



schemata
workshop velmeir companies
cvs pharmacy west seattle

4722 fauntleroy way sw
seattle, wa 98126

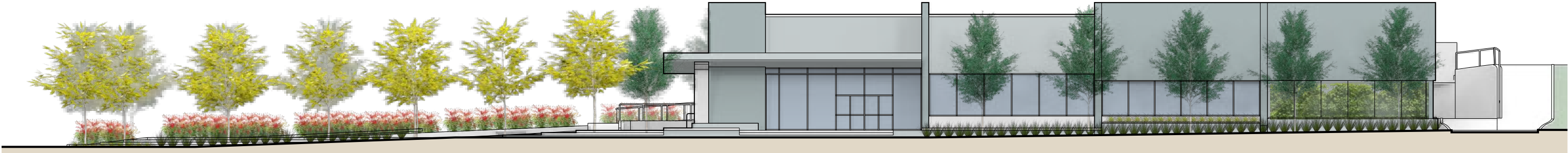
early design guidance
DPD project # 3015817 + 3019746

25 June 2015 EDG meeting 2

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section 1 | development objectives

project team

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project summary

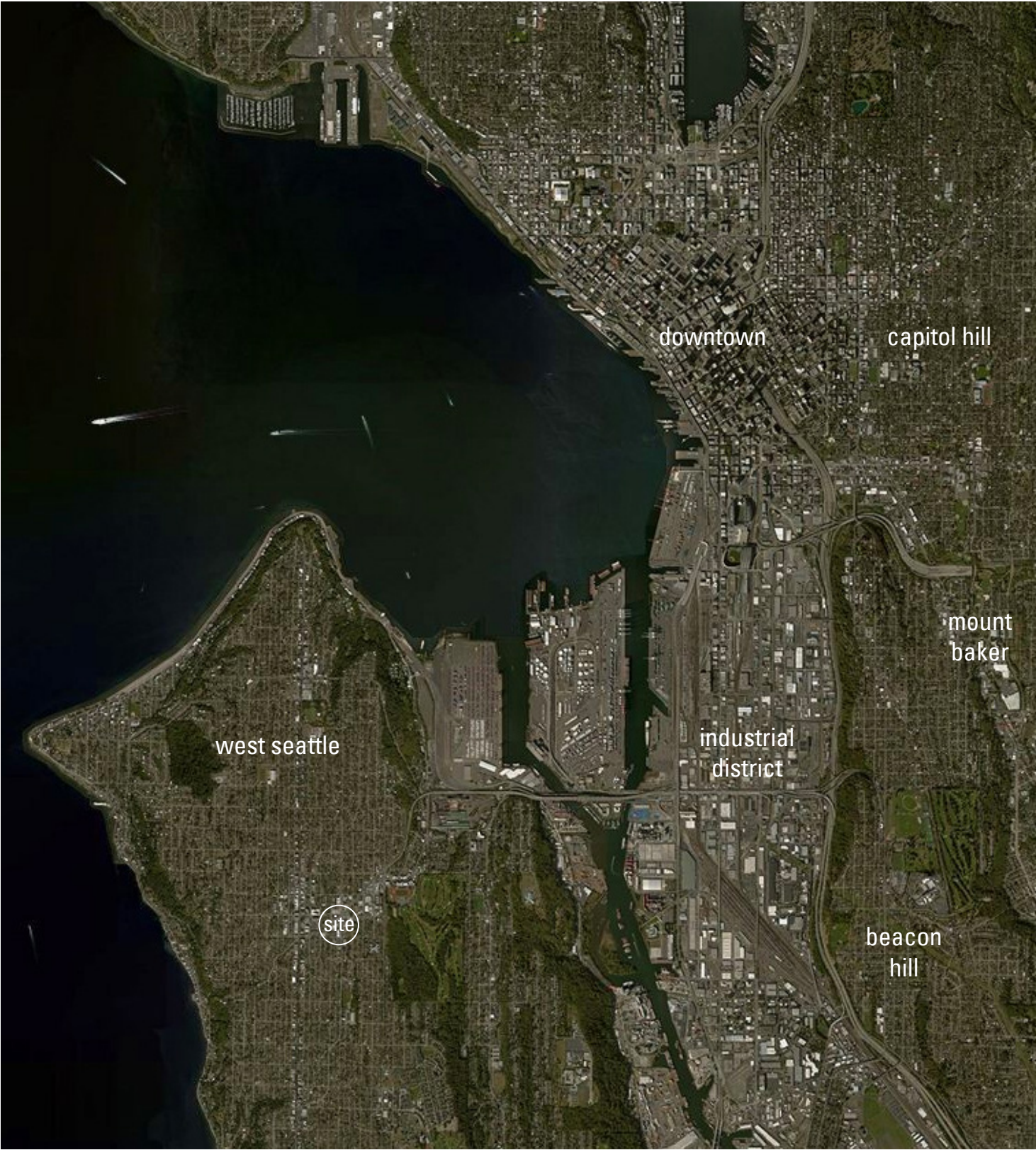
New construction of a single story retail building for CVS with a pharmacy and loading mezzanine. The project will include on-site parking and a drive-through for the pharmacy. Loading will be accommodated in the alley.

Loading will be accommodated in the alley.

commercial square footage: 12,500 SF
number of parking stalls: 49 stalls

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

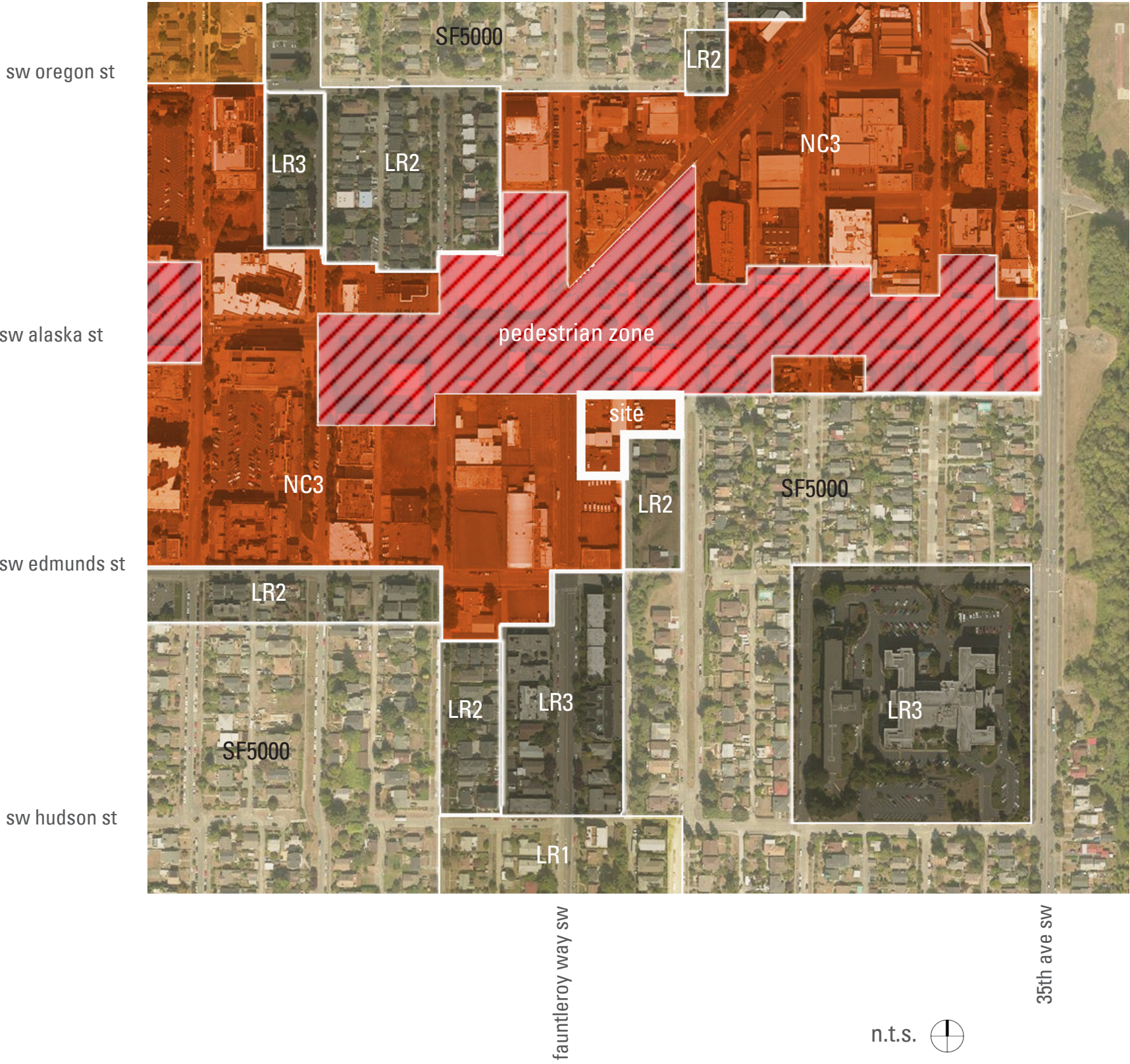
- Proposing a building made of high quality, durable materials that foster craft and detail and reference the small, mid-century retail spaces along California Avenue;
- Furthering the goals of the neighborhood’s urban design plans by supporting the existing and proposed networks of pedestrian ways;
- 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.



land use code | section 1

| | | | | | |
|-------------------------------------|--|---|---------------------------|---|--|
| 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. | |
| LEGAL: | 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) 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 | |
| | 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 | | | |
| | 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 | |
| CURRENT ZONING: | NC3-85 (all Building Sites) NC3-40 (Parking Site) | | | | |
| OVERLAYS: | West Seattle Junction Hub Urban Village | | | | |
| ECA: | none | | | | |
| 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 Street, which is a strong connecting corridor between West Seattle and downtown.

transit access
Primary bus routes run along SW Alaska Street 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.

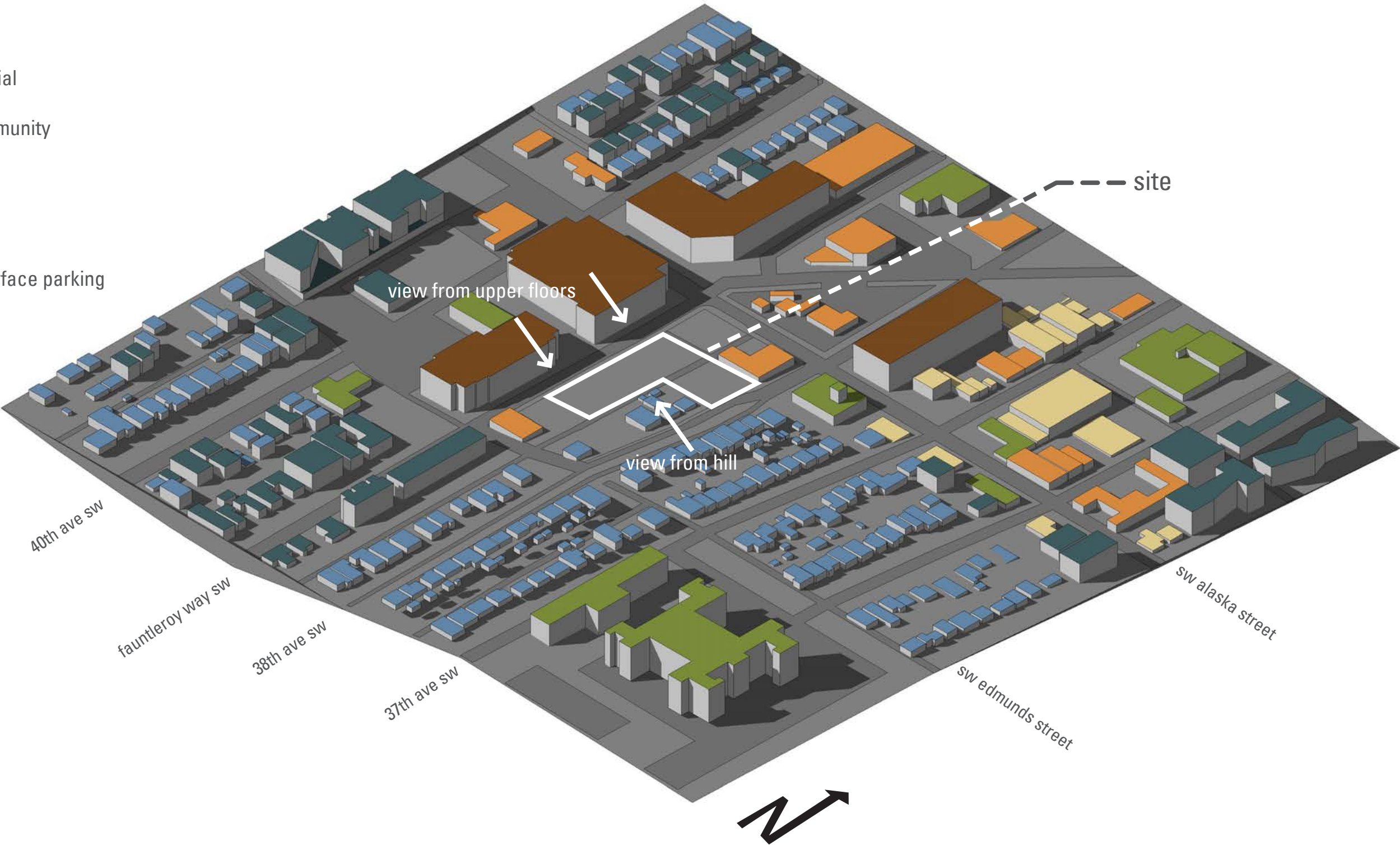
bicycle access
Primary bicycle routes are present on SW Alaska Street and 38th Ave SW.

pedestrian overlay
SW Alaska Street has a pedestrian overlay.

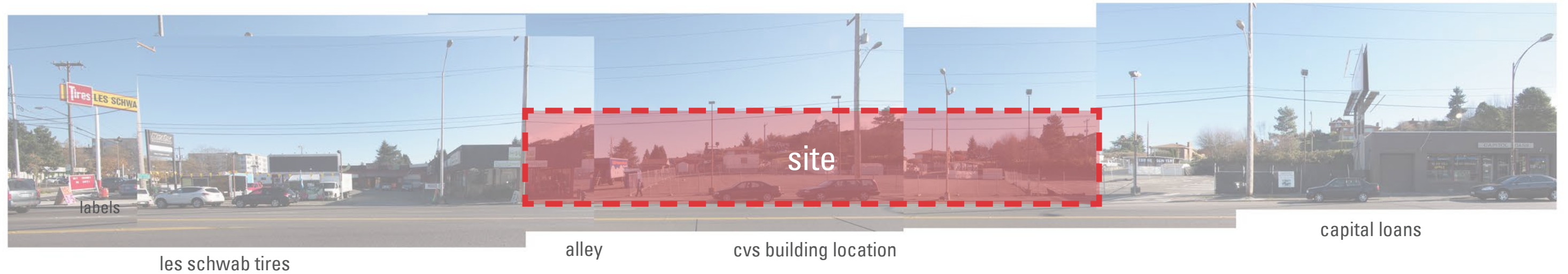
- primary vehicular corridors
- primary bus routes
- primary bus stops
- primary bicycle network
- pedestrian overlay
- urban village

section 2 | axonometric massing

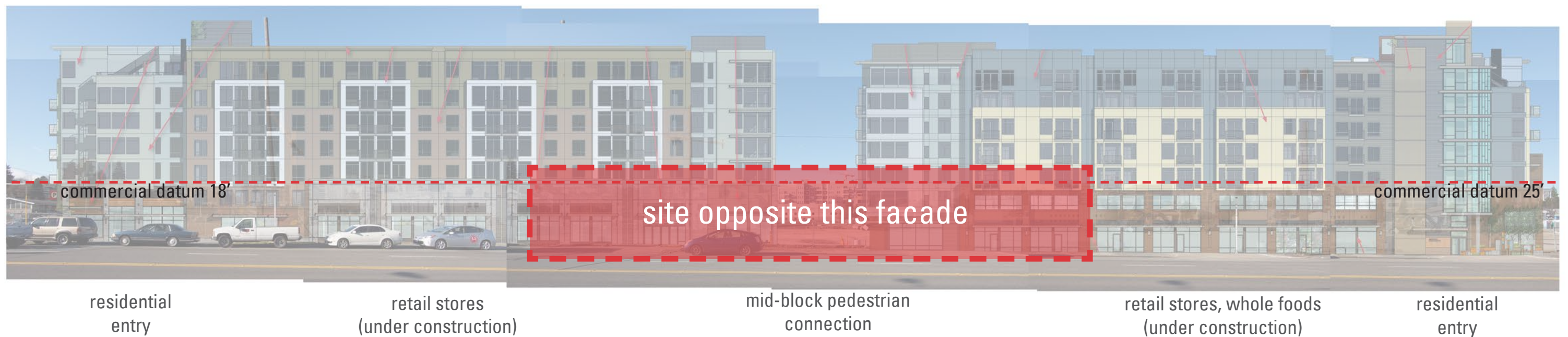
- mixed use
- commercial
- office/industrial
- cultural, community
- multifamily
- single family
- roads and surface parking



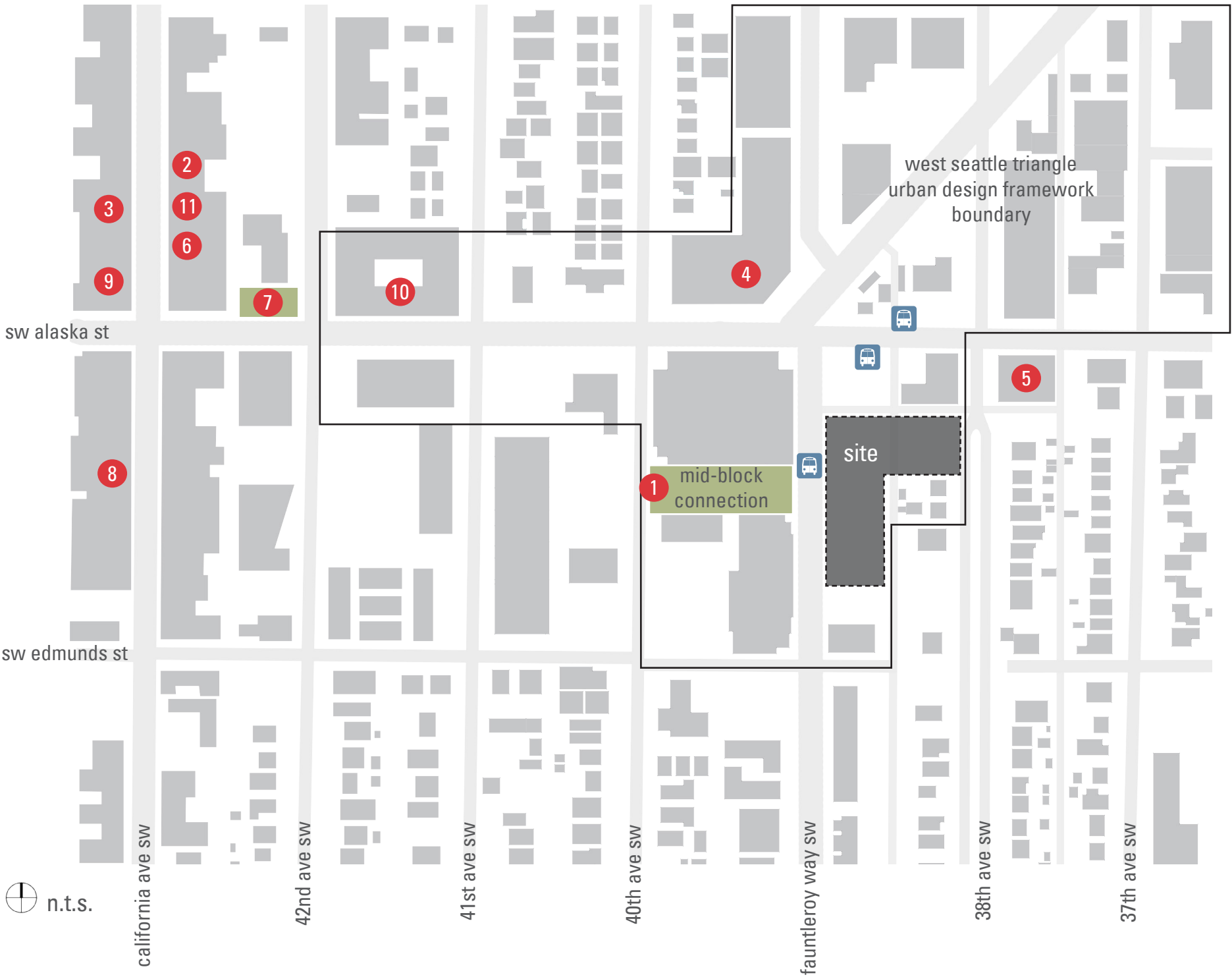
east streetscape



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



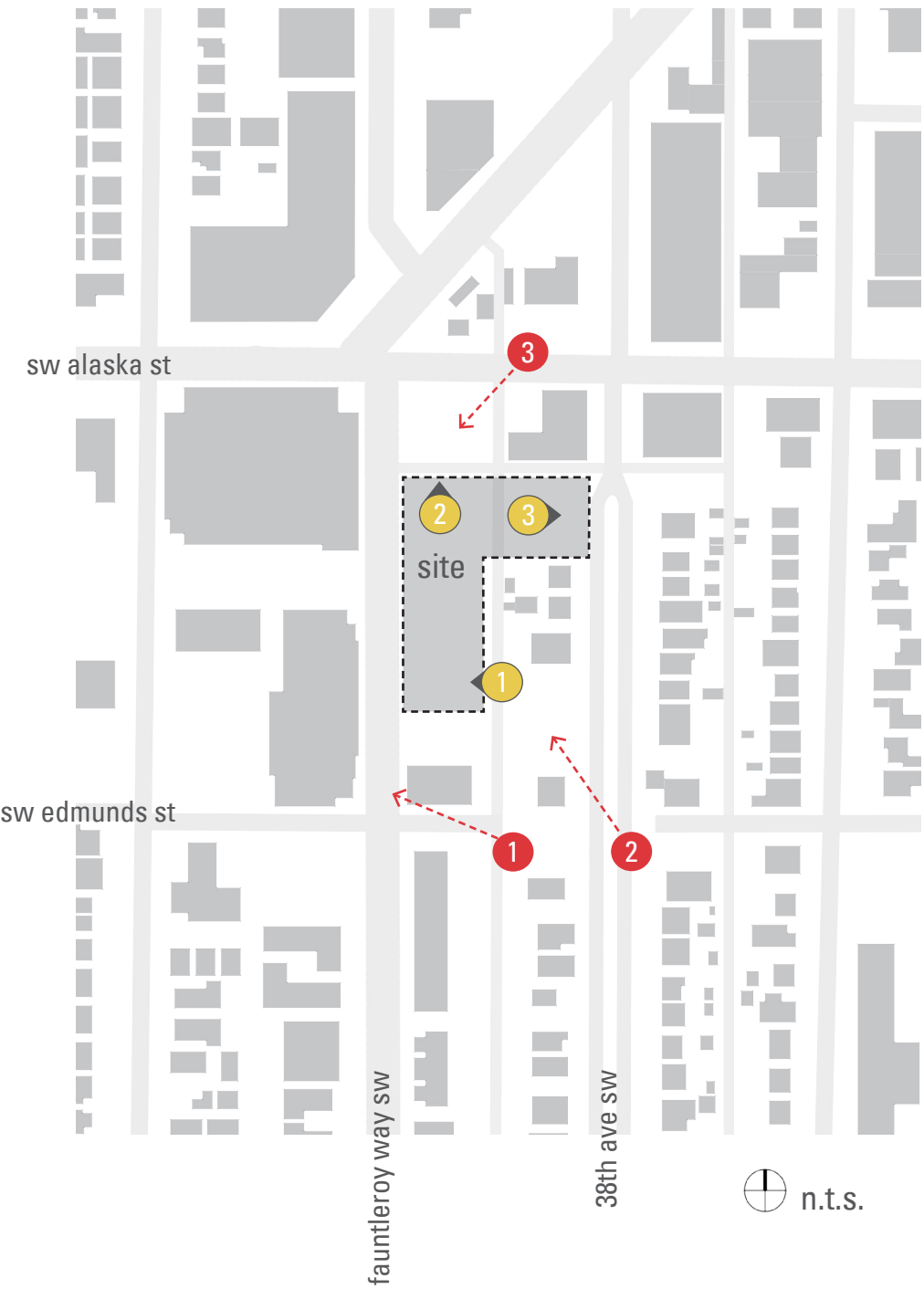
Fleur
4536 California Ave SW

- Street character
- Weather protection
- Entry modulation

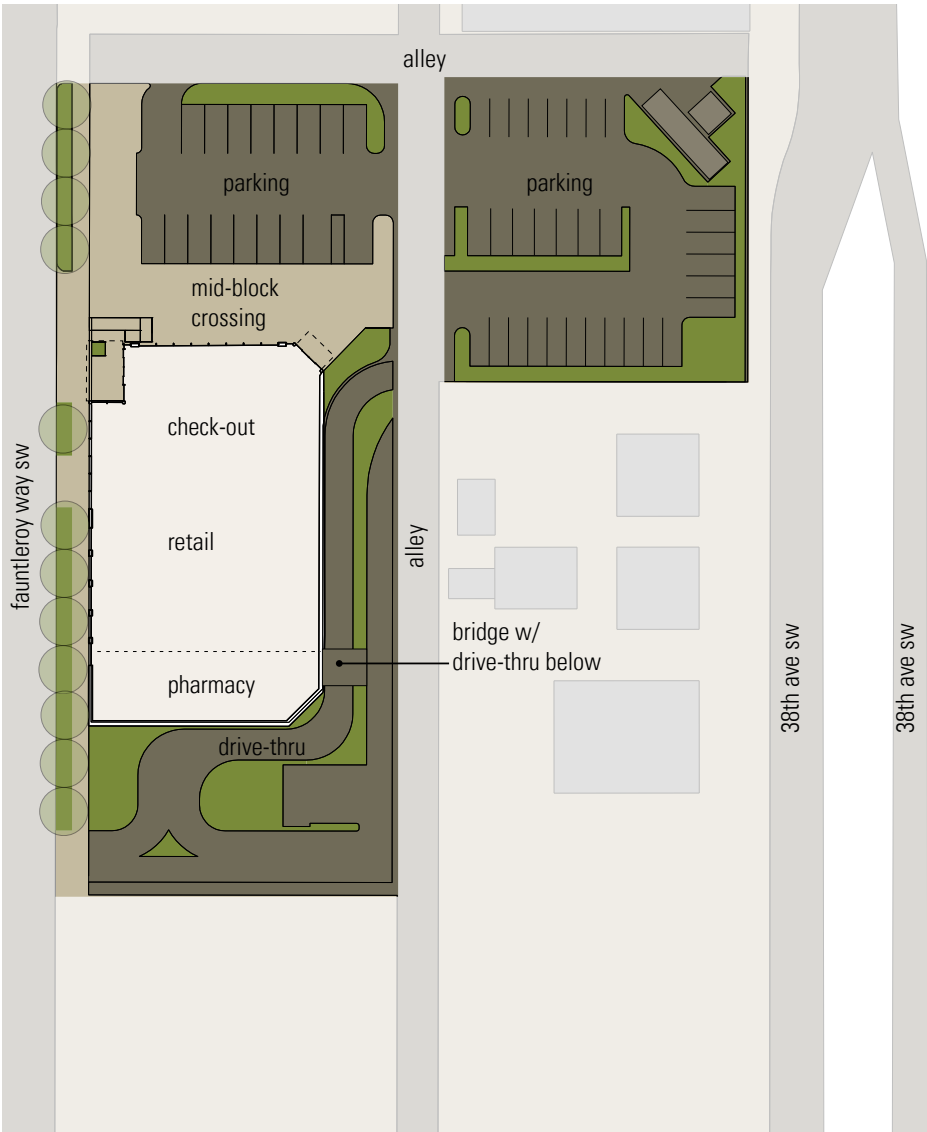
views to site



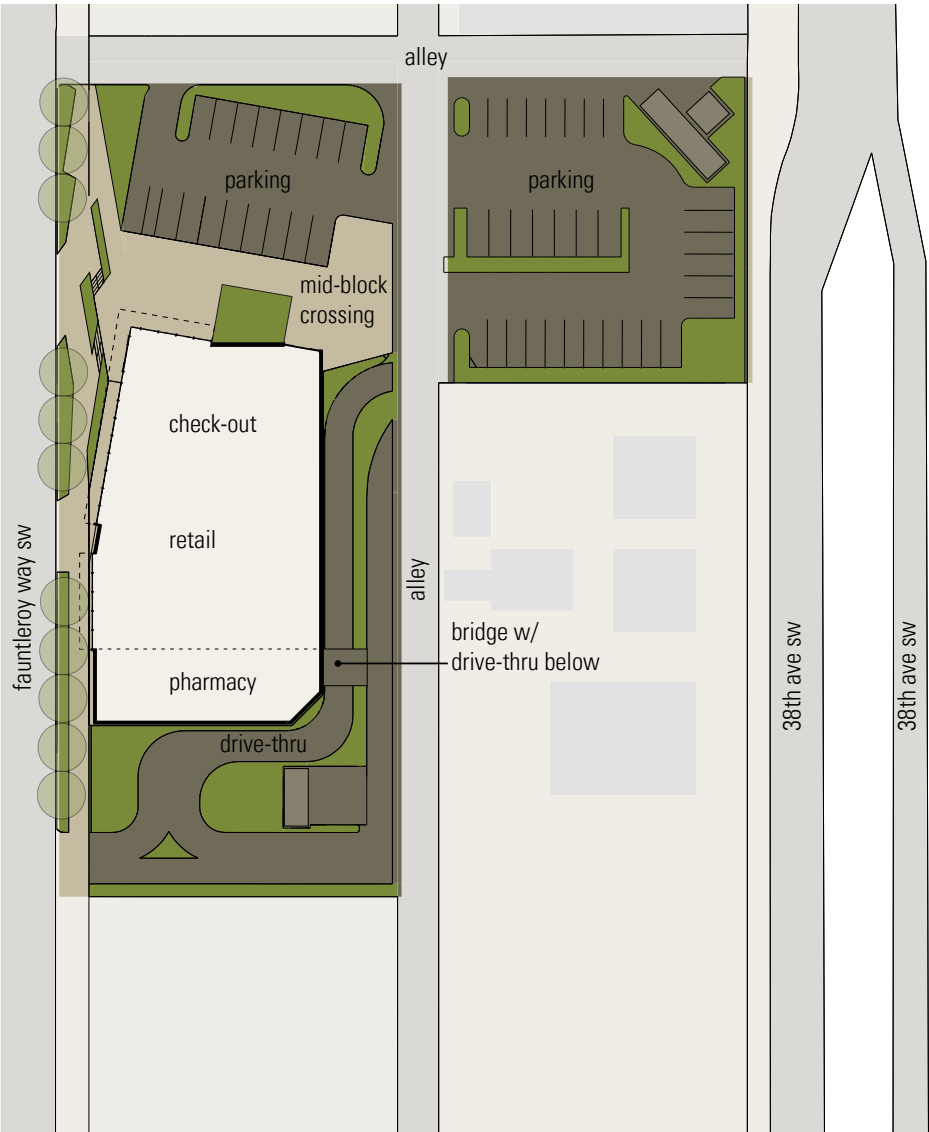
views from site



section 4 | comparison of EDG #1 options



option 1
12 cvs west seattle | edg #2 proposal packet | 06/25/15

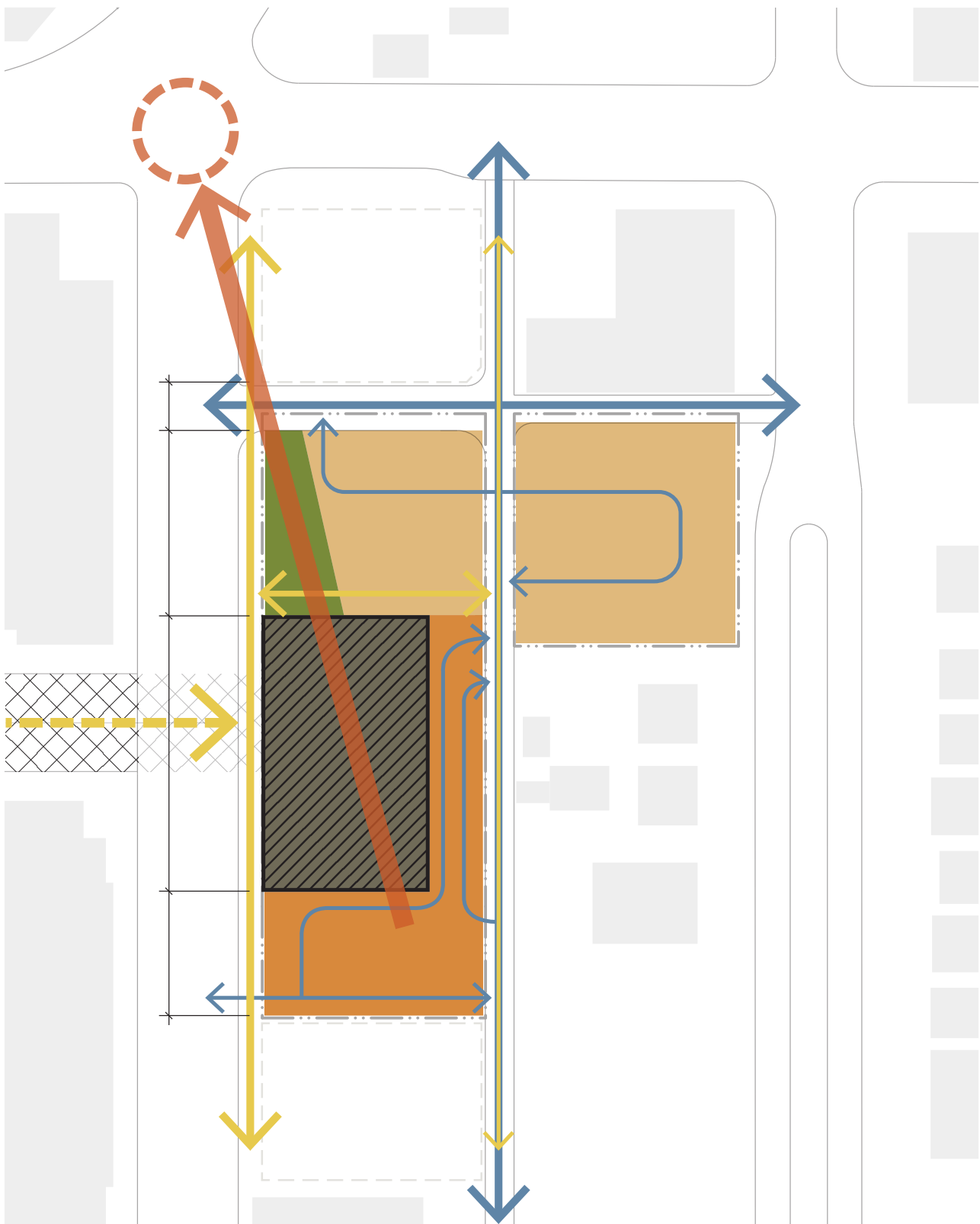


option 2



option 3 [preferred]





- building
- pedestrian space
- parking
- drive-through & service
- mid-block crossing
- pedestrian circulation
- pedestrian view
- vehicular circulation
- building orientation
- existing buildings
- future buildings
- property line

summary of EDG #1 options

For the first EDG meeting, a variety of architectural expressions were explored; however, the site plans for the three options presented were similar with only minor variations between the options. Comments by the Board revealed shortcomings in this approach, and encouraged the design team to make it a priority to address them in the second EDG. The shortcomings of the first three options included:

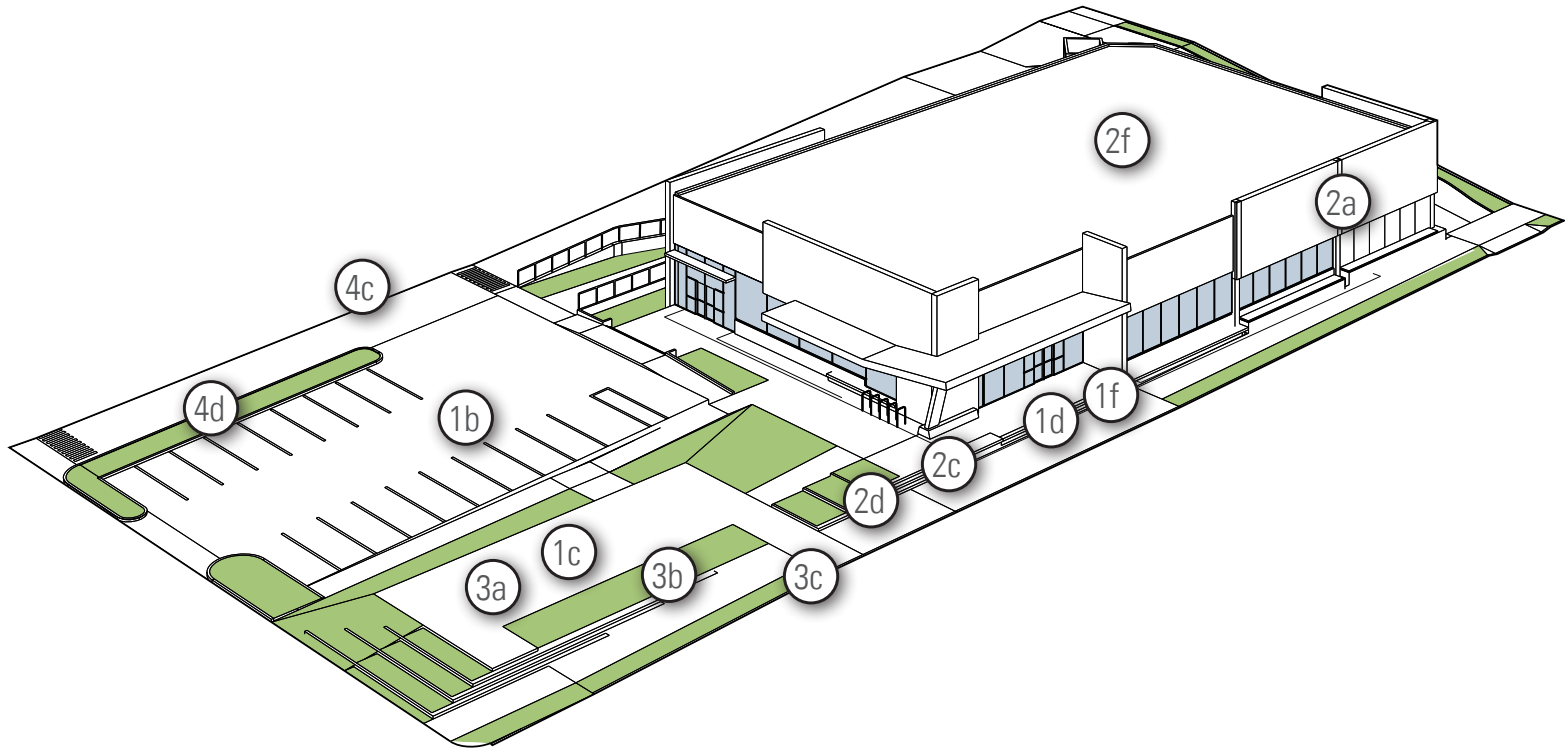
1. A corner-oriented site design that related to the distant intersection of Alaska and Fauntleroy, instead of relating directly to Fauntleroy.
2. Treating the building as an object in the landscape, giving the project a suburban character.
3. Insufficiently screening the automobile-related uses.
4. Lack of defined (and safe) pedestrian circulation spaces.
5. Insufficient street presence and not enough support for an active pedestrian environment.
6. An ambiguous definition between the building design and the mid-block connector across Fauntleroy.

The approach to remedy these short-comings as well as address all of the comments by the board is outlined in the following sections.

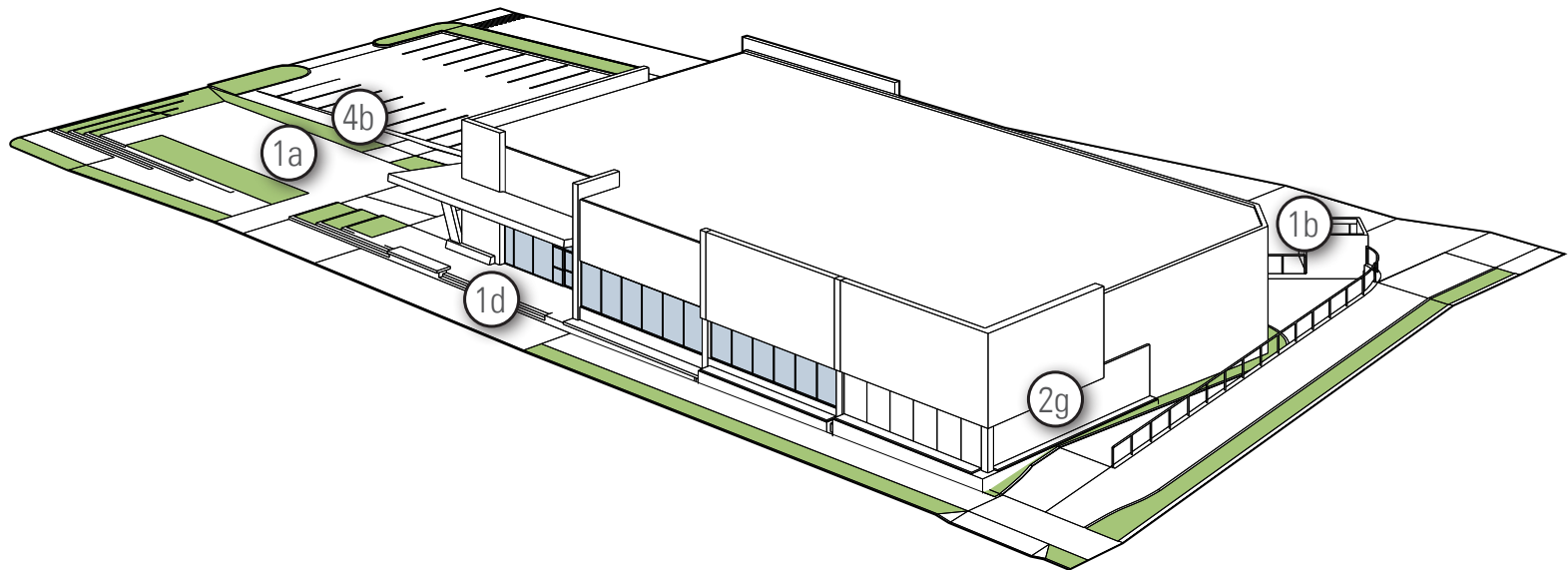
composite diagram of EDG #1 options 1, 2, and 3

n.t.s.

section 4 | priorities & board recommendation responses



preferred option



preferred option

| | | COMMENT | GUIDANCE | PROPOSAL |
|-------------------------|----|---|--|---|
| SITE & CONTEXT RESPONSE | 1a | demonstrate pedestrian-oriented design | create a “jewel box in a park-like setting” | a pocket park is proposed |
| | 1b | prioritizes vehicular infrastructure, creating voids in the public realm and street wall | smaller, less visible, footprint to vehicles . . . greater emphasis on the pedestrian | the north west parking lot has been re-oriented, screened, and moved east; the area for the drive-through has been reduced |
| | 1c | (NC3-85) anticipates a more dense use | promote and capture the activity [of] a more dense development | the pocket park can host and promote a wide range of activities and number of users |
| | 1d | appears to take on a corner lot orientation | respond to its mid-block location . . . strengthen relationship . . . to Fauntleroy | the building has been moved south, and the entry faces Fauntleroy |
| | 1f | the relationship [to the mid-block crossing] would most likely be only visual | building modulation . . . or a focal point to align with the sightline | the building entry aligns with the mid-block crossing |
| MASSING & COMPOSITION | 2a | supported the proposed massing in Option 2 | explore modulation that reinforces the design and referenced . . . California Ave | the modulation has greater expression |
| | 2c | the facade on Fauntleroy does not engage the pedestrian | further . . . modulation & façade articulation . . . visually reinforces the streetwall | the entry set-back and canopy, as well as its stairs and their extension into the pocket park visually and spatially reinforce the streetwall |
| | 2d | the retail entry is above the sidewalk grade | rethink the grade changes . . . to improve accessibility on site | the stairs to the entry lends greater street presence, reinforcing the board guidance |
| | 2f | the roof plane will be highly visible | special attention [should be paid to the] 5th façade | the roof contains patterning reinforcing the landscape design |
| | 2g | south end of the building [is] highly visible | [reduce] the visual impact and enhancing the pedestrian environment | grade, planting, and material articulation screen and enhance the south wall |
| OPEN SPACE & AMENITIES | 3a | | strengthen and clarify the overall building-open space relationship | a larger open space is provided at the north of the site, a smaller to the south |
| | 3b | | consider larger planting areas to give the site a park-like character | large planting areas are provided |
| | 3c | | explore opportunities for integrating the transit stop into the design | the stop will be integrated into the design |
| VEHICULAR ACCESS | 4a | [drive-thru] provide . . . safety . . . revise the design to remove this area if possible | [provide] elevations, sections, and perspectives of the alley | the drawings are provided in following pages |
| | 4b | concern [with the] . . . parking lot[s], drive-through, and service areas from Fauntleroy | explore alternatives for a site plan that reduces the amount of void space, visually reinforces the street wall, and establishes a pedestrian-oriented streetscape | parking has been re-oriented and screened, drive through area made smaller, and planted area more robust |
| | 4c | more detail regarding the parking areas . . including screening and safe pedestrian pathways through parking lots | | the screening of the parking is larger and denser, clear pedestrian routes will be provided |
| | 4d | the alley . . . at the north end of the site | adding pedestrian-oriented features . . . to improve the safety and functionality | a landscaped, pedestrian way is provided on the west edge of the alley |

section 5 | mid-block options

EDG #2 general approach

To address the Board comments made during EDG #1, the design team studied a variety of options, two diagrams of which are shown of the opposite page. The shared goals of the EDG#2 approach include:

- 1. Provide a site design that balances open space and building footprint.
- 2. Locate the building’s main entrance directly off of Fauntleroy.
- 3. Ensure the building and site design have a strong relationship to Fauntleroy, as opposed to the intersection of Fauntleroy & Alaska.
- 4. Screen parking and other vehicular activities.
- 5. Provide a legible and safe pedestrian environment.

EDG #2 option A: “enhanced streetscape”

This option locates the building on the center of the site, and sets it back from the west property line approximately 8 feet.

Positive Attributes:

- 1. Additional landscaped area south of the building
- 2. The drive-through is no longer adjacent to and below the alley to the east.
- 3. The building set-back allows for greater sidewalk area and landscape along Fauntleroy, enhancing the pedestrian environment.
- 4. Partial walls are located within the set back, effectively extending the building wall of the retail building, giving the overall plan a more robust street presence.

Challenges:

- 1. In spite of extensive landscape, the drive-through area is inordinately large and dominates the site.
- 2. Although the sidewalk is greatly enhanced, and a strong building wall is achieved, there is no ‘jewel in the park’.

EDG #2 option B: “pocket park” (preferred)


This option locates the building to the south of the site, and maintains the drive-through on the east side of the building.


Positive Attributes:


- 1. The space between the building and any future development of the southern parcel is minimized.
- 2. The entry to the building directly faces the mid-block crossing across the street.
- 3. A pocket park is created on the northern-most portion of the site.
- 4. The planted area of the pocket park creates a deep visual buffer between Fauntleroy and the parking area.


Challenges:


- 1. The amount of landscape provided to screen the south elevation is limited.


 building


 pedestrian space


 parking


 drive-through & service


 mid-block crossing


 pedestrian circulation


 pedestrian view

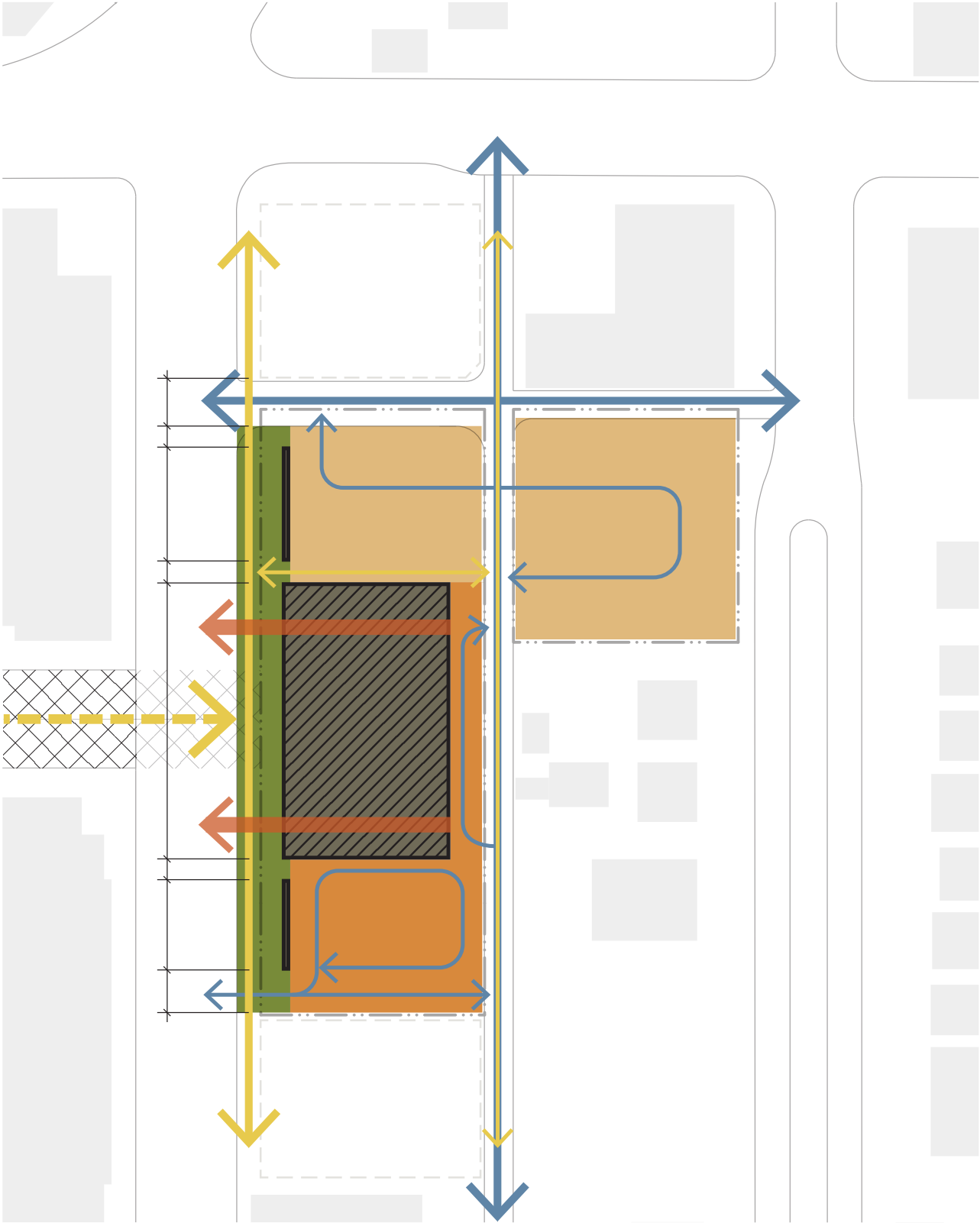
 vehicular circulation

 site orientation

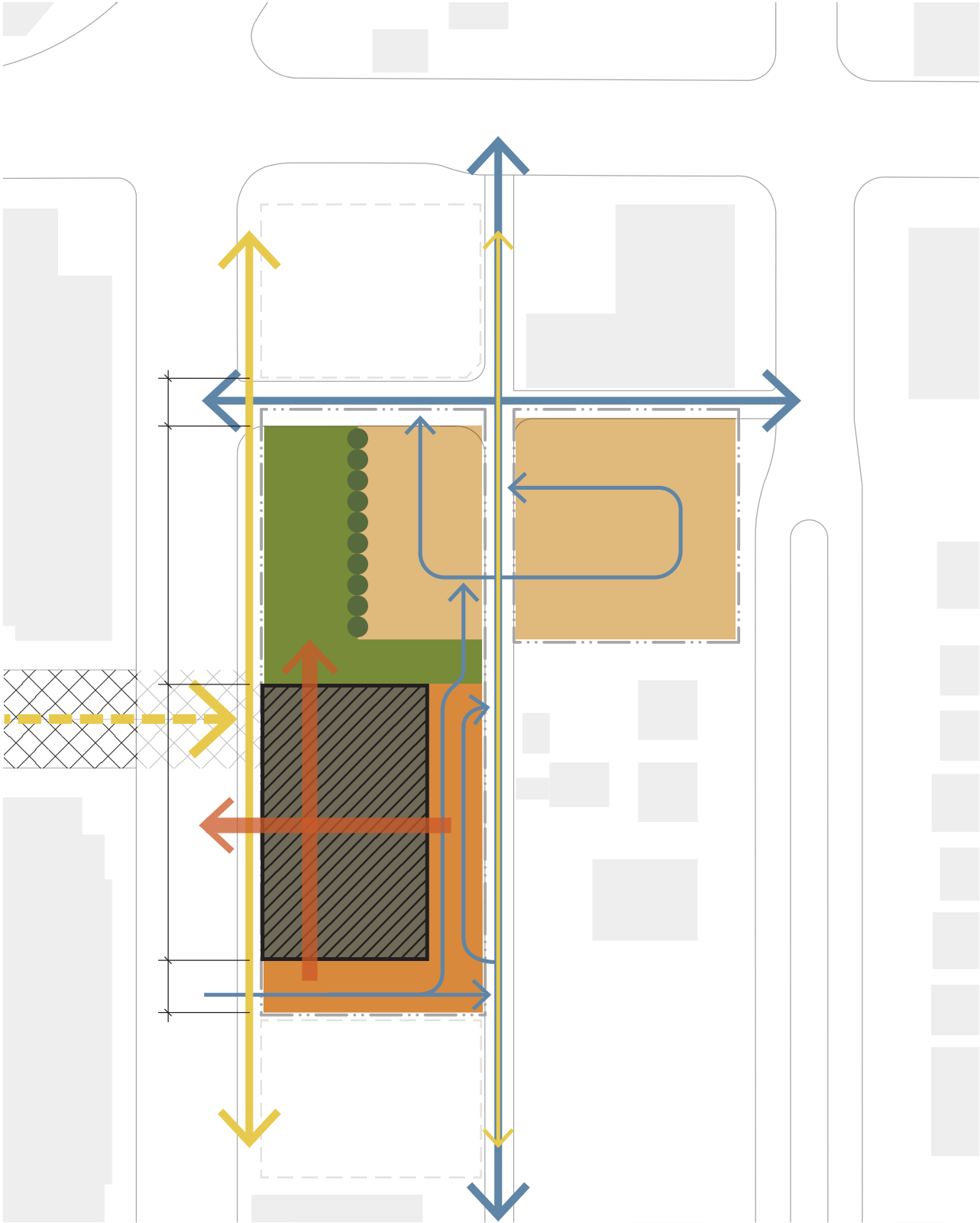
 existing buildings

 future buildings

 property line



mid-block option A “enhanced streetscape” concept diagram



mid-block option B “pocket park” [preferred] concept diagram

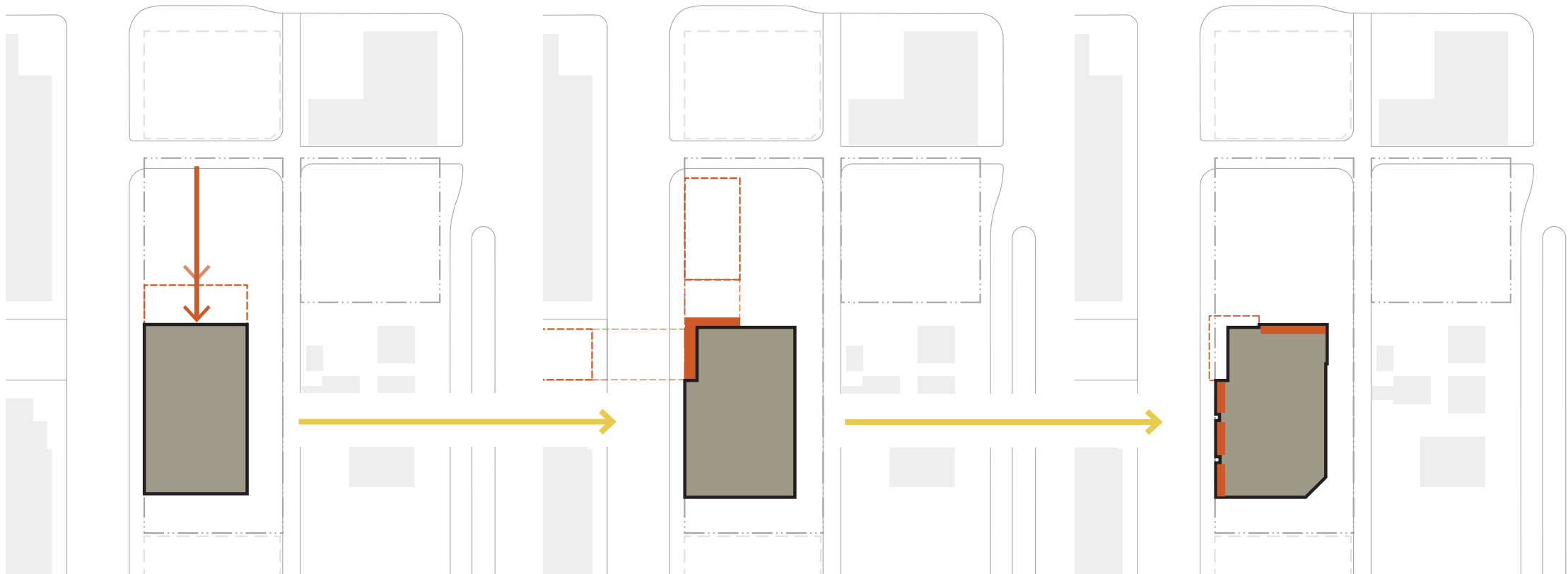


section 5 | mid-block option B [preferred] - “pocket park”

entry and modulation

- The building moves to the south, freeing up the northern part of the site for the pocket park.
- The entry is relocated from the corner and aligned visually with the mid-block crossing; the entry area is recessed
- The dimension of the entry-recess becomes the dimension for the modulation of the north and west facades
- A canopy is placed in the entry recess, and extended north towards the pocket park, to strengthen the entrance’s relationship to both Fauntleroy and the pocket park

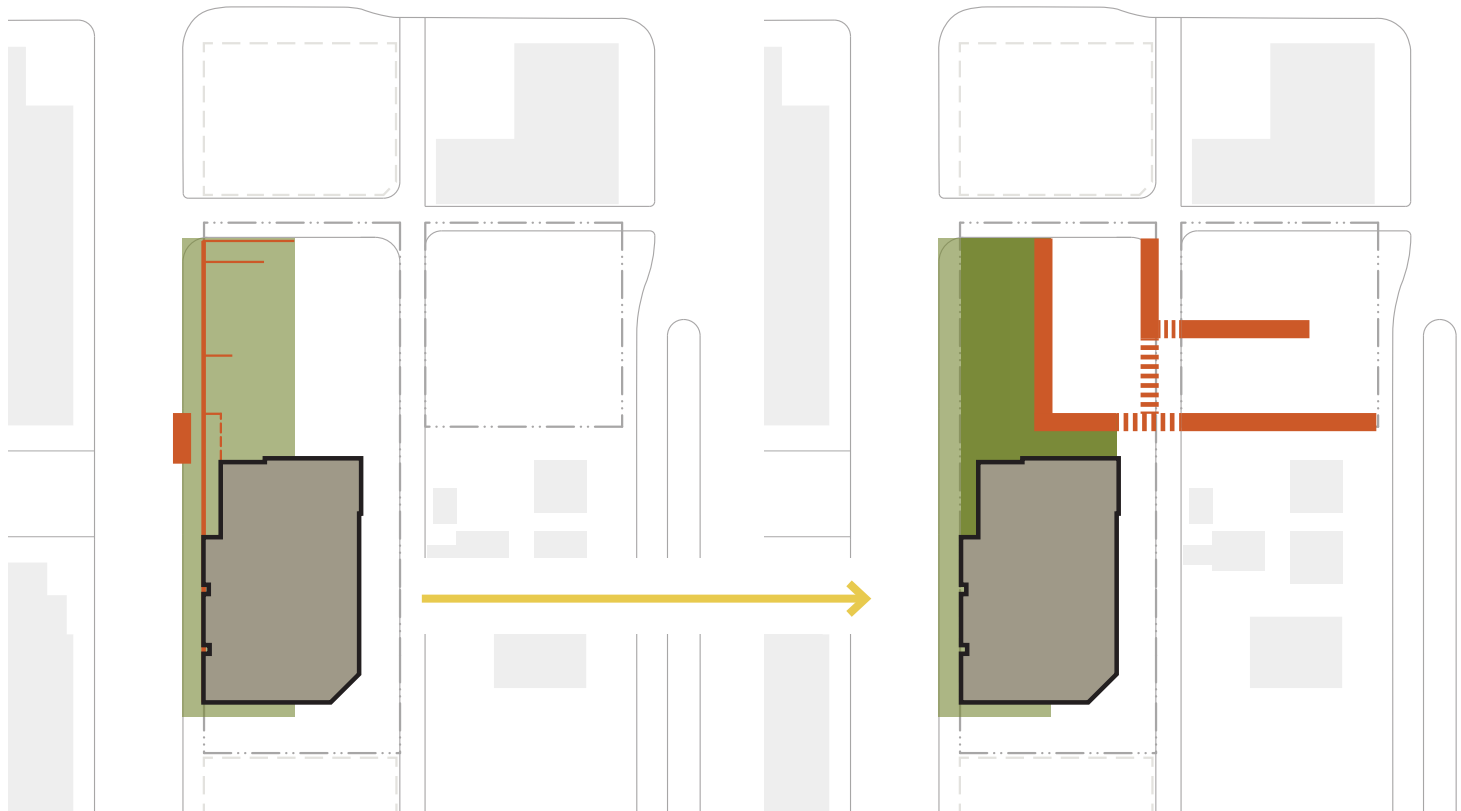
priorities & recommendations: 1d, 1f, 2a, & 2c



street presence and pedestrian circulation

- Steps, benches, and planters align with the Fauntleroy elevation and extend the building wall to the north of the site
- Bus patrons will have use of the benches as they wait for the bus
- Pathways along the alley, the pocket park, and across the parking area guide patrons safely to the building

priorities & recommendations: 2d, 3b, 3c, 4b, 4c, & 4d



mid-block option B [preferred] - “pocket park” | section 5



site plan

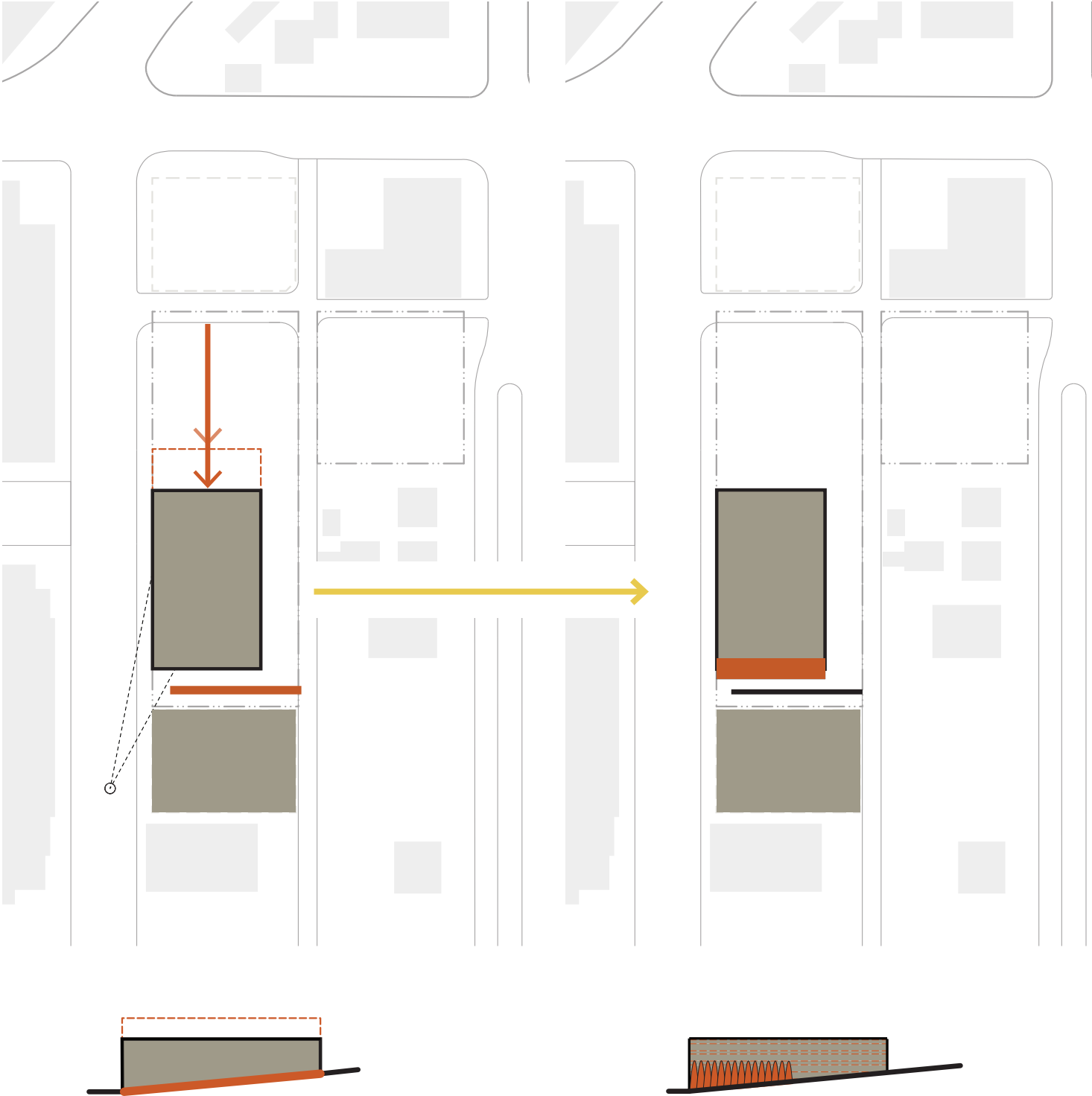
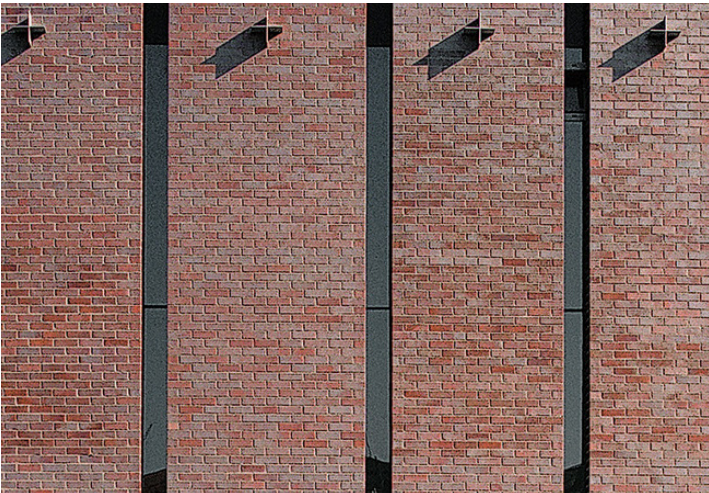
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section 5 | mid-block option B [preferred] - “pocket park”

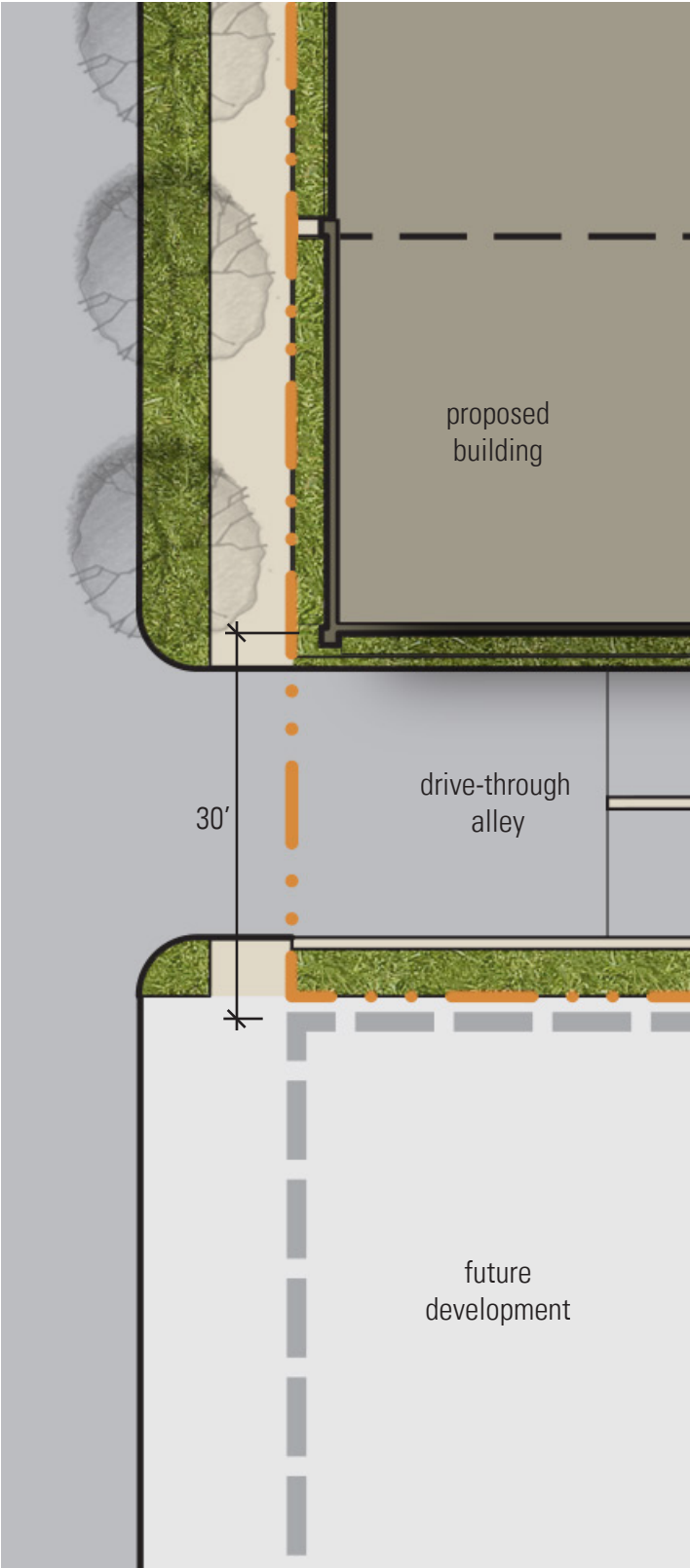
enhancing the south elevation

- The building moves to the south, reducing the amount of south elevation visible once future development occurs
- Site grading adds depth and layering
- Visible building materials will have quality and relief
- Planting will further screen the wall

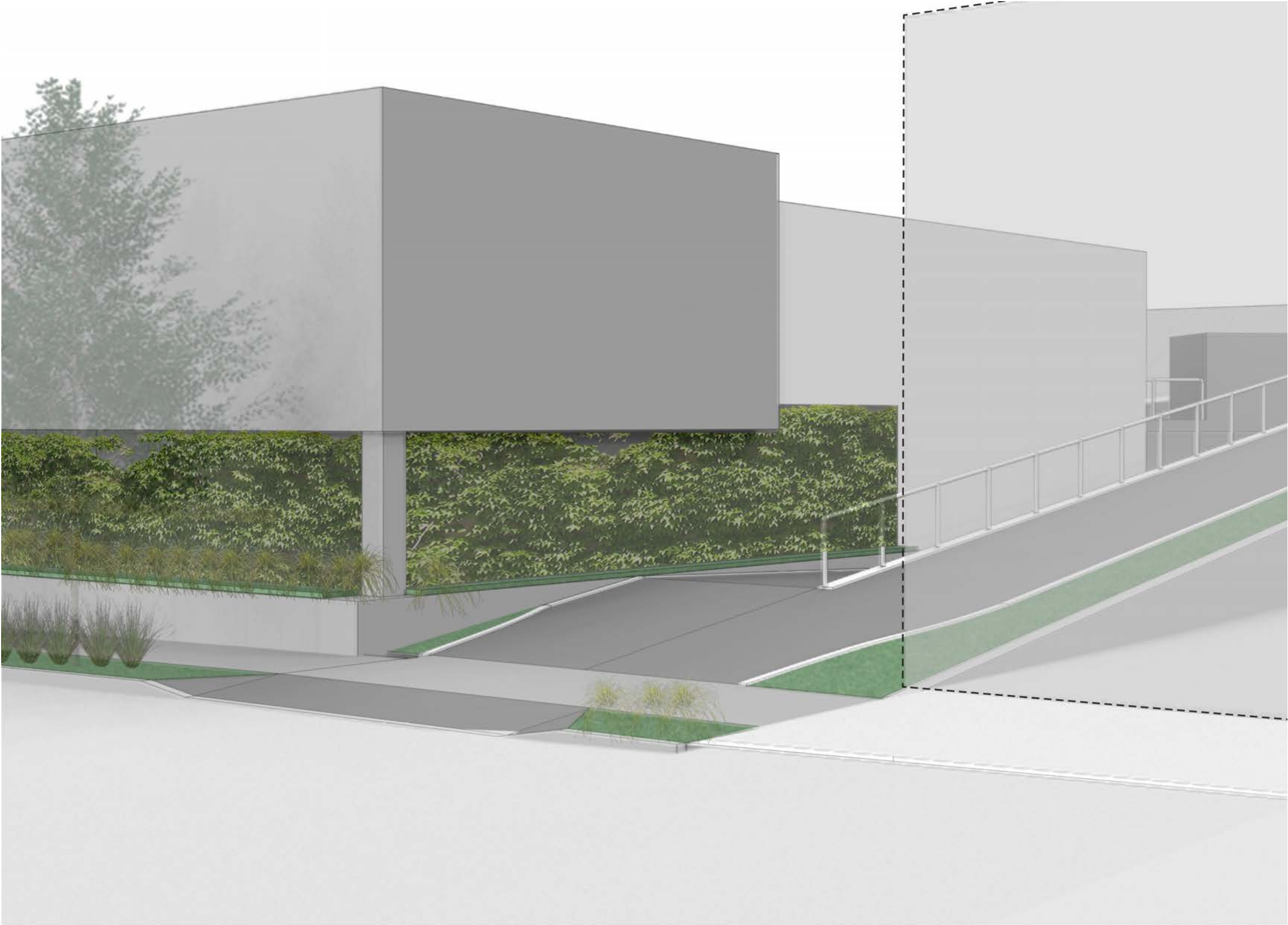
priorities & recommendations: 2g, 3a, & 4b



mid-block option B [preferred] - “pocket park” | section 5



partial site plan



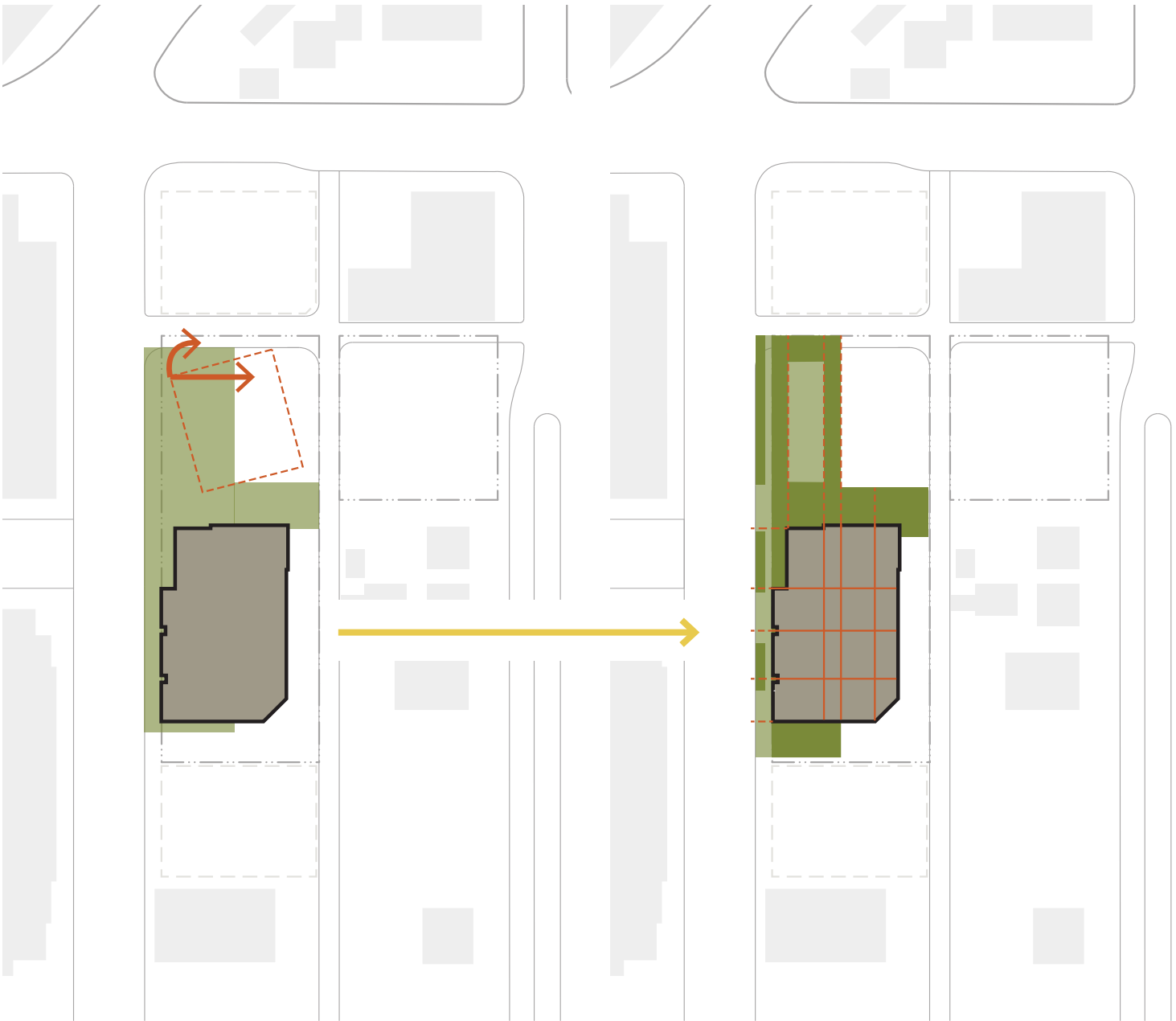
street level view looking northeast

section 5 | mid-block option B [preferred] - “pocket park”

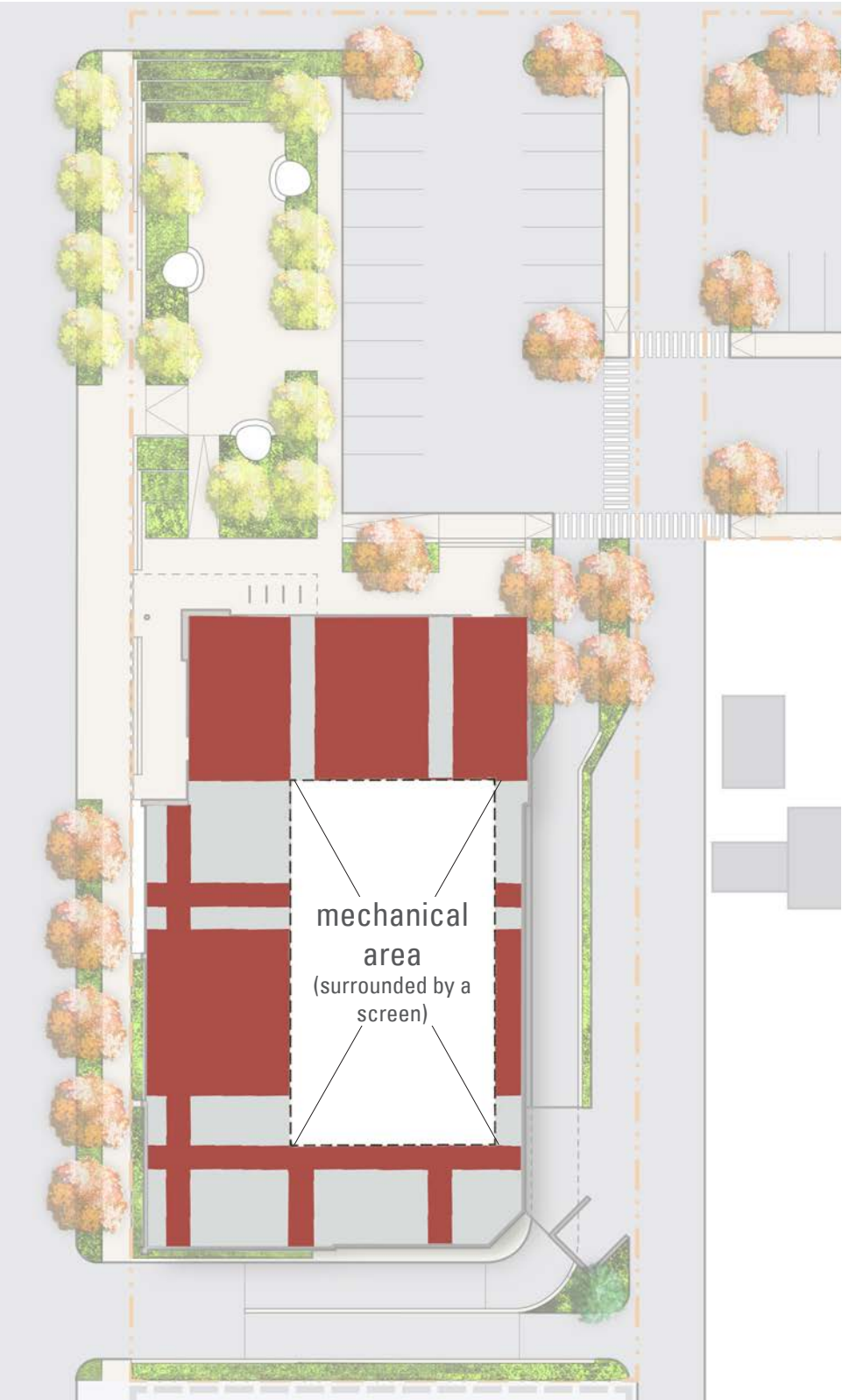
enhancing the 5th facade

- Proposed northwest parking area is rotated from EDG 1 configuration and moved east
- Landscape architecture generates roof patterns. Formed by contrasting colors of roofing membrane
- Pocket park is extension of the building

priorities & recommendations: 21a, 1b, 1c, 2f, 3a, 3b

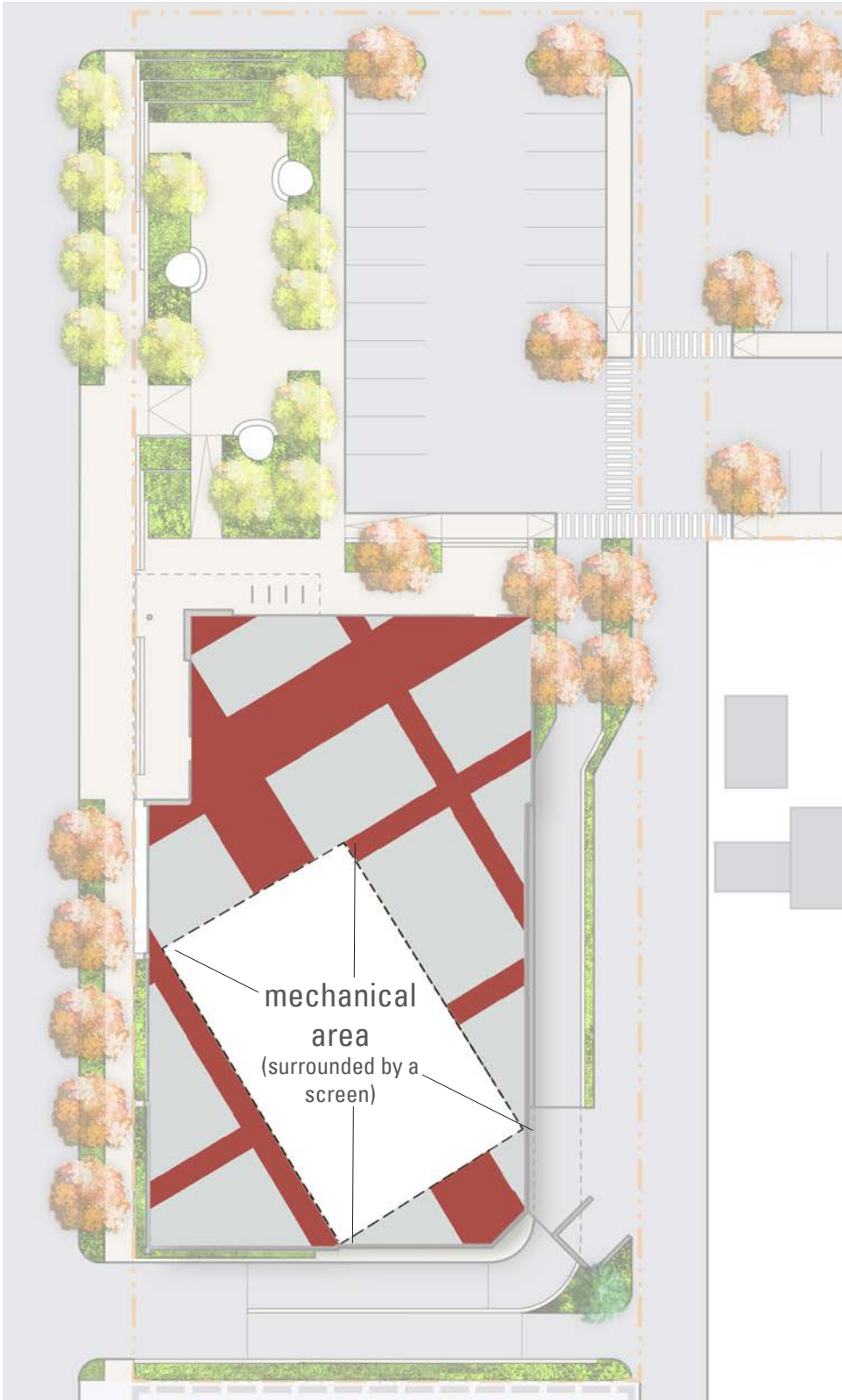


mid-block option B [preferred] - “pocket park” | section 5



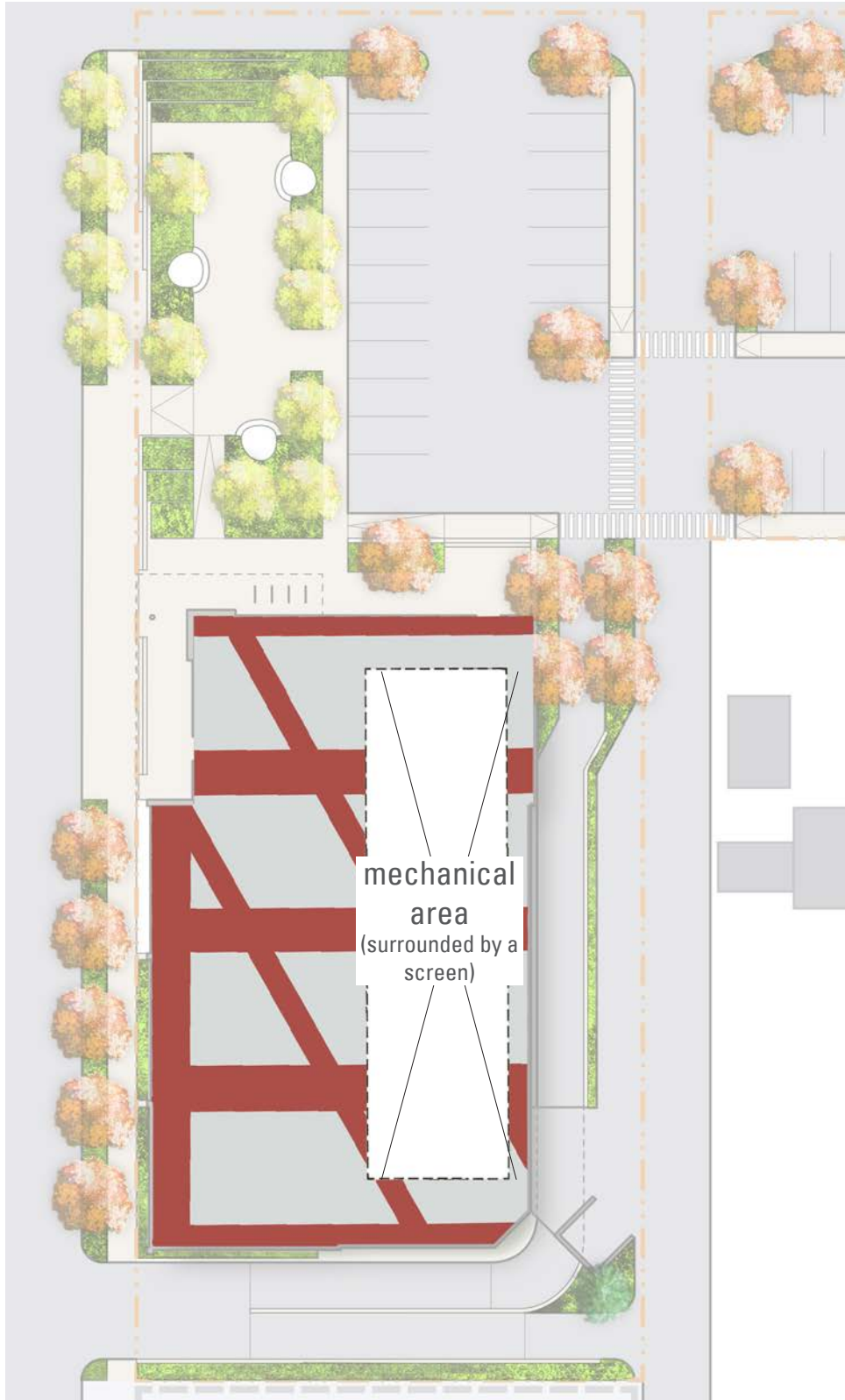
roof pattern option 1

n.t.s.



roof pattern option 2

n.t.s.



roof pattern option 3

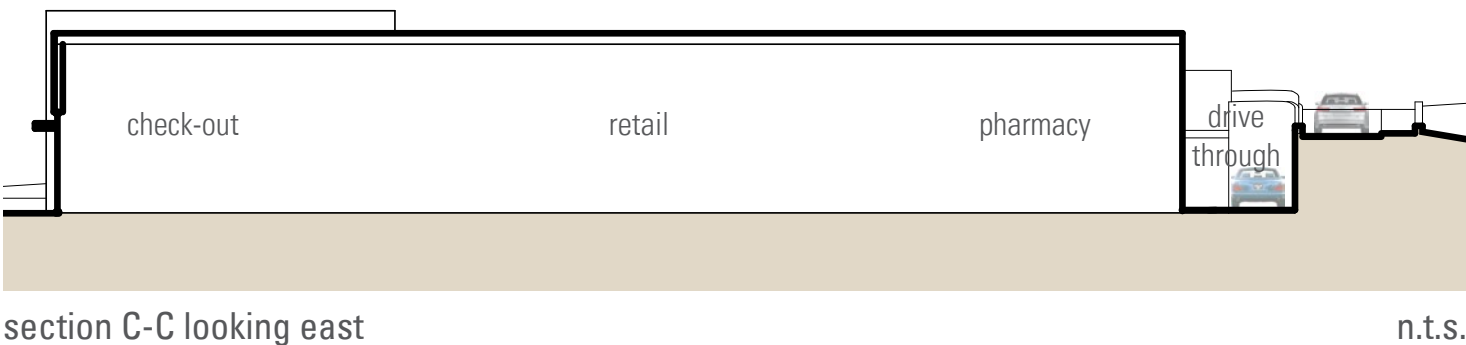
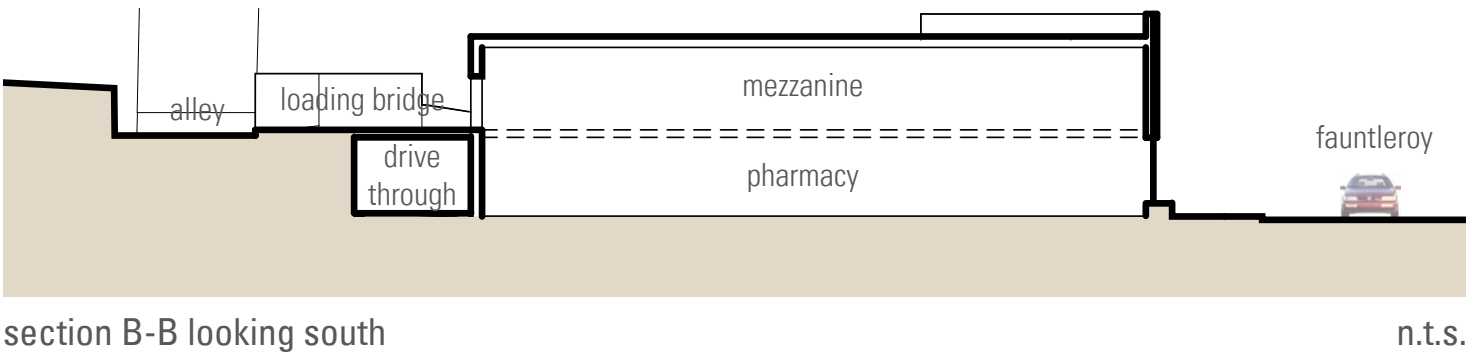
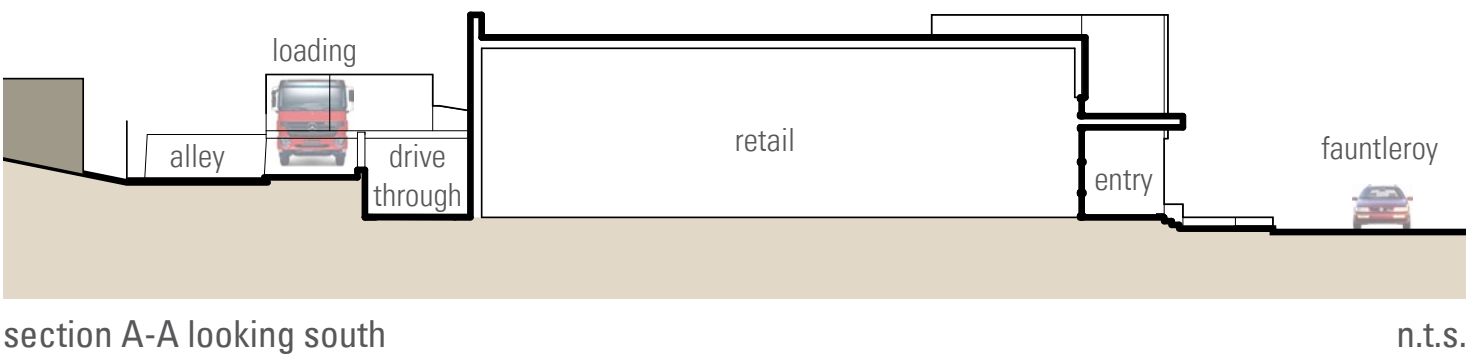
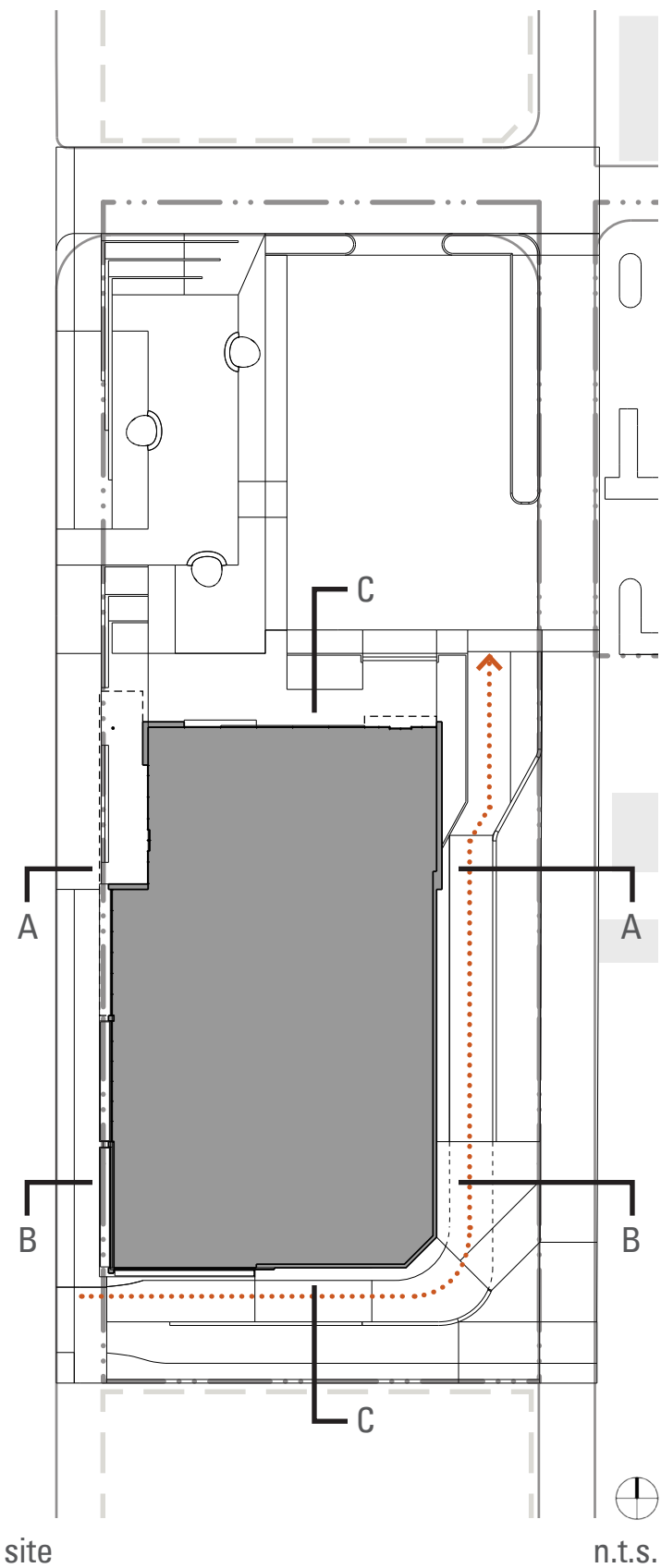
n.t.s.

section 5 | mid-block option B [preferred] - “pocket park”

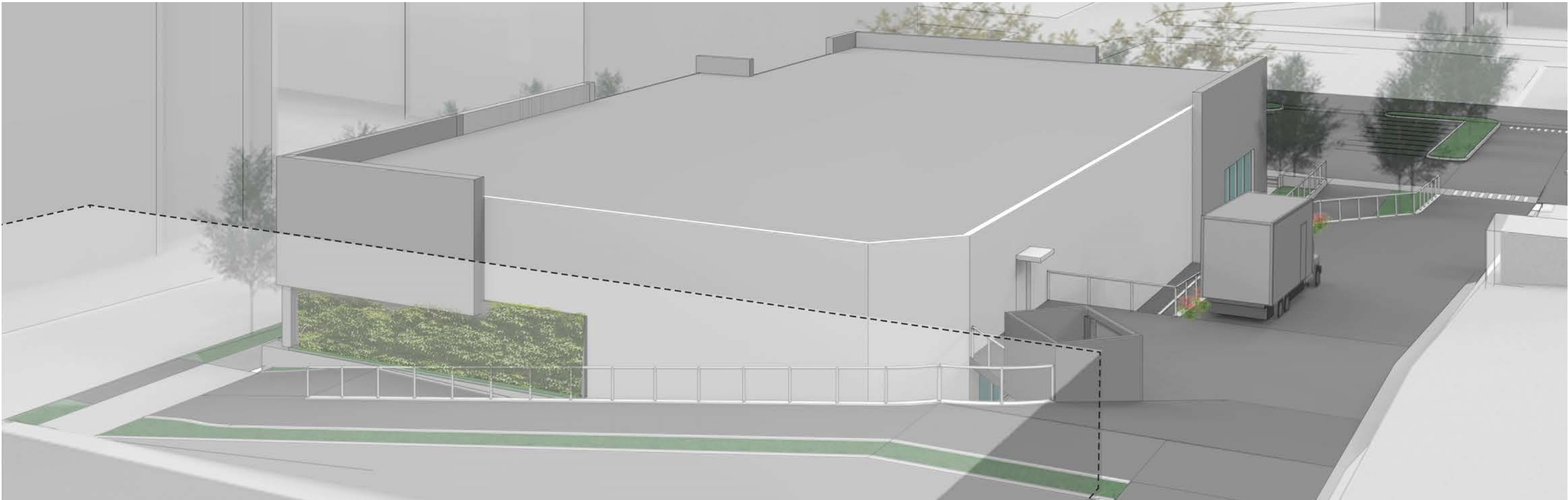
drive-through security

The preferred approach is to locate the drive-through along the eastern portion of the site. Principles of Crime Prevention Through Environmental Design (CPTED) will be utilized to mitigate any possible security issues.

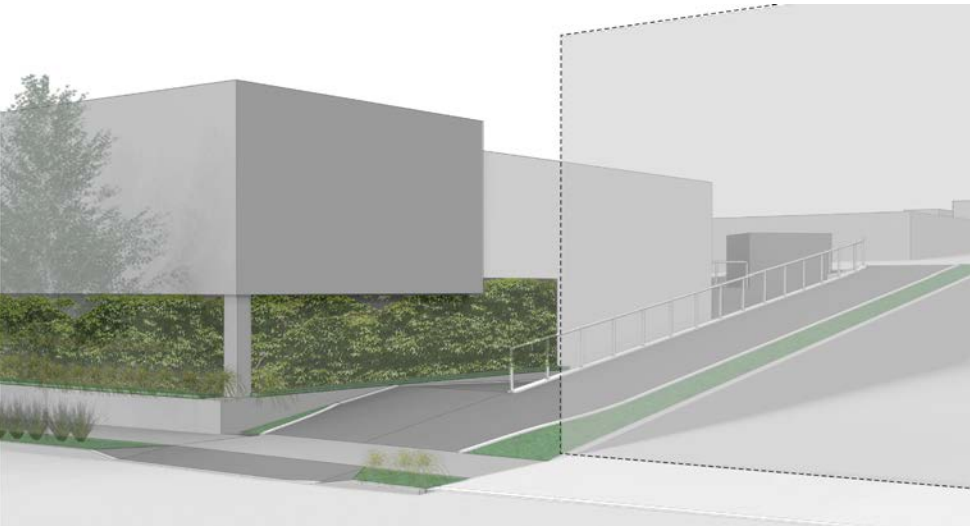
- 1. There are windows at the southern and northern portions of the drive through.
- 2. CCTV cameras will be located at strategic locations, to constantly monitor the area.
- 3. The area will be well lit.
- 4. The retail employees will daily maintain the area, removing rubbish, graffiti, and other emblems of a poorly stewarded environment.
- 5. It is anticipated that the drive through will be actively used during store hours, discouraging unwanted activities.



mid-block option B [preferred] - “pocket park” | section 5



drive-through/loading area viewed from alley (southeast)



drive-through entrance viewed from fauntleroy (southwest)

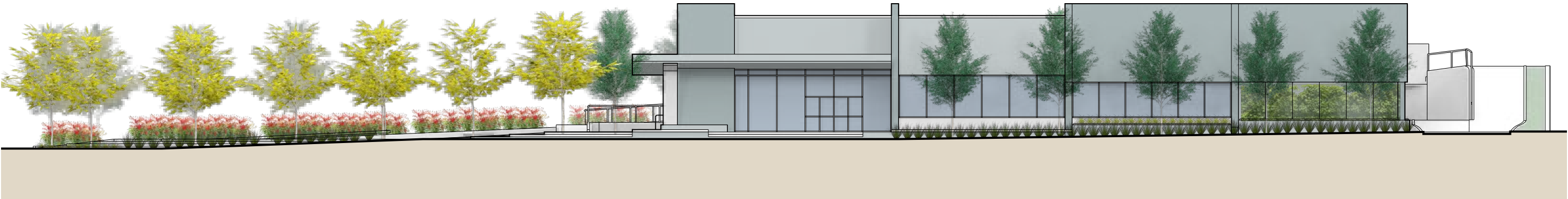


drive-through entrance viewed from fauntleroy (west)



drive-through/loading area viewed from northwest

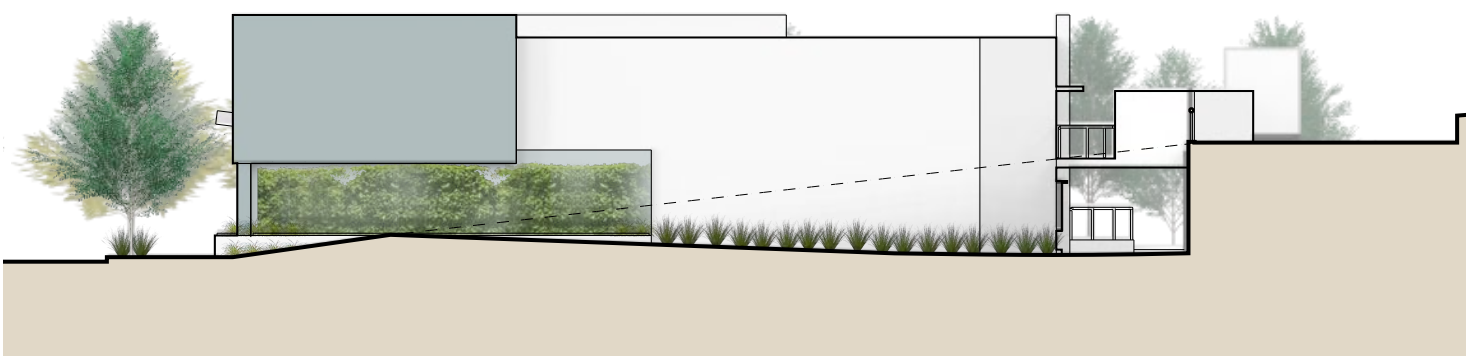
section 5 | mid-block option B [preferred] - “pocket park”



west elevation



north elevation



south elevation



east elevation

mid-block option B [preferred] - “pocket park” | section 5



site viewed from northwest



pocket park and north elevation viewed from northwest



building entry viewed from mid-block (across fautleroy)



building viewed from southwest

section 5 | landscape concept

open space strategy

A pocket park provides iconic seating and an open courtyard for informal gathering that is buffered from adjacent uses.

planting strategy

Soft-textured, grassy groundcover contrasts with geometric score patterns; the trees feature an open canopy and small leaves for dappled shade.



landscape plan

