

merc er mal den





1 panoramic view along E Mercer St. looking north



2 panoramic view along E Mercer St. looking south



3 panoramic view along Malden Ave E. looking west



4 panoramic view along Malden Ave E. looking east

SITE

SITE



SITE

The site, approximately 10,000 square feet of L3 zoned property, is at the northwest corner of Malden and Mercer on Capitol Hill. Currently developed as three single family houses, the property is generally flat, and approximately 6 feet above sidewalk level.

ACCESS

Metro: 10, 60, 43, 8, 49, 9, & 12
Rail: Coming Soon
WalkScore: 92
Bikescore: 89



1 South to west to north panoramic of Malden Ave. E



2 Detail of north existing house



3 Looking west to north from the intersection of E Mercer st. and Malden Ave. E



4 Looking east down E Mercer St.



5 Looking north west from Malden Ave. E



6 Looking north from the back yard of north existing house



7 South west view of the existing house.



View looking north on Malden Ave E.



Apartment building at E Mercer St. and 14th Ave E.



Territorial, Olympic and Sound view from 14th Ave E



View of nearby Volunteer Park.



Various shops and bars on 15th Ave E.



Canterbury Ale & Eats on E Mercer St. & 15th Ave. E

NEIGHBORHOOD ZONING

The site, shown in orange on the adjacent page in the aerial photo and zoning map is located in the LR3 zone. The LR3 zone is the predominant zone in the area, continuing in all directions from the site with most of it to the south and west. One block to the north it becomes SF 5000 with a transition to LR2 along in the block between E Mercer St and E Roy St. To the east along 15th Ave E is NC2-40.

NEIGHBORHOOD USES AND FEATURES

The predominant use in the vicinity of the site is a variety of two, three and four-story multifamily residential buildings. In addition, along 15th Avenue E, one block east of the site, is a mix of one to three story commercial buildings. A block to the north of the site there are a mix of two and three-story single-family dwellings. This is a very dense neighborhood, located within the Capitol Hill Urban Center Village and immediately adjacent to the Pike Pine Urban Center Village. 15th Ave E is a vibrant commercial district with a variety of uses including cafés and restaurants, retail uses, grocery stores, Group Health, pharmacy and the Hilltop Service Station. This site is located near the top of Capitol Hill with the topography sloping downhill to the west most sharply, south and east slightly. Volunteer Park is located four blocks to the north.

NEIGHBORHOOD ARCHITECTURE

The architecture on E Mercer Street and Malden Avenue E, and in the surrounding areas, varies in typology and scale. Most structures are two to three-stories, and immediately adjacent to the site to the west and across E Mercer to the south are three-story plus basement brick apartment buildings, dating from 1910 to 1957. They range from 19 to 25 units, with the majority of units one and two bedrooms averaging 675 square feet. There is a wide range of three-story multi-family structures in the immediate vicinity, from townhouses to small apartment buildings. Along 15th Avenue E are commercial structures of varying ages with character structures of one to three stories.

PROJECT VIEWS

All new homes will have territorial and possible downtown, mountain and Sound views from roof top decks.

COMMUNITY LANDMARKS

- Volunteer Park
- The 15th Avenue E Commercial Strip
- Group Health Hospital



Multi Family development at E Republican St. and Malden Ave. E



Duplex on Malden Ave. E south of E Mercer St.



A single family house on E Roy St. and Malden Ave E.



A historic house on 14th Ave E. and E. Aloha St.



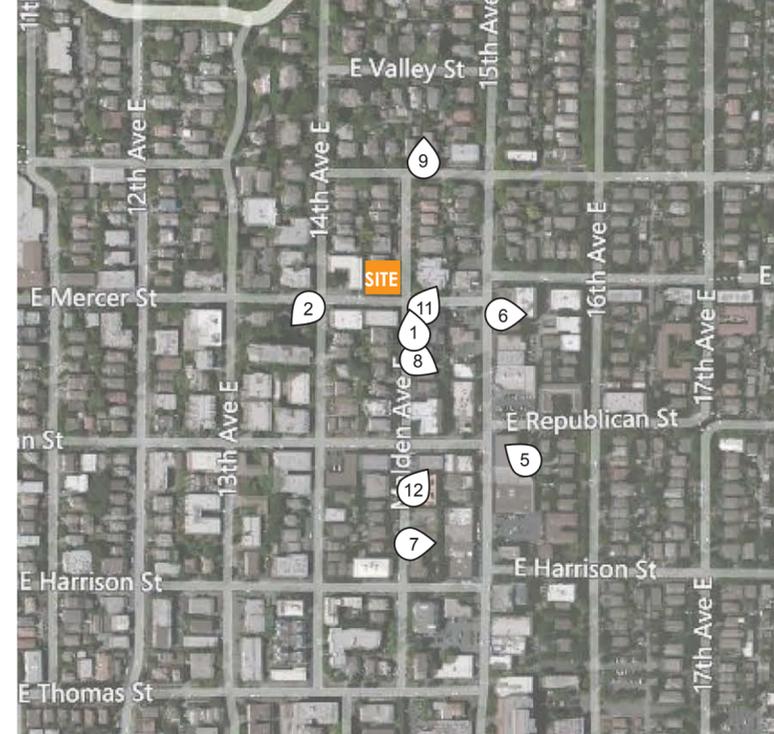
Apartment building at E Mercer St. and Malden Ave E.



Apartment building at E Republican St. and Malden Ave E.



Seattle DPD Zoning Map



Aerial Photograph



SITE ANALYSIS SUMMARY

E Mercer Street

•Relatively flat in front of the site, slopes slightly downhill to the east. West of 14th Ave E, slopes downhill to Eastlake Ave E.

Malden Avenue E

•Slopes slightly downhill to E Thomas Street.

E Mercer Street traffic

•Minor residential street with parking allowed on both sides. Connects 28th Ave E to Melrose Ave E.

Malden Avenue E traffic

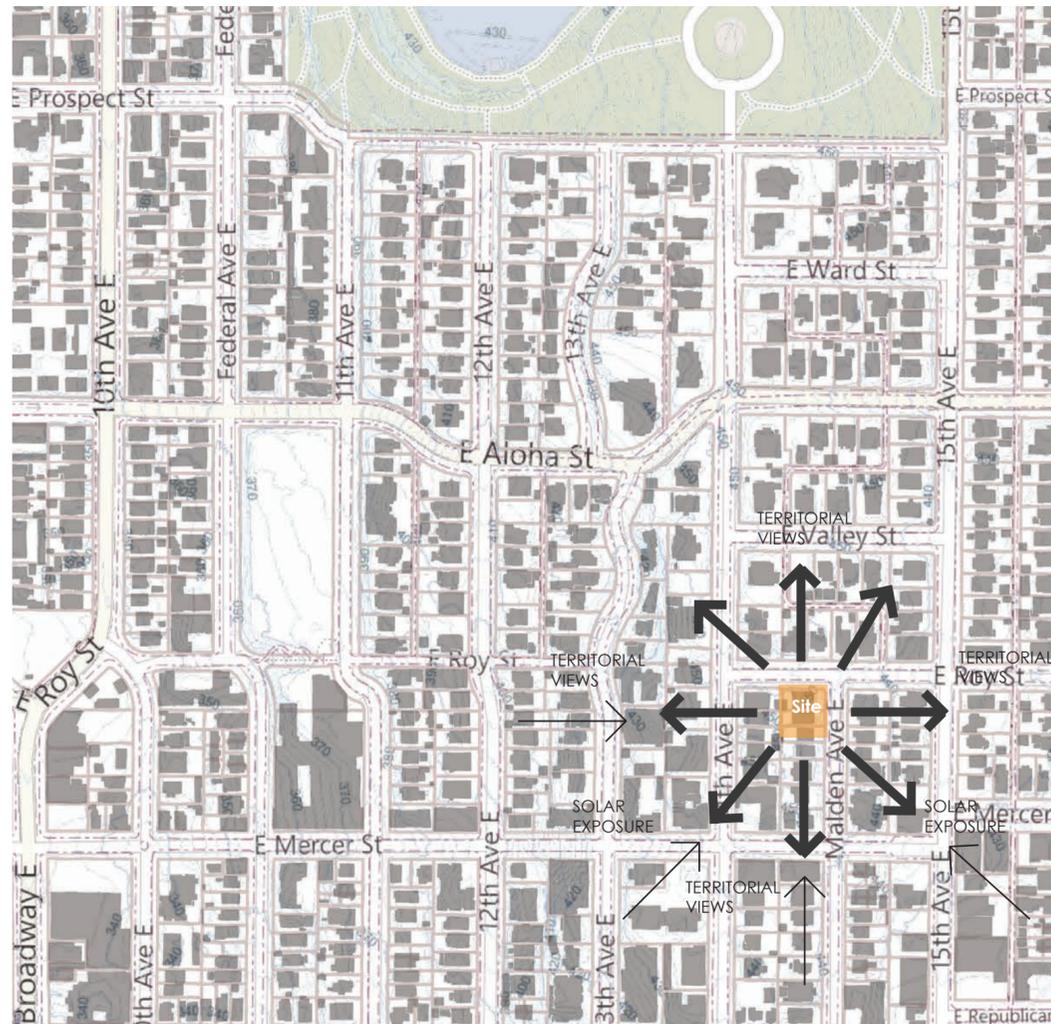
•Minor residential street with parking allowed on one side only. Connects E Roy St to E Thomas St. 15th Avenue E, one block to the east, and 12th Avenue E, 3 blocks to the west are the main north-south connector streets in the neighborhood.

Views

• The site affords territorial and possible downtown, mountain and Sound views.

Site location: 607 Malden Ave E, 1412 E Mercer Street
5,192 square feet + 5,192 square feet = 10,383 square feet

Site Zoning: Lowrise LR-3



site vicinity map

OUR OBJECTIVE

Create a compelling community of homes while integrating neighborhood character.

OUR PROPOSED USES

Eleven or twelve homes, either all rowhouses or a combination of rowhouses, townhouses, and the existing single family home fronting Malden. The project will have two front façades. Private roof decks extend the interior living spaces and take advantage the south and southwest and west views. We seek to create an outdoor space that can serve as a place for the owner-residents to gather.

OUR PROPOSED STRUCTURE HEIGHT

Maximum allowable height, except stair pent-houses will be limited and oriented to minimize impacts on adjacent sites.

OUR PROPOSED PARKING PLAN

Between 8 and 14 off-street spots, either underground or surface.

OUR DESIRED USES

Housing for families, downsizing couples, and singles in a walkable urban setting.



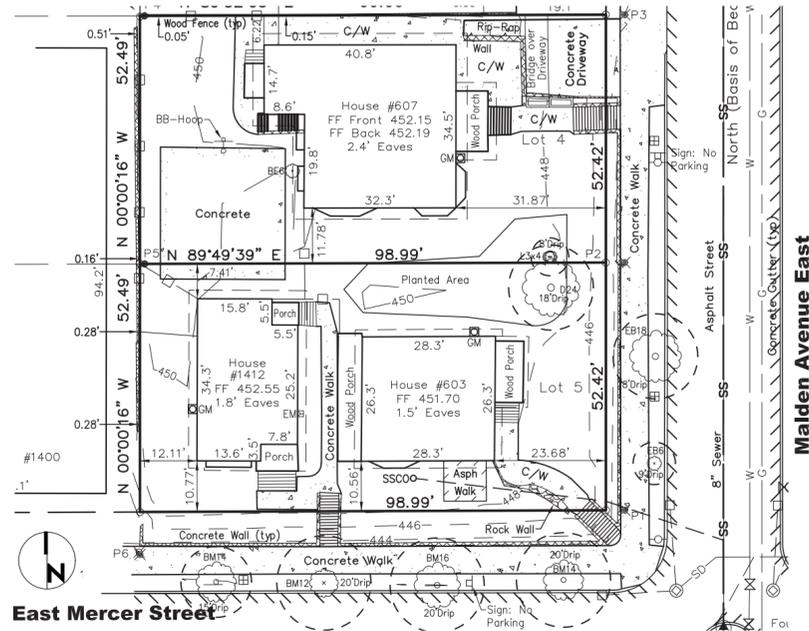
aerial view of ALternative 3 from southeast

- A-1 Respond to Site Characteristics** We are treating the corner lot by holding a hard, urban corner. We are proposing lowered entries, stoops, and generous stairs from Malden because the building plinth is six feet higher than the sidewalk. For the same reason we are lowering the building mass at the southeast corner.
- A-2 Streetscape Compatibility:** In all schemes we propose to retain the width of sidewalks, replace the Mercer side street trees with a more appropriate specie, and to drastically limit the impact of visible vehicle entries. We also propose to orient rowhouse structures (the dominate housing type in 2 of the schemes) to provide pedestrian entrances to the sidewalk. In addition, the scale proposed in the all-rowhouse scheme is visually compatible with the larger brick buildings in the neighborhood. Likewise, the scale of the scheme that retains the Malden House is compatible because of the remaining single family structures in the area. Further compatible with area structures, we are proposing brick facades.
- A-3 Entrances Visible from the Street:** The rowhouses' and smaller scaled houses' entries will be visible from the street, and make a strong connection to the street. The massing strategy and entry sequence from the courtyard towards the street will announce the other homes presence, and their entrances, to the street.
- A-4 Human Activity:** The community space, and steps leading to Malden will be active through the comings and goings of owners and visitors as it provides a primary pedestrian access to each home.
- A-5 Respect for Adjacent Sites:** All schemes include off street parking. This issue has been a primary concern of neighbors in our preliminary neighborhood outreach.
- A-6 Transition Between Residence and Street:** A rhythmic pattern of stoops connecting with recessed home entries intermingled with small front yards provide a transition between the rowhouses and street. Along Malden Ave E, we propose to locate a common stair between either the existing single-family residence or a rowhouse and the rowhouse structure abutting Mercer.
- A-7 Residential Open Space:** In two of the schemes we propose a quasi-public open space courtyard at the center of the project, that will have a well detailed courtyard entry. This space will be visually accessible to the public view. We are excluding penthouses access to the rooftops in certain situations to provide solar access to the sidewalk and/or neighboring properties. The common courtyard and private yard spaces will utilize landscape materials that are sustainable, requiring minimal irrigation or fertilizer. These vary in dimension and quality, but both will provide an outdoor space for all resident-owners. All schemes utilize private front yards for all street facing units, and rear yards for the townhouses. All schemes call for private roof decks for each of the new homes. Two schemes preserve the existing Ginkgo Biloba tree.
- A-8 Parking and Vehicular Access:** The approach to parking varies with each scheme, and the total number of parked cars ranges between 8 and 14.

Both the all-rowhouse and rowhouse + townhouses+ SF schemes utilize a single vehicular access point. The townhouse option utilizes multiple vehicle access spots. The first two options do more to preserve and enhance the pedestrian environment by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally broken.

A-10 Corner Lots: Our structures on the corner are oriented to the corner and public street fronts. Parking and automobile access is located away from the corners. In the rowhouse schemes we propose to incorporate a residential entry and special landscaping at the corner.

B. Height, Bulk and Scale Compatibility: Both the all-rowhouse and rowhouse + townhouses+ SF schemes seek to preserve and augment the neighborhood's architectural qualities, historic character and pedestrian scale. While proposed to be detailed in a contemporary manner, the scale, massing and articulation of our structures will be informed by the structures immediately south, west and north. These are all multi-story, brick buildings that are roughly half a block long (except our smaller north neighbor).



existing survey

B-1. Height, Bulk and Scale Compatibility: The rowhouse + townhouses+ SF scheme is designed to provide a sensitive transition to nearby, less-intensive building patterns by retaining the SF house.

Both the all-rowhouse and rowhouse + townhouses+ SF schemes break up building mass by incorporating different colors of brick to signal multiple, small-scale houses.

C-1 Architectural Context Both the all-rowhouse and rowhouse + townhouses+ SF schemes honor the architectural context of the neighborhood by proposing the use of brick facades, a high quality material. Preserving the SF house clearly honors this context. The new structure at the corner of E Mercer St and Malden Ave E will appropriately reference the somewhat eclectic massing and detail without imitating it. Rowhouse stoops will provide places to linger along Mercer, building on the pedestrian scale.

C-2 Architectural Concept and Consistency: The design approach is informed by four primary concepts: save an existing turn of the century home, design opportunities for shared community interaction, create a pattern of east-coast inspired south-facing rowhouses, and manipulate unique volumes for living spaces that interact with each other and the community spaces. The homes' entry and courtyard offer spaces for planned and informal interactions, and the homes, each unique, are arranged around the courtyard in a manner that allows connection and privacy simultaneously. Both the all-rowhouse and rowhouse + townhouses+ SF schemes enhance the vitality of the street by adding stoops, entrances, and planting areas on E Mercer street, as well as a publicly visible courtyard on Malden Ave.

C-4 Exterior Finish Materials: We will use durable and maintainable materials at the buildings' exterior that also respect the need for sustainability. Windows will be provided in punches and larger areas of large glazing in response to interior volumes. Entries are highlighted with a recess or wood canopy and wall surface for each home.

C-5 Structured Parking Entrances: Both the all-rowhouse and rowhouse + townhouses+ SF scheme's parking entrance is similar to abutting apartment buildings, tucked beneath the proposed structures to take advantage of the existing grade change. Its entrance will be recessed a few feet from the predominant street wall of the structure above.

D-1 Pedestrian Open Spaces and Entrances Both the all-rowhouse and rowhouse + townhouses+ SF scheme's primary pedestrian link to the project are the rowhouse entrances and the stairway leading to the communal courtyard on Malden Ave E. These spaces are lined by landscaping that help to link the building to the surrounding landscape. The planters along E Mercer St provide open space at street level and transition up grade to the building entrances. These entrances are recessed to emphasize pedestrian ingress and egress.

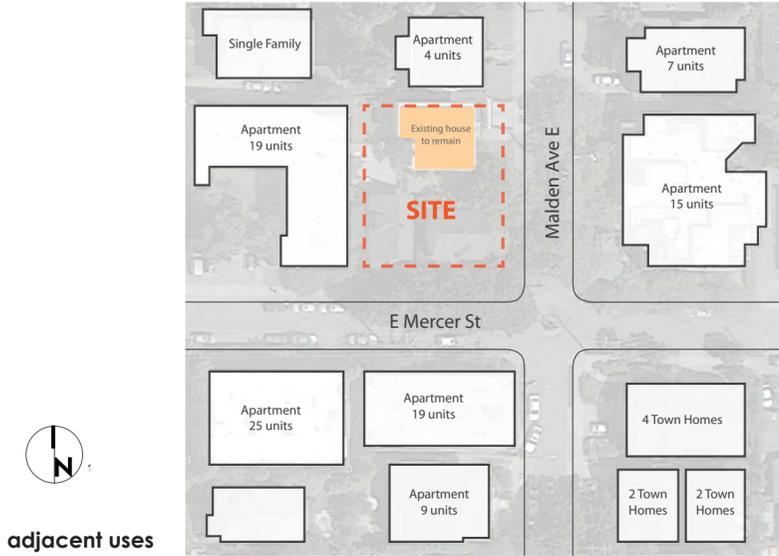
D-6 Screening of Dumpsters, Utilities and Service Areas: Solid waste and recycling storage space will be provided in the below-grade parking structure for each dwelling.

D-7 Pedestrian Safety: Pedestrian will arrive on site from two places: along E Mercer St to individual rowhouse stoops and within central courtyard.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites: accessed from Malden Avenue E and from the garage below grade. The front stoops along Mercer will be well lit with hooded or directed lighting. The courtyard will be well lit with directed and landscape lighting and have a direct view from all the homes. This courtyard will be an active space providing access to all homes. Glazing will be provided along the courtyard and adjacent streets to provide a strong visual connection from the inside of the homes. In addition the space to the north and west of the townhouse structure will be landscaped to provide a buffer to the abutting apartment structure and rear yards.

E-3 Landscape Design to Address Special Site Conditions For this site, the landscaping approach starts with the existing ginkgo tree. The courtyard and building massing is shaped specifically to feature the tree at the entrance to the courtyard. Second, the front stoops and the access walkway to the courtyard shall be landscaped to provide a transition from the right of way to the homes. The courtyard shall be carefully landscaped including special pavements and planters. In addition site furniture shall be incorporated into the design of the ground and outdoor decks above grade in the project. The landscaping, including existing and new trees, the plants in the amenity spaces, and the plantings in the courtyard shall enhance and help stitch together the project site with its surroundings. The north and west sides shall be edged with landscaping native to the Northwest such as edibles that benefit from low light. The existing street trees on both sides of the site enhance the continuity with adjacent sites.

The East Core District of Capitol Hill has an established tradition of landscaping. The proposal adds to this tradition by providing individual terraces transition to the high-bank front yard.





1 view from Malden Ave E and E Mercer St.h to the northwest.



2 aerial view from southeast

Alternative 1:

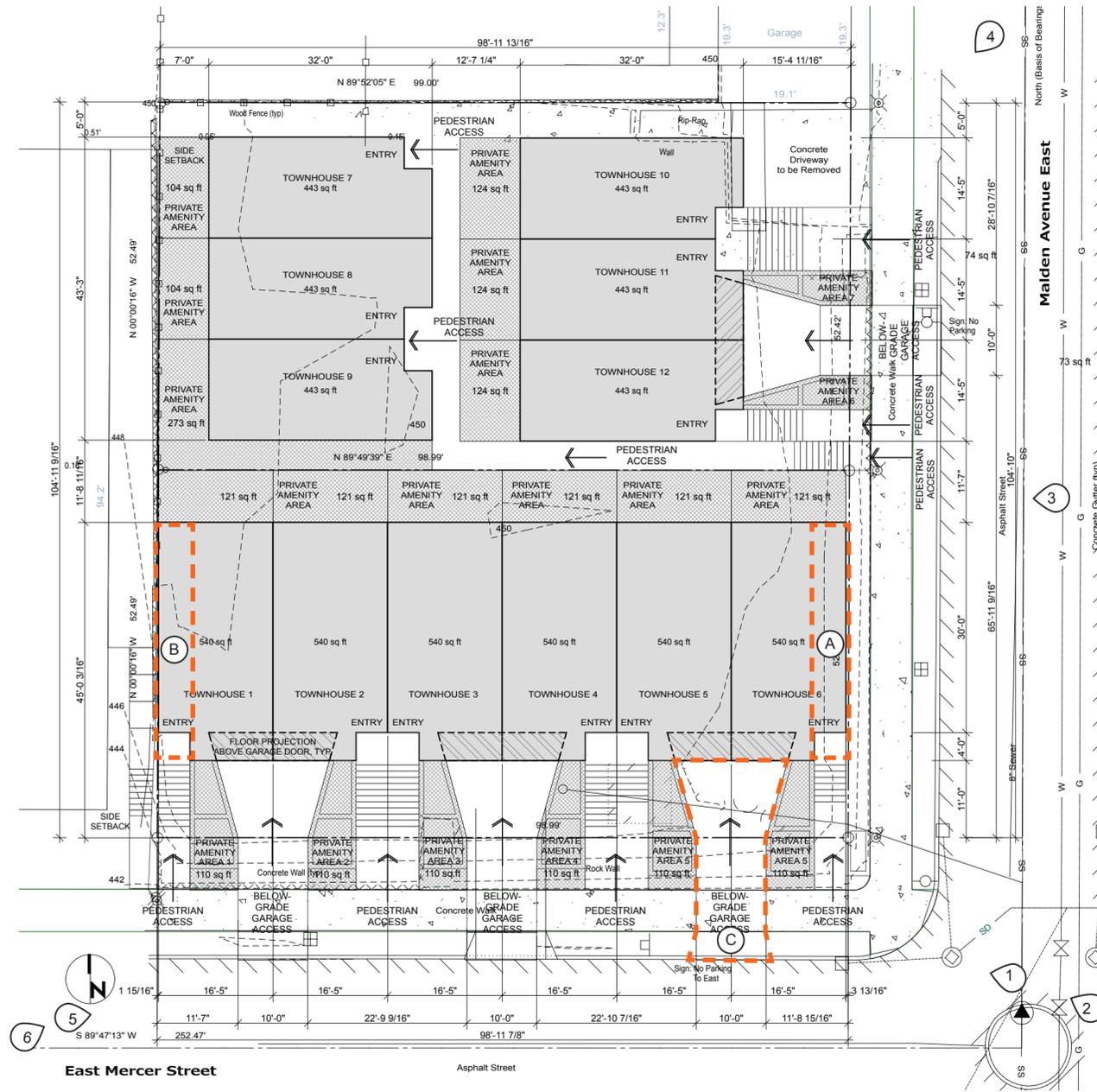
Alternative 1 proposes to combine the two properties into a single development site and construct two three-story townhouse structures to the north and a three-story townhouse structure abutting E Mercer Street. The development maximizes allowable FAR providing parking for the majority of the homes with access coming from multiple curb cuts along both streets to individual garages. The scheme provides roof decks with parapets to the maximum allowable height of 34 feet. All existing structures on site are to be demolished. Private amenity spaces are provided along both streets, at the rear of each townhouse and in roof decks. The scheme requires departures for front and rear setbacks and for one curb cut.



3 view from Malden Ave E to the west.



4 view from Malden Ave E to the southwest.



East Mercer Street

Asphalt Street



5 view from E Mercer St. to the northeast.

6 view from E Mercer St. to the northeast.

- Required Departures:**
- (A) Front setback abutting Malden Ave E.
 - (B) Rear setback
 - (C) Curb cut abutting E Mercer St.



1 aerial view from southeast



2 aerial view from southeast

Alternative 2:

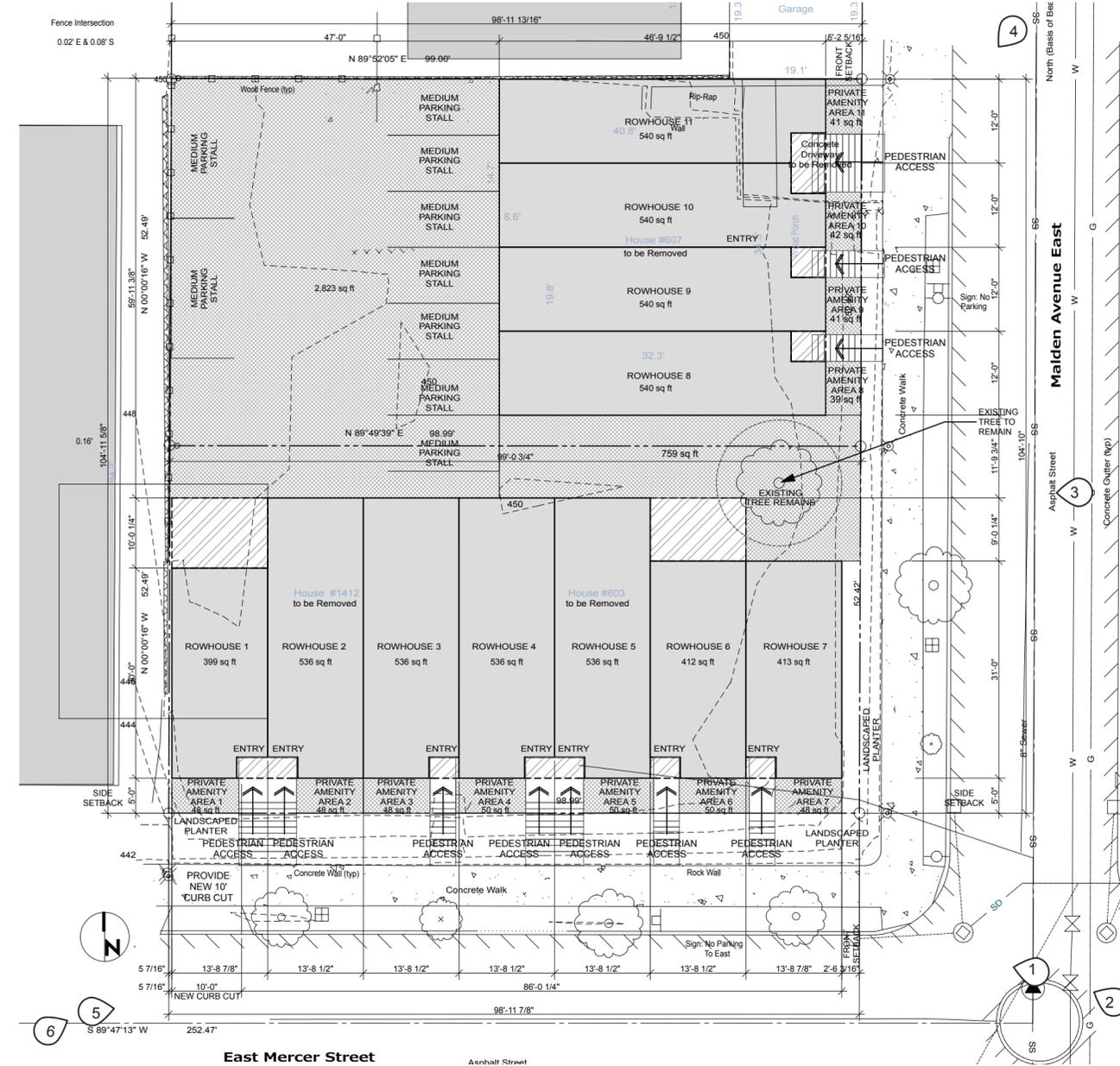
Alternative 2 proposes to combine the two properties into a single development site and construct two three-story rowhouse structures. The development, maximizing allowable FAR, provides parking for the majority of the homes. Vehicular access is provided through a new curb cut at the west edge of the property beneath a rowhouse. The driveway connects to a permeable surface parking area at the rear of the site. The scheme provides accessory dwellings in most of the units through the partially below grade story allowance. Roof decks with parapets are provided to the maximum allowable height of 38 feet. Penthouses provide access to most of the roof decks. All existing structures on site are to be demolished. Private amenity spaces are provided along both streets and in roof decks with a common amenity area centered around the existing ginkgo tree abutting Malden Ave E. The scheme requires no departures.



3 view from Malden Ave E to the west.



4 view from Malden Ave E to the southwest.



5 view from E Mercer St. to the northeast.



6 view from E Mercer St. to the northeast.



1 view from Malden Ave E and E Mercer St. to the northwest.



2 aerial view from southeast

Preferred Alternative

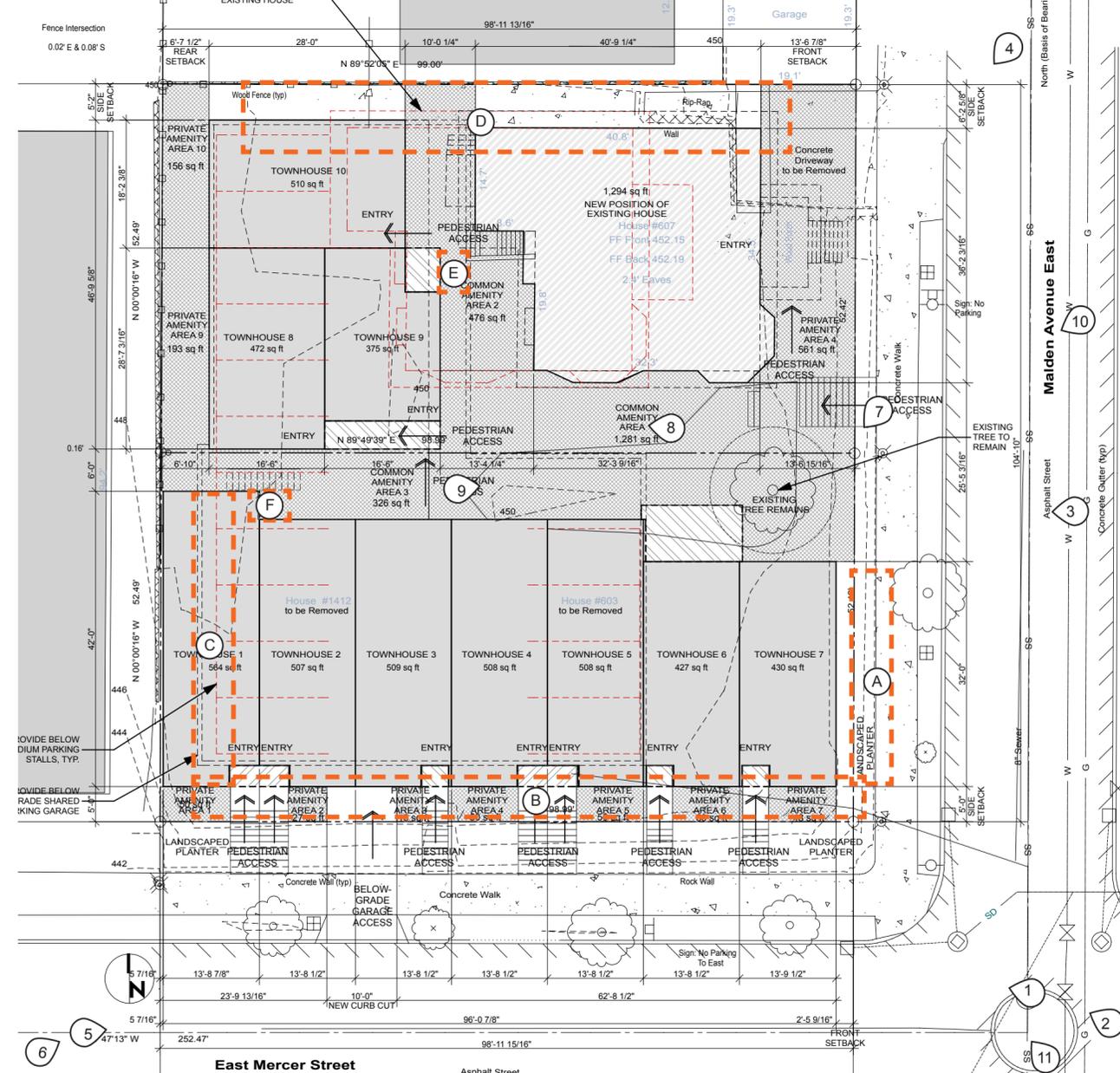
Alternative 3, the preferred alternative, seeks to create a compelling community of homes that acknowledge the area and the times, while injecting fresh concepts and energy into an existing neighborhood. The scheme proposes a three-story rowhouse building and a three-story townhouse building in a single development with below-grade parking with access from E Mercer Street. 10 new houses at approximately 1400 square feet are accessed from a shared walkway at the eastern edge of the site. A communal space is provided at the center of the scheme with access to parking to below. The southern most units orient to the street while each of the interior units orient to the courtyard and receive southern light and access potential territorial views to the southwest. Amenity space is provided in a communal centrally located courtyard and privately on each home's roof deck. Departures are requested for front, side and rear setbacks, facade length and separations between structures.



3 view from Malden Ave E to the west.



4 view from Malden Ave E to the southwest.



Required Departures:

- (A) Front setback abutting Malden Ave E.
- (B) Side setback abutting E. Mercer St
- (C) Rear Setback
- (D) Facade length abutting north lot line
- (E) Separation between townhouse 9 and existing house
- (F) Separation between townhouse 1 and 8

* Refer to page 18 for departure details



5 view from E Mercer St. to the northeast.



6 view from E Mercer St. to the northeast.



7 View from Malden Ave E into the courtyard entry



8 View from west of courtyard looking in



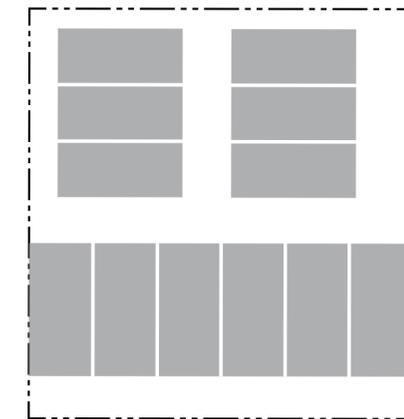
9 Looking east from the courtyard



10 aerial from northeast of the site



11 Looking north west from the intersection of E Mercer st and Malden Ave E



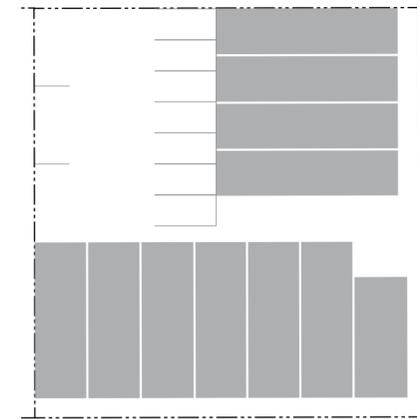
ALTERNATIVE 1

12 UNITS
NO COMMUNITY SPACE
8 GARAGE PARKING SPOTS
ALL EXISTING HOUSES AND TREES TO BE REMOVED

Alternative 1
Brief Description
This design includes three townhouse structures. Parking is provided for the majority of the homes through multiple shared curb cuts to individual garages. All existing structures are to be demolished.

Advantages
Each home has a private yard and roof deck. Parking is provided for more than half of the homes.

Issues
This scheme maximizes the number of homes and eliminates all existing structures. It requires departures for front and rear setbacks and curb cuts. There is no communal open space.



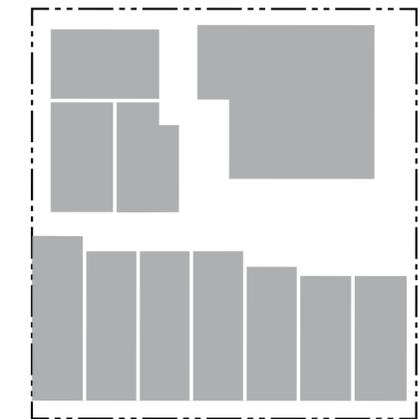
ALTERNATIVE 2

11 UNITS
COMMUNITY SPACE
8 SURFACE PARKING SPOTS
EXISTING TREE TO REMAIN, ALL EXISTING HOUSES TO BE REMOVED

Alternative 2
Brief Description
This design includes two rowhouse structures. Parking is provided for the majority of the homes through a single curb cut at the rear of the site to surface parking. All existing structures are to be demolished.

Advantages
This scheme provides two rowhouse structures that utilize thoughtful material contrast and modulation that scales appropriately to its immediate surroundings. While each home has access to a private roof deck, the communal space at the ground level in the shared walkway and courtyard provide opportunities for interaction and safe passage. The automobile is minimized at the rear of the site in a permeable parking surface with a connection to the courtyard.

Issues
This scheme eliminates all existing structures in exchange for not requesting departures.



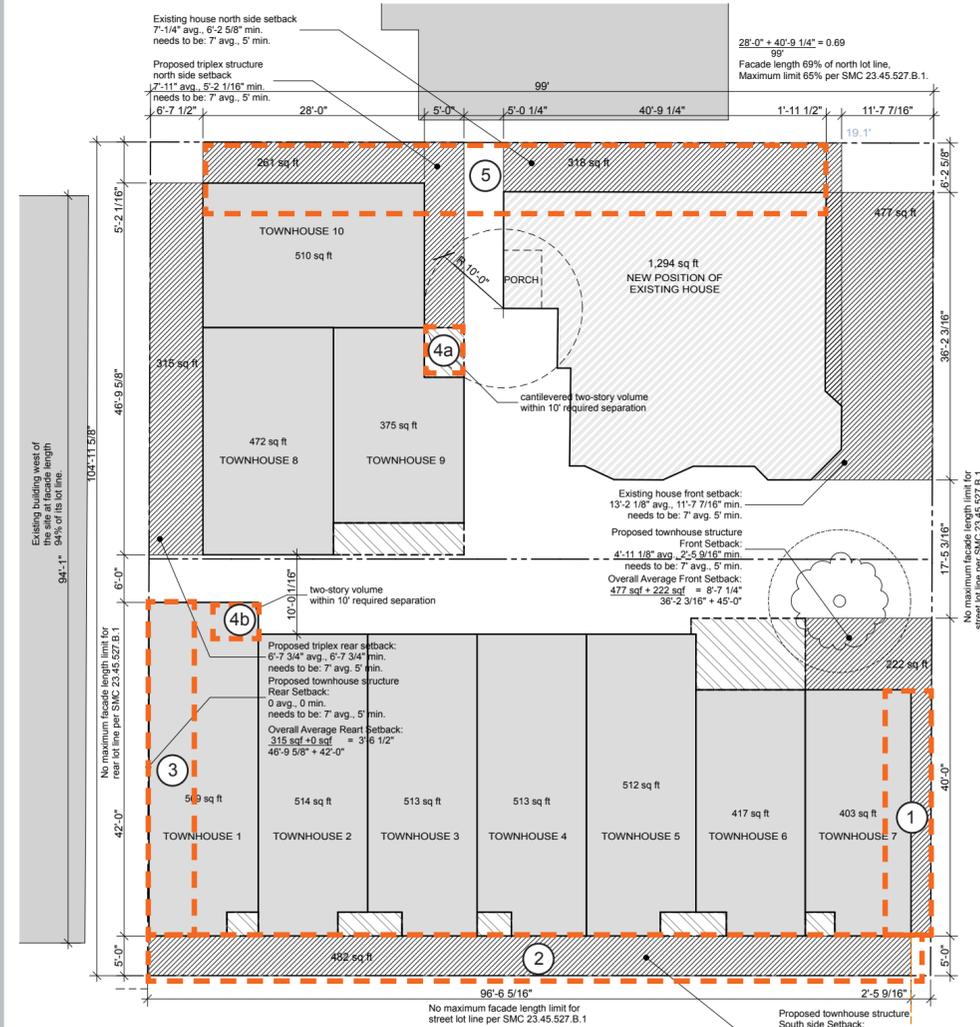
ALTERNATIVE 3

11 UNITS
COMMUNITY SPACE
11 GARAGE PARKING SPOTS
EXISTING TREE AND HOUSE TO REMAIN

Alternative 3
Brief Description
The Preferred Alternative proposes to combine the two sites together in order to create a community of homes with a shared courtyard. While maintaining sensitivity to the scale of the existing fabric, the scheme allows for increasing density in a growing neighborhood in the Capitol Urban Center Village. The combination of rowhouse, townhouse and single-family uses provides a scale that appropriately bridges the immediate context between the surrounding uses.

Advantages
This scheme provides a rowhouse and townhouse structure that utilizes thoughtful material contrast and modulation that scales appropriately to its immediate surroundings. While each home has access to a private roof deck, the communal space at the ground level in the shared walkway and courtyard provide opportunities for interaction and safe passage. The automobile is minimized in a fully below-grade structure with a connection to the courtyard.

Issues
This scheme requires departures for setbacks and separation between structures. These departures allow us to create nearly the same proposal for the portion along E Mercer Street as Alternative 2 which is code compliant.



Refer to adjacent table for Design Guideline Response:

- ① Front setback abutting Malden Ave E.
- ④a Separation between townhouse 1 and 8
- ② Side setback abutting E. Mercer St
- ④b Separation between townhouse 9 and existing house
- ③ Rear Setback
- ⑤ Facade length abutting north lot line

7. Adjustments and/or Departures. A summary of potential development standard adjustments (or departures). A table comparing code requirements with the proposed design should be included.

Potential Design Departures

Development Standard	Required	Proposed	Design Guidelines Supported by Anticipated Departure	Comment / Rationale by Architect.
1. Front Setback 23.45.518.A	For townhouse uses, front setback shall be 7 feet average, 5 feet minimum.	4'-11 1/8" average and 2'-5 9/16" minimum for east setback at Townhouse 7.	A-1, A-2, A-7,	In order to preserve existing vegetation, a slight modification of the front setback (on Malden Ave E) is anticipated. Planning the units in this way, to preserve the existing tree, results in shorter but slightly wider units to create a reduced front setback. In addition, the setback is also compatible with the adjacent building to the south across E Mercer St.
2. Side Setback 23.45.518.A	For façades greater than 40 feet in length for townhouse uses, the side setback shall be 7 feet average, 5 feet minimum.	5' average and 5' minimum for south setback along Mercer St.	A-1, A-6, A-7, D-5, E-3	The proposal creates a large and well-scaled public space at the center of the project, a design element supported by the city's design guidelines as well as the applicable specific Capitol Hill neighborhood design guidelines. The new structure abutting E Mercer St, proposes the minimum required setback to preserve more space internally for the courtyard. The 5' setback is consistent with the setback of the adjacent structures. The proposed depth of the structure, which leaves adequate space for stoops, plantings and street trees, is more compatible with the character of the street. The anticipated departure also creates a recessed garage entry and thereby reduces the visual impact of the parking structure along the pedestrian environment.
3. Rear Setback 23.45.518.A	For townhouse uses, rear setback shall be 7 feet average, 5 feet minimum.	6'-7 3/4" average and 6'-7 3/4" minimum rear setback at triplex structure. 0' average and 0' minimum rear setback at west side of Townhouse 1.	A-2	Neighborhood specific and citywide design guidelines support the enhancement of the pedestrian environment. The proposal accomplishes this by maintaining a continuous street wall along E Mercer Street with modulation and variation between stoops and plantings. This is in keeping with the intent of the design guidelines for a rowhouse structure.
4. Separation 23.45.518.F.1	In LR and MR zones, the minimum required separation between principal structures at any two points on different interior facades is 10 feet, except for cottage housing developments, and principal structures separated by a driveway or parking aisle.	A two story volume 7'-0" wide projects 4' into the required 10' separation between townhouse 1 and the triplex. A two-story volume 6'-3" wide cantilevers 5'-5" into the required separation between the triplex and the existing house.	A-1, A-4, B-1	Proposed structures are modulated to create a more visually appealing environment. The departure at townhouse 1 provides a strong visual presence at the end of the courtyard. The departure at the existing house enables the preservation of the existing structure.
5. Façade Length 23.45.527.B	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.	North side façade length is 68'-9 1/4" or 69% of the lot length	A-1	The departure, which exceeds the 65% limit by 4'-5", is anticipated in order to preserve the existing house. Seattle City Design Guidelines support the preservation of an existing structure where slight modification of setbacks will allow it. The length of the existing structure is 40'-9" while the proposed structure contributes only 28 feet to the total façade length.

Description of Departures for Preferred Scheme:

The site strategy for Alternatives 2 and 3 along E Mercer Street are very similar. The only perceptible differences are the parking access locations and the increase in allowable height for Alternative 2. Alternative 2 proposes to design two rowhouse structures that are code compliant. Alternative 3 proposes to maintain the existing single family structure at 607 Malden Avenue E, provide a townhouse structure behind it and provide a "rowhouse" structure abutting E Mercer Street. Departures are required in order to develop Alternative 3, for our east and west side setbacks for the structure abutting E Mercer Street. Since the "rowhouse" structure is nearly identical to the code compliant one in Alternative 2 it does not meet the definition of "rowhouse" referenced below. The definition states:

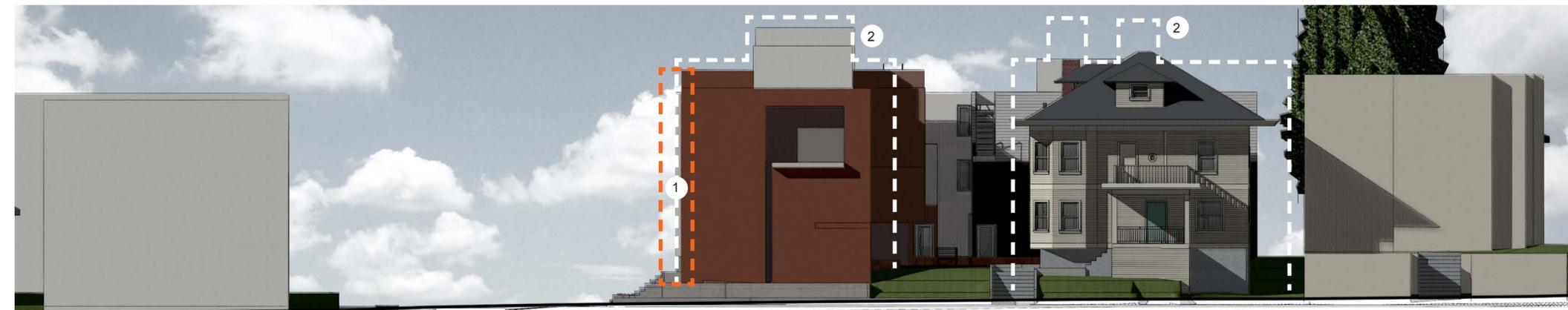
18. "Rowhouse Development" means a multifamily residential use in which all principal dwelling units on the lot meet the following conditions: (a) each dwelling unit occupies the space from the ground to the roof of the structure in which it is located; (b) no portion of a dwelling unit, except for an accessory dwelling unit or shared parking garage, occupies space above or below another dwelling unit; (c) each dwelling unit is attached along at least one common wall to at least one

other dwelling unit, or abuts another dwelling unit on a common lot line; (d) the front of each dwelling unit faces a street lot line; (e) each dwelling unit provides pedestrian access directly to the street that it faces; and (f) no portion of any other dwelling unit, except for an attached accessory dwelling unit, is located between any dwelling unit and the street faced by the front of that unit.

We are requesting a departure for a setback of 0 feet to the west side of 1412 E Mercer Street for our townhouses that behave like rowhouses in a communal project. We are requesting a departure for a setback of 2.5 feet to the east side of 1412 E Mercer Street for our townhouses to align with the east wall of the apartment structure across the street to the south. To force what is truly a rowhouse structure into a typical townhouse setback requirement would be detrimental to the established character of the street. The proposal addresses the Capitol Hill Neighborhood and City of Seattle Design Guidelines (A-2) Streetscape Compatibility in several ways. It not only retains sidewalk widths and street trees, but also proposes to save an existing tree and add significant planting, especially along E Mercer St. The departures also allow the proposal to address the two street fronts individually.



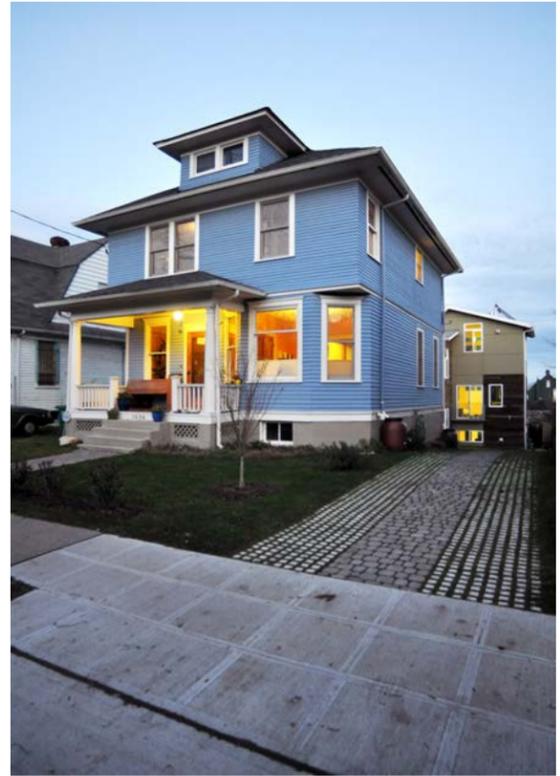
South elevation of preferred alternative on E Mercer St. ① Rear setback departure to be requested ② Outline of code compliant rowhouse structure profile from alternative 2. ③ Front setback departure abutting Malden Ave E. to be requested



East elevation of preferred alternative on Malden Ave East. ① Side setback departure abutting E Mercer St. to be requested ② Outline of code compliant rowhouse structure profile from alternative 2



① 208 18th Ave. E. exterior view from street

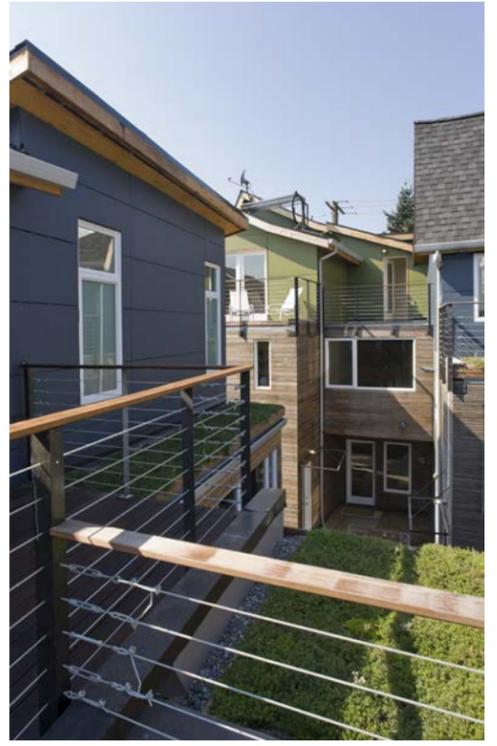


② 1504 19th Avenue Duplex behind SF House



③ 1411 E. Fir St. exterior view from street

⑦ 1411 E. Fir St. interior boardwalk view



④ 1911 E. Pine St. courtyard view from a deck

⑧ 1911 E. Pine St. view from street



⑤ 1911 E Pine St. view at interior of canyon

⑥ 1818 E Yesler Way. view of a woonerf

