



SEATTLE BREWING & MALTING COMPANY

MALT HOUSE PROPOSAL

City Landmarks Architectural Review Committee | 4.10.2026

Owner:



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Seattle, Washington, 98134

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FEEDBACK AND QUESTIONS FROM 1/16/26 ARC MEETING

More Information on the structural condition of the existing structure

- Tour of the building on 2/27/26 provided more information on the structural condition of the structure

Will there be a seismic joint in the historic west facade?

- No

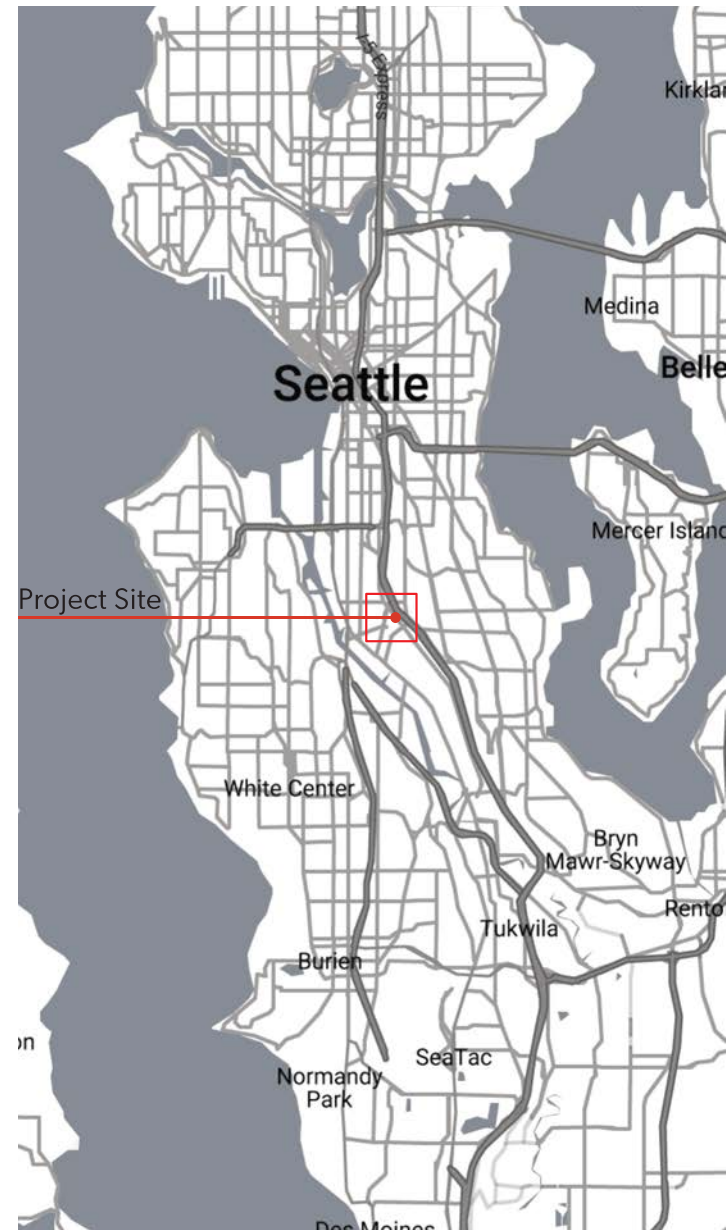
Study additional options for maintaining more of the historic north and west facade

- Two additional options are provided for consideration

Provide more information on the east and south facades

- Photographs and a written summary are provided for all five major facades of the building; West, North, Courtyard, East, South

Rendering from previous proposal.



PROJECT ADJACENCIES

BNSF Rail Lines

Airport Way South

Malt House

Seattle Brewing & Malting Company Complex

I-5



Project SITE

The property location is south of downtown Seattle and just north of Boeing Field, in the Georgetown neighborhood. The Seattle Brewing & Malting Company is located between Airport Way South (on the west) and the BNSF rail lines (on the east).



The Malt House was the second structure constructed for the new Seattle Brewing & Malting Company (SB&M) flagship brewery. Oscar Beyer, a Chicago Architect specializing in "Breweries, Malt Houses, Elevators, Factories", designed the Malt House in the Richardsonian Romanesque style popular for breweries at the time. The construction is steel, concrete, masonry, and upper-level wood. The Wilkeson Sandstone was quarried in Wilkeson, WA. The clay for bricks was from the neighboring hillsides and the riverbeds of the Duwamish. With the completion of the Malt House in 1903, the SB&M facility became one of the largest breweries in the West. When initially constructed, the Malt House included (from north to south) a barley elevator, grain storage, malt kiln, malt elevator, machine house/engine room, and boiler room. An open courtyard on the southwest corner opposite the Brew House included the Lady Rainier statue/fountain. With the expansion of the Malt House in 1912, the courtyard was infilled for a new machine shop with hop storage above. The statue was affixed to the top of the machine shop parapet until its relocation c.1949. The grain storage and elevators were initially four to six stories in height, but most of the upper height was removed during the late 40s, 50s, and 60s. It is unknown when the concrete block wall was added east of the grain storage. It was likely part of this reduction in height and footprint of the grain storage during this time. The Malt kiln lost its iconic roof and chimney by 1966. The south structures are more ornate with large, arched, stained glass windows, stepped parapets, and a large brick stack. They are mostly intact and provide a stylistic connection to the Brew House next door which predates the Malt House by one year. Character defining features of the Malt House include the red brick masonry, rusticated sandstone detailing, the stone signs identifying the different portions of the building, the decorative parapets (where remaining), expansive continuous façade on Airport Way S with limited window openings, and the more ornate facades with large windows on the south end of the building.



Georgetown Development Timeline

Pre-1850s The area is home to the Duwamish people.

1850-1890s First European-American settlers arrive and place claims in the Duwamish River area. Crops including hops are grown. German and Belgian immigrants begin breweries in the area. Railroads and streetcars connect Georgetown to Seattle and the rest of the country.

1893 Seattle Brewing and Malting Company created by consolidating 3 existing breweries (Claussen-Sweeney Brewery - at site of brew tower, Alfred Braun Brewery - further south, Bayview Brewery - site of other Rainier Brewery) All existing brewery locations continued producing as branches of SB&M.

1900s Georgetown is incorporated as a city to protect the booming brewing industry and related businesses. Georgetown becomes a major stop for the railway leading to even more growth. John Muller, superintendent of SB&M is elected first Mayor of Georgetown. A steam plant is constructed to serve the railroad and brewing industries. Construction on the SB&M brewery in Georgetown begins. It becomes one of the largest breweries in the West when it was completed in 1903.

1910s Georgetown annexed by City of Seattle and has a population of 7,000 residents. City of Seattle begins straightening the Duwamish river. WWI leads to growing anti-German sentiment and hastens the passage of Statewide prohibition in 1916.

1910s With further additions SB&M became the 6th largest brewery in the world and the largest industrial establishment in the state of Washington. The brewery closes in 1916 due to Prohibition laws in Washington. The buildings are modified for packaging and storing of other products, but much of the buildings are left vacant.

1920s Nationwide prohibition begins. Georgetown is rezoned as industrial land but workers continue to live in the area and businesses grow to support them.

1930s Prohibition is repealed nationally. City of Seattle opened a municipal airport in Georgetown and Boeing grew as a major industrial anchor of Georgetown. WWII begins.

1930s Rainier Brewing returns to Washington but chooses to use the brewery further north on Airport Way S instead of the SB&M Site. The SB&M site is converted to Cold Storage facilities.

1940s United States enters WWII. Georgetown industry heavily expands to support the war effort. Remaining residential areas in Georgetown rezoned for residential and new housing is opened to provide wartime worker housing. At the end of the war, the wartime workers leave Georgetown.

1940-1950s A new addition is added to the east side of the General Office Building. Fruit processing building added to south end of Stock House. The Brew house towers are removed.

1950s Significant declines in the residential population and many neighborhood amenities are shuttered. Seattle’s Comprehensive Plan called for “phasing out” the remaining residential areas in Georgetown.

1960s Completion of Interstate 5 through the area significantly alters the landscape and local transportation network, creating physical barriers and cutting off the old community with that of south Beacon Hill.

1980s The business changes ownership. The five alarm Stock House fire occurred. Subsequent investigations reveal severe damage from prolonged use as an ice house. The entire complex is designated as a Seattle Landmark.

1990s Georgetown area has a population of 1,500 residents (the lowest residential population since 1900) and a working population of 12,000 people.

1990s Rainier Ice & Cold Storage discontinued ice production.

2000s Upgrades are made to the remaining SB&M buildings. Spaces within buildings leased to small businesses, storage, artists, etc. An emergency demolition of the remaining Stock House is performed.

2010s A major rehabilitation and addition to the Brew House is completed. This marks the first major new development on the site in decades. Additional seismic upgrades to the Bottling Plant are completed. Other improvements include tenant amenities and mechanical upgrades.

2020s Zoning updated in 2023 for SB&M and other properties in the immediate area from Industrial (IG2) to Neighborhood Commercial (NC3-55). This is a “a mixed-use zone where both residential and commercial development are allowed.” This update was part of a multi-year comprehensive review and update of Seattle’s Industrial Zoning.

Seattle Brewing & Malting Company Complex Timeline

1901 Brew House and Stock House constructed.

1902-1903 Malt House construction.

1906 General Office construction complete.

1906 Bottling Works completed.

1907-1909 Additional floors added to Stock House. 1909 fire destroyed the southern quarter of the building where the beer was kegged.

1912 Malt House addition - south machine shop and storage areas infilled the courtyard.

1913 Expansion of ice production infills south courtyard.

1914 Bottling Works expanded to North

1937 Conversion of the Stock House and portions of the Malt House into cold storage facilities.

1949-1970s Brew House towers removed.

1951 Fruit processing building added to south end of Stock House. (DEMOLISHED)

1970s Addition added to rear of General Office Building. (DEMOLISHED)

1988 Stock House fire. The five alarm fire burned for several days due to sawdust insulation and its lack of windows. Six firemen were injured in the blaze fought by 140 firemen from 20 engine companies in what was termed one of the worst fires in 20 years in Seattle. The fire destroyed about 40% of the Stock House and separated the surviving Brew House from the remainder of the Stock House with a 55’ high freestanding wall with exposed strong back bracing. (Stock House wall remains)

1989 Upper portion of Stock House wall removed.

1989 Landmark Designation.

2002 Office Building exterior ramp and interior railing.

2002 Office Building interior railing alterations.

2007- Emergency demolition of the Stock House because of order issued requiring repair or demo.

2008 Bottling Plant exterior stairs replacement.

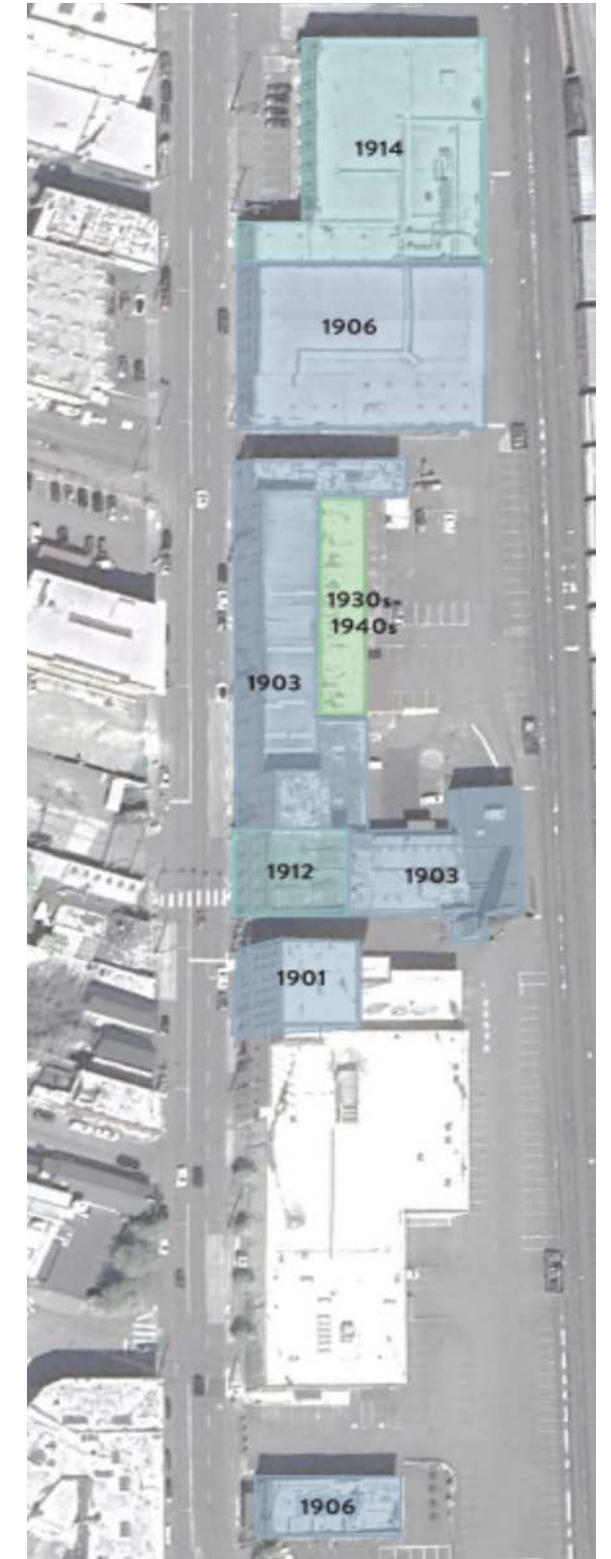
2013 Brew House rehabilitation & addition (received tax valuation).

2016 Malt House south ramp upgrade.

2017 Malt House mechanical work.

2020 Bottling Plant seismic improvements and tenant amenity improvements.

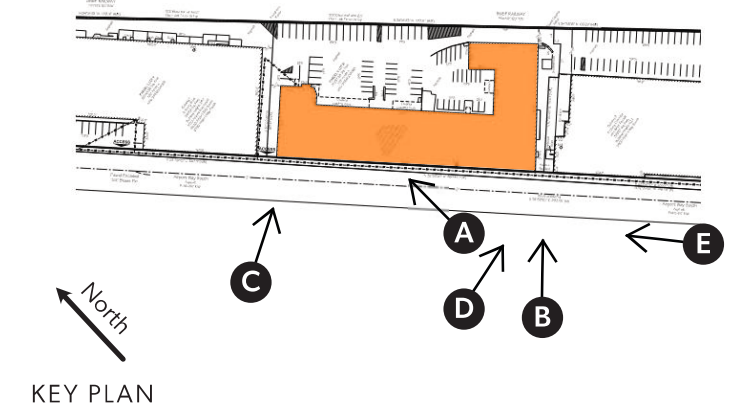
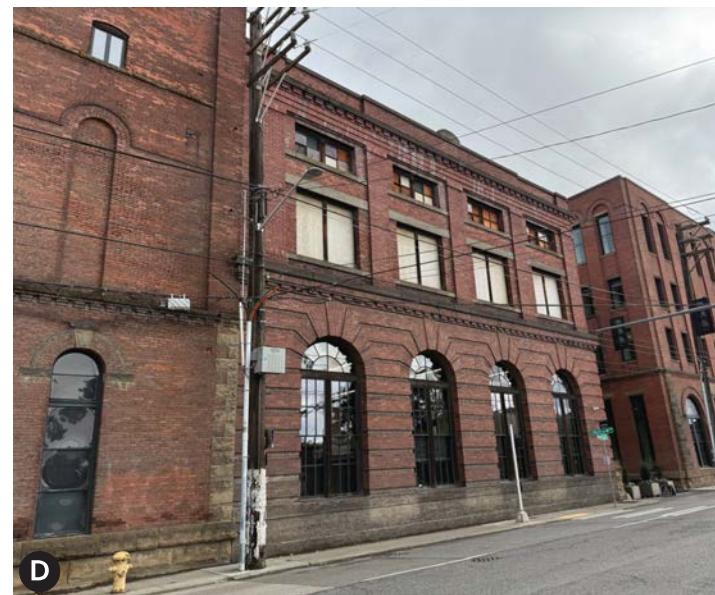
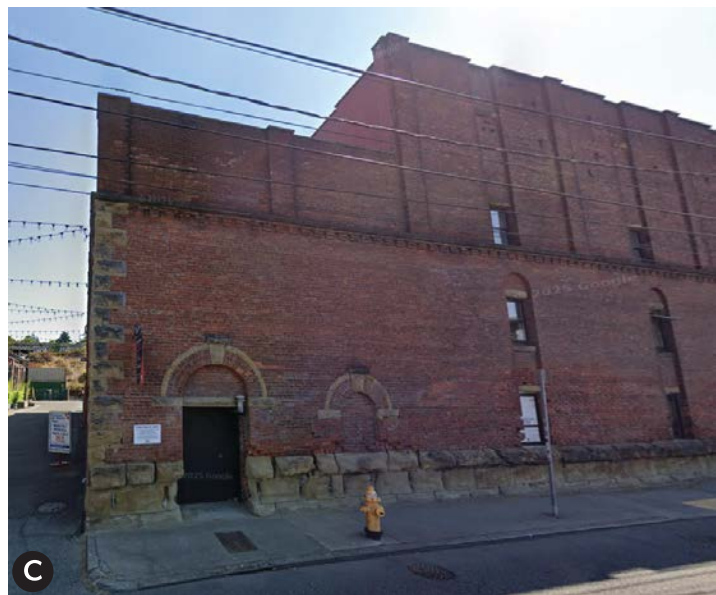
2023 Remove Addition from east side of General Office.





WEST FACADE - AIRPORT WAY SOUTH

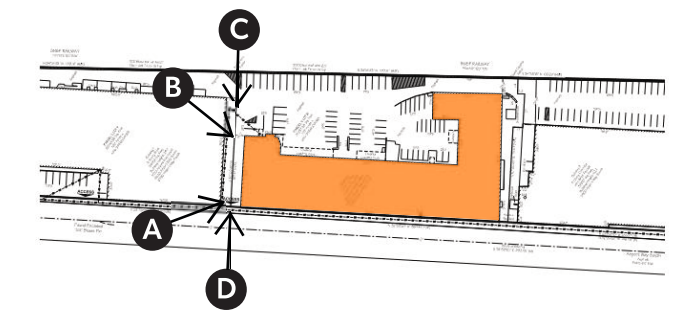
Stretching 360 feet, the west façade is the longest and most visible part of the building. It includes four primary pieces: the barley elevator, malt floors, malt kiln, and Engine Room (added 1912). At the south end, the Engine Room is the most ornate with large arched openings, decorative brickwork, concrete detailing, and intact original wood windows. To the north of the Engine room the façade includes less ornate brickwork, limited much smaller openings, and sandstone detailing, including the sandstone “Malt House” sign. The malt floors parapet remains intact, but the barley elevator and malt kiln were both reduced in height during the mid-20th century. Many of the windows have been boarded up or replaced. The sandstone base is extensively deteriorated, and areas of the brick need repairs. There are no openings to the street for 260 feet between the north entry and the kiln entry.





NORTH FACADE - ALLEY WITH BOTTLING PLANT

The north elevation is primarily blank with minimal decorative masonry work. The sandstone quoins extend around the corner at the west end. At the lowest level, there are deep small windows with decorative iron security bars. The north façade once towered 6-stories into the air before the upper three stories were removed in the mid-20th century. There is one infilled door opening towards the center of the wall, a small louver, and a row of large square metal plates. The brick is in poor condition with spalling, missing bricks, and missing mortar. The alley is shared with the neighboring Bottling plant that looks directly onto the Malt House façade. Efforts in recent years have improved the experience of the alley through lighting, plantings, and seating.



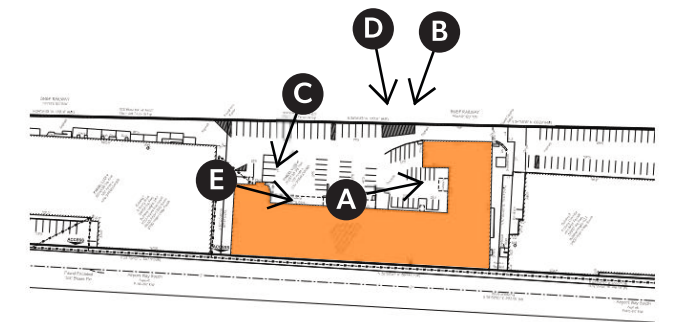
North
KEY PLAN



COURTYARD FACADES - PARKING LOT

The facades onto the parking lot are the most heavily modified and least decorative. Early Sanborn maps show a much larger building footprint within the existing parking area. Portions of the structure rose 8 stories into the air. The facades of the Machine Shop and Boiler House to the South are mostly intact with some modifications for enlarged doors.

The west part is primarily blank, flat brick walls with small boarded up window openings. A painted concrete block wall extends the entire length of the loading dock with a wood framed structure at the north end. A corrugated metal canopy extends over the concrete dock. The central exhaust stack has long since been removed, and the parking lot has been repaved following abatement of underground oil tanks. The entries from the parking lot are either partially below grade or a half story above. The masonry at the north end is in poor condition with spalling and mortar loss.

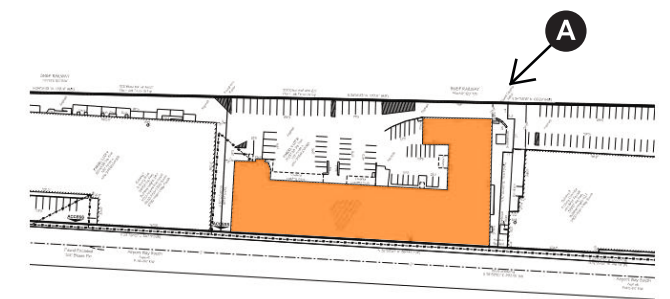


North
KEY PLAN



EAST FACADE - BSNF RAILWAY

The east elevation of the Boiler House includes large arched openings, decorative brickwork, sandstone signage and detailing, and modified large wood windows. Most of the windows have been boarded up, replaced with louvers, and painted to be opaque. A concrete corner at the south end appears to be a later addition, likely to protect the building from vehicles. Some sandstone parapet details are missing.



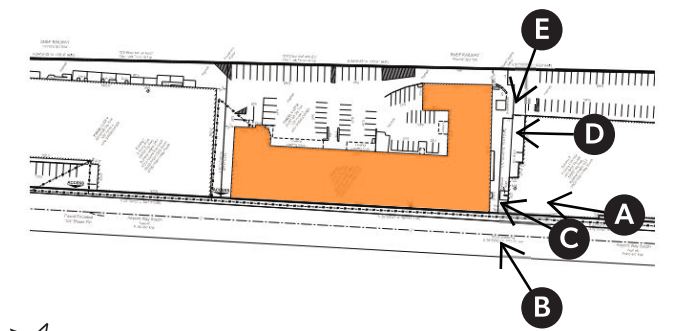
North
KEY PLAN



SOUTH FACADE - ALLEY WITH BREW HOUSE

The South Elevation consists of the Engine Room (added 1912), the Machine House, the exhaust stack, and the Boiler House. This is the most ornate and intact façade of the building with large arched openings, decorative brickwork, sandstone signage and detailing, and intact original wood windows with stained glass. The last remaining brick exhaust stack is located at the east end of the façade and connects into the Boiler House.

The façade is single story apart from the Engine Room which is three stories. The upper two Engine Room stories once connected directly to the Brew House across the alley with pedestrian walkways. The walkway openings are boarded up but still visible. Much of the original parapet remains with a few segments damaged or removed. The entries of the Malt House and Brew House face each other across the shared alley. The alley between the two buildings creates a pedestrian space that has been enhanced with plantings and tables.



North
KEY PLAN



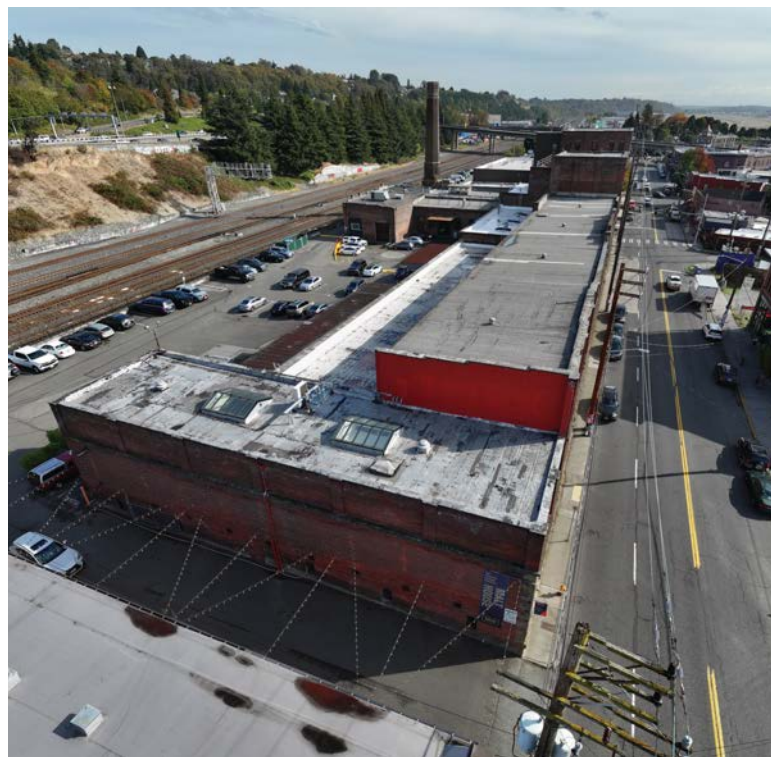
Close up of brick wall



Close up of sandstone plinth

CONCERNS WITH CURRENT CONDITIONS

- Degraded Brick and Sandstone
- Poor Pedestrian Connectivity
- Unsafe Pedestrian Sidewalk
- Lack of ADA Accessibility
- Building Layout and Design Unsuitable for most Uses



USABLE VS UNUSABLE AREA

- Total Area of the Malt House Building 72,466 sf
- Amount of Unusable Area 37,739 sf
- % of Unusable Area **53%**
- Total Area to be Demolished 52,209 sf
- Amount of Unusable Area to be Demolished 37,739 sf
- % of Area to be Demolished that is Unusable **72%**
- Total Usable Area of Seattle Brewing & Malting Co. Complex 178,476 sf
- Total Usable Area being Preserved 164,006 sf
- % of Usable Area being Preserved **92%**

We are targeting our preservation efforts on areas that are usable while focusing our new structure in areas that are not usable. We are also committed to maintaining the historic character found along Airport Way South.



The original design for drying malts required spaces with proportions that are difficult to re-purpose into new uses, especially the original floor to floor heights



Drying malts required minimal penetrations in the facade. Current standards for re-purposing these spaces into other uses, such as residential, would be limited by the current configuration of windows.



Disconnect between different portions of the building.



The existing configuration of the building has made strategies for providing accessibility through out the structure difficult and not cost effective.



The development of Airport Way has resulted in a narrow sidewalk along the prominent west facade. This condition is further hampered by power poles and other sidewalk appurtenances



The condition of the masonry, both brick and stone, along Airport Way has significant deterioration which is assumed to be occurring due to its proximity to heavy traffic. The usability of the sidewalk is hampered by the location of the west facade in relation to the curb providing sub-optimal. The sidewalk width is further reduced by street appurtenances.



Airport Way through this portion of Georgetown has become a destination for restaurants and shops. The current configuration and condition of the west facade of the Malt House is not conducive to adding to the vibrancy and activity of this area.

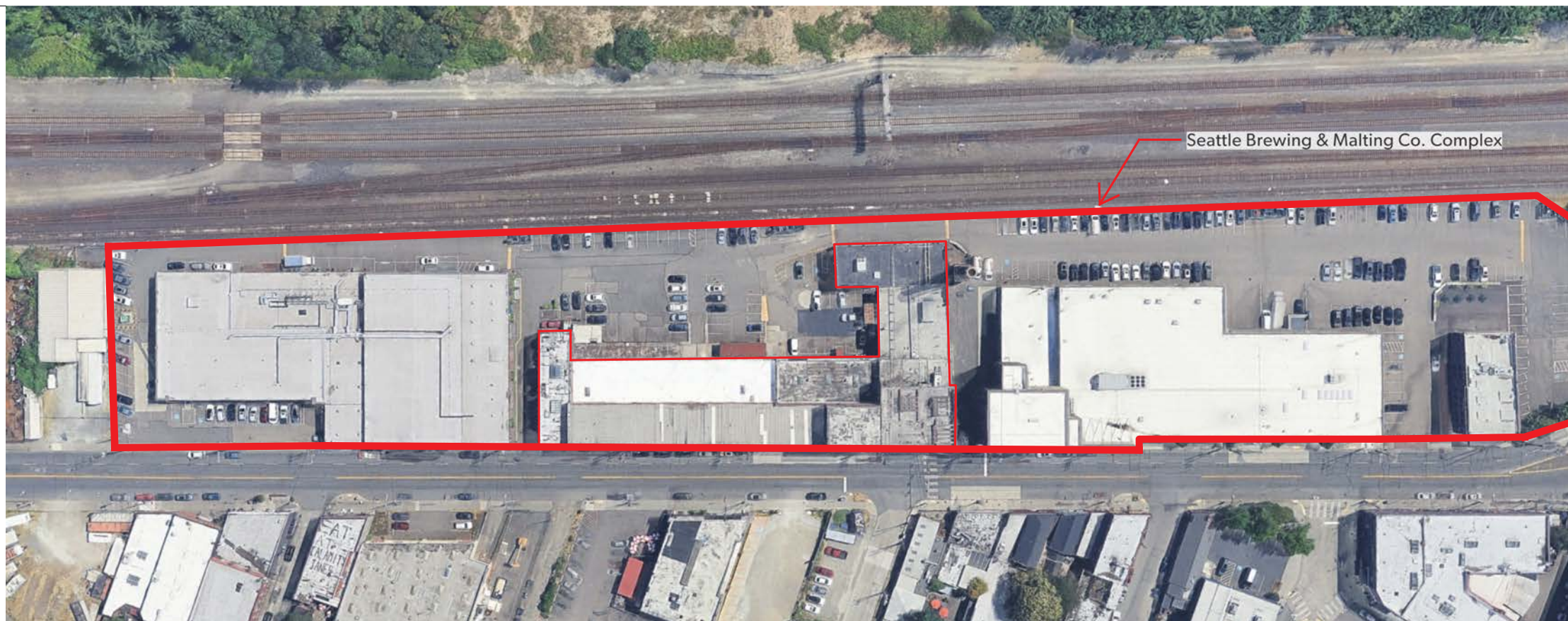


The Seattle area, and more importantly, the Georgetown area, has a lack of residential options that add to the livability and vibrancy of this area.

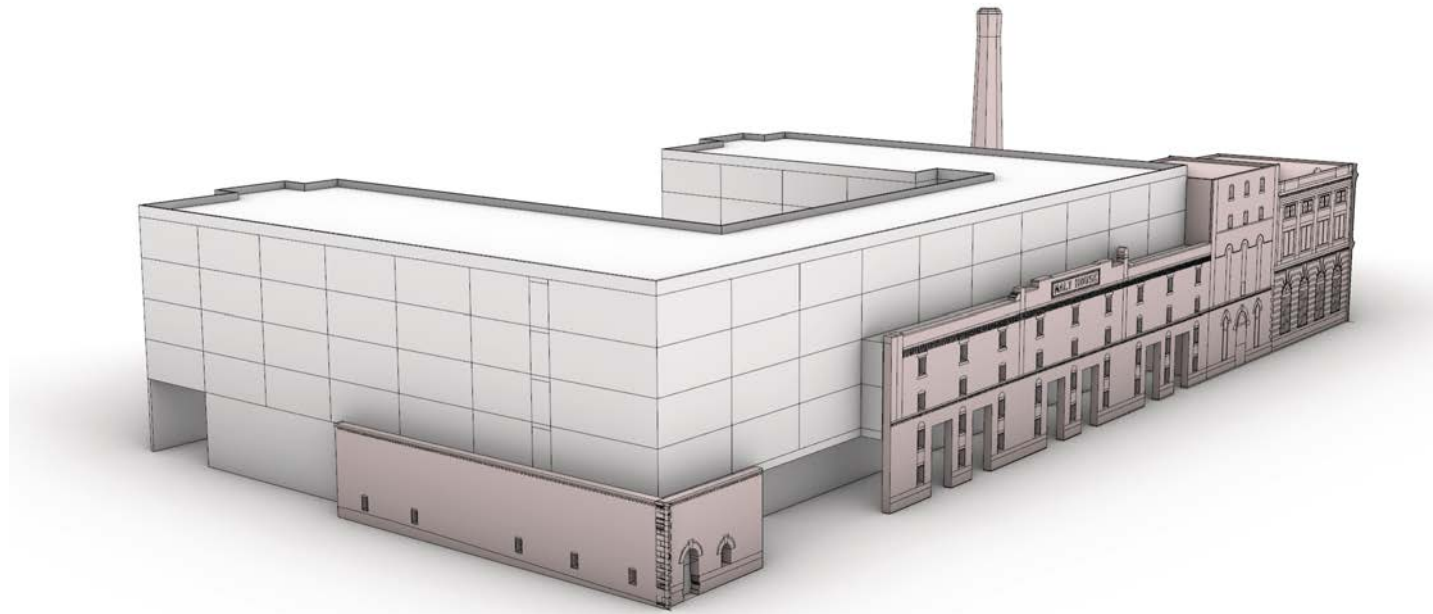
SITE ANALYSIS: EXISTING SURVEY

Total Parcel

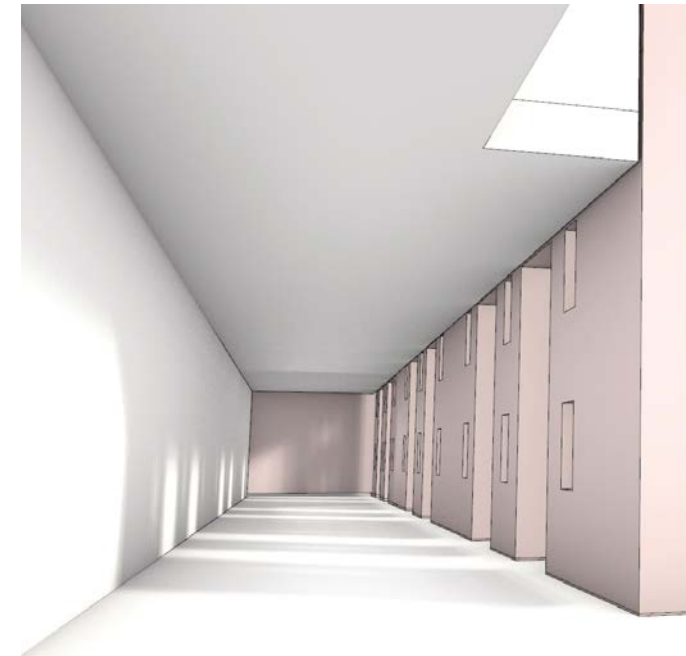
Number 3466800063
Address 5900-6000 Airport Way, Seattle, WA
Lot Size 1.7 Acres
Area 75,181 SF





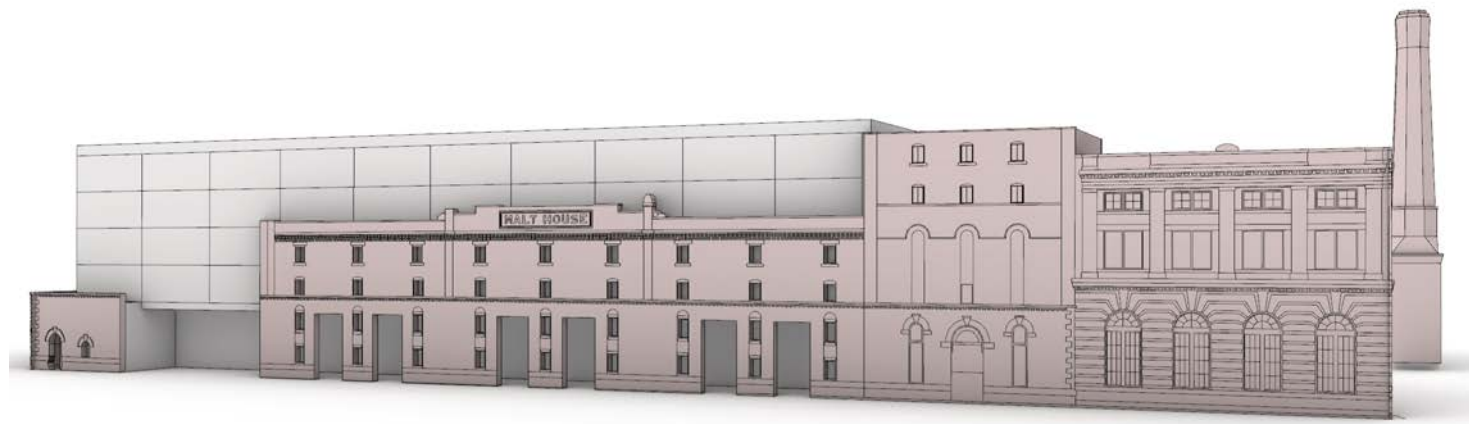


VIEW LOOKING SOUTHEAST

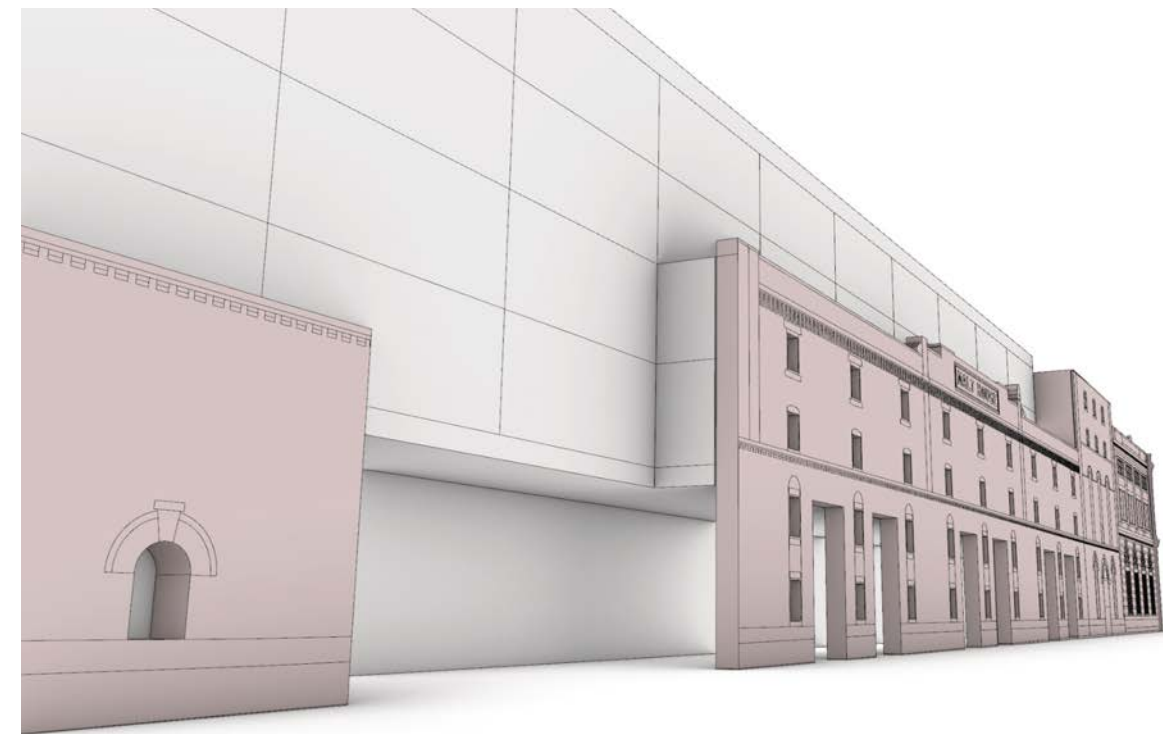


MASSING STUDY | OPTION A

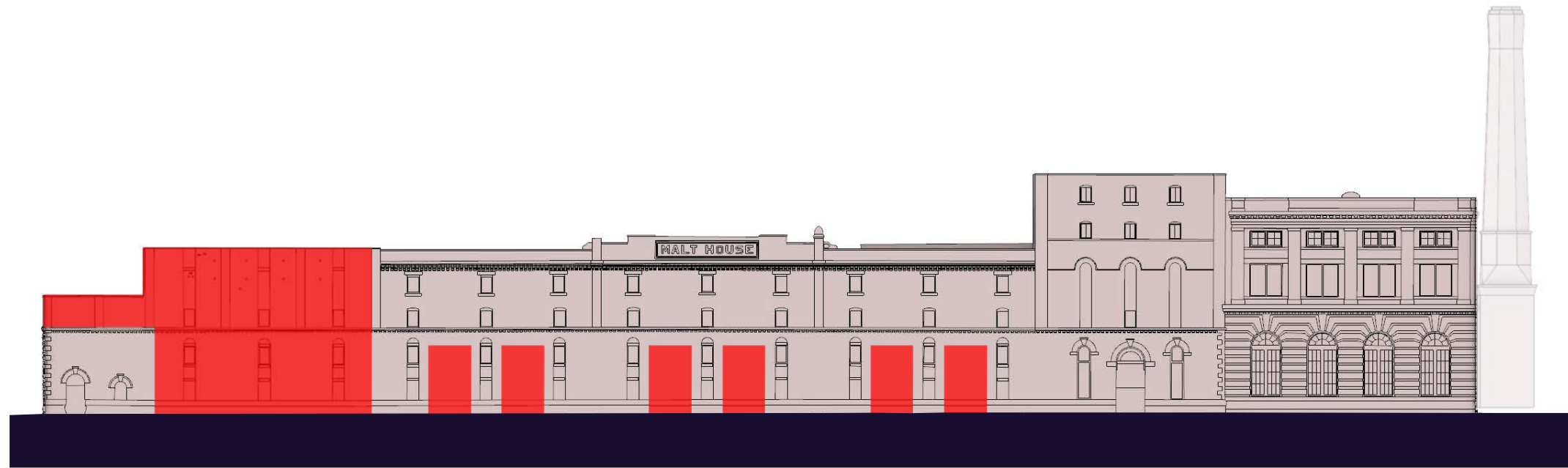
VIEW OF RETAIL LOGGIA



VIEW LOOKING NORTHEAST



VIEW FROM AIRPORT WAY SOUTH



AIRPORT WAY SOUTH FACADE (WEST)

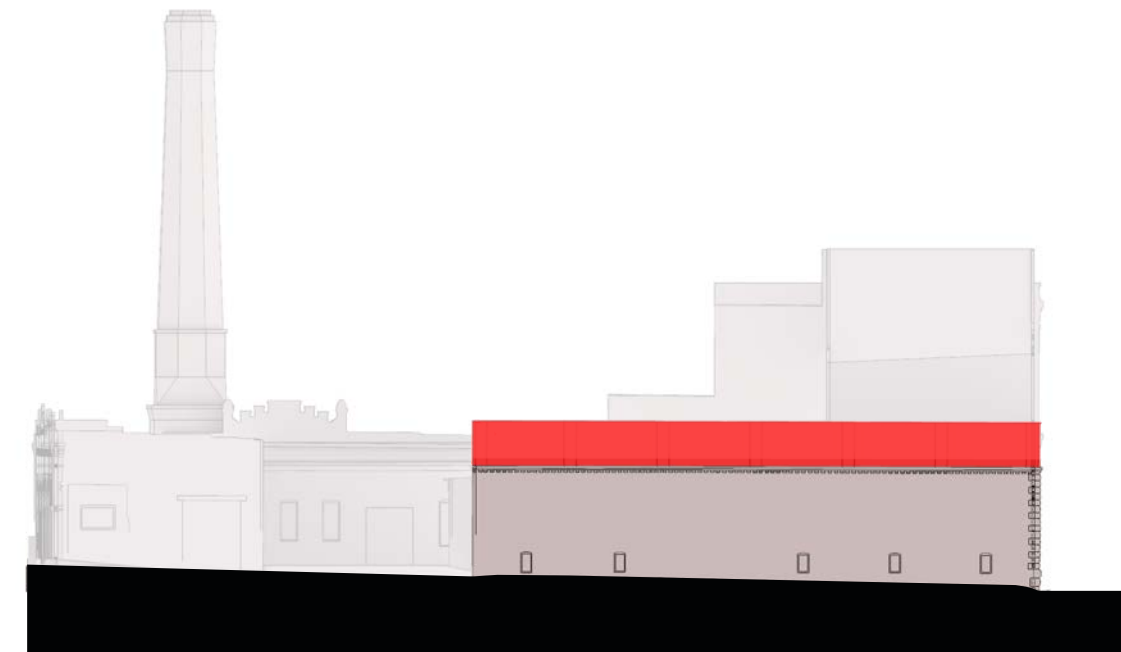
PROPOSED WALL DEMOLITION | OPTION A

AIRPORT WAY SOUTH FACADE

Existing Area of Facade	16,448 SF
Area of Facade Retained	13,190 SF
% of Area Retained	80%

ALLEY FACADE

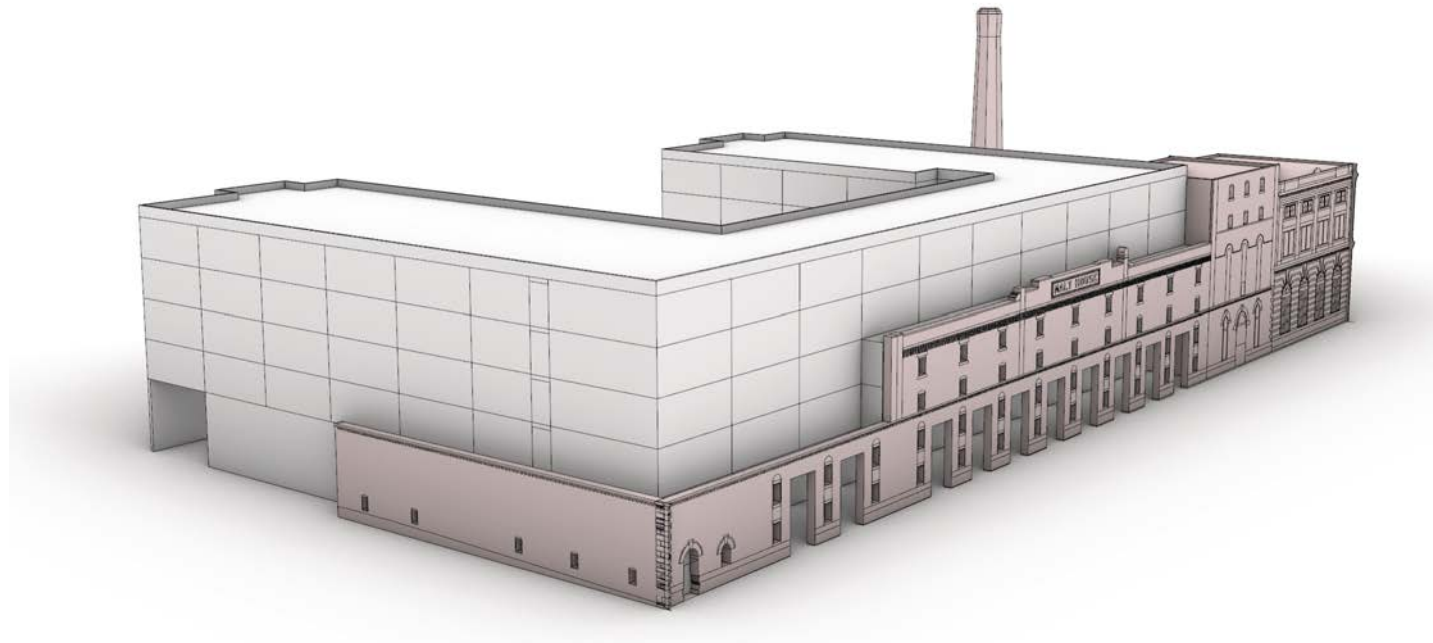
Existing Area of Facade	2,809 SF
Area of Facade Retained	2,019 SF
% of Area Retained	72%



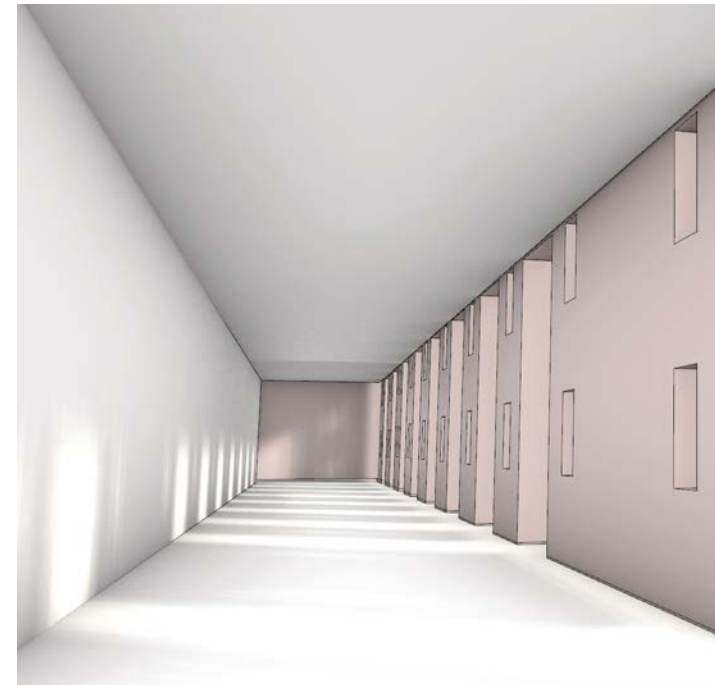
ALLEY FACADE (NORTH)



PROPOSED BUILDING DEMOLITION

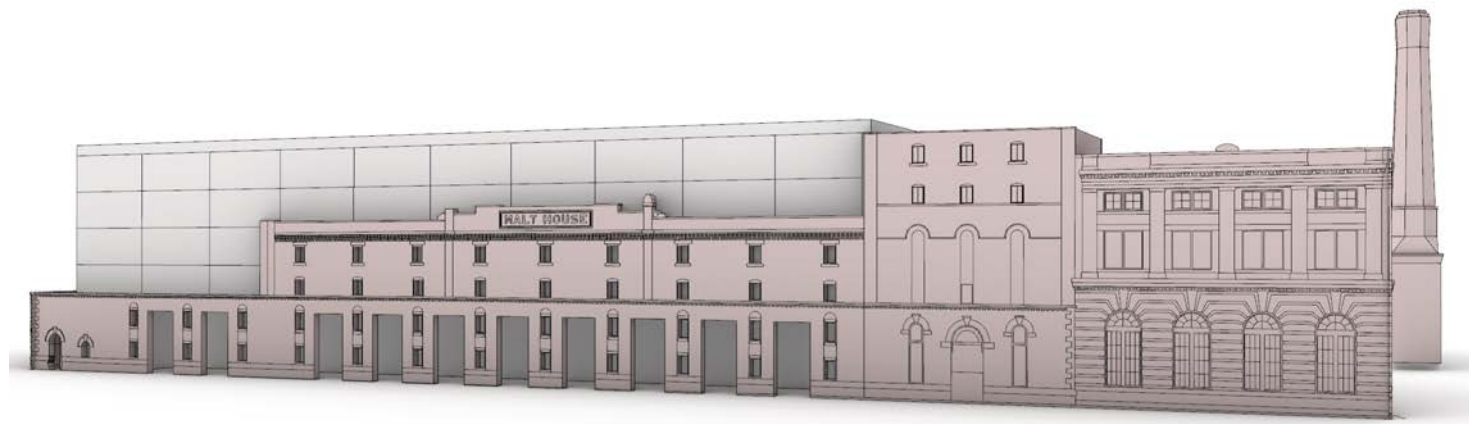


VIEW LOOKING SOUTHEAST



VIEW OF RETAIL LOGGIA

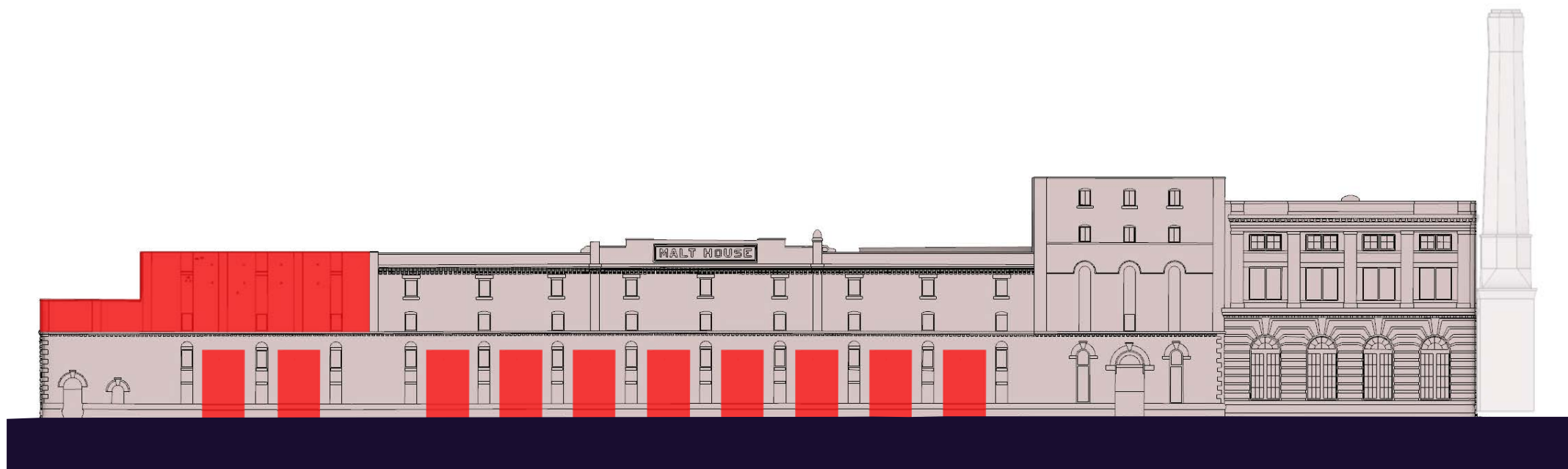
MASSING STUDY | OPTION B



VIEW LOOKING NORTHEAST



VIEW FROM AIRPORT WAY SOUTH



AIRPORT WAY SOUTH FACADE (WEST)

PROPOSED WALL DEMOLITION | OPTION C

AIRPORT WAY SOUTH FACADE

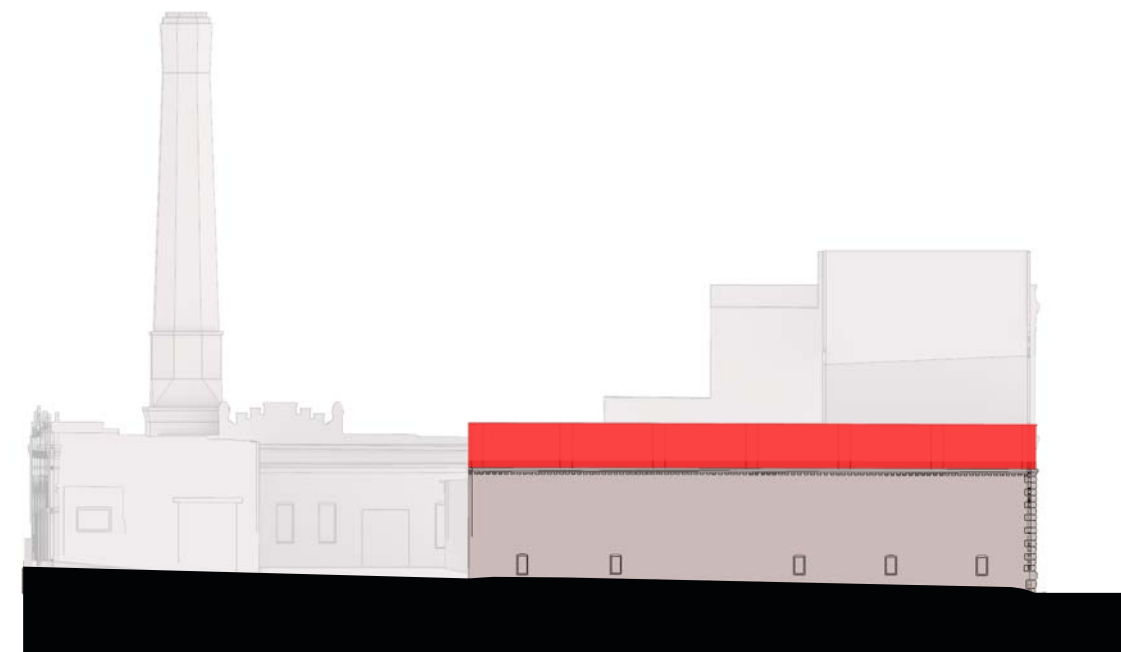
Existing Area of Facade 16,448 SF
 Area of Facade Retained 13,569 SF

% of Area Retained 82%

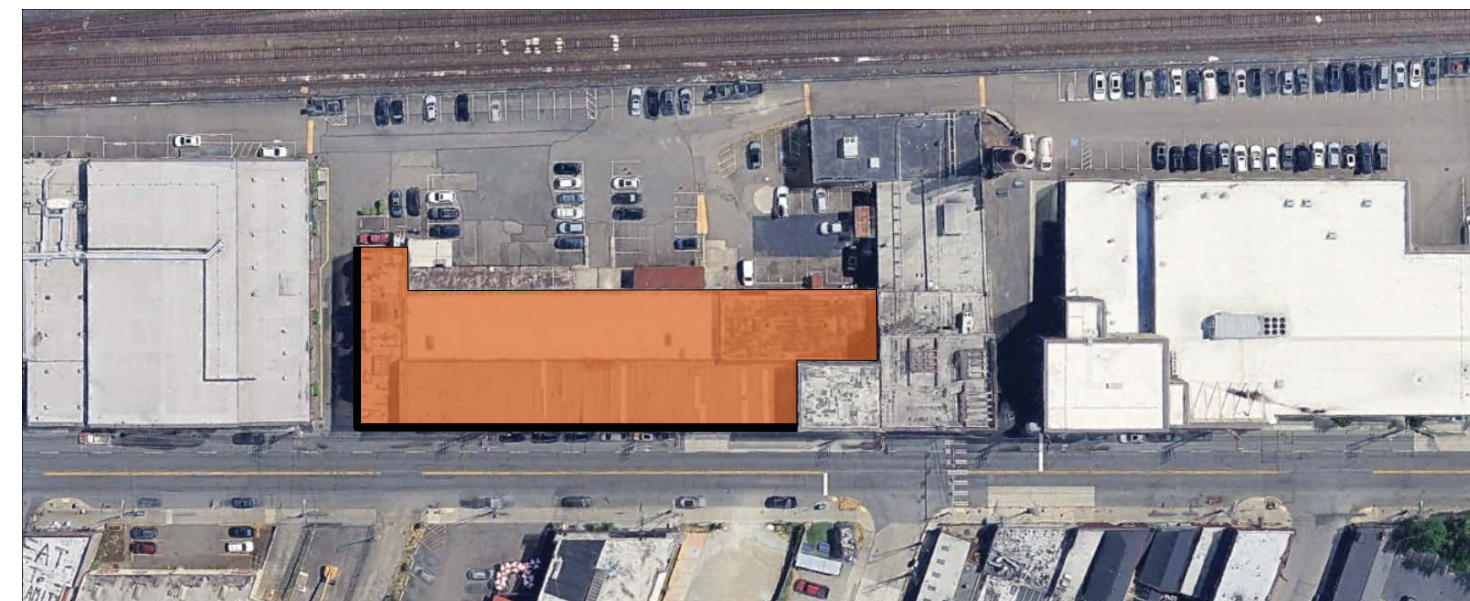
ALLEY FACADE

Existing Area of Facade 2,809 SF
 Area of Facade Retained 2,019 SF

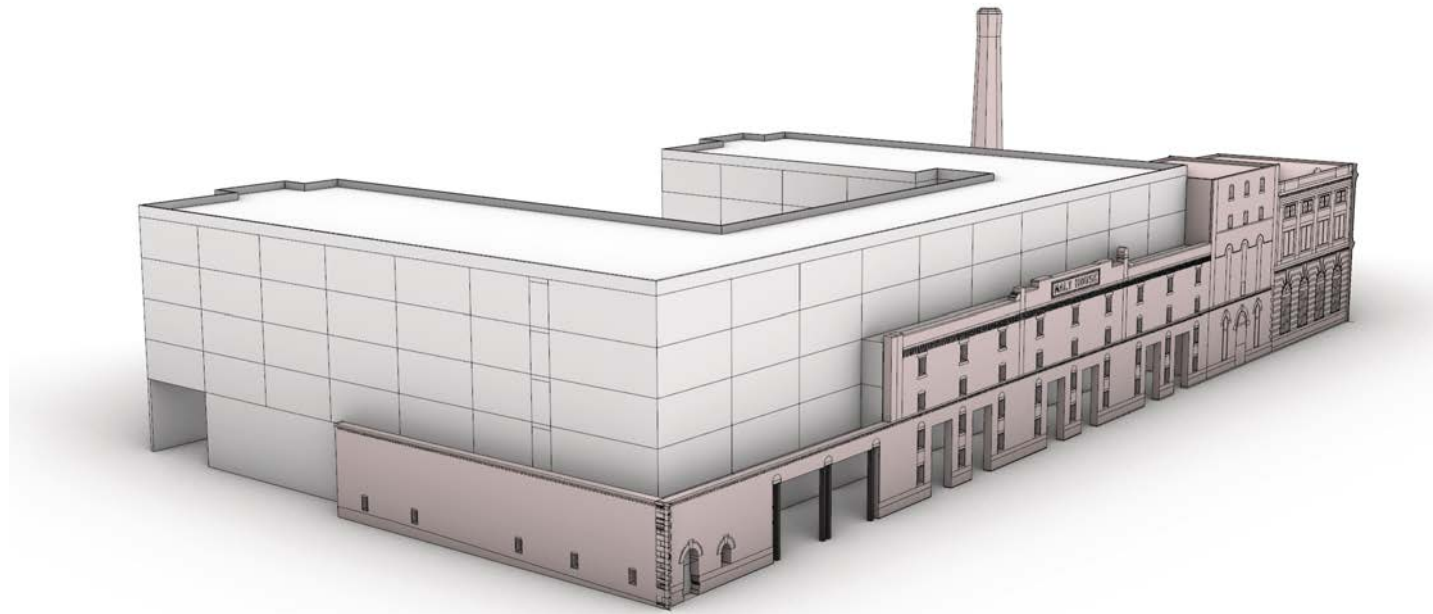
% of Area Retained 72%



ALLEY FACADE (NORTH)



PROPOSED BUILDING DEMOLITION

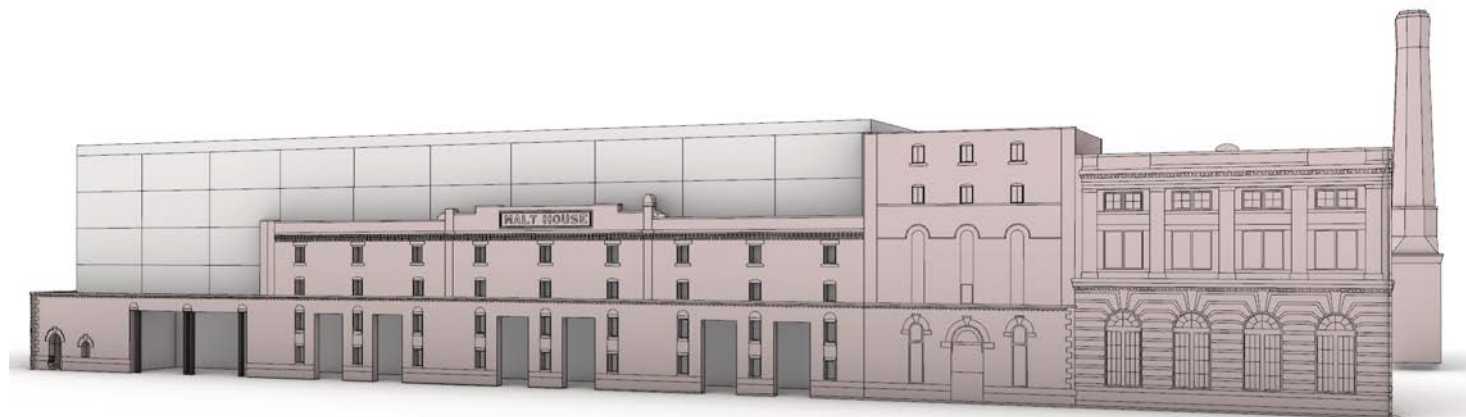


VIEW LOOKING SOUTHEAST



VIEW OF RETAIL LOGGIA

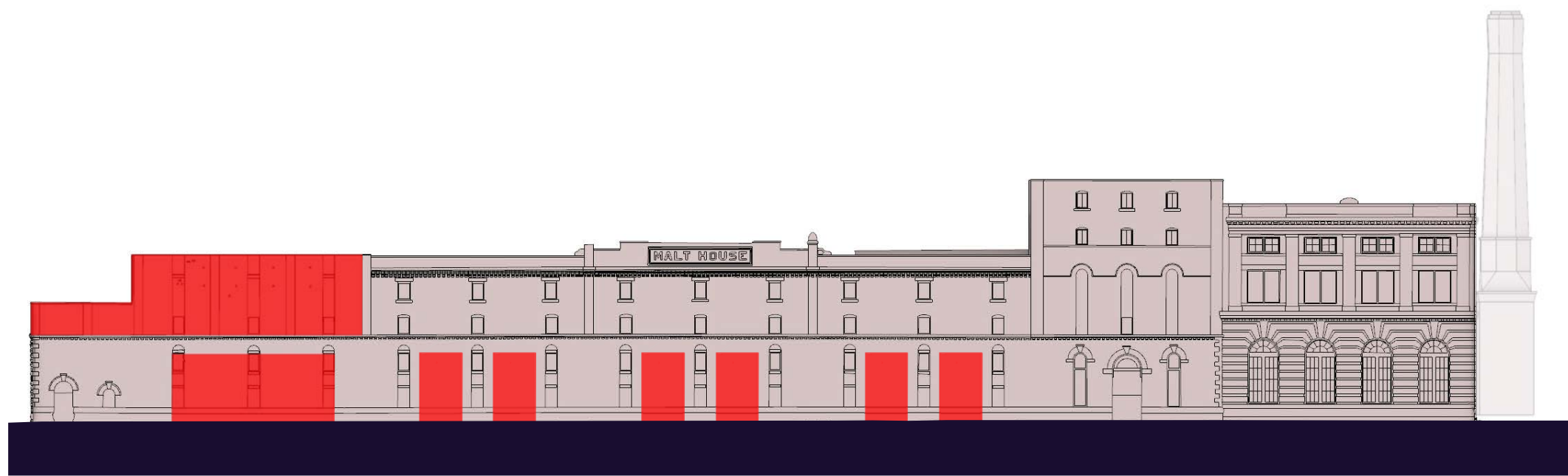
MASSING STUDY | OPTION C



VIEW LOOKING NORTHEAST



VIEW FROM AIRPORT WAY SOUTH



AIRPORT WAY SOUTH FACADE (WEST)

PROPOSED WALL DEMOLITION | OPTION A

AIRPORT WAY SOUTH FACADE

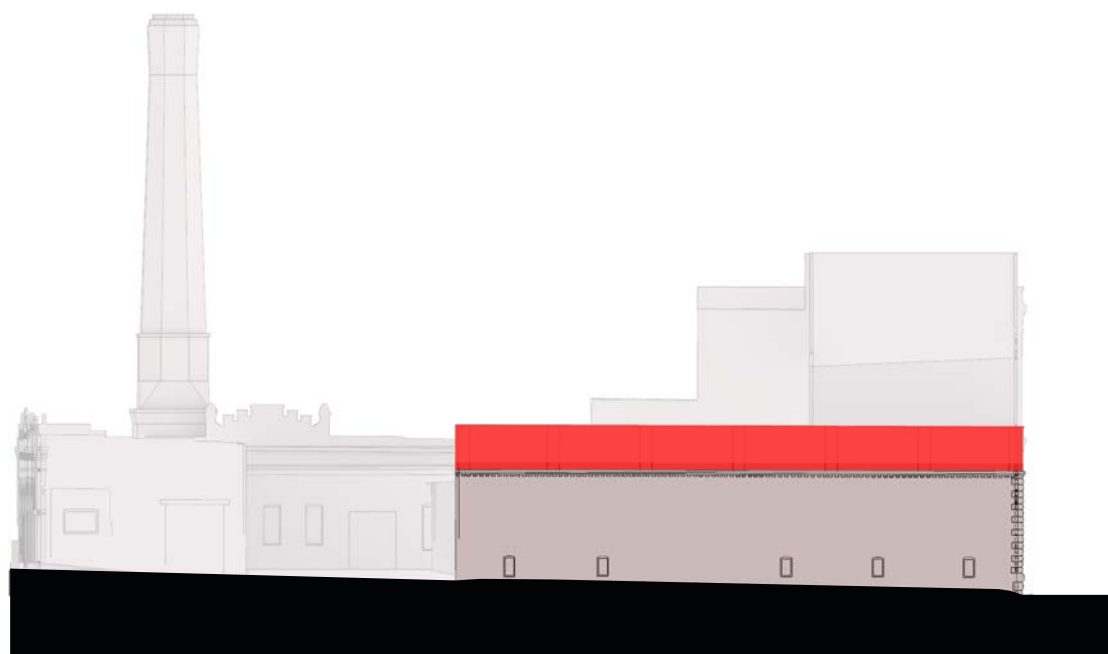
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 Area of Facade Retained 13,554 SF

% of Area Retained 82%

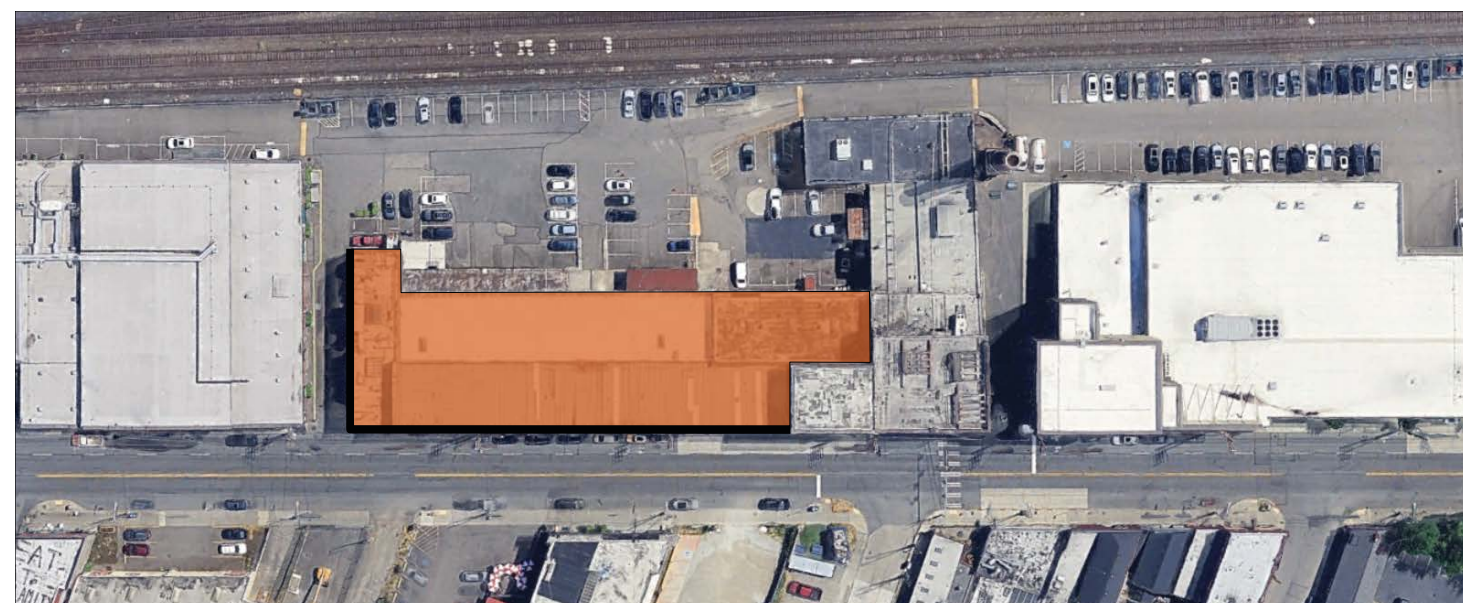
ALLEY FACADE

Existing Area of Facade 2,809 SF
 Area of Facade Retained 2,019 SF

% of Area Retained 72%



ALLEY FACADE (NORTH)



PROPOSED BUILDING DEMOLITION



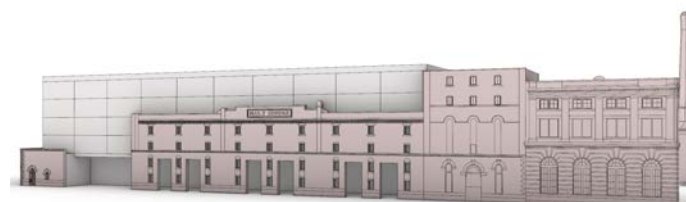
VIEW OF RETAIL LOGGIA - OPTION A



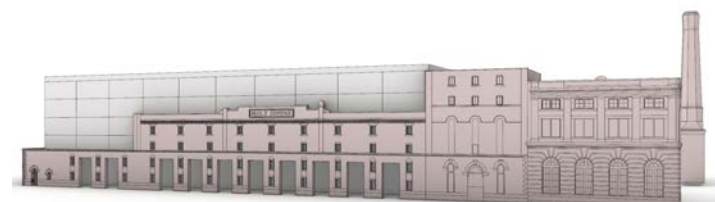
VIEW OF RETAIL LOGGIA - OPTION B



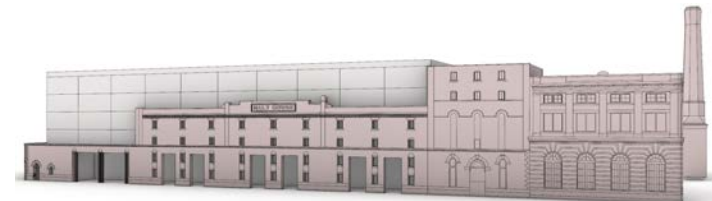
VIEW OF RETAIL LOGGIA - OPTION C



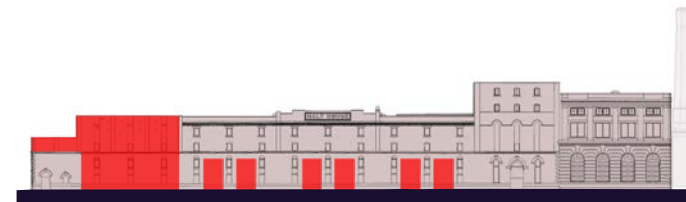
VIEW FROM AIRPORT WAY SOUTH - OPTION A



VIEW FROM AIRPORT WAY SOUTH - OPTION B



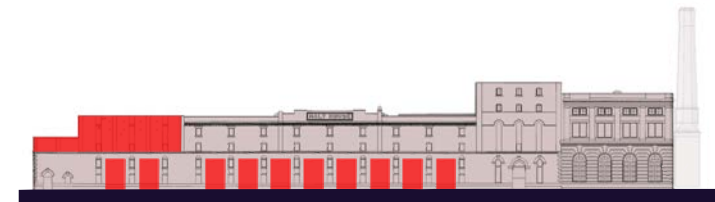
VIEW FROM AIRPORT WAY SOUTH - OPTION C



AIRPORT WAY SOUTH FACADE - OPTION A

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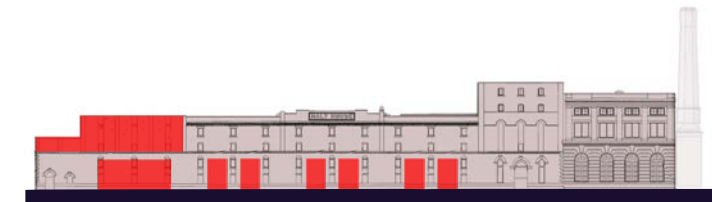
% of Area Retained	80%
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AIRPORT WAY SOUTH FACADE - OPTION B

Existing Area of Facade	16,448 SF
Area of Facade Retained	13,569 SF

% of Area Retained	82%
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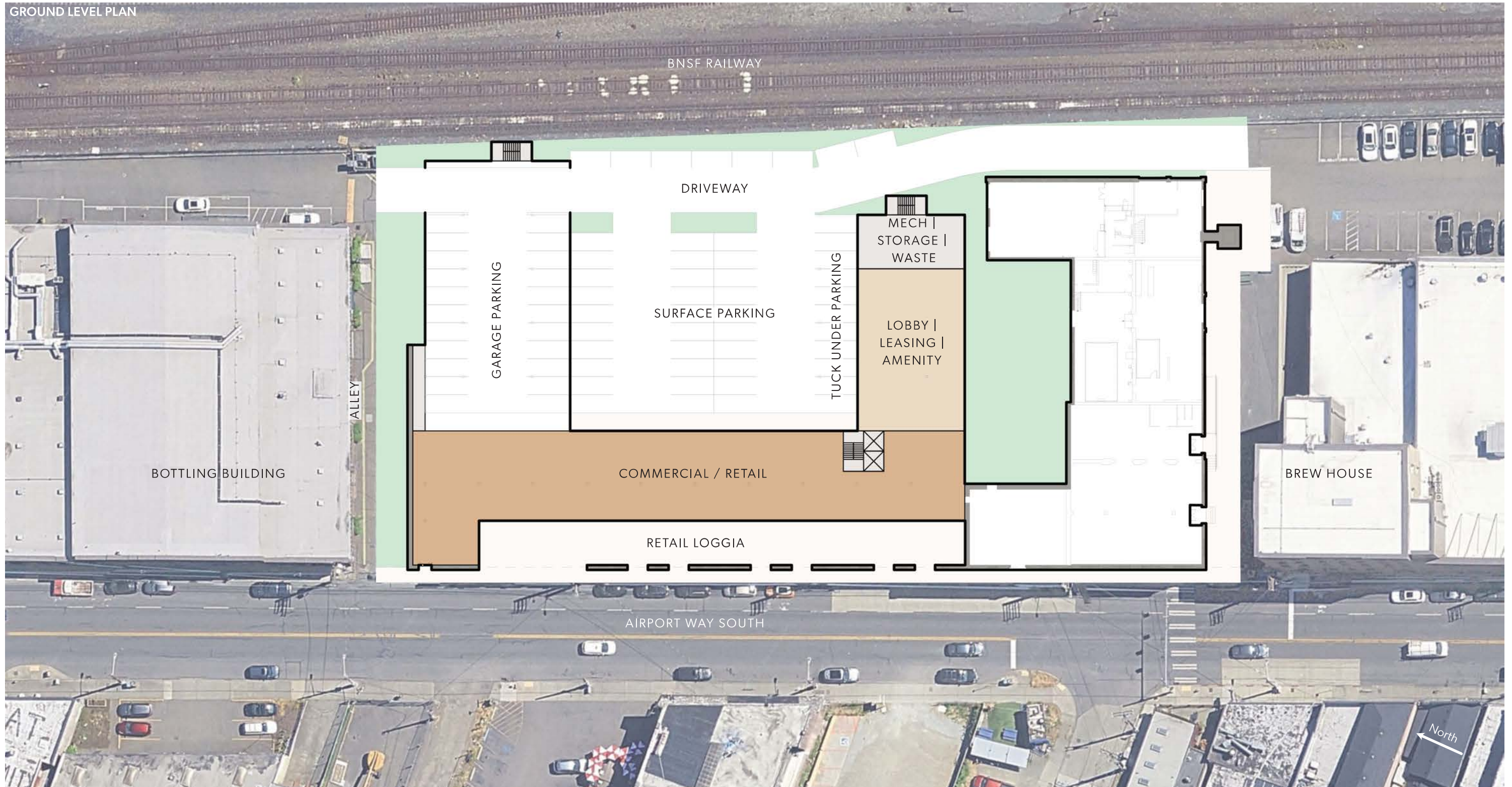


AIRPORT WAY SOUTH FACADE - OPTION C

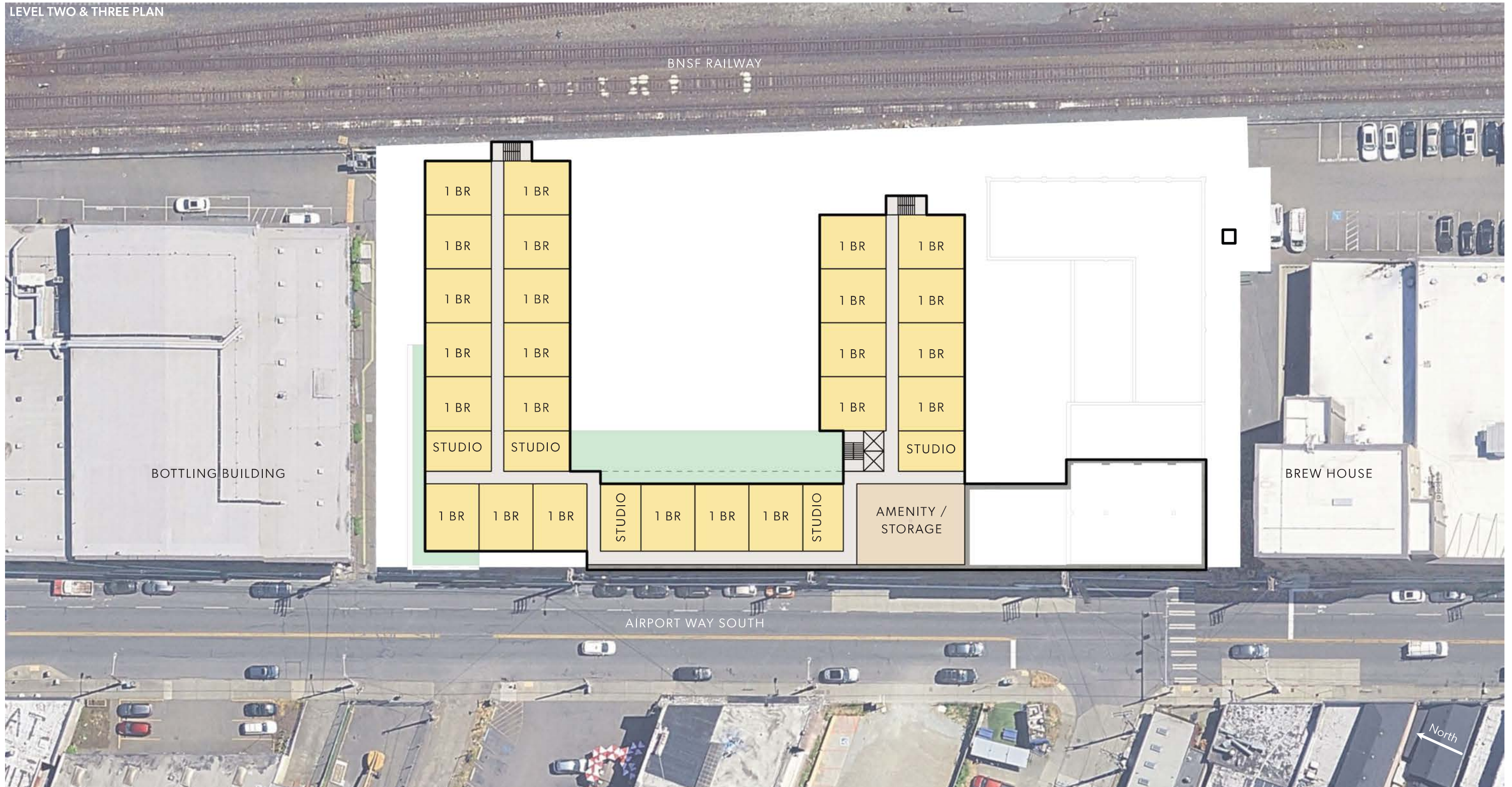
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GROUND LEVEL PLAN



LEVEL TWO & THREE PLAN



LEVEL FOUR & FIVE PLAN

