Avenue (East Edge)**
- Continuation of the Hillclimb pedestrian pathway which feature public artworks.
 - Designated by SDOT as an Urban Neighborhood Village street.
 - 24 ft grade change.
 - Residential housing, including an SHA project, sits across the street.
- 8th Ave & 9th Ave Intersection (South-East)**
- Intersection of the Hillclimb pathway with the Green loop, a connected network of open green spaces.
 - This intersection is recognized as a wayfinding opportunity per the neighborhood’s design guideline.
 - Epstein Opportunity Center, a designated landmark, sits directly across the corner.
- South Edge**
- Site is adjacent to Pocket Park 3.
 - The Sawara Apartments, an SHA project, sit directly across from the park.
- Private Access Drive (West Edge)**
- Approximately 38 ft of grade change along this edge
 - Pedestrian pathway is required
 - The Kidney Center sits across the street.

4. Site / Street Frontage - Alder St



1. Street fronts along Alder St looking north (away from site)



2. Street fronts along Alder St looking south (towards site)

4. Site / Street Frontage - 9th Ave



3. Street fronts along 9th Ave looking east (away from site)

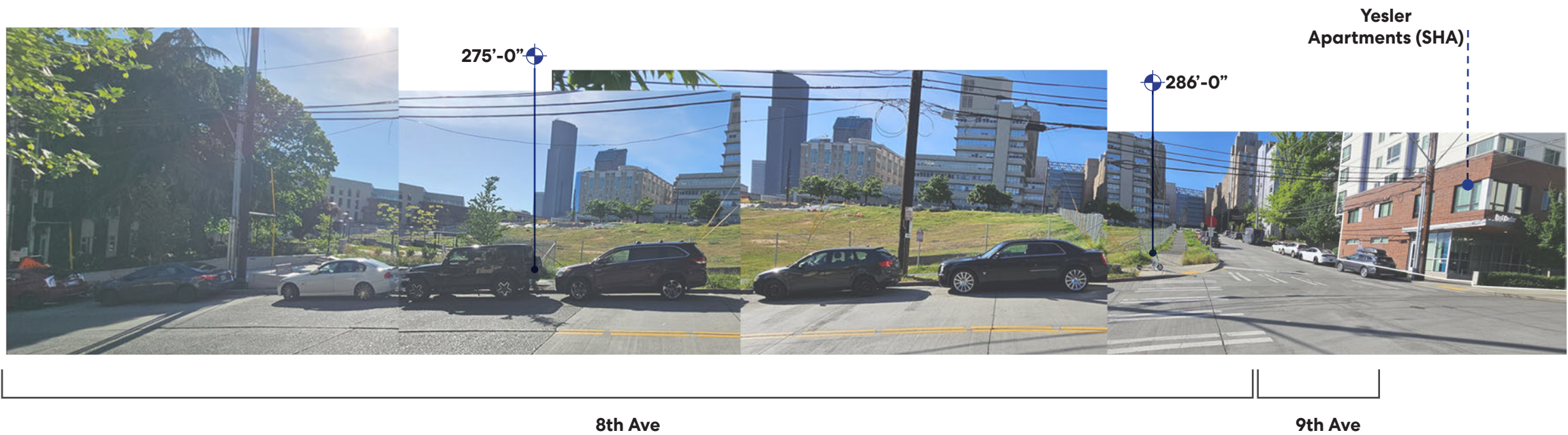


4. Street fronts along 9th Ave looking west (towards site)

4. Site / Street Frontage - 8th Ave



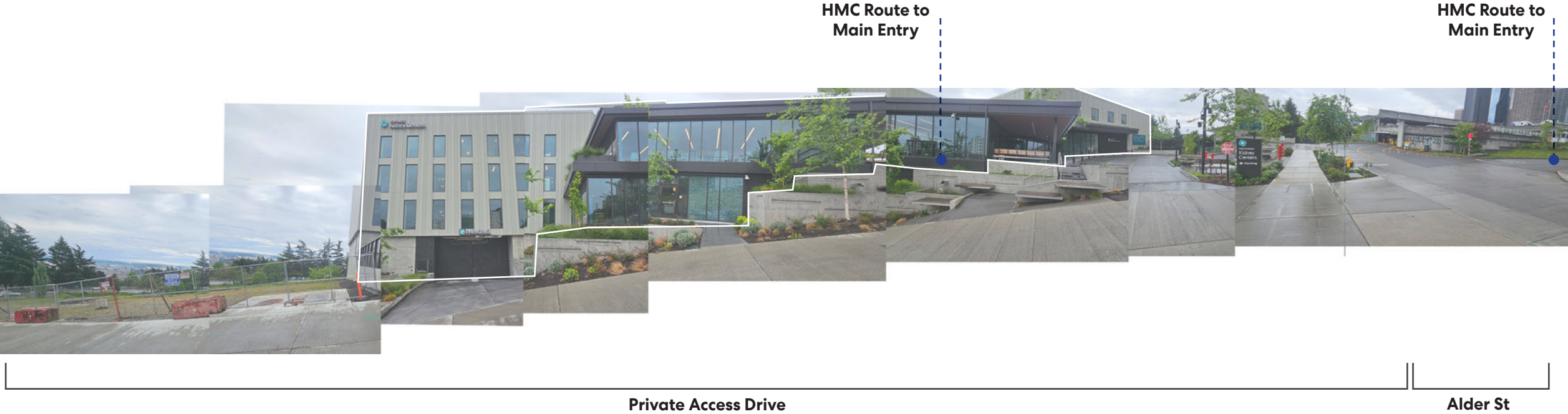
5. Street fronts along 8th Ave looking south (away from site)



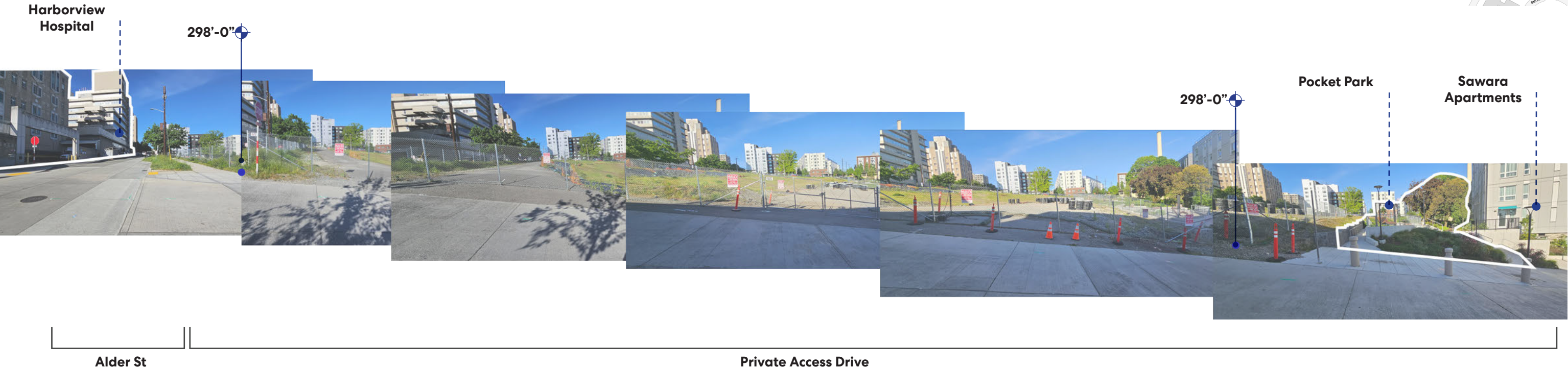
6. Street fronts along 8th Ave looking north (towards site)



4. Site / Street Frontage - Private Access Drive



7. Street fronts along the Private Access Drive looking west (away from site)



8. Street fronts along the Private Access Drive looking east (towards site)

4. Site / Applicable development standards

Zoning: Master Planned Community
Yesler Terrace (MPC-YT)

Total Land Area: 70,879 SF

Property Location per 23.75.020: Block 7 and NW Sector

USE PROVISIONS AND LIMITS

Main use: Medical Office Building and Garage

SMC 23.75.0890 - Nonresidential floor area limits

Combined floor area for office, medical services and lodging shall not exceed 900,000 sf within the MPC-YT. Accessory parking and floor area below grade are not subject to the limits per this section.

This project proposes 226,000 sf of medical office space and about 295,949 sf of parking (between aboveground and underground parking) ,

SMC 23.75.095.D – Maximum Size of Use

In each sector except the NW sector, medical services are limited to no more than 15,000 sf per business establishment.

This project is located in the NW sector. The 15,000 sf per establishment cap does not apply to this project. Refer to Diagram 1.

DEVELOPMENT STANDARDS

SMC 23.75.100 - Structure Height

See Diagram 3 for average grade and resulting maximum heights. No rooftop features (penthouse, Mechanical equipment, elevator overruns, stair penthouses) will exceed the height limit.

SMC 23.75.120 - Limitation on highrise structures

- A. Number and distribution highrise structures
Up to 5 highrise structures (85 ft is the applicable height limit for non-highrise structures) are allowed in the NW sector.
- B. Maximum gross floor area per story by block
One highrise structure in Block 7 is allowed to meet the Following standards:
- a. If structure height is 125 feet or less, each story wholly or in part above 85 feet is limited to a maximum of 35,000 square feet of gross floor area.
 - b.If structure height exceeds 125 feet, each story wholly or in part above 85 feet is limited to a maximum of 24,000 square feet of gross floor area.

This project is intended to be a highrise structure. The addition of this project does not result into more than the 5 allowed highrise structures for the NW sector. At the time of this submission, this project is the only intended highrise in Block 7.Per SMC 23.75.120. This project is allowed to follow the standards in 23.75.120.B.3.a. Refer to Diagram 1.

Structure height, for purposes of the 85 ft and above floor area standards, is measured to the top of the highest occupied structural roof slab, excluding the mechanical penthouse which contains no occupied floor area. Under this measurement, if the building is 125 feet or less in height, its floor plates above 85 feet will comply with the 35,000 sf maximum under subsection (a). The project does not intend to seek the maximum allowable height available on Block 7, in due consideration to the transition to the residential scale neighborhood to the south.

SMC 23.75.130 - Maximum width of regulated facade

Each regulated façade is limited to 240 feet in width, except for structures in Block 6 where an open space with a minimum width of 40 feet, measured parallel to the street, and a minimum depth of 30 feet separates a portion of the façade from the street, dividing the regulated facade into segments with a maximum width of 240 feet each.

This project has been designed to comply with the regulated facade requirement. Where full compliance is not achieved, the project may request specific departures, refer to the departures section.

SMC 23.75.140 - Setback and Projections

- A. General requirements and special setback areas
- C. Build-to-Line
- D. Reduced setback area
- G. Highrise structures. For a highrise structure, one portion of the façade up to a maximum of 40 feet in width may project to the base setback at any or all heights up to the applicable height limit in Exhibit A for 23.75.100.
- See Diagram 2 and 3 for diagrammed applicable setbacks per 23.75.140.A This project does not intend to request setback departure below the highrise structure limit.
- See diagram 2 and 3 for diagrammed applicable build-to-line requirements per 23.75.140.C. Any requested departures to be documented in the Departures section.

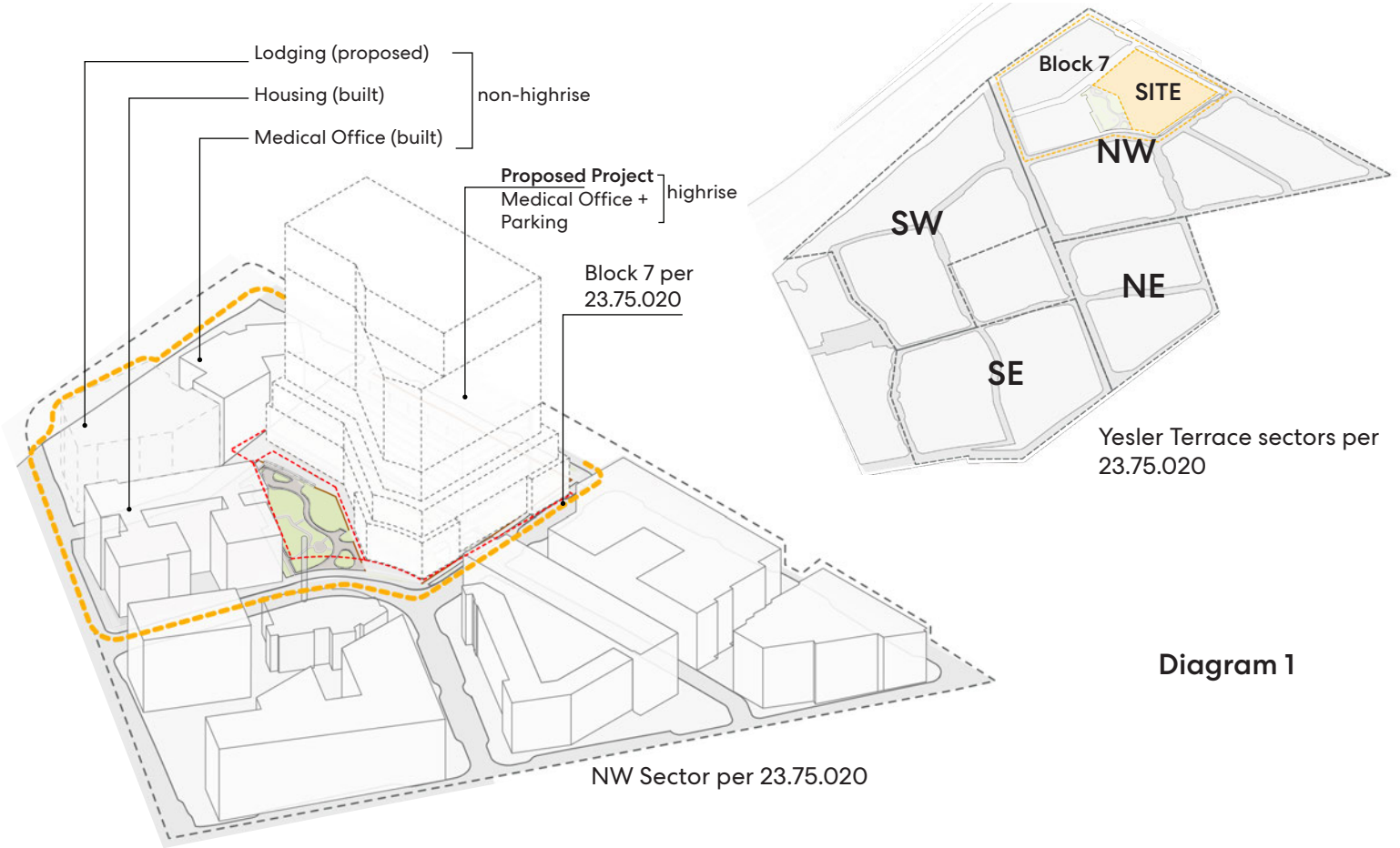
- SMC 23.75.140 - Landscaping, street trees and tree protection.
- A. Landscape requirements
- B. Street tree requirements
- SMC 23.75.180 - Parking
- B. Maximum motor vehicle space limits.
- For the NW Sector, parking shall not exceed 1,350 spaces, plus 0.7 spaces per dwelling unit or live-work unit in the sector, except that up to an additional 450 parking spaces may be permitted as a special exception pursuant to Chapter 23.76.
- This project proposes 640 parking stalls. The proposed addition will not push over the allowed number of parking spaces for the NW sector

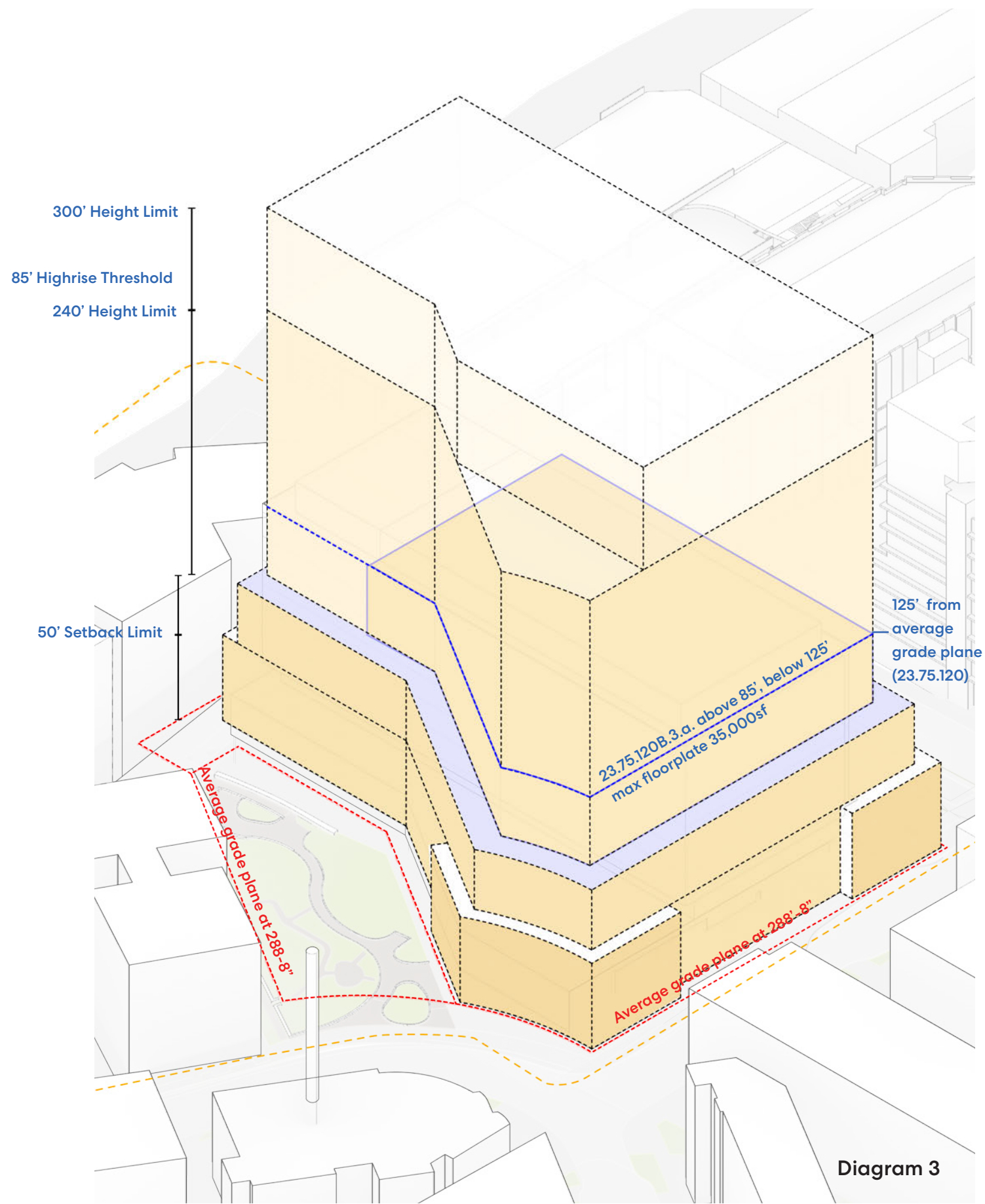
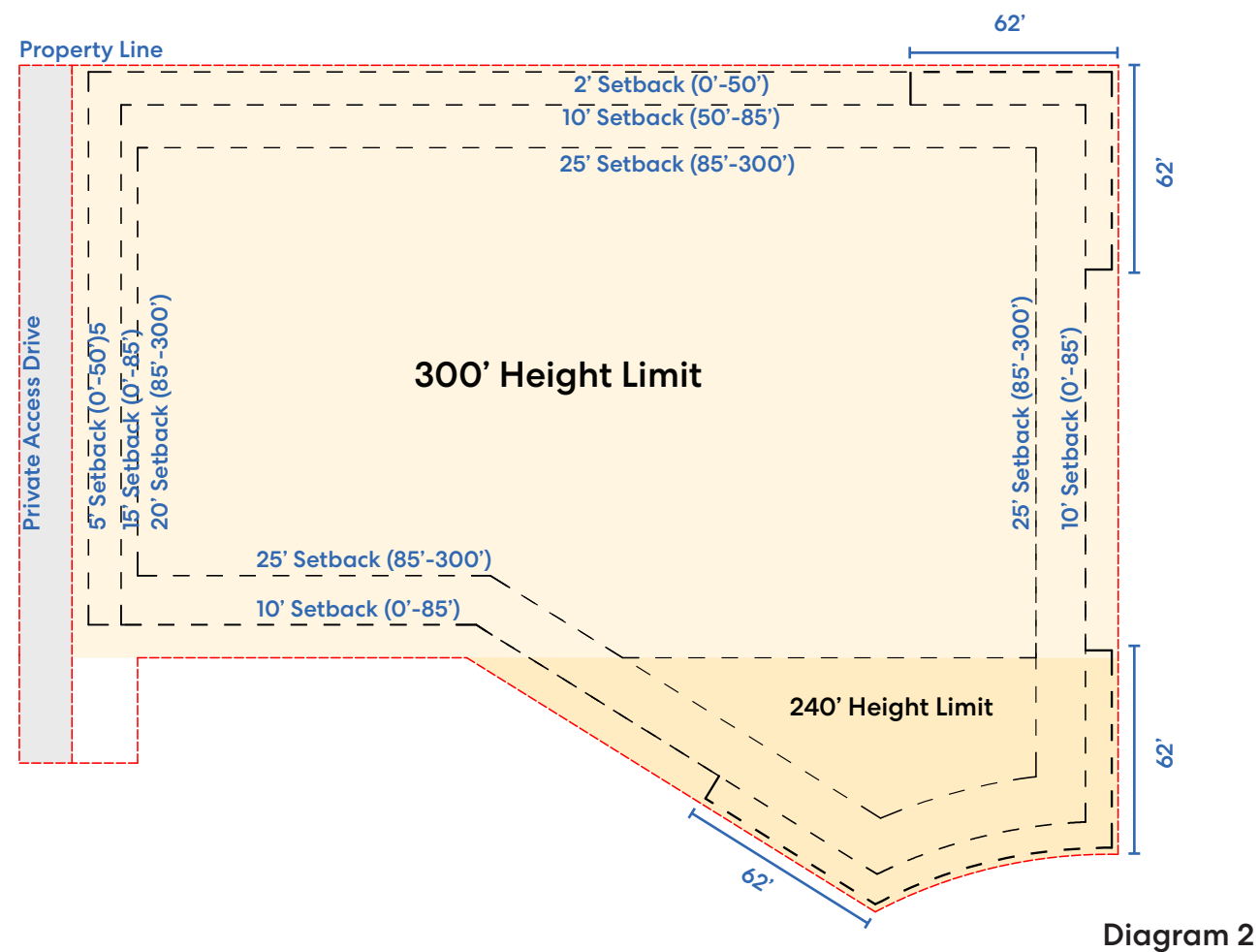
- D. Structured parking classification
- F. Aboveground parking requirements
- 2.Parking within 50 feet of a street, park that is open to the public, access drive, or pedestrian pathway may not exceed three levels of aboveground parking.

3.Aboveground parking and loading areas shall be separated from each regulated facade by a normally occupied use along at least 80 percent of the width of the regulated facade, except where parking access and/or loading access occurs. The remaining part of the facade shall include architectural detailing, artwork, vegetated walls, or other landscape features, with an opaque screen at least 3.5 feet high on each story.

This project will not exceed three levels of aboveground parking. The project may request departures regarding the normally occupied use required along 80% of the regulated facade. Refer to the Departures section.

- G. Partially underground parking requirements
- H. Underground parking requirements
This project does not seek to extend the parking below the private access drive or pedestrian pathways or parks.
- I. Parking and loading access
No vehicles access is intended within 40 ft of the curb line of an intersection.
The project intends to provide a walking surface of at least 6 ft along the access drive.
The project intends to meed curb cut standards per 23.54.031





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Design Guidelines and Other Standards

City of Seattle Design Guidelines

CS1. Natural Systems and Site Features

- 1. Energy Use
- 2. Sunlight and Natural Ventilation
- 3. Topography
- 4. Plants and Habitat
- 5. Water

CS2. Urban Pattern and Form

- 1. Location in the City and Neighborhood (Gateways, Wayfinding)
- 2. Adjacent Site, Streets and Open Spaces
- 3. Relationship to the Block
- 4. Height, Bulk and Scale

CS3. Architectural Context and Character

- 1. Emphasizing Positive Neighborhood Attributes
- 2. Local History and Culture

PL1. Connectivity

- 1. Network of Open Spaces
- 2. Walkways and Connections
- 3. Outdoor Uses and Activities

PL2. Walkability

- 1. Accessibility
- 2. Safety and Security
- 3. Weather Protection
- 4. Wayfinding

PL3. Street-Level Interaction

- 1. Entries
- 2. Retail Edges
- 3. Residential Edges

PL4. Active Transportation

- 1. Entry Locations and Relationships
- 2. Planning for Cyclists
- 3. Planning for Transit

DC1. 1 Project Uses and Activities

- 1. Arrangement of Interior Uses
- 2. Vehicular Access and Circulation
- 3. Parking and Services Uses

DC2. Architectural Concept

- 1. Massing
- 2. Architectural and Facade Composition
- 3. Secondary Architectural Features
- 4. Scale and Textures
- 5. Form and Function

DC3. Open Space Concept

- 1. Building-Open Space Relationship
- 2. Open Spaces Uses and Activities
- 3. Design

DC4. Exterior Elements and Finishes

- 1. Exterior Elements and Finishes
- 2. Signage
- 3. Lighting
- 4. Trees, Landscape and Hardscape Materials

Yesler Terrace Design Guidelines

CS1. Natural Systems and Site Features

- 1. Topography
- 2. Plants and Habitats
- 3. Water

CS2. Urban Pattern and Form

- 1. Location in the City and Neighborhood (Gateways, Wayfinding)
- 2. City-wide visual impacts
- 3. Street Character and Abutting Uses

CS3. Architectural Context and Character

- 1. Emphasizing Urban Residential
- 2. Neighborhood Context
- 3. Historic and Cultural Context

PL1. Connectivity

- 1. Network of Open Spaces
- 2. Neighborhood Park at the Neighborhood Heart
- 3. Pocket Parks
- 4. Pedestrian Pathways and Access Drives
- 5. Outdoor Uses and Activities
- 6. Street Furniture, Art and Fun

PL2. Walkability

- 1. Accessibility
- 2. Safety and Security
- 3. Lighting for Safety and Vibrancy

PL3. Street-Level Interaction

- 1. Frontages (Residential and Non-residential)

PL4. Active Transportation

- 1. Entry Locations and Relationships
- 2. Planning for Cyclists
- 3. Planning for Transit

DC1. 1 Project Uses and Activities

- 1. Arrangement of Land Uses
- 2. Vehicular Access and Circulation
- 3. Parking and Loading Uses

DC2. Architectural Concept

- 1. Massing Siting, Size and Configuration
- 2. Scales of Architectural Composition (Human, Neighborhood, City)

DC3. Open Space Concept

- 1. Building-Open Space Relationship

DC4. Exterior Elements and Finishes

- 1. Building Materials (Exterior and Street level)
- 2. Signage
- 3. Landscape and Hardscape Materials

Priority Design Guidelines for this project:

→ **“Mediating the Hill”:** The project’s grounded base and rising tower should respond directly to the site’s steep topography.

→ **“An Urban Gateway”:** The site’s position between Yesler Terrace and Harborview establishes it as a civic gateway marking movement and access between both contexts. This urban gateway should anchor the project.

→ **“Reading the Neighborhood”:** Acknowledgment of the neighborhood’s established network of open spaces, pocket parks, and pedestrian pathways, continuing the existing language of outdoor use and street-level art and furniture.

→ **“Reading the Neighborhood”:** The project should respond to the site’s steep topography and pedestrian pathway network, prioritizing accessibility and safe, engaging pedestrian movement across the grade change.

→ The project planning and design should create intentional at grade improvements to the public realm through generous setbacks, lower than allowed scale of massing, and programming of the ground plane that prioritizes pedestrian experience while subordinating parking and service access to the safest locations for the community.

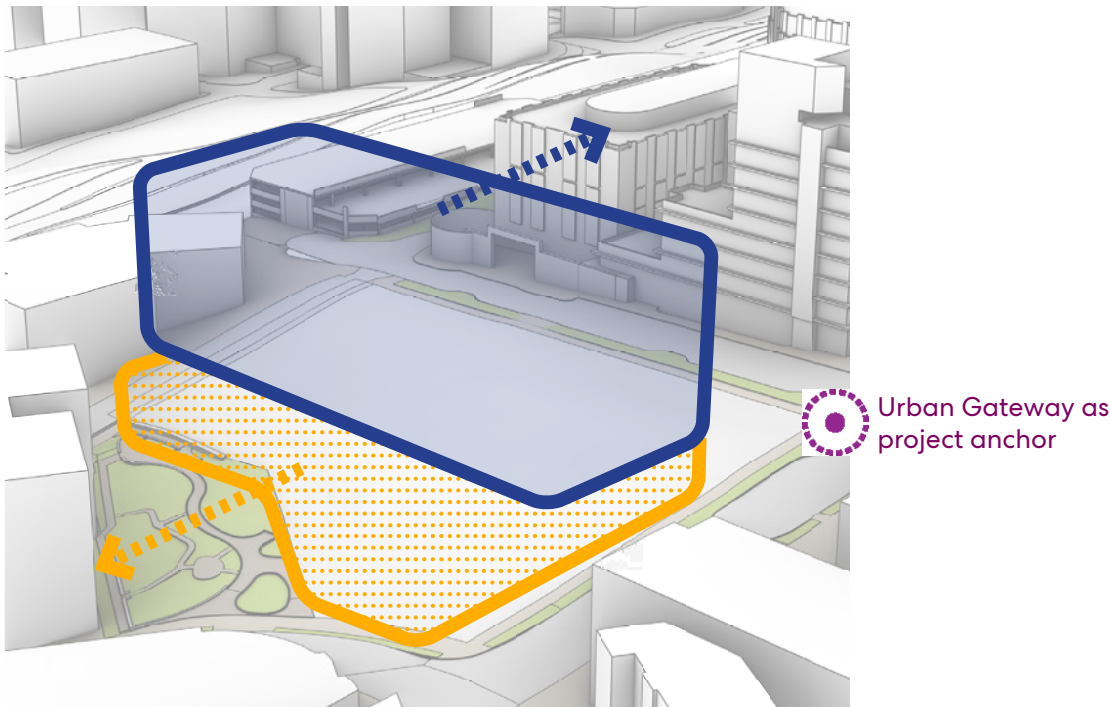
An Urban Gateway
(CS2)



Given the site’s location at the intersection of Harborview campus and Yesler Terrace neighborhood, this project draws its identity from both.

Yesler Terrace Design Guidelines identify 9th and Alder as an Urban Gateway. This project has the opportunity to function as a civic gateway, where movement, visibility, and integration between both contexts are achieved.

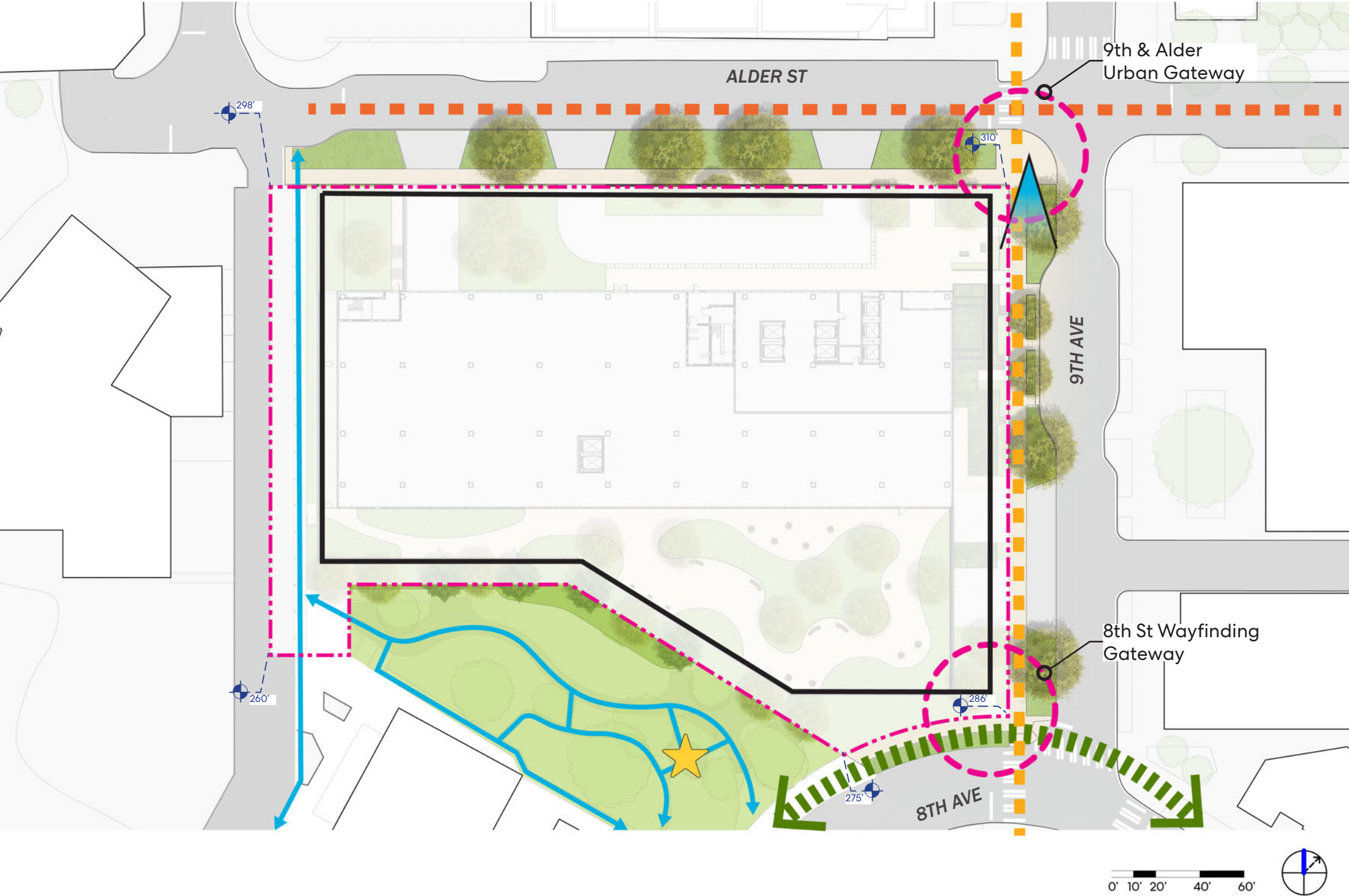
Mediating the Hillside
(CS1)



The site supports a natural split between a grounded base and an upper volume, allowing the architecture to operate across two distinct but connected urban systems, and mediating between residential and institutional scales.

We are envisioning a lower scale podium to be a “terrace on a hill” fronting the pocket park, and responding directly to the steep topography of Yesler Terrace. Above the podium, the project is proposing a clinic building mass meant to create a distinct edge to the medical campus.

Reading the Neighborhood
(PL1, PL2)

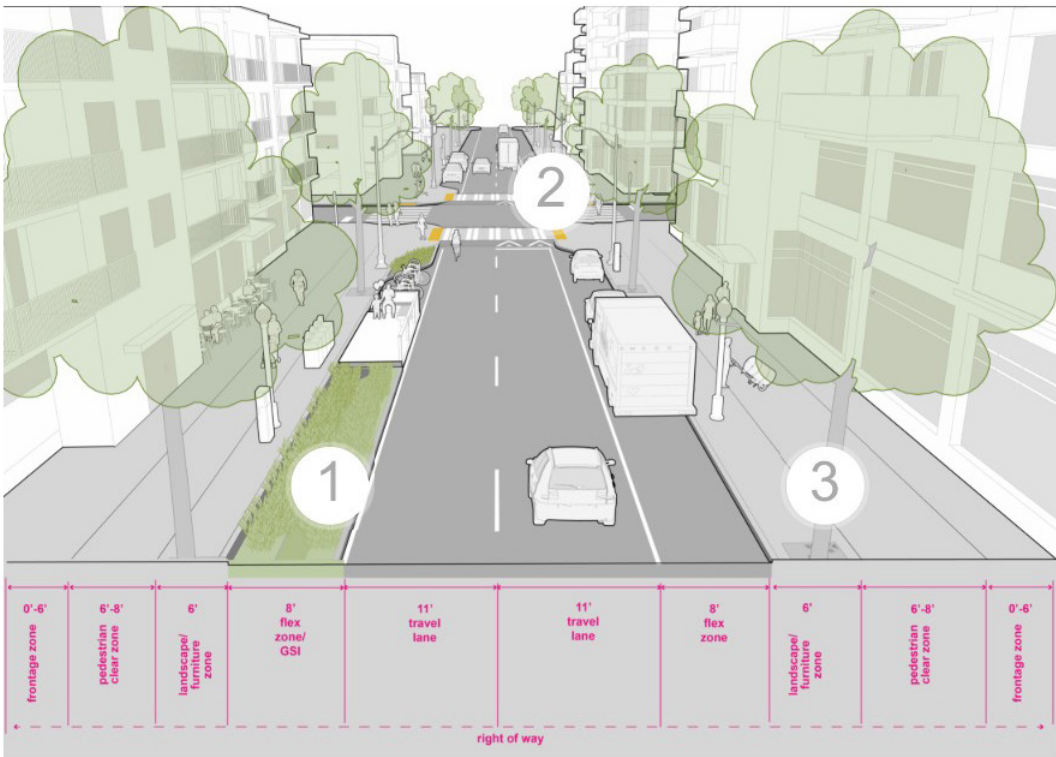


Legend

- The Hill Climb - A pedestrian route with pause points and views.
- The Green Loop with pause points & exercise stations.
- Urban Neighborhood Village Street.
- Yesler Terrace Pocket Park.
- Pedestrian Access Route.
- Local Artist's work supported through the Yesler Terrace Art Master Plan

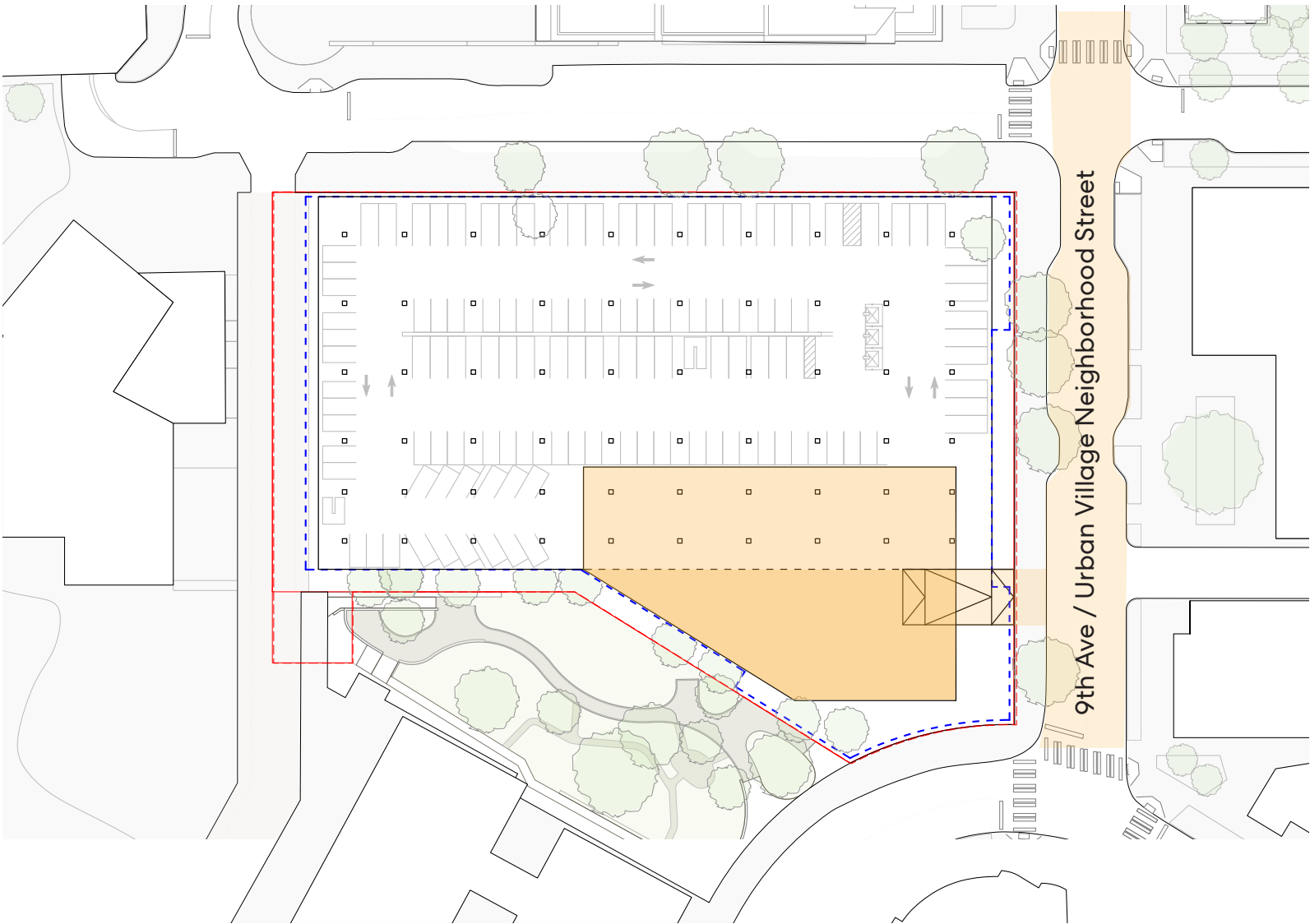
The site presents an opportunity to create a landscape that is connected to its surrounding neighborhood context. By responding to existing neighborhood conditions, the design can strengthen pedestrian connections, improve accessibility, and create a cohesive public landscape that supports movement, gathering, and ecological function.

9th Ave - Urban Village Neighborhood Street



9th Ave is designated as an Urban Village Neighborhood Street, which may accommodate high turnover parking, loading, as well as other curb-side uses. Freight is listed under Urban Village Neighborhood Street as typical use.

On the other hand, Urban Village Neighborhood Access streets such as Alder is not typically part of the Freight network.



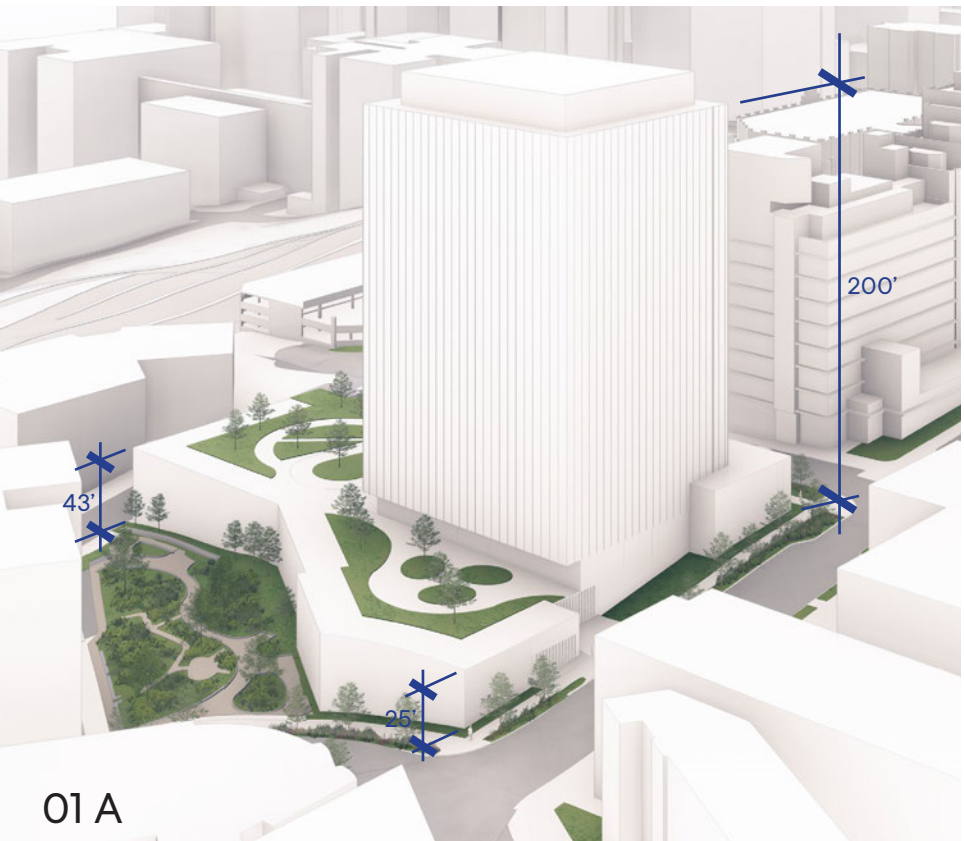
Per SDOT street classifications, 9th Ave is designated as part of the freight network whereas Alder St is not. Due to the city designation as well as the existing vehicular congestion on Alder St, the team thinks the best location for the loading dock is off of 9th Ave.

This works well given the irregular geometry of the site, which allows loading to take the SE trapezoidal area of the site, outside of the most efficient parking footprint in the more regular and rectangular area of the site, per the diagram above.

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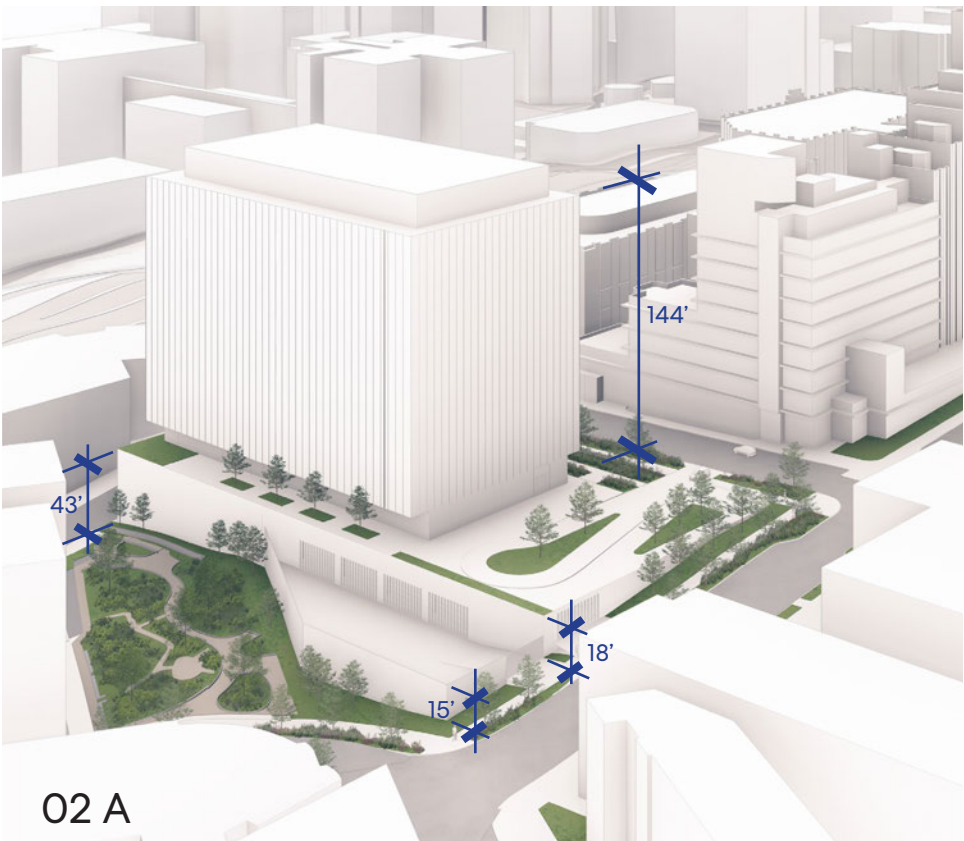
Massing Options

01 | Tower on the Hill (No Departures)



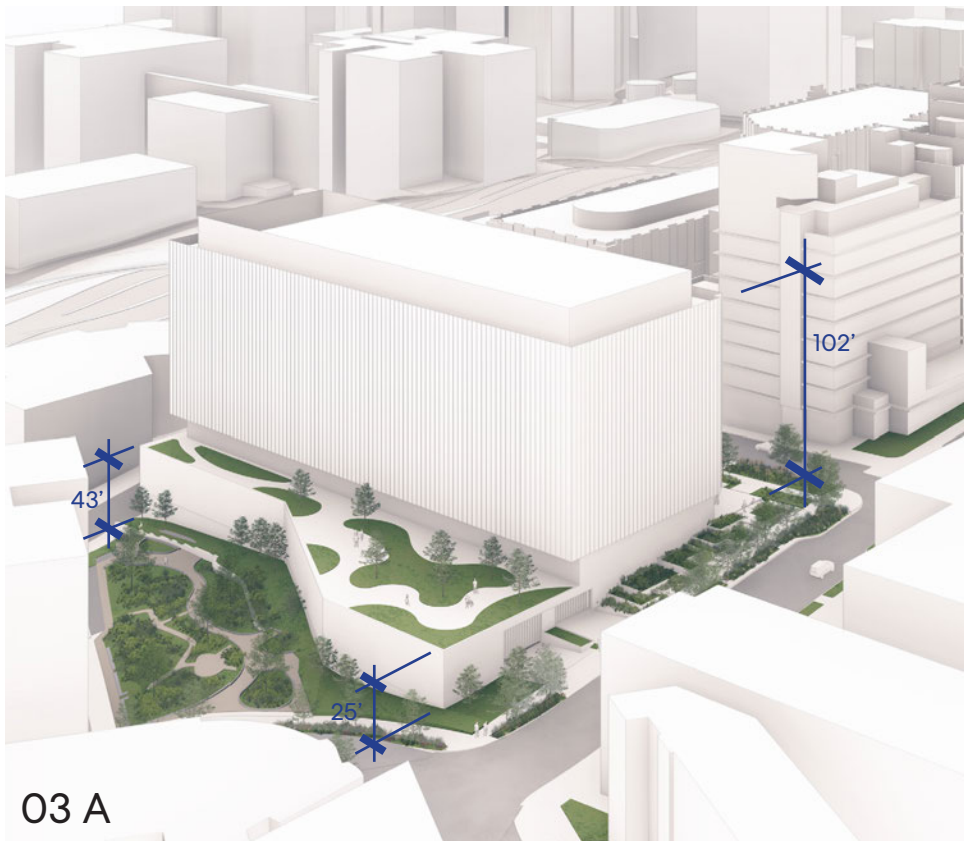
- Drop-off on the West, tower on the East
- 14 stories tower excluding penthouse with medical uses, 200' tall
- Urban edge on 9th Ave
- Podium, parking, loading and medical Habitable Use Space, 25'-43' tall

02 | Campus Anchor



- Drop-off on the East, clinic on the West
- 10 stories mid-rise building excluding penthouse with medical uses, 144' tall
- Tower setback from 9th Ave
- Podium with parking and loading, 18'-43' tall
- Exterior screened truck turning area, ~15' tall

03 | Gateway Edge

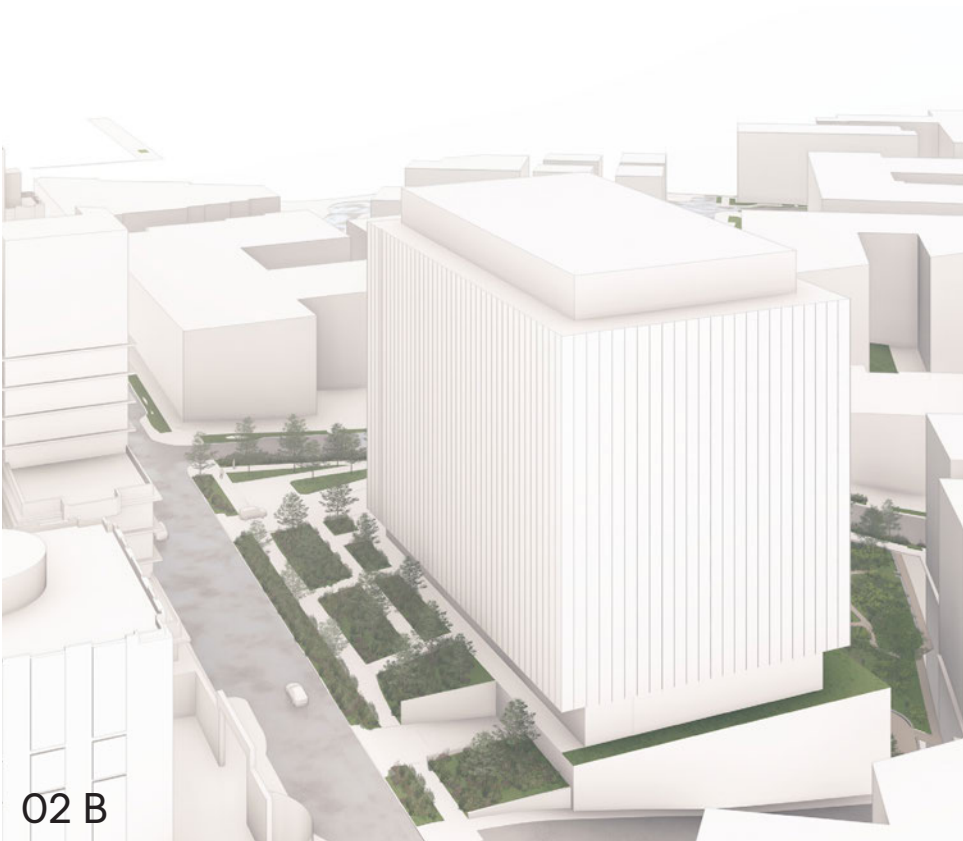


- Drop-off on the North
- 7 stories clinic building excluding penthouse with medical uses, 102' tall
- Tower setback from Alder for drop-off
- Urban edge along 9th Ave
- Podium with parking and fully enclosed loading, 25'-43' tall

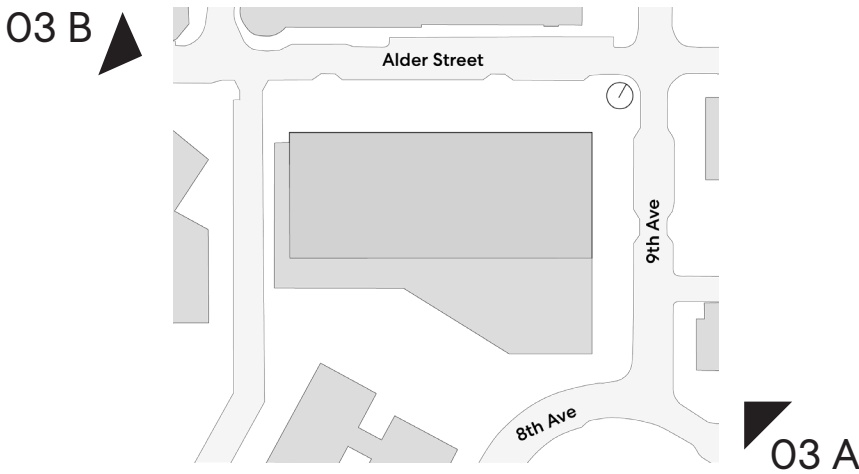
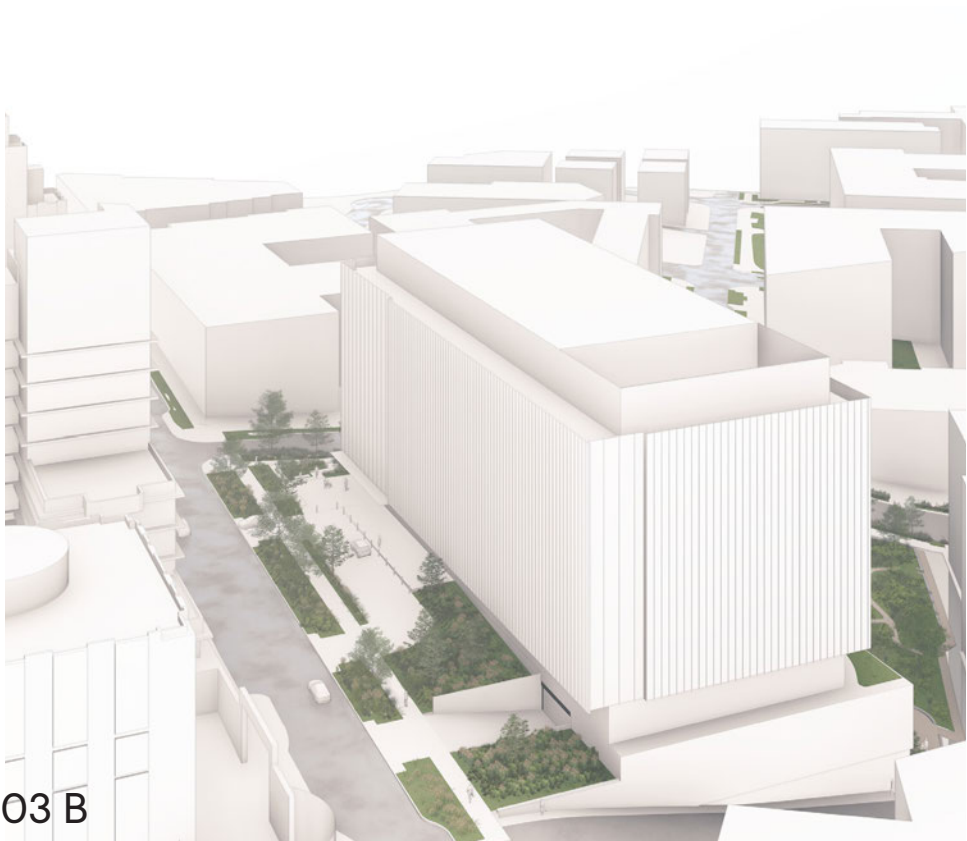
01 | Tower on the Hill

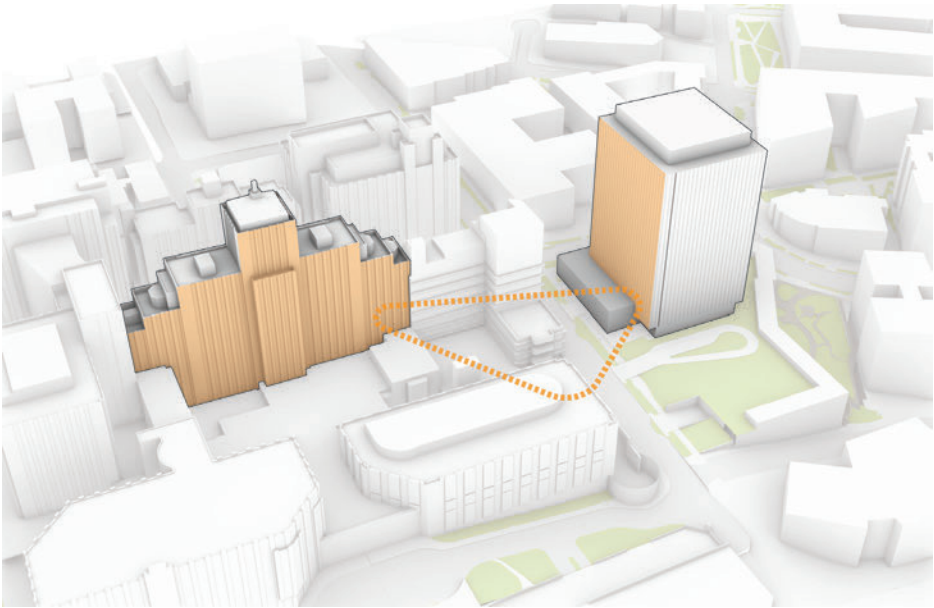
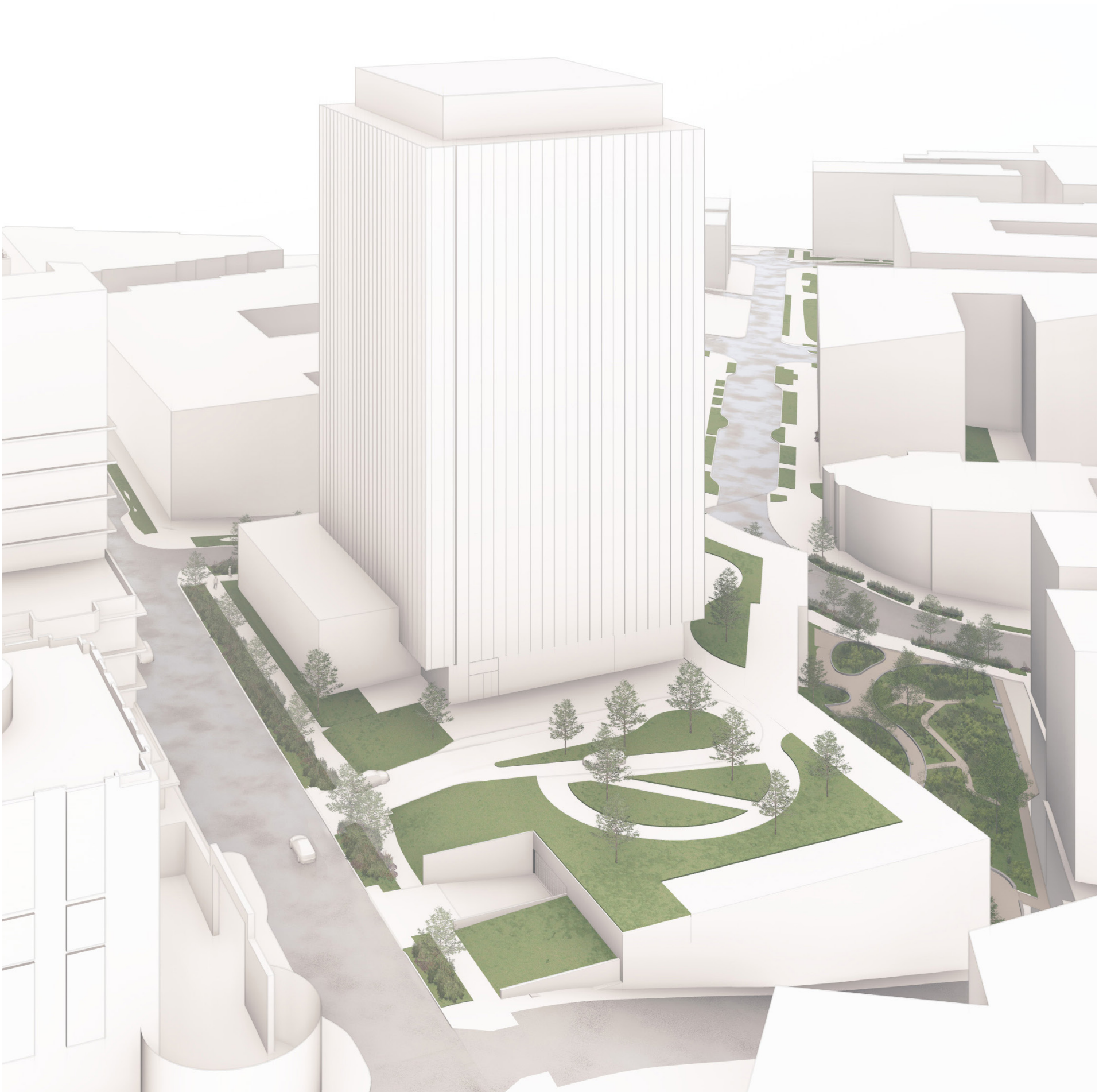


02 | Campus Anchor



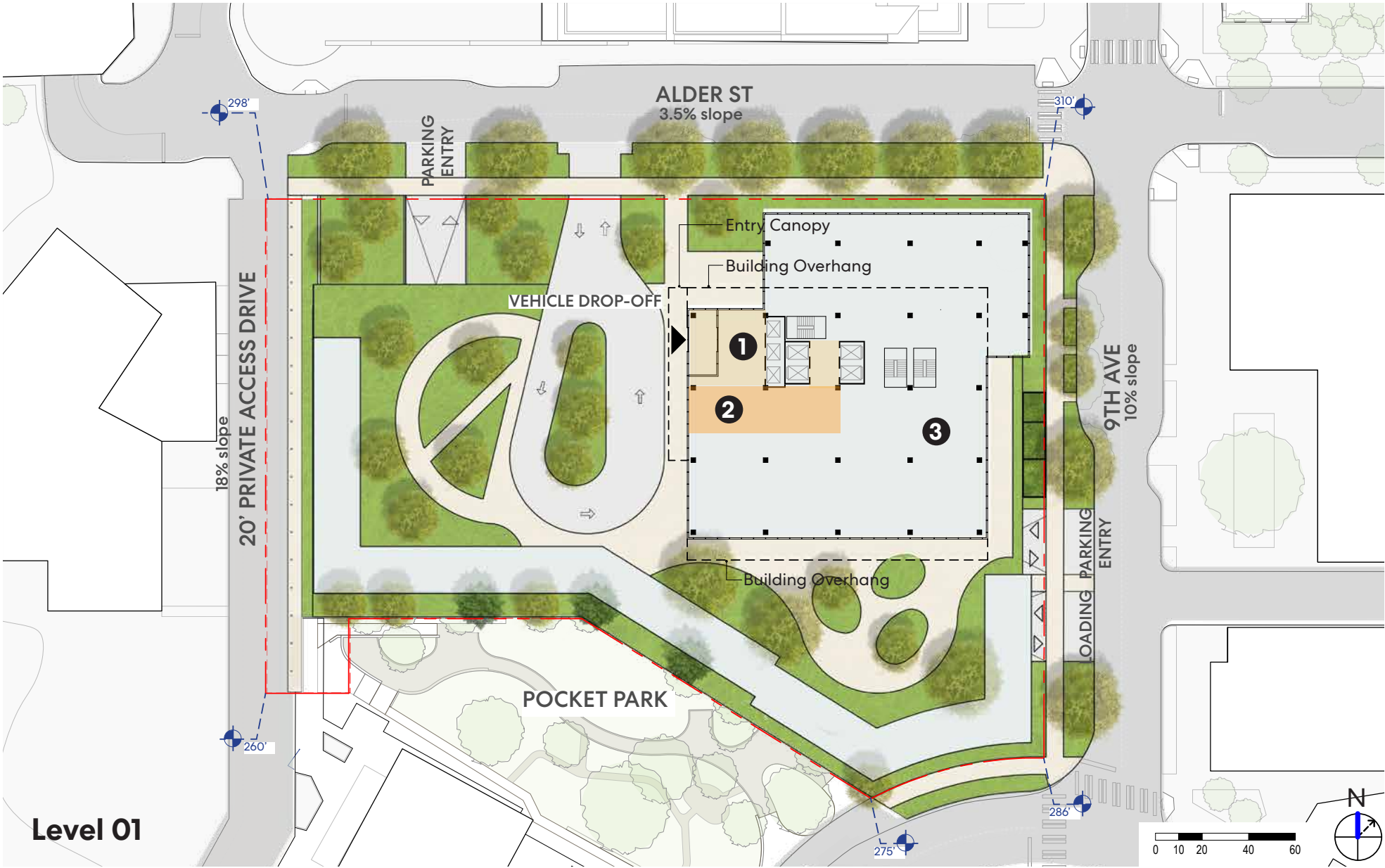
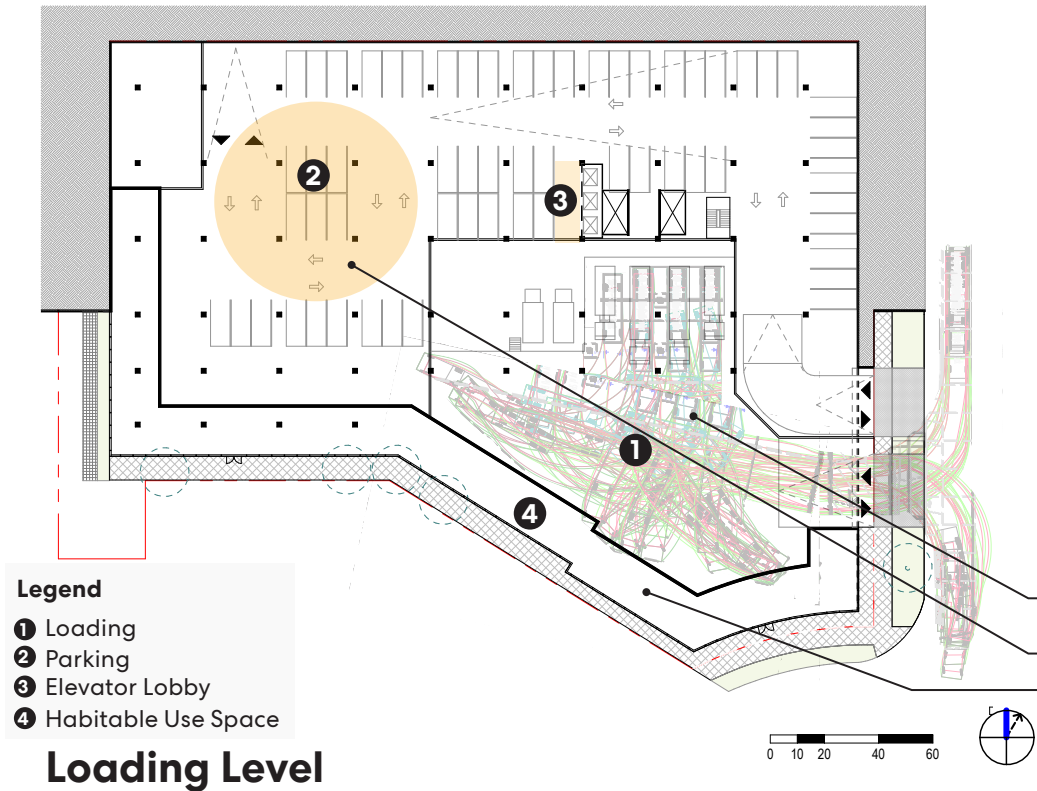
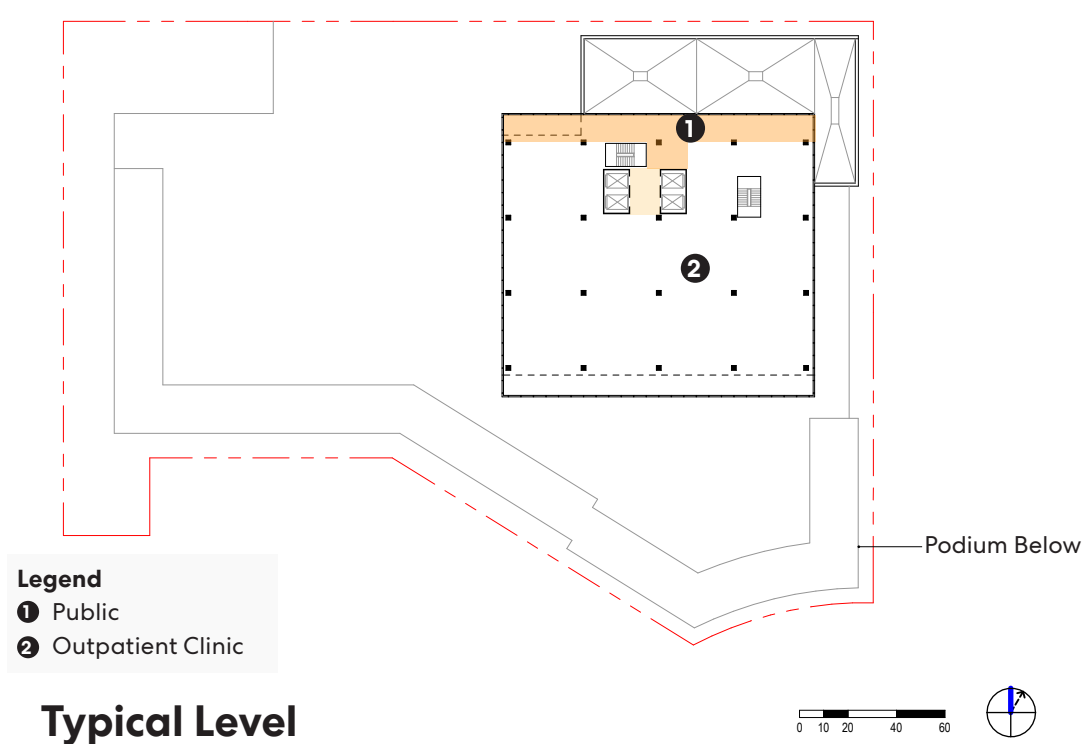
03 | Gateway Edge





Urban Diagram

The public area is oriented towards the Harbor View Campus which the project belongs to.



Legend

- 1 Security
- 2 Lobby
- 3 Outpatient Clinic

Truck maneuvering not feasible with the Habitable Use Space given the site dimensions and geometry and the need to service the building from 9th Ave

Parking circulation doesn't function with the remaining space available after Habitable Use Space and Loading

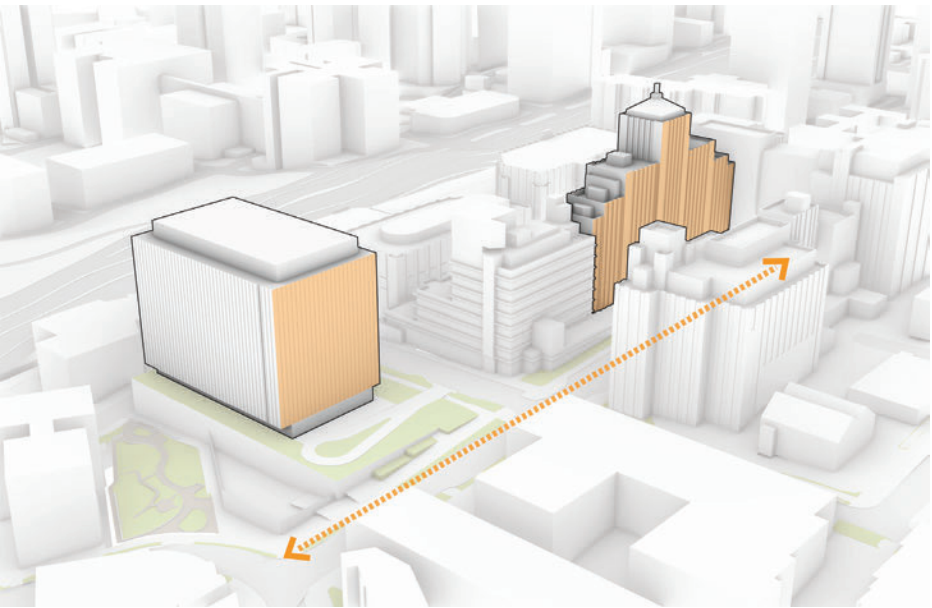
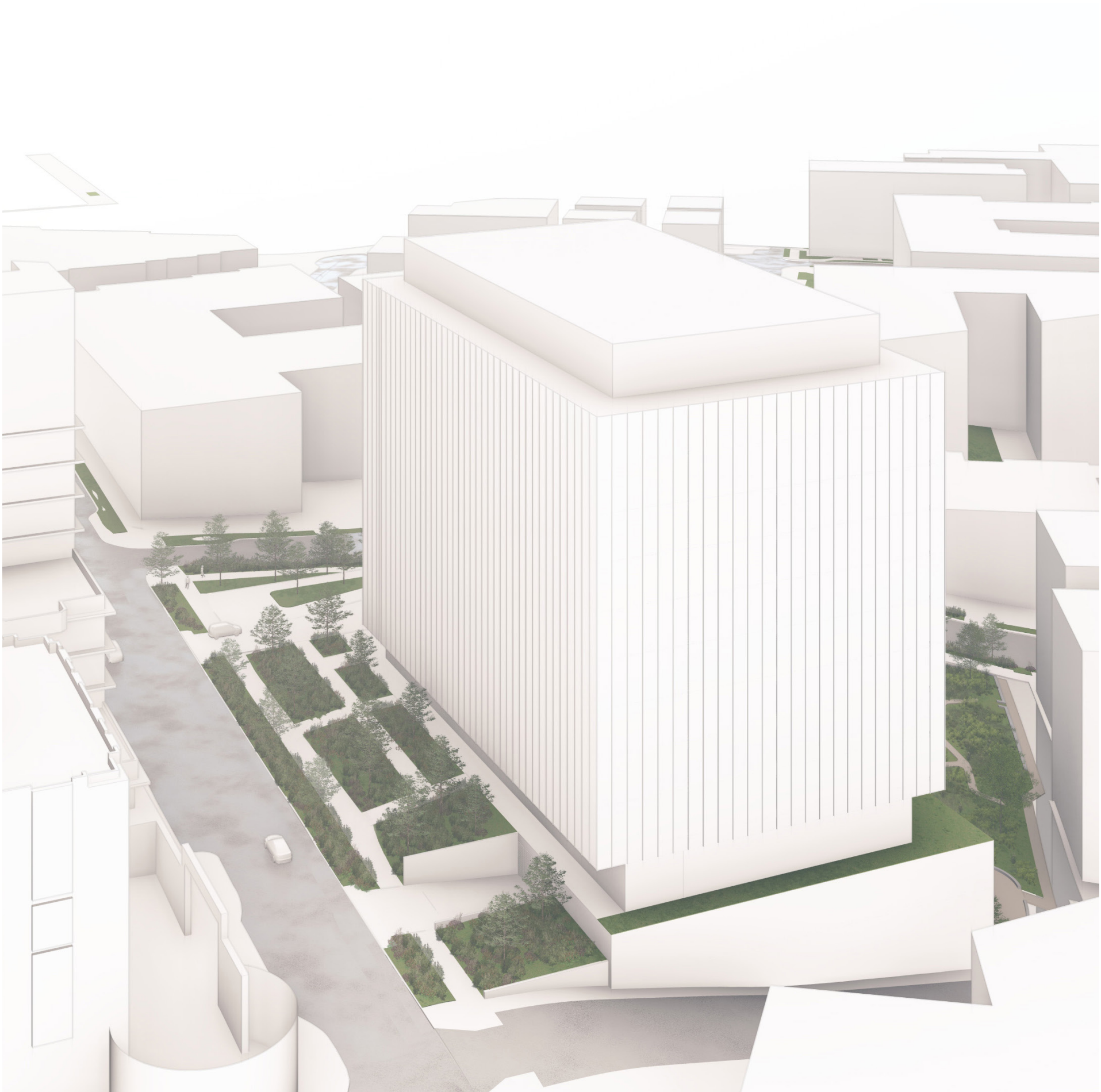
No means of access the Habitable Use Space from the Clinic





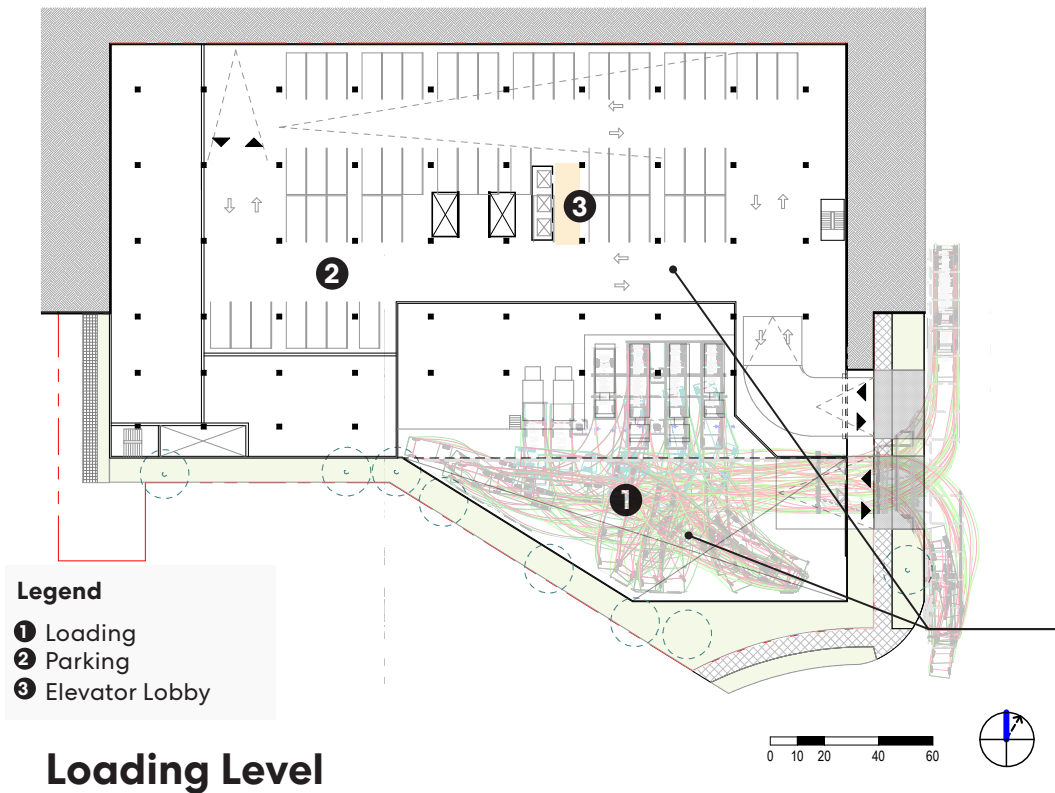
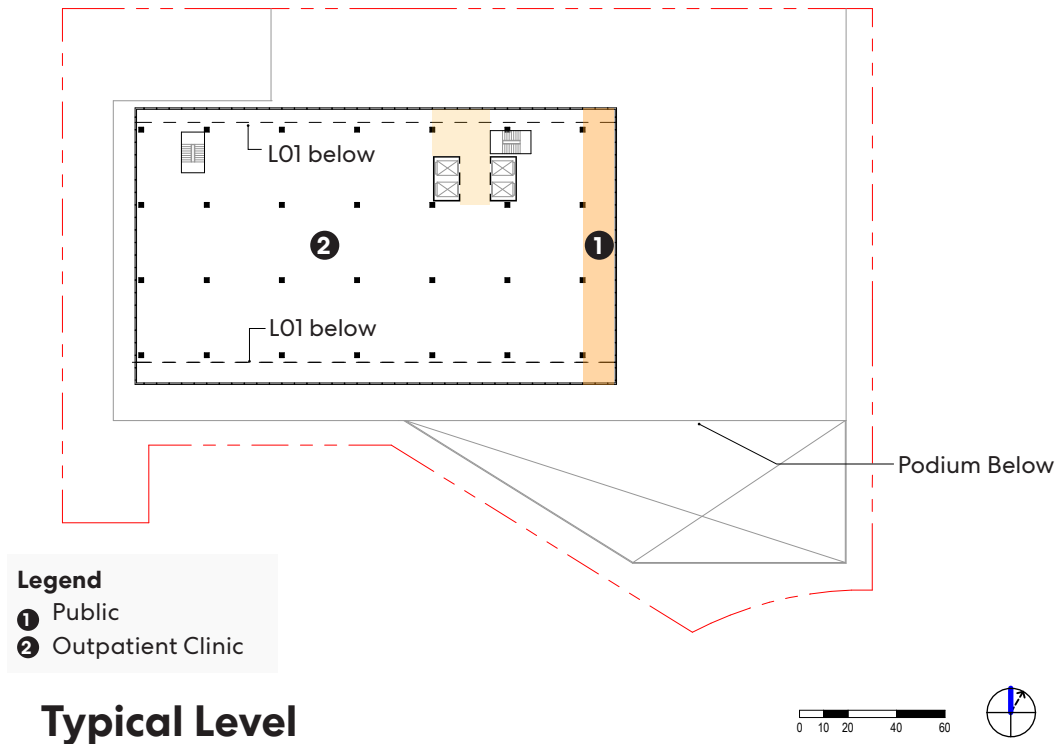
View from the NE Corner

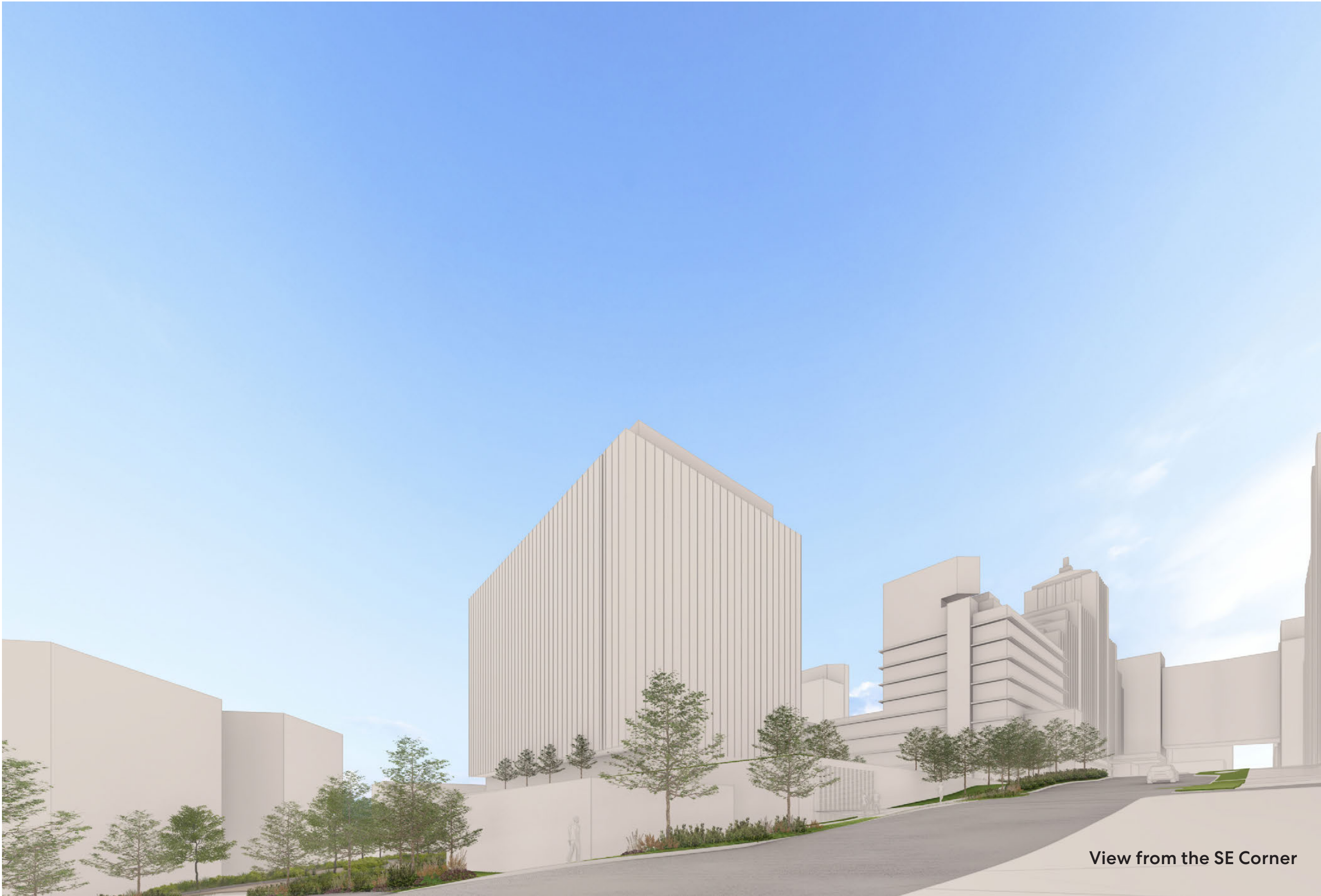




Urban Diagram

The public area is oriented along the East to reinforce the 9th Ave urban edge.

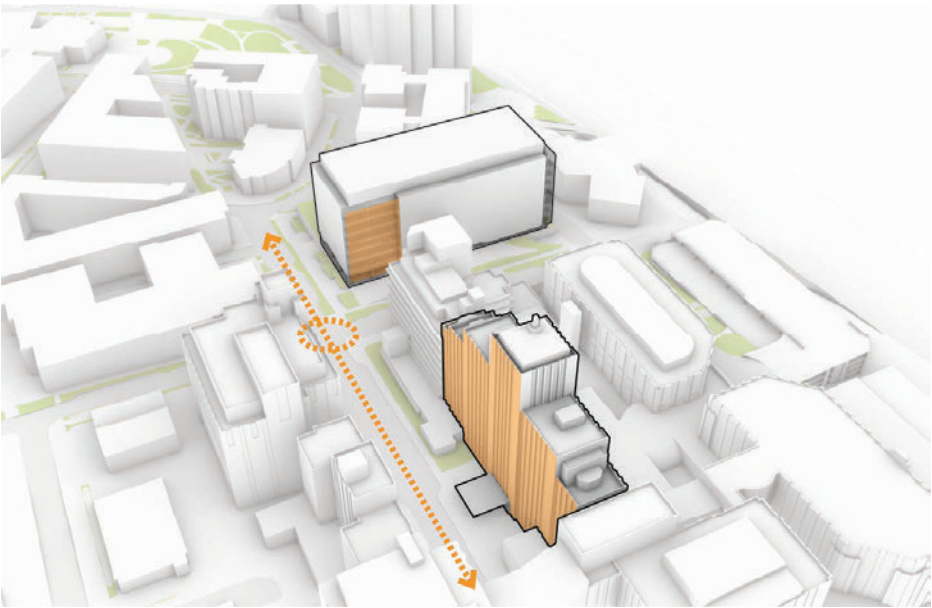






View from the NE Corner

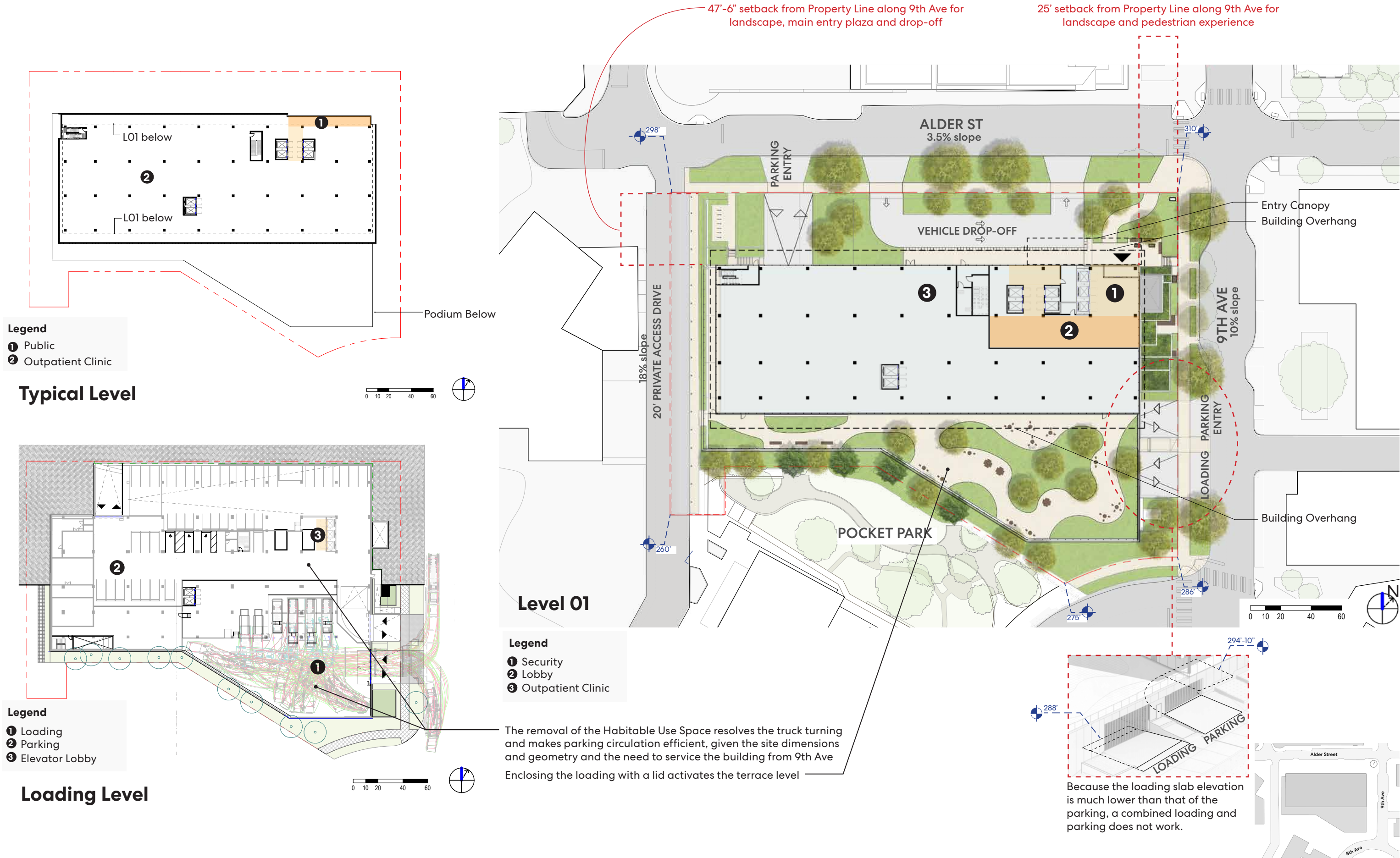


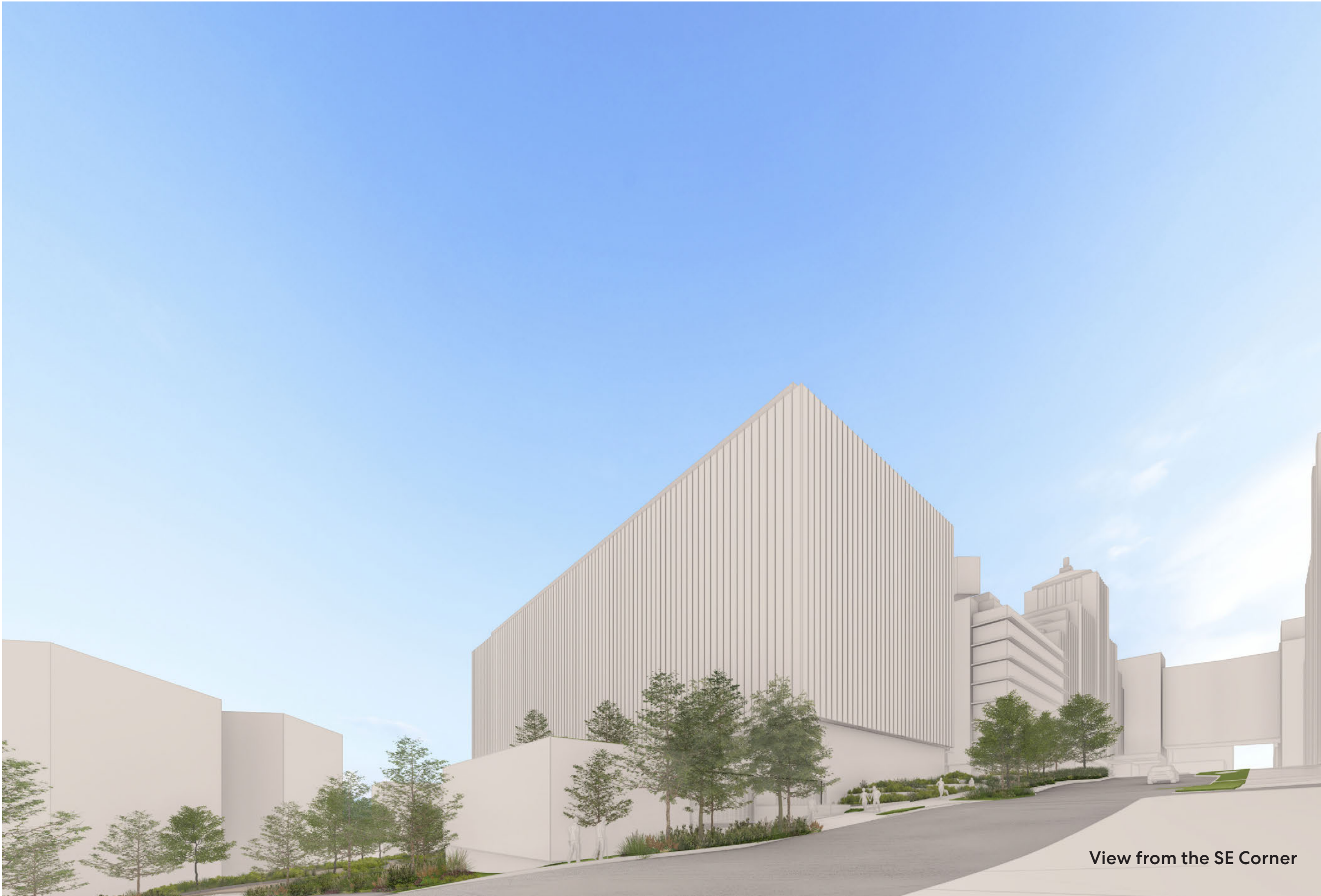


Urban Diagram

The public area is oriented at the NE Corner in relation with the Urban Gateway at the intersection of 9th and Alder.

6. Massing Options / Option 3 (Preferred) - Gateway Edge - Plans



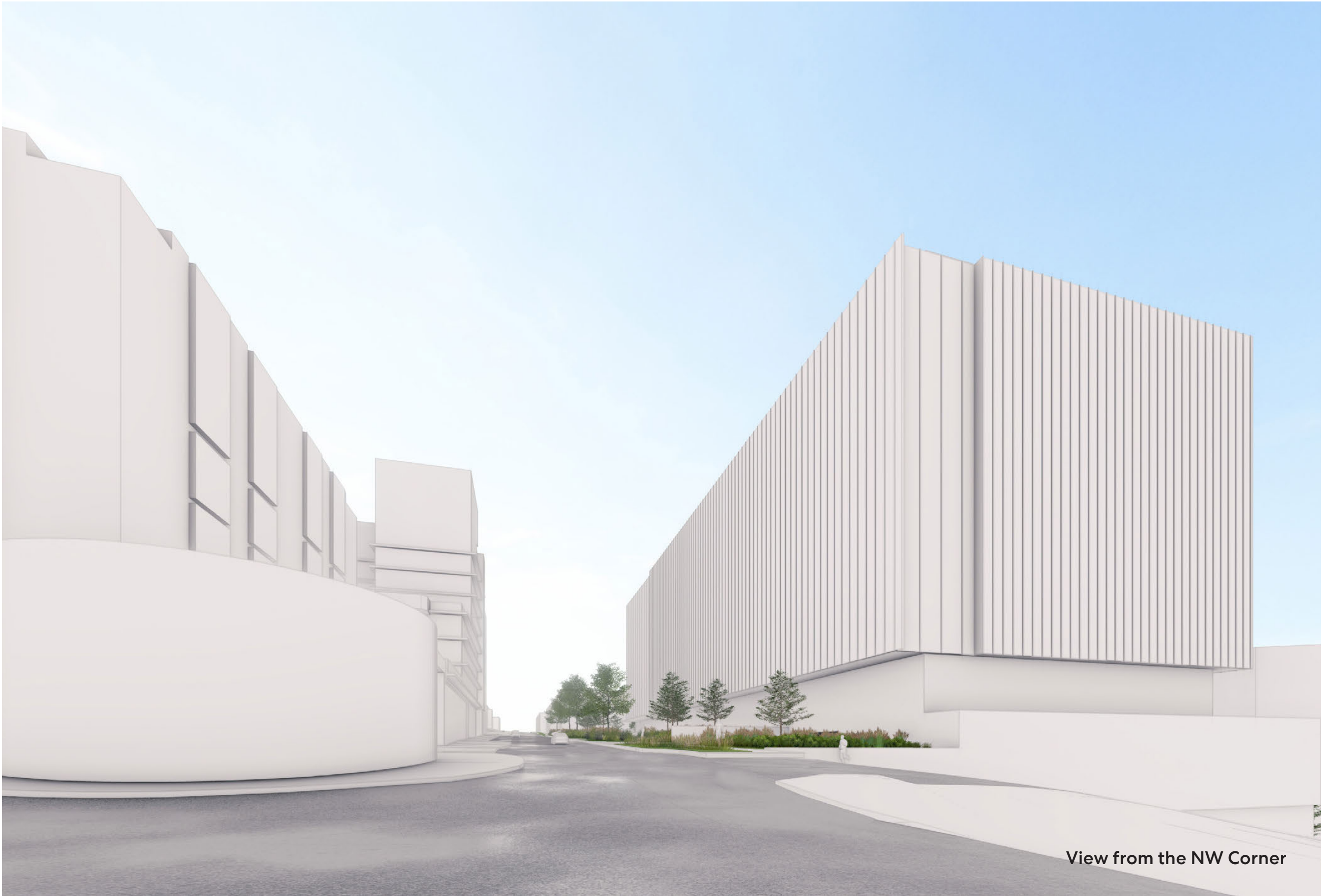




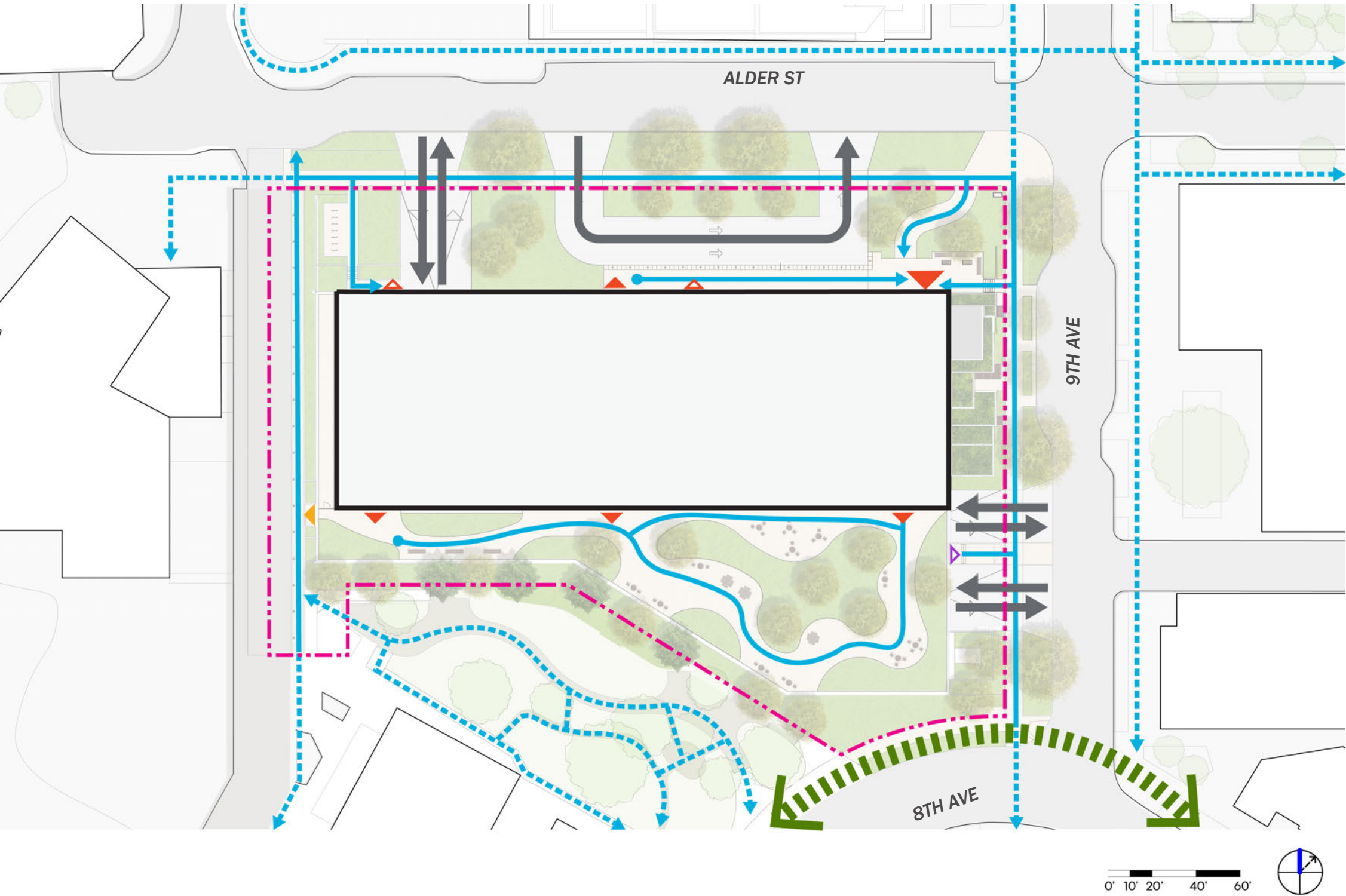


View from the SW Corner





Circulation



- Legend**
- Existing pedestrian circulation
 - Proposed pedestrian circulation
 - Vehicle circulation/loading
 - Greenloop
 - Building entry/exit
 - Parking entry
 - Egress only
 - Loading man door

The preferred massing option creates a well-scaled network of the public realm that responds to the surrounding neighborhood and provides maximum landscape relief along the site edges.

Generous setbacks, strong pedestrian connections, public gathering spaces, and integrated storm water landscapes create a connected network of open space.

Street trees, natural materials, seating, art opportunities, and carefully considered sight lines strengthen the pedestrian experience and contribute to a restorative, safe, and welcoming public realm.

Program and Planting



Landscape setback



Entry drop off



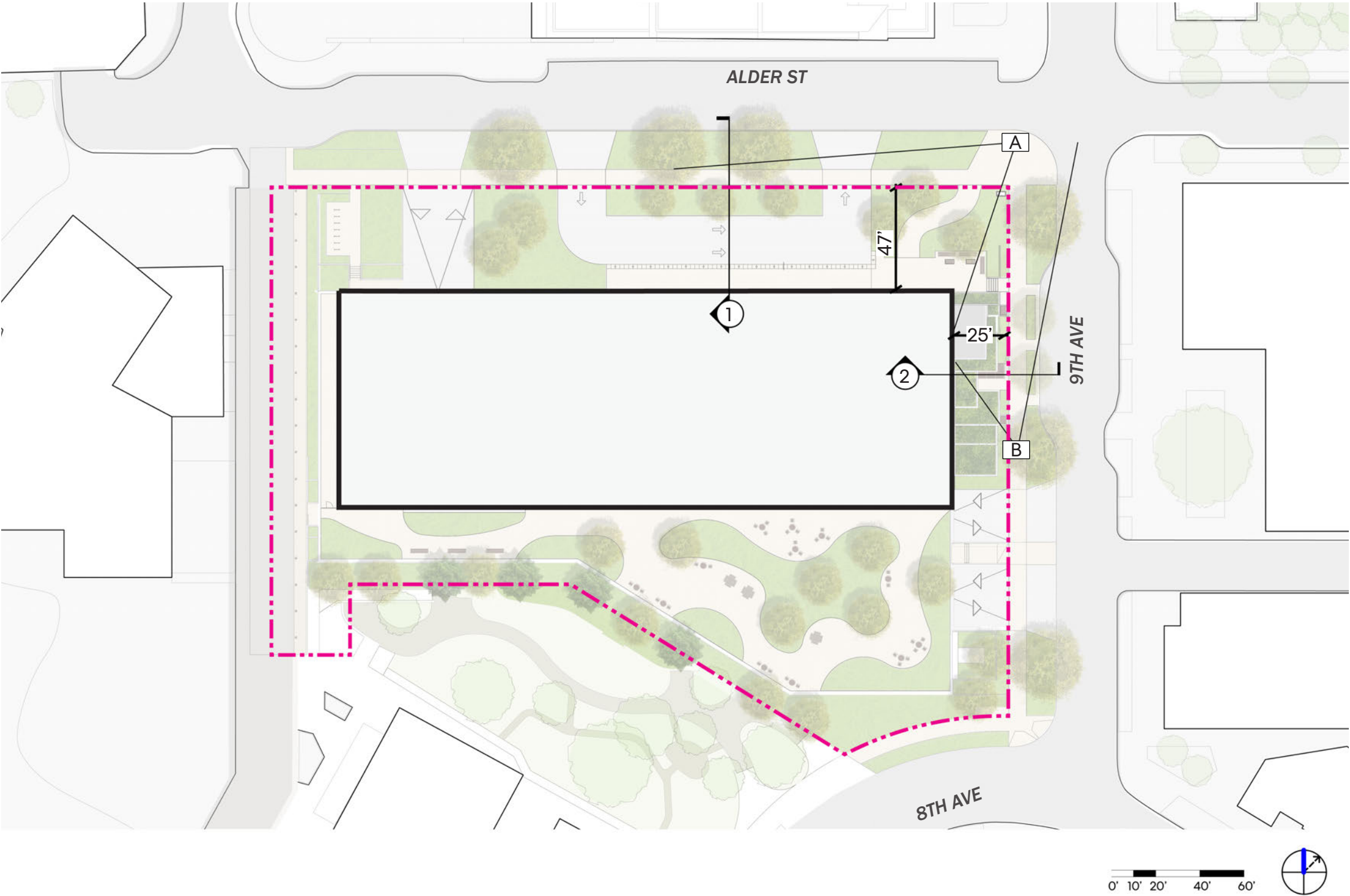
Bioretention

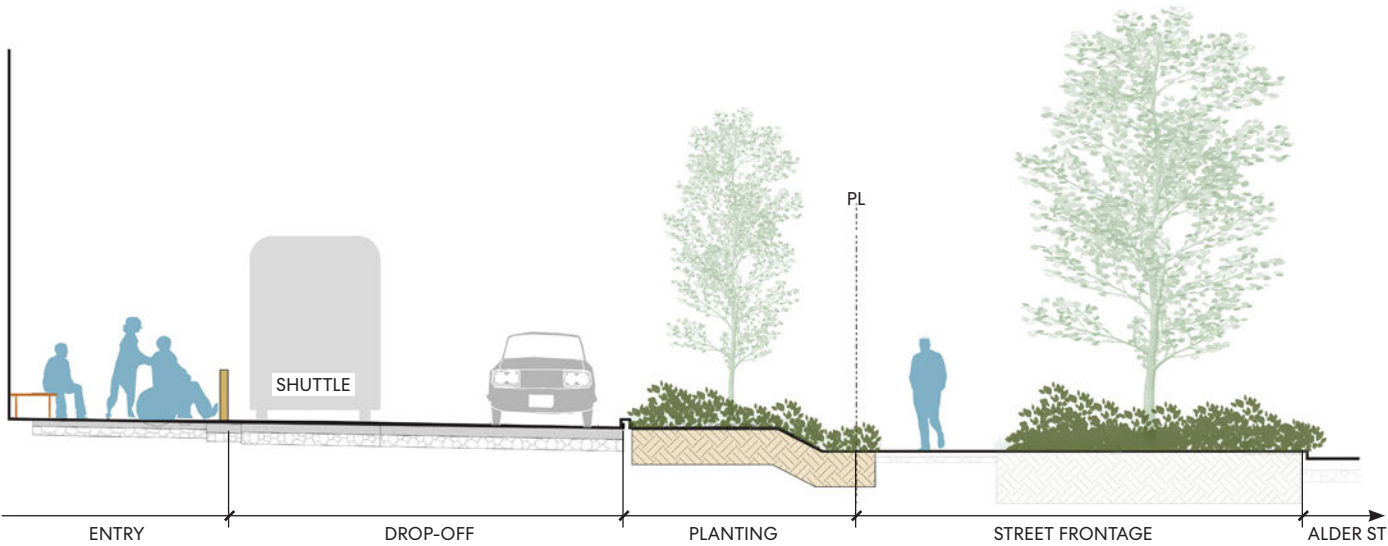


Podium Plaza



Setbacks

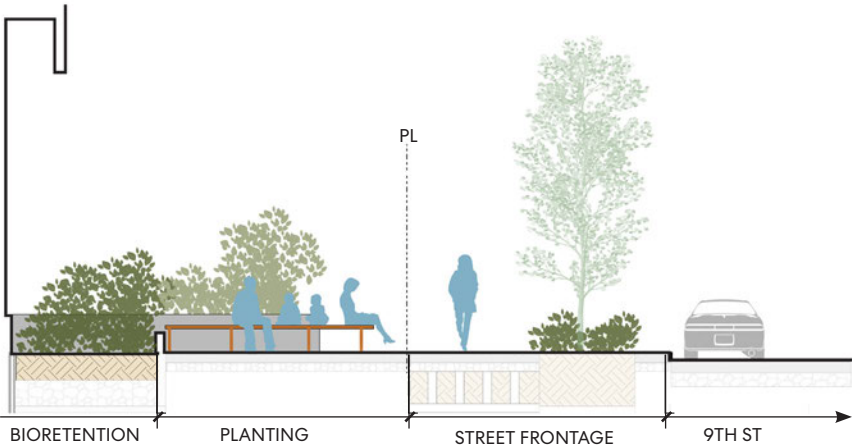




① Alder Street Drop-Off/Load Zone



Vignette - A

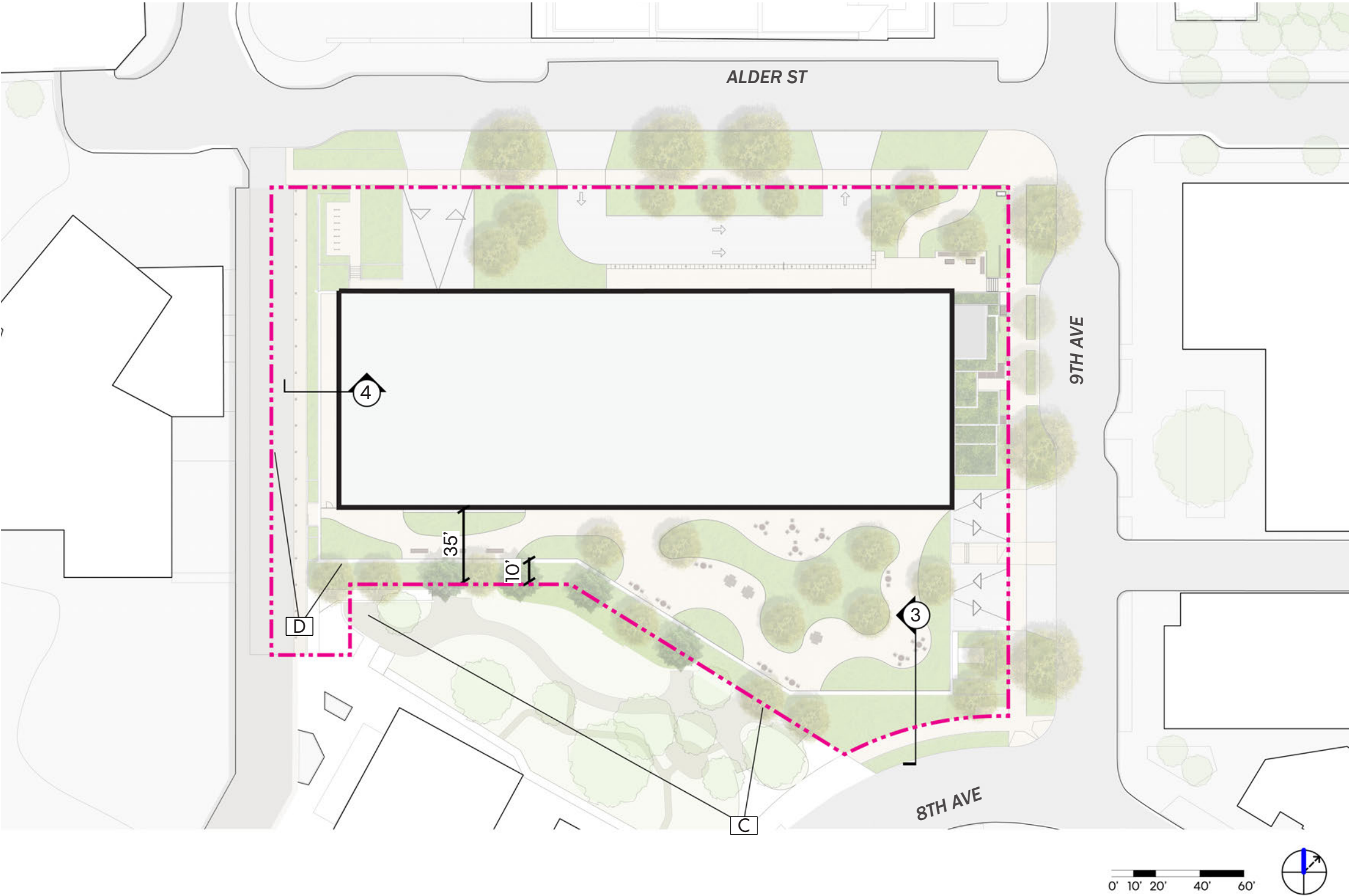


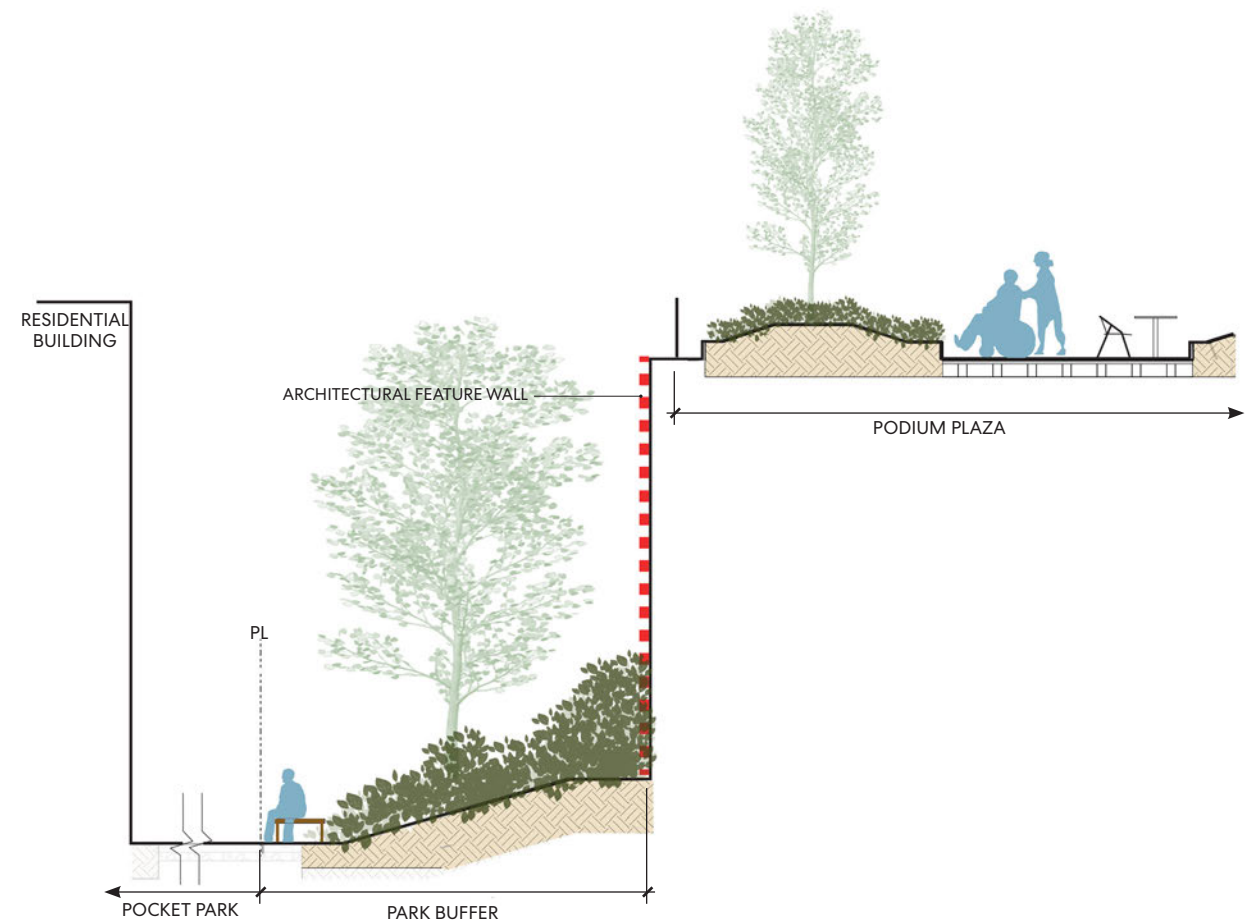
② 9th Ave Setback & Street Frontage



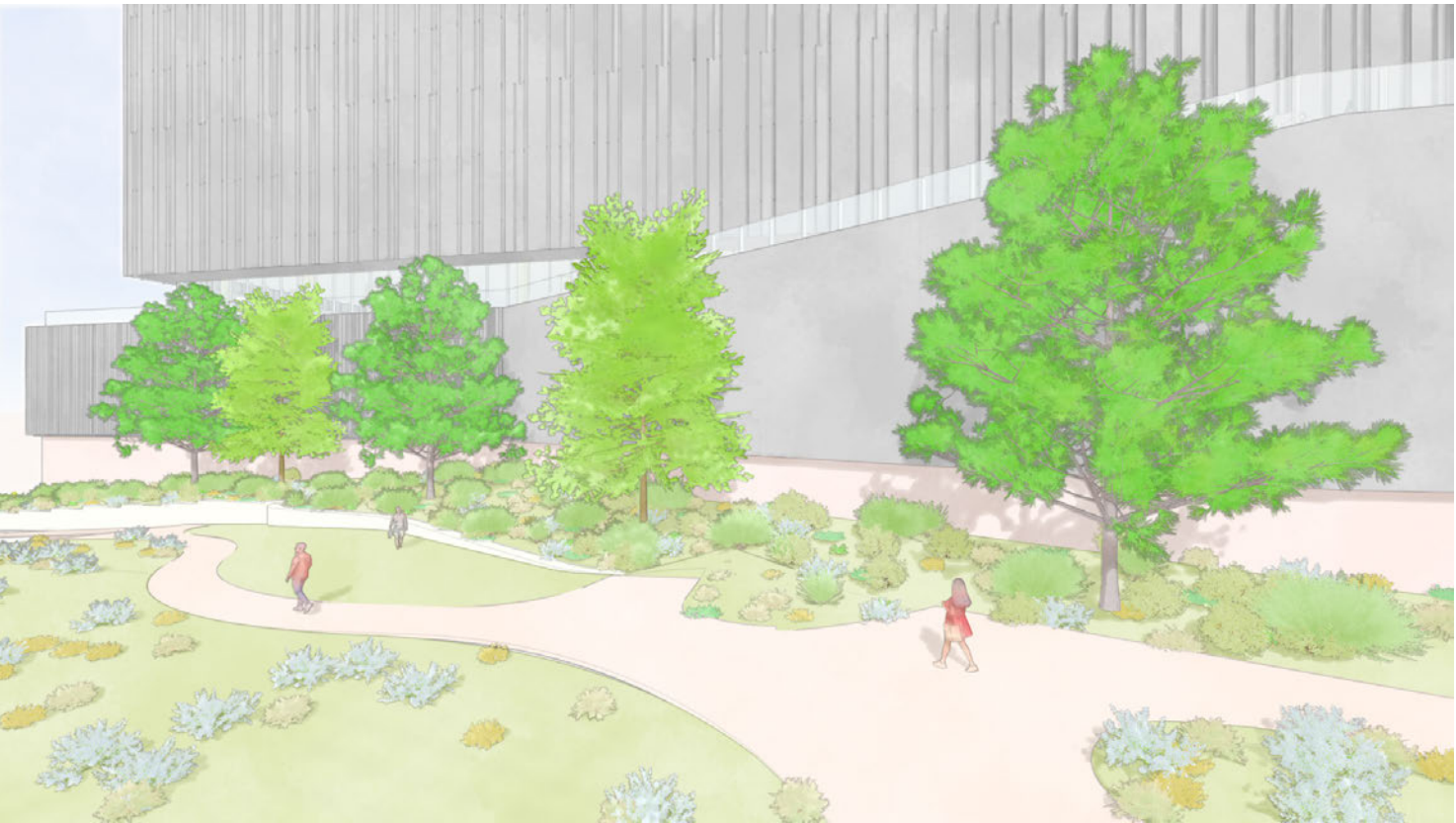
Vignette - B

Setbacks

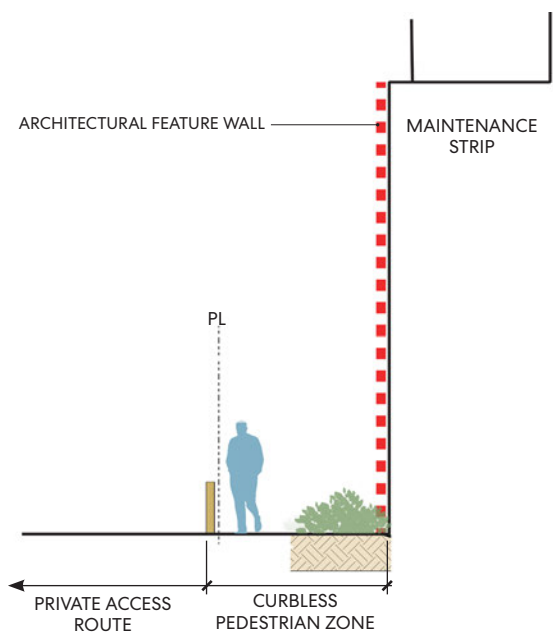




③ 8th Ave Gateway & Podium Garden



Vignette - C

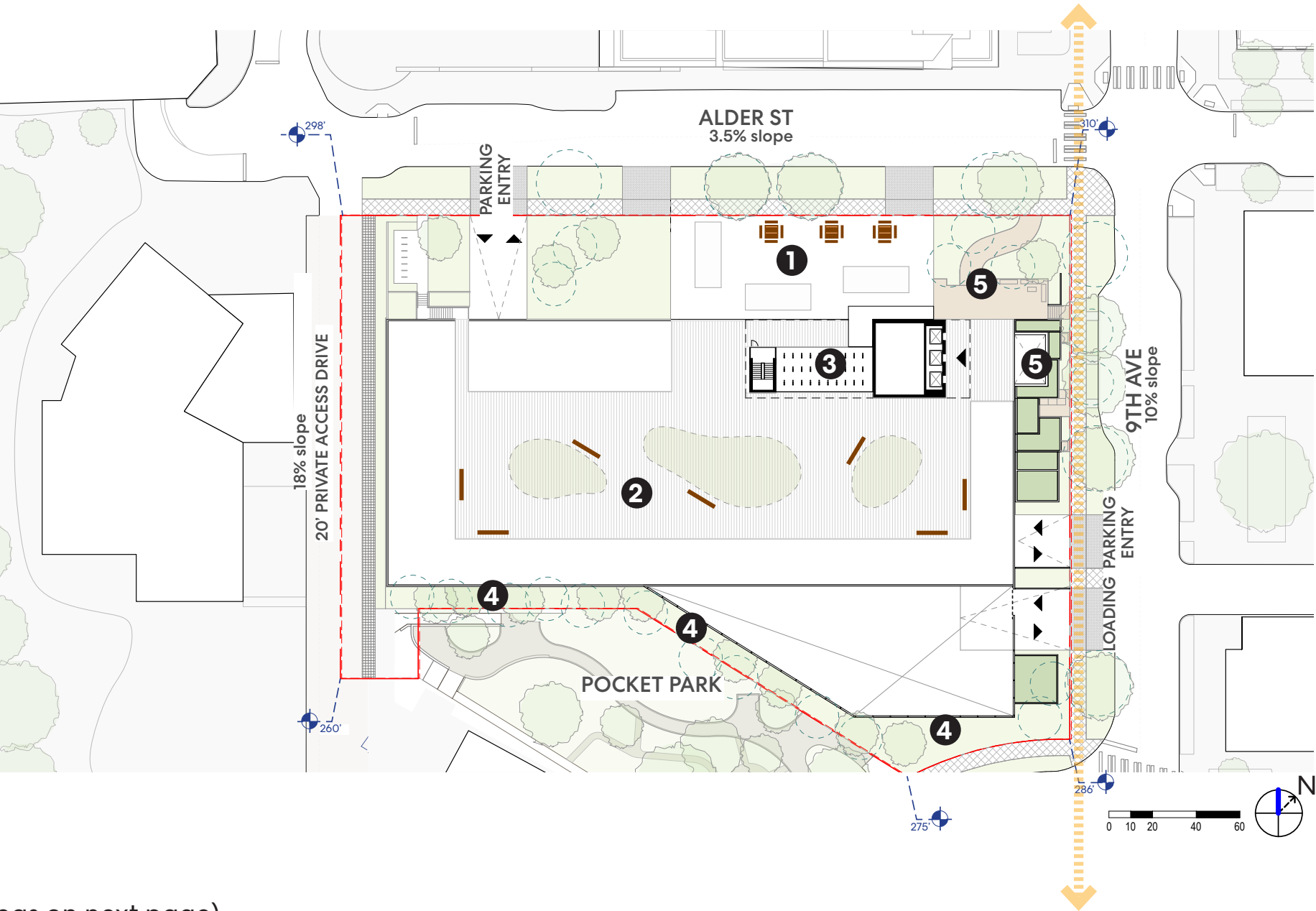
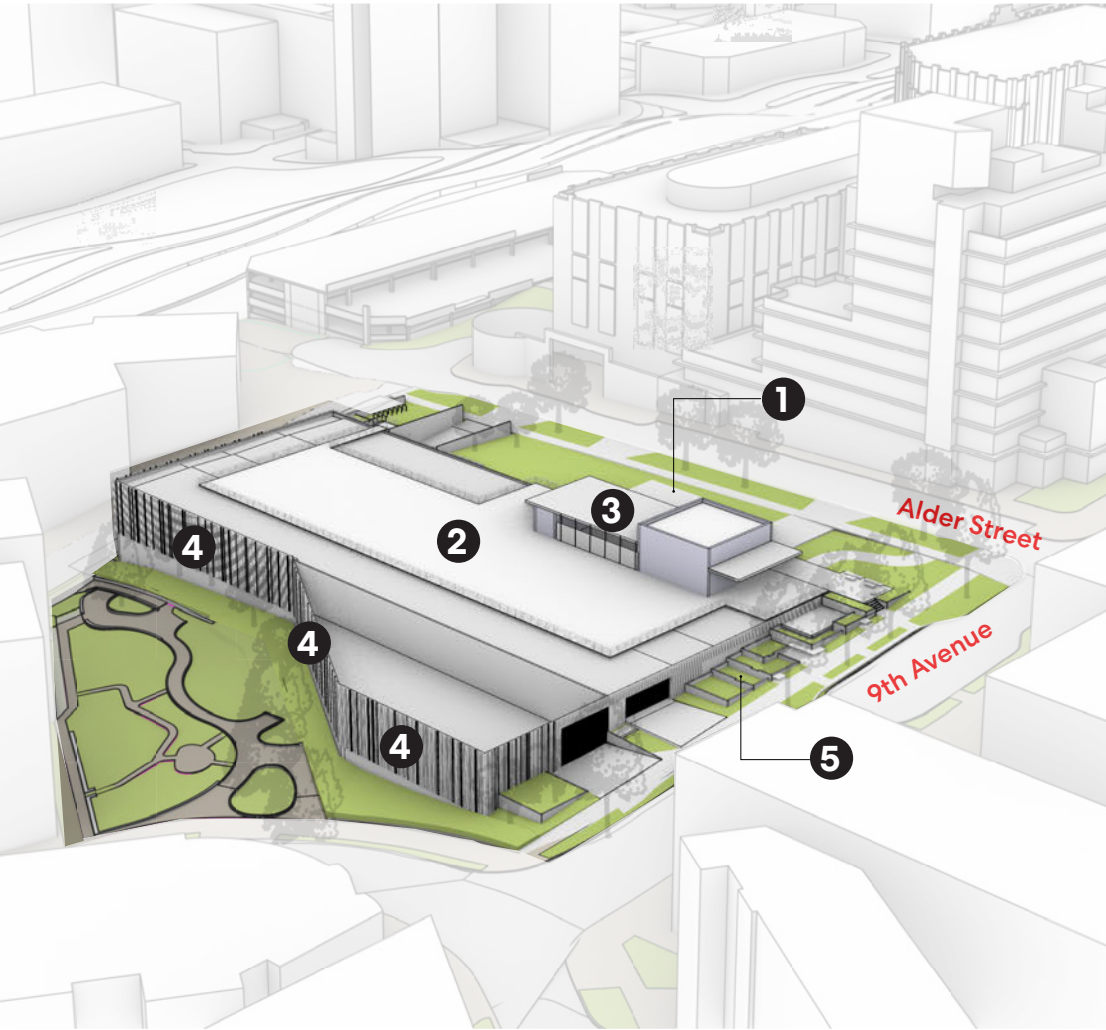


④ Pedestrian Access Drive



Vignette - D

Phase I: Parking Structure



Legend

- 1 Public Access (seating, planting, potential food trucks)
- 2 Limited Public Access (potential exhibit: art, history, see ideas on next page)
- 3 Private Use (Harborview bike storage)
- 4 Public Feature along the Pocket Park
- 5 Public Feature (stepped bioretention, seating areas)

- All of the right-of-way improvements for Phase II are to be built in Phase I to serve the pedestrian realm during the interim phase

Themes

Transformation

Growth
Recovery
Renewal
Hope
Possibility

- Patient stories (hope)
- Interactive art (transformation & possibility)
- Sound features (renewal/restoration)
- Construction information (growth)
- Meditative space (renewal/restoration)

Connection

Community
Belonging
Culture
Diversity
Gateway

- Multilingual cultural storytelling (diversity & belonging)
- “Voices of Yesler” series
- pop-up events (community/belonging)
- kid centered activities (inclusion)
- rotating public art (give artists a voice - within an intentional framework)

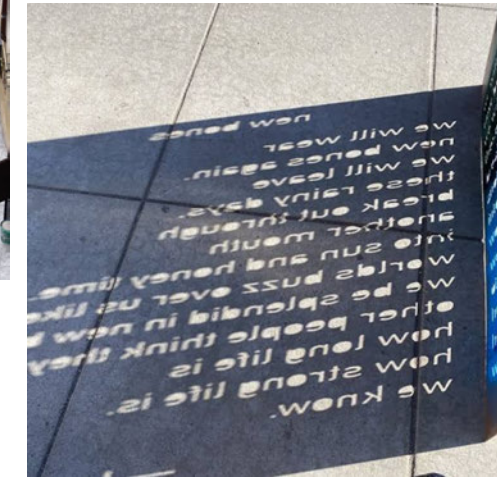
Dignity

Care
Compassion
Service
Respect
Inclusion

- Yesler Terrace community history / origin stories (diversity & belonging)
- community leader profiles (honor & respect)
- Harborview mission story & healthcare exhibits (care, compassion & service)
- public health information & community resources (service)



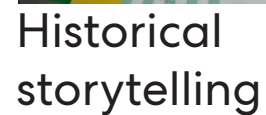
Shadow casting art



Discoverable stories along walking paths



Ground
patterns
painted



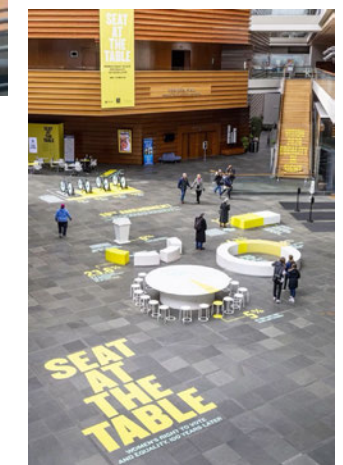
Platforms / kiosks for rotating art displays



Sculptural works



painted
 labyrinth



Patient stories, Community stories



Physically interactive art installations

Option 1 - Tower on the Hill

Option 2 - Campus Anchor

SUMMER SOLSTICE

EQUINOX

WINTER SOLSTICE

SUMMER SOLSTICE

EQUINOX

WINTER SOLSTICE

9 AM



12 PM



3 PM



Option 3 (Preferred) - Gateway Edge

SUMMER SOLSTICE

EQUINOX

WINTER SOLSTICE

9 AM



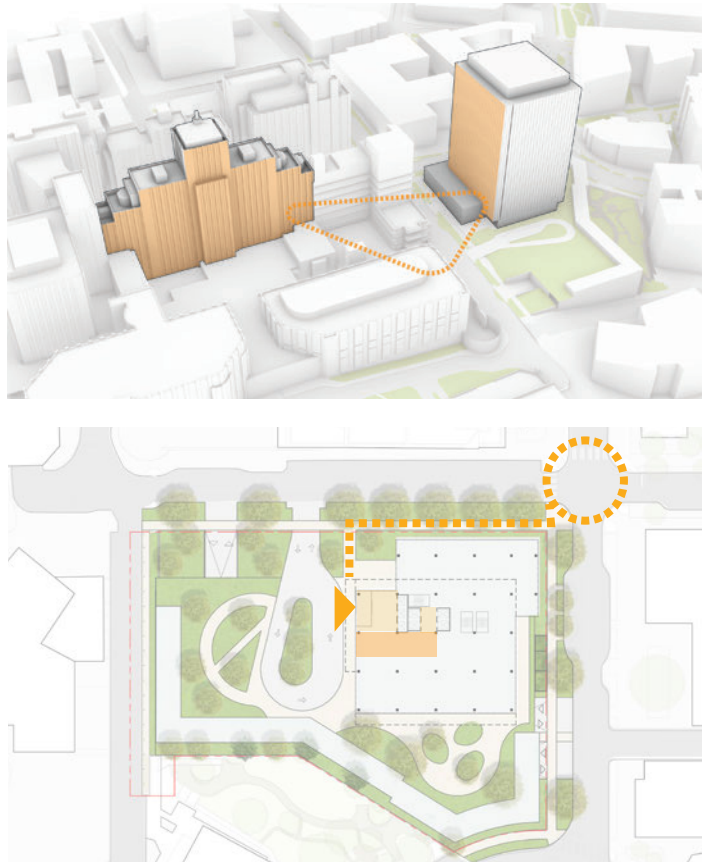
12 PM



3 PM



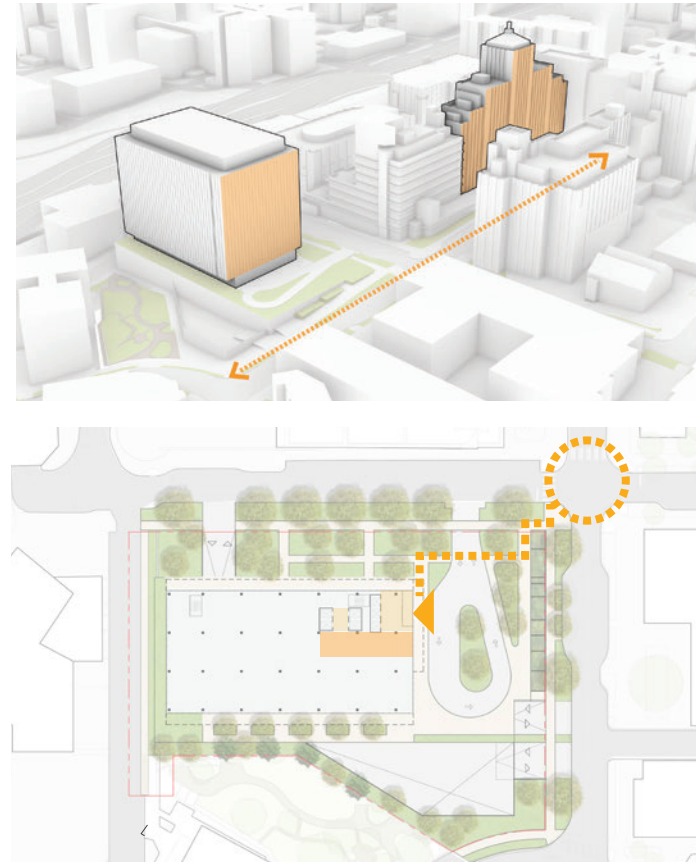
01 | Tower on the Hill (No Departures)



Attributes

- Continues the urban edge along 9th Ave established by Harborview Campus
- North public space in the tower faces Harborview, creating a visual dialogue
- West drop-off places the main entry far from the designated Urban Gateway at 9th & Alder, complicating wayfinding, reducing safety and accessibility, and weakening pedestrian connectivity
- Building at the Build-To Line on the northeast corner leaves no pedestrian plaza at the designated Urban Gateway
- West drop-off places vehicle activity directly adjacent to residential neighbors, creating visual and audible noise
- Medical uses along the pocket park create noise and disrupt its calm character
- Tall tower is out of scale with the context creating an abrupt transition between the Harborview Campus and the Yesler Terrace buildings
- The height relationship between the podium and the tower creates an abrupt and disproportionate transition in scale

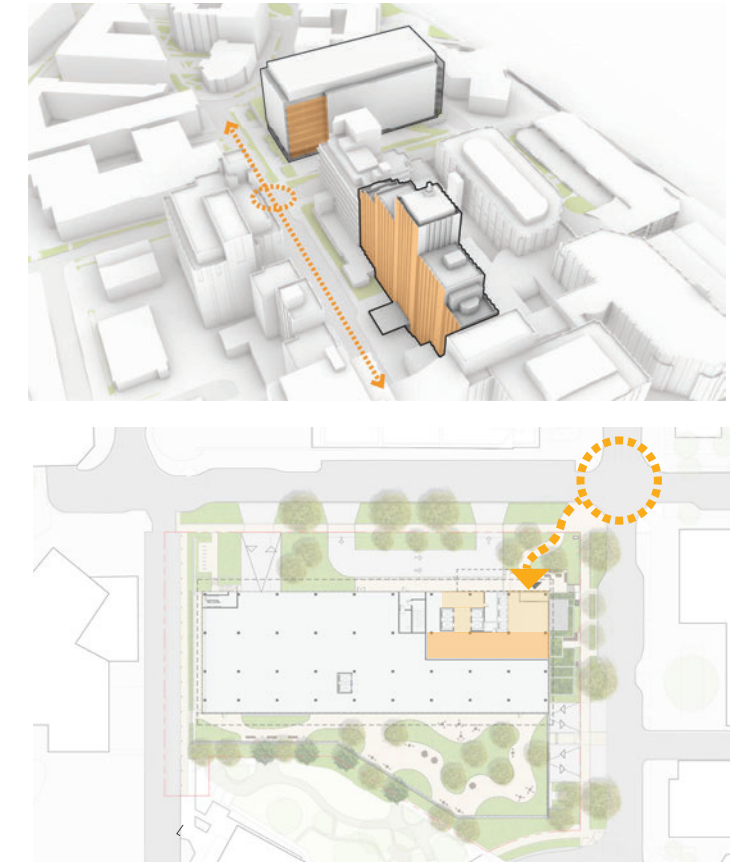
02 | Campus Anchor



Attributes

- East public area activates the most public façade along 9th Ave
- Main entry faces east, closer to and more visually connected to the Urban Gateway at 9th & Alder than previous scheme
- East setback for the clinic breaks the urban edge established by Harborview buildings along 9th Ave
- East drop-off places vehicles between the main entry and the Urban Gateway, creating a car scape rather than a pedestrian environment along 9th Ave
- East drop-off places vehicle activity directly adjacent to residential neighbors to the south and east, creating visual and audible noise
- Fenced (rather than enclosed) truck turning area adds noise for residential neighbors and the pocket park
- Similar height building with the rest of Harborview Campus helps this project tie in visually with the institution it belongs to
- The relative tall height of the clinic building creates an abrupt transition between the Harborview Campus and the Yesler Terrace buildings
- The height relationship between the podium elements and the tower creates an abrupt and disproportionate transition in scale

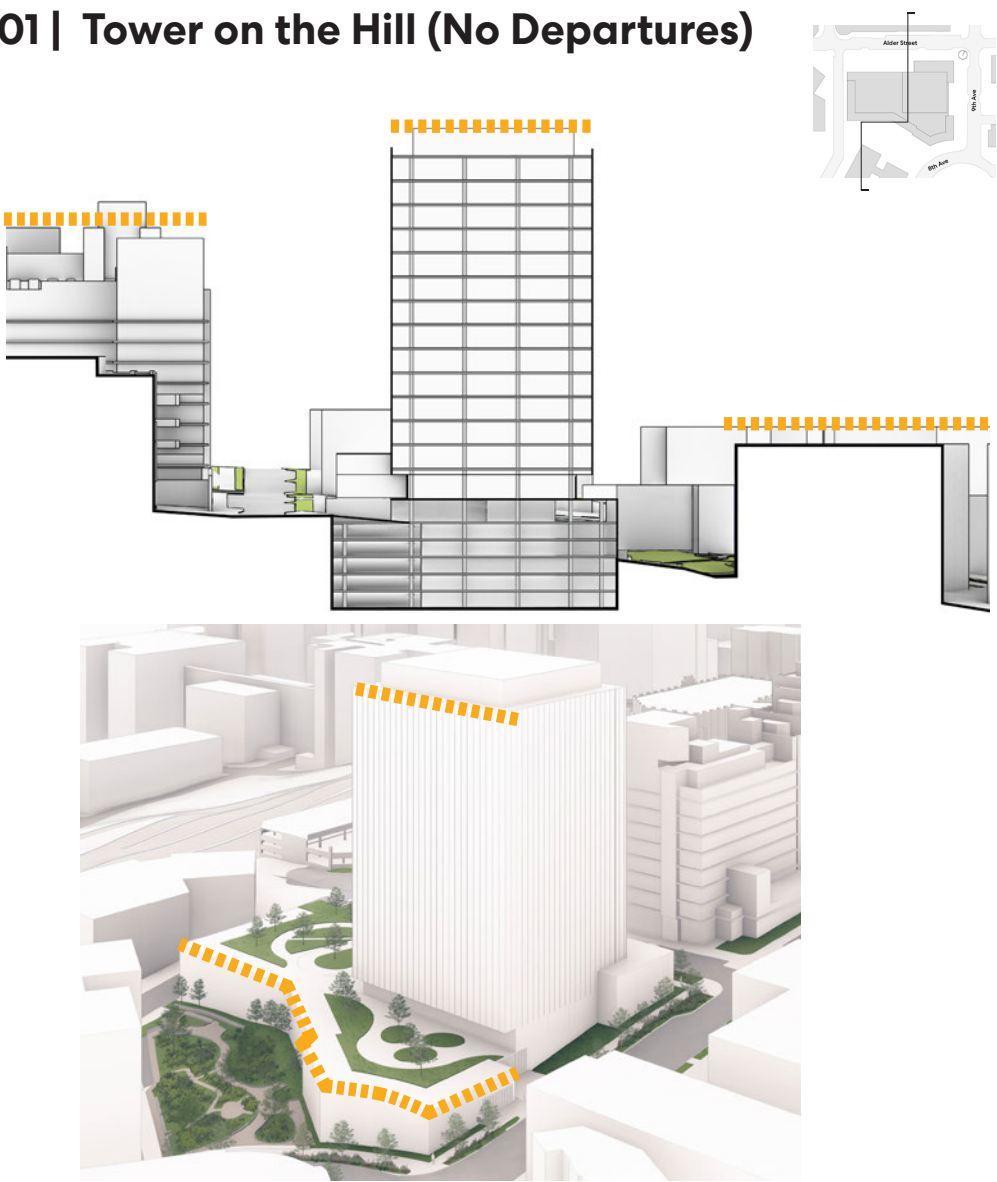
03 | Gateway Edge (Preferred)



Attributes

- Northeast public area anchors the Urban Gateway at 9th & Alder, creating an urban corner and neighborhood landmark
- Main entry at the Urban Gateway creates a fully pedestrian plaza, improving wayfinding, safety, and accessibility
- Minimal east setback continues the Harborview urban edge along 9th Ave while preserving southern and Mount Rainier views from the Urban Gateway
- Not building to the Build-To Line at the northeast and southeast corners widens the pedestrian realm along 9th Ave with planters and seating, reinforcing the pedestrian corridor to the south
- North drop-off keeps visual and audible vehicle activity away from residential neighbors to the south and east
- A public feature along the pocket park, rather than a habitable use, preserves its calm character
- Shorter clinic building creates a gentle transition between the scale of the Harborview campus and the Yesler Terrace buildings to the South
- The height relationship between the podium and the clinic volume creates a gradual and proportionate transition in scale

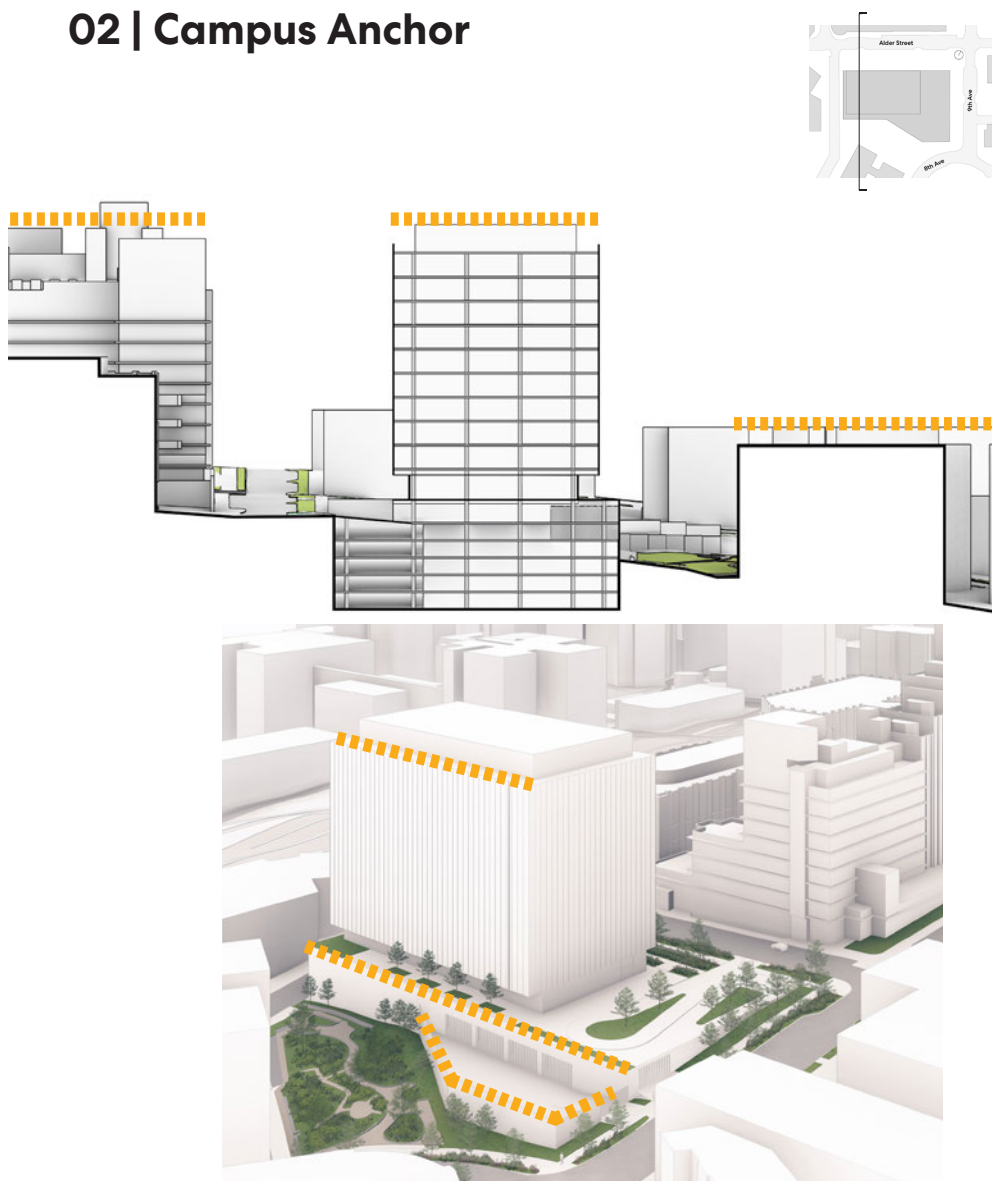
01 | Tower on the Hill (No Departures)



Conclusion

This scheme reinforces the Harborview campus edge and establishes a strong institutional presence. However, its site organization places less emphasis on the Urban Gateway at 9th and Alder, and the pedestrian experience at that corner, while introducing greater impacts on adjacent residential uses. The building massing also creates an abrupt transition in scale between Harborview and Yesler Terrace and within the building composition itself. Overall, the scheme is less successful in meeting the Design Guidelines related to Gateways, Circulation, Siting, and Mass and Scale.

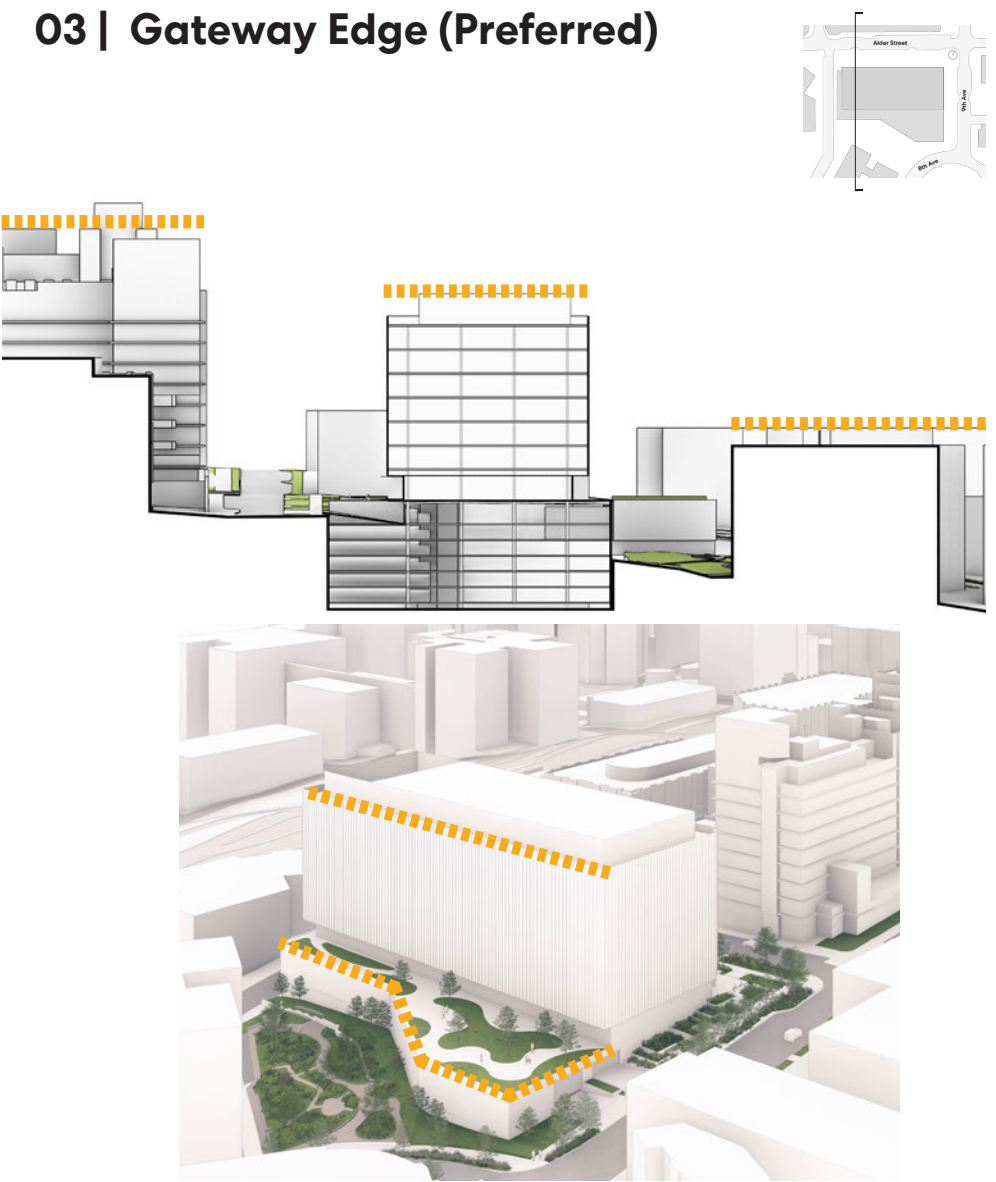
02 | Campus Anchor



Conclusion

This scheme strengthens the building's relationship to 9th and Alder corner and better orients the main entry toward the Urban Gateway, while maintaining a building height consistent with the Harborview campus. However, vehicular circulation continues to dominate the Urban Gateway experience, the urban edge is weakened, and adjacent residential uses are more directly impacted by site operations. Although it improves upon Option 1, the building composition still creates an abrupt transition in scale to the surrounding neighborhood to the south. Overall, the scheme partially fulfills the Design Guidelines but does not achieve the same balance between campus identity, pedestrian experience, and neighborhood compatibility like the preferred option does.

03 | Gateway Edge (Preferred)



Conclusion

Option 3 best fulfills the Design Guidelines by creating a strong Urban Gateway with the main entry and plaza at 9th and Alder corner, prioritizing pedestrians, reinforcing the Harborview urban edge, and providing the most appropriate transition in scale between the Harborview campus and the Yesler Terrace neighborhood through its building massing and composition. Its site organization minimizes vehicle impacts on adjacent residences while creating an inviting and well-connected public realm that responds to the site's topography, preserves key public views, and strengthens the pedestrian experience. The public-facing feature along the pocket park also provides an opportunity to collaborate with the community and selected artists to create a meaningful civic amenity that enhances the neighborhood and sense of place.

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Departures

Departure 1 - Regulated Facade

Code Requirement

23.75.130 - Maximum width of regulated facade
Each regulated façade is limited to 240 feet in width, except for structures in Block 6 where an open space with a minimum width of 40 feet, measured parallel to the street, and a minimum depth of 30 feet separates a portion of the façade from the street, dividing the regulated facade into segments with a maximum width of 240 feet each.

Proposed Departure

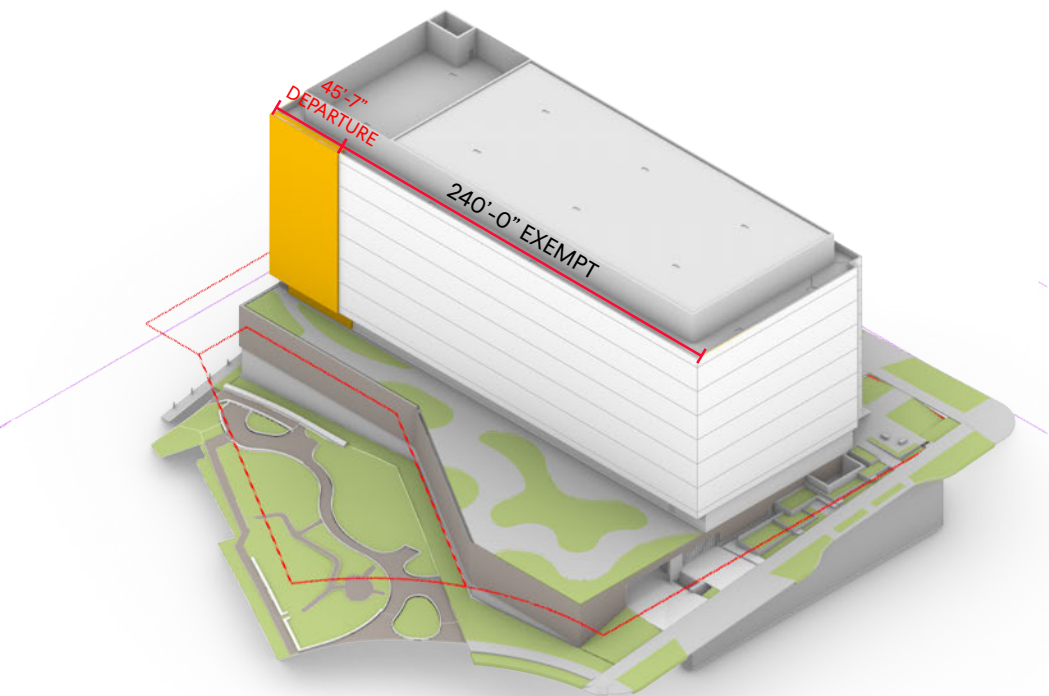
The project is located on Block 7, which is subject to the 240-foot maximum regulated façade width with no applicable open space exception. The project requests a departure from SMC 23.75.130 to allow the north and south regulated façades to exceed the 240-foot maximum by approximately 45 feet.

Rationale

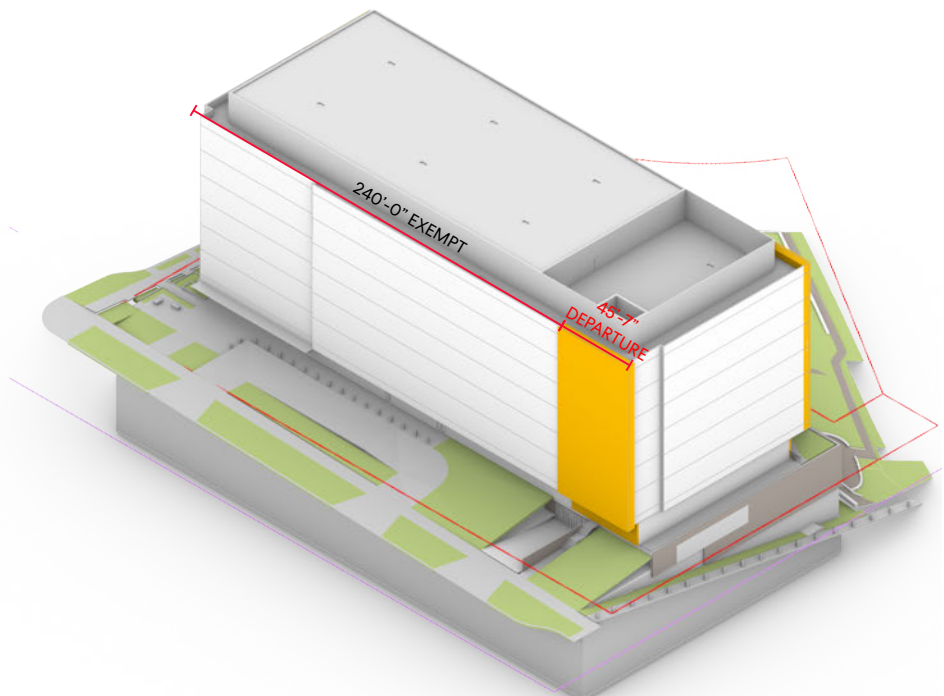
Reduced Citywide Visual Impact

A wider floor plate allows the project to achieve its program at fewer stories than a code-compliant footprint would require. Because Yesler Terrace is highly visible across the city, the Design Guidelines direct that highrise buildings “consider city-wide visual impacts” and note towers “will be particularly prominent when viewed from the south on Interstate 5” (CS2: Urban Pattern and Form – Location in the City and Neighborhood). A shorter building reduces this citywide skyline prominence.

If the project were instead required to comply with the 240-foot façade width standard, the resulting narrower floor plates would require additional stories to accommodate the same required program — resulting in a taller building that disrupts the transition to the residential-scale neighborhood context. This effect would compound further: exceeding 125 feet in height triggers the stricter floor-area standard under SMC 23.75.120.B.3(b), limiting each story above 85 feet to a maximum of 24,000 square feet. A narrower footprint would therefore require even more additional floors to accommodate the same program, further increasing the building’s height and its impact on the surrounding residential-scale context.



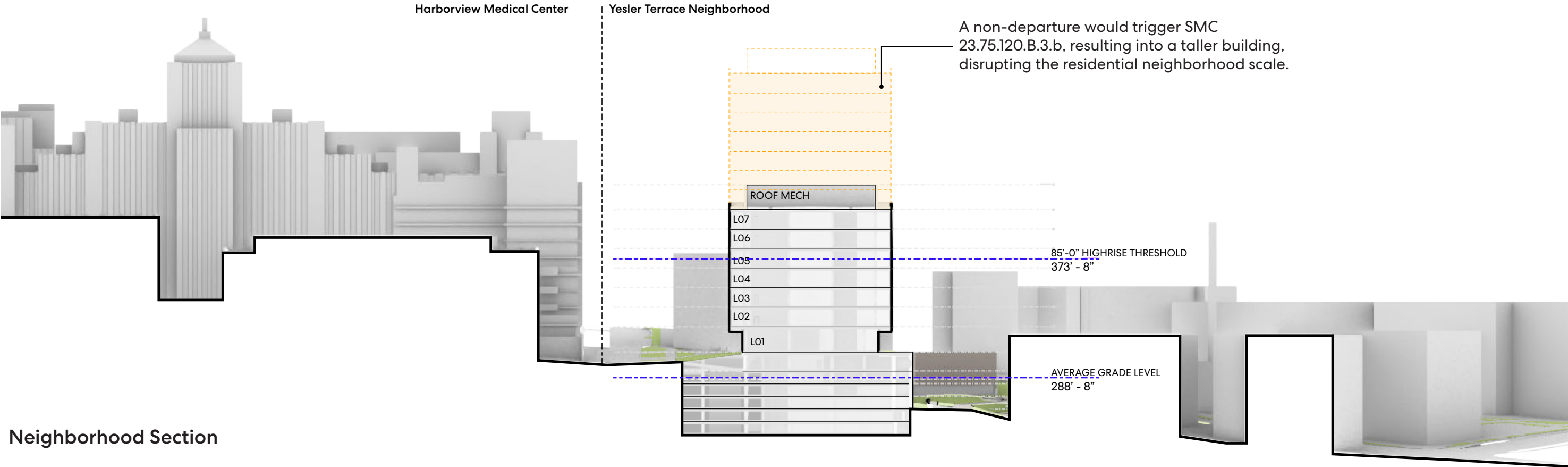
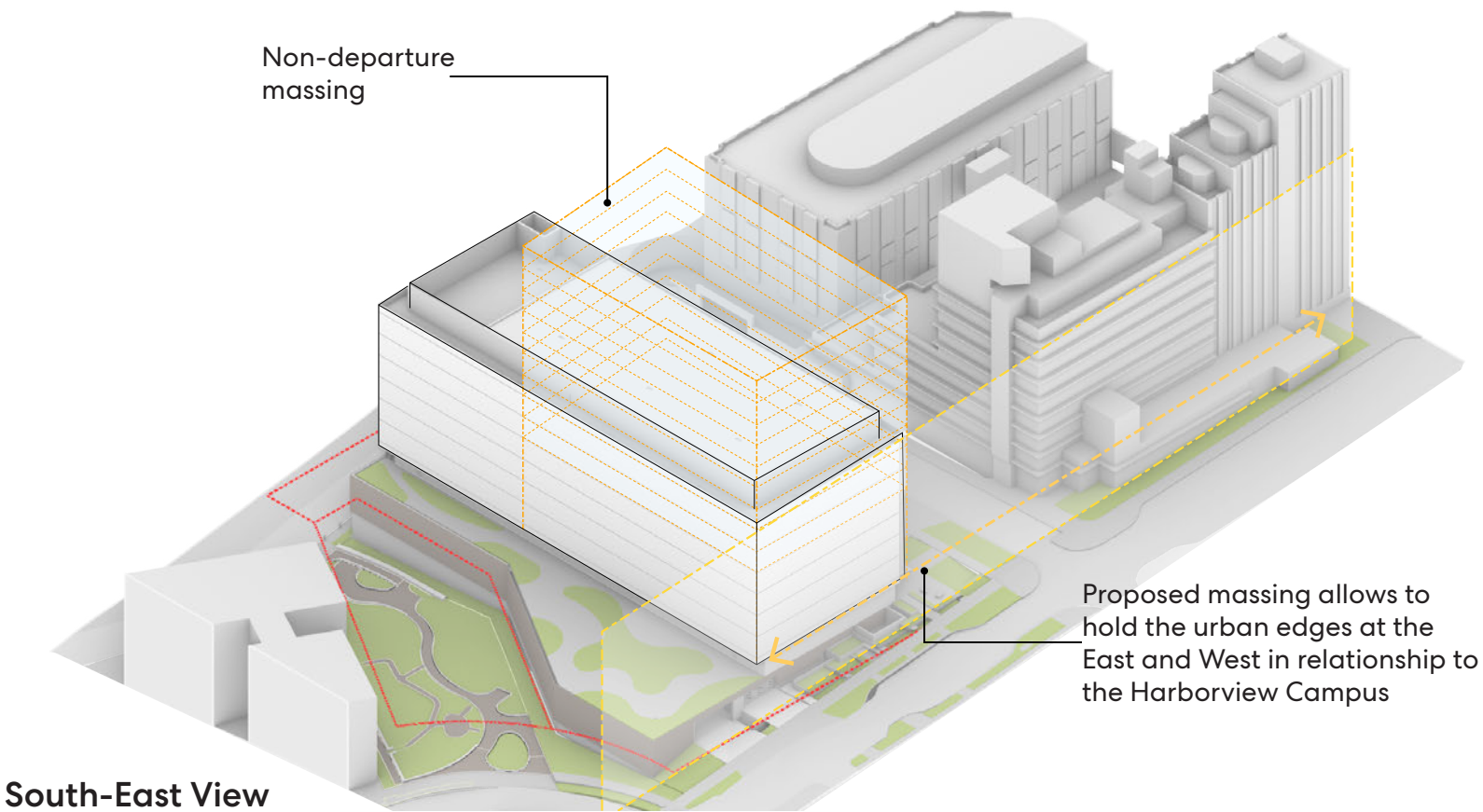
South-East View



North-West View

7. Departures

The proposed façade will be mitigated through articulation and modulation: material changes and plane offsets that visually segment the façade and avoid a monolithic presence. This will be consistent with the Yesler Terrace Design Guidelines’ direction to “articulate building facades below 85’ with modulation elements and secondary architectural features that add visual interest to the streetscape” (**DC2: Architectural Concept – Neighborhood Scale**), and with the citywide Seattle Design Guidelines’ direction for full-block sites to “break up long facades... to avoid a monolithic presence” and “include repeating elements to add variety and rhythm to the façade” (**CS2-C-3: Full Block Sites**).



Departure 2 - Build-to Line

Code Requirement

SMC 23.75.140 Setbacks and Projections

C.Build-to line

- 1.The following locations, illustrated in Exhibit C for 23.75.140, are subject to this subsection 23.75.140.C:
- a.At the following street intersection locations, the build-to line extends 62 feet along street lot lines in both directions from the intersection of the margins of the street rights of way:
 - 1)the southwest and southeast corners of the intersection of Alder Street and 9 th Avenue;
 - 3)the northwest and northeast corners of the intersection of Fir Street and 9 th Avenue;
 - b.If a park open to the public is established by dedication or easement in Block 7, the build-to line extends 62 feet westerly along the most northerly boundary of the park, measured from the point where that boundary meets any street.
 - d.From the northwest corner of the intersection of 10th Avenue and East Yesler Way, the build-to line extends northerly 62 feet along the west margin of 10th Avenue.
 - e.If a pedestrian or multi-use trail is established for public access by easement in Block 5 near the southerly margin of East Yesler Way and connecting to 10 th Avenue near the southeast corner of the intersection of 10th Avenue and East Yesler Way, the build-to line extends from the intersection of the east margin of 10 th Avenue and the south margin of the public easement area, 62 feet southerly along the east margin of 10 th Avenue and 62 feet easterly along the south margin of the public easement area.
- 5.Building entries are not subject to any maximum setback.

Proposed Departure

The project requests a departure from SMC 23.75.140.C.1.a at two locations:

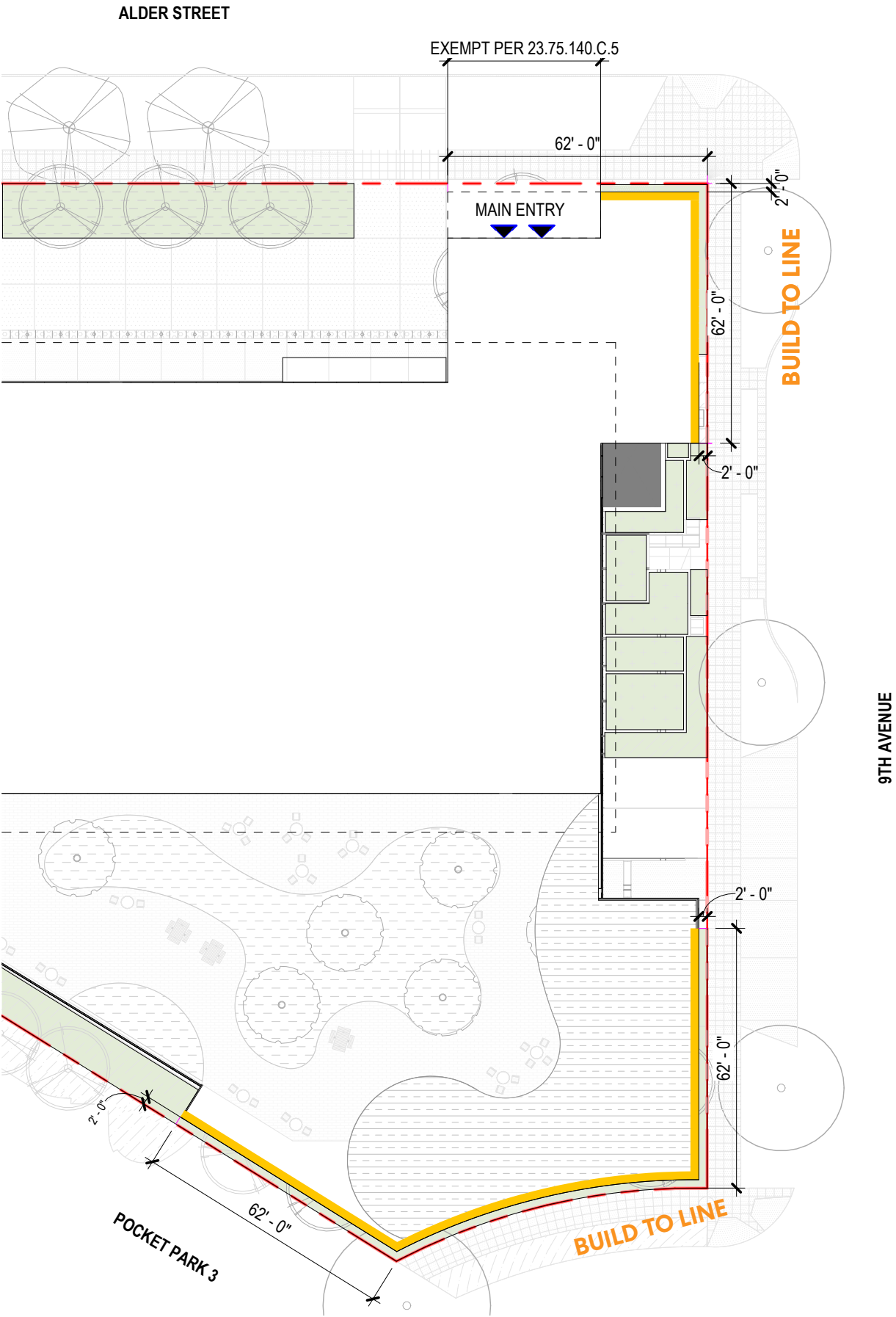
Alder Street / 9th Avenue corner — The building’s main entry fronts Alder Street and is exempt from the build-to line under subsection C.5. However, the departure is requested for the adjacent 9th Avenue frontage at this same corner, where the building does not meet the 62-foot build-to line.

8th Avenue / 9th Avenue corner — The building does not meet the 62-ft build-to line

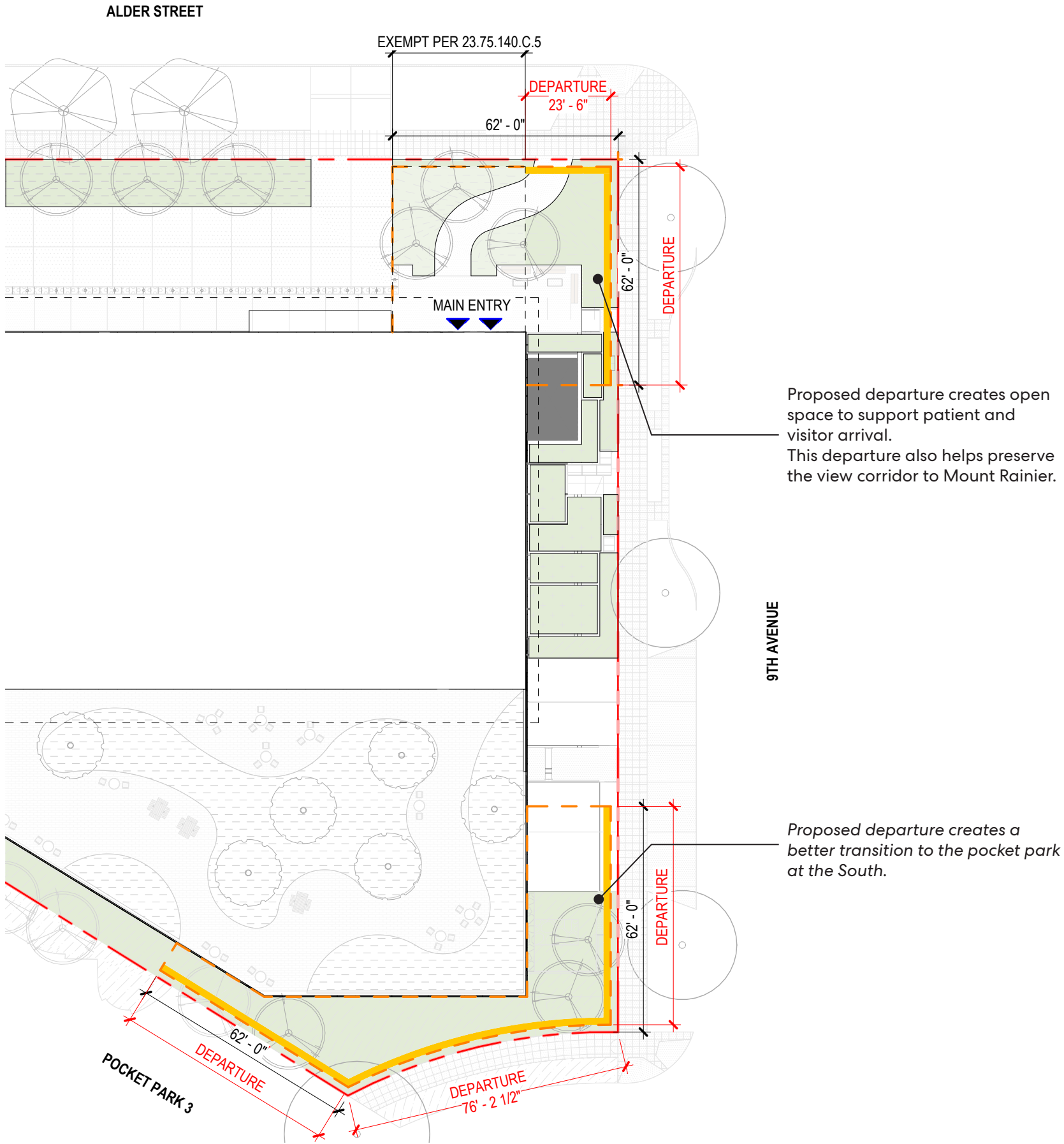
Rationale

The setback from the build-to line along 9th Avenue at both corners creates usable pedestrian open space adjacent to the building, incorporating landscaping that enhances the streetscape and pedestrian experience along this corridor. This design also preserves a view corridor to Mount Rainier from the public right-of-way, framing a significant visual asset for pedestrians moving along 9th Avenue. Rather than a continuous flush façade at these corners, the recessed condition provides a more generous public realm appropriate to a medical office building serving Harborview Hospital, including space to support patient and visitor arrival, gathering, and wayfinding near the main entry. This approach is consistent with the Yesler Terrace Design Guidelines’ emphasis on sense of place, preserved view corridors, and high-quality pedestrian-oriented open space (**CS2 guidelines**), and works in concert with the code’s own recognition that entries warrant flexibility from setback maximums.

7. Departures



No Departure - Build-to line



Departure - Build-to line

Departure 3 - Aboveground parking and Habitable Space

Code Requirement

SMC 23.75.180.F
Aboveground Parking is subject to the following requirements.

- 1. Minimum setbacks for aboveground parking are established in Exhibit B for 23.75.180. No parking setbacks are required from lot lines abutting the Interstate 5 right-of-way.
- 2. Parking within 50 feet of a street, park that is open to the public, access drive, or pedestrian pathway may not exceed three levels of aboveground parking.
- 3. **Aboveground parking and loading areas shall be separated from each regulated facade by a normally occupied use along at least 80 percent of the width of the regulated facade, except where parking access and/ or loading access occurs. The remaining part of the façade shall include architectural detailing, artwork, vegetated walls, or other landscape features, with an opaque screen at least 3.5 feet high on each story.**

Proposed Departure

The project requests a departure from SMC 23.75.180.F.3 to allow aboveground parking to be concealed by a wall treated with an artistic intervention and architectural articulation, in lieu of meeting the 80 percent normally-occupied-use frontage requirement.

Rationale

As a medical office building, the project’s ground-level and podium program at this location is driven by clinical and institutional functions. Locating normally occupied medical program space at this specific parking frontage would result in clinical uses — such as exam rooms or similar patient care spaces — directly overlooking the residential housing located across from the adjacent park. This creates a genuine privacy conflict between the medical program and neighboring residents, running counter to the residential character and privacy the Design Guidelines seek to protect at ground-level frontages **(PL3: Street-Level Interaction – Residential Frontage)**.

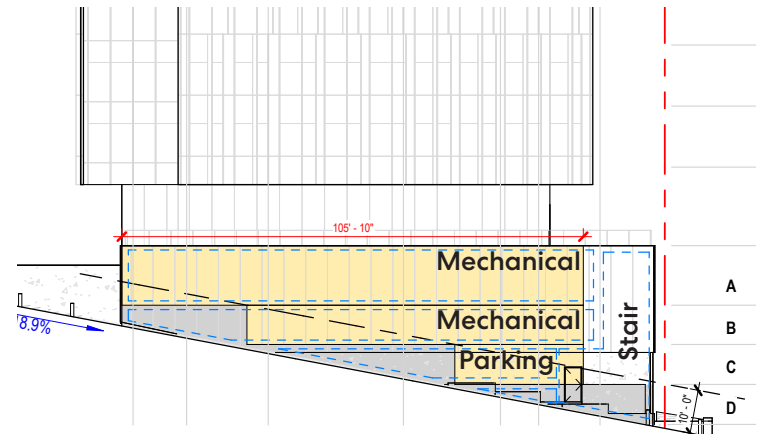
In lieu of an 80 percent occupied-use frontage, the project proposes a wall treated with an artistic intervention and architectural articulation at the parking structure façade. This approach achieves the code’s underlying intent — reducing the visual impact of parking on the streetscape — through a design response consistent with the Design Guidelines’ encouragement of “playful features and details that engage passersby and create memorable spaces” **(PL1: Open Space Connectivity – Street Furniture, Art and Fun)**, and with the Guidelines’ broader direction that frontage wrapping structured parking “have dimensions and architectural detailing that create usable, desirable space” **(DCI: Project Uses and Activities – Parking and Loading Uses)**.

Additionally, the project’s underground parking does not extend to the lot line at most edges of the site, despite the code allowing underground parking to extend to the lot line under SMC 23.75.180.H. The project has similarly not pursued the maximum extent of partially underground parking otherwise available under SMC 23.75.180.G.

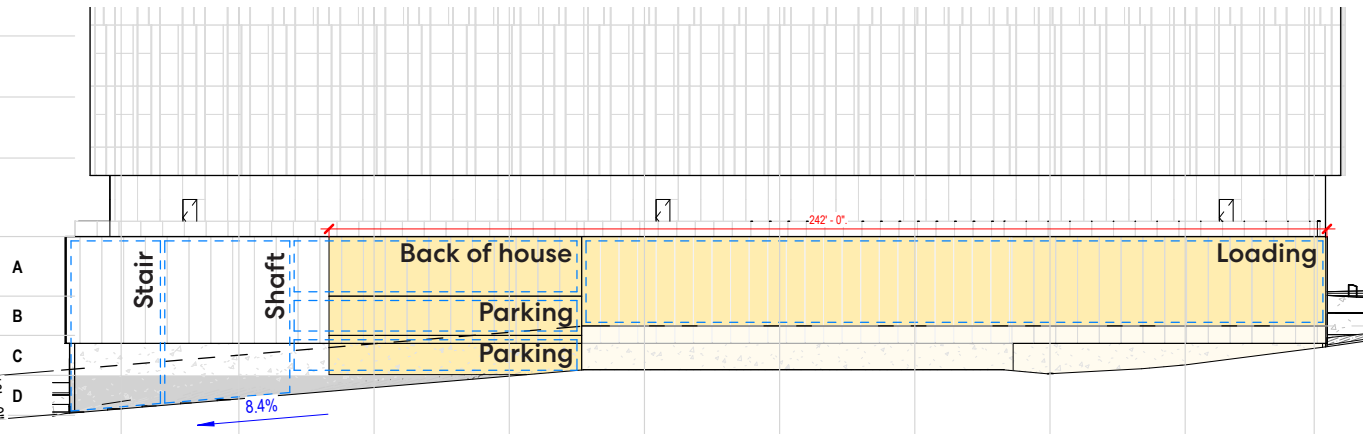
7. Departures

Habitable Use Space required per facade

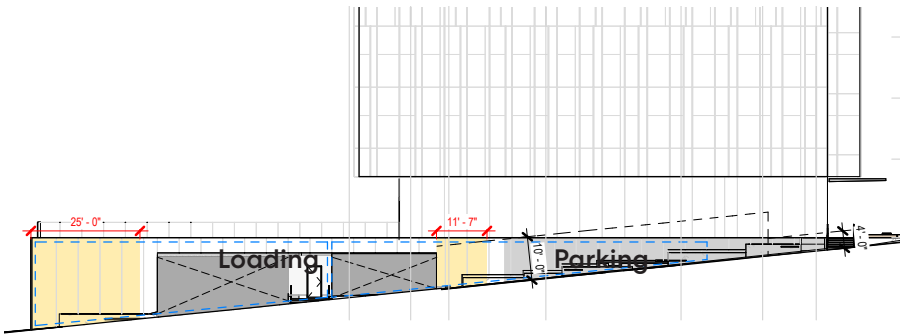
West Facade



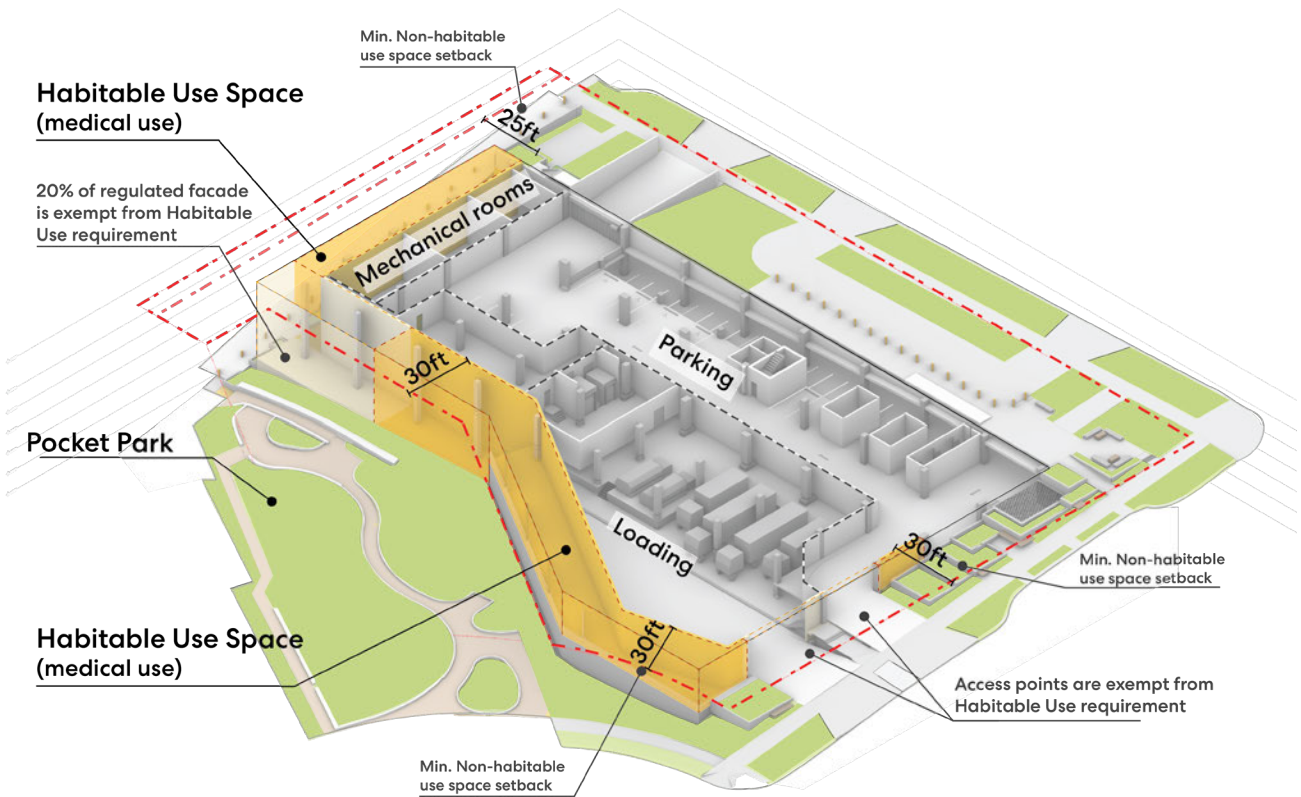
South Facade



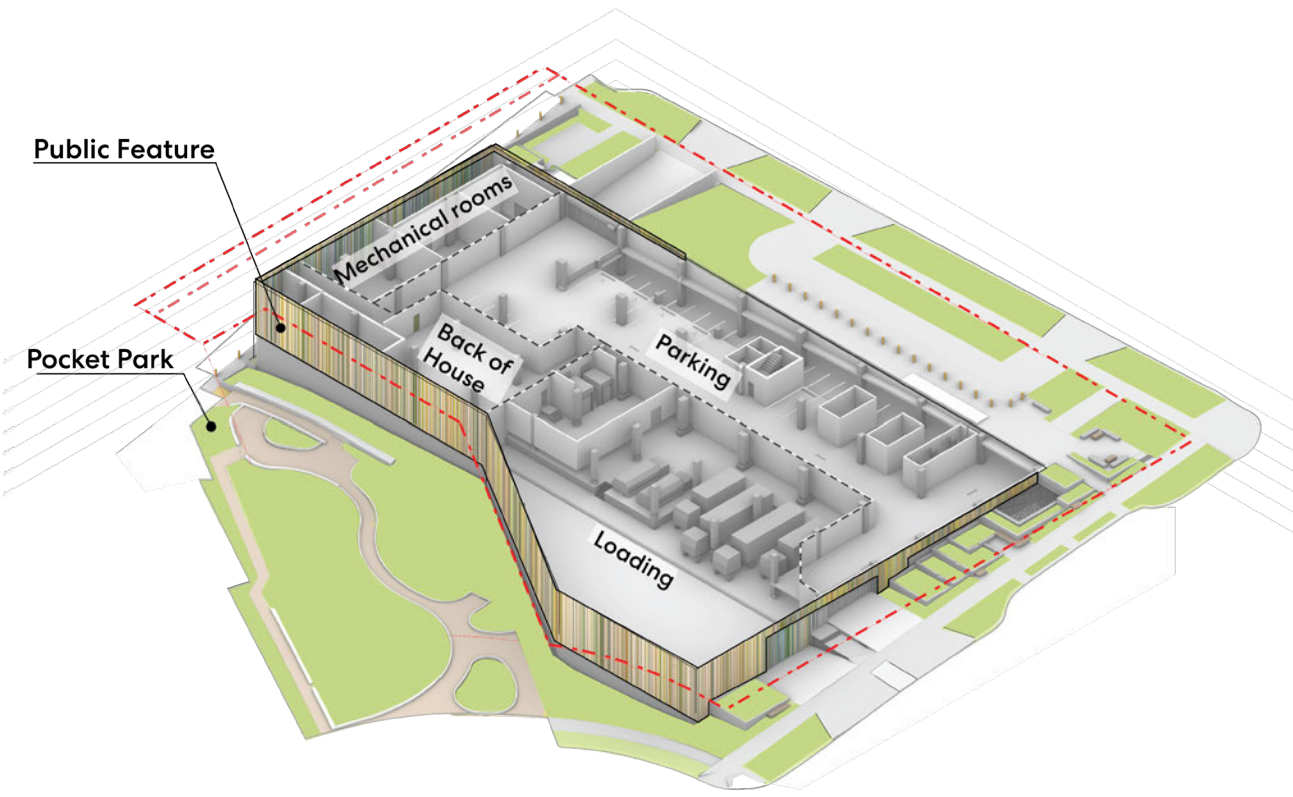
East Facade



Required Habitable Use Normally occupied space Partially underground parking Use at regulated facade



No Departure - Habitable Use Space



Departure - Habitable Use Space

Proposed Public Feature along the Park in lieu of Habitable Use Space - Artful Solution Ideas, to be designed, with potential 4Culture involvement

4

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COUNTY PUBLIC ART PROCESS

PHASE 1: PLANNING

In Phase 1, 4Culture works closely with the county client to develop a public art plan for the project. This development process may include the following:

• Meeting with the client to review project plans

• Visiting the project site

• Meeting with advisory or community groups related to the project

• Sharing public art examples with the client to get a sense of what is wanted for the particular project

• Developing a scope of work, including a budget, timeline, and artist selection process

• Presenting the scope of work to the 4Culture Public Art Advisory Committee (PAAC) for approval

PHASE 2: ARTIST SELECTION

4Culture will facilitate the selection of artist(s) for the project through the following:

• Developing project specifics and information packet for the public art opportunity and reviewing with client

• Soliciting artist applications through one of two processes:

• *Invitational:* 4Culture curates a list of relevant artists and invites them to submit their materials directly for consideration

• *Open Call:* 4Culture publishes an open Request for Qualifications, with specified eligibility constraints, to the 4Culture website; promotes the opportunity through 4Culture blog, listings, newsletter, and social media; and forwards to relevant artists

• Facilitating a panel review process to select artist(s) for the project

• Developing communications materials (press releases, etc.) to announce the selection of the artist(s)

PHASE 3: ARTWORK DESIGN & IMPLEMENTATION

Once artist(s) have been selected, 4Culture will shepherd the public art project through the design and implementation phases. This process may include the following:

• Developing contract agreements for design services with the artist(s)

• Overseeing design development and approval, including design review from the PAAC

• Overseeing integration of art design into construction documents and negotiating contract documents of design-only elements to be fabricated and/or installed by other parties

• Developing contract agreements for implementation with the artist(s)

• Overseeing fabrication of artwork

• Overseeing on-site installation of artwork

• Developing artwork maintenance plans with artist and reviewing with client

• Developing communications materials (press releases, etc.) for the artwork

Three square images showing different types of public art. The first shows a stylized, geometric face in a grid pattern. The second is a close-up of a person's face, also in a grid pattern. The third shows a landscape scene with trees and a building, also in a grid pattern.

Art applied to the screen to be reused in Phase II

A perspective rendering of a building facade. The building has a large, curved, metallic screen that can be reused for art. The screen is made of a grid of small squares. The building is surrounded by trees and a sidewalk. A person is walking on the sidewalk.

Perkins&Will SiteWorkshop LANDSCAPE ARCHITECTURE

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Proposed Public Feature along the Park in lieu of Habitable Use Space - Artful Solution Ideas, to be designed, with potential 4Culture involvement

*Not all trees and plantings shown in renderings, for clarity. Refer to massing chapter for accurate landscape for the Preferred Option

Art applied to the screen to be reused in Phase II



Architectural Solution



Architectural Solution to be kept in Phase II



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