

# BAKER LINEN



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## PROJECT INFORMATION

### PROPERTY ADDRESS

1101 E Pike St, Seattle WA

### OWNER

Pike Baker Linen LLC

### DEVELOPER

Dunn & Hobbes LLC  
T (206) 324-0637

### ARCHITECT

Weinstein A+U LLC  
T (206) 443-8606

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# 1.0 INTRODUCTION

## BAKER LINEN PROJECT SUMMARY

1101 E. Pike Street, referenced here as the Baker Linen Building, is a masonry commercial building located at the southeast corner of 11th Avenue and East Pine Street, in the Capitol Hill neighborhood. The Baker Linen Building was built in 1915-16 as an automobile showroom, garage and service building, fitting squarely within the uses that distinguished the area known as “Auto Row” (see <https://www.historylink.org/File/20630>). It was designed by Architect Sønke Engelhart Sønnichsen for Owner Mary Liebeck. The property is within the City of Seattle Pike/Pine Urban Center Village (per Seattle’s Comprehensive Plan) and the Pike/Pine Conservation Overlay District (Map A for Seattle LUC 23.73.004). The existing historic building is three stories over a basement, with a mezzanine located between the ground floor and second floor, and a penthouse at the southwest corner serving the freight elevator overrun.

In recent decades, the historic building has been re-roofed, parapet bracing was added, and repairs were made following the Nisqually Earthquake in 2001, but the unreinforced masonry building is overdue for a full seismic upgrade and improvements to the building’s mechanical, electrical and plumbing systems are needed. These seismic and systems upgrades provide a good opportunity for the Owner, Pike Baker Linen LLC, to update the core circulation and build an addition at the roof level to take advantage of the increased density and changed economics of the area, providing additional rental income to help cover the cost of the upgrades.

The proposed project maintains the commercial use of the building, with retail at the ground floor and mezzanine levels, and office spaces at the floors above, while adding two stories of additional office space and updating core circulation elements to provide code-compliant stair egress and modern elevator service. Although the zoning would allow for additional height to 85’ above the Average Grade Level, which could accommodate up to 4 additional stories, the proposed massing limits the addition to two floors. The reasons for this are threefold: 1) to not visually overwhelm the existing building, 2) to stay slightly lower than the adjacent buildings, and 3) to not block the public view deck of the neighboring building to the east.

The required structural updates include adding a lateral support system, bracing the unreinforced masonry either in plane or by tying into the floors, and buttressing the interior structure where needed to take the additional loading from the two new floors above - see page 16 for more detail.

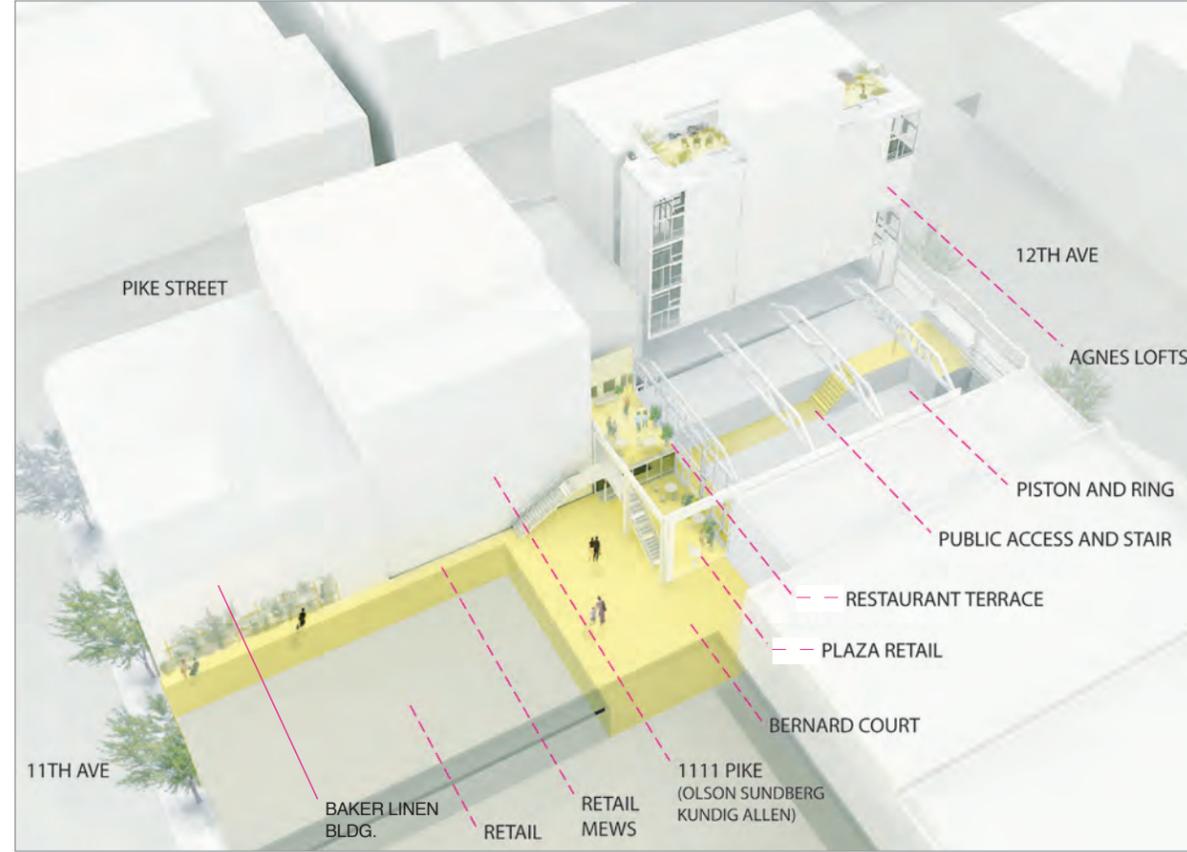
At the Landmarks Preservation Board 2/3/21 Meeting, Weinstein A+U presented two options for the addition (see page 17). Feedback from the Board was generally favored Option 1, in addition to limited intervention at the existing facades, described on pages 10-15. At the Architectural Review Committee 2/11/22 Meeting, Weinstein A+U presented further refinement of Option 1, as shown on pages 18-19. Feedback from the ARC was generally favorable to the 2-story addition with a curved corner, but there was concern that the overhanging roof and massing felt too heavy. We have developed the design with alternative approaches for the roof to reduce its impact, and narrowed down the material and color palette. Reference pages 20-23 for the studies and 24-29 for the preferred option.



View of 1101 Pike St (Baker Linen Building) from 11th Ave.  
(Seattle Automobile Company, delivery, c. 1916).



Piston & Ring Building, 1429 12th Ave., Seattle  
©Michael Burns



12th & Pike Diagram



Piston & Ring Building and Agnes Lofts  
©Michael Burns



View looking south from Piston & Ring Restaurant Terrace  
©Michael Burns



La Spiga, Piston & Ring Building  
©Michael Burns

## Team

Weinstein A+U and Dunn & Hobbes have worked together on previous adaptive reuse projects with great success. The images here illustrate the WA+U / Dunn & Hobbes collaboration on the Agnes Lofts and Piston & Ring projects, as well as some examples of recent work completed by Weinstein A+U.

## Weinstein A+U

Weinstein A+U, the architect for the Baker Linen renovation and addition project, was founded over forty years ago in Seattle. Weinstein A+U has experience with a broad array of project types, including extensive involvement with adaptive reuse and restoration projects in Seattle. Recently completed projects include the State Hotel, Ainsworth & Dunn (the Old Spaghetti Factory), Town Hall, and Union Stables. Weinstein A+U's design ethos centers on fully integrating a project with its site and community, focusing on the creation of appropriate public exterior space as much as well-crafted and efficiently organized buildings. Modernization of existing building stock supports this design ethos, and builds on Weinstein A+U's goal of protecting resources, fostering sustainability, and creating diverse and nuanced places – a goal that meshes very well with the developer Dunn & Hobbes's approach.

## Dunn & Hobbes

Dunn & Hobbes, the developer for the Baker Linen project, is a Seattle-based real estate developer with an incrementalist, community-centered approach and a focus on high-density low-rise mixed use neighborhoods. As explained by Liz Dunn, Principal at Dunn & Hobbes, "We try to do things that are uniquely designed, that preserve some of the character of the city, or create new character, and so, I would like to believe, play a positive role in how we re-urbanize Seattle." Integration of historic building fabric is a critical part of this approach. Dunn & Hobbes has worked with Weinstein A+U on multiple projects in the Pike/Pine neighborhood, notably the award-winning Agnes Lofts project at the corner of 12th and Pine, and the renovation of the adjacent Piston & Ring building.

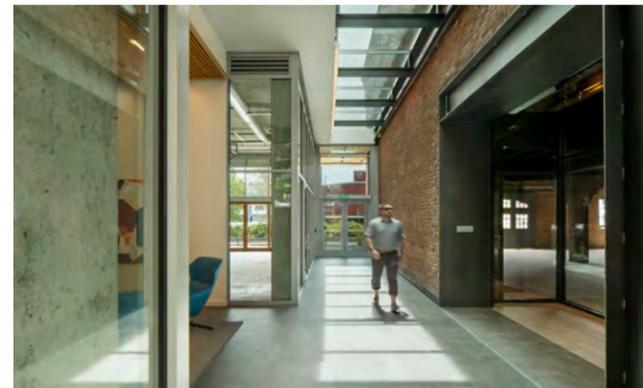
# 1.0 INTRODUCTION



The State Hotel, 1501 2nd Avenue, Seattle  
©Andrew Nam



Union Stables, 2414 Western Avenue, Seattle  
©Lara Swimmer



Ainsworth & Dunn Building, interior gasket  
©Lara Swimmer



Ainsworth & Dunn Building, 2815 Elliott Avenue, Seattle  
©Lara Swimmer



- Pike/Pine Urban Center Village
- - - Pike/Pine Conservation Overlay District

Pike-Pine Urban Center Village boundaries



## 2.0 SITE CONDITIONS

Nearby Character Buildings within a quarter-mile radius of the subject property include the following (**Designated City of Seattle landmarks bolded**):

1. Oddfellows Hall (915 E Pine St)
2. Boone & Company Pontiac Building / Blick Art Supply (900 E Pine St)
3. **Eldridge Tire Company Building - A.H. Albertson, 1925 (1519 Broadway)**
4. **White Company Motor Building - 1918 (1021 E Pine St)**
5. **Kelly-Springfield Motor Truck Building - Julian F. Everett, 1917 (1525 11th Ave)**
6. **Cal Anderson Park / Lincoln Reservoir / Bobby Morris Playfield - Olmsted Brothers, 1901 altered (at 11th Ave between East Pine Street and Denny Way)**
7. H.W. Baker Linen Supply Co. (1103 E Pike St) (on project site)
8. Booth Building (1534 Broadway)
9. 909 E Pine Building

Other Neighborhood Character Buildings not pictured:

- **Old Fire Station #25 - Somervell & Cote, 1909 (1400 Harvard Ave)**
- **Knights of Columbus - Ferdinand W. Bohne, 1913 (722 E Union)**
- **Seattle First Baptist Church - Ulysses G. Fay, 1911 (1121 Harvard Ave)**
- **First African Methodist Episcopal Church - A. Dudley, 1912 (1522 14th Ave)**
- **St. Nicholas Russian Orthodox Cathedral - Ivan Palmov, 1937 (1714 13th Ave)**
- Seattle Central College (1701 Broadway)
- Broadway Performance Hall (1625 Broadway)
- Cinema Egyptian (805 E Pine St)

— Pike/Pine Urban Center Village

▭ Project site showing maximum allowable building envelope. The base height limit is 75' with a 10' height exception (dashed line) for retention of a character structure.



Aerial of immediate neighborhood context

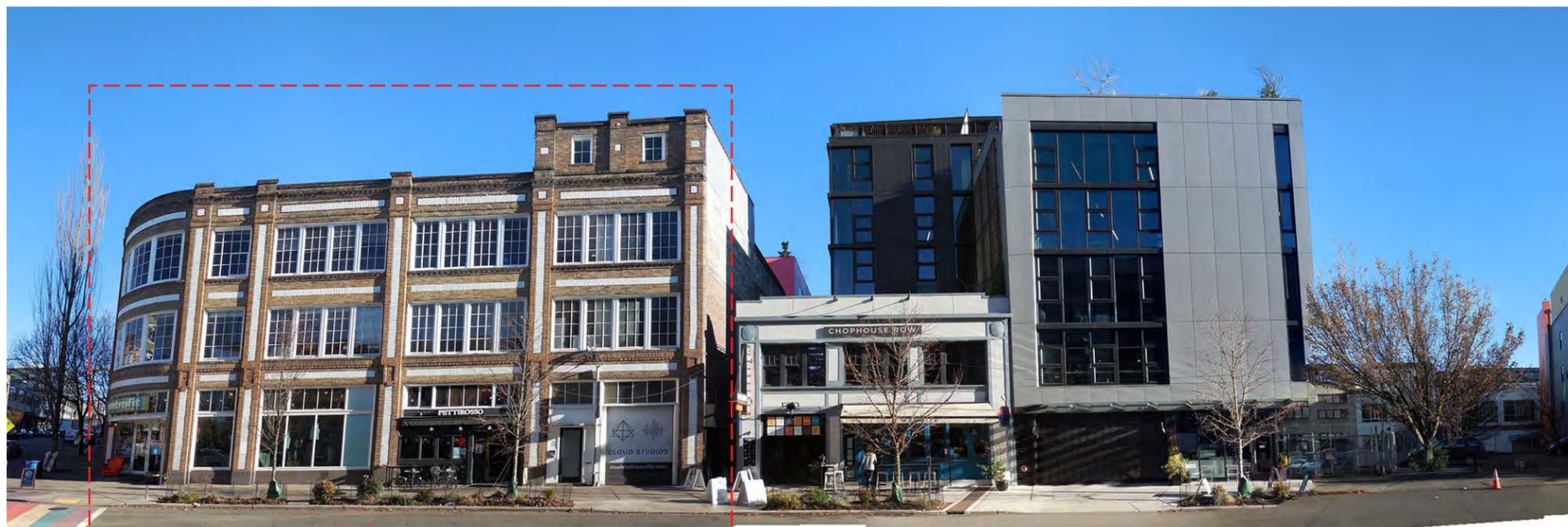


North elevation of the Baker Linen Building as seen from E Pike Street looking south

PROJECT SITE 11TH AVE



Google Earth view of site looking SE

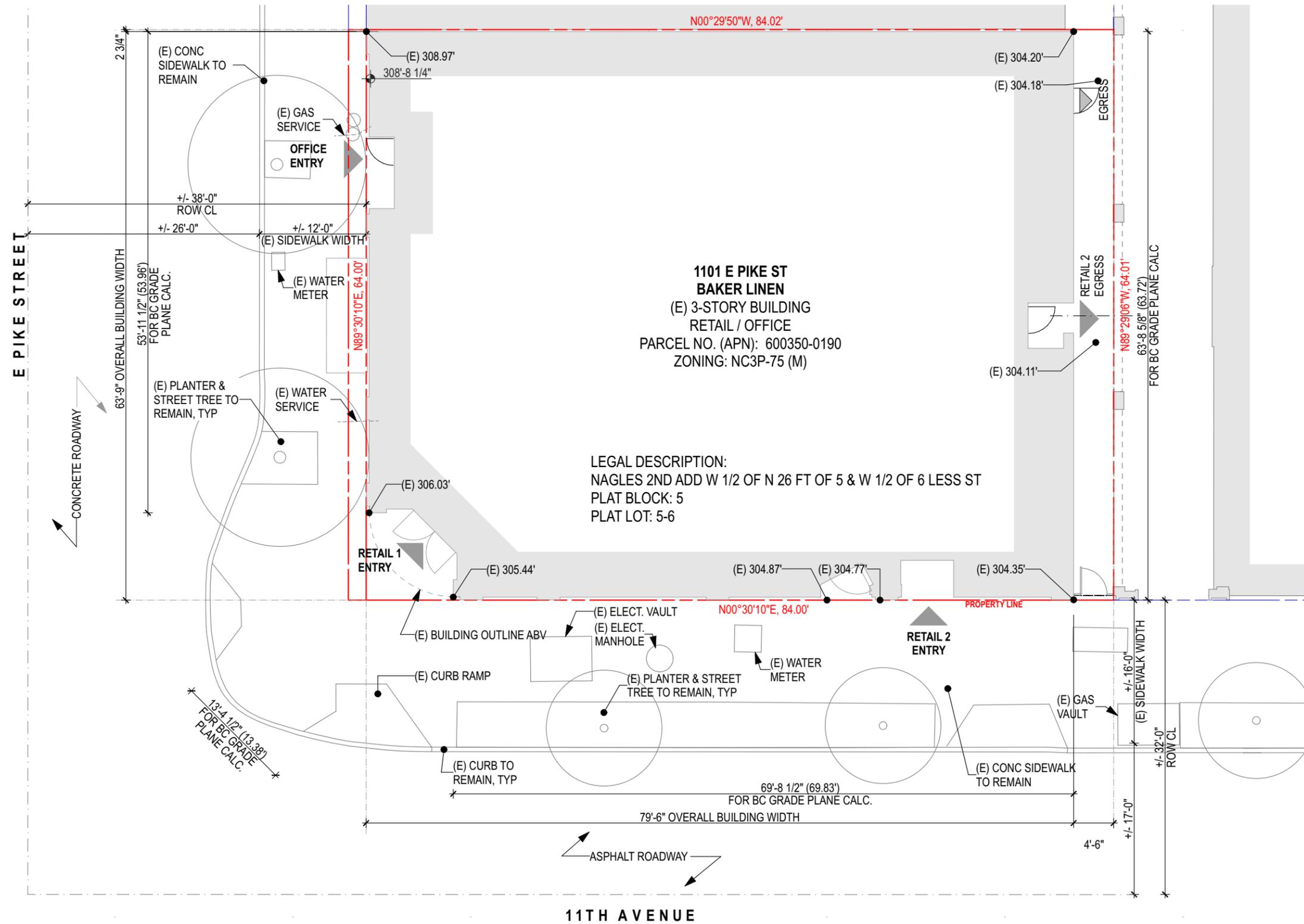


West elevation of the Baker Linen Building (1101 E Pike Street) as seen from 11th Ave. looking east

E PIKE ST PROJECT SITE CHOP HOUSE ROW

# 2.0 SITE CONDITIONS

## EXISTING SITE PLAN



# 3.0 PHOTOGRAPHS OF BAKER LINEN



SE view of Baker Linen as seen from E Pike Street, 1916 (Courtesy of Paul Steiner Kilpatrick).



SE view of Baker Linen as seen from E Pike Street, 1937 (Real Property Record Card Photo, PSRA).



SE view of Baker Linen as seen from E Pike Street, 2020.



Views of alley between Baker Linen and Chop House Row, 2018



**Building Description**

The Baker Linen Building was built in 1915-16 for use as an automobile showroom, garage and service building. The primary structure is heavy timber construction with concrete foundation walls and column piers. The exterior walls are load-bearing brick masonry. From the exterior, the building retains much of its original character, which is defined by reddish brown brick pilasters and tan brick spandrels, both inset with white tile decorative elements. A curved entry at the corner of 11th and E. Pine serves the primary ground floor commercial space – originally the automobile showroom. Existing changes to the building include the loss of light fixtures that once marked the inset panels at the 2nd floor level of the pilasters, replacement of large plate glass windows at the ground floor with divided painted wood windows (and a door at the east side of the north elevation), painted aluminum storefront doors and sidelights replacing the original corner entry doors, and revisions at the two southern-most ground-floor bays at the west elevation. The brick at the north and east walls of the penthouse is currently clad with fiber cement panels, and the south elevation was replaced with vertical seam galvanized metal siding following the 2001 Nisqually earthquake.

**Historic Context**

As noted in the 2019 Landmark Nomination by Tom Heuser, Marvin Anderson and Adam Alsobrook, the neighborhood in which the building is located "...has been constantly developed and redeveloped since the 1880s up to the present day, with the heaviest period of historic development occurring between about 1900 and 1930. The unique character of the surrounding neighborhood is primarily derived from the automobile showrooms and service buildings built from around 1905 until the mid-to-late 1920s. In recent years, the area has become a popular destination for living and working, and has also developed into a vibrant nighttime entertainment district with numerous restaurants, bars, and music venues."

**Architect**

Architect Sønke E. Sønnichsen was born in Norway in 1878, and emigrated to the United States in 1902, initially working in New York but moving to Illinois in 1903, then Denver, Colorado, in 1904, and finally landing in Seattle in 1905, where he found work with architect John Graham. He continued his internship at several firms in Seattle, working on numerous buildings in the area as noted in the Landmark Nomination. In 1914 Sønnichsen was appointed "consulting architect to the Vancouver School Board," and was dividing his time between Vancouver, Canada and Seattle during the period when he would have designed 1101 E. Pike Street, known at that time as the Liebeck Building/ Seattle Automobile. It was built shortly after completion of another well-known Seattle Landmark designed by Sønnichsen, the Sons and Daughters of Norway clubhouse at 2015 Boren Ave., now known as Raisbeck Performance Hall.

# 4.0 EXISTING BUILDING ALTERATIONS / WEST ELEVATION (11TH AVE)

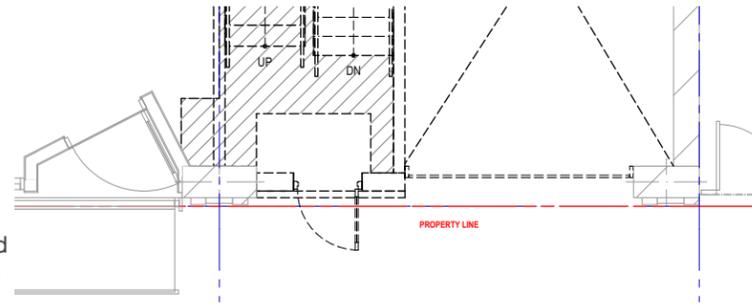
## Proposed Alterations - West Elevation

The existing entry at the south side of the west elevation provides access to an interior stairway that is proposed for removal, along with the existing freight elevator, creating an enlarged commercial space at the southwest corner of the building. Removal of the existing freight elevator is necessary to extend the floor diaphragm for seismic purposes.

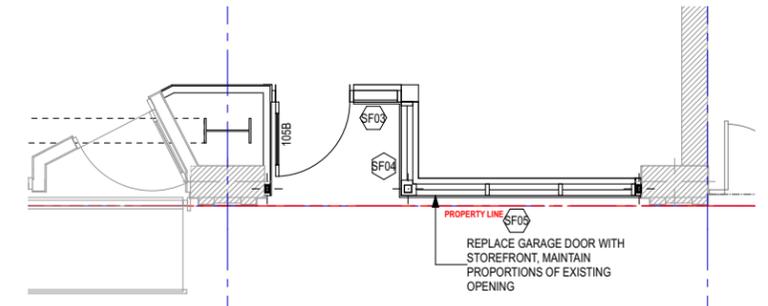
At the south-most bay, the existing garage door is removed and replaced with an energy code compliant storefront system with an accessible entry. The new storefront aligns with the historic opening widths. A floor band aligning with the adjacent bay is extended to allow the second floor infill to meet the west wall.

The clerestory windows will be maintained in place, and all other windows at the north elevation will be protected and maintained in place.

A to-scale elevation follows on the next page.



Plan - Proposed demolition at West Elevation  
1/8" = 1'-0"



Plan - Proposed new construction at West Elevation  
1/8" = 1'-0"



Current Condition - West Elevation

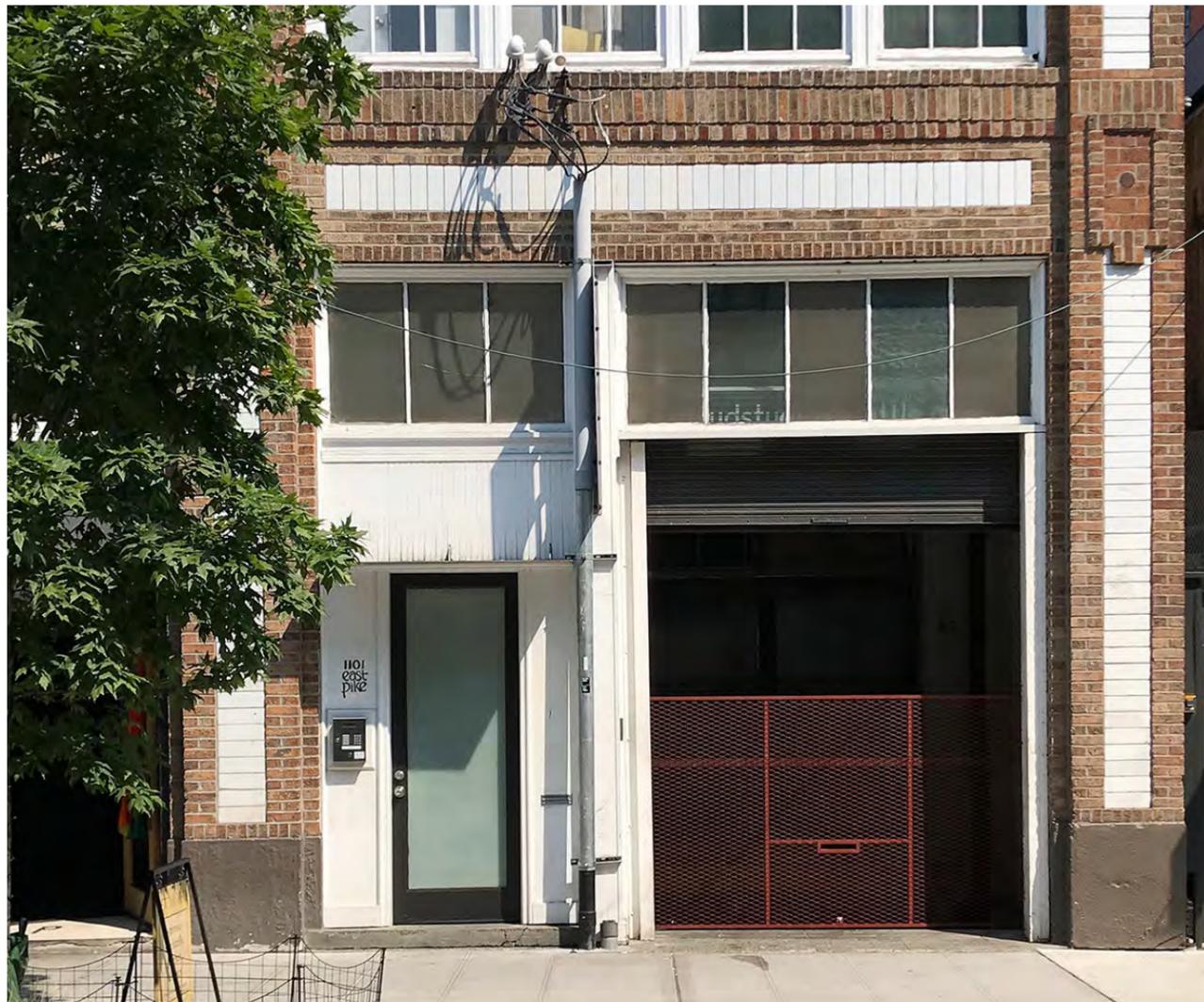


Proposed West Elevation  
Not to Scale

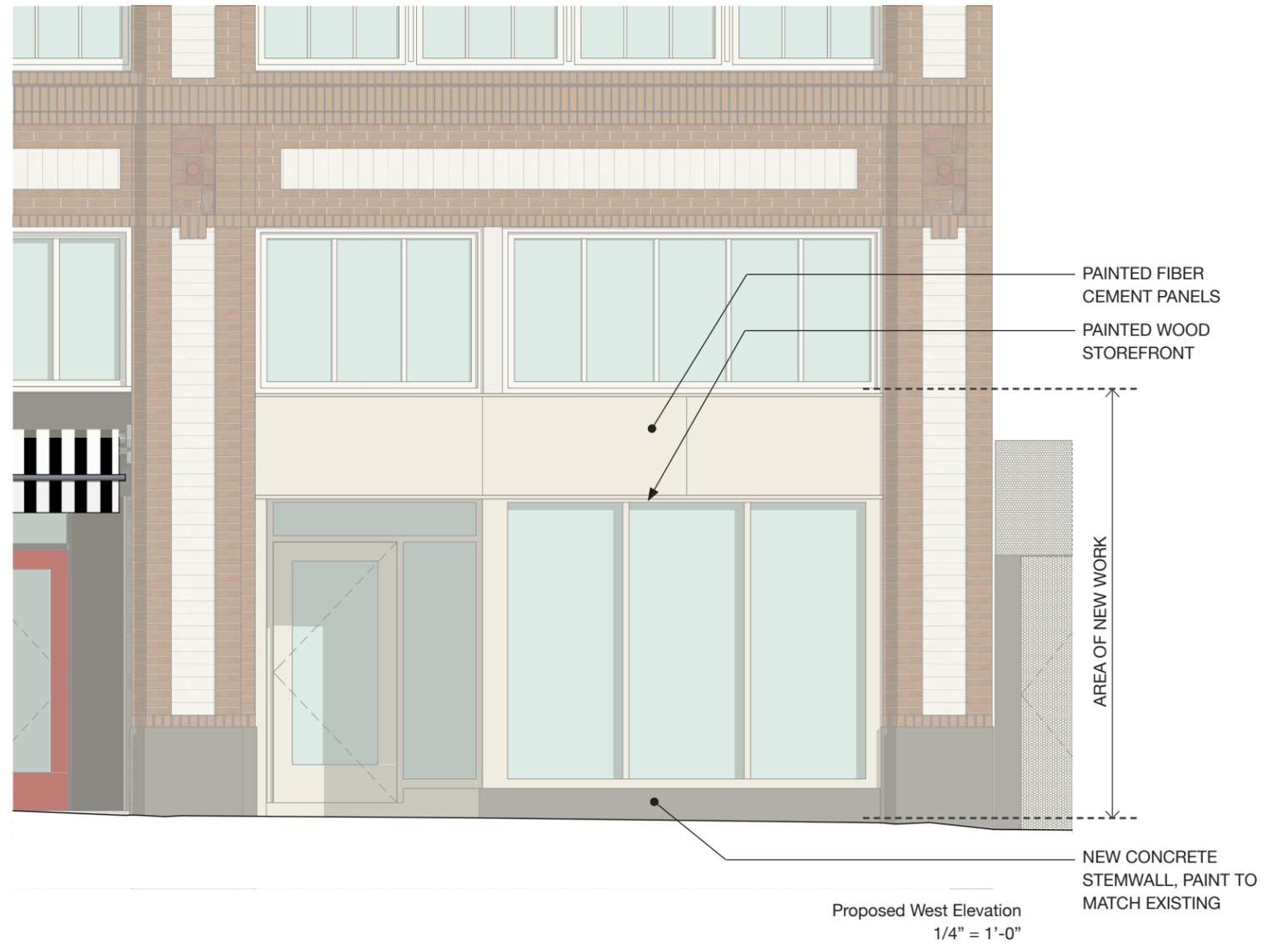
# 4.0 EXISTING BUILDING ALTERATIONS / WEST ELEVATION (11TH AVE)



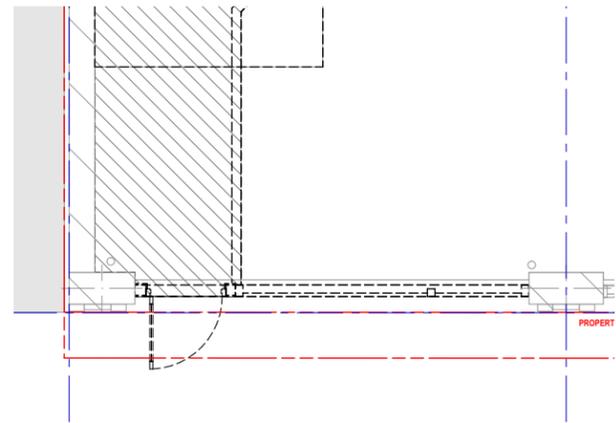
West Elevation,  
1916



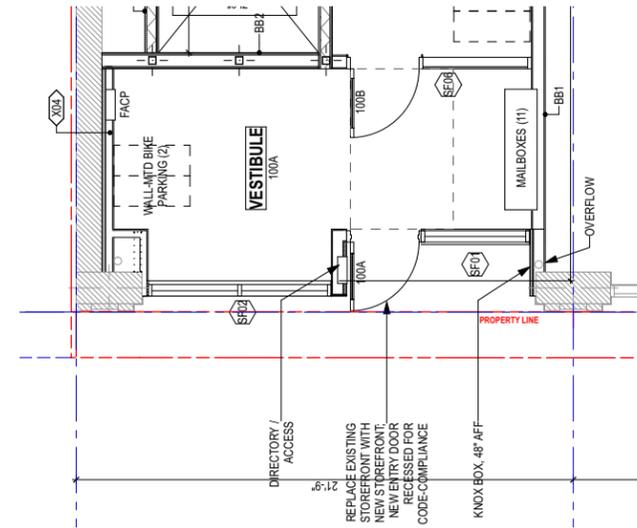
West Elevation  
Existing Condition



# 4.0 EXISTING BUILDING ALTERATIONS / NORTH ELEVATION (E PIKE STREET)



Proposed demolition at North Elevation Entry  
1/8" = 1'-0"



**Proposed Alterations - North Elevation**  
The entry at the north elevation provides access to the office floors above the ground level and mezzanine retail spaces. The existing entry swings into the sidewalk. The proposed modifications recess the entry door and create a code-compliant vestibule to serve a new vertical circulation core. The storefront at the easternmost bay will be replaced with a painted wood energy code compliant storefront system.

A to-scale elevation follows on the next page

Proposed new construction at North Elevation Entry  
1/8" = 1'-0"



Current Condition - North Elevation



Proposed North Elevation  
Not to Scale

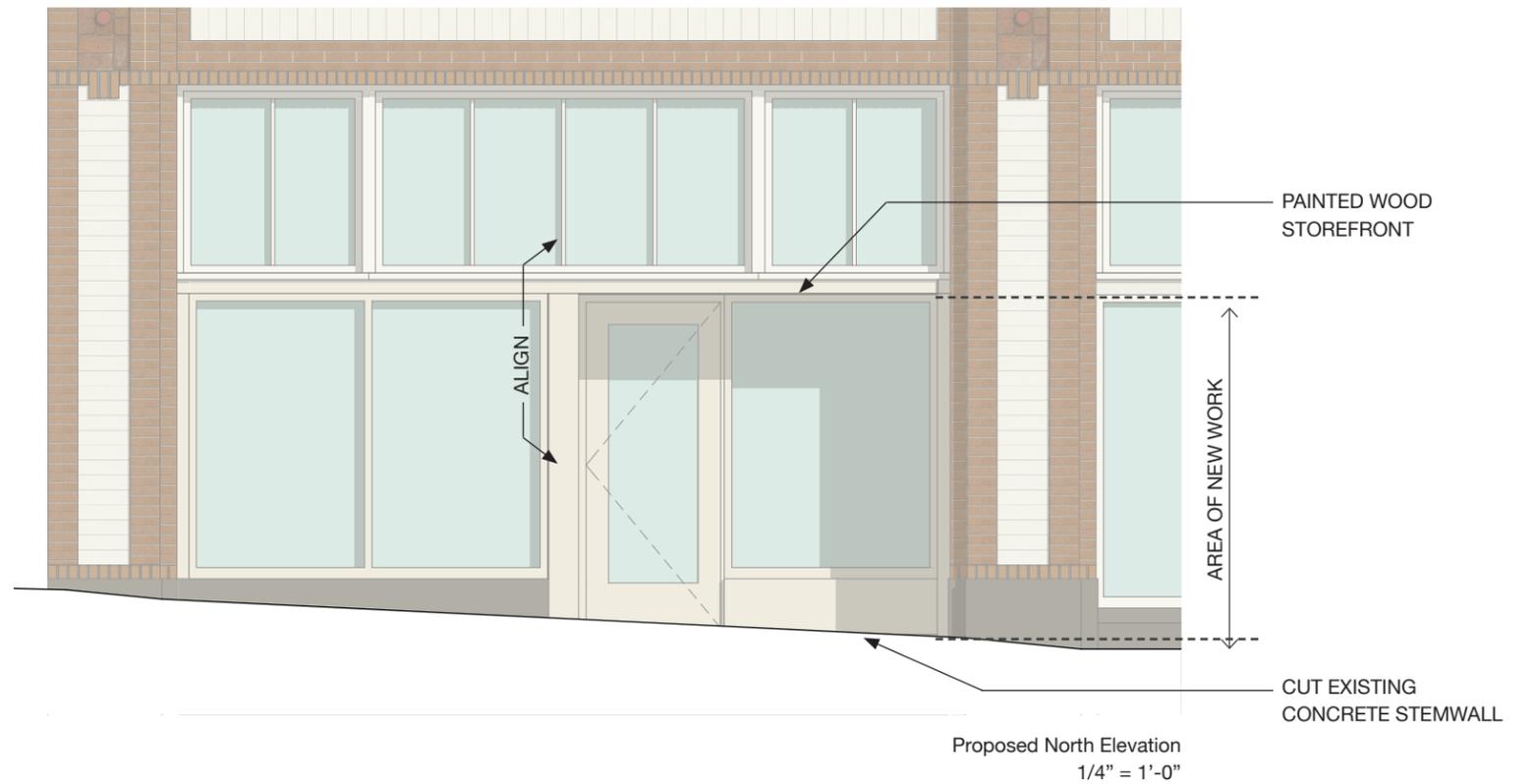
# 4.0 EXISTING BUILDING ALTERATIONS / NORTH ELEVATION (E PIKE STREET)



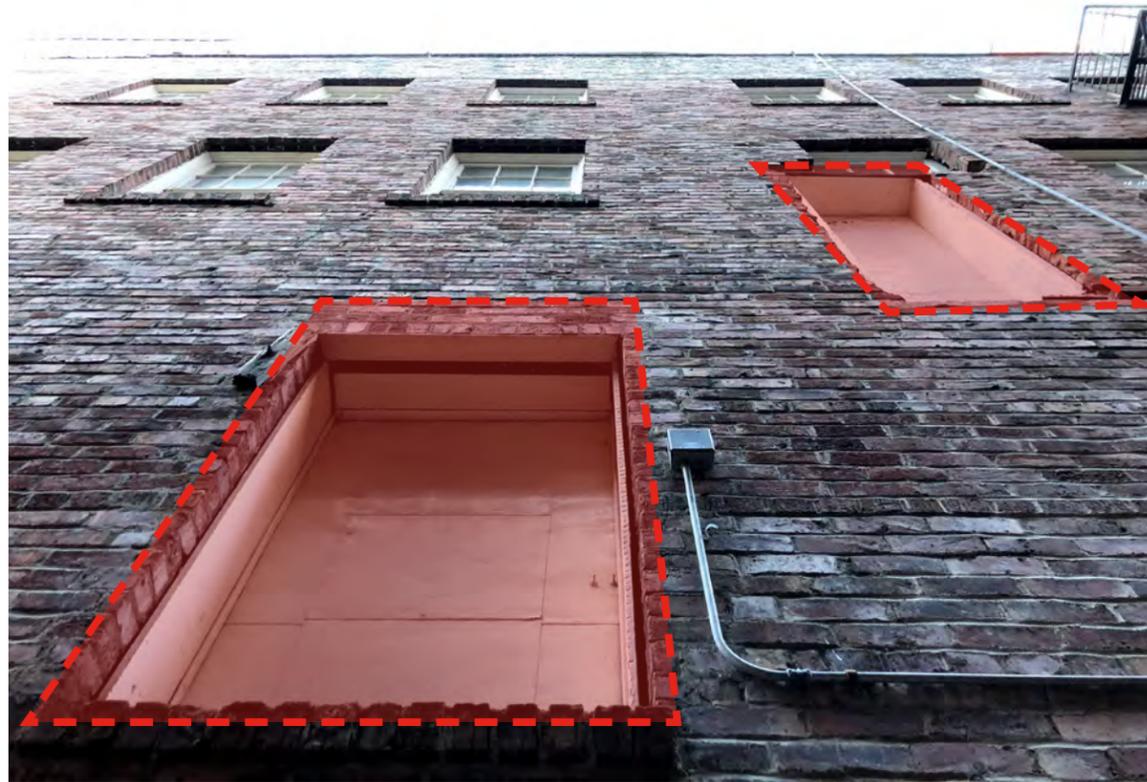
North Elevation,  
1916



North Elevation  
Existing Condition



## 4.0 EXISTING BUILDING ALTERATIONS / SOUTH ELEVATION (PEDESTRIAN ALLEY)

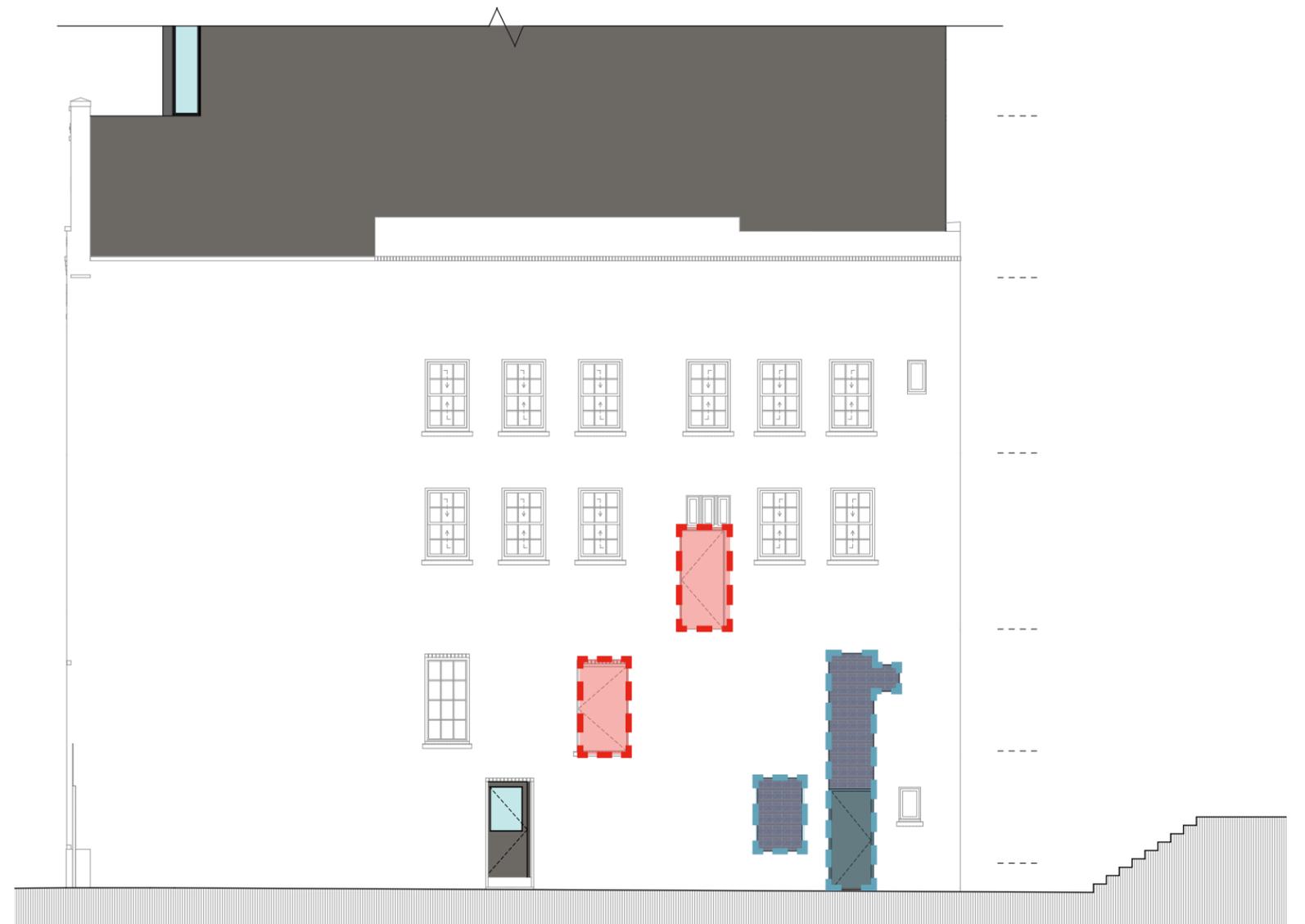


### Proposed Alterations - South Elevation

The south elevation includes two fire doors (highlighted in red) that are not original to the building, and are no longer in use. Because of the story the doors tell about the history of the building, the project proposes to fix these doors in place and infill the opening at the interior with an insulated wall. If this proves to be infeasible due to energy code, the alternative is to infill the openings with masonry.

The existing masonry opening to the restaurant space in the alley is proposed to be retained, but the inset door and alcove will be replaced for accessibility.

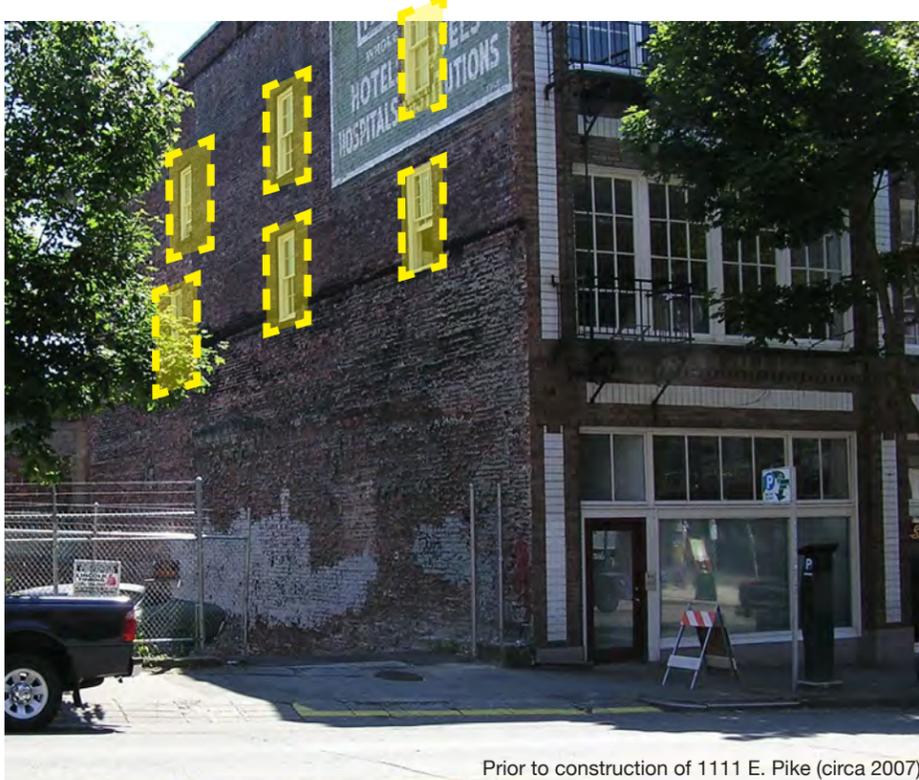
A new egress stair at the proposed new vertical circulation core requires a new egress door at the south elevation. The door is proposed to be located within an opening at the masonry wall created by an historic window at the mezzanine level, highlighted in blue. The modification requires the demolition of the historic window in addition to demolition of an infill spandrel panel, a relatively new window, and the masonry below that window to the grade level. An existing window opening that has been infilled with a mechanical louver is proposed to be infilled to create a complete rated stair enclosure.



# 4.0 EXISTING BUILDINGH ALTERATIONS / EAST ELEVATION (PARTY WALL)

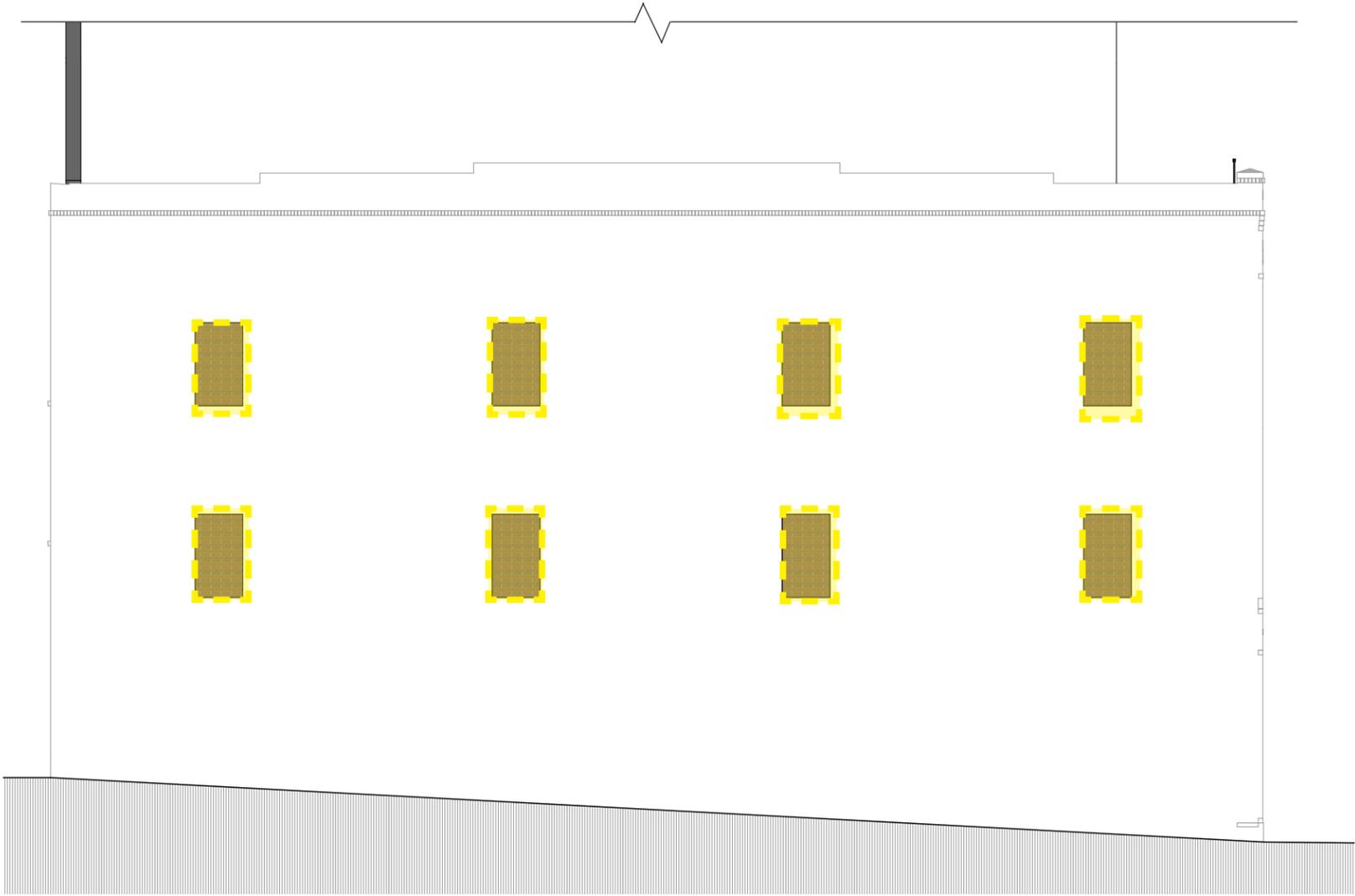


Current Condition  
(December 2020)



Prior to construction of 1111 E. Pike (circa 2007)

**Proposed Alterations - East Elevation**  
Existing window openings along the property line, currently fully covered by the adjacent building at 1111 E. Pike Street, are proposed to be infilled. The current condition of the windows is not known. The openings are boarded up and not accessible from the interior.



## 4.0 EXISTING BUILDING ALTERATIONS / STRUCTURE

### Proposed Alterations - Structural and Seismic Upgrades

In order to bring the existing structure up to code, stabilize the existing load-bearing masonry walls, and divert the new loads from the penthouse stories away from the masonry, the following interventions in the existing building are being proposed:

- New concrete grade beams in the basement to tie the existing footings into the new lateral system.
- Insertion of a steel moment frame along the west exterior wall that spans from a concrete base in the basement to the diaphragm of the existing roof.
- Insertion of the new circulation core along the east wall, requiring removal of the existing floor diaphragms along the east side of the building and a shear wall extending from the foundations to the roof of the new penthouse addition.
- Insertion of new columns along the south wall to support the load from the addition, keeping it separate from the existing masonry walls.
- Infill of the existing freight elevator shaft on each floor to complete the horizontal shear diaphragms at each level.
- Reinforcement of the existing masonry wall planes by means of strongbacks, drag struts, and anchorage elements into existing floor planes and beams,
- Reinforcement of existing beams with sistered members, where required.
- The addition of new infill framing at the existing roof level to increase its bearing capacity.



Section perspective looking east showing new structural elements  
(new elements in color)

ZONING ENVELOPE



OPTION 2



OPTION 1



**Pros/Cons**  
 Pros:  
 - maximizes development potential  
 Cons:  
 - overwhelms the the mass of the existing building  
 - blocks views from adjacent buildings

**Pros/Cons**  
 Pros:  
 - increased rentable area  
 Cons:  
 - overwhelms the the mass of the existing building  
 - blocks views from adjacent building

**Pros/Cons**  
 Pros:  
 - massing is subordinate to existing building massing  
 - preserves views of adjacent building  
 Cons:  
 - limited increase in rentable area

# 6.0 DESIGN STUDIES - ARC NO. 2

## Design Studies

Following the February 3, 2021 Landmarks Preservation Board Meeting, Weinstein A+U and Liz Dunn revisited the treatment of the two-story addition. While the overall footprint and height remain the same, the vignettes presented at the second ARC meeting showed several options for the treatment of the facade, and explored the option of rounding the corner.



SCHEME 1A



SCHEME 2



SCHEME 3



SCHEME 1B

### Scheme 1 Design

- The proposed glazing is aligned with the existing window bay but is narrower to maintain shear panels between bays.
- A square corner serves to differentiate the addition from the existing building.

### Scheme 2 Design

- The proposed glazing is aligned with the existing window bay but is narrower to maintain shear panels between bays.
- A rounded corner references the existing building.
- Our instinct is to use a color palette of medium to dark warm greys, but a light grey is shown here. Darker colors allow the addition to visually recede, and integrate well with the adjacent buildings, but we expect to collect additional information about the existing conditions before finalizing this decision.

### Scheme 2 Materials

- Glazing at the addition is proposed to be a storefront system, either aluminum or fiberglass, to meet current energy code and wind loads.
- Cladding at the addition is proposed to be a 3-coat stucco rainscreen system, which allows for a very clean finish and control over seam locations. Glazing at the street level is expected to be aluminum-clad wood.

### Scheme 3 Design

- The proposed glazing is aligned with the existing window bay but is narrower to maintain shear panels between bays.
- A square corner serves to differentiate the addition from the existing building.
- Horizontal metal panels at the fifth floor level serve to emphasize the verticality of the bays, in keeping with the existing elevations and the dominant pilasters.
- Our instinct is to use a color palette of medium to dark warm greys, but a light grey is shown here. Darker colors allow the addition to visually recede, and integrate well with the adjacent buildings, but we expect to collect additional information about the existing conditions before finalizing this decision.

### Scheme 3 Materials

- Glazing at the addition is proposed to be a storefront system, either aluminum or fiberglass, to meet current energy code and wind loads.
- The majority of the cladding at the addition is proposed to be a 3-coat stucco rainscreen system, which allows for a very clean finish and control over seam locations. Horizontal panels are proposed to be painted aluminum coordinated with the window frames.
- Glazing at the street level is expected to be aluminum-clad wood.



SCHEME 4A



SCHEME 4B

**Scheme 4 Design**

- The proposed glazing is aligned with the existing window bay but is narrower to maintain shear panels between bays.
- A square corner serves to differentiate the addition from the existing building.
- A window wall system serves to fully differentiate the addition from the existing building, providing an opportunity for a highly reflective surface.



SCHEME 5 - PREFERRED (ARC NO. 2)

**Scheme 5 Design - PREFERRED (ARC 2)**

- Scheme 5 maintains a rounded corner and a bay structure similar to the other schemes, but differentiates itself from the existing building by projecting the glazed bays outward with glazed returns, creating a series of lanterns. The design creates a reciprocity with the existing building, with the solid masonry piers below aligned with the perceived void between the lanterns above.
- The roof is cantilevered to align with the existing masonry facade below, containing the lanterns and creating a purposeful, unified expression for the addition.
- The preferred use of dark grey stucco further distinguishes the addition from the existing building, and acts to dematerialize the mass more than lighter colors do.

**Scheme 5 Materials**

- Glazing at the addition is proposed to be a fiberglass window wall system to meet current energy code and wind loads.
- Cladding at the addition is proposed to be a 3-coat stucco rainscreen system, which allows for a very clean finish and control over seam locations. Glazing at the street level is expected to be aluminum-clad wood.
- A steel channel is proposed for the roof edge.

# 7.0 DESIGN STUDIES - ARC NO. 3

## Design Studies

At the February 11, 2022 Architectural Review Committee Meeting, the following was heard:

- The curve was accepted.
- The addition felt too “heavy”, whether due to the deep roof overhang or the articulated facades.

The Design Studies presented here work from the Preferred Scheme presented at the second ARC Meeting, with a few changes made to the footprint and height of the addition:

- The exterior walls were pushed inward by 6” to increase the depth of the roof deck.
- The height of the addition was reduced by 2’-7” by taking 1’-0” out of each floor and reducing the insulation depth at the upper roof.

Various roof overhang depths were explored, including fully removing the overhang while maintaining the glazed “lanterns”. Our preferred alternate maintains the glazed lanterns, but reduces the overhang to 3’-6”. Color selections are still in process, but the following materials are proposed:

- Windows at street level: painted wood
- Windows at addition: fiberglass
- Opaque walls at addition: metal panel or stucco

## Alternate 1 - No Overhang

Alternate 1 revisits earlier ideas, but with the projected glazed bays. This is presented for reference only; to our eyes, the form is too stark and at odds with the existing building to be a realistic option.



ALTERNATE 1

## Alternate 2 - Deep Overhang

Alternate 2 is very similar to the Preferred ARC No. 2 Scheme, but incorporates the reduced footprint and the lower height, as outlined under “Design Studies”. Three color alternates are presented, light, medium and dark. The roof overhang aligns with the existing facade below.



ALTERNATE 2 - LIGHT

## Alternate 2 - Deep Overhang

### Light:

- light stucco soffit
- light-colored fiberglass windows
- metal spandrel panels to match windows
- light-colored stucco at opaque walls
- light-tone steel channel at roof overhang



ALTERNATE 2 - MEDIUM

Alternate 2 - Deep Overhang

**Medium:**

- wood soffit
- mid-tone fiberglass windows
- metal spandrel panels to match windows
- light-colored stucco at opaque walls
- dark steel channel at roof overhang



ALTERNATE 2 - DARK

Alternate 2 - Deep Overhang

**Dark:**

- wood soffit
- dark-tone fiberglass windows
- metal spandrel panels to match windows
- mid-tone stucco or metal panels at opaque walls
- dark steel channel at roof overhang

## 7.0 DESIGN STUDIES - ARC NO. 3

### Alternate 3 - Shallow Overhang - PREFERRED

Alternate 3 is identical to Alternate 2, but reduces the overhang depth to 3'-6". Four color alternates are presented: light, medium and two dark options.

Alternate 3 is preferred for the following reasons:

- The shallow overhang sets back from and defers to the existing building
- The shallow overhang reduces the addition's overall sense of bulk.

As noted, color selection is still in process. Materials need to be studied in relation to the existing masonry and in various lighting conditions. The renderings presented here are not intended to be photo-realistic, but represent a general palette. All of the shallow overhang alternates, however, share a common denominator in the wood soffit. Various stucco soffit colors were explored but the strong preference is for the wood:

- Wood soffit provides continuity between the interior and exterior ceiling at the addition, and provide a visual tie to the wood car decking visible at the underside of the existing floors.
- The warm tone of the wood soffit complements the existing masonry.



Alternate 3 - Shallow Overhang

#### Light:

- wood soffit
- light-tone fiberglass windows
- metal spandrel panels to match windows
- light-colored stucco at opaque walls
- medium-tone steel channel at roof overhang



Alternate 3 - Shallow Overhang

#### Medium:

- wood soffit
- mid-tone fiberglass windows
- metal spandrel panels to match windows
- light-color stucco at opaque walls
- dark steel channel at roof overhang



ALTERNATE 3A - DARK WARM

Alternate 3A - Shallow Overhang

**Dark Warm:**

- wood soffit
- dark warm-tone fiberglass windows
- metal spandrel panels to match windows
- light-color stucco at opaque walls
- dark steel channel at roof overhang



ALTERNATE 3B - DARK COOL

Alternate 3B - Shallow Overhang

**Dark Cool:**

- wood soffit
- dark cool-tone fiberglass windows
- metal spandrel panels to match windows
- light-color stucco at opaque walls
- dark steel channel at roof overhang

# 8.0 PROPOSED DESIGN / NORTH ELEVATION



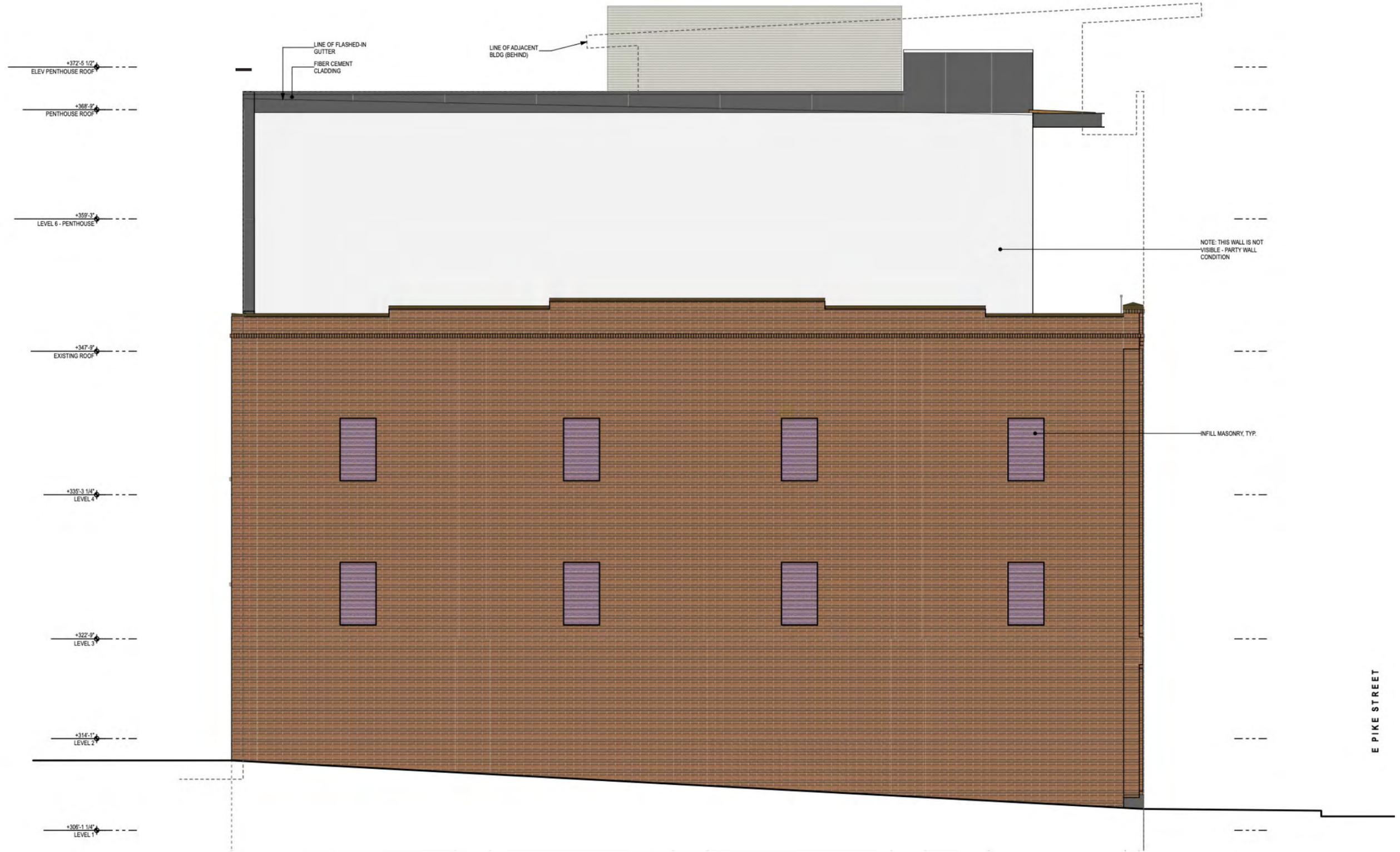
# 8.0 PROPOSED DESIGN / WEST ELEVATION



# 8.0 PROPOSED DESIGN / SOUTH ELEVATION



# 8.0 PROPOSED DESIGN / EAST ELEVATION



8.0 PROPOSED DESIGN / RENDERING





Proposed masonry infill (south and east elevations)



Proposed fiberglass window wall:  
Cascadia, 200 "Cascadia Black" or 303 "Anthracite"



Proposed paint at new wood windows and Penthouse fiber cement panels: :  
Benjamin Moore OC-130, "Cloud White"



