



schemata velmeir companies
workshop cvs pharmacy west seattle

4722 fauntleroy way sw
seattle, wa 98126

early design guidance
DPD project # 3015817 + 3019746

19 march 2015 EDG meeting 1

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section 1 | development objectives

project team

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project summary

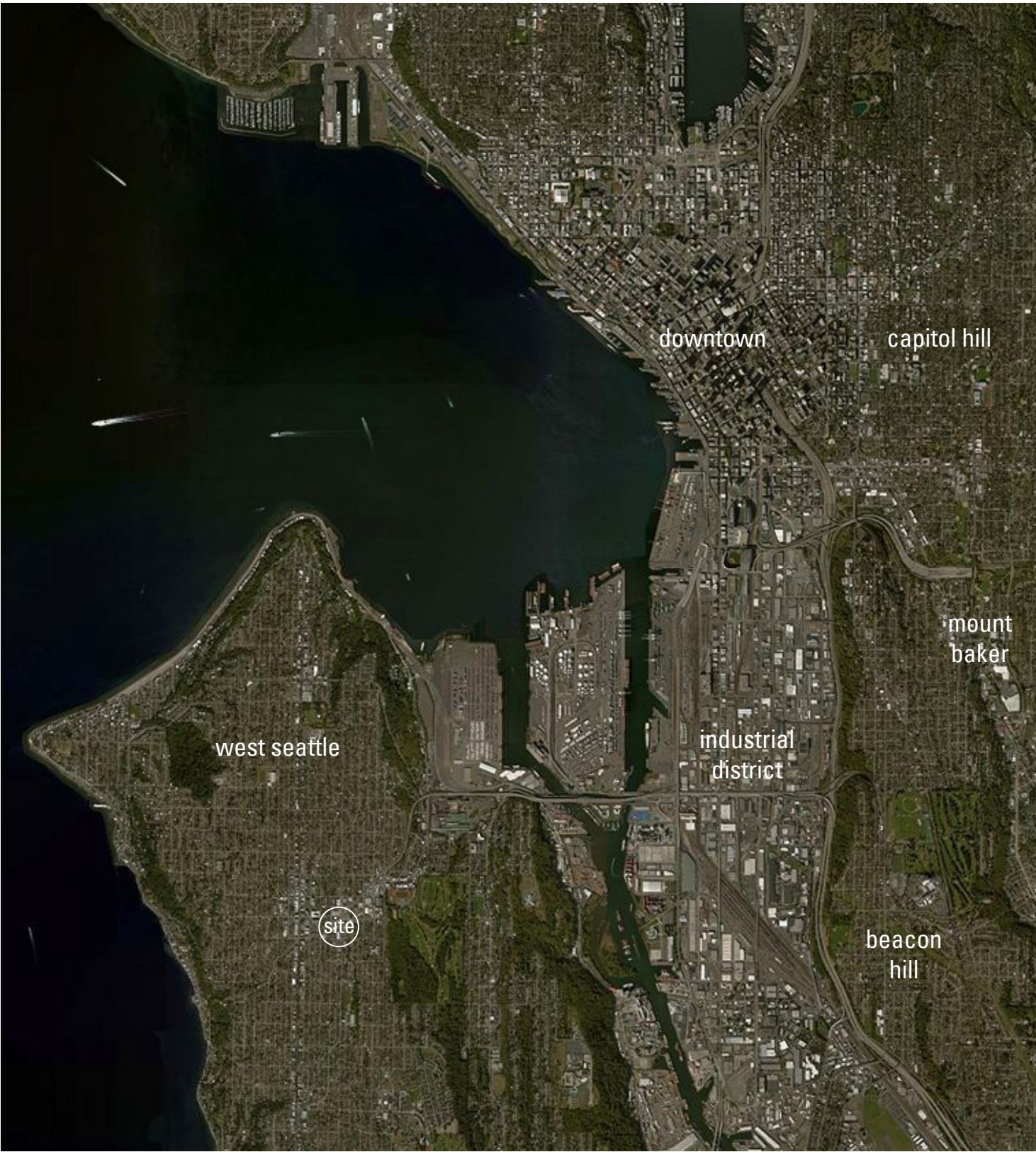
This development will be a single story CVS retail building with a pharmacy and a loading mezzanine. The project will include parking and a drive-through for the pharmacy.

Loading will be accommodated in the alley.

commercial square footage: 12,200 SF
number of parking stalls: 49 stalls

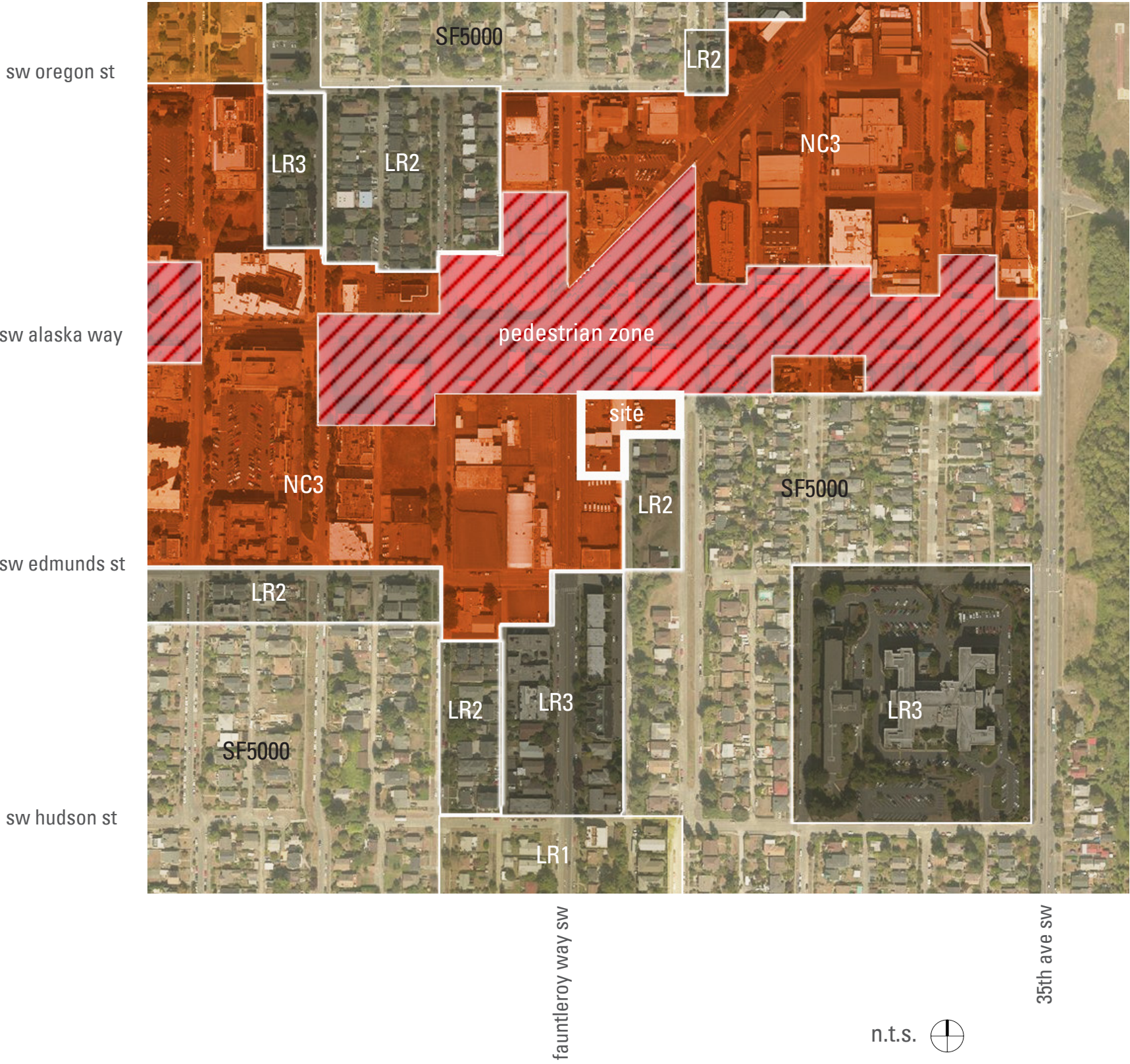
The property owners (who are neither the developer, Velmeir, nor the tenant, CVS) are leasing the property and the property owners are choosing not to develop the property to its full build-out. To that end, there is a restriction that prohibits developing the site as a mixed-use project. The challenge of the project, therefore, is to achieve a high quality urban environment within the terms placed upon the property by its owners. The development proposal that follows achieves this goal in the following key ways:

- Proposing a building made of high quality, durable materials that foster craft and detail and reference the small, mid-century retail spaces along California Avenue;
- Furthering the goals of the neighborhood’s urban design plans by supporting the existing and proposed networks of pedestrian ways;
- Providing an accessible public open space in support of the above network;
- Improving waiting areas for transit and allowing a current site use to continue in an enhanced environment;
- Robustly landscaping an otherwise barren area of West Seattle;
- Minimizing the visual impact of the drive-through, loading, and parking areas.



ADDRESS:	Building Sites: 1) 4712 Fauntleroy Way SW 2) 4736 Fauntleroy Way SW 3) 4740 Fauntleroy Way SW		BUILDING WIDTH/DEPTH:	Avg. depth of 30', min. depth of 15' from street-level facing facade for NC zones. Max width of all portions of a structure measured parallel to a north-south street lot line is 275'per West Seattle Junction Hub Urban Village.	
	Parking Site:	4721 38th Ave SW	SETBACKS:	FRONT:	10' from street lot line along non-arterial north-south avenues for at least 25% of the lot frontage or 100' of the lot frontage (whichever is less)
LEGAL:	Building Sites:	1) NORRIS ADD TO W S, Plat Block 2, Plat Lot 38 thru 46 2) NORRIS ADD TO W S N 15 FT OF 36 & ALL 37, Plat Block 2, Plat Lot: 36-37 3) NORRIS ADD TO W S 34 & 35 & S 10 FT OF 36, Plat Block 2, Plat Lot: 34-35-36		SIDE & REAR :	10' for portions of structures above 13' in height to a max of 65'; and 1/2 of the width of an abutting alley may be counted as part of the required setback
	Parking Site:	1) NORRIS AD TO W S, Plat Block 2, Plat Lot 9-10-11-12-13		LANDSCAPING & SCREENING:	Green Factor Score = .30 minimum; street trees per SDOT Drive In Business Requirements: 6' high screening required along abutting or alley lot lines with a 5' deep landscaped area inside the screening where drive-in lane abuts a lot in a residential zone.
DPD PROJECT NO:	3015817				
PARCEL NO.:	Building Site:	1) 612660-0435 2) 612660-0410 3) 612660-0400	Parking Site:	612660-0275 Surface Parking Area Requirements: 3' high screening is required along lot lines. Parking abutting or across an alley from a lot in a residential zone must have 6' high screening with 5' deep landscaped area inside screening. 1 tree required per every 10 parking spaces. No parking space to be more than 60' from required landscape area.	
CURRENT ZONING:	NC3-85 (all Building Sites) NC3-40 (Parking Site)				
OVERLAYS:	West Seattle Junction Hub Urban Village		PARKING / ACCESS:	Commercial = first 1,500 SF of each business establishment. General Sales/Service = 1 space / 500 SF.	
ECA:	none		SOLID WASTE / RECYCLING:	Rear load container COMMERCIAL 0-5000 SF 82 SF	
SITE AREA:	Parking Site:	15,000 SF	Building Sites:	39,700 SF	
ALLOWED USES:	NC3	Commercial, Medical, Restaurant, Residential, Office, Live/Work			
ALLOWED FAR:	NC zones	4.5 FAR			
DENSITY:	NC3	No density limitations			
STRUCTURE HEIGHT:	NC3-85	Height limit is 85 feet as designated on the official land use map.			
STREET LEVEL DEVELOPMENT STANDARDS:	60% of street facing facade between 2' and 8' above the sidewalk shall be transparent. Transparent areas of facades shall be designed and maintained to allow unobstructed views from the outside into the structure.				

section 2 | zoning maps



traffic flows and site access | section 2

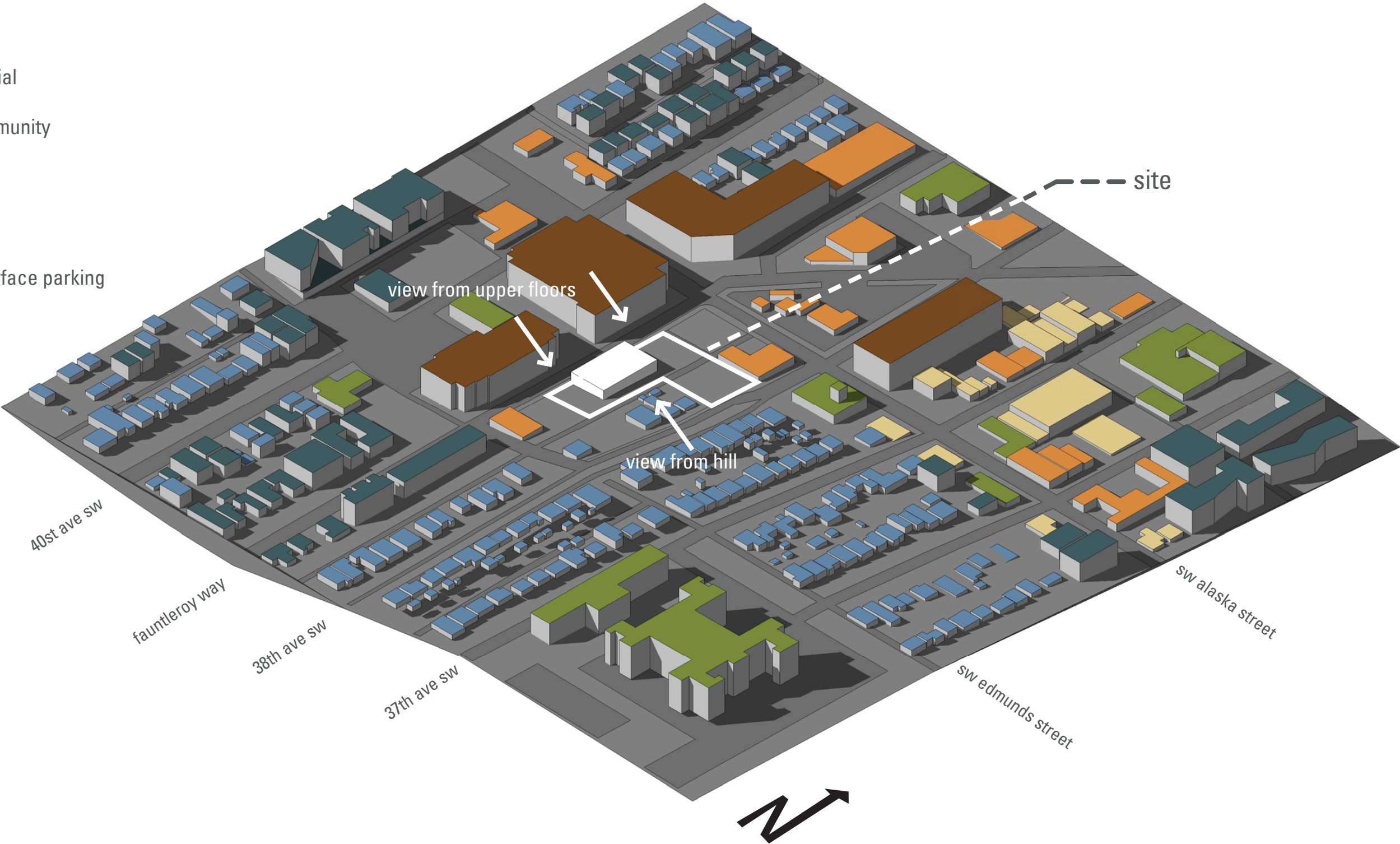


- vehicular access**
Primary vehicular traffic is along SW Alaska Way, which is a strong connecting corridor between West Seattle and downtown.
- transit access**
Primary bus routes run along SW Alaska Way between West Seattle and downtown. Buses also run from the Vashon Island Ferry to West Seattle along Fauntleroy Way. Bus stops on Fauntleroy are only in use on weekdays during peak times.
- bicycle access**
Primary bicycle routes are present on SW Alaska Street and 38th Ave SW.
- pedestrian overlay**
SW Alaska Street has a pedestrian overlay.

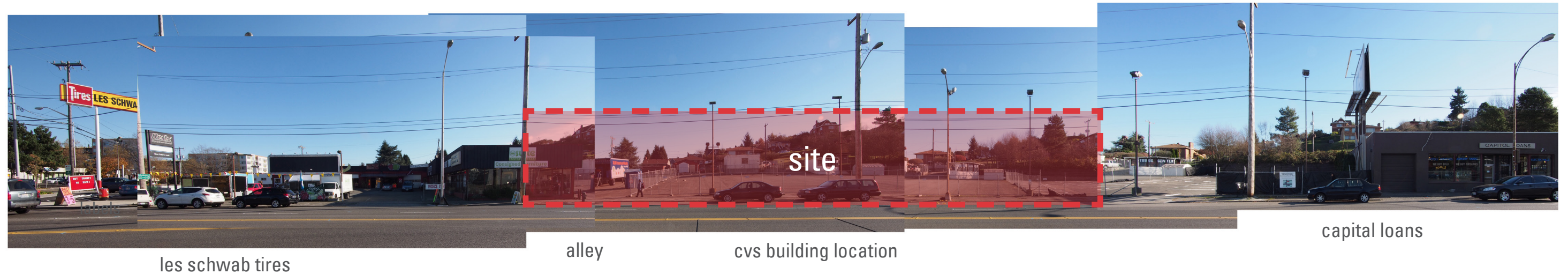
- primary vehicular corridors
- primary bus routes
- primary bus stops
- primary bicycle network
- pedestrian overlay
- urban village

section 2 | axonometric massing

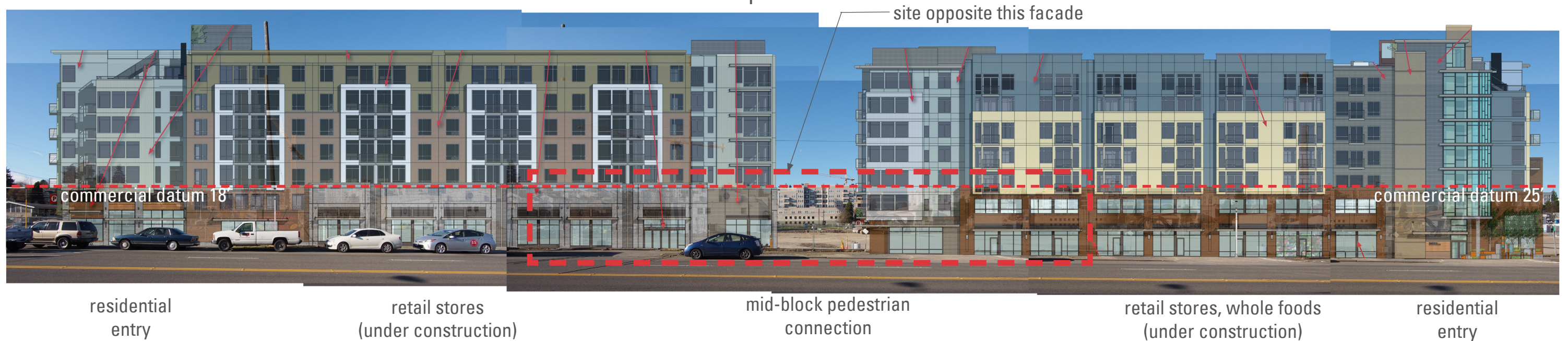
- mixed use
- commercial
- office/industrial
- cultural, community
- multifamily
- single family
- roads and surface parking



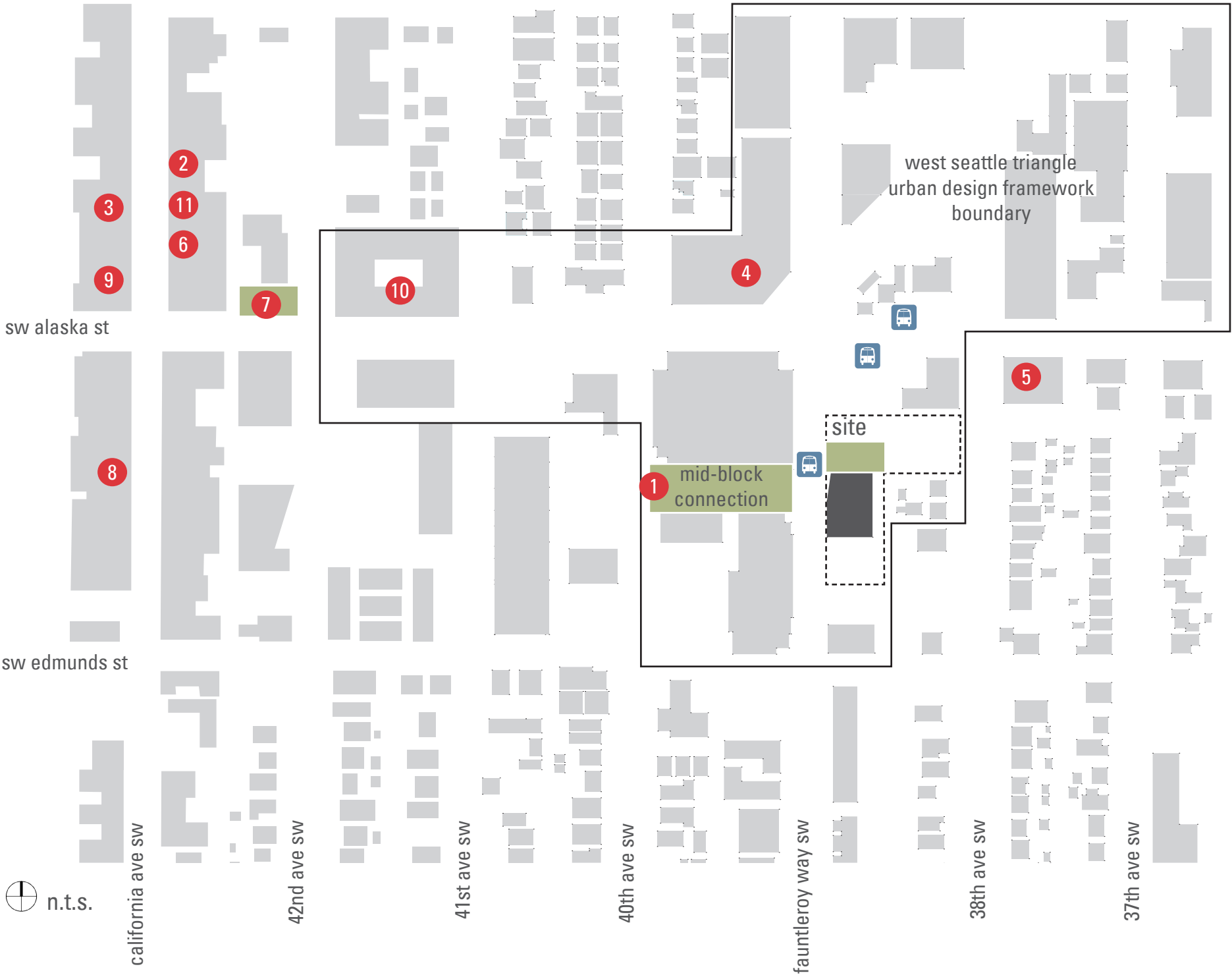
east streetscape



west streetscape



section 2 | neighborhood context and design cues



Mixed Use Development

4755 Fauntleroy Way SW

- Mid-block pedestrian connection
- Outdoor space



Antique Mall

4516 California Ave SW

- 1-story retail
- Building scale
- Materiality
- Modulation



La Romanza + Pecado

4521 California Ave SW

- Entry modulation
- Intimate building scale
- Pedestrian focus

neighborhood context and design cues | section 2



Mixed Use Development
SW Alaska Street

- Retail



Junction Plaza Park
42nd Ave SW

- Materiality
- Seating
- Paving
- Landscaping



Mixed Use Development
4100 SW Alaska St

- Retail
- Canopy
- Building overhang



Fire Station 32
3715 SW Alaska St

- Materiality
- Building Scale



ArtsWest
4711 California Ave SW

- Weather protection



Matador
4546 California Ave SW

- Materiality
- Outdoor seating



Wild Rose Antiques
4529 California Ave SW

- Entry modulation
- Materiality



Fleur
4536 California Ave SW

- Street character
- Weather protection
- Entry modulation

section 3 | design guidelines

CS1
Natural Systems and Site Features
Use natural systems and features of the site and its surroundings as a starting point for project design.

2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements. Features such as trees, rain gardens, bioswales, green roofs, fountains of recycled water, and/or water art installations can create movement and sound, air cooling, focal points for pedestrians, and habitats which may already be required to manage on-site storm water and allow reuse of potable water for irrigation.
Response: Rain gardens are being considered for the plaza on the north side of the site, as well as for the parking areas.

CS2
Urban Pattern and Form
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

A. LOCATION IN THE CITY AND NEIGHBORHOOD
1. Sense of Place: Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.
Response: The mid-block crossing provided by the plaza is supported by the *West Seattle Triangle Urban Design Framework*. Although the site is not designated to have a through corridor, one is provided to connect with the mid-block crossing under development across Fauntleroy Street.

2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a “high-profile” design with significant presence and individual identity, or may be better suited to a simpler but quality design

that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials.
Response: The building will incorporate masonry, and the plaza design will be articulated with hardscape, furniture, and planting. The building elevation along Fauntleroy will have extensive glazing, which will provide views deep into the retail space (no poster or kiosk will block views into the retail). On the preferred option, the roof form is expressive and directed toward the important gateway of Fauntleroy and Alaska.

B. ADJACENT SITES, STREETS, AND OPEN SPACES

2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.
Response: The plaza will be furnished and attractively lit, supporting pedestrian activity at all hours. The geometry of the parking in the preferred option guides pedestrians to the alley, which has been mentioned as an important walking corridor by neighborhood residents. A graceful, 1:20 ramp provides access to the building’s entry. And generous entry stairs and a sidewalk landing afford more opportunities to sit. The bus stop has new furnishing and materials, reflecting the design of the plaza.

3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or “rooms” for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).
Response: The planar walls of the building will incorporate details, dimension, and materials from the adjacent plaza

and sidewalk. On the plaza wall, furnishings and/or lighting will help enhance this ‘landscape wall’ to the site, making it a more accommodating space.

C. RELATIONSHIP TO THE BLOCK

2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.
Response: The building creates a strong street edge, where none existed before. The portions of the building facing the vacant parcels to the north and south will use the same high quality materials as the street-facing elevation.

D. HEIGHT, BULK, AND SCALE
1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.
Response: The building is on a ground lease, and the terms of the lease prohibit a building over 30 feet high. Given its single story massing, the building makes the most of its modest size by providing contrasting materials and distinctive massing. Single story, commercial buildings make up the bulk of California Avenue, and the use of materials and modulation is based on that precedent. Note also that the properties to the east of the site are single family residential, and that the smaller building being proposed is a good transitional mass between the single-family and NC-85 zones.

2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties; for example siting the greatest mass of the building on the lower part of the site or using an existing stand of trees to buffer building height from a smaller neighboring building.
Response: The change in grade between the site and the

alley is being used to shield the view of the drive-through from the single-family homes to the east of the site. Shielding the drive-through from view was one of the most important goals expressed by the community.

3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.
Response: The building height is such that it does not impede on the views or scale of the adjacent residential zone. The building proposed is a good transitional mass between the single-family zone to the east and NC-85 zone to the west of the site.

West Seattle Junction Supplemental Guidance
I. Streetscape Compatibility
A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction’s mixed use areas (as previously defined). New development particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.
i. Reduce the scale of the street wall with well-organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches and planters.
Response: The west elevations will be modulated and illuminated. Site furnishings will be provided, including bus stop furniture. Street trees will be planted along Fauntleroy, and planters that are suitable for seating will be provided along the ramp and stair.

ii. Provide recessed entries and ground-related, small open spaces as appropriate breaks in the street wall.
Response: The current food-truck will be invited to return (with on-street reserved parking) and the landscape design will provide seating areas for the truck’s patrons. Such reserved parking for food trucks is being successfully used in the South Lake Union and Capitol Hill neighborhoods of Seattle.

III. Height, Bulk and Scale

ii. The massing prescribed by Neighborhood Commercial development standards does not result in mixed-use development that is compatible with the existing context. Among recent development in NC-65’ zones and higher, the base (ground level commercial area) often appears truncated by the upper residential levels within a mixed-use building. The 13- foot, lot line – to – lot line commercial ground floor is an inadequate base for buildings of this size in terms of overall proportion. Moreover, surrounding commercial structures along California Avenue tend to have a building mass of 20 to 30 feet at the front property line. Therefore, for new development in Neighborhood Commercial zones 65’ or higher:

Response: The mid-century commercial structures along California Avenue are a precedent in the design of the building. Material choices, such as roman brick, are being proposed for the building. The height of the building matches the 20 to 30 foot height of these buildings at the property line.

iv. Consider a change of materials, as well as a progressively lighter color application to reduce the appearance of upper levels from the street and adjacent properties. The use of architectural style, details (e.g. rooflines, cornice lines, fenestration patterns), and materials found in less intensive surrounding buildings should be considered.

Response: A simplified and crisply defined building palette is proposed: brick walls surrounding fully transparent glazing, with a continuous roof fascia uniting the two elements. The A-B pattern of the building achieves the clearest distinction possible for the modulation.

CS3
Architectural Context and Character
Contribute to the architectural character of the neighborhood.

A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or

other means.

Response: The roof/fascia will be further developed into an expressive, yet elegantly composed, element.

4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

Response: Providing a clear connection between the new development across Fauntleroy to the alley network and 38th Avenue provides a clear precedent for future developments to build upon. By highlighting the alley and enhancing the planting along Fauntleroy, future developments are provided a distinguished landscape from which to align or contrast with.

PL1
Connectivity
Complement and contribute to the network of open spaces around the site and the connections among them.

A. NETWORK OF OPEN SPACES

1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. Consider ways that design can enhance the features and activities of existing off-site open spaces. Open space may include sidewalks, streets and alleys, circulation routes and other open areas of all kinds.

Response: The key concept for the development is to connect with the series of mid-block pedestrian connectors as designated in the Urban Design Framework.

2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

Response: Designing the plaza to support the mid-block access, the network of alleys, and the sidewalks are all important goals of the project, as is providing for meaningful active uses such as providing an integrated place for a food truck or similar vendor.

B. WALKWAYS AND CONNECTIONS

1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

Response: The plaza/through connector joins the sidewalk along Fauntleroy with the alley. The design of the building has elements that are directly aligned with the pedestrian connector under construction across from Fauntleroy.

3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building’s entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

Response: Site furnishings are provided in all options. As the design evolves, plantings, lighting, and signage will all be utilized to integrate the building and landscape design. The goal is to have an open space that is utilized by both patrons and non-patrons of the building.

C. OUTDOOR USES AND ACTIVITIES

1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

Response: The building’s low height will aid in its being exposed to sunlight for the majority of the year.

I. Human Activity

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realms.

Response: The transition from the sidewalk to the open space will take advantage of the small change in grade to provide for an interesting procession and welcoming entry. Tree pits along Fauntleroy will have geometries that create pedestrian interest and reinforce the design of the plaza.

PL2
Walkability
Create a safe and comfortable walking environment that is

easy to navigate and well-connected to existing pedestrian walkways and features.

A. ACCESSIBILITY

1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. Refrain from creating separate “back door” entrances for persons with mobility limitations.

Response: All site and building entries will be equally accessible and inviting.

2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges. Examples include exterior stairs and landings, escalators, elevators, textured ground surfaces, seating at key resting points, through-block connections, and ramps for wheeled devices (wheelchairs, strollers, bicycles).

Response: On the preferred option, an accessible ramp is a key component of the landscape design; it provides a clear and legible path to the building entry, and is along the site line between the building entry and the intersection of Alaska and Fauntleroy.

B. SAFETY AND SECURITY

2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

Response: Pathway lighting will be integrated into the planters that define the ramp and stair. Balanced security lighting will be provided along the alley and southern portion of the site.

3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.

Response: Both the plaza and the sidewalk elevations are extensively glazed. There will be no decals on the glazing or other obstructions that limit visibility into the retail space.

section 3 | design guidelines

C. WEATHER PROTECTION

1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible.
Response: Canopies and/or roof overhangs will be provided along Fauntleroy.

West Seattle Junction Supplemental Guidance

I. Human Scale
i. Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.
Response: A criteria for evaluating the canopy studies will be their effectiveness in shielding pedestrians from weather; canopies are often either too high or lack sufficient width to effectively achieve this goal.

II. Pedestrian Open Spaces and Entrances
i. Street Amenities: Streetscape amenities mark the entry and serve as way finding devices in announcing to visitors their arrival in the commercial district. Consider incorporating the following treatments to accomplish this goal:
a. pedestrian scale sidewalk lighting;
b. accent pavers at corners and midblock crossings;
c. planters;
d. seating.
Response: As previously mentioned, many of the above amenities are proposed for the design.

PL3
Street-Level Interaction
Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

C. RETAIL EDGES
1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail

activities in the building.
Response: Two entries are provided from the plaza, to enhance its activity and porosity.

2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.
Response: Unobstructed views into the retail space are provided.

PL4
Active Transportation
Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

A. ENTRY LOCATIONS AND RELATIONSHIPS
1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.
Response: The existing Metro bus stop will be integrated into the site design. Seating will be provided where none exists now.

B. PLANNING AHEAD FOR BICYCLISTS
2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.
Response: On-site bicycle parking is provided.

C. PLANNING AHEAD FOR TRANSIT
2. On-site Transit Stops: If a transit stop is located onsite, design project related pedestrian improvements and amenities so that they complement (or at least do not conflict with) any amenities provided for transit riders. Consider the proximity of transit queuing and waiting areas to other pedestrian gathering spaces, aiming for enough room to accommodate all users. Similarly, keep lines of sight to approaching buses or trains open and make it clear through location and design whether project-related pedestrian lighting, weather protection, and/or seating is intended to be shared by transit users.

Response: Enhancing the existing, on-site bus stop is an important project objective. One of the objectives of the

alley way connection is to enhance an alternative route to the Rapid Ride bus stops along Alaska.

DC1
Project Uses and Activities
Optimize the arrangement of uses and activities on site.

3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.
Response: The site improvements are intended to be a public asset, whose life extends beyond the lease terms of the tenant.

B. VEHICULAR ACCESS AND CIRCULATION
a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;
Response: Site parking is accessed off the existing alley.

C. PARKING AND SERVICE USES
Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.
Response: The proposed surface parking replaces what is currently there. Unlike the existing lot, the replacement parking will be landscaped and screened. Its geometry is also being utilized to enhance pedestrian movement through the site.

2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/ or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.
Response: Landscape screening will be provided in excess of code requirements. The screening design will be integrated with that of the sidewalk and plaza.

4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these

facilities on building aesthetics and pedestrian circulation. Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments.
Response: All service elements are accessed from the alley. Trash will be in full enclosures, and an access bridge from the high point of the alley provides a direct link to the mezzanine storage, shortening loading times.

DC2
Architectural Concept
Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

B. ARCHITECTURAL AND FAÇADE COMPOSITION
1. Façade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.
Response: Ground-face CMU will be used for the alley facade. The drive-thru window is located along the alley, adding scale and activity to the facade.

2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians. These may include:
a. newsstands, ticket booths and flower shops (even if small or narrow);
b. green walls, landscaped areas or raised planters;
Response: For security reasons, windows are prohibited along the pharmacy, which is located in the south of the building. A textured brick wall is therefore proposed for the building’s south facade.

C. SECONDARY ARCHITECTURAL FEATURES

1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality surface materials and finishes.
Response: The windows in the masonry walls will be deep set. Additional accents, such as painted aluminum at the jambs and sill, will be studied for incorporation into the project. The scale and arrangement of these windows act as a counterpoint to the adjacent storefront glazing, breaking down the scale of the facade.

D. SCALE AND TEXTURE

2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.
Response: The base/sill of the storefront is proposed to be pre-cast/textured concrete. Planters define the entry and ramp will be of brick.

DC3

Open Space Concept

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

A. BUILDING-OPEN SPACE RELATIONSHIP

1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.
Response: The three building elements of roof, wall, and storefront will be individually reflected in the plaza design through either materials, paving lines/accents, or geometric orientation.

B. OPEN SPACE USES AND ACTIVITIES

1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users,

ensuring each space has a purpose and function.

Response: The team will seek a food truck vendor to park adjacent to the site should the current vendor choose not to remain.

2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities. For example, place outdoor seating and gathering areas where there is sunny exposure and shelter from wind. Build flexibility into the design in order to accommodate changes as needed; e.g. a south-facing courtyard that is ideal in spring may become too hot in summer, necessitating a shift of outdoor furniture to a shadier location for the season.
Response: Site furnishings will be fixed; however, considerations to solar access and potential future activities will be considered in their placement.

C. DESIGN

1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept, where appropriate, that other projects can build upon in the future.
Response: The open space design reinforces the goal of the Urban Design Framework.

DC4

Exterior Elements and Finishes

Use appropriate and high quality elements and finishes for the building and its open spaces.

A. BUILDING MATERIALS

1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.
Response: Roman brick is proposed for the Fauntleroy and plaza elevations, with a quality brick for the south elevation

and a ground-face CMU for the alley. The roof fascia is proposed to be aluminum or composite aluminum, and the soffits above the building entries are proposed to be wood or similar tactile material.

B. SIGNAGE

1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.
Response: Back or face-lit, brushed aluminum or stainless steel signage will be used for the main corporate identity.

West Seattle Supplemental Guidance

I. Human Scale

i. Signage: Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on streets. The following sign types are encouraged:
a. pedestrian-oriented blade and window signs;
b. marquee signs and signs on overhead weather protection;
c. appropriately sized neon signs.
Response: Signage will be incorporated into the design as it develops.

C. LIGHTING

1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.
Response: Pedestrian and landscape supported lighting is proposed. The placement of the building lighting will align with the landscape.

D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS

1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of

design guidelines | section 3

landscape materials. Choose plants that will emphasize or accent the design, create enduring green spaces, and be appropriate to particular locations taking into account solar access, soil conditions, and adjacent patterns of use. Select landscaping that will thrive under urban conditions.
Response: Planting will be of several varieties: those that primarily screen the parking or building elements, those that provide seasonal interest, and those that contribute to the way-finding/hardscape design. Street trees will be selected in close coordination with the city arborist.

2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.
Response: Unit pavers will be used to accent pedestrian ways and building entrances as well as the bus stop.

3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended. It may be necessary to create a landscaping plan for various stages of plant maturity, such as 5, 10, and 20 year plans in order to ensure the landscaping will perform and function as needed over the life of the project.
Response: In order to ensure the continued vitality and use of the plaza and sidewalks design beyond the ground lease, planting will be chosen that adds value beyond a 20 year horizon.

section 4 | existing site analysis

The existing site includes a commercial strip mall and vehicular parking.

The commercial business development will be demolished.

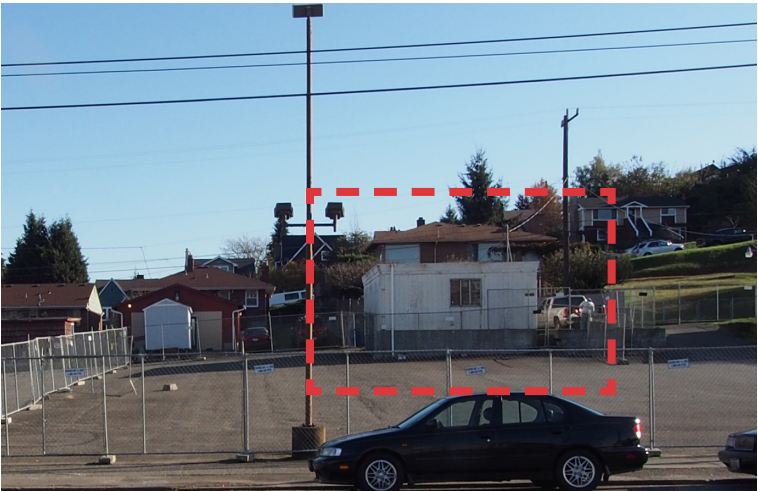
The property has a covenant on it that limits the building height to 30 feet.



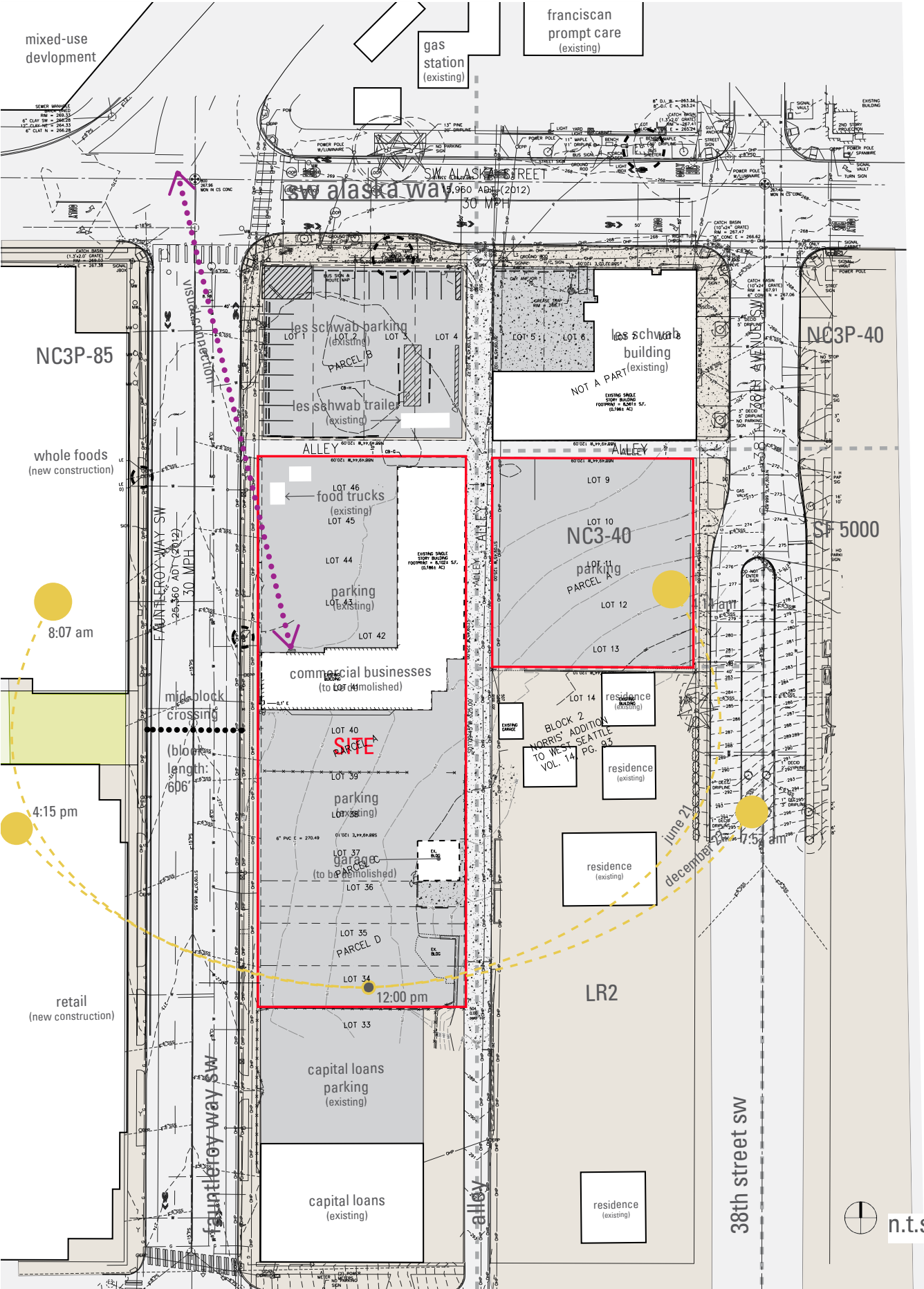
commercial building (to be demolished)



les schwab trailer (to be relocated)



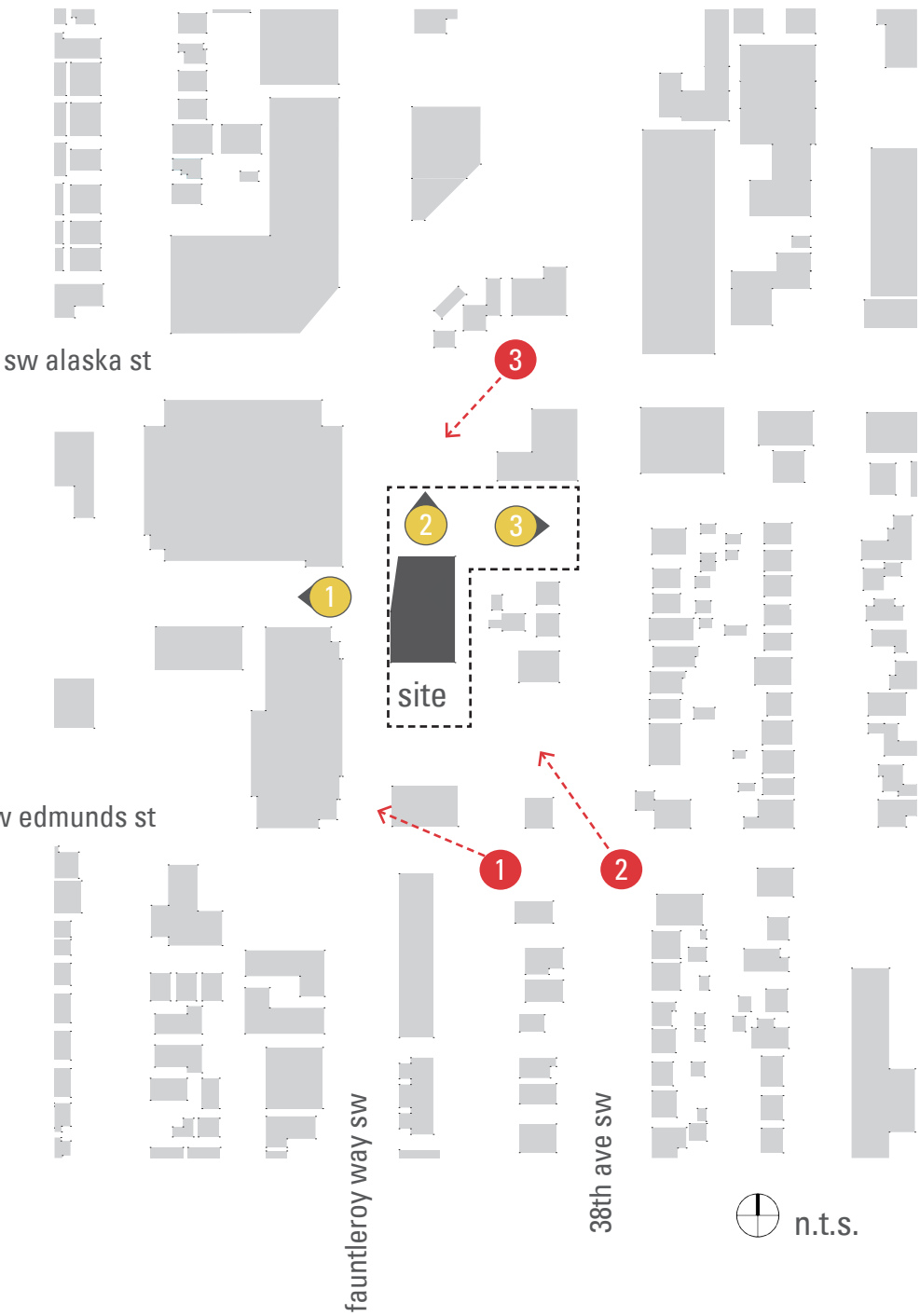
garage (to be demolished)



views to site



views from site



section 5 | option 1

Option 1 is configured so that it has a direct relationship to SW Alaska Street and the development across Fauntleroy.

A plaza is created to increase pedestrian connectivity

ADA access to the primary entry is provided with a ramp situated within the plaza.

- + emphasizes northern views and connection with sw alaska street
- drive-thru traffic is hidden from main street front

- building mass does not respond to surrounding site
- mid-block crossing is more disconnected from mid-block crossing across Fauntleroy



site plan



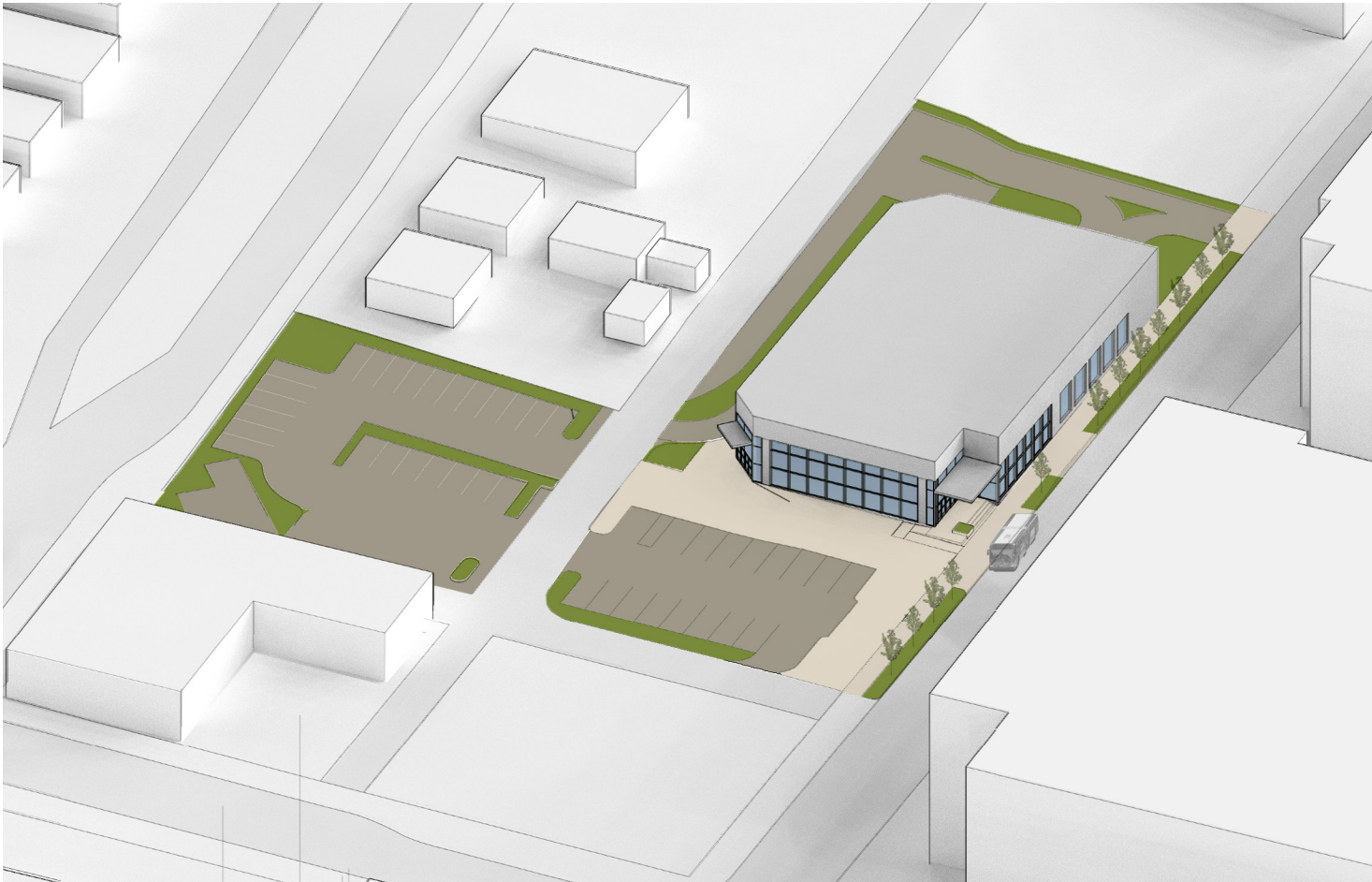
1 view from fauntleroy and alaska intersection



2 view from pedestrian connector



3 view from south on fauntleroy



northwest axonometric view



north elevation

1



west elevation

2

section 5 | option 2

Option 2 places the primary entrance to have a direct relationship to the new construction retail spaces across Fauntleroy Way SW.

The plaza space opens up along Fauntleroy to create a more generous public realm on the right of way, while also providing a secondary connection to the alley.

ADA access to the primary entry is provided with a ramp that is directly integrated into the angled northwest facade.

- + establishes connection with pedestrian connector across Fauntleroy
- angled storefront responds to storefront precedents in neighborhood
- emphasizes relationship to retail across street and enhances Fauntleroy way
- ADA ramp is integrated with angled storefront
- drive-thru traffic is hidden from main street front

plaza entry from Fauntleroy is not level with sidewalk



site plan

n.t.s.



1 view from fauntleroy and alaska intersection



2 view from pedstrian connector



3 view from south on fauntleroy



northwest axonometric view



north elevation

1



west elevation

2

section 5 | option 3 [preferred]

Option 3 places the primary entrance to have a direct relationship to the intersection of Fauntleroy Way SW and SW Alaska Street.

The angled facade allows the plaza to have a direct relationship to the mid-block pedestrian access across the street. This allows for better wayfinding to the plaza, while providing a connection to the alley.

ADA access to the primary entry is provided with a ramp situated within the plaza.

- + establishes connection with mid-block crossing across fauntleroy
- angled storefront responds to surrounding site conditions and storefront precedents in neighborhood
- emphasizes northern views and connection with sw alaska street
- drive-thru traffic is hidden from main streetfront
- angled roof adds interest to "fifth facade"
- building entry not as visible from mid-block crossing across fauntleroy



section diagram



site plan





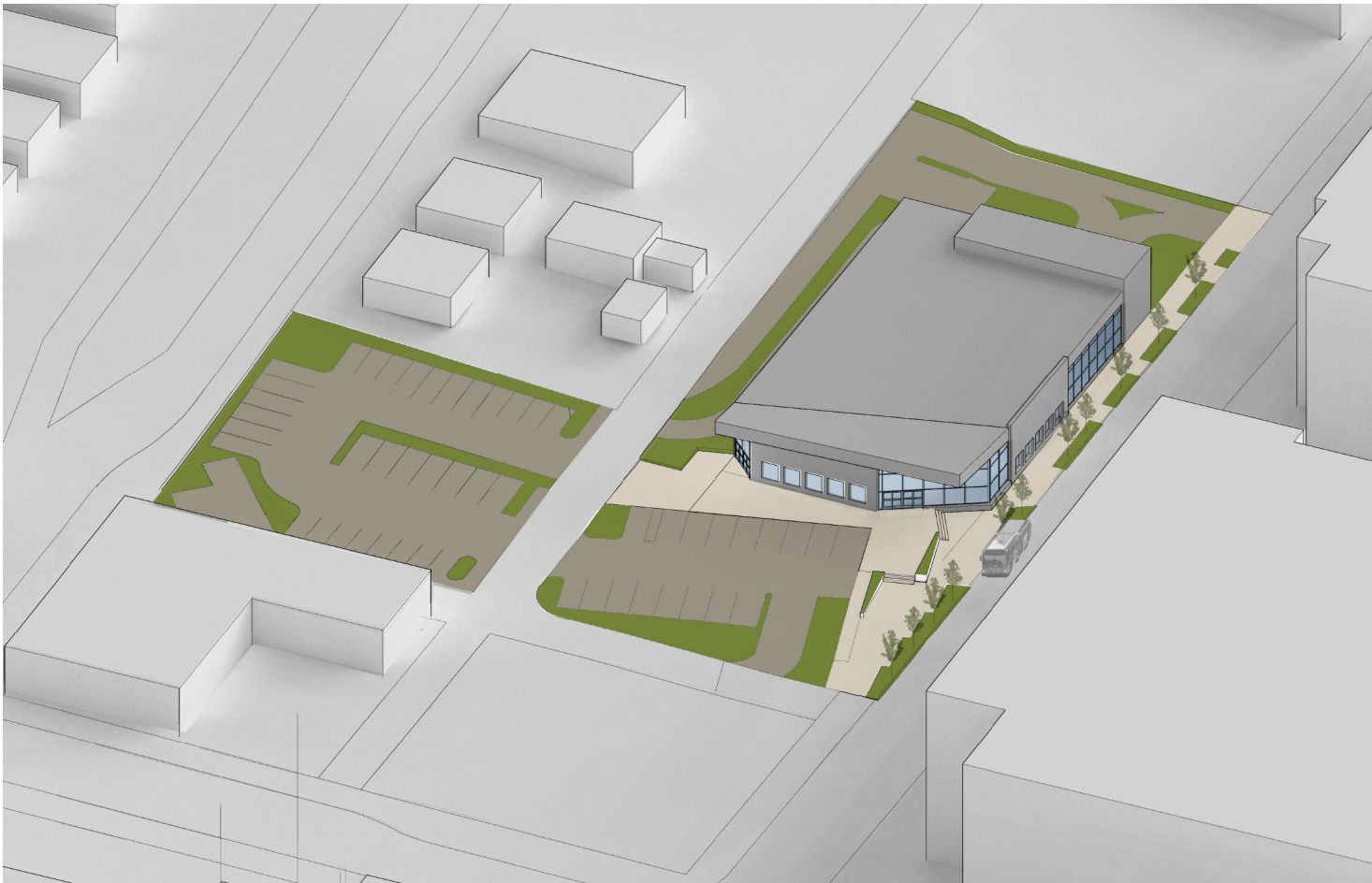
1 view from fauntleroy and alaska intersection



2 view from pedestrian connector



3 view from south on fauntleroy



northwest axonometric view



north elevation

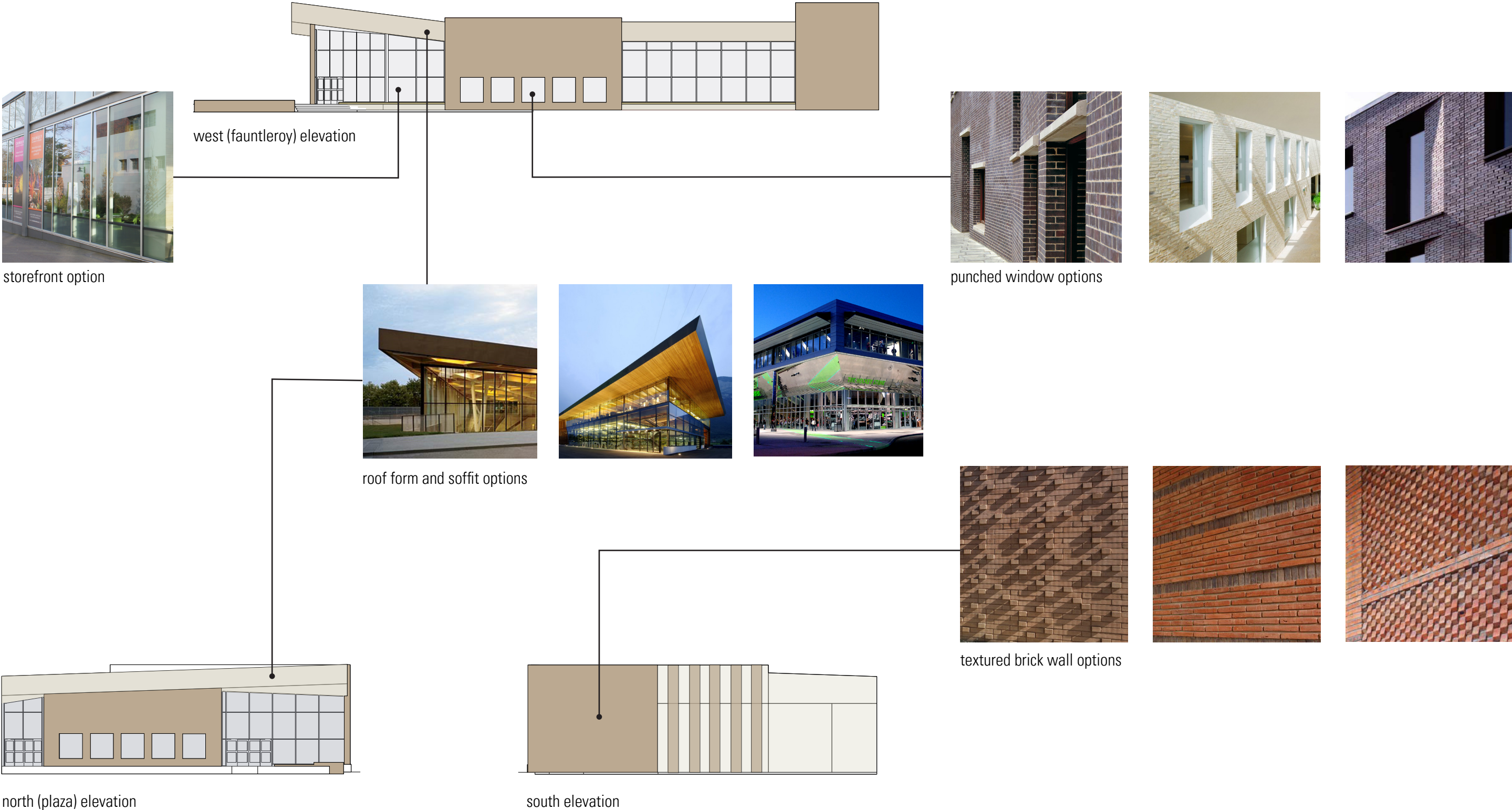
1

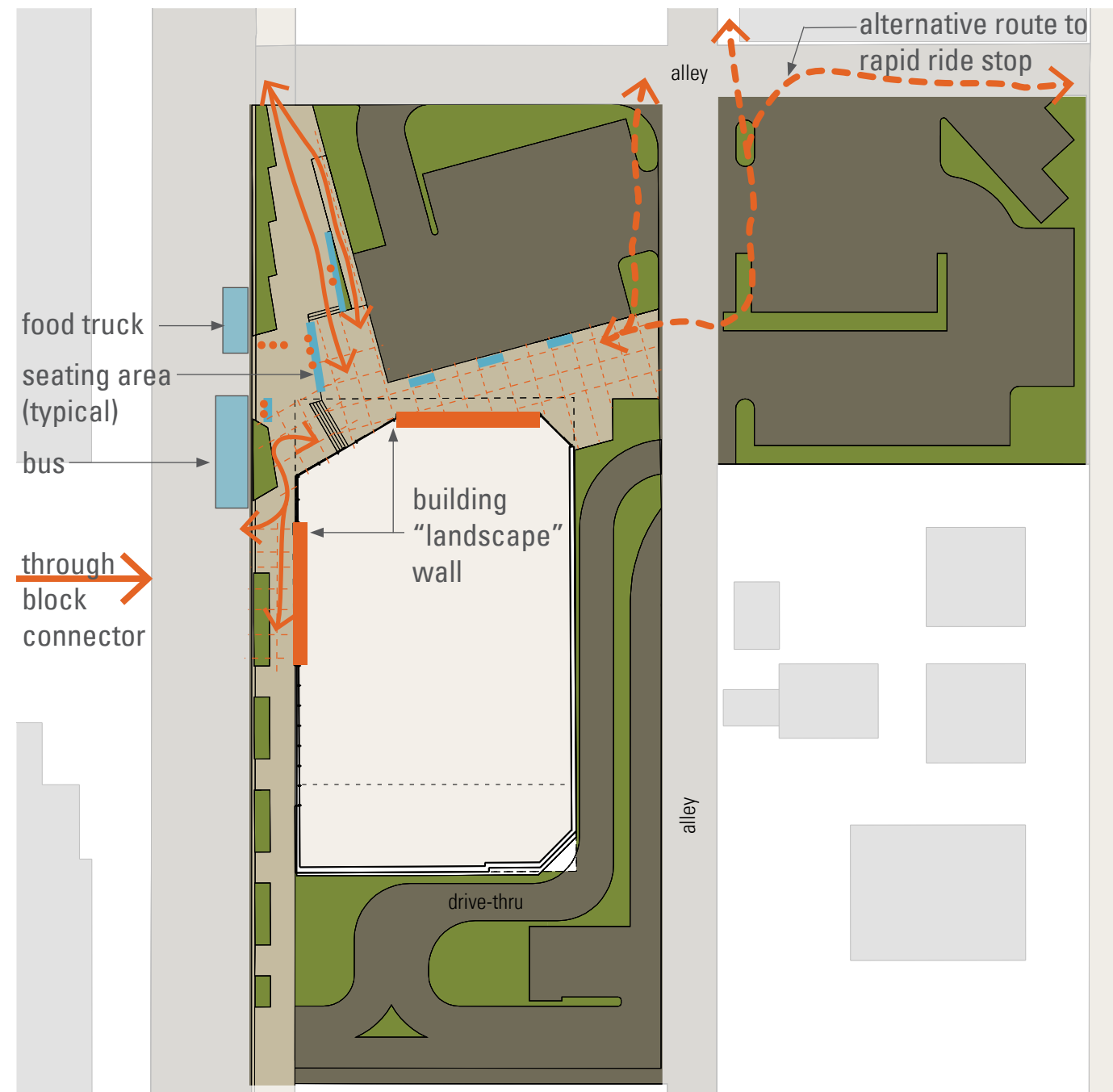


west elevation

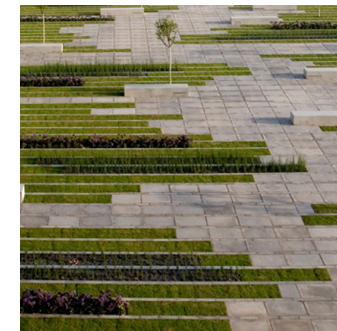
2

section 5 | building materials

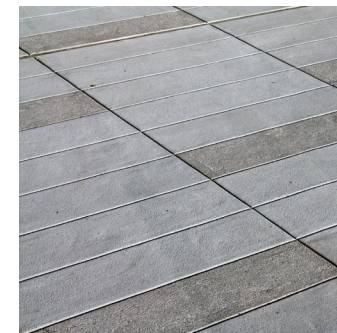
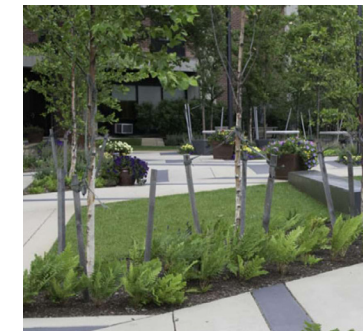




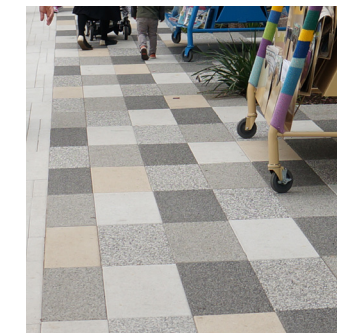
site plan with pedestrian paths



planting options



paving options



seating options



lighting option

section 5 | comparison of options

This section illustrates the three massing options proposed. All options include a one-story CVS pharmacy, 49 parking spaces with landscape screening, and a plaza that provides a mid-block crossing. All proposed schemes have a similar proposed drive-thru design that is screened from view from the single-family homes to the east of the site.

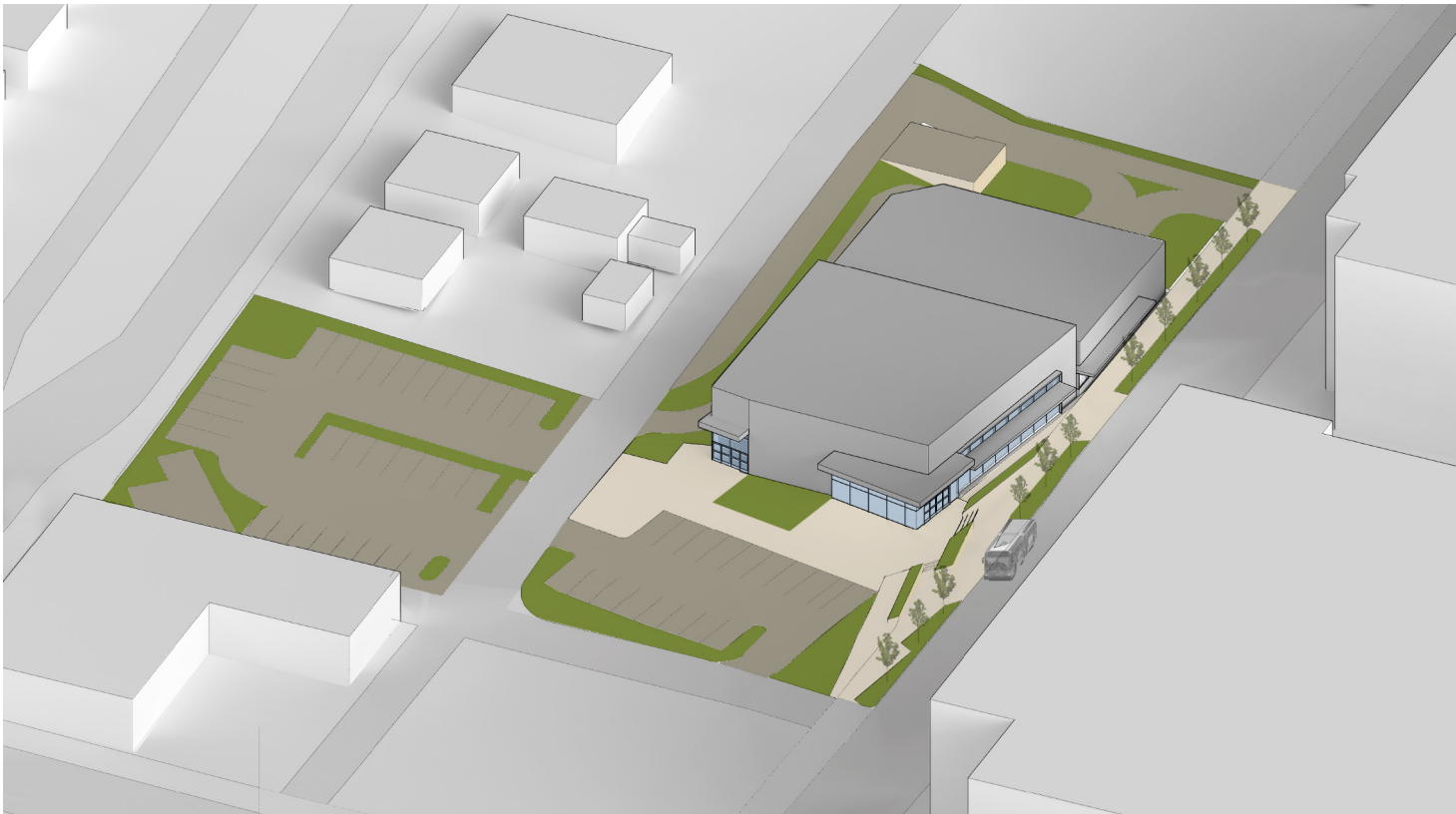
The main difference between the options is the orientation of the primary building facade. The plaza and parking lot respond to the proposed building orientations.



1 option 1

- +

emphasizes northern views and connection with sw alaska street
- building mass does not respond to surrounding site
- drive-thru traffic is hidden from main street front
- mid-block crossing is more disconnected from mid-block crossing across Fauntleroy



2 option 2

- + establishes connection with pedestrian connector across Fauntleroy
- + angled storefront responds to storefront precedents in neighborhood
- + emphasizes relationship to retail across street and enhances Fauntleroy way
- + ADA ramp is integrated with angled storefront
- + drive-thru traffic is hidden from main street front
- plaza entry from Fauntleroy is not level with sidewalk

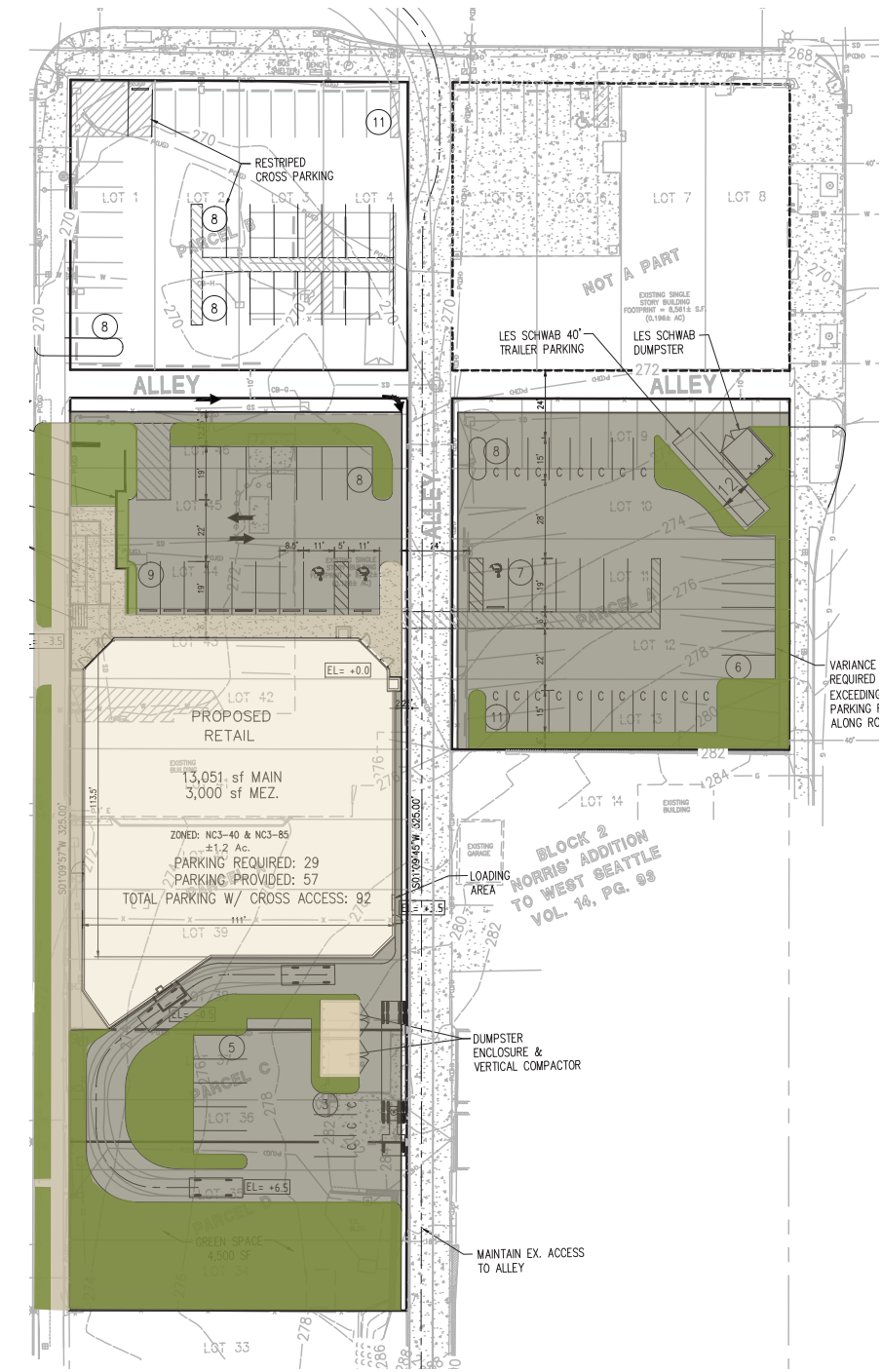


3 option 3 (preferred scheme)

- + establishes connection with mid-block crossing across fauntleroy
- + angled storefront responds to surrounding site conditions and storefront precedents in neighborhood
- + emphasizes northern views and connection with sw alaska street
- + drive-thru traffic is hidden from main street front
- + angled roof adds interest to "fifth facade"
- building entry not as visible from mid-block crossing across fauntleroy

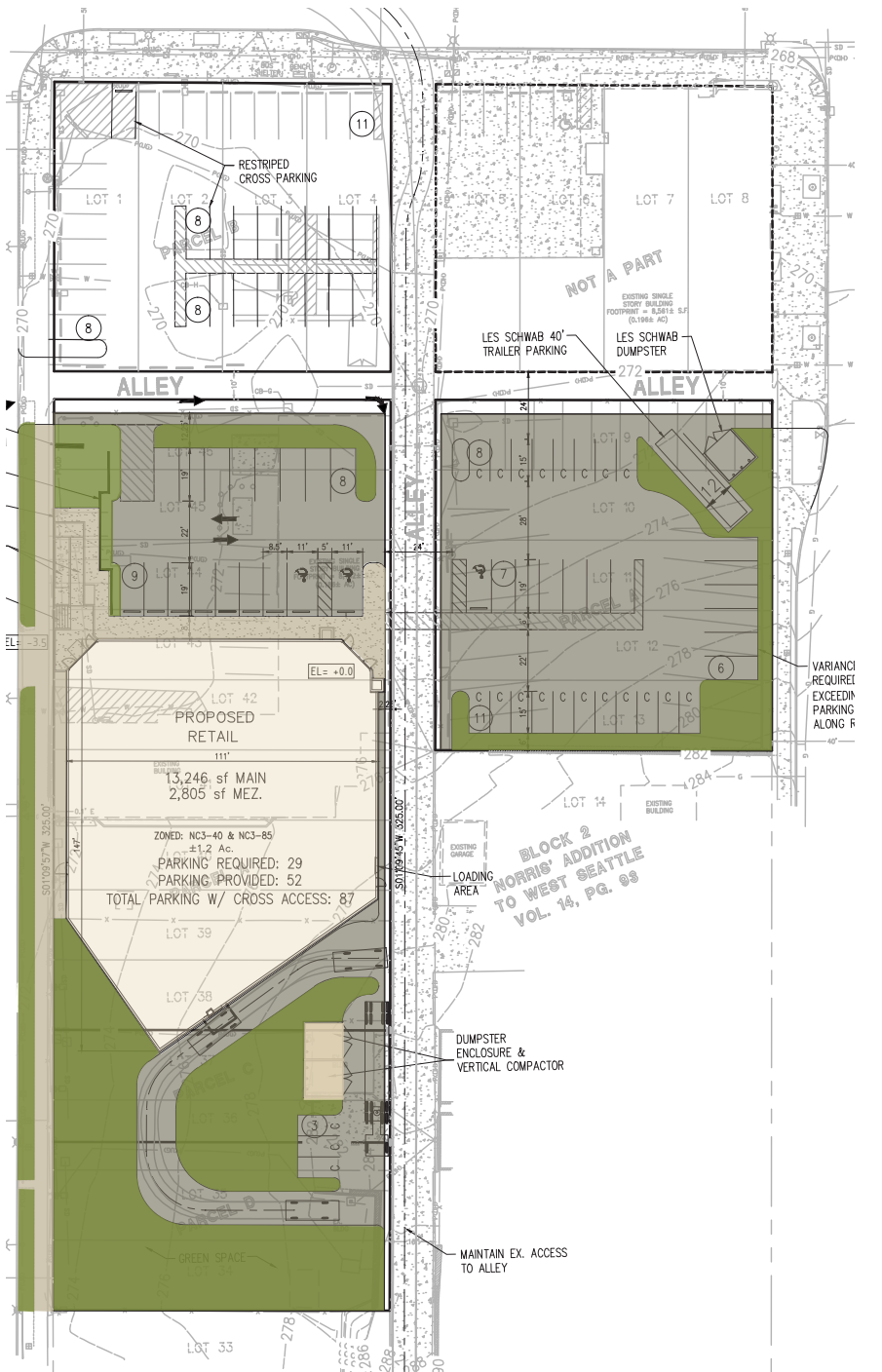
section 6 | design development: drive-thru and plaza

This section illustrates the evolution of the initial schemes proposed to the community. As the highly visible drive-thru was not desired by the community, the schemes proposed have concealed the drive-thru between the eastern wall of the building and a retaining wall, effectively shrinking the overall size of the store. The community desired a mid-block crossing and the design evolved to include a plaza to the North of the proposed store that acts as a mid-block crossing for pedestrians.



1 initial option 1 diagram

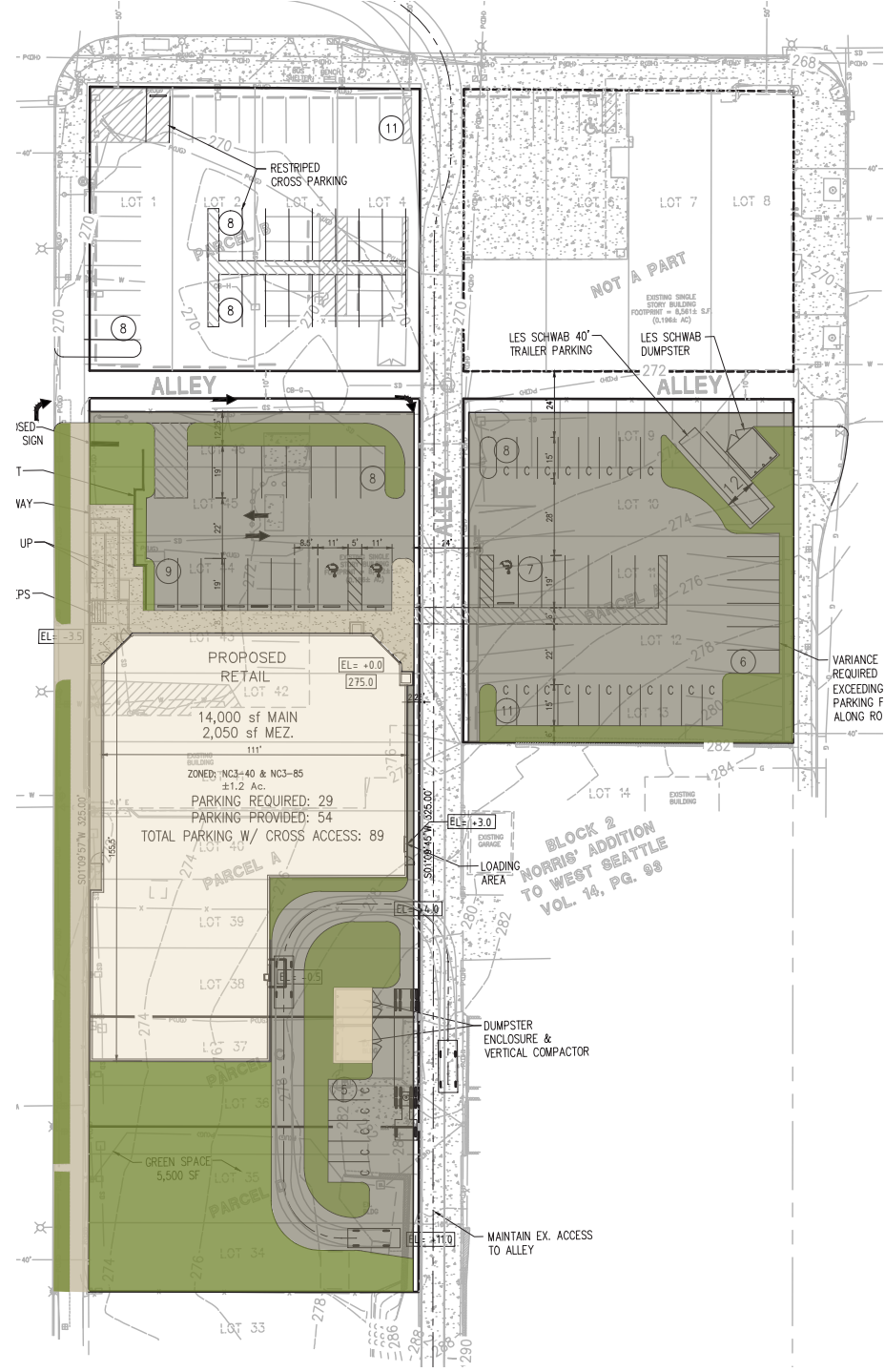
- drive-thru traffic is more visible from fauntleroy
- no public plaza proposed



2 initial option 2 diagram

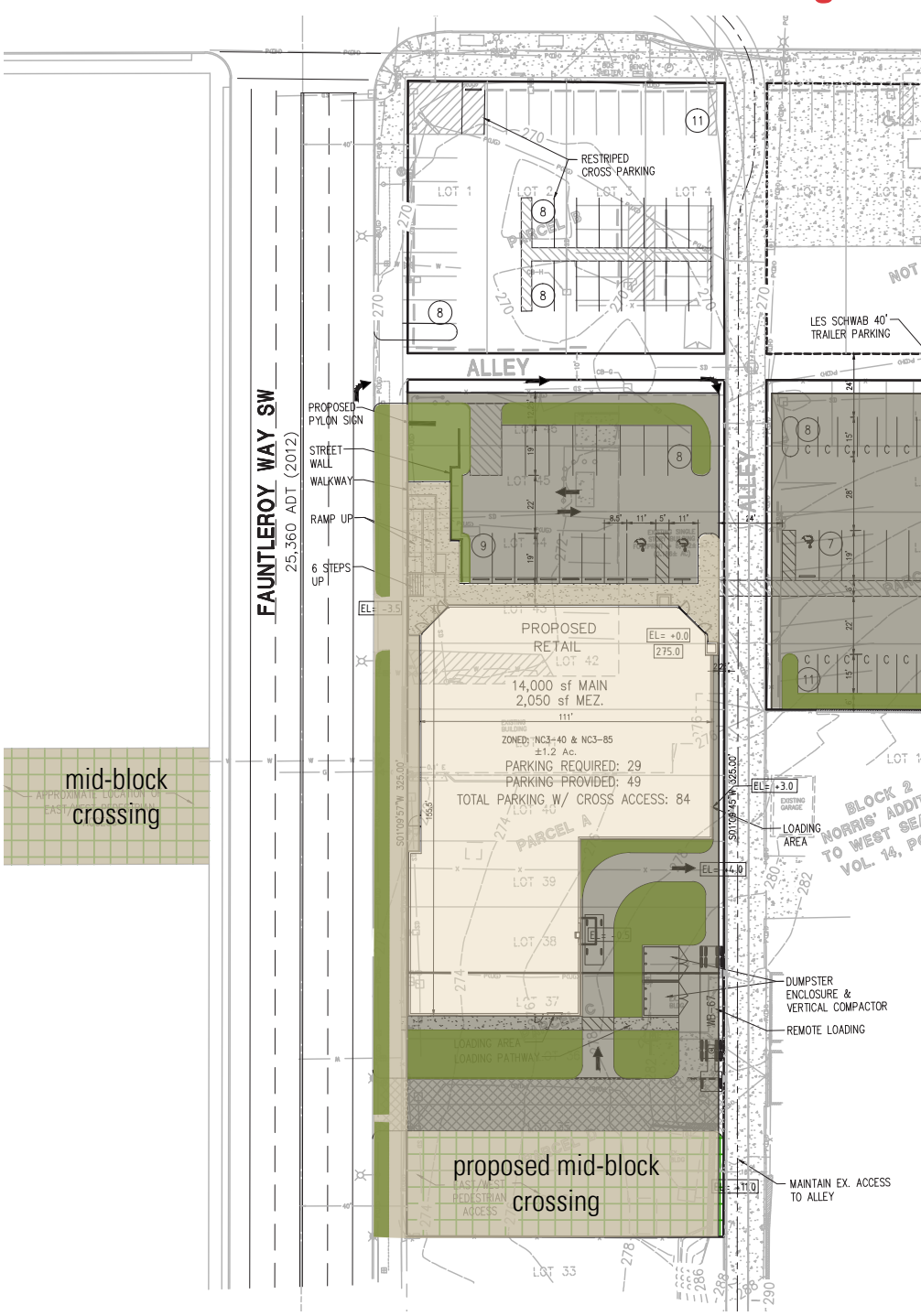
- drive-thru traffic is farther from fauntleroy
- no public plaza proposed





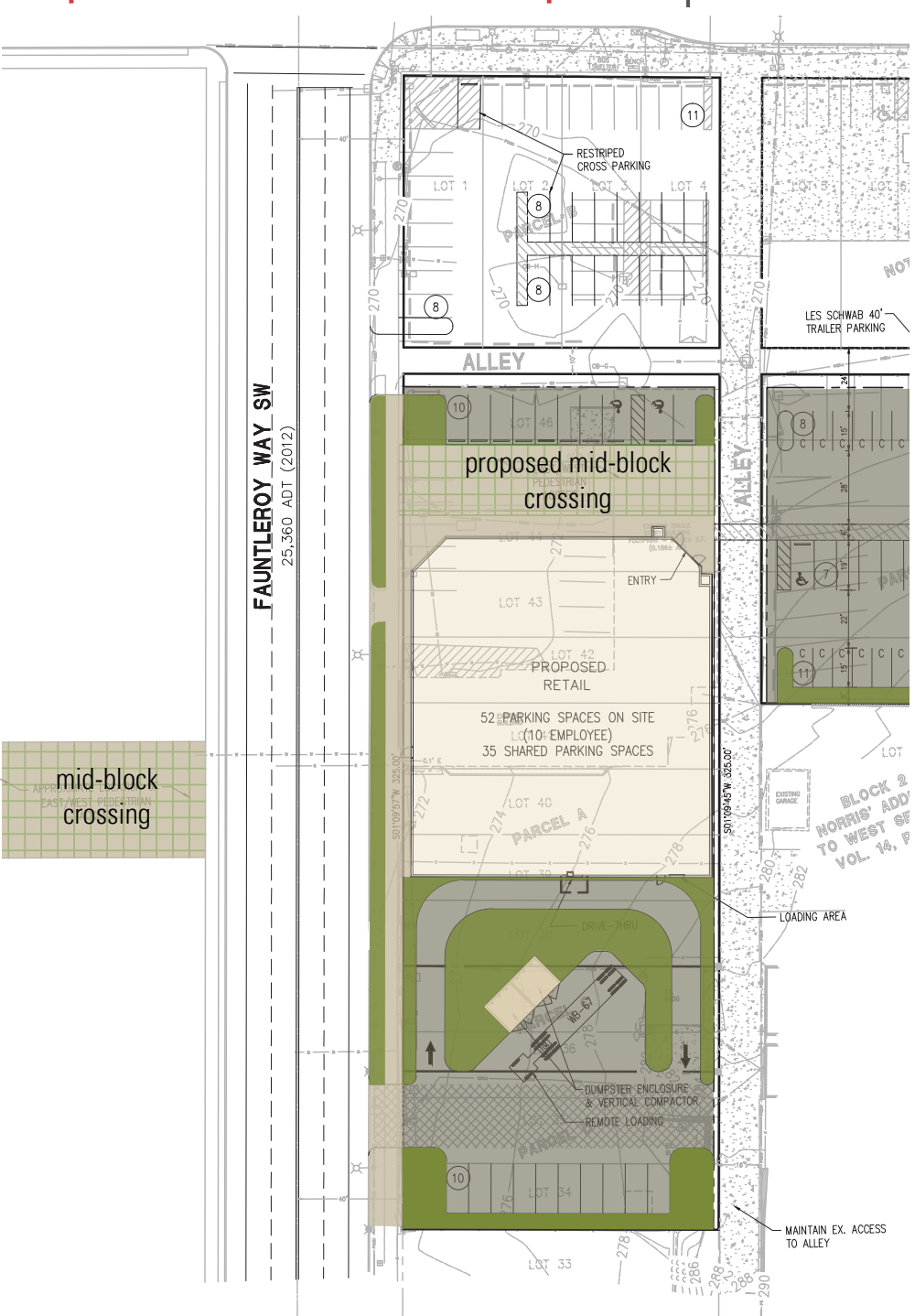
3 initial option 3 diagram

- drive-thru traffic is farther from fauntleroy and partially screened by the proposed building
- no public plaza proposed



4 initial option 4 diagram

- drive-thru traffic is farther from fauntleroy and partially screened by the proposed building
- public plaza proposed at south end of site



5 initial option 5 diagram

- drive-thru is visible from fauntleroy
- public plaza proposed north of the building



section 6 | precedents



Cosmetology Institute
Schemata Workshop
Seattle, WA



CVS Wallingford
Schemata Workshop
Seattle, WA



Adaptive reuse of existing building in Wallingford
neighborhood to create a 1 story CVS retail store.



Schemata Workshop Office
Schemata Workshop
Seattle, WA



McDermott Place
Schemata Workshop
Seattle, WA

