BAKER LINEN

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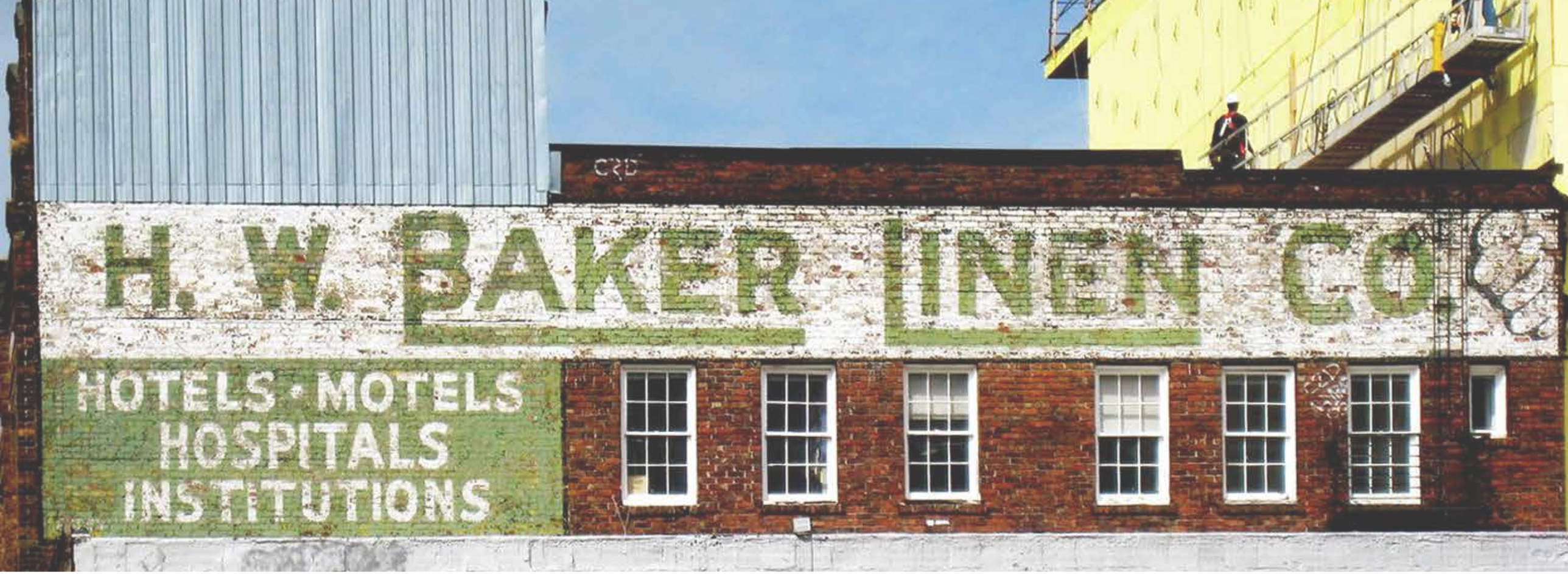

PROJECT INFORMATION

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
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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.

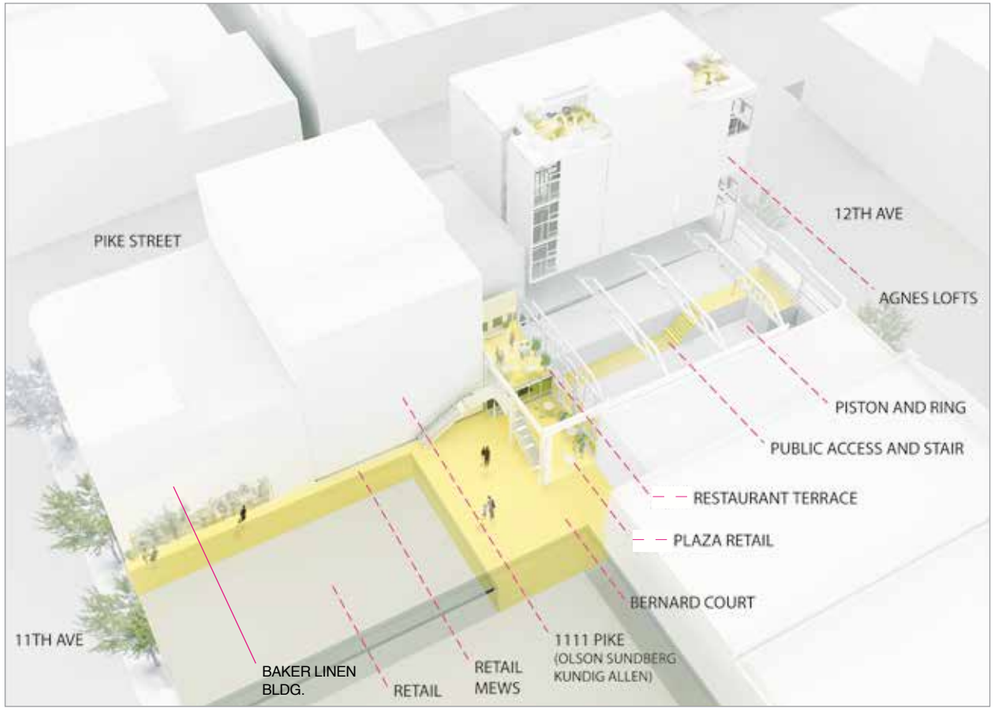
The proposed project maintains the commercial use of the building, with retail at the ground floor and mezzanine levels, and office spaces at the floors above, while adding two stories of additional office space and updating core circulation elements to provide code-compliant stair egress and modern 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 strategies limit new work 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.

At the Landmarks Preservation Board 2/3/21 Meeting, Weinstein A+U presented two options (outlined on page 14). Feedback from the Board was generally favorable toward Option 1: two new stories set back by half of the existing structural bay from the street elevations, or approximately 9’-6” from the north and west property lines, in addition to limited intervention at the existing facades, described in more detail on pages 10-13.

We have progressed the design of Option 1, as presented on pages 16-21. We would appreciate feedback on our proposed design schemes and materials.

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)**:

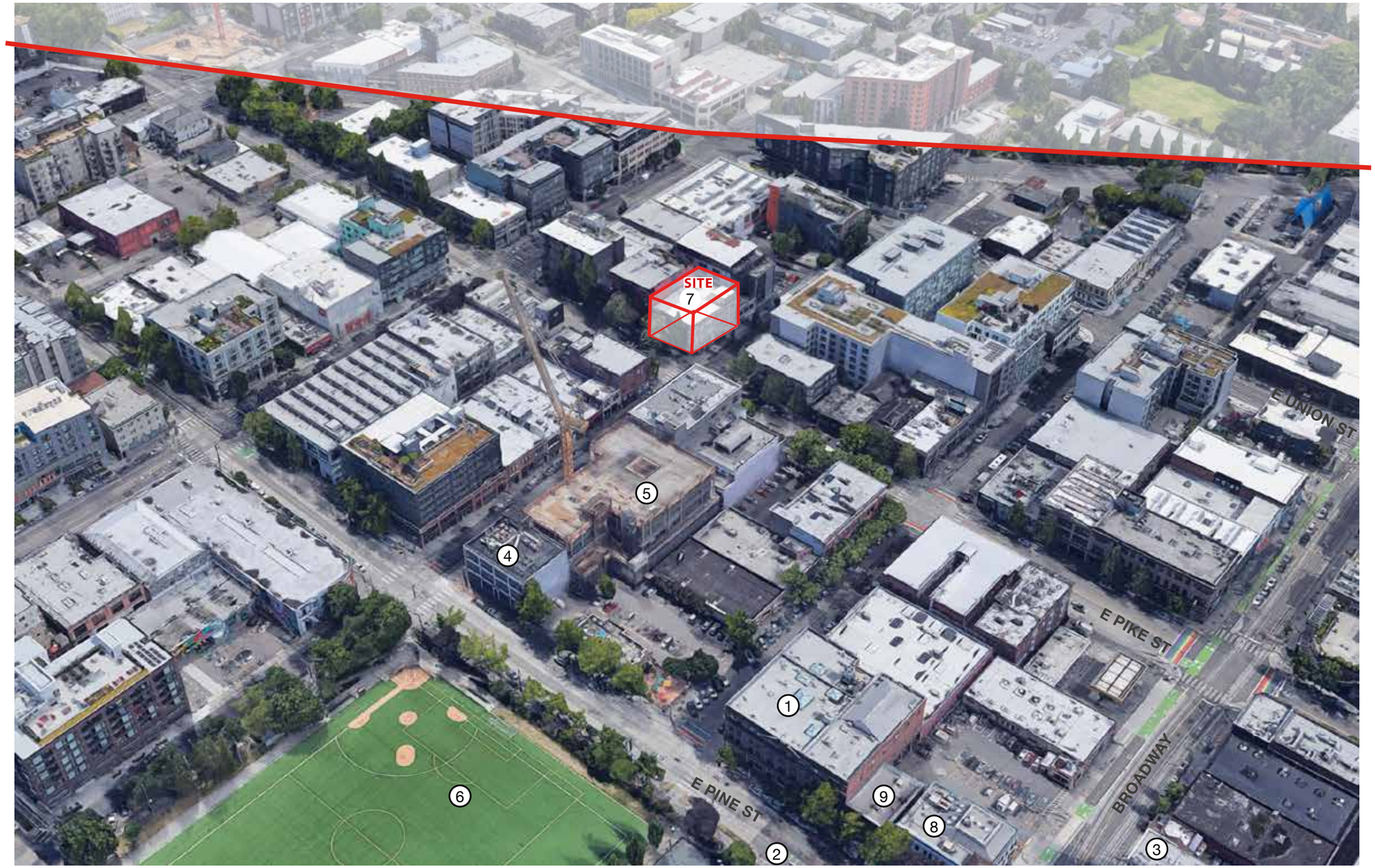
1. Oddfellows Hall (915 E Pine St)
2. Boone & Company Pontiac Building / Blick Art Supply (900 E Pine St)
3. **Eldridge Tire Company Building - A.H. Albertson, 1925 (1519 Broadway)**
4. **White Company Motor Building - 1918 (1021 E Pine St)**
5. **Kelly-Springfield Motor Truck Building - Julian F. Everett, 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

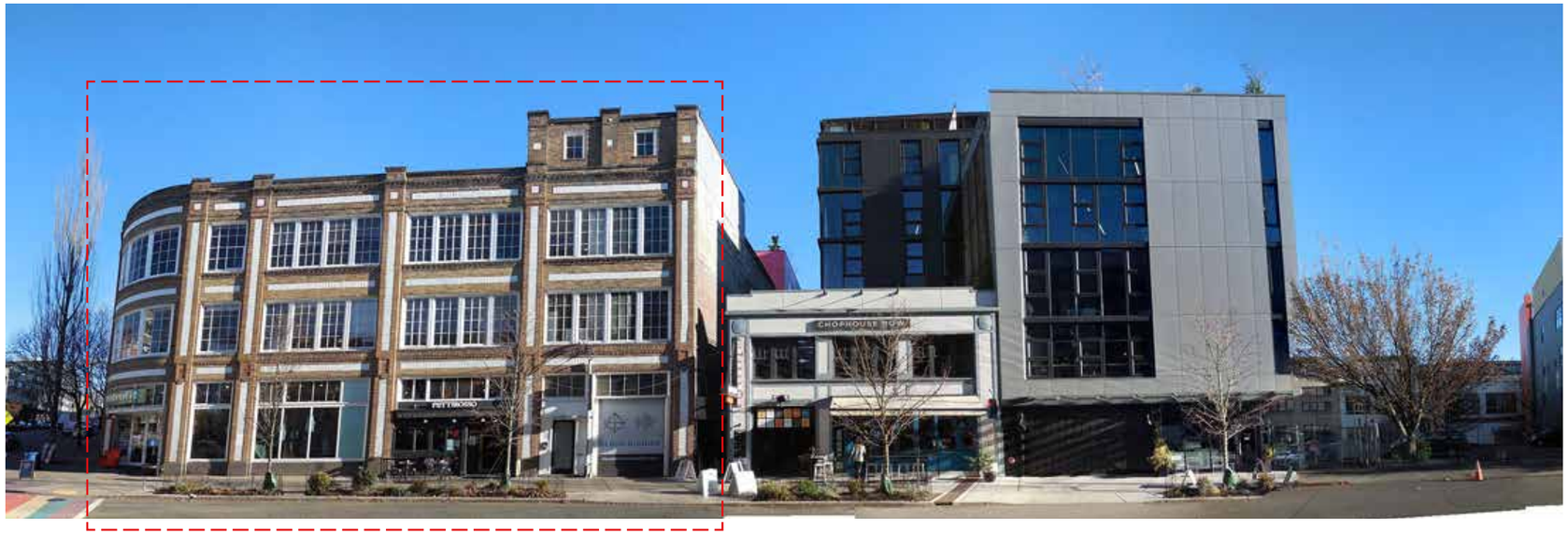
Project site showing maximum allowable building envelope. The base height limit is 75' with a 10' height exception (dashed line) for retention of a character structure.



Aerial of immediate neighborhood context

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

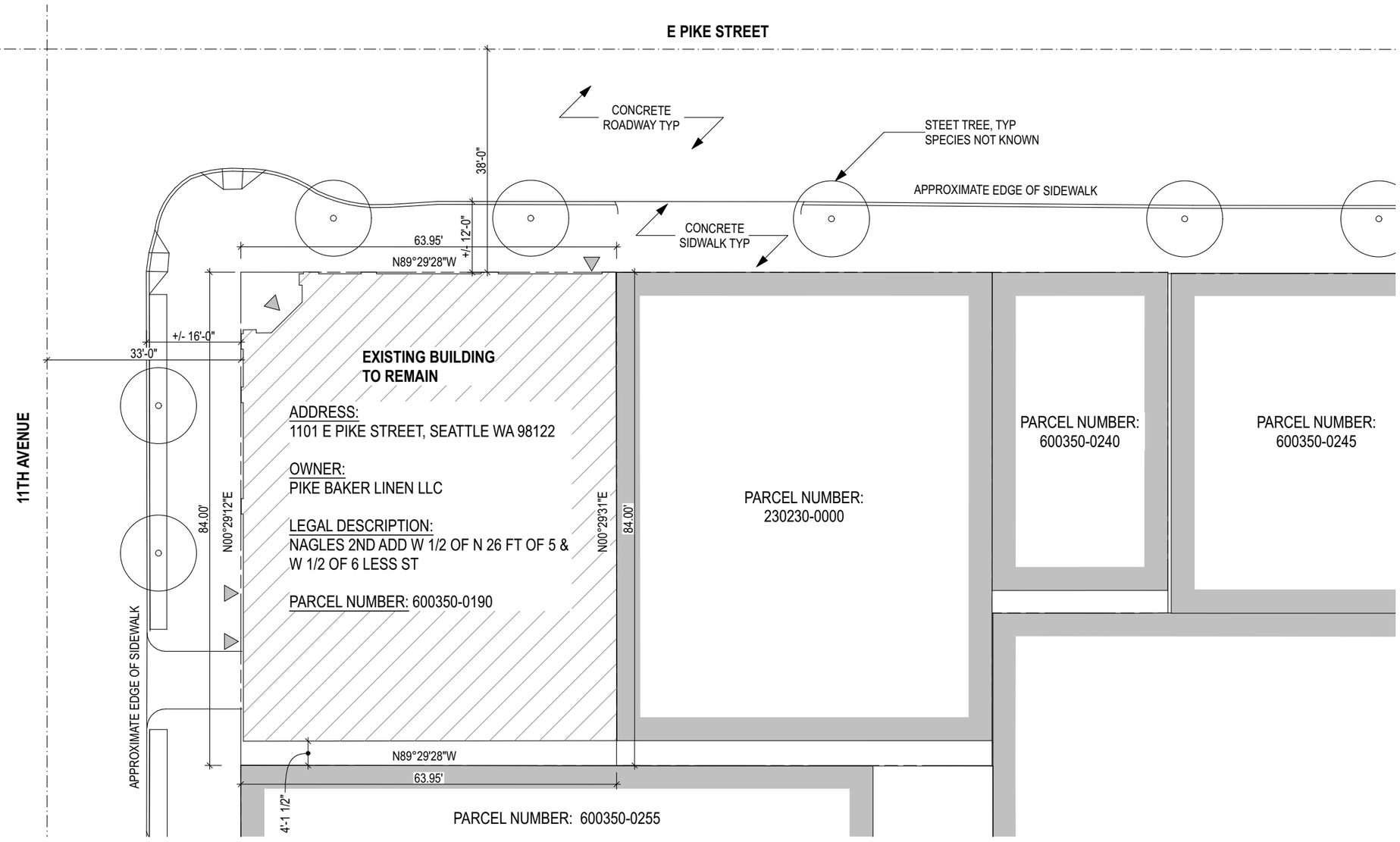
Google Earth view of site looking SE



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

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.

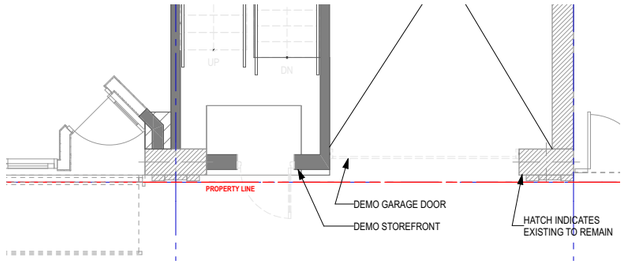
Historic Context
As noted in the 2019 Landmark Nomination by Tom Heuser, Marvin Anderson and Adam Alsobrook, the neighborhood in which the building is located "…has been constantly developed and redeveloped since the 1880s up to the present day, with the heaviest period of historic development occurring 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.

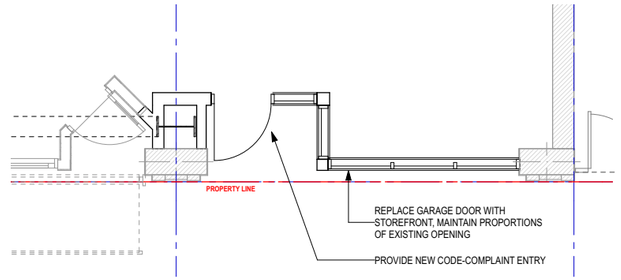
4.0 EXISTING FACADE ALTERATIONS / WEST ELEVATION (11TH AVE)

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 diapragm for seismic purposes.

The proposed modifications provide an accessible entry to the enlarged commercial space. The existing garage door is removed and replaced with an energy code complaint storefront system. The new storefront aligns with the historic opening widths. A floor band aligning with the adjacent bay is added to allow the mezzanine floor to be extended to meet the west wall.



Plan - Proposed demolition at West Elevation
1/8” = 1’-0”

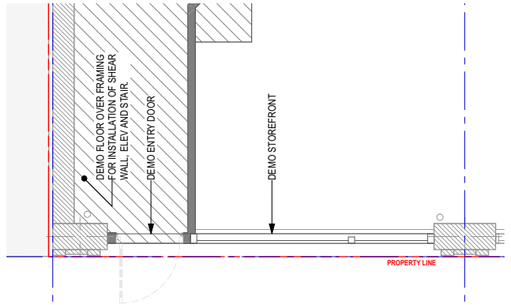


Plan - Proposed new construction at West Elevation
1/8” = 1’-0”

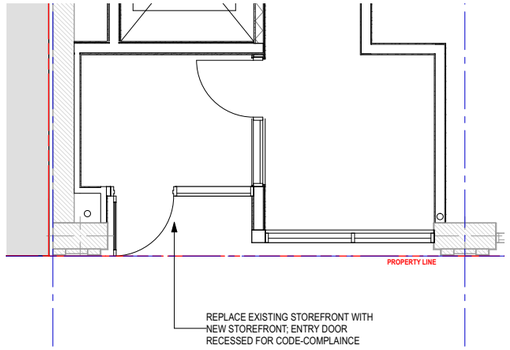
Current Condition - West Elevation

Proposed West Elevation
Not to Scale

4.0 EXISTING FACADE ALTERATIONS / NORTH ELEVATION (E PIKE STREET)



Proposed demolition at North Elevation Entry
1/8” = 1’-0”



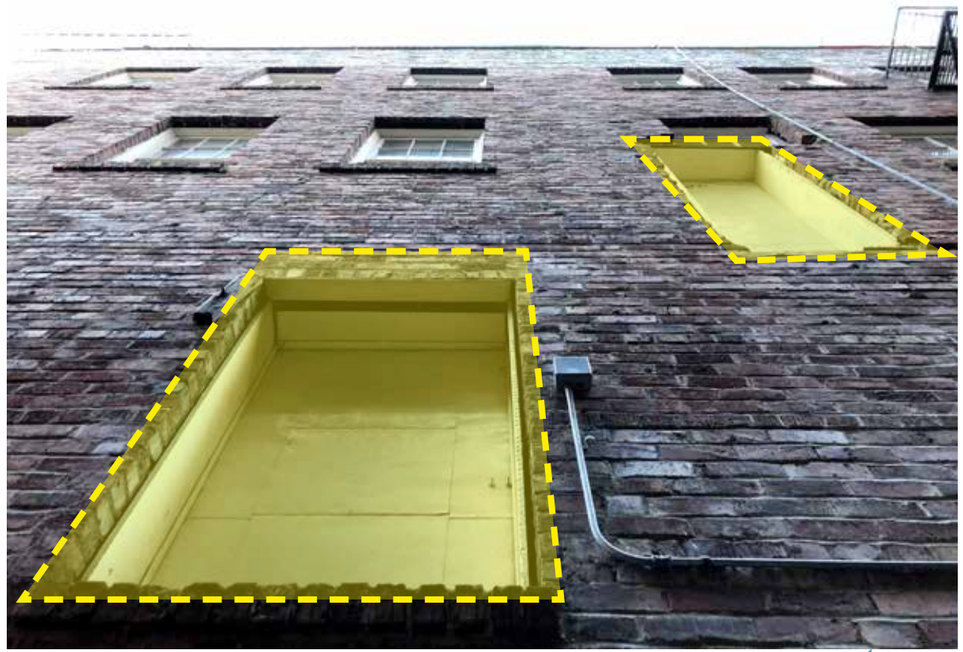
Proposed new construction at North Elevation Entry
1/8” = 1’-0”

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-complant vestibule to serve a new vertical circulation core. The storefront at the easternmost bay will be replaced with an energy code complaint storefront system.

Current Condition - North Elevation

Proposed North Elevation
Not to Scale

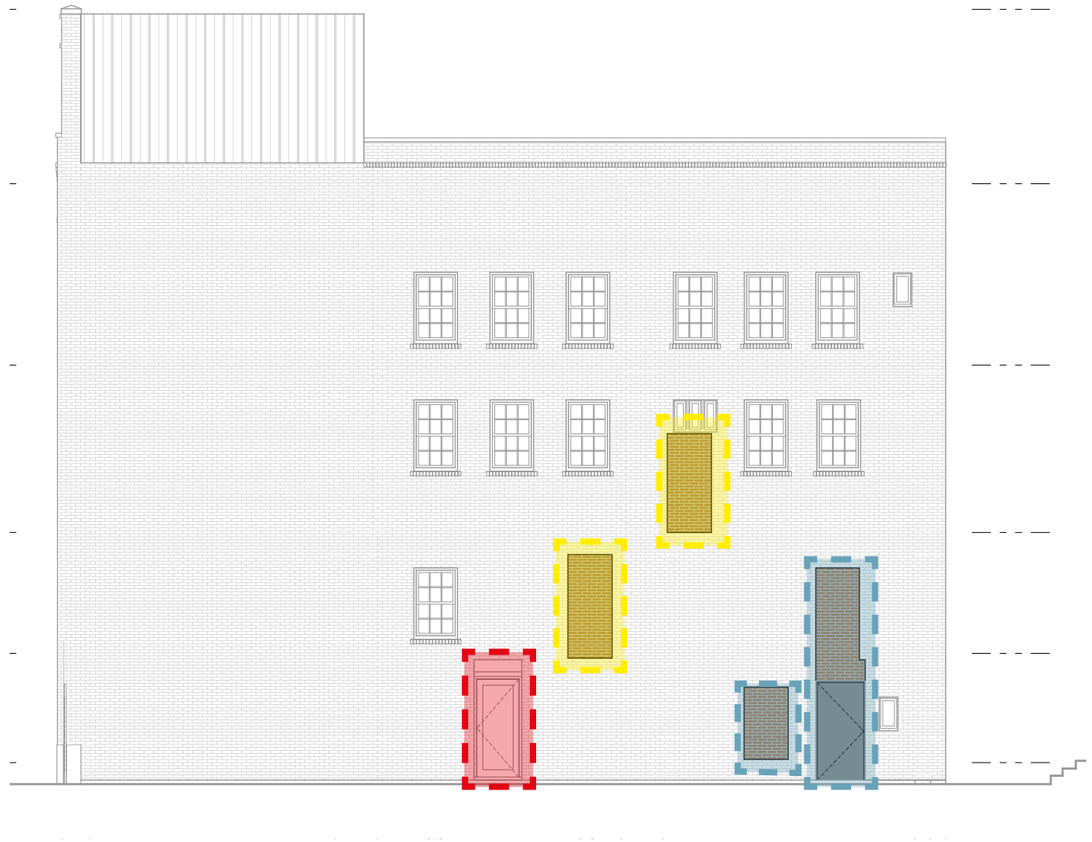
4.0 EXISTING FACADE ALTERATIONS / SOUTH ELEVATION (PEDESTRIAN ALLEY)



Proposed Alterations - South Elevation
The south elevation includes two fire doors (highlighted in yellow) that are not original to the building, and are no longer in use. The project proposes to infill those openings with masonry infill.

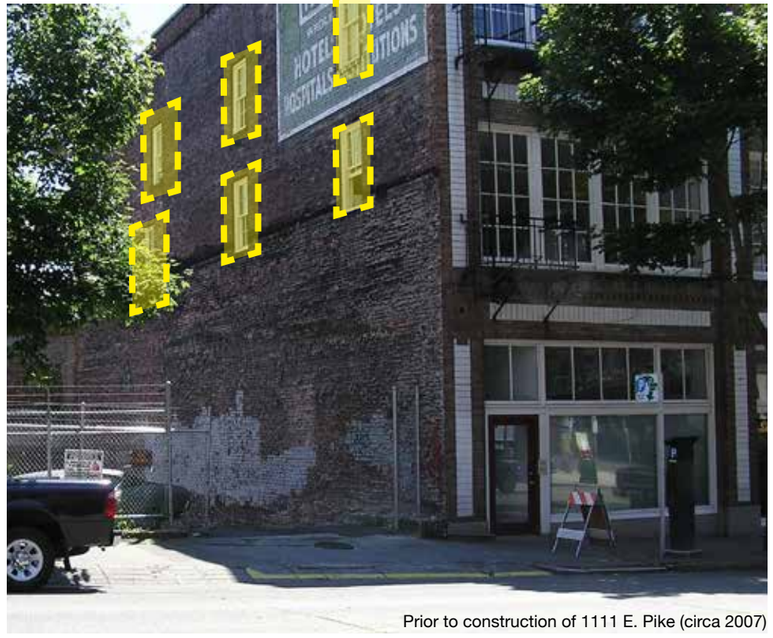
The existing alley door to Cafe Pettirosso, highlighted in red, is proposed to be retained.

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 one-hour rated stair enclosure.



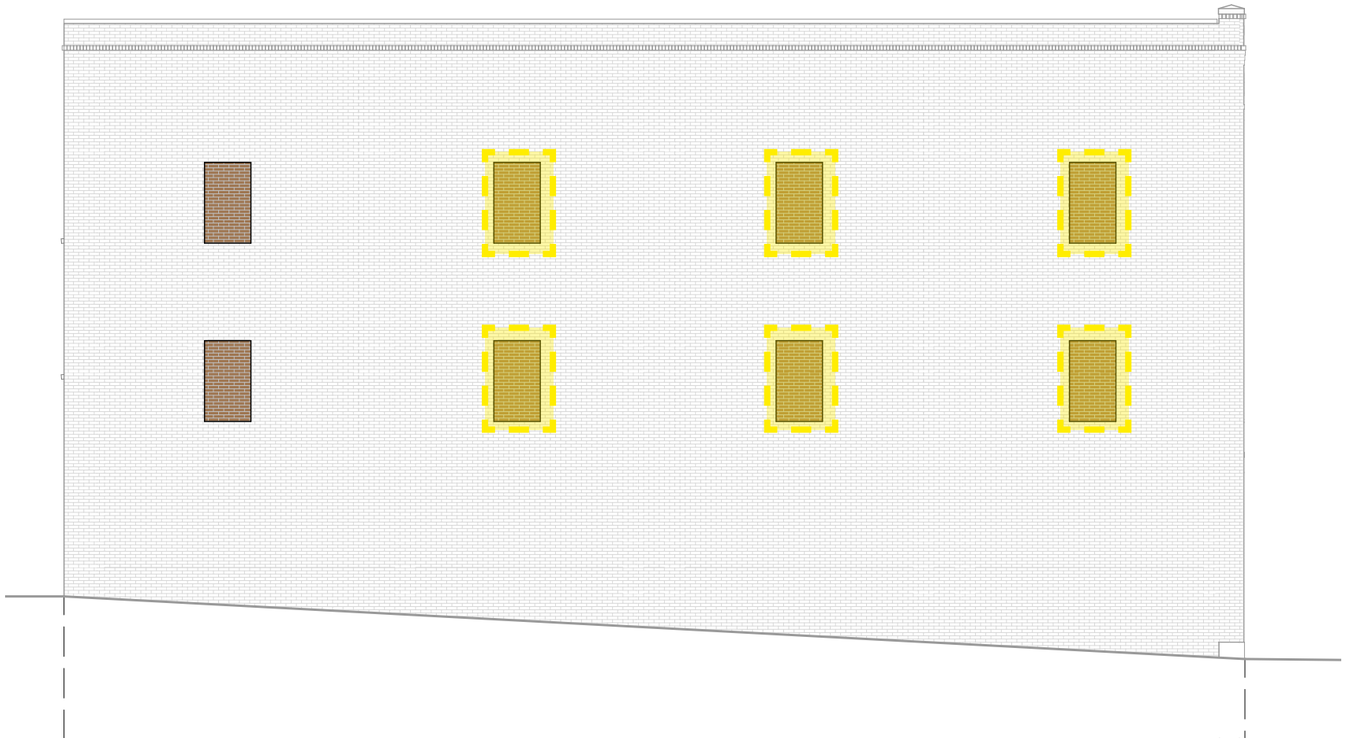
4.0 EXISTING FACADE ALTERATIONS / EAST ELEVATION (PARTY WALL)

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.



5.0 MASSING OPTIONS - ARC NO. 1

ZONING ENVELOPE

Pros/Cons

Pros:

- maximizes development potential

Cons:

- overwhelms the the mass of the existing building
- blocks views from adjacent buildings

OPTION 2

Pros/Cons

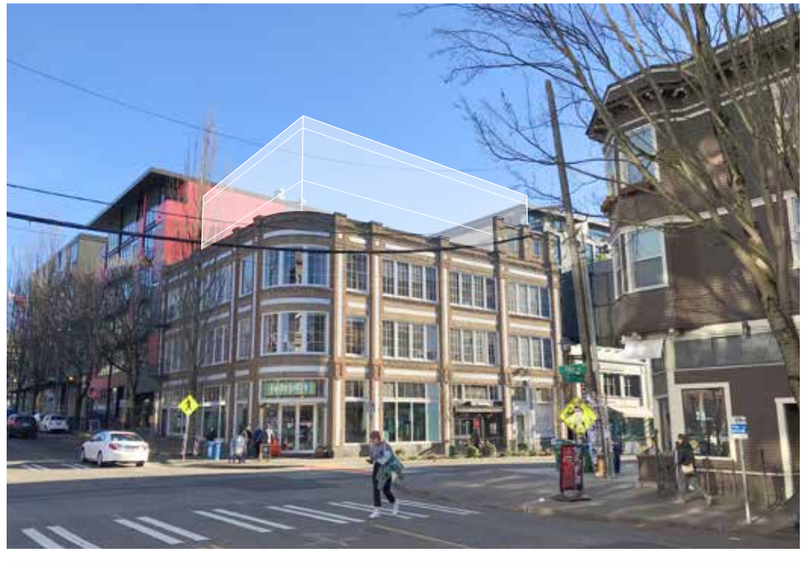
Pros:

- increased rentable area

Cons:

- overwhelms the the mass of the existing building
- blocks views from adjacent building

OPTION 1



Pros/Cons

Pros:

- massing is subordinate to existing building massing
- preserves views of adjacent building

Cons:

- limited increase in rentable area

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6.0 DESIGN STUDIES

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 here show several options for the treatment of the facade, and explore the option of rounding the corner.

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.
- Our instinct is to use a color palette of medium to dark warm greys. 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. Two color options are shown here - light grey with **Scheme 1A** and dark grey at **Scheme 1B** - for purposes of comparison.

Scheme 1 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 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.

6.0 DESIGN STUDIES

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 4A** illustrates spandrel panel that would come as close as possible to the vision panels, to create a glass box that would be diminished from view in certain conditions. **Scheme 4B** illustrates tinted spandrel panel, or spandrel panel with a painted back-box that differentiates it from the vision panel

Scheme 4 Materials

- Glazing at the addition is proposed to be a fiberglass window-wall system.
- Glazing at the street level is expected to be aluminum-clad wood.

Scheme 5 Design

- Scheme 5 maintains a rounded corner and a bay structure similar to other schemes, but differentiates itself from the existing building by projecting the glazed bays outward with glazed returns, creating a series of lanterns. We studied multiple radii and color schemes for the addition, shown above. 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.
- A light colored stucco is used on the images at the left (A); and dark grey stucco is used on the images at the right (B).

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.

Scheme 5 Design - PREFERRED

- The underlying concept is as outlined to the left, but in the preferred version, the radius on the addition matches the existing building radius.
- By utilizing the glass expression of the lanterns and the steel expression of the cantilevered roof edge, we can reflect the unique architectural shape of the existing building without mimicking or demeaning it.
- The preferred use of dark grey stucco further distinguishes the addition from the existing building, and acts to dematerialize the mass more than the lighter

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.

6.0 DESIGN STUDY / NORTH ELEVATION

6.0 DESIGN STUDY / WEST ELEVATION

+374'-5 1/2"
ELEV PENTHOUSE ROOF

+371'-3"
PENTHOUSE ROOF

11'-0"

+360'-3"
LEVEL 5 - PENTHOUSE

12'-6"

+347'-9"
LEVEL 4 - EXISTING ROOF

13'-0"

+334'-9"
LEVEL 3

12'-0"

+322'-9"
LEVEL 2

8'-8"

+314'-1"
MEZZANINE

7'-10"

+306'-3"
LEVEL 1

+305'-0 1/2"
LEVEL 1 - SOUTH

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