

Jet City Townhomes

Streamlined Design Review
Guidance Packet

6637 Carleton Ave S
Seattle, WA 98108

Owner: Scott Pirrie
Architect: First Lamp Architecture and Construction
Applicant: Taylor Callaway AIA

Land Use Project Number: **3023117**
Construction Project Number: **6515969**





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FAR

Lot size 8,168 x 1.2 = **9,801.6 (9,768 proposed)**

Density

Unlimited

Setbacks

Front – 5’ Min, 7’ Avg
Side – 5’ for 40’, 40’ plus façade 7’, 5’ Avg
Rear – 5’ Min, 7’ Avg

Amenity

- 1. The required amount of amenity area for rowhouse and townhouse developments and apartments in LR zones is equal to **25 percent** of the lot area.
- 2. A minimum of 50 percent of the required amenity area shall be provided at ground level, except that amenity area provided on the roof of a structure that meets the provisions of subsection 23.45.510.E.5 may be counted as amenity area provided at ground level.
- 3. For rowhouse and townhouse developments, amenity area required at ground level may be provided as **either private or common space**.

8,168 = 2,042 total amenity required, 1,021.5 on the Ground or the Roof (2,957 Proposed)

Structure Maximum Width

90’ (65% = 78.65 feet) - TOTAL WIDTH 66’ - 8”

Maximum façade length in lowrise zones.

- 1.The maximum combined length of all portions of façades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line

Units

8 Residential Townhouse Units - 1 Type (A)

Design Standards

Facade openings

- a. At least 20 percent of the area of each street-facing facade shall consist of windows and/or doors

Building orientation. Townhouse developments shall maximize the orientation of individual units to the street by complying with one of the following conditions:

- a. At least **50 percent** of the townhouse units shall be located so that there is no intervening principal structure between the unit and the street
- b. All townhouse units shall have direct access to a common amenity area meeting the requirements of **Section 23.45.522** that either abuts the street or is visible and accessible from the street by a clear pedestrian pathway.

A clear pedestrian pathway from the street to the entrance of each townhouse unit shall be provided. The pedestrian pathway may be part of a driveway, provided that the pathway is differentiated from the driveway by pavement color, texture, or similar technique. Signage identifying townhouse unit addresses and the directions to the unit entrance(s) from the street shall be provided.

- 3. Each townhouse unit, with a street-facing façade shall have a pedestrian entry on the street-facing facade that is designed to be visually prominent feature through the use of covered stoops, porches, or other architectural entry features. For townhouse units on corner lots, a visually prominent pedestrian entry is required on only one of the street-facing facades.
- 4. Architectural expression. Architectural detail or composition shall be provided to visually identify each individual townhouse unit, as seen from the public street. Design elements such as trim or molding, modulation, massing, color and material variation or other similar features may be used to achieve visual identification of individual units. Rooftop features such as dormers or clerestories, or roofline variation may be used to visually identify individual townhouse units.

Parking

8 Parking Spaces will be provided in the rear of the townhomes (alley off west edge)

- 2 - "9 - 0" Spaces on North / South ends
- 3 - "7 - 6" Spaces
- 3 - "8 - 0" Spaces

Corson Ave S

Carleton Ave S

S Warsaw St

Flora Ave S

6637 Carleton Ave S
(Site)

Ellis Ave S

King County
International Airport



Interstate Highway 5

Duwamish Waterway

Dearborn Park

Georgetown Playfields

Ruby Chow Park

Historic Hat and Boots
Park (Oxbow Park)

Highway 99

Van Asselt Park

King County
International Airport



Corson Ave S

Carleton Ave S

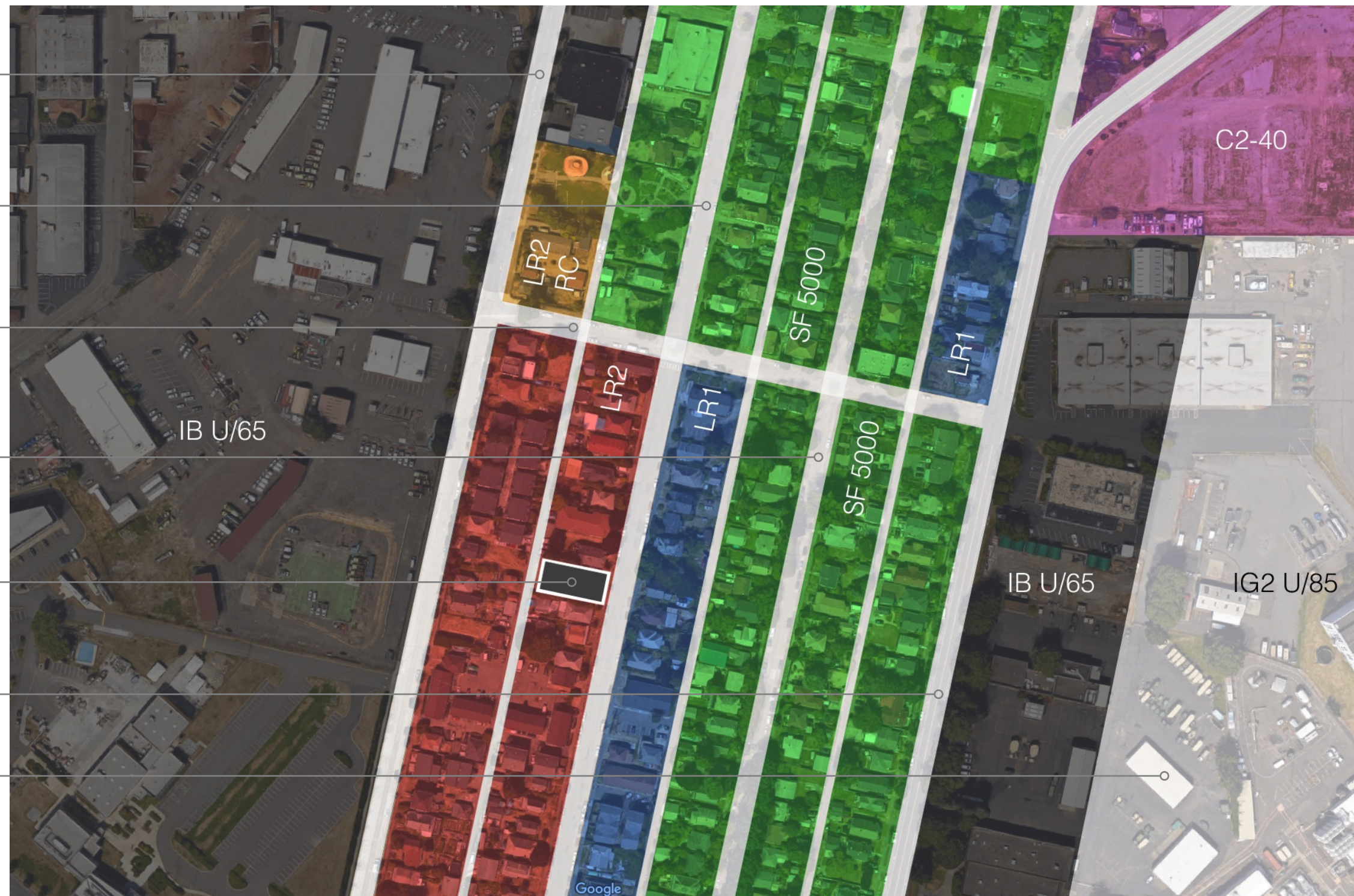
S Warsaw St

Flora Ave S

6637 Carleton Ave S
(Site)

Ellis Ave S

King County
International Airport





ACROSS FROM SITE

North to S Warsaw St



South

ACROSS FROM SITE



South to S Willow St

Existing Conditions - Alley Westward



South to S Willow St



North



SITE

North to S Warsaw St

Existing Conditions - Alley Eastward



North to S Warsaw St →



← South to S Willow St

SITE



North to S Warsaw St →

Existing Conditions - Carleton Ave S Westward



← North to S Warsaw St

ACROSS FROM SITE

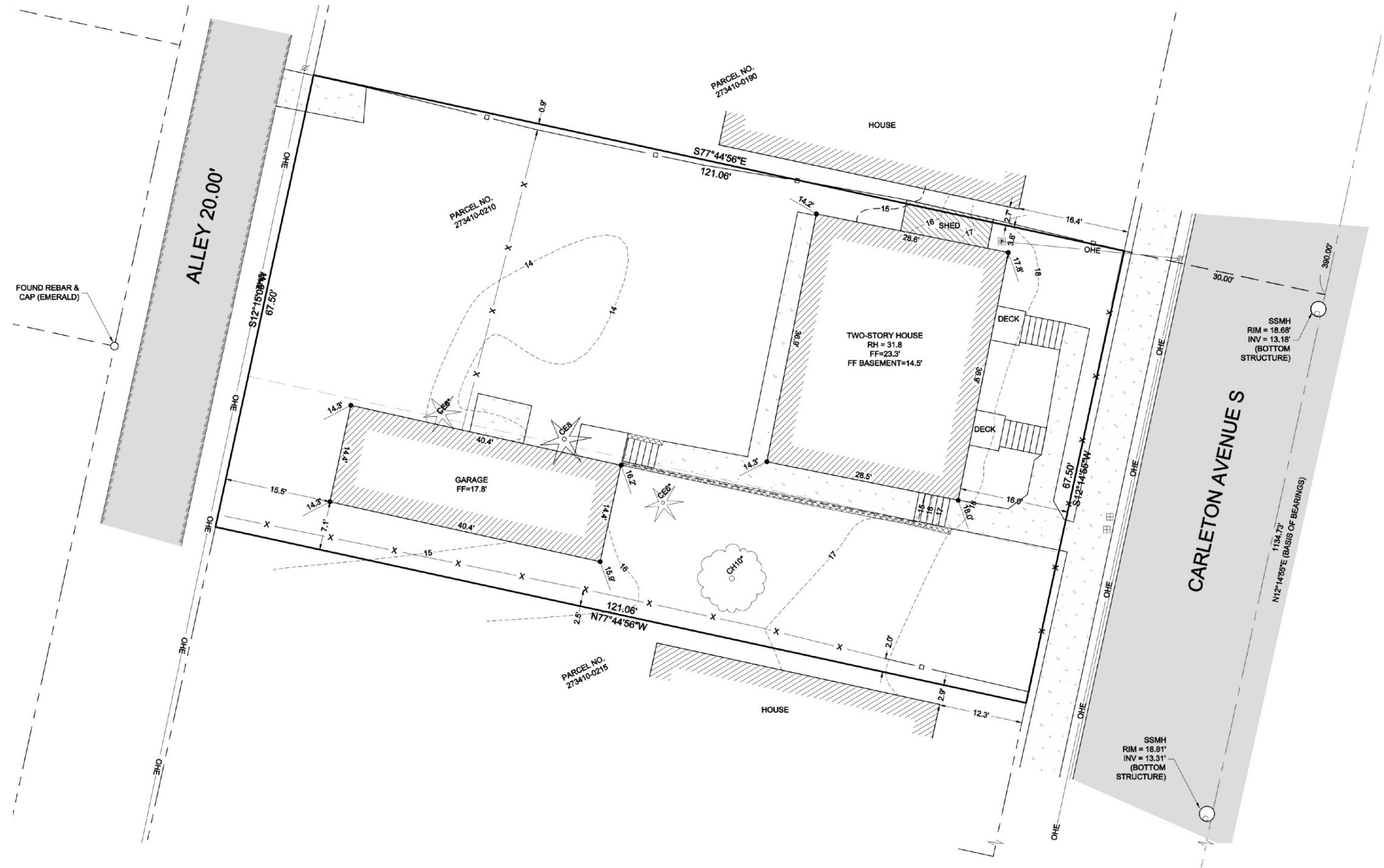


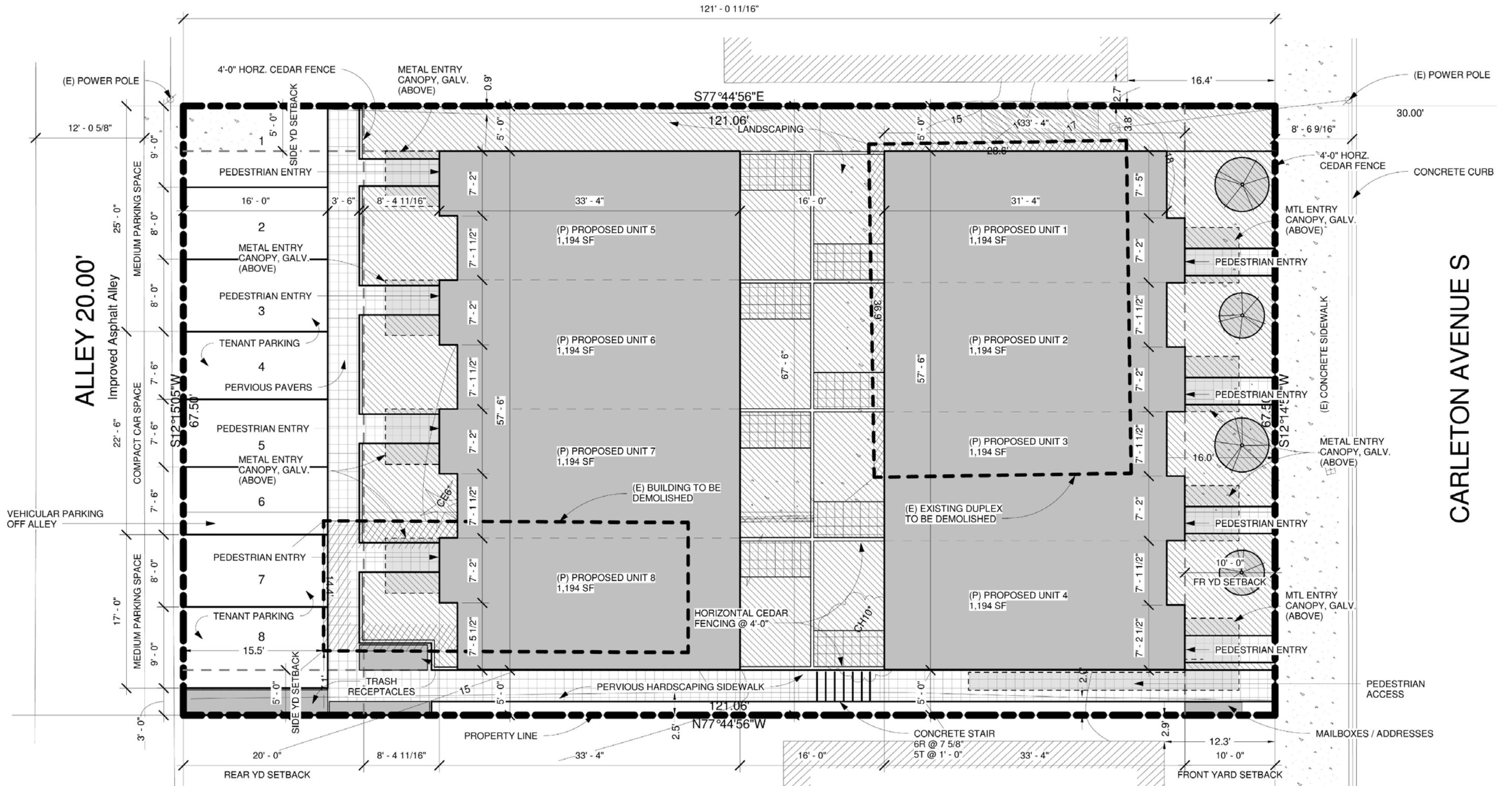
South to S Willow St →



South to S Willow St →

Existing Conditions - Carleton Ave S Eastward





CARLETON AVENUE S

Site Plan



Context and Site

Priority Design Guidelines

Response

CS1. Natural Systems and Site Features

D. Plants and Habitat

Incorporate site vegetation into design

Trees and Shrubbery have been incorporated, no closer than 3’-0” to ROW

CS2. Urban Pattern and Form

D. Height, Bulk, and Scale

Consider how to respond to the mid-block location and adjacent structures in regards to shading, privacy, and complementing the established height, bulk and scale of the neighborhood.

The existing structures within a 1-block radius are of similar height, bulk and scale. The units respond to three-story townhomes to the south and west of the site, an apartment complex two properties North of the site, as well as the larger two story gabled homes in its immediate context to the East.

CS3. Architectural Context and Character

A. Emphasizing Positive Neighborhood Attributes

Take design cues from the surrounding neighborhood to complement existing character. Explore ways to establish a positive and desirable context for others to build upon.

The neighborhood consists of many gabled roofs, which is why the design has responded with the gables that wrap each unit. The siding is a response to the industrial nature of the area, specifically the nearby King County International Airport. The corrugated metal siding, along with the standing seam roofs which wrap a few facades, are a direct response to the architectural features of the nearby hangars. The addition of the cedar siding softens the industrial aesthetic by providing warmth and color, as well as reflecting on the regional material palette of the Northwest.

Public Life

PL1. Open Space Connectivity

C. Outdoor Uses and Activities

Individual unit amenity spaces should be carefully considered to balance privacy with comfortable, usable spaces.

Each unit has a small front and back yard, both privatized with horizontal cedar fencing up to 4’-0”. All units also have elevated private decks attached to the master suites on the third level.

PL2. Walkability

B. Safety and Security

The location of windows and lines of sight for natural surveillance. Incorporate appropriate lighting into the design.

Each unit has glazing at both the ground level and elevated to provide surveillance and positive lines of sight to its surroundings. Exterior lighting will be provided at the front and rear entrances to each unit, as well as the communal walkway entries and throughout its path along the southern edge of the complex.

PL3. Street Level Interaction

A. Entries
C. Residential Edges

Incorporate a hierarchy of entries: the main entry (to the walkway) should announce itself; individual entries should be detailed appropriately to appear welcoming and distinguish individual units. Provide areas for resident interaction. Open space at the street should establish a relationship between the structure and the street. Avoid high fences and opt for transparency and lush landscaping.

Fencing (< or equal to 4’-0”) has been provided in order to create privacy for each tenant; by allowing 50% light infiltration through patterning in the fences’ structure, connection to the street is achieved and a welcoming feeling presented. Unit distinction has been provided through change of material on the Carleton Ave and alley facades, as well as the architecturally prominent gable which wraps and continues to grade, providing a ‘fin’ between each unit. Entries will be well lit and landscaped in order to distinguish themselves and provide legible signage in order to lead the user.



Design Concept

DC1. Project Uses and Activities	C. Parking and Service Uses	Incorporate landscaping and amenity uses. Reduce the visual impact of parking lots and entrances as much as possible.	Fences between the residences and parking areas have been designed in order to provide privacy to the tenants and to clearly demarcate parking and service areas.
DC2. Architectural Concept	B. Architectural and Facade Composition C. Secondary Architectural Features	The massing should respond to the site topography, existing vegetation, adjacent uses, and internal programming. Use secondary elements such as balconies, canopies, or architectural details to demarcate individual units and reduce the mass. Avoid blank walls. Mark any new datum plane by employing distinct materials or architectural features. Provide an overall design concept that relates to the massing and façade composition.	There are no current trees or vegetation on the site to remain. The massing responds to the site topography and differentiation between edifices has been provided in elevation from the eastern to western edges. Undulation of surface on the street and alley facades helps to bring the structure down to human scale, making it more approachable.
DC3. Open Space Concept	A. Building - Open Space Relationship	Provide more detail regarding the conceptual landscaping and amenity areas, and how these spaces relate to the interior uses. Provide buffers where appropriate.	Landscaping will be prevalent on the Carleton Ave and alley edges, providing a multipurpose buffer. Along the connective pathway which hugs the southern edge of the complex, landscaping will be planted to provide a pleasant narrative along with considerate choice of materials and textures.
DC4. Exterior Elements and Materials	A. Exterior Elements and Finishes C. Lighting D. Trees, Landscape and Hardscape	Ensure high quality materials. Avoid a large amount of grey and beige. The materials should reinforce the design concept. Provide address signage for those units without street frontage. Special consideration of materials and patterns of hardscaping should be considered for the narrow walkways between buildings.	Materials represented in the project are of high quality - both visually and functionally. Small radius painted corrugated metal siding along with Hardie Panel lend to a modern industrial aesthetic while contributing to the buildings longevity and sustainability. Additionally, cedar is a locally harvested product with great visual appeal and a reputation for resilience against pests and mold. Metal roofing provides the best possible protection from leaks, lasts longer than other materials and parallels the look of materials used in the area, helping to reinforce the sustainability and aesthetic.



Architectural Concept

The Jet City Townhomes are located in one of Seattle's oldest neighborhoods - Georgetown. The area is known for its industrial nature, geographically bound by the BNSF and Union Pacific Railways on the North and East, and by Boeing on the Southern edge. It is apparent why the area is cloaked in industry and the architecture should not disengage its aesthetic.

The Townhomes have been designed with this industrial aesthetic in mind, but have also been respectful of the traditional homes in the site's immediate context. The gable form employed on each of the units was chosen to mirror both the conventional homes and replicate the simple functional design of the local hangars - a prevailing aesthetic in the Industrial District.



Architectural Concept - Precedent



Local Reference

The gable in critical regionalism exemplifies a form of sustainable architecture, born out of necessity, which has in turn helped create an inherent aesthetic prevalent in the Pacific Northwest.

Below are examples of the traditional gabled homes in the area which were used to help generate formal design, relate to its context and bring the development to a more human scale. Also, included are two modern town homes which show the transitional phase of the neighborhood, bringing new formal elements and sustainable materials to South Seattle - examples are contained within a 3 block radius of the site.



Architectural Concept - Precedent



Architectural Concept - Plans - Level 01

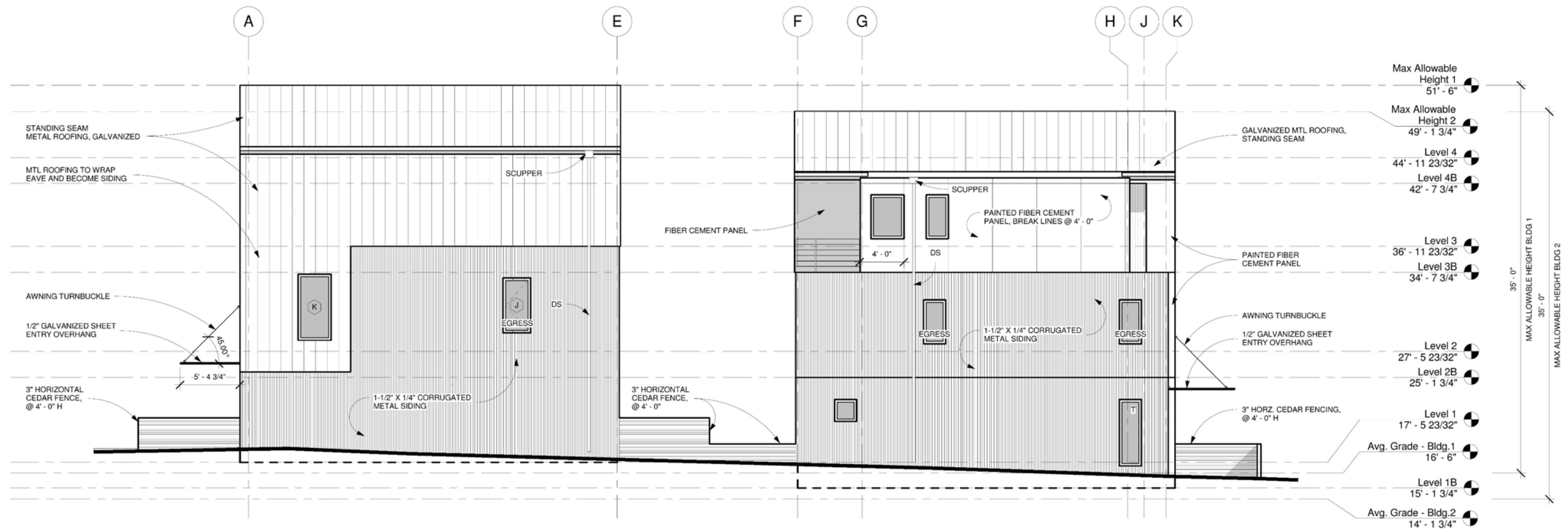


Architectural Concept - Plans - Level 02

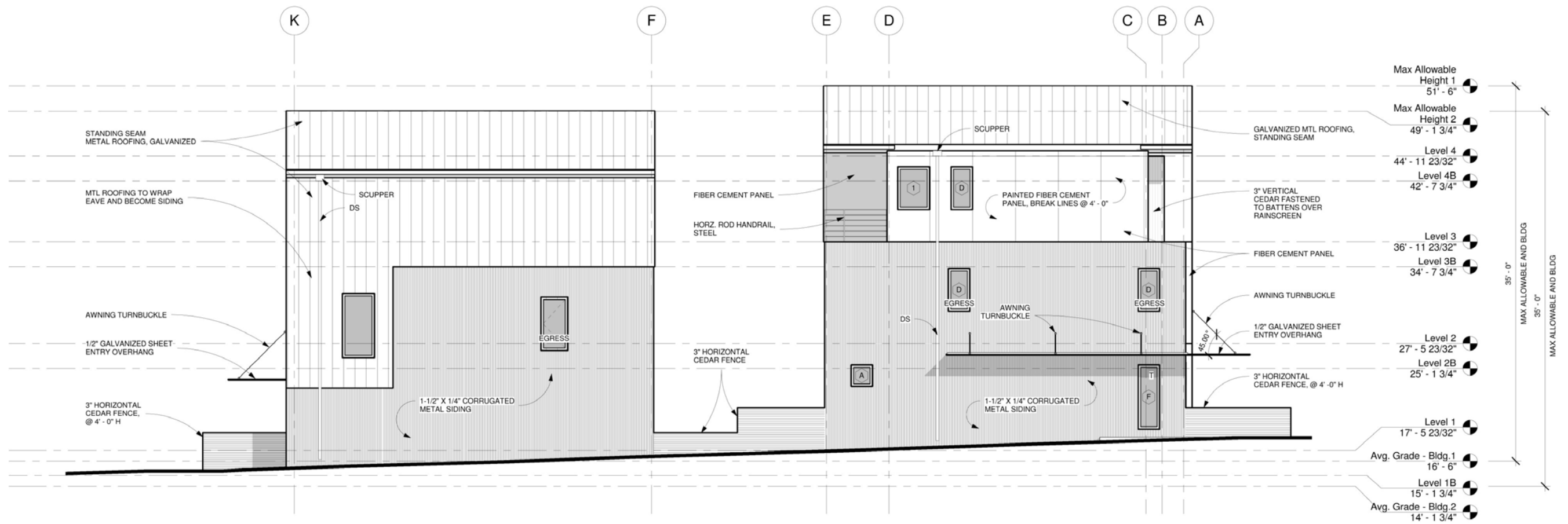




Architectural Concept - Plans - Level 03



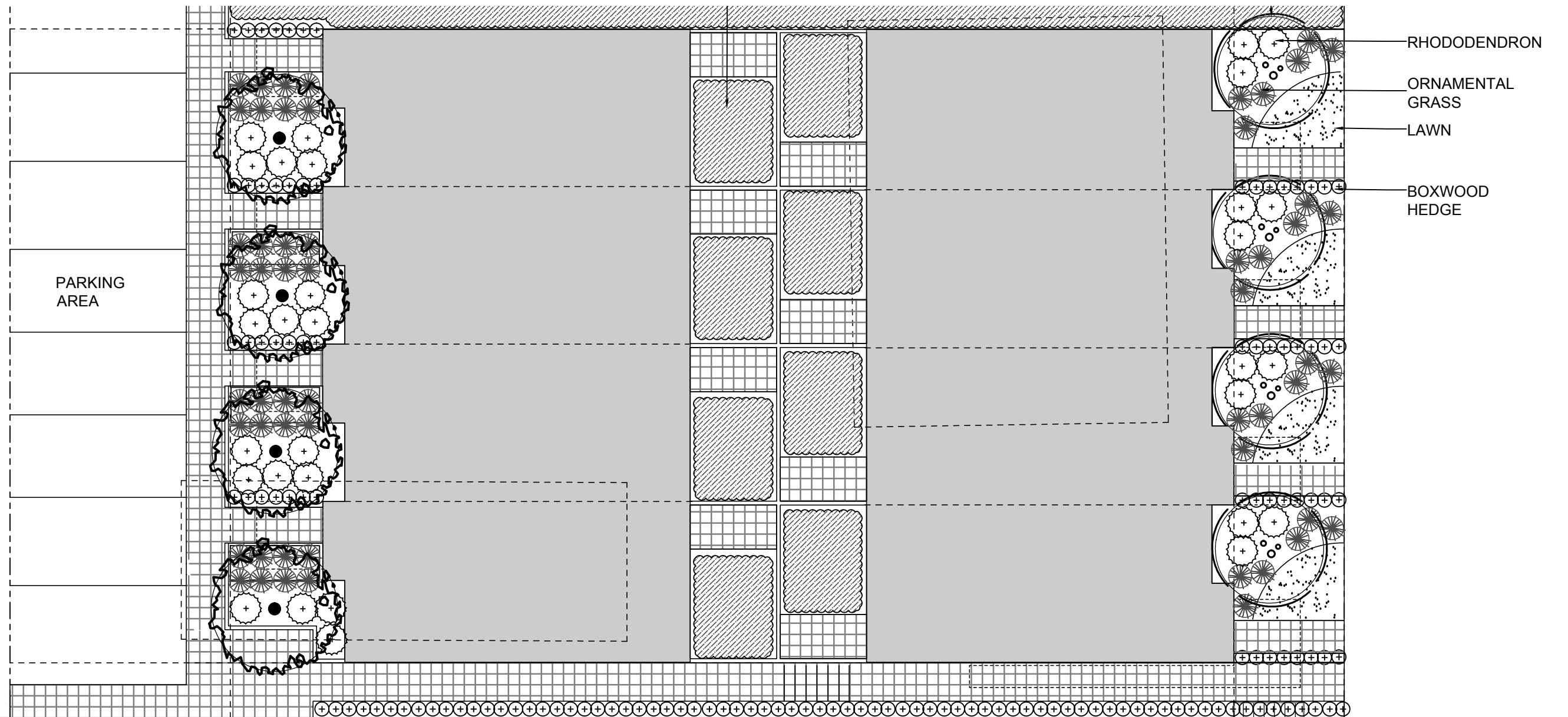
Architectural Concept - Elevations - North / East



Architectural Concept - Elevations - South / West



Architectural Concept - Sections



4' Deep Architectural Soffit
and Fin from Continuation of
Gable Form to identify units

89 SF Open Joint Hardie
Panel

186 SF Cedar Rainscreen
Facade with 1'-6" Offset

24% Glazing Percentage on
Street Facing Facade

150 SF Corrugated Metal
Facade with 3'-6" Offset

Covered Pedestrian Entry
from Street

Street Pedestrian Entry for
Back Units



View From Street - Carleton Ave S - South

4' Deep Architectural Soffit
and Fin from Continuation of
Gable Form to identify units

186 SF Cedar Rainscreen
Facade with 1'-6" Offset

89 SF Open Joint Hardie
Panel

24% Glazing Percentage on
Street Facing Facade

150 SF Corrugated Metal
Facade with 3'-6" Offset

Covered Pedestrian Entry
from Street

Street Pedestrian Entry for
Back Units



View From Street - Carleton Ave S - North

4' Deep Architectural Soffit
and Fin from Continuation of
Gable Form to identify units

Open Joint Hardie Panel

Vertical Cedar Rainscreen

Corrugated Metal Siding

Covered Pedestrian Entry
from Alley

Horizontal Cedar Fence,
4' - 0" in Height



View From Alley - South

4' Deep Architectural Soffit
and Fin from Continuation of
Gable Form to identify units

Open Joint Hardie Panel

Standing Seam Metal Siding

Corrugated Metal Siding

Galvanized Metal Entry
Canopy

Covered Pedestrian Entry
from Alley

Horizontal Cedar Fence



View From Alley - North

4' Deep Architectural Soffit
and Fin from Continuation of
Gable Form to identify units

24% Glazing Percentage on
Street Facing Facade

89 SF Open Joint Hardie
Panel

186 SF Cedar Rainscreen
Facade with 1'-6" Offset

150 SF Corrugated Metal
Facade with 3'-6" Offset

Covered Pedestrian Entry
from Street

Street Pedestrian Entry for
Back Units



Street Elevation East - Carleton Ave S

4' Deep Architectural Soffit
and Fin from Continuation of
Gable Form to identify units

Open Joint Hardie Panel

Corrugated Metal Siding

Vertical Cedar Rainscreen

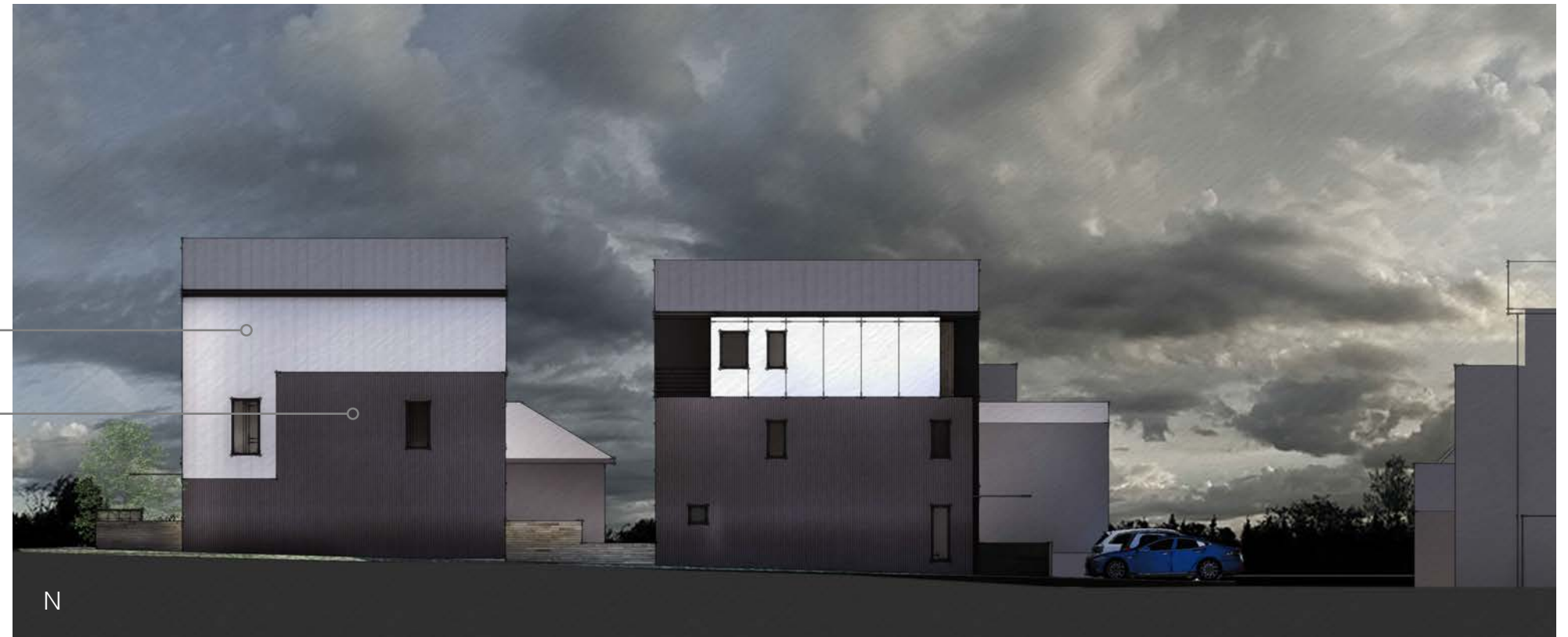
Covered Pedestrian Entry
from Alley



Alley Elevation - West

Standing Seam Metal Siding

Corrugated Metal Siding

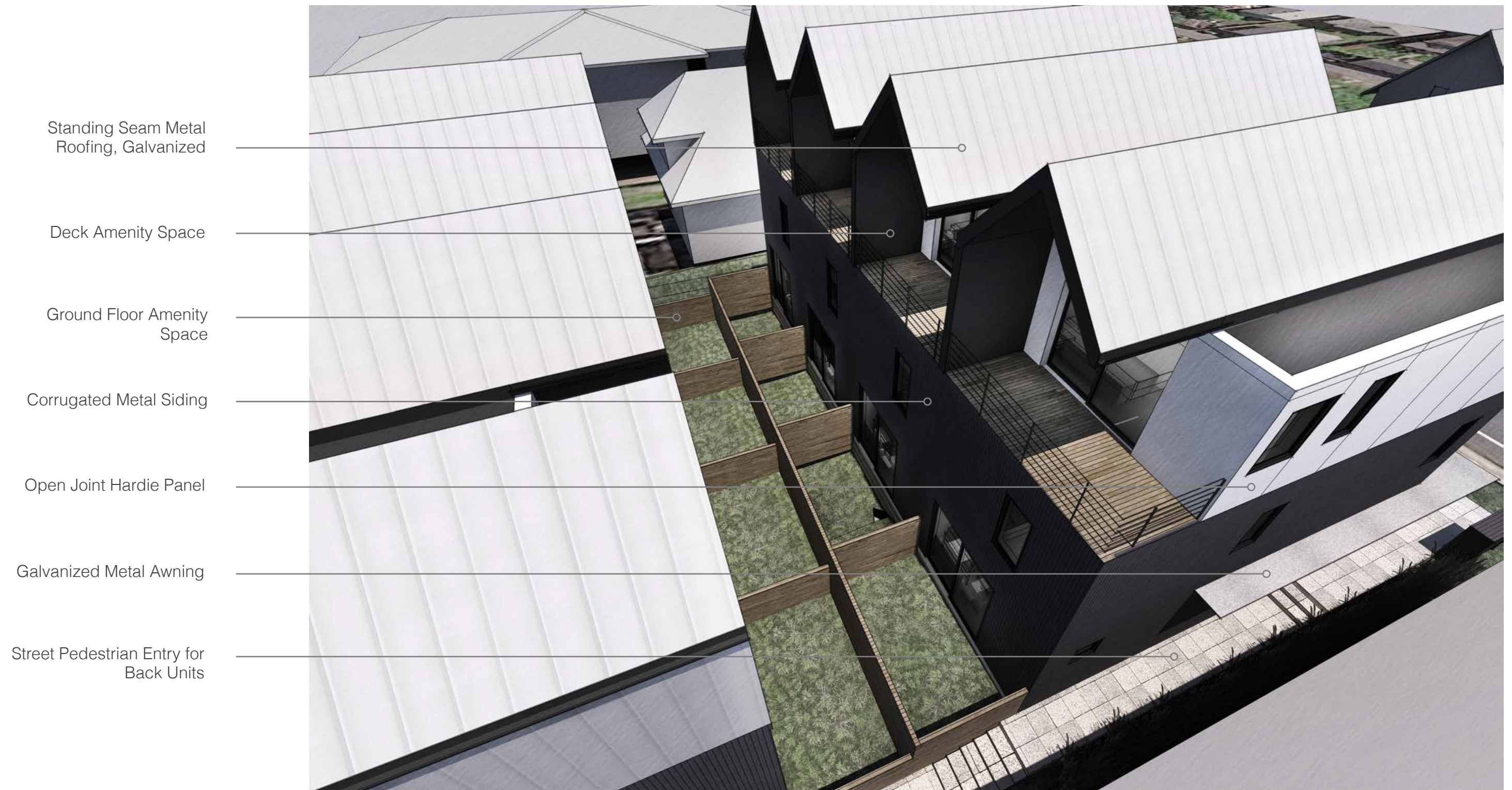


Standing Seam Metal Siding

Corrugated Metal Siding



North and South Elevations



View From South - Interstitial Space

- Standing Seam Metal Roofing, Galvanized
- Deck Amenity Space
- Corrugated Metal Siding
- Ground Floor Amenity Space
- Galvanized Metal Awning
- Horizontal Cedar Fence
- Alley Parking, 8 Spaces



View From Northwest - Context