

Rainier Beach Medical  
and Dental Clinic

9245 Rainier Ave S  
Seattle, WA 98118

07/08/08



**Existing Site**

**Site Location**

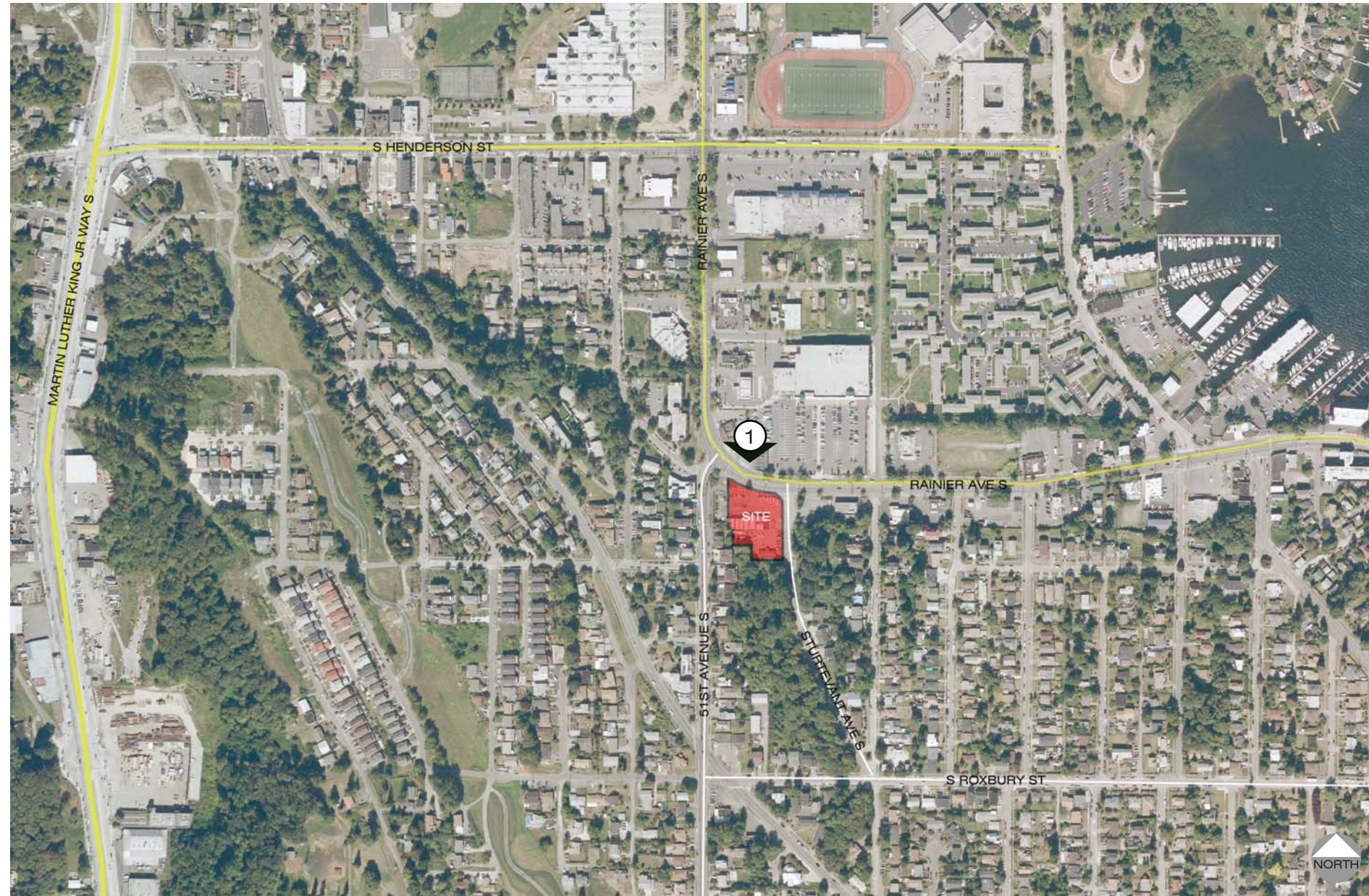
The site is located on Rainier Avenue South between 51st Avenue South and Sturtevant Avenue South. It currently is the site of the Vinson Brothers Corporation. Currently, on a portion of the site, there is a wood frame structure built in the 1970s. A second wood frame building is located on the southeast property line of the site.

**Topography**

The site has a gentle slope, rising 15 feet from the Northeast corner to the Southwest corner. On the Sturtevant Ave frontage, the grade gradually slopes up the ravine to the south. The duplexes located on the parcels southwest of the site, on 51st Avenue, are 15-20 feet above the site with moderately sloping rear yards.

**Access**

Streets border the site on two sides. Rainier Avenue South is the principle arterial and is a major route north to Seattle. It usually has a steady flow of fast-moving traffic throughout the day and provides the site with high visibility. Sturtevant is a quiet street that provides access to Sturtevant Ravine and residential neighborhoods further south. To the west, is a paved commercial property and multi-family residential buildings. Sturtevant Ravine borders the property to the south.



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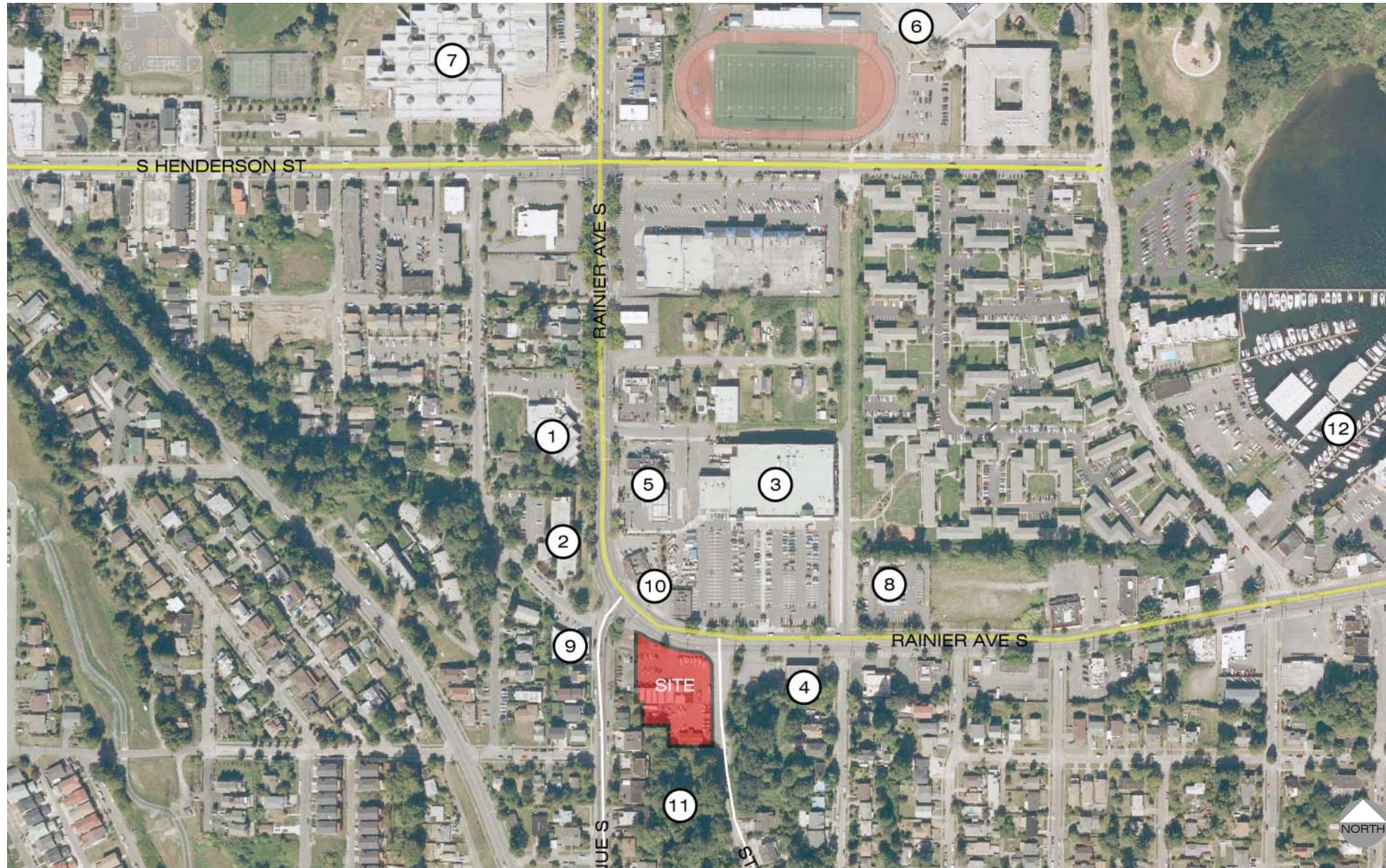
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Adjacent Zoning and Land Use

Rainier Beach has a mixture of uses and building types. They include single family residences, multi-family apartments, low-rise mixed use, commercial, and public structures. Along Rainier Avenue there are primarily commercial and public uses in the form of single-level stand-alone development with parking in the setbacks (i.e. island buildings surrounded by parking – Key Bank, Safeway, King Donut). Community landmarks are also in the vicinity and include Rainier Beach Branch Library, Rainier Beach High School, and Rainier Beach Community Center. To the South of Rainier Avenue, single family and small scale multi-family residences are found.

- 1. Rainier Beach Branch Library
- 2. Barton Place Apartments
- 3. Safeway Shopping Plaza
- 4. Key Bank
- 5. Safeway Gas Station and Pho Van Restaurant
- 6. Rainier Beach High School
- 7. Rainier Beach Community Center
- 8. McDonald's
- 9. Mixed Use Shopping Plaza
- 10. King Donut and Veterinary Hospital
- 11. Sturtevant Ravine
- 12. Rainier Beach Marina



<b>Constructed</b>	1970 Former Bank (3822 SF)
<b>Lot Area:</b>	50,999.50 SqFt (1.20 acres) per KC
<b>Zoning:</b>	NC3-40: Neighborhood Commercial 3
<b>Adjacent Zoning:</b>	L-1: Residential, Multifamily, Lowrise 1 (south) L-2: Residential, Multifamily, Lowrise 2 (east & west) NC3-40: Neighborhood Commercial 3 (east & west) City Park- Sturtevant Ravine (L-1) (south)
<b>Overlays</b>	Urban Village Overlay - Rainier Beach (Residential Urban Village) CF299584 Seattle Comprehensive Plan Airport Height Overlay- Turning Area: 150 feet maximum height above the airport elevation of 17 feet, or 167 feet.
<b>ECA:</b>	Potential Slide Area Riparian Corridor Wetlands adjacent to site (south)
<b>Existing Use:</b>	Office (Outreach Christian Center) Storage (Vinson Brothers Corporation)
<b>Permitted Use:</b> (23.47A.004 chart A)	Medical Services Offices Retail sales and services, general
<b>Street Level Uses:</b> (23.47A.005.C)	In NC zones in new structures, street-level parking must be separated from the street-level, street-facing facade by another permitted use.
<b>Height Limit:</b> (23.47A.012) (23.47A.012.A.1.a)	40'-0" 44'-0" provided a floor-to-floor height of 13'-0" or more is provided for a non-residential use at street level.
<b>Floor area ratio:</b> (23.47A.013.4.B chart A)	<b>FAR = 3</b> Maximum allowed floor area ratio for residential and nonresidential structures.
<b>Setbacks:</b> (23.47A.014.B.1)	A setback is required on any lot that abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The required setback forms a triangular area. Two (2) sides of the triangle must each extend along the street lot line and side lot line fifteen (15) feet from the intersection of the street lot line and the side lot line abutting the residentially zoned lot. The third side connects these two (2) sides with a diagonal line across the lot
<b>Landscaping and screening standards:</b> (23.47A.016.A.2) (23.47A.016.A.2.b)	Green Area Factor Requirement. Landscaping that achieves a green factor score of .30 or greater is required for:  any new structure containing more than four thousand (4,000) square feet of nonresidential uses; and
(23.47A.016.A.2.c)	any new parking lot containing more than twenty (20) parking spaces for automobiles.
(23.47A.016.D)	1. Surface parking areas. a. Landscaping in surface parking areas is required as follows: Number of Parking Spaces      Required Landscaped Area 51 to 99                                      25 square feet/ parking space
	c. Screening of surface parking areas. (1) Three (3) foot high screening is required along street lot lines. (2) Surface parking abutting or across an alley from a lot in a residential zone must have six (6) foot high screening along the abutting lot line(s) and a five (5) foot deep landscaped area inside the screening (see Exhibit 23.47A.016 A).
<b>Parking Location and Access:</b> (23.47A.032.A.1.c)	If the lot does not abut an improved alley but abuts two or more streets, access to parking must be from the street with the fewest lineal feet of commercially zoned frontage, except as provided in subsection A2b of this Section.
(23.47A.032.B.1.c)	Parking to the side of a structure shall not exceed sixty (60) feet of lineal street frontage (Exhibit 23.47A.032 B)



<b>Parking Requirements:</b> (23.54.015 chart A)	Medical Services: 1 space for each 500 sq. ft. Offices: 1 space for each 1000 sq. ft.
(23.54.015 chart E)	Bicycle Parking Long term: 1 per 12,000 sq. ft Short term: 1 per 4,000 sq ft.
(23.54.015.C.2)	Maximum parking limits: In all commercial zones, except C2 zones outside of urban villages, no more than one hundred forty-five (145) spaces per lot may be provided as surface parking.
(23.54.020.F.2.a)	Reductions to Minimum Parking Requirements for Nonresidential Uses.
(23.54.020.G.2.c)	2. Transit Reduction. a. In NC zones and C zones, except pedestrian-designated zones, and in the Seattle Mixed (SM) zone, except on Class 1 Pedestrian Streets, the minimum parking requirement for a nonresidential use, except institutions, may be reduced by twenty (20) percent when the use is located within eight hundred (800) feet of a street with midday transit service headways of fifteen (15) minutes or less in each direction. This distance will be the walking distance measured from the nearest bus stop to the property line of the lot containing the use.

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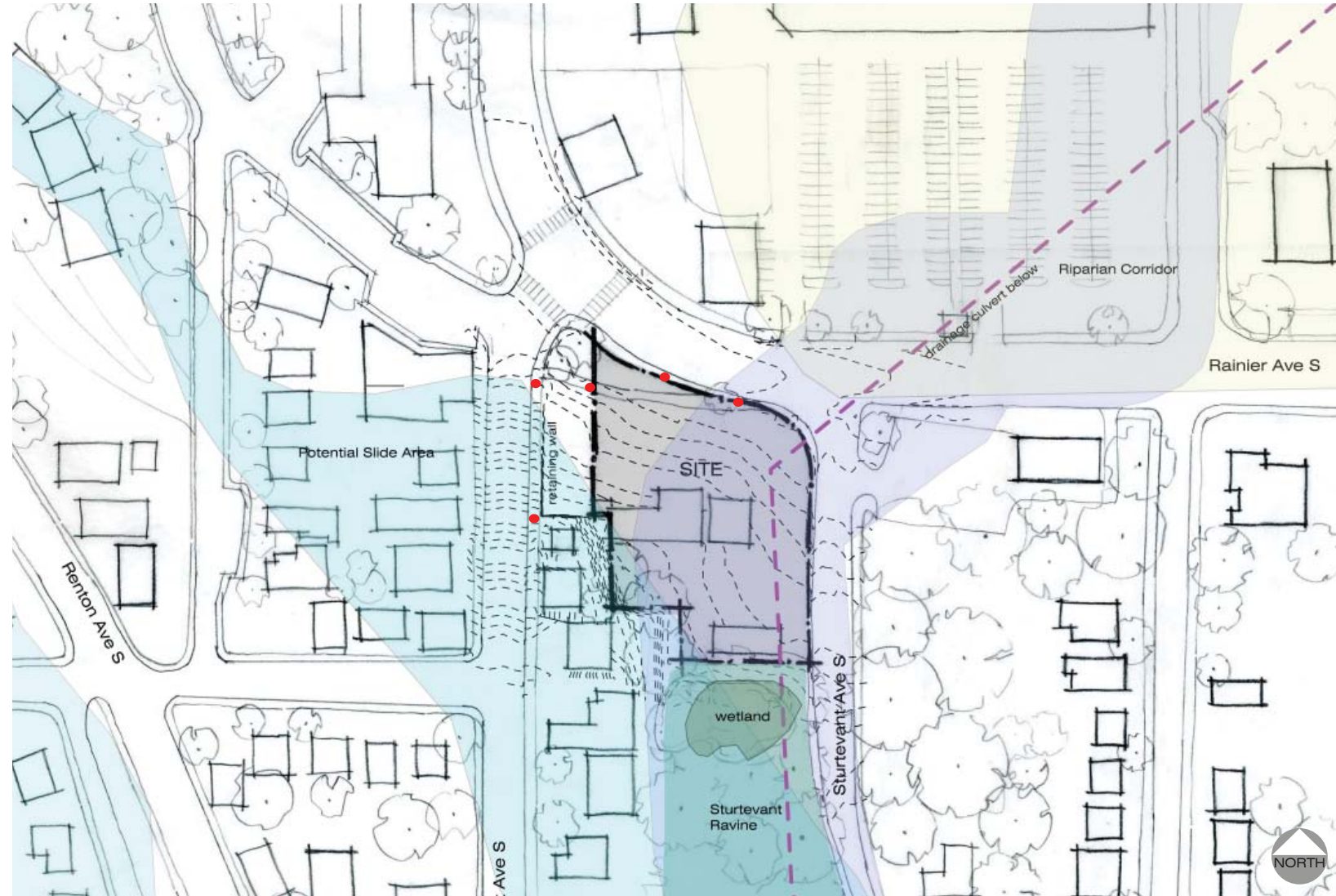
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**Potential Issues for the Site**

1. Mapped Category III Wetland on neighboring property to the south requires buffer of 60 feet.
2. Mapped by the City of Seattle as a Riparian Corridor across eastern two-thirds of the site. Mapes Creek was placed in a 30" concrete culvert that runs under the site, across the Safeway parking lot and to Lake Washington. The pipe is 25-30 feet west of the eastern property line.
3. Mapped potential slide area located southwest of the site.
4. Adjacent property zoned Lowrise 1 (L1) and Lowrise 2 (L2) impact development potential of the site with increased side yard requirements and building setbacks.
5. Site adjacency to properties zoned Lowrise 1 (L1) and Lowrise 2 (L2) requires City of Seattle Design Review process. Additional review time, public meetings, and design effort.
6. Power lines run east to west through north part of site (● - denotes electrical pole).



wetland to south of site



power lines on north portion of site



vacant area to north of site

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**Rainier Ave S** This frontage will have excellent visibility from a major arterial and will be important in establishing the building's presence along the street. We will take advantage of this important junction to make the building an important activity center for pedestrians in the Rainier Beach Urban Village.

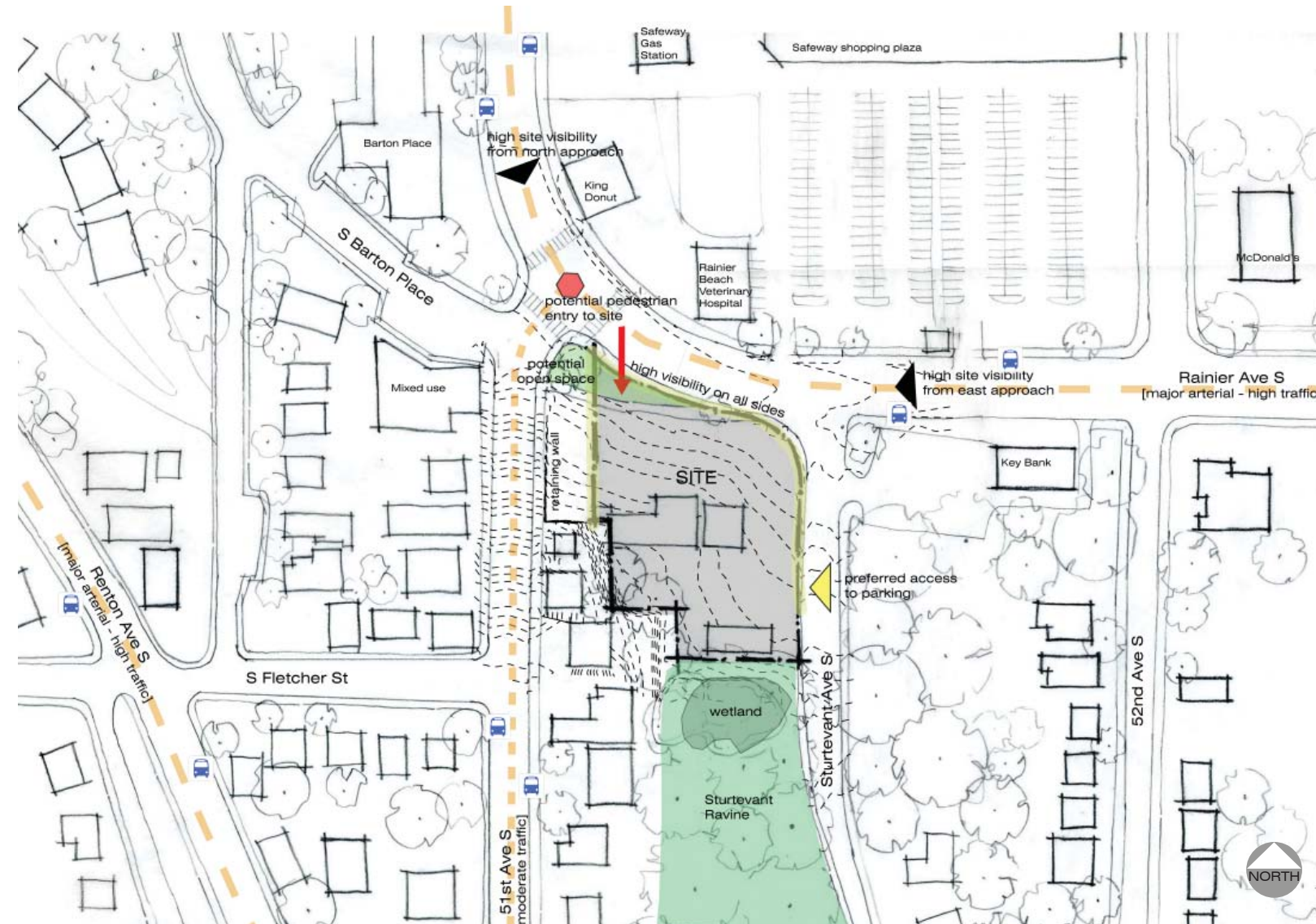
**Sturtevant Ave S** This gently sloping road is the preferred access point to parking on site since it is less congested than Rainier Avenue.

**Sturtevant Ravine** The mapped wetland is immediately south of site. A 60 foot buffer is required for a Category III wetland. The majority of the buffer area is covered in asphalt.

**Solar orientation** The main building facade along Rainier Avenue is north-facing, which enables this public elevation to be transparent and inviting with much of the site shaded by trees to the east and south.

**Views** There are no major water or mountain views from the existing site.

**Public transit** Bus stops are located within one block of the site along Rainier Avenue S. The new Henderson Street Rail Station is approximately 3/4 mile west from the site.



## Design Objectives

The objective is to build an efficient health clinic that will:

- Provide a new community health center to serve Seattle's lower income community
- Add a strong presence along Rainier Avenue South
- Add to the architectural character of the Rainier Beach Urban Village
- Encourage pedestrian activity in front of the building along Rainier Avenue South
- Provide adequate daylight and comfortable spaces for work areas and public areas
- Integrate medical and dental clinic facility activities and functions

## Uses

### Open Space

To provide open space along Rainier Avenue South near the entry to the building to create an inviting environment. This space will visually connect the neighborhood with the interior lobby/waiting area and other building program spaces, providing a strong presence along Rainier Avenue South.

### Dental Clinic

The facility includes one level for a dental clinic program, providing dental services for children and adults in the community. Components will include a laboratory, administrative offices, and other support spaces that serve dental operatories which will be located along the building perimeter. A design goal is to maximize daylight in all interior spaces.

### Medical Clinic

The medical clinic will occupy a single level of the new building and will use daylight as much as possible. Programmed areas include offices, exam rooms, and a range of medical support spaces. Both the Medical and Dental facilities will have common waiting areas with a single entry lobby.

### Support

Program components such as conference rooms and the staff lunch room will be shared by both the medical and dental clinic. Some of these areas will be accessible to the public. The balance of privacy will be carefully considered against the transparency required by design guidelines.

### Parking

Access to parking is required to be from Sturtevant Avenue South minimizing the impact on the pedestrian activity along Rainier Avenue South. By code, the program requires approximately 50 parking spaces. The owner would like to achieve 75 parking spaces on the site to minimize the parking impact on the neighborhood, and to allow for future housing to be developed on the southern portion of the site.

### Housing

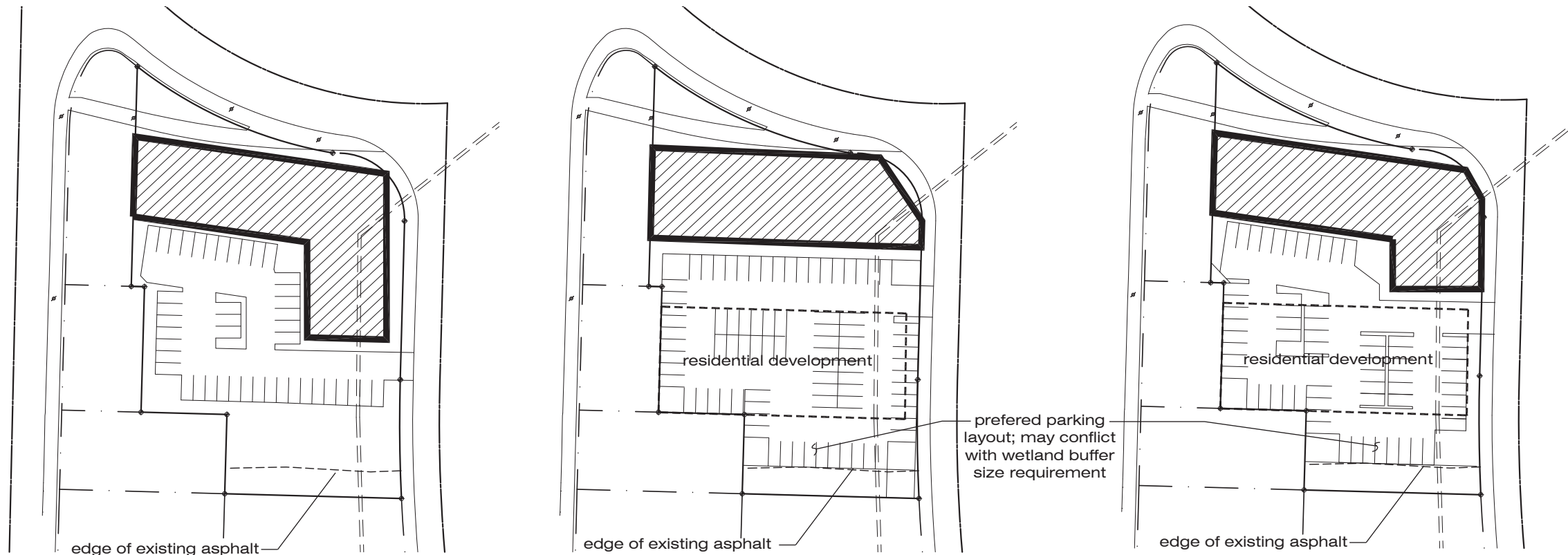
Neighborcare Health would like to reserve a portion of the site for future housing development. The requested Design Departures allow for the mixed use development of the site consistent with the land use code for the site (see pages 9-11 for more about proposed Design Departures). The residential component of the project would be an asset to the Rainier Beach neighborhood.

## EARLY DESIGN GUIDANCE

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option	DESIGN 1 - CODE	DESIGN 2- RAINIER FRONTAGE	DESIGN 3 - STURTEVANT CORNER
code	code-complying; no departures	departures	departures
footprint	16,000 sf	13,900 sf	14,300 sf
parking	approximately 44 spaces	approximately 83 spaces	approximately 64 spaces

**Design 1 Description:**

**Street Level**

This code-complying scheme forms a strong edge along the open space to the north fronting Rainier Avenue. The street wall continues onto Sturtevant Avenue, which also serves as the only access point for vehicles. The primary pedestrian entry is located at the corner of Sturtevant and Rainier. This corner will have the most transparency.

**Building Massing**

The building will be a two story structure with 15 foot floor-to-floor for each level. The buildings exterior would respond to the interior program requirements for both the medical clinic and dental clinic. Housing as a stacked component on the site does not work due to the floor-to-floor requirements that differ from medical/dental.

**Parking**

This design alternative would compromise the building program requirements in order to meet the code minimum parking requirements for medical/dental use and floor area.

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**Pros:**

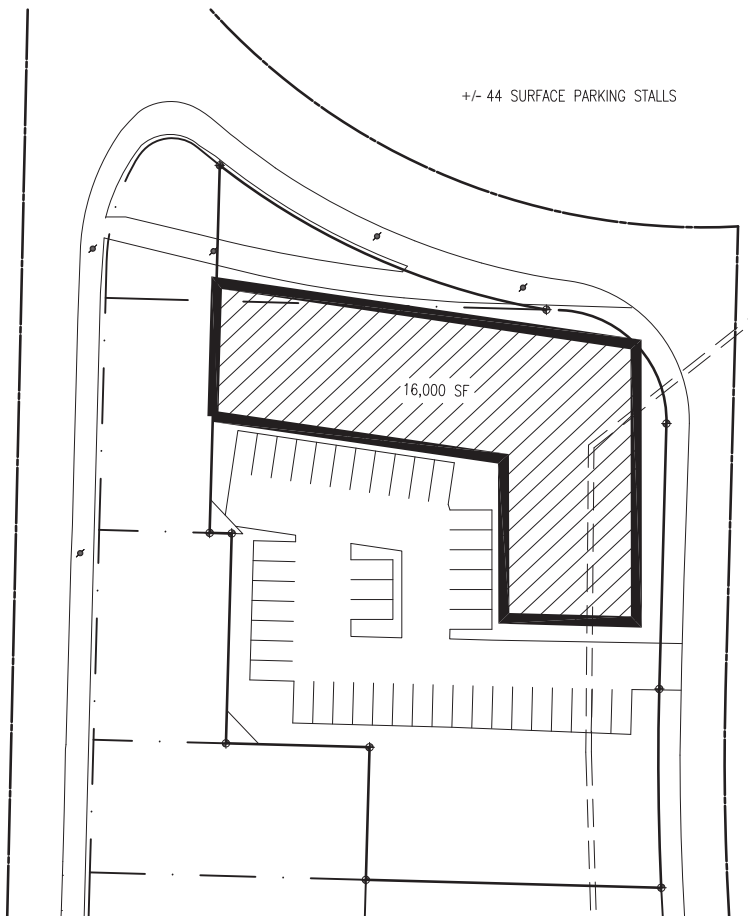
- complies with code requirements, while maintaining wetland buffer to south
- establishes prominent edge along Rainier Avenue South

**Cons:**

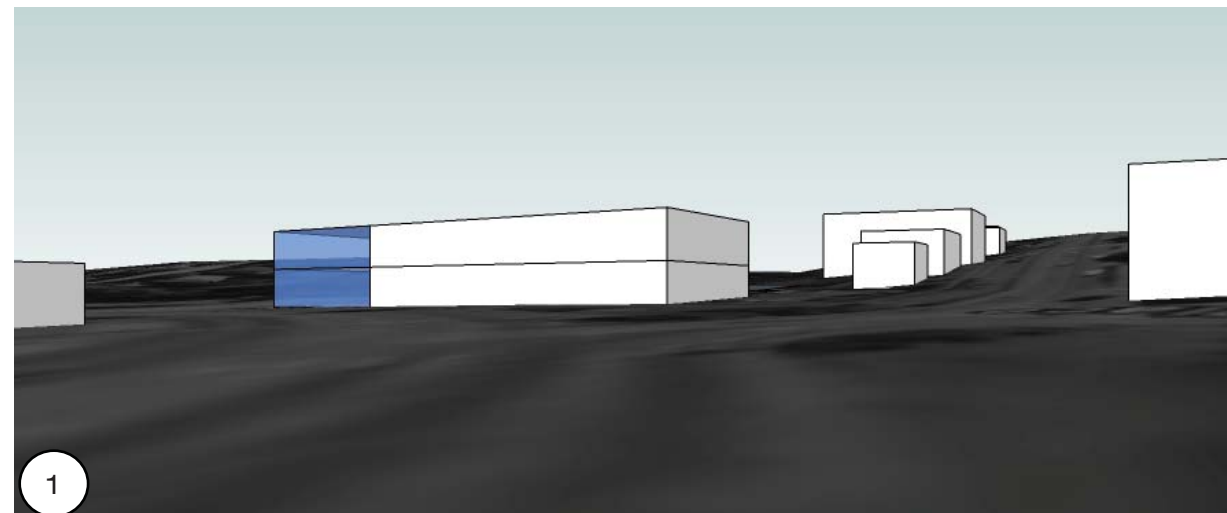
- reduces program and services provided to the community
- does not allow for adequate space for future housing development
- does not allow adequate parking for the medical/dental program.



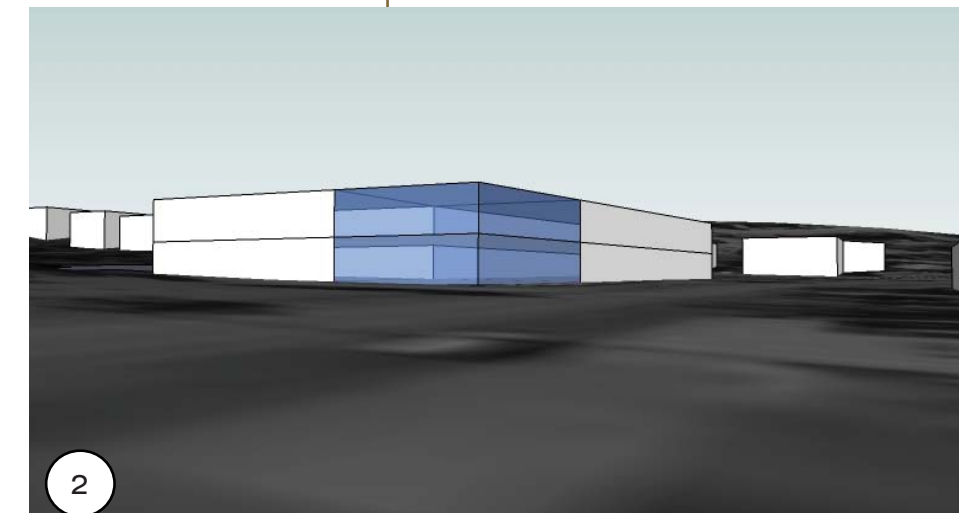
aerial from northwest



plan



streetlevel view southbound on Rainier Avenue S



streetlevel view northbound on Rainier Avenue S

■ Miller Hayashi Architects LLC

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**Design 2 Description:**

**Street Level**

Like design one, this alternative has a strong presence on Rainier Avenue S, the primary arterial. There is a reduced presence along Sturtevant Avenue in order to allow for future development of housing.

**Building Massing**

The program requires between a 13,000-15,000 sf footprint. This scheme compacts all activities into a linear massing to the north of the site, providing adequate space for future housing development.

**Parking**

The requirements for parking are to provide 75-80 parking spaces to accommodate the clinic needs and to provide future shared parking for future housing.

**Design Departures**

Setbacks from L1 zones; Screening of parking; Lineal street frontage of parking.



aerial from northwest

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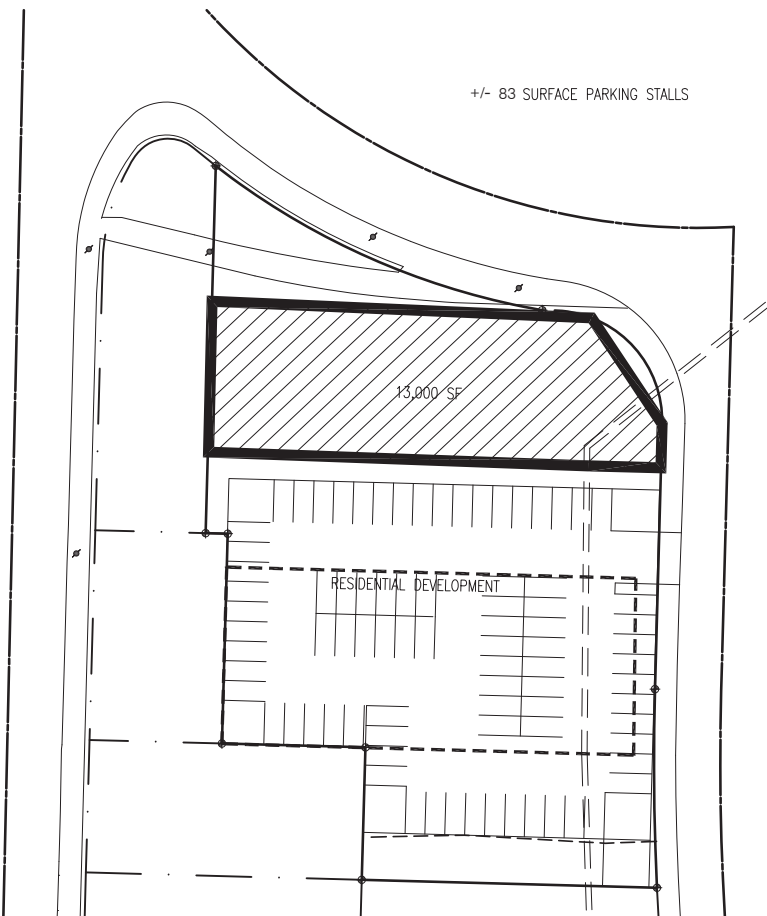
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**Pros:**

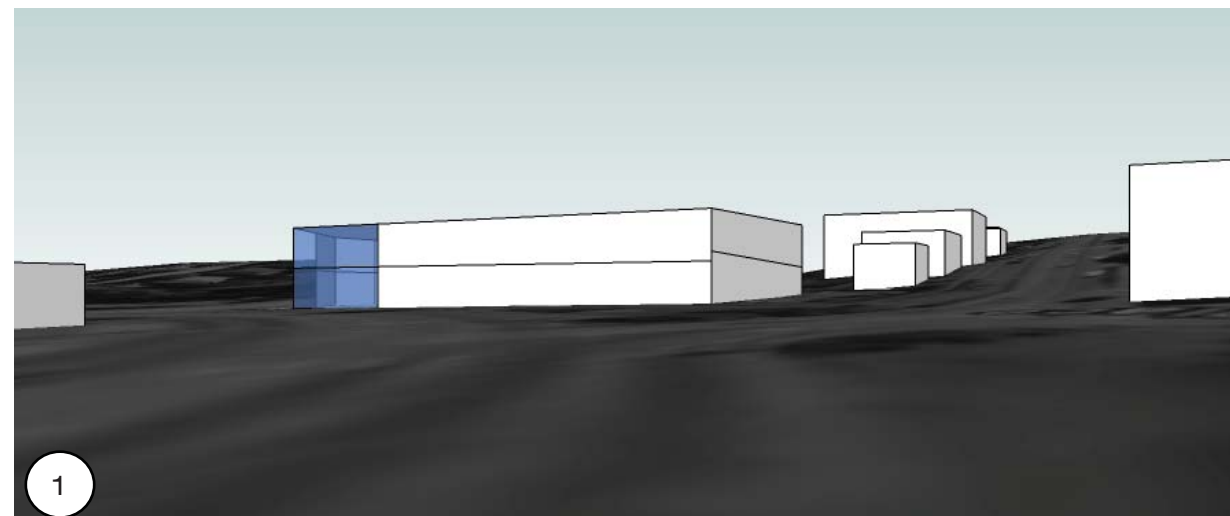
- allows maximum parking
- allows for future housing development
- establishes prominent edge along Rainier Ave S

**Cons:**

- design departure for parking access
- design departure from the setback requirements
- mitigation of asphalt-covered wetland buffer



plan



streetlevel view southbound on Rainier Avenue S



streetlevel view northbound on Rainier Avenue S

**Design 3 Description:**

**Street Level**

Similar to the two other alternatives, a presence would be established along Rainier. The street facade would continue around the corner along Sturtevant. There is a design departure modifying street frontage of parking to allow for the future development of housing on the site.

**Building Massing**

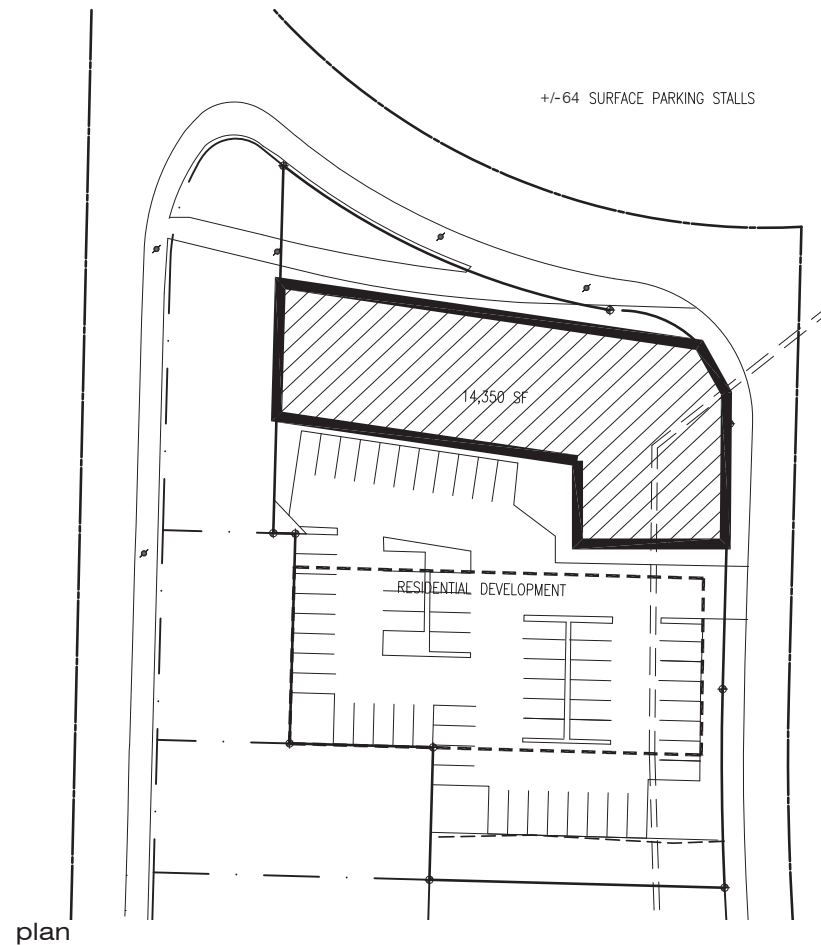
The program requires between a 13,000-15,000 sf footprint. This scheme compacts all activities into an L-shaped configuration to the north of the site to provide adequate space for future housing development. This alternative represents the optimal arrangement for program spaces on the interior.

**Parking**

This option meets program requirements for number of parking stalls and allows shared parking with the future housing development.

**Design Departures**

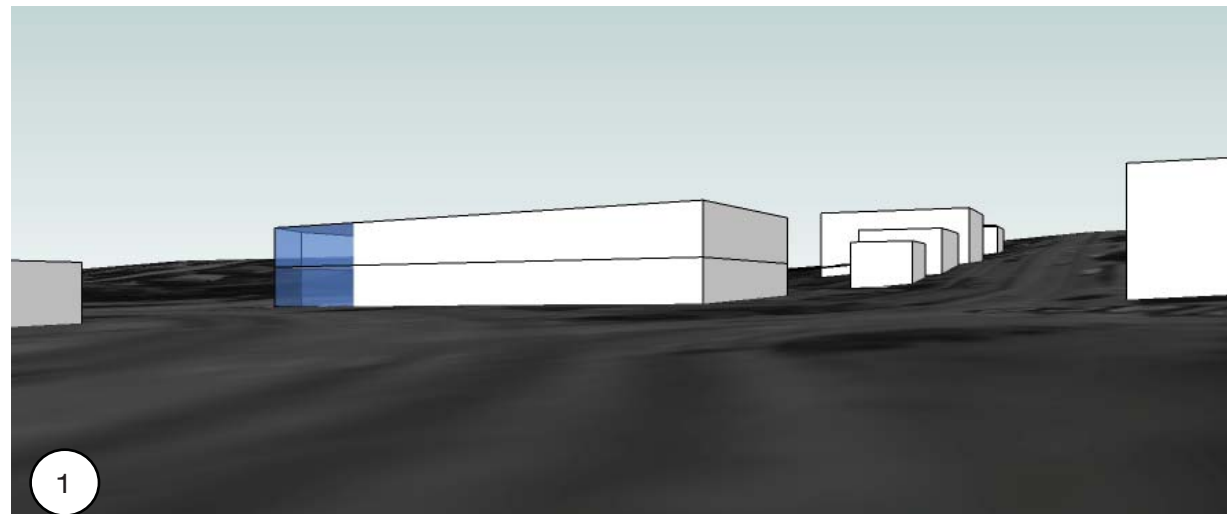
Setbacks from L1 zones; Screening of parking; Lineal street frontage of parking.



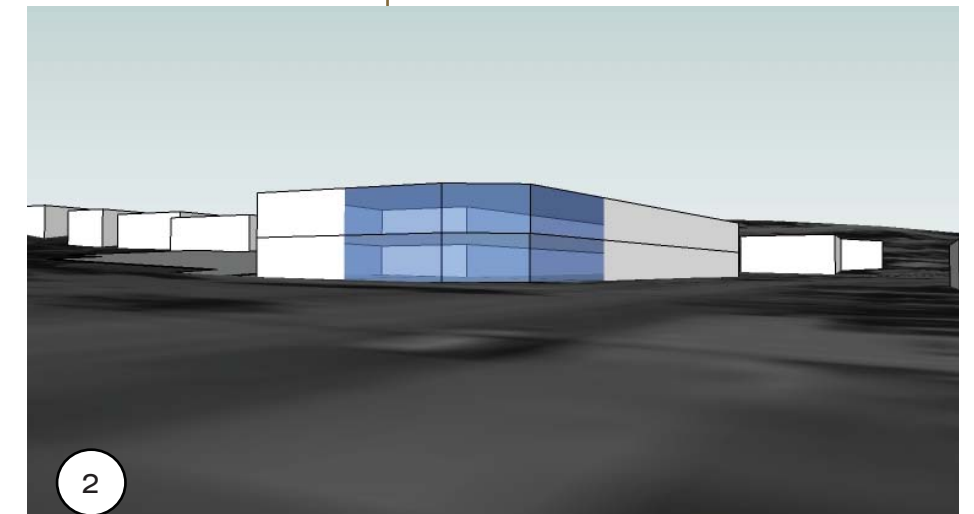
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aerial from northwest



streetlevel view southbound on Rainier Avenue S



streetlevel view northbound on Rainier Avenue S

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**Pros:**

- meets the parking program requirements
- allows for future housing development
- establishes prominent edge along Rainier Ave S

**Cons:**

- design departure for parking access
- design departure from the setback requirements
- mitigation of asphalt-covered wetland buffer requirements

## Design Departures

The conditions of this project will require design departures affecting:

- Setbacks
- Parking screening
- Mitigation of asphalt-covered wetland buffer

### Setbacks

To the north, existing power lines impact the development of the front “triangle” of the site. The wetland area to the south also impacts the development of the site. These two combined factors potentially limit the portion of the site that can be developed.

In proposed designs two and three, the reduction of the required setbacks would be necessary. Scheme two requires mitigation of the wetland buffer setback and for the abutting residential setback lots to the southwest. In alternative three, there is a reduction in the wetland buffer to accommodate future housing and parking requirements. Similar to the majority of the site, which is currently paved, the southern portion of the site is paved with asphalt along the south property line and has an existing building also adjacent to the south property line.

With these departures, it is our intention to meet the city’s design guidelines and accommodate the future development of housing on the site consistent with in the land use code. Massing options two and three show an area that would accommodate the construction of housing units on the site. These alternatives will provide enough area to develop housing that is in high demand in the Rainier Beach Neighborhood.

### Parking Location and Access

In options two and three, at this time we see a design departure from the 60 foot maximum street frontage for parking to the side of the structure (per 23.47A.032.B.1.c), to accommodate the future development of housing on the site. With the addition of housing units in the future, the frontage requirements would be met. The parking street frontage will decrease from the initial 180 feet to the required 60 foot maximum street frontage once the housing phase is constructed.

### Wetland Buffer

Designs two and three require reducing the wetland buffer (60 feet) on the site. This portion of the site is currently paved with asphalt with an existing structure over a portion. Mitigation of the wetland buffer could include enhancing the existing, planted area to the south. Extent of mitigation is to be determined in consultation with DPD.

### Miller Hayashi Architects LLC

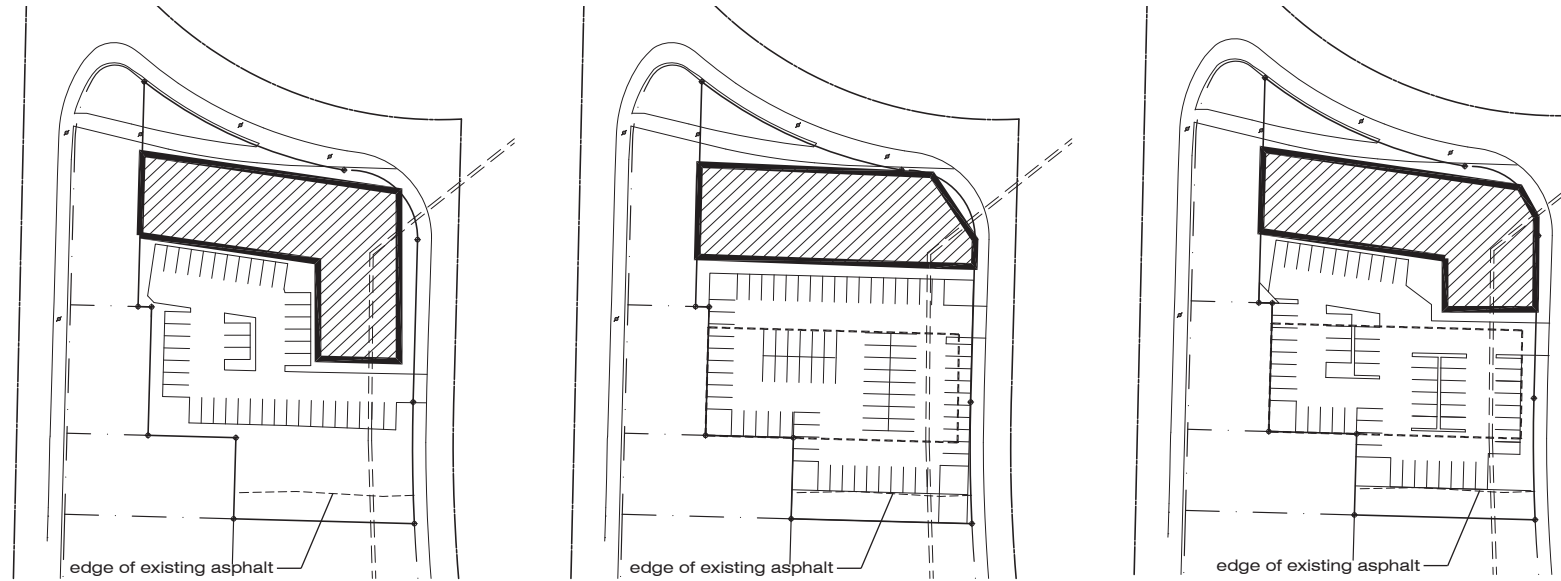
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	Design 1 - Code Complying	Design 2 - Rainier Avenue Frontage	Design 3 - Corner of Sturtevant
code	complying	• requires design departures	• requires design departures
departures	• none	• all setbacks • parking access & linear street frontage • screening	• some setbacks • parking access & linear street frontage • screening
pros	• complies with all code requirements	• meets program requirements • provides housing development potential	• meets program requirements • provides housing development potential
cons	• does not allow for future development of housing	• requires design departures	• requires design departures

