

Members

Katie Chase, *Chair*
Jonah Jensen, *Vice-Chair*
Lauren Flemister
Brittani Flowers
Roger Johnson
Lysa Schloesser
James Steel
Eugene Thorne
Jeff Williams
Duke York



Agenda

Landmarks Preservation Commission Planning and Development Services Department

Marshall McClintock, North Slope Ex-Officio

Staff

Reuben McKnight, Historic Preservation Officer
Lauren Hoogkamer, Historic Preservation Coordinator
John Griffith, Office Assistant

Date: July 13, 2016
Location: 747 Market, Tacoma Municipal Bldg, Conference Room 248
Time: 5:30 p.m.

1. ROLL CALL

2. CONSENT AGENDA

- A. Excusal of Absences
- B. Approval of Minutes: 6/22/16
- C. Administrative Review:
 - i. 820 N. Ainsworth—heat pump (not visible)
 - ii. 710 S. Anderson—egress door
 - iii. 901 Broadway, Pantages Theater—sign painting

3. DESIGN REVIEW

- | | | |
|--|--------------------------------------|---------|
| A. 776 Commerce St., Winthrop Hotel (Old City Hall Historic District)
<i>Design Amendment</i> | Ryan Fuson, Redwood Housing Partners | 5 mins |
| B. 501 S. I Street, Wright Park (Individual Landmark)
<i>Bridge Replacement</i> | Bill Sandbo, Metro Parks Tacoma | 10 mins |
| C. 1936 Pacific Ave.(Union Depot/Warehouse Historic District)
<i>Sign</i> | Rose Mednick, Image360 | 5 mins |

4. PRESERVATION PLANNING/BOARD BUSINESS

- | | | |
|--|-------|--------|
| A. Tacoma Public Library: Northwest Room
<i>Letter of Support</i> | Staff | 5 mins |
| B. Events and Activities Updates | Staff | 5 mins |

5. CHAIR COMMENTS

Next Regular Meeting: July 27, 2016, 747 Market Street, Tacoma Municipal Bldg., Rm. 248 5:30 p.m.

This agenda is for public notice purposes only. Complete applications are included in the Landmarks Preservation Commission records available to the public BY APPOINTMENT at 747 Market Street, Floor 3, or online at www.cityoftacoma.org/lpc-agenda. All meetings of the Landmarks Preservation Commission are open to the public. Oral and/or written comments are welcome.



The City of Tacoma does not discriminate on the basis of handicap in any of its programs or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Planning and Development Services Department at (253) 591-5056 (voice) or (253) 591-5820 (TTY).

Members

Katie Chase, *Chair*
Jonah Jensen, *Vice-Chair*
Duke York
Lysa Schloesser
James Steel
Jeff Williams
Eugene Thorne
Lauren Flemister
Brittani Flowers
Roger Johnson

Marshall McClintock, North Slope Ex-Officio

Staff

Reuben McKnight, Historic Preservation Officer
Lauren Hoogkamer, Historic Preservation Coordinator
John Griffith, Office Assistant

Draft

MINUTES

Landmarks Preservation Commission Planning and Development Services Department



Date: June 22, 2016

Location: 747 Market Street, Tacoma Municipal Building, Room 248

Commission Members in Attendance:

Katie Chase, *Chair*
Eugene Thorne
Jeff Williams
James Steel
Lysa Schloesser
Lauren Flemister
Marshall McClintock
Brittani Flowers
Roger Johnson

Staff Present:

Reuben McKnight
Lauren Hoogkamer
John Griffith

Others Present:

Stephen Oliver Jr.
David Kelley
Gregory Wharton

Commission Members Absent:

Jonah Jensen, *Vice-Chair*
Duke York

Chair Katie Chase called the meeting to order at 5:34 p.m.

1. ROLL CALL

A. New Commissioner Introduction

2. CONSENT AGENDA

A. Excusal of Absences
B. Approval of Minutes: 5/25/16

The minutes of 5/25/16 were reviewed and approved as submitted.

C. Administrative Review

- 1116 Court E.: trim paint
- 701 Pacific Avenue: rooftop heat pump
- 1008 N K: Heat pump

The consent agenda was approved.

3. DESIGN REVIEW

A. 407 North J Street
Carport

Ms. Lauren Hoogkamer read the staff report.

BACKGROUND

Built in 1913, this property is a contributing property in the North Slope Historic District. The applicant is proposing an unattached, alley-accessed, metal carport, towards the rear of the lot. The carport would be 20'x22'x6' and would cover the existing concrete parking pad. It would be approximately 10'high; the sheet metal roof would be Quaker gray. No other work is being proposed.

On June 1, 2016, the Landmarks Preservation Commission conducted a site visit and was briefed on this project. The Commissioners present noted that it would not be visible from the street, nor either end of the alley, and expressed no concerns with the proposal.

ACTION REQUESTED

Approval of the above scope of work.

STANDARDS

North Slope Historic District Design Guidelines for Parking and Garages

1. Alley accessed parking is the typical and predominant residential parking configuration in the district.

Residential driveways and garages facing the street are typically only appropriate when there is no alley access, or other site constraints prevent alley accessed parking (such as a corner lot).

2. Minimize views of parking and garages from the public right-of-way. Parking areas and garages should be set toward the rear of the lot to minimize visibility from primary rights of way. Parking lots and banks of garage doors along the front facade of a building do not conform to the character of the neighborhood. Where it is not possible to locate a parking structure to conceal it from view, it should be set well back from the front plane of the primary structure on the property. Off-street parking lots have no historic precedent in the residential areas of the neighborhoods and should be located behind the building and away from the street.

3. Attached garages and carports are inappropriate.

ANALYSIS

1. This property is a contributing structure in the North Slope Historic District and, as such, is subject to review by the Landmarks Preservation Commission pursuant to TMC 13.05.047 for exterior modifications.
2. The carport would be alley accessed and towards the rear of the lot.
3. The carport would not be visible from the right-of-way.
4. The carport is not attached to the main house.

RECOMMENDATION

Staff recommends approval of the application.

The owner had no additional comments to provide.

There was motion.

"I move that the Landmarks Preservation Commission approve the application at 407 North J Street as submitted."

Motion: Johnson

Second: Schloesser

The motion was approved.

4. BOARD BRIEFINGS

A. Convention Center Hotel (Union Station Conservation District)

Mr. McKnight reviewed the staff report, noting that the Commission had issued a preliminary design approval for the massing, siting, scale, and height of the project in 2015. He reported that the purpose of the briefing was to provide the Commission with updates on how the project had evolved since the Commission last saw it and how the team had responded to Commission feedback.

BACKGROUND

The City of Tacoma has entered into a development agreement with Yareton Investments, LLC, to construct a new 24 story hotel and mixed use development near 17th and Broadway, adjacent to the Greater Tacoma Convention and Trade Center. Phase 1 of the project will include a 300 room 4 star hotel, with 10,000 square feet of ballroom space, a minimum of 200 parking spaces, 9,000 square feet of auxiliary function rooms, two restaurants, one bar, a pool, and a workout room. Phase 2 would include additional retail, parking and residential units.

The site is within the Union Station Conservation District overlay zone, and will require approval from the Landmarks Preservation Commission. The Commission was briefed on this project in February and March of 2015 and issued a preliminary design approval for the project's height and massing, on April 22, 2015.

The project team will now update the Commission on the new design direction in preparation for submitting for approval at the next Landmarks Preservation Commission meeting.

ACTION REQUESTED

Feedback and guidance.

Mr. David Kelley, Ankrom Moisan Architects, commented that they wanted provide an update on what they had done with the project over the last 14 months. He commented that they had received a lot of great input from the City of Tacoma and the Convention Center. Mr. Kelly reported that the project would be flagged for Marriott Hotels and that they had offered a lot of great input as well.

Mr. Gregory Wharton, Ankrom Moisan Architects, noted that the scope of the project had not changed much since the presentation 14 months ago. He commented that the goal of the meeting was to provide an update on the changes that occurred in response to three items: feedback from the Commission, Marriott Hotels coming onboard as the flag of the project, and some additional requirements from the City. In seeking to resolve those issues that were raised, Mr. Wharton reviewed a checklist addressing ten issues raised by the Commission for the Commerce Street frontage, the tower, and loading access. He reported that changes in response to the issues raised included a redesigned frontage, the internalization of the exit stair, the separation of the tower and podium, and the use and expansion of the Convention Center loading dock. Mr. Wharton reviewed that the Commission had expressed a preference for aligning the front of the building with the adjacent frontages. In response, they had two different frontages which were each aligned with the adjacent building. They had shifted entrance and vehicular dropoff to the north to align with the Convention Center frontage. To enhance the entrance as an urban experience, they were proposing visually extending the entrance through landscaping and paving to Tollefson Plaza. As part of making the change, they were able to eliminate one of the four curb cuts along Commerce Street. The main garage entrance would still be on Broadway.

Mr. Wharton commented that they had also had revisited the design concept and looked at an evolved way to make the project an expression of the blending of old and new Tacoma. They had also begun to think of the design in terms of layers instead of a composition of blocks to create an icon for the future of Tacoma. Mr. Wharton discussed the historic context and key elements including repetition of bays and a hierarchy of fenestration as they move up through the building, which suggested a number of design elements for the podium design of the building. Looking at precedents of new Tacoma they considered bold expressions of geometry, planes of glass, layering of transparency, and strong iconography. They picked up some design cues from the Convention Center, in particular the large canted glass façade, which would be layered behind the old Tacoma element. The historical reference façade created a continuous frontage across Commerce Street with the canted plane behind it, which was the modern façade. Mr. Wharton added that the canted façade would also extend to the Convention Center, providing a bridge across at the upper level. A number of horizontal planes would cut through the layers of old and new, stitching them together. Mr. Wharton discussed some conceptual illustrations of design.

Commissioner Schloesser asked about the canted glass façade and if it would continue across to the Convention Center. Mr. Wharton confirmed that it would and that it would also provide a bridge connection between the hotel and Convention Center.

Commissioner Schloesser asked if there would be a pronounced gap between the hotel and the Carlton building. Mr.

Kelley responded that they needed a seismic gap between the building. Mr. Wharton noted that there would be an 8-10 inch gap.

Commissioner Thorne asked if the canted glass plane would extend into the Convention Center property. Mr. Wharton confirmed that it would cross over the corner of the Convention Center.

The tower was discussed. Mr. Wharton discussed taking the overlapping layers on the podium and having that grow into a distinctive emerging icon that would be a strong, compelling, iconic presence either from up close or miles away. To accomplish that they would be using color and texture on the exterior façade and distinct planes of architecture defining the shape of the tower. He commented that they were looking at inflecting the massing, turning the exterior walls into each other, and tapering the edge of the tower so that the light can reflect off of it in different ways. Within each of those planes in the tower they would bring in interwoven materials including windows, solid walls, and sun shade elements projecting from the exterior providing texture and throwing some colored reflections across the face of the building as the sun moves around it. An image of the design concept was reviewed.

Commissioner Schloesser asked if the angles shown in the illustration were reflected on the north side of the tower. Mr. Wharton responded that they were and that the only pieces of the building that were at 90 degree angles were the end pieces. Commissioner Schloesser asked if the tower was the same height as it was in the earlier concept. Mr. Wharton responded that basic configuration and location of the tower was the same as the massing diagram presented 14 months earlier.

Commissioner Thorne asked if the square footage had changed. Mr. Wharton responded that they were in conversation with Marriott about the distribution of square footage and the number of rooms, so the total square footage was in flux.

Commissioners discussed the podium. Commissioner Williams commented that the podium was a huge improvement. Commissioner Steel commented that no longer having the shape of a drive going through the building had transformed it and the storefront standards of the district were much better reflected in the design. Commissioner Steel added that the stitching of the podium and the Convention Center made the Convention Center look better by providing some context. Chair Chase agreed and commented that she liked the layering. She added that she was interested in the material palette, suggesting that it would be best if the brick color was similar to the Carlton. Commissioner Steel commented on the pilasters, recommending that the brick module be maintained in the structure of the pilasters so that it feels like a more historic façade. Chair Chase asked how the Convention Center abuts the podium and how the connection would be discerned beyond the façade as a person walks into the building. Commissioner Johnson asked if the door at the convention center ramp was a double wide door. Mr. Wharton responded that it was, but that it would be valet only. Commissioner Thorne commented that moving the delivery trucks to another location was a good decision. Commissioner Flemister asked about how the pool deck related to the facade. Mr. Wharton commented that the façade design was expressing what was happening programmatically behind it, noting that the glass wall of the pool deck extended up and became a wind and privacy barrier. Commissioner Flemister asked about the why the central element was sticking up. Mr. Wharton responded that it provided a covered area for people on the pool deck and also helped to identify the location of the front door.

Commissioners discussed the tower. Commissioner Flemister asked if the glass fins would be the sunset tone shown in the images or if the color would change throughout the day. Mr. Wharton responded that they were still considering the what materials would be used, but the goal was to create an element that throws reflected light and shadow across the building. Mr. Wharton added that the fins would be colored elements and that he wanted a laminated glass fin with a dichroic inter layer that would change color depending on the angle. Another possibility would be to potentially go with a perforated metal screen with a dichroic coating on the metal. Commissioner Flemister commented that she would prefer a glass material to metal because of the transparency element and the variability from different angles. Commissioner Steel reviewed that during the previous discussion Commissioners had concurred that a glass box would have been more subdued given how dominant the scale was for the context. He added that one way of addressing that would be a more restrained and simplified tower. He commented that he liked the transparency, texture, and color, but was bothered by the solid and transparent mix. He commented that the effort to be geometrically iconic was in conflict with the subtle urban qualities of the district. Commissioner Steel commented that it was trying to do so many things, but the added fins and sculptural play was taking it a little too far.

He commented that he would prefer something more subtle that didn't call so much attention to itself through formal geometry, which would help make it more deferential to the material fabric of the neighborhood. Commissioner Williams commented that it seemed like too big of a disconnect from the podium and that it should be subservient. Commissioner Flemister commented that because the podium cannot be seen from miles away, that the tower has a different role to play and that it was not a problem that it makes a statement. Commissioner Schloesser commented that she'd like to see perspectives showing the tower from locations like I-705 and the Tacoma Art Museum.

5. PRESERVATION PLANNING/BOARD BUSINESS

A. Events and Activities Updates

Ms. Hoogkamer provided an update on the following events and activities:

2016 Events

1. Neighborhood History Walks with the Councilmembers, June-August 2016 TBD
2. Prairie Line Trail Community Meeting (5:30pm @WSHM, July 21st)
3. History Happy Hour Trivia Night (7pm @ The Swiss Restaurant & Pub, August 17th)
4. Downtown on the Go: UWT/Prairie Line Trail Walk (12pm @ UWT Stairs, October 5th)
5. Third Annual Holiday Heritage Swing Dance: Remember the Railroad (6pm @ Freighthouse Square, November 4th)

Mr. McKnight reviewed that at 2130 Commerce Street, in the Union Station Conservation District, there had been a significant fire. He reported that an application for a demolition permit had been submitted for the building and that about 90% of the building was gone. He noted that the demolition review process was designed to prevent unnecessary demolitions, but that in this case the applicant would ask the Commission to waive the procedural requirements. Mr. McKnight asked if the Commission wanted to see the permit application, or if staff should proceed with the review of the permit. He commented that he would advise the applicant if the Commission wanted to proceed with the application review. Commissioner Flemister commented that as the building could not be saved they should be allowed to proceed with permitting. Commissioner Thorne asked if the cause of the fire had been determined. Mr. McKnight responded that it had not.

There was a motion.

"I move to waive the requirement that they come before the Landmarks Preservation Commission for a demolition permit."

Motion: Williams

Second: Flemister

The motion was approved.

Chair Chase reported that the Tacoma Public Library was proposing closing down the Northwest Room for budgetary reasons. She commented that it was a tremendous resource and that it would be heartbreaking if that resource were to go away. She asked if the Commission wanted to consider doing something as it was an important supporting resource and they did not have a municipal archive that contains those records. Discussion ensued. Mr. McClintock recommended sending a letter to the City Manager and also copying the City Council and the Library.

There was a motion.

"I move that the Landmarks Preservation Commission direct City staff to write a letter to City Council encouraging the northwest room at Tacoma Public Library to remain open."

Motion: Steel

Second: Williams

The motion was approved.

Chair Chase noted that a sheet on the Prairie Line Trail was included in the packet.

Commissioner McClintock reviewed that he had announced that he would be resigning and that Commissioner Johnson would be taking the ex-aficionado position. He reported that the City Council had instead chosen Commissioner Johnson for a voting member slot, so he would be remaining as the North Slope ex-aficionado.

Commissioner Steel reported that there would be a North End Tacoma Neighborhood Council meeting on the Cushman power plant building. Mr. McKnight reported that the building was used primarily for storage by Tacoma Public Utilities, who would be removing the lattice towers on 21st Street, which were part of the national register. The substation would not be affected at the time, but equipment in the yard would be removed.

6. CHAIR COMMENTS

There were no comments from the Chair.

The meeting was adjourned at 6:59 p.m.

Submitted as True and Correct:

Reuben McKnight
Historic Preservation Officer



STAFF REPORT

July 13, 2016

DESIGN REVIEW

AGENDA ITEM 3A: 776 Commerce Street, Winthrop Hotel (Old City Hall Historic District)

Ryan Fuson, Redwood Housing Partners

BACKGROUND

The Winthrop Hotel, built in 1925, is a contributing structure in the Old City Hall Historic District. On August 12, 2015, the Landmarks Preservation Commission was briefed on the replacement canopy and approved the design on May 25, 2016. The applicant is now requesting a design amendment for the stamped metal design on the canopy. The design differs from the historic design; however, the project team was able to find a supplier for this new design. No other design changes are being proposed.

ACTION REQUESTED

Approval of the above scope of work.

STANDARDS

Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
9. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

ANALYSIS

1. This building is a contributing structure in the Old City Hall Historic District and, as such, is subject to review by the Landmarks Preservation Commission pursuant to TMC 13.05.047 for exterior modifications.
2. The new design is similar to the original design.
3. The non-original canopies are deteriorated. The new canopies are based on historic photos and will closely match the original canopies, except for the new stamped metal design.
4. No historic material is being destroyed. The new canopy design will be differentiated from the original, but compatible in massing, size, scale, and architectural features.
5. The new canopies could be removed without harming the form or integrity of the building.

RECOMMENDATION

Staff recommends approval of the application.

Recommended language for approval:

I move that the Landmarks Preservation Commission approve the design amendment for 776 Commerce Street, as submitted.

AGENDA ITEM 3B: 501 S. I Street, Wright Park (Individual Landmark)

Bill Sandbo, MetroParks Tacoma

BACKGROUND

Dating back to 1890, Wright Park is an individual landmark on the Tacoma Register of Historic Places. Due to safety concerns, MetroParks Tacoma is proposing replacement of the existing wood pedestrian bridge, between the upper and lower ponds. The wood bridge was installed in 2003 and is not historic. The new bridge will be a single span, painted steel bridge. It will be the same dimensions as the existing bridge, 56'x8,' and will have a 36" ornamental balustrade with a 6" decorative top rail to achieve the required 42" guardrail. A welded wire fabric, with a 4"x4," pattern will be located on the interior side of the bridge to meet requirements. The slope of the bridge cannot exceed a 1:20 pitch. The overall bridge design will be reminiscent of the Seymour Conservatory. The design team is also proposing two options for the balustrade. The first option includes a diagonal balustrade, similar to the historic bridge. The second option includes an outwardly curved balustrade that is closer to the Conservatory's design. The design team would like the Commission's feedback on which direction to pursue.

ACTION REQUESTED

Approval of the above scope of work.

STANDARDS**Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings**

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
9. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
11. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

ANALYSIS

1. This property is an individual landmark on the Tacoma Register of Historic Places, as such, it is subject to review by the Landmarks Preservation Commission pursuant to TMC 13.05.047 modifications.
2. The existing bridge is not historic.
3. The new design reflects historic elements in the park and is based on photographic evidence.

4. No historic material is being destroyed. The new bridge is differentiated from the historic material, but compatible in massing, size, scale, and architectural features.
5. The new bridge could be removed without harming the integrity of the historic park features.

RECOMMENDATION

Staff recommends approval of the application.

Recommended language for approval:

I move that the Landmarks Preservation Commission approve the application for 501 S. I Street, Wright Park, as submitted.

AGENDA ITEM 3C: 1936 Pacific Avenue (Union Depot/Warehouse Historic District)
--

Rose Mednick, Image360

BACKGROUND

Built between 1890 and 1896, the McDonald & Smith Building is a contributing structure in the Union Depot/Warehouse Historic District. The applicant is proposing a 3', round, aluminum sign with a vinyl overlay. The sign would be 110" above the sidewalk and have orange letters, as shown, that read "SHOP Stocklist GOODS & GIFTS." The sign would be mounted into the wooden storefront, next to the cast iron column. Three bolts would hold the black, stainless steel plate in place.

ACTION REQUESTED

Approval of the above scope of work.

STANDARDS

The Union Depot/Warehouse District Design Guidelines for Signs:

General:

1. All new exterior signs and all changes in the appearance of existing exterior signs require Landmarks Preservation Commission approval. This includes changes in message or colors on pre-existing signs.
2. If there is a conflict between these standards and the requirements in the City's Sign Code, the more strict requirement shall apply.

Location and Size of Signs:

1. Signs shall not dominate the building facades or obscure their architectural features (arches, transom panels, sills, moldings, cornices, windows, etc.).
2. The size of signs and individual letters shall be of appropriate scale for pedestrians and slow-moving traffic. Projecting signs shall generally not exceed nine square feet on first floor level.
3. Signs on adjacent storefronts shall be coordinated in height and proportion. Use of a continuous sign band extending over adjacent shops within the same building is encouraged as a unifying element.
4. Portable reader board signs located on sidewalks, driveways, or in parking lots are prohibited.
5. Existing historic wall signs are a contributing element within the district and should be restored or preserved in place. New wall signs shall generally be discouraged.

Messages and Lettering Signs:

1. Messages shall be simple and brief. The use of pictorial symbols or logos is encouraged.

2. Lettering should be of a traditional block or curvilinear style which is easy to read and compatible with the style of the building. No more than two different styles should be used on the same sign.
3. Letters shall be carefully formed and properly spaced so as to be neat and uncluttered. Generally, no more than 60 percent of the total sign area shall be occupied by lettering.
4. Lettering shall be generally flat or raised.

Color:

1. Light-colored letters on a dark-colored background are generally required as being more traditional and visually less intrusive in the context of the Union Station District's predominantly red-brick streetscapes.
2. Colors shall be chosen to complement, not clash with, the facade color of the building. Signs should normally contain not more than three different colors.

Materials and Illumination:

1. Use of durable and traditional materials (metal and wood) is strongly encouraged. All new signs shall be prepared in a professional manner.
2. In general, illumination shall be external, non-flashing, and non-glare.
3. Internal illumination is generally discouraged, but may be appropriate in certain circumstances, such as: (i) Individual back-lit letters silhouetted against a softly illuminated wall. (ii) Individual letters with translucent faces, containing soft lighting elements inside each letter. Metal-faced box signs with cut-out letters and soft-glow fluorescent tubes. (iii) However, such signs are generally suitable only on contemporary buildings.
4. Neon signs may be permitted in exceptional cases where they are custom-designed to be compatible with the building's historic and architectural character.

Other Stylistic Points:

1. The shape of a projecting sign shall be compatible with the period of the building to which it is affixed, and shall harmonize with the lettering and symbols chosen for it.
2. Supporting brackets for projecting signs should complement the sign design, and not overwhelm or clash with it. They must be adequately engineered to support the intended load, and generally should conform to a 2:3 vertical-horizontal proportion.
3. Screw holes must be drilled at points where the fasteners will enter masonry joints to avoid damaging bricks, etc.

ANALYSIS

1. This property is a contributing structure in the Union Depot/Warehouse Historic District and, as such, is subject to review by the Landmarks Preservation Commission pursuant to TMC 13.05.047 for exterior modifications.
2. The proposed signage meets the district design guidelines for location, size, messaging, and lettering.
3. The signage contains only two colors that do not clash with the district. The sign does include dark-colored letters on a light background which is the opposite of what is recommended in the guidelines; however, this has been approved by the Landmarks Preservation Commission in many other cases where it was deemed to not harm the historic integrity of the district.
4. The proposed signage meets the district design guidelines for materials and illumination.
5. All drilling will be into the wood; there will be no drilling into the masonry or cast iron.

RECOMMENDATION

Staff recommends approval of the application.

Recommended language for approval:

I move that the Landmarks Preservation Commission approve the application for 1936 Pacific Avenue, as submitted.

PRESERVATION PLANNING/BOARD BUSINESS

AGENDA ITEM 5A: Tacoma Public Library: Northwest Room

Chair Chase and Commissioner McClintock

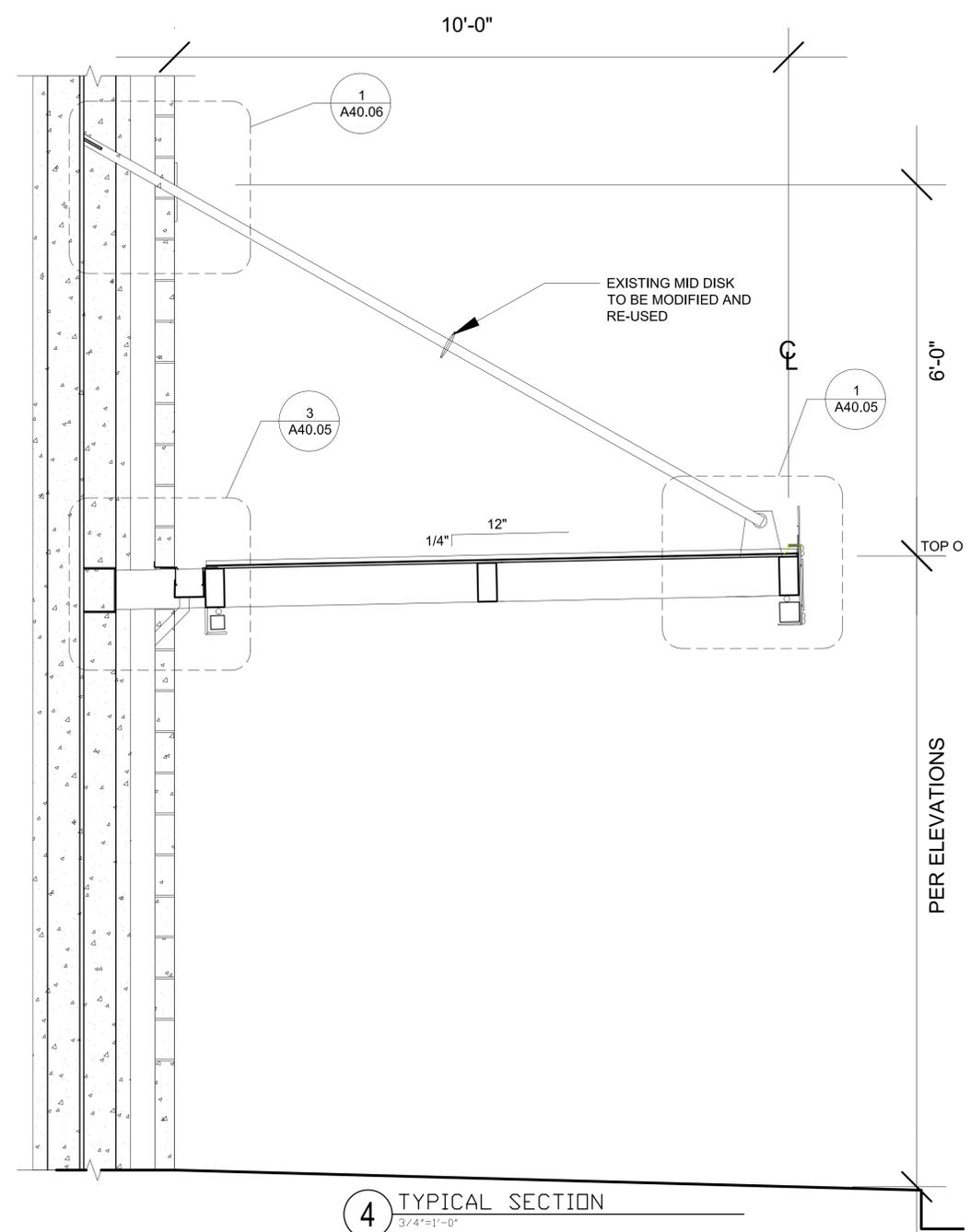
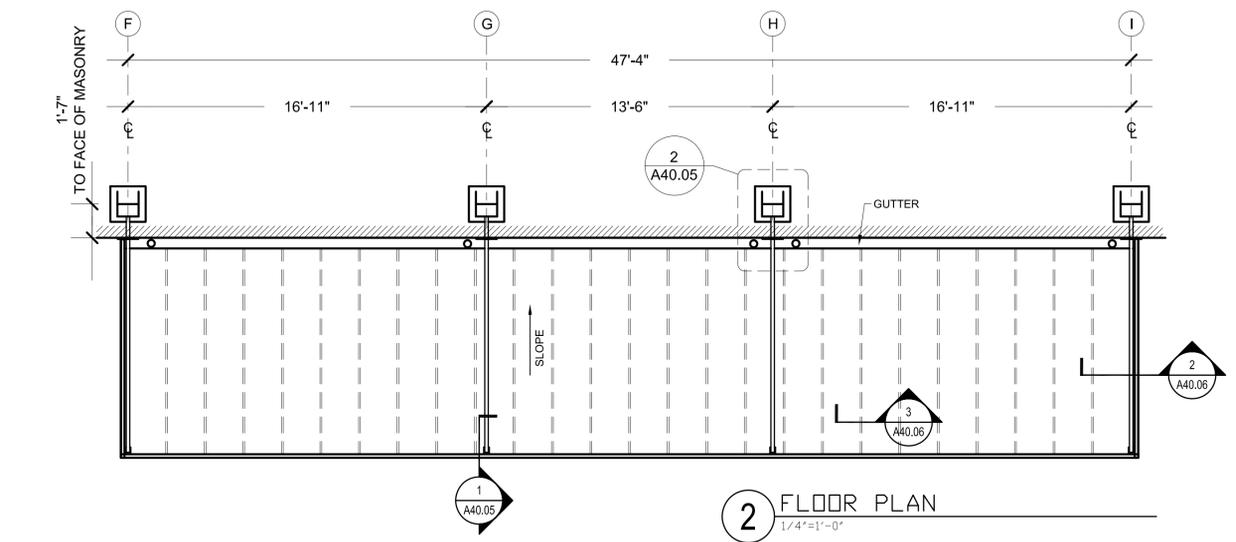
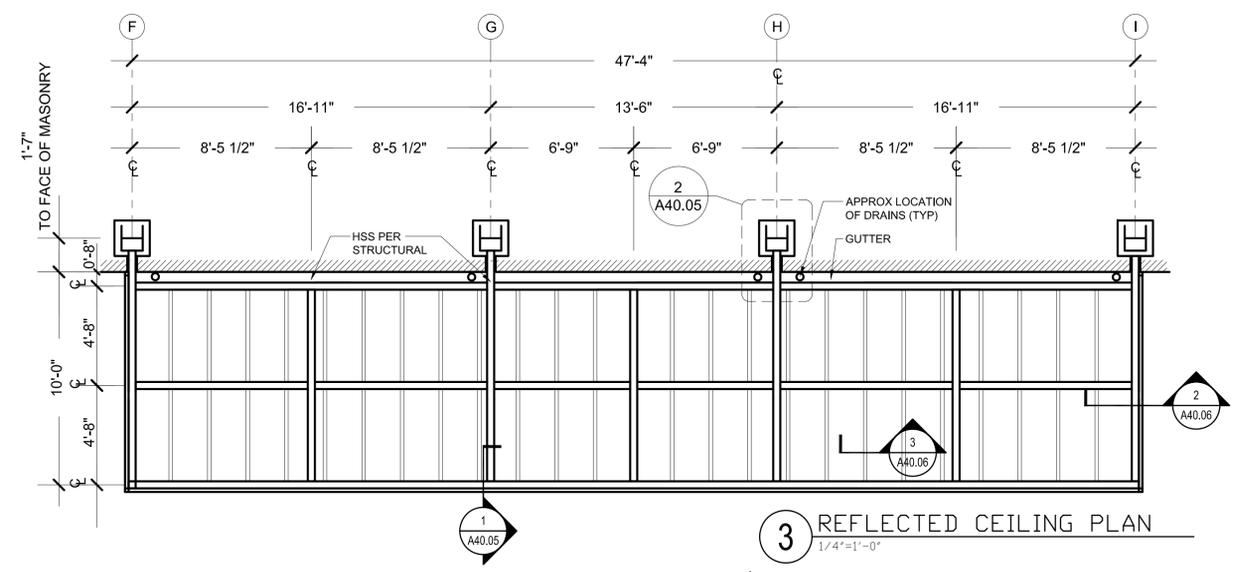
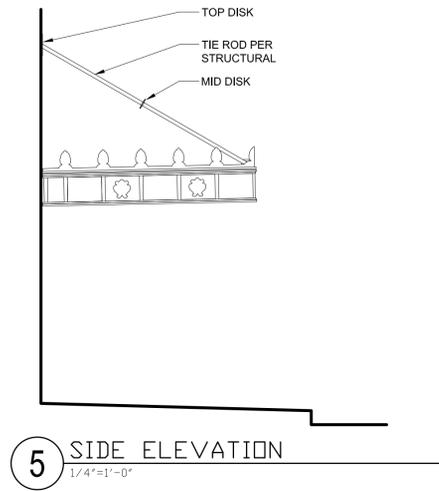
Commissioners will review a letter in support of the Tacoma Public Library Northwest Room.

AGENDA ITEM 5B: Events & Activities Update

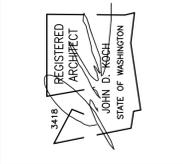
Staff

2016 Events

1. Prairie Line Trail Community Meeting (5:30pm @ WSHM, July 21st)
2. Eastside Neighborhood History Walk with Council Members Marty Campbell & Victoria Woodards (10am @ Start: Winner's Gym, 3523 McKinley Ave East, July 23rd)
3. Proctor Neighborhood History Walk with Council Member Anders Ibsen (12pm @ Start: Blue Mouse Theatre, August 17th)
4. History Happy Hour Trivia Night (7pm @ The Swiss Restaurant & Pub, August 17th)
5. Hilltop Neighborhood History Walk with Council Member Keith Blocker (1pm @ Start: People's Park, August 27th)
6. Downtown on the Go: UWT/Prairie Line Trail Walk (12pm @ UWT Stairs, October 5th)
7. Third Annual Holiday Heritage Swing Dance: Remember the Railroad (6pm @ Freighthouse Square, November 4th)



TONKIN
architecture
204 First Avenue South
Seattle, WA 98104
P: 206-624-7880 | F: 206-622-1766
www.tonkinarchitecture.com



THE WINTHROP
776 COMMERCE ST., TACOMA WA 98402
THE WINTHROP, LP
329 PRIMROSE ROAD #347, BURLINGAME CA 94011

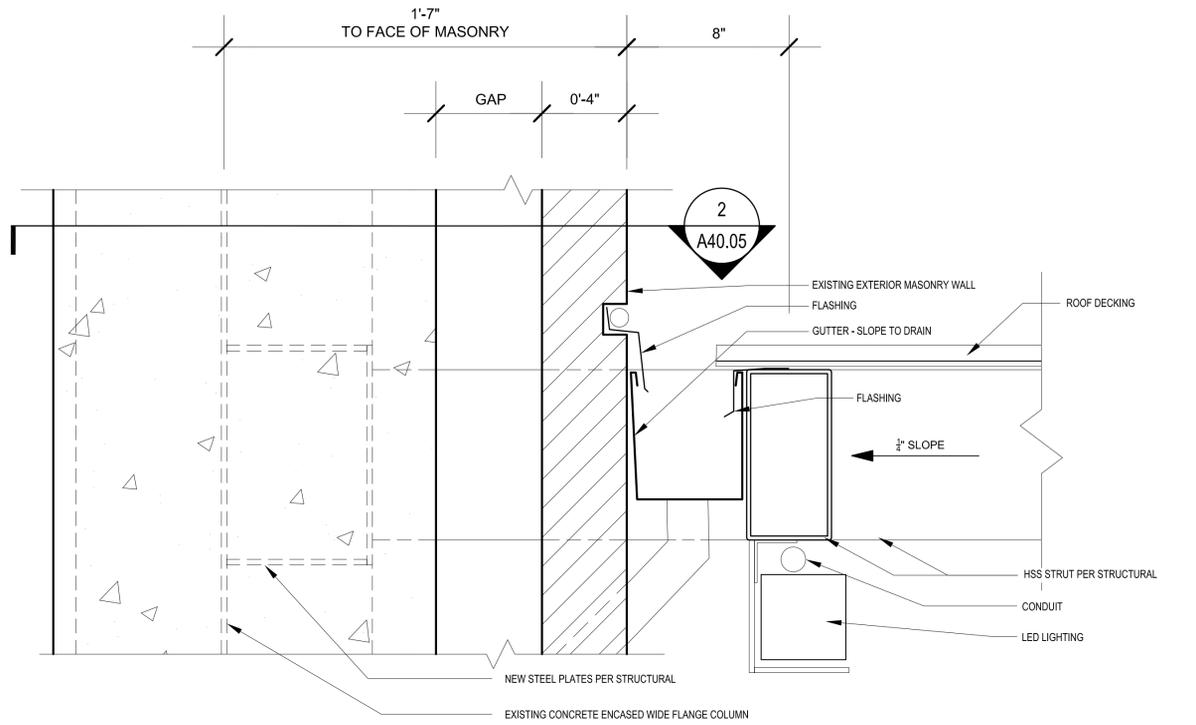
DRAWING ISSUE	FEB 06 2015
OWNER REVIEW	FEB 06 2015
PERMIT SET	FEB 20 2015
PRMT SET RESUB	MAR 10 2015
PRMT SET REV	MAR 19 2015
PRMT SET REV	MAR 26 2015
CONSTRUCTION SET	04/20/15
PERMIT SET REV	MAY 4 2016

FOR PERMIT ONLY
THIS DOCUMENT HAS BEEN PREPARED FOR
PERMIT APPLICATION AND IS SUBJECT TO REVIEW
AND MODIFICATIONS BY GOVERNMENT AGENCIES.

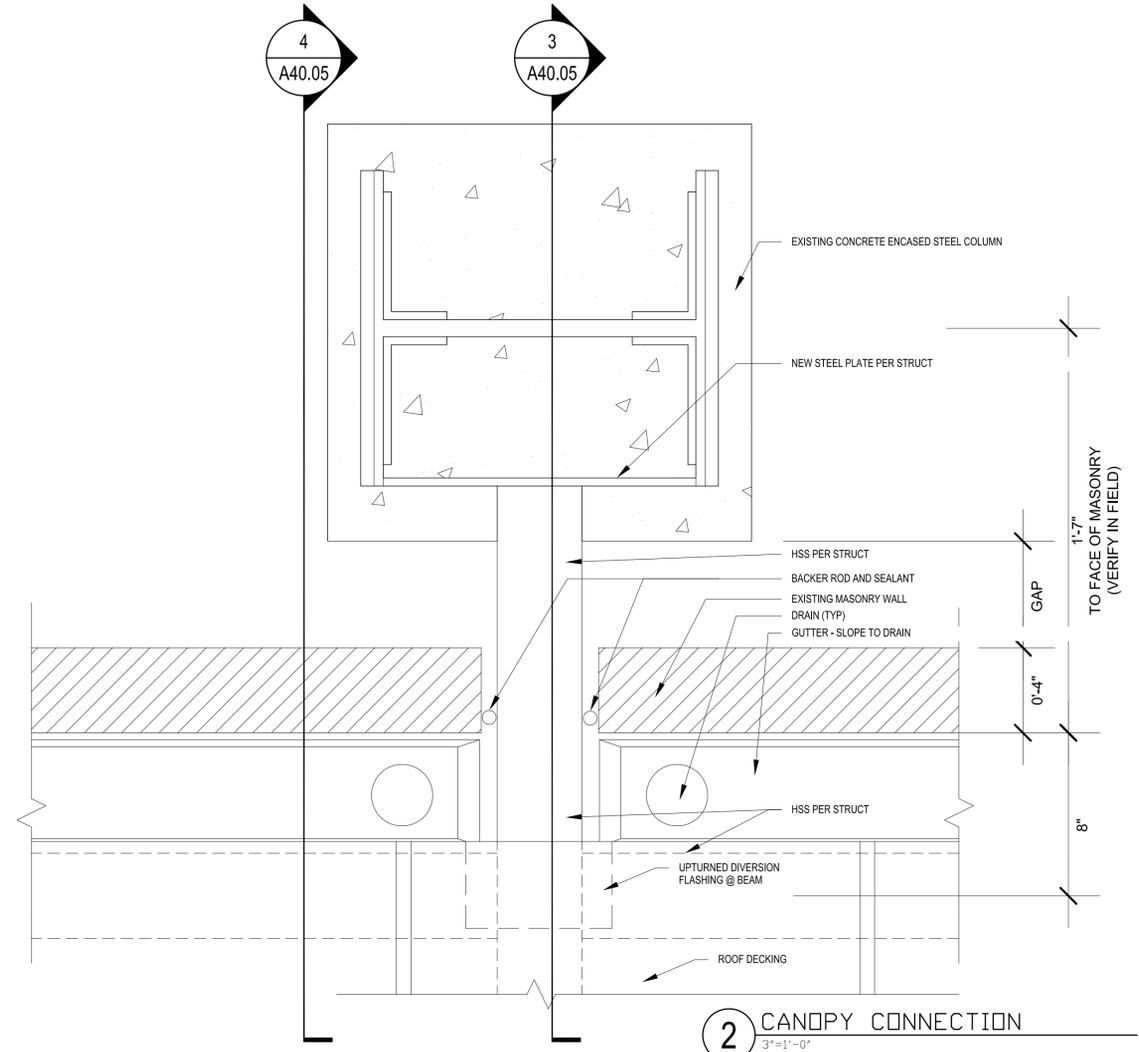
DRAWING TITLE
BROADWAY CANOPY

SCALE: AS NOTED
PLOT DATE: JUNE 20 2016
CAD FILE:
PROJ. MGR.: JK
DRAFTER: MD, JL

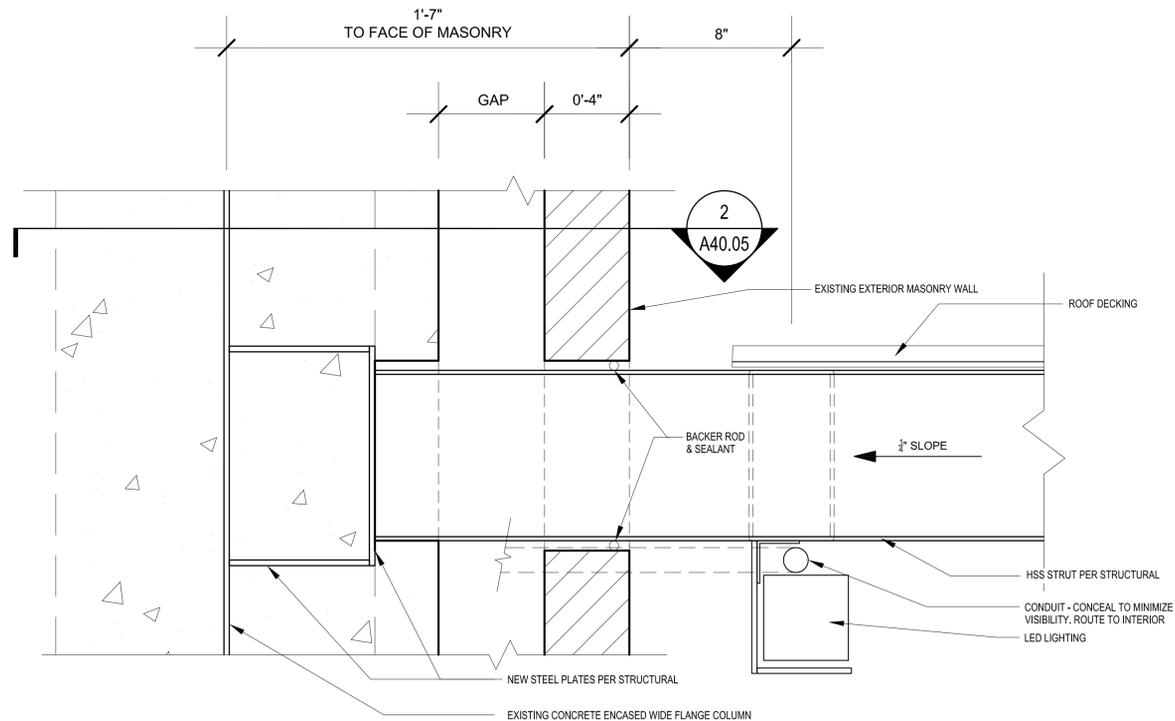
SHEET NO.
A40.04
NOT FOR
CONSTRUCTION



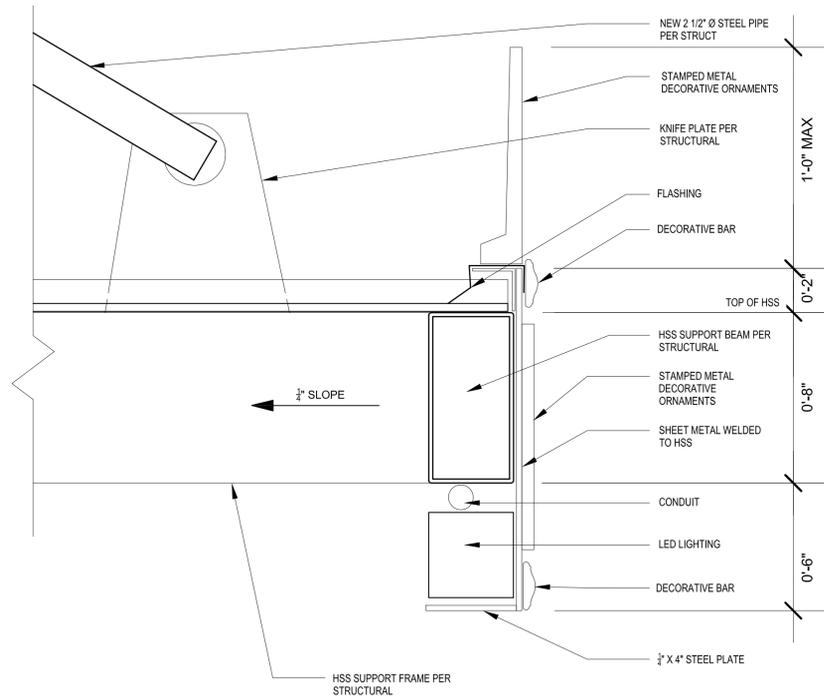
4 TYPICAL CONNECTION TO WALL
3'-1"-0"



2 CANOPY CONNECTION
3'-1"-0"



3 TYPICAL CONNECTION TO WALL
3'-1"-0"



1 CANOPY CONNECTION
3'-1"-0"

DRAWING ISSUE	
OWNER REVIEW	FEB 06 2015
PERMIT SET	FEB 20 2015
PRMT SET RESUB	MAR 10 2015
PRMT SET REV	MAR 19 2015
PRMT SET REV	MAR 26 2015
CONSTRUCTION SET	04/20/15
PERMIT SET REV	MAY 4 2016

FOR PERMIT ONLY
THIS DOCUMENT HAS BEEN PREPARED FOR
PERMIT APPLICATION AND IS SUBJECT TO REVIEW
AND MODIFICATIONS BY GOVERNMENT AGENCIES.

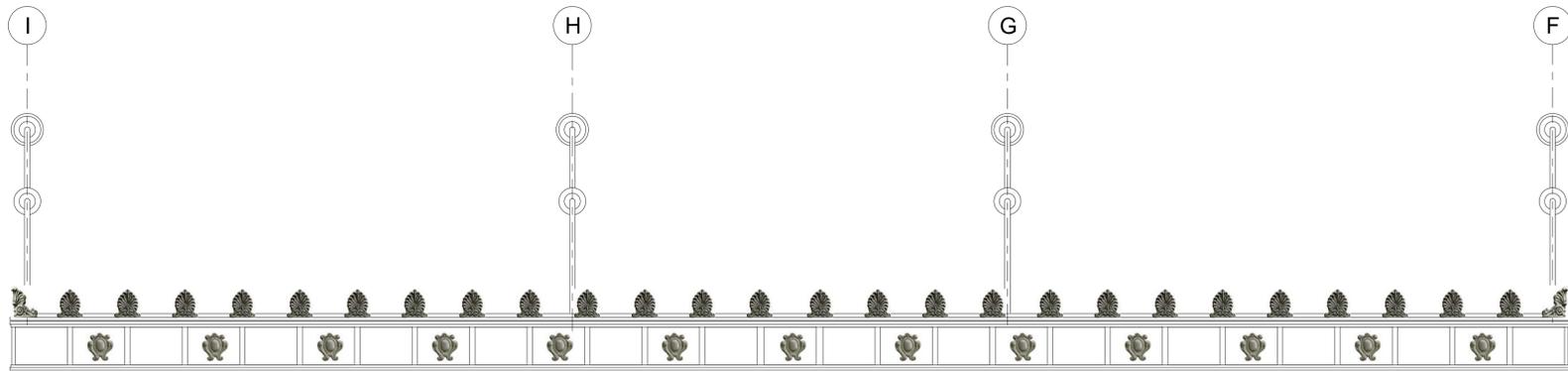
DRAWING TITLE
CANOPY DETAILS

SCALE: AS NOTED
PLOT DATE: JUNE 20 2016
CAD FILE:
PROJ. MGR.: JK
DRAFTER: MD, JL

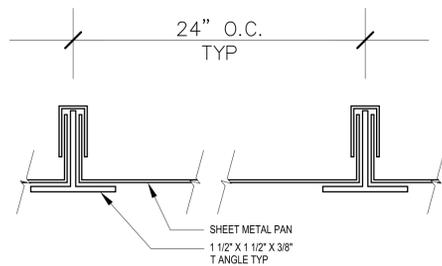
SHEET NO.

A40.05

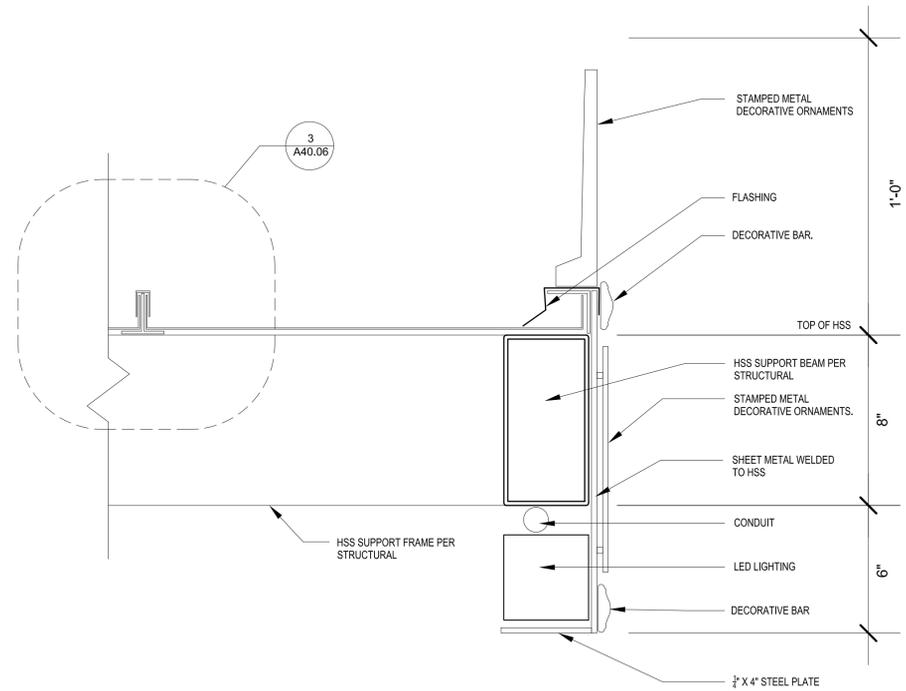
NOT FOR CONSTRUCTION



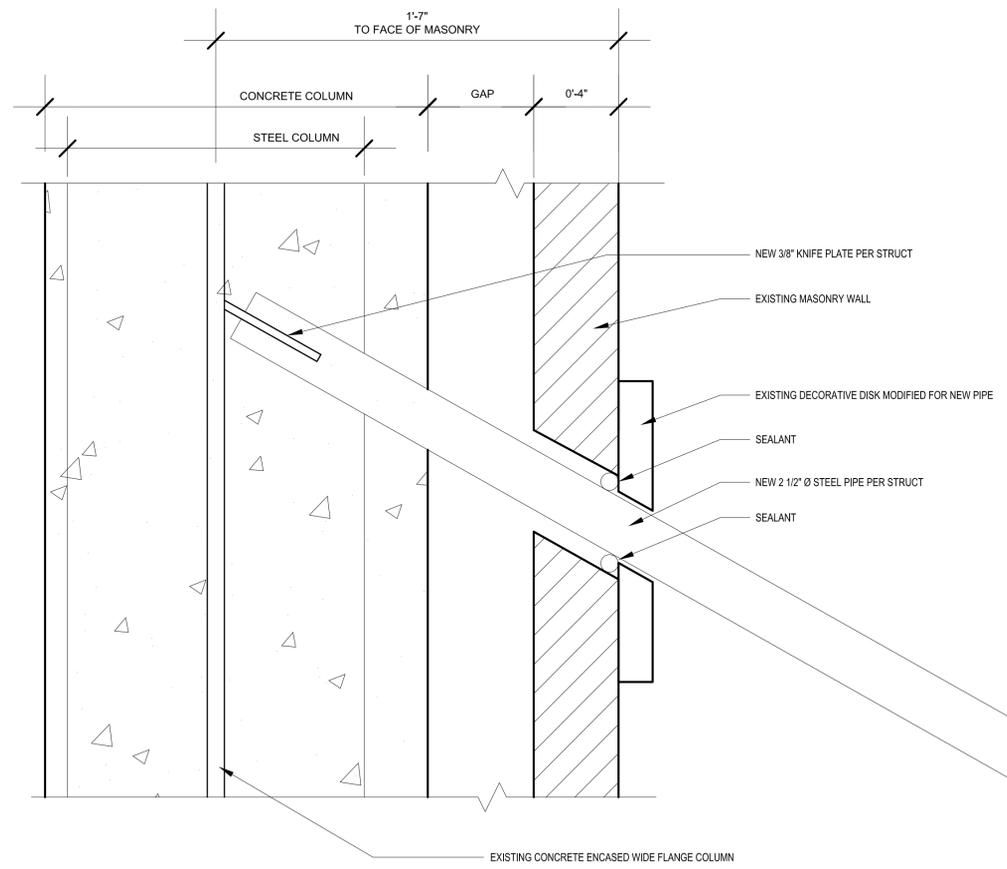
4 ELEVATION
NTS



3 ROOF DECKING
6"=1'-0"

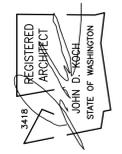


2 CANOPY CONNECTION
3"=1'-0"



1 CANOPY CONNECTION
3"=1'-0"

TONKIN
architecture
204 First Avenue South
Seattle, WA 98104
P: 206-624-7880 | F: 206-622-1766
www.tonkinarchitecture.com



THE WINTHROP
776 COMMERCE ST., TACOMA WA 98402
THE WINTHROP, LP
329 PRIMROSE ROAD #347, BURLINGAME CA 94011

DRAWING ISSUE	FEB 06 2015
OWNER REVIEW	FEB 20 2015
PERMIT SET	FEB 20 2015
PRMT SET RESUB	MAR 10 2015
PRMT SET REV	MAR 19 2015
PRMT SET REV	MAR 26 2015
CONSTRUCTION SET	04/20/15
PERMIT SET REV	MAY 4 2016

FOR PERMIT ONLY
THIS DOCUMENT HAS BEEN PREPARED FOR
PERMIT APPLICATION AND IS SUBJECT TO REVIEW
AND MODIFICATIONS BY GOVERNMENT AGENCIES.

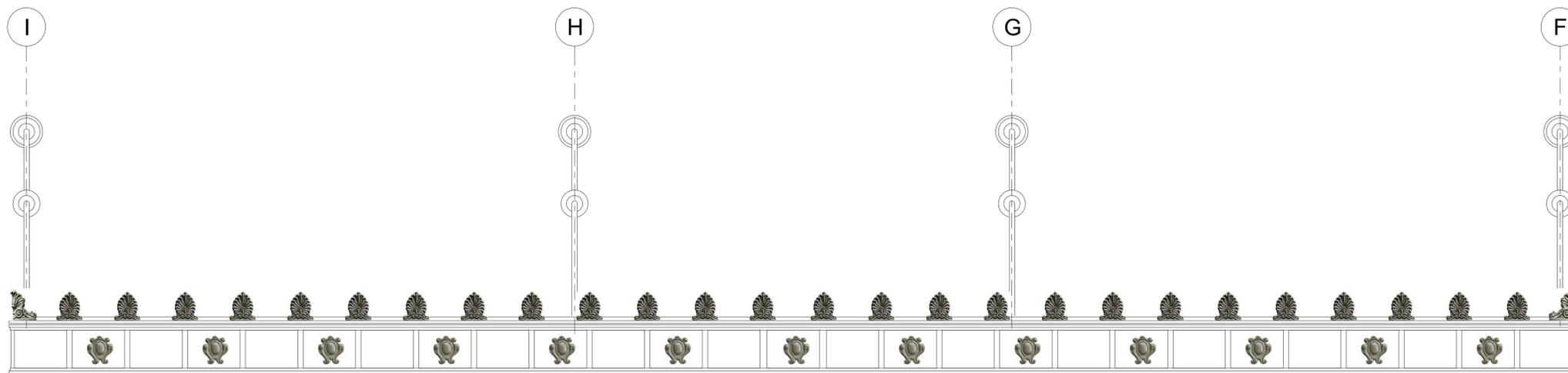
DRAWING TITLE
CANOPY DETAILS

SCALE: AS NOTED
PLOT DATE: JUNE 20 2016
CAD FILE:
PROJ. MGR.: JK
DRAFTER: MD, JL

SHEET NO.

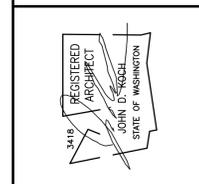
A40.06

NOT FOR CONSTRUCTION



1 ELEVATION
NTS

TONKIN
architecture
204 First Avenue South
Seattle, WA 98104
P: 206-624-7880 | F: 206-622-1766
www.tonkinarchitecture.com



THE WINTHROP
776 COMMERCE ST., TACOMA WA 98402
THE WINTHROP, LP
329 PRIMROSE ROAD #347, BURLINGAME CA 94011

DRAWING ISSUE	FEB 06 2015
OWNER REVIEW	FEB 20 2015
PERMIT SET	FEB 20 2015
PRMT SET RESUB	MAR 10 2015
PRMT SET REV	MAR 19 2015
PRMT SET REV	MAR 26 2015
CONSTRUCTION SET	04/20/15
PERMIT SET REV	MAY 4 2016

FOR PERMIT ONLY
THIS DOCUMENT HAS BEEN PREPARED FOR
PERMIT APPLICATION AND IS SUBJECT TO REVIEW
AND MODIFICATIONS BY GOVERNMENT AGENCIES.

DRAWING TITLE
CANOPY DETAILS

SCALE: AS NOTED
PLOT DATE: JUNE 20 2016
CAD FILE:
PROJ. MGR.: JK
DRAFTER: MD, JL

SHEET NO.
A-X
NOT FOR
CONSTRUCTION

THE WINTHROP







**APPLICATION FOR DESIGN REVIEW
COMMERCIAL AND MULTIFAMILY**

Please include ALL of the following information with your application. Insufficient application materials will result in a delay in processing of your application. If you have any question regarding application requirements, or regulations and standards for historic buildings and districts, please call the Historic Preservation Officer at 253.591.5220.

PART 1: PROPERTY INFORMATION

Building/Property Name	<u>Wright Park Pedestrian Bridge Replacement</u>		
Building/Property Address	<u>501 South I Street; Tacoma WA 98405</u>		
Landmark or Conservation District	<u>Wright Park</u>		
Applicant's Name	<u>Bill Sandbo (on behalf of Metro Parks Tacoma)</u>		
Applicant's Address (if different than above)	<u>708 Broadway Suite 110; Tacoma, WA 98402</u>		
Applicant's Phone	<u>(253) 830-2140</u>	Applicant's Email	<u>bill.sandbo@psengineers.com</u>
Property Owner's Name (printed)	<u>Metro Parks Tacoma</u>		
Property Owner's Address	<u>4702 South 19th Street</u>		
Property Owner's Signature	<u></u>		

**Application must be signed by the property owner to be processed. By signing this application, owner confirms that the application has been reviewed and determined satisfactory by the owner.*

APPLICATION FEE

Please see the fee schedule on page 2.

Estimated project cost: \$500,000

Application fee enclosed (please make payable to City of Tacoma): \$2,000

The Landmarks Preservation Commission (LPC) is the designated review board to approve or deny proposed changes to designated historic buildings and districts. Review criteria are available at the Planning and Development Services Department (253) 591-5220 and on the city website. Information on standards and guidelines can be found in Tacoma Municipal Code 1.42 (Landmarks Preservation Commission) and 13.07 (Special Review Districts).

PART 2: INSTRUCTIONS

New Fee Schedule for 2013

On December 18, 2012, City Council approved a new general services fee schedule that includes new fees for design review and demolition review of historic buildings (Res. No. 38588). The new fees are as follows:

Estimated project cost	Application Fee
\$0 – 5000	\$175
PROJECTS UNDER \$1 MILLION	
Each additional \$1000	\$30
Maximum fee per review	\$2000
Application for Demolition	\$1500
PROJECTS OVER \$1 MILLION	
Minimum fee	\$3000
Each additional \$10,000	\$10
Maximum fee	\$4000

General Tips for Modifications to Historic Buildings

- 1. First contact the proper permitting office to ensure your project is code compliant.** Presubmittal conferences with Commercial Plan Review may be required for major projects and should occur prior to Landmarks Commission review of your project. **If variances are required for your project, contact the Historic Preservation Officer before submitting your application.** Variances or conditional use approvals that may affect the exterior design of the project must be resolved prior to Landmarks Commission review.
- 2. For complex projects, several design briefings to the Landmarks Commission may be necessary.** Contact the Historic Preservation Officer to discuss scheduling options. The Landmarks Commission generally meets twice per month. Sign applications and other simple design reviews generally do not require multiple visits.
- 3. Projects are evaluated using the Secretary of the Interior's Standards for Rehabilitation of Historic Buildings, and any applicable Historic District Design Guidelines (if the project occurs within a historic district).** Design Guidelines cover areas such as massing, scale, streetscape, signage, awnings and other design elements. Copies of Tacoma's guidelines are available at the Historic Preservation Office, or online at www.tacomaculture.org.

General Steps for Submitting Applications

- 1. Begin the application consultation process with Buildings and Land Use (BLUS) to identify code-compliance issues and required permits.**
- 2. For large projects, contact the Historic Preservation Office to determine an appropriate schedule for review.**
- 3. Submit completed application and APPLICATION FEE to:**

Historic Preservation Officer
747 Market Street, Room 1036
Tacoma, WA 98402-3793

OR

Email form to:
landmarks@cityoftacoma.org

PLEASE NOTE: The Landmarks Commission meets on the second and fourth Wednesdays of each month. Applications are due a MINIMUM of 2 weeks prior to the meeting date you are targeting, so please plan accordingly. Incomplete or missing information will delay consideration of your application.

PART 3: PROJECT SCOPE AND DESCRIPTION

Please use the space below to describe the project. Attach additional pages if necessary. All proposed changes must be included in this description. Please see NARRATIVE DESCRIPTION CHECKLIST (next page).

MetroParks Tacoma proposes to replace the existing wood pedestrian bridge located between the upper pond and the lower pond at Wright Park with a new single span steel bridge. The proposed bridge will be located in the same footprint as the existing bridge and be of similar dimensions.

Features to be removed, replaced or added:

- **Remove** existing deteriorated wood pedestrian bridge superstructure (56-ft x 8-ft) and intermediate concrete piers to top of footing elevation
- **Replace** existing deteriorated wood bridge with new single span steel truss (56-ft x 8-ft) bridge with ornamental railing in same footprint as existing bridge

Please see attached for complete project scope and description narrative, project plans and project specifications.

PART 4: APPLICATION CHECKLIST (For sign or awning applications, please go to PART 5).

General Requirements

- Twenty copies of the application and all supporting documents for distribution
- Property owner/manager consent

Check here to certify that you have contacted the Permit Counter to resolve any potential code or zoning issues with your project.

Check here to certify that there are NO PENDING APPLICATIONS FOR A VARIANCE related to this application. If there are any pending variances related to this application, you MUST notify the Historic Preservation Office.

Narrative Description Checklist

- General overview of project, including quantities and dimensions of elements such as signs (i.e. "one proposed 24 X 60" sign, with 12" extruded plastic letters, to be located on the south façade sign band...)
- LIST of features to be removed, replaced or added (*if application includes removal or replacement of material*)
- Specification or product sheets for materials and finishes, if applicable
- Program of work for large-scale or complex projects, if applicable (i.e. scope of work for masonry restoration and cleaning)

Attachments

Plans and graphics submitted for permitting may be used for Landmarks Review if materials, products and finishes are clearly indicated on the plans.

- Site plan/locational map INCLUDING adjacent buildings and streets (for any additions or new construction). *Note that Building and Land Use Services also often requires a site plan for a Building Permit. See Information Sheet B1 Site Plans (available at the Permit Counter).*
- MEASURED floor plans, CLEARLY identifying new and existing features (if applicable)
- MEASURED elevations, CLEARLY identifying new and existing features
- Details of method(s) of attachment for signs, awnings and canopies (if applicable)
- COLOR photographs of existing conditions (digital is fine as long as it is clear)

Other Requirements

- Material and hardware samples (in some cases specification or cut sheets may suffice)
- True color paint and/or finish samples, where required by ordinance

Part 5: SPECIAL REQUIREMENTS FOR SIGNS AND AWNINGS

Instructions for Signs and Awning Applicants

Please include the following with your application:

- Twenty copies of the application cover sheet and narrative description (pages 1 and 2 of this form)
- Twenty copies of supporting attachments
- Graphic rendering of proposed sign (to scale with dimensions indicated, and including any conduits)
- Photograph of existing building
- Details of attachment
- Single set of material samples (if necessary)

Please answer the following questions (if applicable):

1. Are there existing signs on the building? _____
2. If so, will they be removed or relocated? _____
3. Sign Material _____
4. Sign Dimensions _____
5. Logo or typeface and letter size _____
6. Lighting Specifications _____
7. Describe the method of attachment and underlying material _____

Landmarks Preservation Review

Wright Park Pedestrian Bridge

Attachment A: Project Narrative

Landmarks Preservation Review
PART 3: PROJECT SCOPE AND DESCRIPTION
Wright Park Pedestrian Bridge

MetroParks Tacoma proposes to replace the existing wood pedestrian bridge located between the upper pond and the lower pond at Wright Park with a new single span steel bridge.

A. Existing Bridge Design

The existing wood bridge was designed and constructed in 2003 by MetroParks staff. Due to safety concerns, the bridge has been closed to pedestrian access. The bridge is a three span bridge with a slight rise from each side to a level center section. The railing of the bridge is comprised of wood post and rails with fall protection provided by a welded wire fabric mesh with wood frames. The top rail and post caps are covered with sheet metal.



B. Historic Bridge Design

The earliest photo of the pedestrian bridge shows a bridge constructed of timber logs with a balustrade consisting of peeled tree branches in a diagonal truss pattern. The supports for this bridge are assumed to be vertical logs rising from the pond (and appear to be augmented by milled posts – possibly added due to the length of the spans). The date of the rustic bridge photo is unknown; however, since the construction of the ponds commenced in 1890, it is likely from that time period. Winter scenes of the bridge (c. 1900) show a bridge constructed with milled timber logs in a 3-span configuration. Intermediate supports are angled towards the center of each of the spans forming a rudimentary truss which also serves to shorten the span of the main timber log beams. The railing is comprised of smaller timber logs with diagonal balusters angled towards the center of each span on the bridge. This design creates a visual tension at the center of the bridge as two directions ‘meet’ at the center of the main span. This bridge design is shown in photos from 1910 and 1920. At some point additional horizontal members were added giving the bridge a railroad trestle appearance (this may have been added to provide additional protection for vehicles using the bridge). There is little documentation of subsequent replacement bridges but it appears that they all were constructed of wood – either using log timbers or dimensional lumber. A photo ‘on’ the bridge from the 1940’s shows a vertical timber post balustrade along with a bench on the bridge itself. The current bridge design was modelled after the previous bridge that it replaced. Attached are a number of photos with approximate dates for reference. Please see the following photos.



Wright Park Pedestrian Bridge – Rustic Bridge c.1890



Wright Park Pedestrian Bridge – c. 1900



Wright Park Pedestrian Bridge c. 1910



Wright Park Pedestrian Bridge – c. 1920



Wright Park Pedestrian Bridge – c. 1930's



Wright Park Pedestrian Bridge – c. 1940's

C. Proposed Bridge

The proposed bridge design consists of a single span bridge constructed of painted steel (for increased durability and lower maintenance costs). The existing mid-span foundations have deteriorated to such an extent that they would have to be rebuilt -- thus the decision to proceed with a clear span. With the removal of the intermediate foundation, the 'falls' between the upper pond and the lower pond can be unobstructed. There are also a number of building code issues that need to be considered with the proposed design. These include:

Slope of the Bridge: In order for the bridge to not be considered a 'ramp,' the slope of the bridge deck cannot exceed a 1:20 pitch. Slopes greater than this trigger a number of code regulations that would impact the design of the bridge. These include side ramp protection, additional handrails at the interior side of the bridge, and ramp landings on each side of the bridge. This maximum slope also makes it difficult to have the bridge be a continuous 'arch' (the curvature is so shallow as to make it imperceptible).

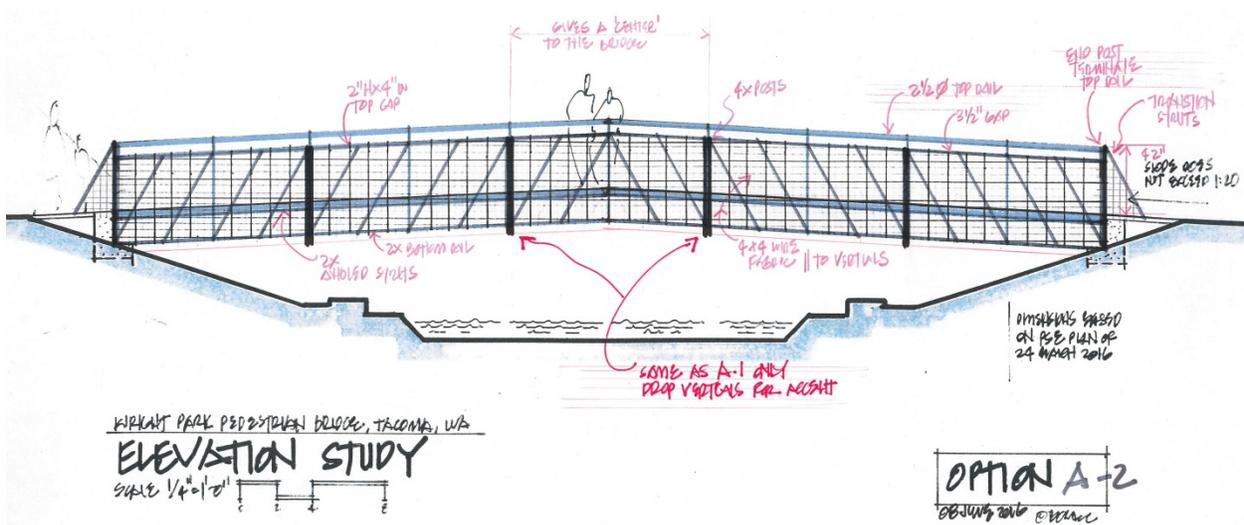
Height of the Guardrail: Given the drop from the bridge, the balustrade becomes a guardrail and needs to extend to 42" above the bridge deck. We are proposing to lower the ornamental balustrade to 36" above the deck and add a 6" higher decorative top rail to achieve the overall 42" height – as this will reduce the scale of the guardrail (especially from the interior side of the bridge).

Opening Protection: Another requirement of the guardrails is that no opening in the guard can be larger than 4" (specifically a 4" sphere cannot pass through any opening). The proposal is to use a welded wire fabric at the interior side of the bridge in a 4" x 4" pattern. This will allow the decorative balusters on the exterior face to be located relative to the entire bridge design and not be restricted to the 4" requirement. This will allow the railing to be visually 'lighter' with fewer large structural elements.

Design Direction: After studying different options, it is proposed that the new bridge be of a design direction more in keeping with the Historic Seymour Conservatory structure rather than a heavy timber wood structure. The ornamental guardrail will have smaller steel members welded into a pattern on the exterior of the guardrails (which is the main difference between the two options under consideration). Both of these options utilize a vierendeel truss system comprised of painted metal steel members (single color to still be determined) with the walking surface consisting of TREX decking running 90 degrees to the length of the bridge.

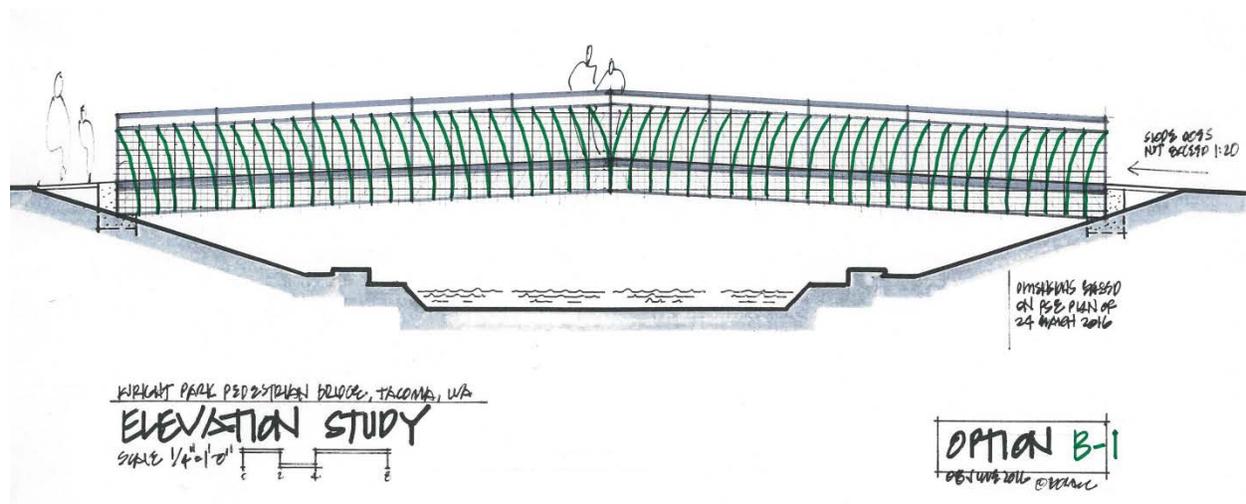
Option A-2

This design option incorporates a diagonal baluster similar in configuration to the Historic Bridge. These balusters meet at the center of the span creating the same design tension of the original bridge. While the bridge is comprised of 10 girder segments, the larger vertical elements break the design into 5 bays with the center bay level (which also helps for taking photos of pedestrians on the bridge) – with 4 angled balusters per bay. The thicker vertical members would ‘drop’ below the lower rail of the structure to accentuate the level center bay.



Option B-1

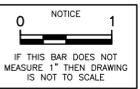
This option is similar to Option A-2 structure with the significant change being that the balusters are curved segments (to be closer design elements of the conservatory). Instead of the balusters curving 'in' toward the center of the bridge (like the angled balusters of the A-2 option), the balusters curve up away from the center of the bridge and gives the elevation a 'lighter' feel. The very center of the bridge could have a solid metal plate bonding the two competing curves together.



Landmarks Preservation Review

Wright Park Pedestrian Bridge

Attachment B: Project Plans

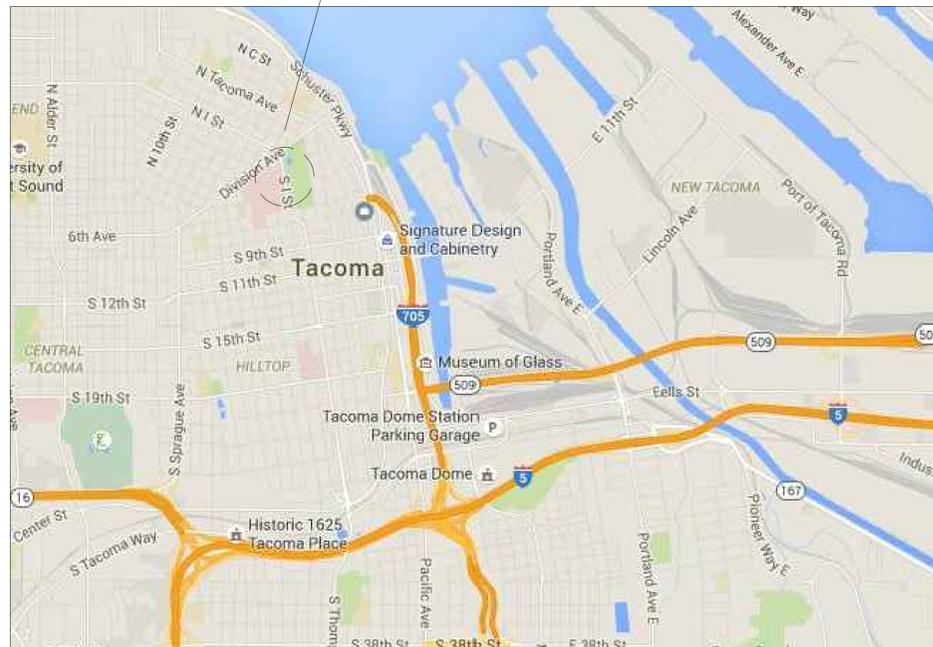


WRIGHT PARK

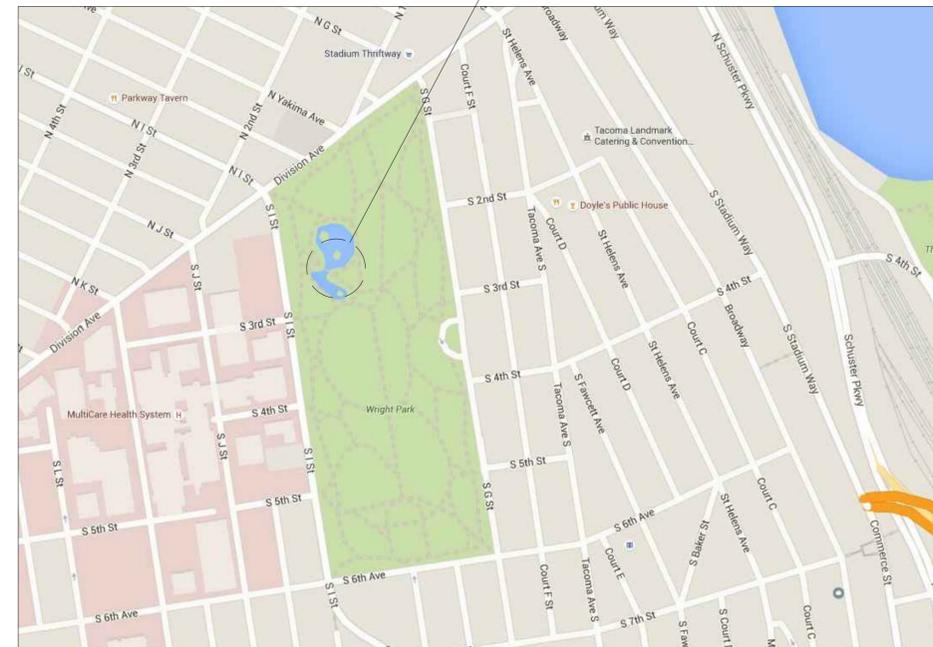
PEDESTRIAN BRIDGE REPLACEMENT

PROJECT ADDRESS:
 WRIGHT PARK
 501 SOUTH I STREET
 TACOMA, WA 98405

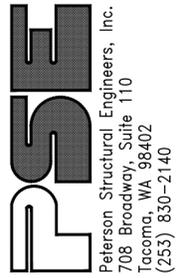
PROJECT LOCATION



VINCINITY PLAN



SITE PLAN



CLIENT INFO:
 MS. KRISTI EVANS
 METRO PARKS TACOMA
 4702 SOUTH 19TH STREET
 TACOMA, WA 98045

PROJECT SITE:
 WRIGHT PARK
 501 S. I STREET
 TACOMA, WA 98405

WRIGHT PARK PED. BRIDGE

16-048-01

COVER SHEET

JOB No.
16-048

DRAWN WJS CHECKED TGM

DATE 6/27/16

REVISIONS

SHEET S1 OF 4

DESIGN REVIEW – NOT FOR CONSTRUCTION

STRUCTURAL SHEETS:

- S1 COVER SHEET
- S2 GENERAL NOTES AND SITE PLAN
- S3 PROPOSED BRIDGE ELEVATION AND SECTION
- S4 EXISTING BRIDGE ELEVATION AND SECTION

GENERAL STRUCTURAL NOTES:

1. THESE NOTES ARE GENERAL IN NATURE AND ARE INTENDED TO SET MINIMUM STANDARDS FOR CONSTRUCTION. THE CONTRACTOR SHALL BE COMPLETELY FAMILIAR WITH THE CONTRACT DOCUMENTS AND HAVE A COPY OF THEM ON SITE AT ALL TIMES.
2. FOR ANY PORTION OF THE CONSTRUCTION WHICH THE CONTRACTOR IS UNABLE TO ASCERTAIN THE REQUIRED CONSTRUCTION OR WHERE CONFLICTS EXIST, IT IS THE CONTRACTOR'S RESPONSIBILITY TO REQUEST ADDITIONAL INFORMATION (RFIs) AND/OR CLARIFICATIONS BEFORE CONSTRUCTION.
3. ALL WORK SHALL BE IN STRICT CONFORMANCE WITH THE 2015 INTERNATIONAL BUILDING CODE (IBC) AS AMENDED BY THE WASHINGTON STATE BUILDING CODE.
4. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ELEVATIONS BEFORE CONSTRUCTION. THE ARCHITECT AND ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES OR INCONSISTENCIES.
5. THE CONTRACT STRUCTURAL DRAWINGS REPRESENT THE FINISHED STRUCTURE. METHODS, PROCEDURES, AND SEQUENCE OF CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO MAINTAIN AND ENSURE THE INTEGRITY OF THE STRUCTURE AT ALL STAGES OF CONSTRUCTION.
6. CONSTRUCTION LOADS SHALL NOT EXCEED THE DESIGN LIVE LOAD FOR THE STRUCTURE. PROVIDE SHORING AND/OR BRACING WHERE LOADS EXCEED DESIGN CAPACITY AND WHERE STRUCTURES HAVE NOT ATTAINED DESIGN STRENGTH.
7. CLADDING, WATERPROOFING, AND ARCHITECTURAL FEATURES ARE BY OTHERS AND ARE OUTSIDE THE SCOPE OF WORK. ANY DEPICTION OF SUCH FEATURES ON THE STRUCTURAL DRAWINGS ARE NOT INTENDED TO BE USED FOR CONSTRUCTION. REPRESENTATION OF SUCH FEATURES ON THESE DRAWINGS MAY OR MAY NOT BE ACCURATE. REFER TO ARCHITECTURAL DRAWINGS AND/OR SPECIFICATIONS.

DESIGN LOADS: PER 2015 IBC

1603.1.1 – FLOOR LOADS:

DEAD LOAD	AS REQUIRED PER MATERIAL UNIT WEIGHT
LIVE LOAD	90 PSF (UNIFORM PEDESTRIAN)
LIVE LOAD	H5 VEHICLE LOAD

1603.1.4 – WIND DESIGN CRITERIA:

ULTIMATE DESIGN WIND SPEED, V_{ult}	110 MPH
NOMINAL DESIGN WIND SPEED, V_{asd}	85 MPH
RISK CATEGORY	II
WIND EXPOSURE	EXPOSURE C

1603.1.5 – EARTHQUAKE DESIGN CRITERIA:

RISK CATEGORY	II
SEISMIC IMPORTANCE FACTOR, I_e	1.00
SPECTRAL ACCELERATION, S_a	1.301 g
SPECTRAL ACCELERATION, S_1	0.507 g
SITE CLASS	D
SPECTRAL RESPONSE COEFFICIENT, S_{ps}	0.867 g
SPECTRAL RESPONSE COEFFICIENT, S_{p1}	0.507 g
SEISMIC DESIGN CATEGORY	CATEGORY D

FOUNDATIONS:

1. SOIL CHARACTERISTICS HAVE BEEN ASSUMED PER THE 2012 IBC SECTION 1806 PRESUMPTIVE LOAD-BEARING VALUES OF SOILS CONSISTENT WITH SAND, SILTY SAND, CLAYEY SAND, SILTY GRAVEL AND CLAYEY GRAVEL (SW, SP, SM, SC, GM AND GC) SOIL TYPES. THE CONTRACTOR SHALL VERIFY THE PRESUMED SOIL TYPES PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER AND ARCHITECT OF NON-CONFORMING IN-SITU CONDITIONS IF PRESENT BEFORE PROCEEDING.
2. ALL FOUNDATIONS TO BEAR ON UNDISTURBED NATIVE MATERIAL, OR GRANULAR COMPACTED FILL.
3. SOIL DESIGN CRITERIA, PER 2012 IBC SECTION 1806:
 - 3.1. SOIL BEARING – 2,000 PSF
 - 3.2. 1/2 INCREASE ALLOWED FOR SHORT TERM LOADS
 - 3.3. SOIL PROFILE – D
 - 3.4. FRICTION COEFFICIENT – 0.25
 - 3.5. EMBEDDED POLES, PASSIVE – 150 PCF

STRUCTURAL STEEL:

1. STRUCTURAL STEEL SHALL CONFORM TO THE FOLLOWING GRADES, UNLESS NOTED OTHERWISE ON THE PLANS:

PLATES & BARS – ASTM A36
 PIPES – ASTM A53, GRADE B
 HSS (RECTANGULAR) – ASTM A500, GRADE B ($F_y = 46$ ksi)
 HSS (ROUND) – ASTM A500, GRADE B ($F_y = 42$ ksi)
 W-SECTIONS – ASTM A992
 M/S/HP-SHAPES – ASTM A36
 CHANNELS & ANGLES – ASTM A36

2. WELD ACCORDING TO CURRENT AWS STANDARDS WITH E70XX ELECTRODES.
3. ALL STEEL EXPOSED TO WEATHER SHALL BE PAINTED OR HOT-DIP GALVANIZED PER PROJECT SPECIFICATIONS, UNLESS NOTED OTHERWISE.
4. ALL STRUCTURAL CONNECTION BOLTS SHALL BE ASTM A325, UNLESS NOTED OTHERWISE. HOOKED, HEADED, THREADED, AND NUTTED ANCHOR RODS SHALL BE ASTM F1554 ($F_y = 36$ ksi), UNLESS NOTED OTHERWISE.

POST-INSTALLED CONCRETE ANCHORS:

1. ADHESIVE ANCHORS SHALL BE INSTALLED BY QUALIFIED PERSONNEL TRAINED TO INSTALL ADHESIVE ANCHORS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND WITH STRICT ADHERENCE TO THE PROVISIONS WITHIN THE MANUFACTURER'S PRINTED INSTALLATION INSTRUCTIONS.
2. AT THE TIME OF ANCHOR INSTALLATION, IN ACCORDANCE WITH ACI 318-11 SECTION D.2.2, ADHESIVE ANCHORS SHALL BE INSTALLED IN CONCRETE HAVING A MINIMUM AGE OF 21 DAYS.
3. WHERE THE AUTHORITY HAVING JURISDICTION OVER THIS PROJECT REQUIRES ADHERENCE TO ACI 318-11 SECTION D.9.2.2, INSTALLATION OF ADHESIVE ANCHORS IN HORIZONTAL TO VERTICALLY OVERHEAD ORIENTATION SHALL BE DONE BY A CERTIFIED ADHESIVE ANCHOR INSTALLER (AAI) AS CERTIFIED THROUGH ACI AND IN ACCORDANCE WITH ACI 318-11 SECTION D.9.2.2. PROOF OF CURRENT CERTIFICATION SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO COMMENCEMENT OF INSTALLATION. NOTE: THE STATE OF OREGON DOES NOT REQUIRE ADHERENCE TO ACI 318-11 SECTION D.9.2.2.

NON-SHRINK GROUT:

1. GROUT SHALL BE A NON-SHRINK, CLASS A, PRE-PACKAGED MATERIAL MEETING THE REQUIREMENTS OF ASTM C 1107. THE MINIMUM COMPRESSIVE STRENGTH SHALL BE 5,000 PSI AT 7 DAYS.
2. GROUT SHALL BE A WORKABLE MIX WITH VISCOSITY THAT IS SUITABLE FOR THE INTENDED APPLICATION.
3. THOROUGHLY CLEAN, ROUGHEN, AND WET CONCRETE TO ENSURE PROPER BONDING. THE GROUT PAD SHALL BE CURED AS RECOMMENDED BY THE MANUFACTURER OR KEPT CONTINUOUSLY WET FOR 3 DAYS. GROUT MAY BE LOADED AFTER IT HAS ATTAINED 4,000 PSI COMPRESSIVE STRENGTH.

SPECIAL INSPECTIONS:

1. AN INDEPENDENT TESTING LABORATORY CHOSEN BY THE OWNER SHALL PROVIDE SPECIAL INSPECTIONS IN ACCORDANCE WITH CHAPTER 17 OF THE INTERNATIONAL BUILDING CODE FOR THE STRUCTURAL SYSTEMS OUTLINED HEREIN. ALL OTHER ELEMENTS SHALL COMPLY WITH THE SPECIAL INSPECTION & TESTING REQUIREMENTS OF CHAPTER 17 OF THE INTERNATIONAL BUILDING CODE. REQUIRED SPECIAL INSPECTION OF STRUCTURAL SYSTEMS OUTLINED IN THESE CONSTRUCTION DOCUMENTS INCLUDE THE FOLLOWING AREAS OF WORK:
 - 1.1. EPOXY ANCHORAGE
 - 1.2. STRUCTURAL STEEL
 - 1.3. STRUCTURAL WELDING, DOES NOT APPLY TO QUALIFIED SHOP WELDS. NOTE TO BE CONSIDERED QUALIFIED SHOP WELDS THEY MUST BE PERFORMED IN A PRE-QUALIFIED SHOP AS RECORDED BY THE JURISDICTION OF RECORD. A WRITTEN VERIFICATION OF PRE-QUALIFICATION WITH THE JURISDICTION OF RECORD IS REQUIRED PRIOR TO PERFORMING ANY STRUCTURAL WELDING IN A SHOP WITHOUT SPECIAL INSPECTION.
2. THE TESTING AGENCY SHALL PROVIDE THE ENGINEER OF RECORD, THE OWNER, AND THE BUILDING OFFICIAL COPIES OF ALL RELEVANT TEST REPORTS AND SPECIAL INSPECTIONS.

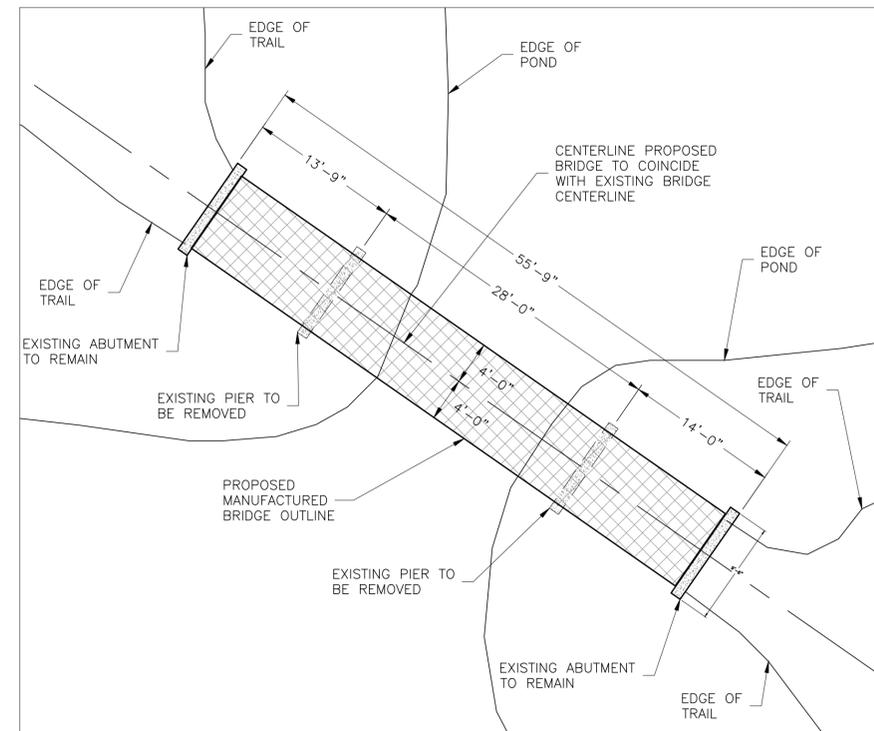
STRUCTURAL OBSERVATION REQUIREMENTS:

1. THE OWNER SHALL EMPLOY THE ENGINEER OF RECORD OR AN ALTERNATE WASHINGTON LICENSED PROFESSIONAL ENGINEER, APPROVED BY THE ENGINEER OF RECORD, TO PERFORM STRUCTURAL OBSERVATIONS IN ACCORDANCE WITH SECTION 1704.5 OF THE INTERNATIONAL BUILDING CODE.
2. STRUCTURAL OBSERVATION IS THE VISUAL OBSERVATION OF THE STRUCTURAL SYSTEM BY A REGISTERED DESIGN PROFESSIONAL FOR GENERAL CONFORMANCE TO THE APPROVED CONSTRUCTION DOCUMENTS AT SIGNIFICANT CONSTRUCTION STAGES AND AT COMPLETION OF THE STRUCTURAL SYSTEM. STRUCTURAL OBSERVATION DOES NOT INCLUDE OR WAIVE THE RESPONSIBILITY FOR ANY OTHER INSPECTION CRITERIA, INCLUDING SPECIAL INSPECTION, AS REQUIRED BY THE BUILDING OFFICIAL OR AS INDICATED WITHIN THE INTERNATIONAL BUILDING CODE.
3. DEFICIENCIES SHALL BE REPORTED IN WRITING TO THE OWNER AND THE BUILDING OFFICIAL (AND THE ENGINEER OF RECORD IF AN ALTERNATE ENGINEER IS USED FOR STRUCTURAL OBSERVATION). AT THE CONCLUSION OF THE STRUCTURAL WORK INCLUDED WITHIN THE PERMIT, THE STRUCTURAL OBSERVER SHALL SUBMIT TO THE BUILDING OFFICIAL AND THE OWNER (AND THE ENGINEER OF RECORD IF AN ALTERNATE ENGINEER IS USED FOR STRUCTURAL OBSERVATION) A WRITTEN STATEMENT THAT THE SITE VISITS HAVE BEEN MADE AND IDENTIFY ANY REPORTED DEFICIENCIES WHICH, TO THE BEST OF THE STRUCTURAL OBSERVER'S KNOWLEDGE, HAVE NOT BEEN RESOLVED.
4. THE CONTRACTOR SHALL MAKE AVAILABLE ALL MEANS AND METHODS NECESSARY FOR THE STRUCTURAL OBSERVER TO PERFORM THE REQUIRED STRUCTURAL OBSERVATIONS. IN ADDITION, THE CONTRACTOR SHALL NOTIFY THE OWNER AND STRUCTURAL OBSERVER A MINIMUM OF 48 HOURS BEFORE THE TIME AT WHICH THE SPECIFIED STRUCTURAL OBSERVATIONS MAY BE PERFORMED. IN ADDITION THE CONTRACTOR SHALL UPDATE THE STRUCTURAL OBSERVER OF THE CONSTRUCTION PROGRESS.
5. STRUCTURAL OBSERVATIONS SHALL BE PERFORMED FOR THE FOLLOWING AREAS OF WORK:
 - 5.1. FOLLOWING EXISTING BRIDGE DEMOLITION AND CONCRETE CUTTING.
 - 5.2. PRIOR TO AND DURING BRIDGE INSTALLATION
 - 5.3. FOLLOWING THE COMPLETION OF ALL STRUCTURAL ELEMENTS CONTAINED HEREIN.

SUBMITTALS:

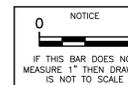
THE CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD AND THE BUILDING OFFICIAL SUBMITTALS FOR APPROVAL, PRIOR TO CONSTRUCTION, FOR THE FOLLOWING ITEMS:

1. DEMOLITION PLAN
2. MANUFACTURED BRIDGE SUBMITTAL
3. GROUT SUBMITTAL
4. INSTALLATION PLAN



SITE PLAN

1:100



PS&E
 Peterson Structural Engineers, Inc.
 708 Broadway, Suite 110
 Tacoma, WA 98402
 (253) 830-2140

CLIENT INFO:
 MS. KRISTI EVANS
 METRO PARKS TACOMA
 4702 SOUTH 19TH STREET
 TACOMA, WA 98045

PROJECT SITE:
 WRIGHT PARK
 501 S. I STREET
 TACOMA, WA 98405

16-048-01

GENERAL NOTES AND SITE PLAN

JOB No.

16-048

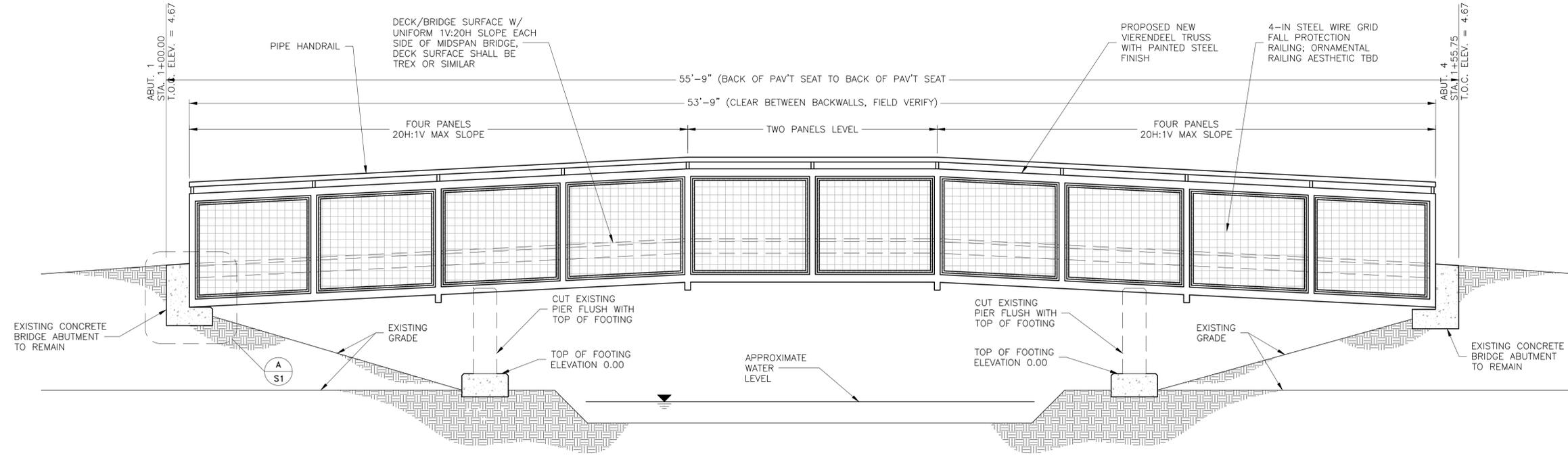
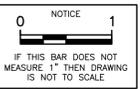
DRAWN CHECKED
 WJS TGM

DATE 6/27/16

REVISIONS

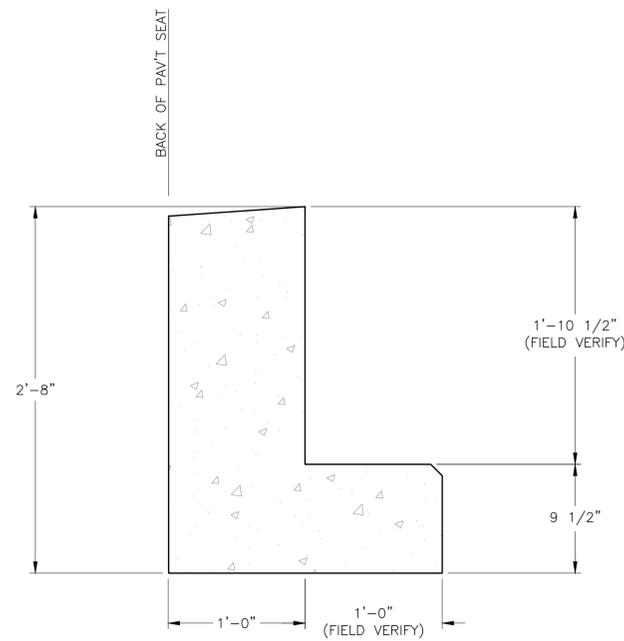
SHEET

S2 OF 4



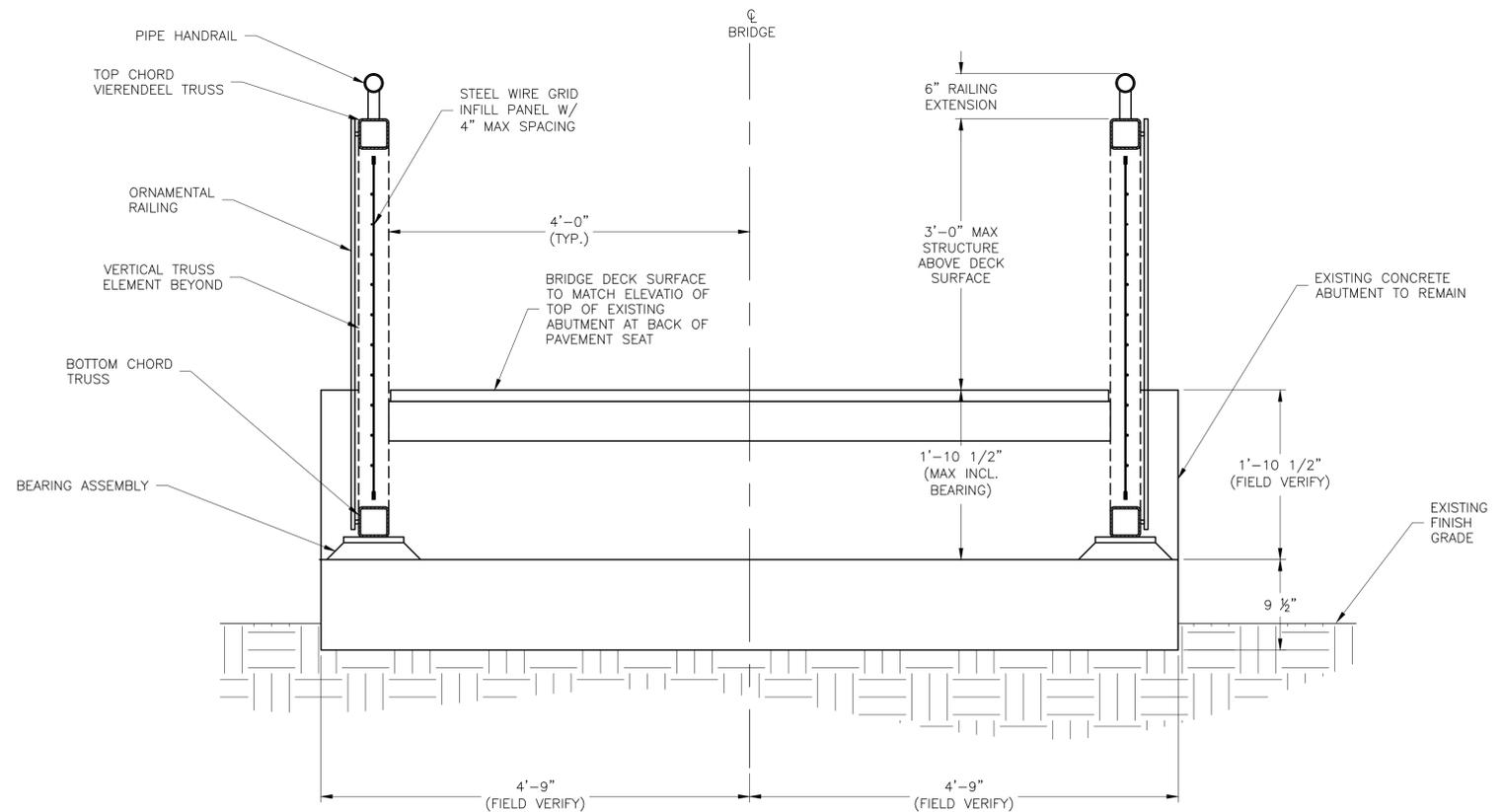
PROPOSED BRIDGE ELEVATION

3/8" = 1'-0"



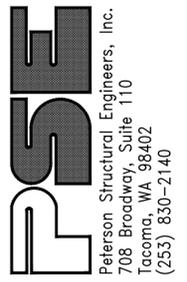
ABUTMENT DETAIL

1 1/2" = 1'-0"



PROPOSED BRIDGE SECTION

1" = 1'-0"



CLIENT INFO:
MS. KRISTI EVANS
METRO PARKS TACOMA
4702 SOUTH 19TH STREET
TACOMA, WA 98045

PROJECT SITE:
WRIGHT PARK
501 S. I STREET
TACOMA, WA 98405

16-048-01
SHEET CONTENT
PROPOSED BRIDGE
ELEVATION AND
SECTION

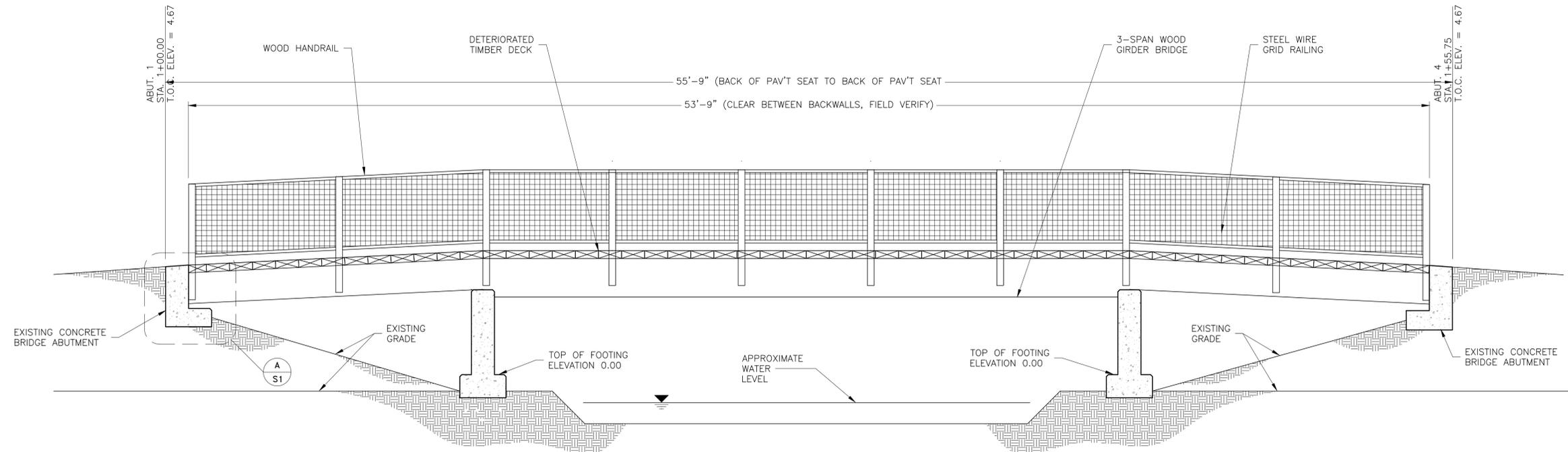
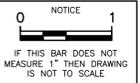
JOB No.
16-048

DRAWN CHECKED
WJS TGM

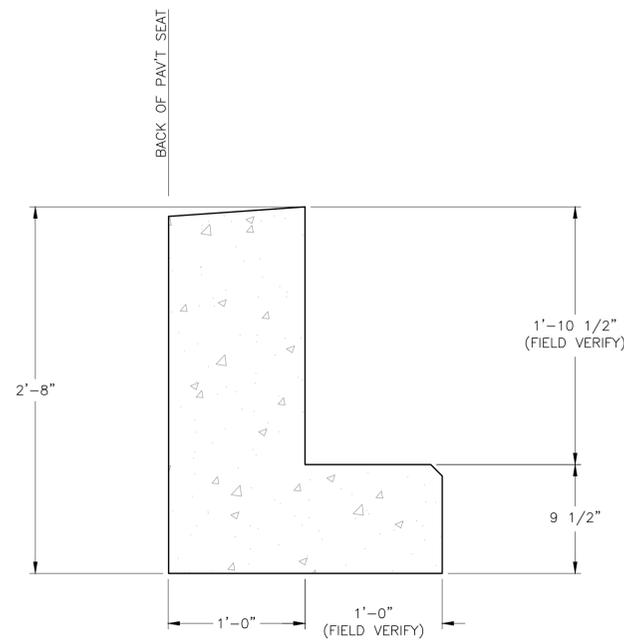
DATE 6/27/16

REVISIONS

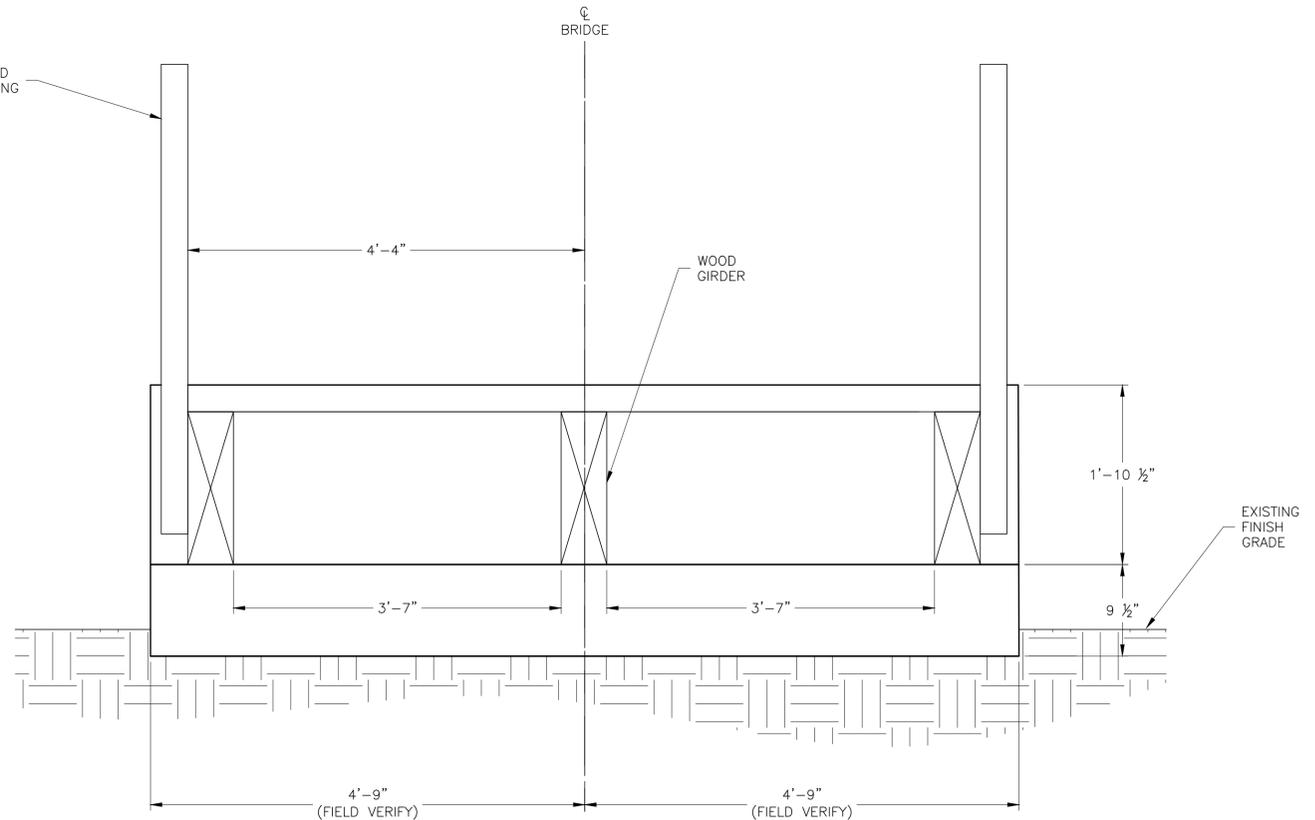
SHEET
S3 OF 4



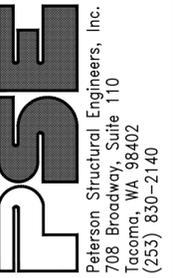
EXISTING BRIDGE ELEVATION
3/8" = 1'-0"



ABUTMENT DETAIL
1 1/2" = 1'-0"



EXISTING BRIDGE SECTION
1" = 1'-0"



CLIENT INFO:
MS. KRISTI EVANS
METRO PARKS TACOMA
4702 SOUTH 19TH STREET
TACOMA, WA 98045

PROJECT SITE:
WRIGHT PARK
501 S. I STREET
TACOMA, WA 98405

SHEET CONTENT
16-048-01
EXISTING BRIDGE ELEVATION AND SECTION

JOB No.
16-048

DRAWN WJS **CHECKED** TGM

DATE 6/27/16

REVISIONS

SHEET
S4 OF 4

Landmarks Preservation Review

Wright Park Pedestrian Bridge

Attachment C: Project Specifications

**SECTION 32 34 00
FABRICATED BRIDGES****PART 1 GENERAL**

1.01 SECTION INCLUDES

- A. This specification contains requirements for a fully engineered clear span bridge of steel construction. The bridge shall have parallel chords with no diagonals (viereckel truss). These specifications shall be regarded as the minimum standards for design and construction. The work included under this specification shall consist of design, fabricating, finishing and transporting the steel truss bridge superstructure(s) including bearings.

1.02 DEFINITIONS

Bridge Owner:	Metro Parks Tacoma
Project Engineer:	Peterson Structural Engineers
Project Architect:	BOEarchitects
Contractor:	As selected by Owner
Bridge Manufacturer:	As selected by Contractor

1.03 RELATED SECTIONS

- A. The following is a list of SPECIFICATIONS which may be related to this section:
1. Section 03 62 00 – non-shrink grout
 2. Section 05 05 23 – structural welding
 3. Section 05 12 00 – structural steel
 4. Section 05 50 00 – metal fabrications

1.04 REFERENCES

- A. Governing Specifications
1. Bridge(s) shall be designed in compliance with the LRFD Guide Specifications for Design of Pedestrian Bridges, 2nd Edition with 2015 Interim Revisions, by AASHTO. Calculations shall be in accordance with this document, and formulas shall reference the appropriate sections
 2. The LRFD Guide Specifications for Design of Pedestrian Bridges, shall control if any conflicting requirements occur with the Other Reference Documents and/or other local Codes.
- B. Other Reference Codes, Specifications and Standards

1. LRFD Bridge Design Specifications, 6th Edition, 2013 with interim revisions (AASHTO LRFD)
2. AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals, 5th Edition (AASHTO Signs)
3. American Institute of Steel Construction (AISC), Steel Construction Manual, Latest Edition
4. American Welding Society (AWS): D1.1/D1.1M, Structural Welding Code – Steel
5. ASCE/SEI 7 Minimum Design Loads for Buildings and Other Structures, Latest Edition
6. National Design Specification for Wood Construction, ANSI NDS-Latest Edition
7. The Society for Protective Coatings (SSPC): SP10, Commercial Blast Cleaning
8. ASTM International (ASTM)
 - a. A36/A36M, Standard Specification for Carbon Structural Steel
 - b. A242, Standard Specification for High-Strength Low-Alloy Structural Steel
 - c. A307, Standard Specification for Carbon Steel Bolts and Studs, 60,000 psi Tensile Strength
 - d. A325, Standard Specification for Structural Bolts, Steel, Heat Treated, 120/105 ksi Minimum Tensile Strength
 - e. A490, Standard Specification for Structural Bolts, Alloy Steel, Heat Treated, 150 ksi Minimum Tensile Strength
 - f. A588/A588M, Standard Specification for High-Strength Low-Alloy Structural Steel, up to 50 ksi (345 MPa) Minimum Yield Point, with Atmospheric Corrosion Resistance

1.05 SUBMITTALS

- A. Submit complete SHOP DRAWINGS to ENGINEER for review.
- B. Submit manufacturer's certification of compliance with referenced standards.
- C. Schematic drawings and diagrams shall be submitted to the customer for their review after receipt of order. Submittal drawings shall be unique drawings, prepared to illustrate the specific portion of the work to be done. All relative design information such as member sizes, bridge reactions, and general notes shall be clearly specified on the drawings. Drawings shall have cross referenced details and sheet numbers.
- D. Engineering drawings utilizing 11x17 format, shall be prepared and submitted to the Contractor or Owner for review by the project engineer after receipt of the order. Submittal drawings shall be unique drawings, prepared to illustrate the specific portion of the bridge being fabricated. All relative design information such as member size, ASTM material specification, dimension necessary to fabricate and required welding shall be clearly shown on the drawings. Drawings shall have cross referenced details and sheet numbers. All drawings shall be stamped, signed and dated by the Bridge Manufacturer's Design Professional.

- E. Structural calculations for the design of the bridge superstructure shall be prepared and submitted to the Contractor or Owner for review by the Project Engineer after receipt of the order. Calculations shall include complete design, analysis and code checks for the controlling member, connectivity and support conditions, truss stability checks, connections, deck design, deflection checks, bearings and all splices. The calculation cover sheet shall be stamped, signed and dated by the Bridge Manufacturer's Design Professional
- F. The contractor shall submit a detailed installation plan which outlines the procedure and equipment used to unload the bridge and place it in its final location.

1.06 QUALITY ASSURANCE

- A. The Bridge Manufacturer shall have as a direct employee, an engineer who is experienced in bridge design to perform all engineering related task and design referred to as the "Bridge Manufacturer's Design Professional". The Bridge Manufacturer's Design Professional shall have a minimum of 10 years' experience in bridge design and be a currently licensed Professional Engineer specializing in structures in the State of Washington.

1.07 DELIVERY, STORAGE AND HANDLING

- A. Coordinate delivery requirements with manufacturer.
- B. Comply with manufacturer's requirements for unloading, lifting, and placement

PART 2 PRODUCTS

2.01 MANUFACTURERS

- A. Each Contractor is required to identify their intended supplier as part of the bid submittal. Qualified Bridge Manufacturers must have at least 5 years experience fabricating these types of structures and have (5) successful bridge projects of similar construction which have been in service for a minimum of (3) years. List the location, bridge size, owner, and a contact reference for each project. The Bridge Manufacturer shall have an up to date certification by AISC as a Certified Bridge Fabrication - Intermediate (Major) with Fracture Critical Endorsement. All suppliers shall fabricate their product, no brokers are allowed.
- B. Pre-approved bridge manufacturers:
 - 1. Big R Bridge
P.O. Box 1290
Greeley, CO 80632
(253) 797-8293
dmyers@bigrbridge.com
 - 2. Excel Bridge Manufacturing
12001 Shoemaker Ave
Santa Fe Springs, CA 90670
(320) 762-1368
jodiseidl@excelbridge.com
 - 3. CONTECH Engineered Solutions, LLC
9025 Centre Pointe Drive

West Chester, OH 45069
(206) 390-3711
MBlank@conteches.com

- C. Bridge Manufacturers, other than those listed above, may be used provided the Engineer receives a written request at least 10 days prior to the bid. The written request shall accompany the following information:
1. Bridge Manufacturer's Product Literature
 2. Name and resume of Bridge Manufacturer's design professional who will be signing and sealing the engineering submittals
 3. Copy of current AISC shop certification
 4. Representative copies of detailed drawings, field procedures, calculations, quality control manual, welder's certifications
 5. Listing of projects including owner, location, size, year of fabrication, contact person
- D. The above will be evaluated by the Engineer for accuracy and ability to provide a bridge(s) in accordance with these specifications. Bridge Manufactures other than those listed above may only be used if the Engineer provides written approval 5 days prior to the bid. The Engineer's ruling shall be final.
- E. The manufacturer shall provide a warranty against defects in material and workmanship for a period of ten years. Galvanized finishes may have an extended limited warranty provided by the galvanizer which will be passed on to the owner.

2.02 BRIDGE SYSTEM TYPE

- A. Parallel Chord Vierendeel Truss
1. The vertical trusses shall be designed such that the top and bottom chord members are parallel for the entire length of bridge. The interior verticals of the trusses shall be perpendicular to the top face of the bottom chord. Diagonal members will not be allowed, the truss shall be a "vierendeel" style truss. See project drawings for a schematic of the required design.
- B. The end vertical of the trusses shall be plumb and not sloped.
- C. The bridge(s) shall utilize an H-Section configuration where the ends of the floor beams are welded only to the interior face of the verticals. The distance from the top of deck to the bottom of the bottom chord shall be determined by the Bridge Manufacturer during final design.
- D. Diagonal members will not be allowed in the vertical truss. The desired truss geometry utilizes a "vierendeel" style truss design. The joints between vertical members and the top and bottom chords shall be moment resisting connections.

2.03 BRIDGE GEOMETRY

- A. General Geometry Requirements
1. The replacement bridge superstructure will utilize existing concrete abutments. The contractor shall field verify all dimensions prior to ordering the replacement bridge.

The measurements provided in the contract drawings and these specifications are provided for informational purposes. It is ultimately the contractor's responsibility to verify the existing geometry to be used for design.

B. Span Length

1. The available distance between existing concrete backwalls is approximately 53'-9" (clear opening, straight line dimension). Every effort should be taken to reduce eccentricity between the CL of bearing and the CL of bridge footing to limit the eccentric moment transmitted by the bridge to the the footing.

C. Width

1. The bridge width shall provide a minimum clearance of 8'-0" between all interior rub railing elements. Note overall existing concrete abutment width of 9'-6".

D. Top of Truss Height

1. The top of the top chord shall be located 36" above the deck (measured from top of walking surface). A pipe handrail and attachment (6" total height) shall be mounted to the top of the top chord for a total railing height of 42" above walking surface.

E. Lower Steel Clearance

1. The bridge manufacturer shall determine the distance from the top of the deck (measured from the highest point of the deck) to the bottom of any steel member. The existing abutment dimension from trail surface to top of bearing elevation (existing concrete surface) is approximately 1'-10 1/2".
2. For bridges with floor beams in a H-Section configuration, this dimension shall be the height of the bottom chord, plus an adequate weld clearance for the vertical to bottom chord and the floor beam to vertical connections, plus the height of the floor beam, plus the maximum thickness of the deck system. This does not account for any required grout pads or leveling plates that may be required.

F. Truss Bay Spacing

1. There shall be (10) equally spaced bays in each truss.

G. Camber

1. Maximum bridge slope shall be limited to 20H:1V where sloped sections occur. Maximum slope at bridge ends should take dead load deflection into account.

H. Elevation Difference

1. The top of the deck elevation shall be equal at each end of the bridge. The contractor shall field verify the CL of bearing elevations prior to ordering the proposed bridge.

2.04 STRUCTURAL DESIGN LOADS

A. Dead Load

1. The bridge structure shall be designed considering its own dead load (superstructure, railing, attachments, original decking) only. No additional dead loading need be considered.

B. Pedestrian Loading

1. The bridge structure shall be designed for a uniform pedestrian loading of 90 psf. This loading shall be patterned to produce the maximum load effects. Consideration of dynamic load allowance is not required with this loading.

C. Vehicle Loading

1. Where vehicular access is not prevented by permanent physical methods, the superstructure and deck system shall be designed for each of the following concentrated/vehicular loads:
 - a. A concentrated load of 1,000 pounds placed on any area 2.5' by 2.5' square.
 - b. A 1,200 pound two-wheel vehicle with a wheelbase of 60", with the load equally distributed to two axles with a tire footprint of 1.5" in the direction of traffic and 4" transverse to the direction of traffic.
 - c. A single ATV or maintenance vehicle shall be placed to produce the maximum load effects and shall not be placed in combination with the pedestrian load. The dynamic load allowance need not be considered for this loading. The vehicle shall be a 2,000 pound vehicle equally distributed to four wheels. 4'-0" wheel base and 2'-8" track width.
2. Wheel loads shall be placed so as to produce the maximum stress in each member being analyzed. Only one vehicle need be considered on the bridge at any given time.
3. Assumptions that the vehicle will only travel down the centerline of the bridge or that the vehicle may be treated as a line load will not be allowed.

D. Wind Load

1. Pedestrian bridges shall be designed for wind loads as specified in *AASHTO Signs*, Articles 3.8 and 3.9. The Wind Importance Factor shall be taken as 1.15. The loading shall be applied over the exposed area in front elevation including all enclosures.

E. Seismic Load

1. Per design parameters shown on the contract plans to size anchor bolts.

F. Fatigue Load

1. The fatigue loading shall be as specified in Section 11 of *AASHTO Signs*. The Natural Wind Gust specified in Article 11.7.3 and the Truck-Induced Gust specified in Article 11.7.4 of *AASHTO Signs* need not be considered.

G. Railing Loads

1. Each element of the pedestrian rail system shall be designed to support a uniformly applied load of 50 pounds per lineal foot, both transversely and vertically. In addition, each longitudinal element shall be designed to support a concentrated load of 200 pounds at any point and in any direction at the top of the longitudinal element. The 50-plf linear load and 200-lb point load are not required to act simultaneously.

2. The posts of the pedestrian rail system shall be designed for a concentrated load applied at either the center of gravity of the upper longitudinal element or 60" above the top of the walkway, whichever is less. This concentrated load shall be equal to 200 pounds.

H. Wire Mesh Infill and Decorative Railing Loads

1. All elements of the railing shall be designed to support a uniform load of 25 pounds per square foot applied normal to the entire surface.

I. Load Combinations

1. The load combinations and load factors to be used shall be as per specified in AASHTO LRFD Table 3.4.1-1, with the following exceptions:
 - a. Load combinations Strength II, Strength IV, and Strength V need not be considered.
 - b. The load factor for Fatigue I load combination shall be taken as 1.0, and Fatigue II load combination need not be considered

2.05 STRUCTURAL DESIGN CRITERIA

A. Modeling

1. The bridge shall be modeled and analyzed utilizing a three-dimensional computer software which shall account for moments induced in members due to joint fixity where applicable. Moments due to both truss deflection and joint eccentricity must be considered. Analyzing the truss as a pure pinned structure will not be allowed. All loads listed in Section 5 of these specifications shall be applied to the model and analyzed appropriately.

B. Lateral Frame Design

1. The bridge shall be designed and proportion such that appropriate lateral stiffness is provided locally and globally, to insure that the structure is stable.
2. For bridges without any overhead members (Half-Through Trusses), the vertical truss members, the floor beams and their connections shall be proportioned to resist a lateral force applied at the top of the truss verticals. This lateral force shall be applied as an additional load to the top of the vertical, creating a cantilever moment, which is then added to the forces obtained from the three-dimensional model. The magnitude of this lateral force shall not be less than $0.01/K$ times the average factored design compressive force in the two adjacent top chord members
3. The top chord shall be analyzed as a column with elastic lateral supports at the panel points, taking into account all moments due to in-plane and out-of-plane bending, along with moments due to eccentricities of the members.
4. The U-Frame Stiffness of the verticals and floor beams shall be as determined in the AASHTO Guide Specification Section 7.1.2, assuming that the vertical and floor beam connection is rigid. This means that the following must be met:

- a. Matched member widths in simple unreinforced HSS connections between the floor beam and vertical, that is, no deformation is allowed due to tube wall plastification of the member faces at service loads.
 - b. The connection of the floor beam to the vertical shall not include the HSS bottom chord member, that is, the vertical and floor beam shall not be connected to different sides of a HSS chord. These members shall not be connected to faces of the bottom chord at a 90-degree to one another.
 - c. All fixed end moments in the floor beams and verticals due to floor beam rotations, in addition to the loads derived from a U-Frame analysis have been accounted for in the strength design of the connections.
5. At no time shall a $K > 2.0$ be used in the design of the top chord.
 6. The end verticals shall be designed as a simple cantilever to carry the loads obtained from the three-dimensional model, plus the cantilever moment due to a lateral load of 0.01 times the axial force in the end vertical, applied laterally at the upper end of the end vertical.
 7. The floor beams shall always be sized for the forces obtained from a simple span, pinned end analysis, or from the forces obtained from the three-dimensional model, whichever controls.
 8. The diagonals and brace diagonals shall be analyzed as pinned-end connection members. All other members shall be analyzed as fixed-end connections.

C. Deflections

1. The vertical deflection of the main bridge trusses due to the unfactored pedestrian live loading shall not exceed $1/480$ of the span length.
2. The vertical deflection of the floor system members (floor beams and stringers) due to unfactored pedestrian live load shall not exceed $L/360$ of their respective spans.
3. Vertical deflection under occasional vehicular loading need not be considered.
4. The horizontal deflection of the bridge under unfactored wind loading shall not exceed $1/500$ of the span length.

D. Fracture

1. Fracture toughness requirements and designation of Fracture Critical Members are waived for this structure – NEED TO CONFIRM.

E. Vibrations

1. Vibration of the structure shall not cause discomfort or concern to the users of the bridges. To assure this, the fundamental frequency (f) of the pedestrian bridge in the vertical direction, without live load, shall be greater than 3.0 hertz (Hz) to avoid the first harmonic. The fundamental frequency of the pedestrian bridge in the lateral direction, shall be greater than 1.3 Hz. If the fundamental frequency cannot satisfy these limitations then the bridge should be proportioned such that either of the following criteria are satisfied:
 - a. $f \geq 2.86 * \ln(180/W)$

b. $W \geq 180 * e^{(-0.35 * f)}$

F. Wheel Load Distribution

1. Each wood plank shall be designed to support the maximum wheel load from the design vehicle. Distribution to other planks will only be allowed if those planks are doweled together. The Tire Contact Area will be calculated as 0.01 times the wheel load. The wheel width transverse to the direction of traffic, is 2.5 times the wheel length. The wheel width is calculated as follows:
 - a. The Wheel Width (in inches) is $2.5 * \sqrt{\left(\frac{0.01 * P}{2.5}\right)}$, where P is the wheel load in pounds
2. Plank shall be checked for both shear and moment, and meet all allowable stresses as per ANSI NDS or *Tropical Timbers of the World*.

2.06 MATERIALS

1. Structural Steel
 - a. All members of the truss and deck support system shall be fabricated from square or rectangular hollow structural shapes (HSS), with the exception that floor beams may be wide flange shapes. All open ends of end posts and floor support beams shall be capped. Drain holes shall be provided for all sections at the low point of the member that may become filled with water.
 - b. All bridges shall be fabricated using A500 Grade B or C tube, A992 W-Shapes, A36 or A242 structural shapes and plates. At the Bridge Manufacturer's discretion, A847 and A588 material may also be used.
 - c. Minimum nominal thickness of primary hollow structural shapes shall be 1/4". Rolled shapes shall have a minimum thickness of 1/4".
 - d. Bolts and nuts shall be in accordance with SPECIFICATIONS for structural joints using ASTM A325 or ASTM A490 bolts.
 - e. Anchor bolts shall be in accordance with F1554 and be galvanized.
 - f. E70XX Series electrodes or equivalent shall be used for welding.
2. Deck Material
 - a. The bridge deck shall be a wood thermoplastic composite lumber (WTCL). Nominal plank size shall be 2x6. Acceptable trade name products are Trex, Timber Tech, or Tamko Evergrain. Maximum support spacing shall be 16" when no vehicular traffic is allowed access to the bridge. Deck planks shall be placed tight together with no gaps.
 - b. Deck planks shall be secured utilizing 5/16" torx head self-drilling self-tapping screws. Each plank shall have two screws at each end and one screw at each interior supporting member. Screws shall have adequate edge distance to prevent splitting and cracking. Deck planks shall be placed tight together with no gaps.

- c. Deck planks shall be sized to support the loads specified in Section 5.0 of these specifications, and per the wheel distribution in Section 6.6.
3. Fasteners
 - a. Structural bolts used to field splice, or connect; all main members shall be ASTM A325, in accordance with the *Specification for Structural Joints using ASTM A325 or A490 Bolts*. The nuts for these structural bolts shall be ASTM A563. The fasteners and connection hardware shall be Type 1 (Hot-Dipped or Mechanically Galvanized).
 - b. Bolts used for the connection of a rub rail shall be ASTM A307 or SAE J429 Grade 2, 1/4" diameter carriage bolts, zinc plated.
 - c. Self-drilling fasteners for attachment of the form decking shall be #14 x 1" Zinc Plated Hex Washer Head Tek Screws.
 - d. Other miscellaneous fasteners shall be ASTM A307 zinc plated or galvanized, as determined by the Bridge Manufacturer

2.07 BRIDGE FINISH

A. Steel Preparation

1. All surfaces of structural steel shall be blast cleaned in accordance with the Steel Structures Painting Council (SSPC), Surface Preparation Specification No. 10 (CONFIRM), latest edition, (SSPC-SP10), Near White. Surfaces shall be SSPC-SP10 clean when the primer is applied.

B. Painting

1. Painted structures require special fabrication details to ensure that all exposed surfaces receive the proper surface preparation and correct amount of paint. When overlapping steel surfaces occur, a space of 1.5" or greater must be maintained. If this space cannot be maintained, then steel spacers shall be inserted to eliminate the space. All overlapping steel surfaces with a space less than 1.5" shall be seal welded all around to prevent access by water. Caulking of overlapping surfaces shall not be allowed.
2. Three-coat system shall be a primer coat of Corothane I Galvapac One Pack Zinc Primer by Sherwin Williams, 3.0-4.0 mils DFT, color gray, an intermediate coat of Macropoxy 646 Fast Cure Epoxy by Sherwin Williams, 5.0-10.0 mils DFT, color Mill White, and a finish coat of Acrolon 218 HS Acrylic Polyurethane by Sherwin Williams.
3. Paint color to be selected by Owner, submit paint samples for review prior to applying finish coat.
4. Alternate three-coat systems must be submitted to the Project Engineer and approved in writing

2.08 ATTACHMENTS

A. Safety Rails

1. The Wright Park Pedestrian Bridge shall use a galvanized welded steel wire grid spaced to prevent passage of a 4-inch diameter sphere in each bay. The safety railing shall be panelized and mechanically attached to the structure. Minimum material property of the panel shall be ASTM A36 or engineer approved alternate material.
2. The panels shall be located in the plane of the truss using discreet attachment points.
3. An custom ornamental steel railing shall be mounted to the exterior of both sides of the bridge. A digital file which includes railing geometry will be provided to the selected contractor. Ornamental railing shall be mechanically fastened to the truss top and bottom chords.

B. Toe Plate

1. Steel toe plates for a painted steel bridge shall consist of (minimum ASTM A36) 1/4" x 6" plate material or a HSS4x2x3/16 tube, and shall be welded all around to the truss verticals. If the vertical spacing exceeds 5'-0", a mid-bay support shall be utilized for the 1/4" x 6" plate. For spans greater than 5'-0" with no mid-bay support, but less than 12'-0", the toe plate should be an HSS4x2x3/16 tube (ends capped) welded all around directly to the truss verticals. The bottom of the toe plate shall be placed 2" above the finished height of the deck. All seams of the toe plate shall be fully welded to give the appearance of a continuous member (welding should be located at a support member). The toe plate shall be finished in accordance with Section 2.07 of this specification

C. Expansion Joint

1. If the gap between the end of the bridge deck and the back wall of the foundation system is 1" or less, then no expansion joint cover is required. If the gap is greater than 1", then the joint shall be covered with a 1/4" thick plate which attaches to the bridge and extends over the gap and onto the top of the foundation system back wall. This plate shall have its edges beveled at a 45-degree angle to minimize the potential trip hazard.

2.09 BEARINGS

A. Steel on Steel

1. Expansion and fixed bearings shall be a steel on steel Slide Plate. Size shall be per loads and anticipated movements determined by the bridge manufacturer. Both expansion and fixed bearings shall have slotted holes for ease of installation. Fixed bearings shall have the nuts of the anchor rods tight, whereas the expansion bearings shall have the nuts of the anchor rods finger tight.

B. Design Temperature Range

1. The Design Temperature Range will be site specific and will be determined from the Tables in AASHTO Section 3.12.2.2 Temperature Range.

C. Non-shrink Grouting

1. The bridge will be supplied with a lower setting plate. This setting plate shall be leveled and shimmed to the proper elevation. The space between the lower surface of the setting plate and the foundation surface shall be filled with a non-shrink grout capable of achieving a minimum compressive strength of 4000 pounds per square

inch. The cost of the leveling, shimming and non-shrink grout shall be the responsibility of the Contractor.

D. Anchor Rods

1. Bridge Manufacturer shall design and the diameter and grade of anchor rods, based on the shear and tensile strength of the anchor rod material only.
2. All design considerations regarding concrete breakout strength in shear and tension, pullout strength, concrete side-face blowout strength, concrete pry out strength, embedment depth, type of anchorage or any other concrete failure modes are the responsibility of the Foundation Engineer, and shall be shown on the contract plans.
3. All anchor rods shall be galvanized. The foundation engineer shall determine if the anchor rods shall be cast-in-place, drilled/epoxy, or expansion anchors.

2.10 FABRICATION

A. Welding

1. Welding procedures and weld qualification test procedures shall conform to the provisions of AWS D1.1, Structural Welding Code, latest edition. Filler metal shall be in accordance with the applicable AWS Filler Metal Specification, and shall match the corrosion properties of the base metal

B. Welders

1. Welders shall be qualified for each process and position used while fabricating the bridge. Qualification tests shall be in accordance with AWS D1.1. All weld qualifications and records shall be kept in accordance with the Fabricator's Quality Assurance Manual which has been approved by AISC.
2. All welding shall be done by welders certified for AWS D1.1/D1.1M structural welding requirements.

C. Shop Splices

1. Shop splices for main truss members shall be full penetration welds all around the perimeter of the member. These shop splices shall be performed using a full perimeter backing plate. After welding of the shop splices, the weld shall be ground smooth to match the perimeter of the member. No grinding of this weld shall not be permitted, and will be grounds for rejection of the bridge upon delivery.
2. Workmanship, fabrication, and shop connections shall be in accordance with AWS and AISC specifications.

D. Bolted Splices

1. For shipping purposes, the bridge may be fabricated in sections. Sections shall be field assembled using bolted connections. No field welding of members shall be allowed.
2. The chord members of the bridge shall be bolted such that all faces of the member are bolted. This is to provide equal force distribution around the perimeter of the member. Bolting in only two faces of an HSS is not allowed. Bolted splices shall be

designed and fabricated such that the head of the bolt is the only item exposed. No through-bolting of the member is allowed.

3. The diagonals and brace diagonals shall be bolted utilizing a through-bolt system with plates on the exterior faces of the members. An internal stiffening plate is required to keep the member from crushing during the bolt tightening process.
4. Tightening of the bolts shall be by Turn-of-the-Nut Method. No washers will be required or furnished by the Bridge Manufacturer..

E. Drain Holes

1. When the collection of water inside a structural tube is a possibility, either during construction or during service, the tube shall be provided with a drain hole at its lowest point to let water out.

2.11 QUALITY CONTROL

A. AISC Certification

1. The bridge shall be fabricated in a shop owned by the Bridge Manufacturer. This facility shall have up to date certification by AISC as a Certified Bridge Fabrication - Intermediate (Major) with Fracture Critical Endorsement.

B. Certified Welding Inspector

1. The bridge manufacturer shall employ a Certified Weld Inspector (CWI), with endorsement by AWS QC1. This CWI shall be present during the complete fabrication of the bridge. The CWI shall provide written documentation that the bridge has been fabricated in accordance with these specifications and the approved design drawings

C. Documentation

1. Material Certifications shall be available for review for all materials within the bridge. Traceability of heat numbers is required for all steel.
2. Documentation showing the performance of all critical quality checks shall also be made available for review by the Engineer or Owner

D. Non-destructive Testing

1. All welds within the structure, shall be visually inspected for conformance to size, under cut, profile and finish.
2. All shop splices of main truss members shall be magnetic particle tested.

PART 3 EXECUTION

3.01 DELIVERY

- A. Delivery shall be made via truck to a location nearest the site which is accessible to normal over-the-road equipment. All trucks delivering bridge materials will need to be unloaded at the time of arrival. If the erection Contractor needs special delivery or delivery is restricted he shall notify the Bridge Manufacturer prior to bid date. This includes site issues which may prevent

over-the-road equipment from accessing the site. Steerable dollies are not used in the cost provided by the Bridge Manufacturer. Determining the length of bridge section which can be delivered is the responsibility of the Contractor, and shall be communicated to the Bridge Manufacturer prior to the bid date.

3.02 LIFTING AND SPLICING

- A. The Bridge Manufacturer will provide standard typical written procedures for lifting and splicing the bridge. All actual methods, equipment and sequence of erection used are the responsibility of the Contractor.

3.03 INSTALLATION

- A. Installation shall be the responsibility of the contractor. A detailed installation plan shall be submitted to the engineer (10) days in advance of the proposed installation date for review.
- B. A manufacturer's representative is encouraged to be present during installation of the bridge superstructure.
- C. Install bridge considering manufacturer's recommendations and per the approved installation plan.
- D. The contractor shall restore any areas affected or disturbed by equipment or bridge installation activities. Affected areas shall be restored to their original state to the satisfaction of the Owner.

3.04 MAINTENANCE AND INSPECTION

- A. The bridge manufacturer shall provide written inspection and maintenance procedures to be followed by the bridge owner

3.05 WARRANTY

- A. The Bridge Manufacturer shall warrant their steel structure(s) to be free of design, material, and workmanship defects for a period of ten years from the earlier of the date of delivery or from 60 days after final fabrication. Naturally durable hardwood decking and hardwood attachments shall carry a one-year warranty against rot, termite damage, or fungal decay from the earlier of the date of delivery or from 60 days after installation on the structure. Other types of wood are excluded under this warranty. This warranty shall not cover defects in the bridge caused by abuse, misuse, overloading, accident, improper maintenance, alteration, or any other cause not the result of defective materials or workmanship. This warranty shall be void unless Owner's records can be supplied which shall indicated compliance with the minimum guidelines specified in the inspection and maintenance procedures. Paint, galvanizing and other special coatings shall be warranted by the coating manufacturer and is not covered by the Bridge Manufacturer. Repair or replacement shall be the exclusive remedy for defects under this warranty. The Bridge Manufacturer shall not be liable for any consequential or incidental damages for breach of any express or implied warranty on their structures.

END OF SECTION

Landmarks Preservation Commission
Planning and Development Services Department



747 Market Street ♦ Room 1036 ♦ Tacoma WA 98402-3793 ♦ 253.591.5220

**APPLICATION FOR DESIGN REVIEW
COMMERCIAL AND MULTIFAMILY**

Please include ALL of the following information with your application. Insufficient application materials will result in a delay in processing of your application. If you have any question regarding application requirements, or regulations and standards for historic buildings and districts, please call the Historic Preservation Officer at 253.591.5220.

PART 1: PROPERTY INFORMATION

Building/Property Name	MacDonald + Smith Building		
Building/Property Address	1936 Pacific Avenue		
Landmark or Conservation District	Union Depot/Warehouse Historic		
Applicant's Name	Elizabeth Van Dyke / Stocklist LLC		
Applicant's Address (if different than above)			
Applicant's Phone	253.720.0062	Applicant's Email	stocklistmw@gmail.com
Property Owner's Name (printed)	LW Tacoma		
Property Owner's Address	1900 Commerce, Tacoma, WA 98402		
Property Owner's Signature			

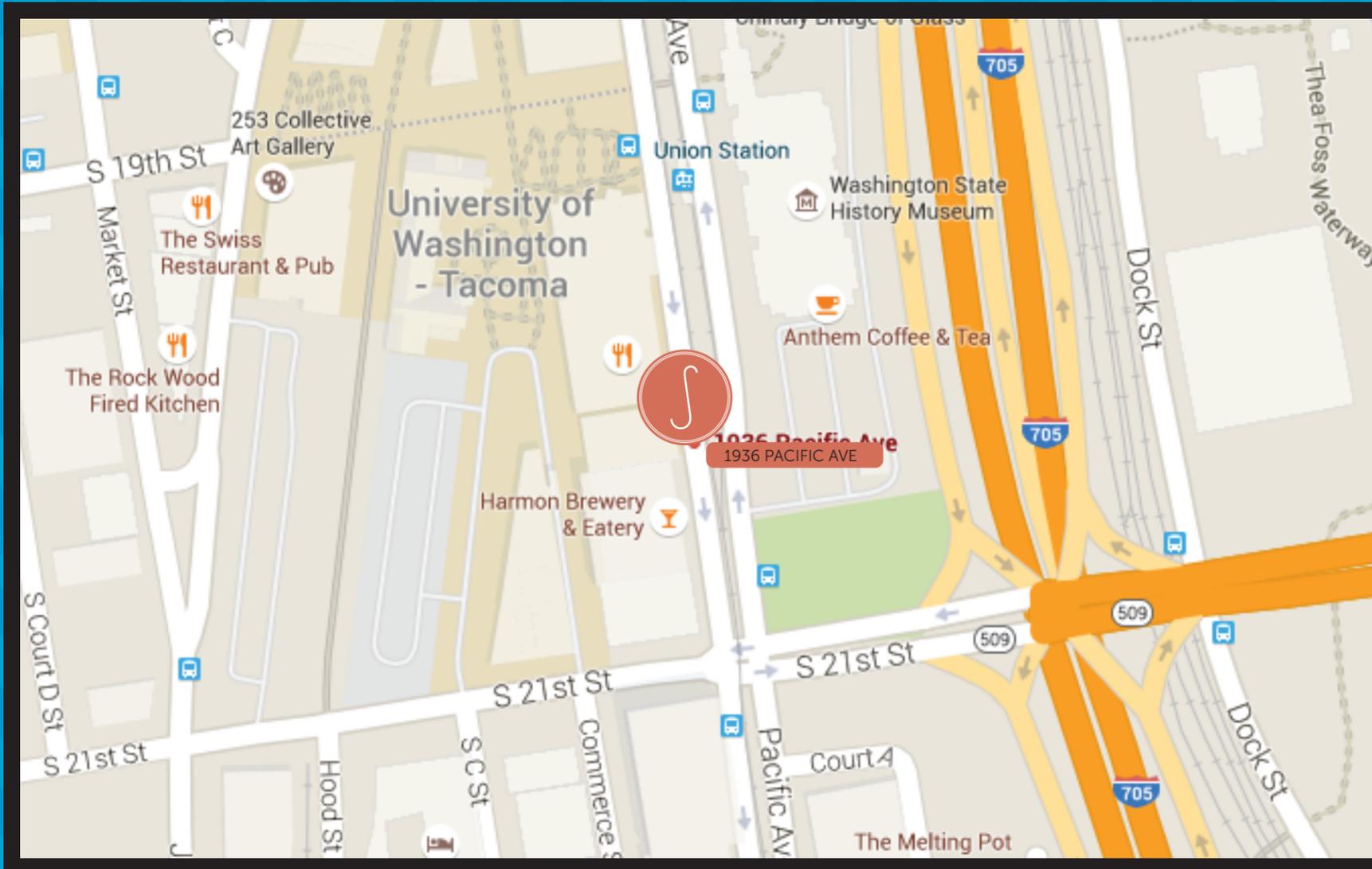
**Application must be signed by the property owner to be processed. By signing this application, owner confirms that the application has been reviewed and determined satisfactory by the owner.*

APPLICATION FEE

Please see the fee schedule on page 2.

Estimated project cost: _____

Application fee enclosed (please make payable to
City of Tacoma): _____



APPLICANT: STOCKLIST

LOCATION: 1936 PACIFIC AVE
TACOMA, WA 98402

INVOICE# I-9087

DATE: 06-29-16

SCALE: 1"=35"



110" Above
Sidewalk

SCALE: 1"=10"



SUBSTRATE:

Circular - Routed Aluminum Solid Core Composite (4mm)
w/ Vinyl Overlay QTY: 2

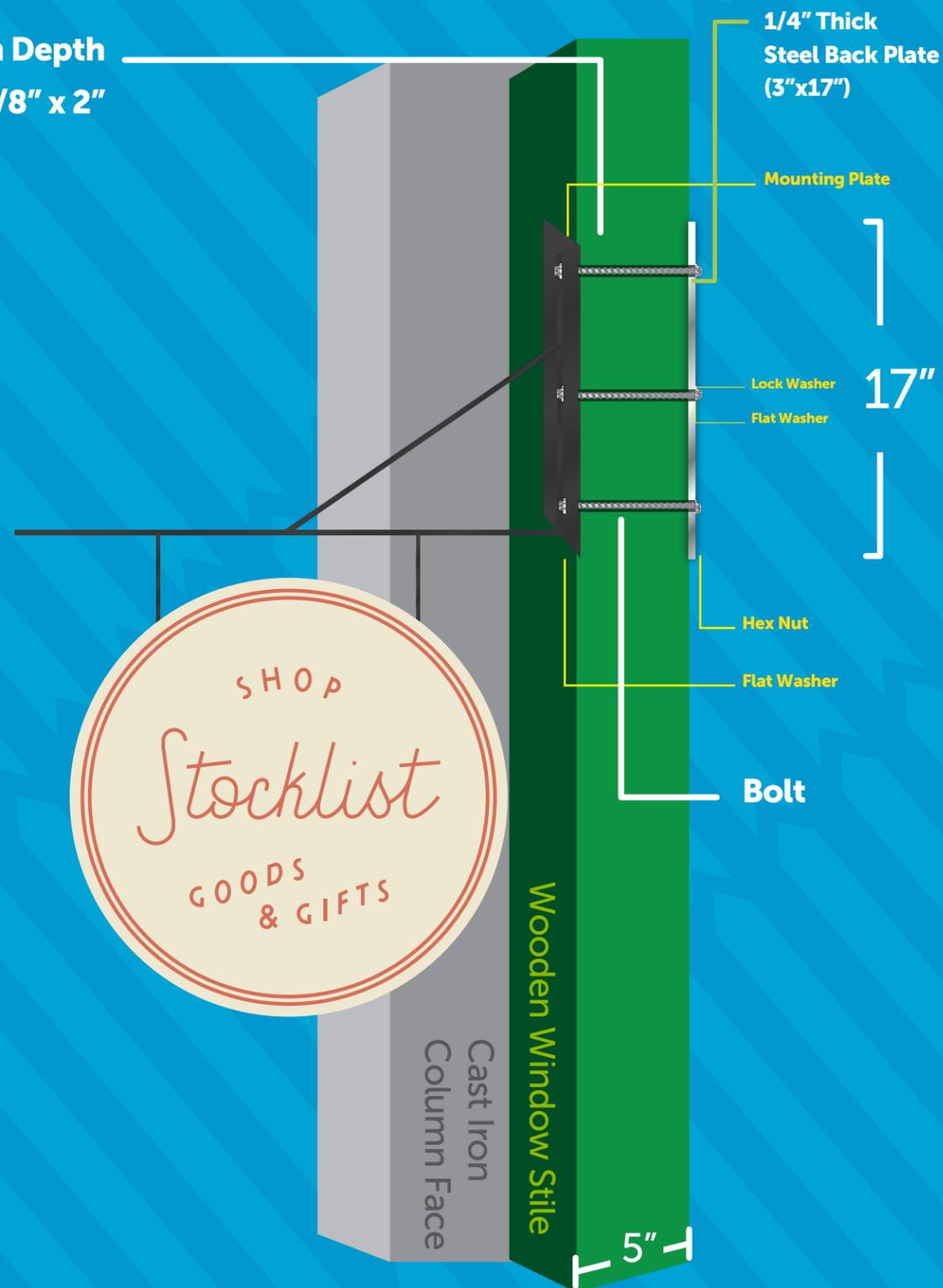
SCALE: 1"=20"



This design is the property of Image360. It is submitted for your consideration in the purchase of the products, plans or visual ideas accordingly depicted. This design cannot be copied in whole or in part, altered or exhibited in any manner. Exceptions are previously copyrighted artwork supplied by client. Colors are for indication only and not a color match to any substrate, material or computer monitors, etc. (2013)

3838 South Warner Street • Tacoma, WA 98409
PHONE: 253.475.7446 • FAX: 253.475.8585
www.image360tacomacentral.com

Minimum Depth
Drilled Holes: 3/8" x 2"



SIDVIEW INSTALLATION

INSTALLATION INFO

Three holes will be drilled 5" deep into wooden window stile, spaced 8" apart vertically.

The steel mounting plate of the sign will be attached to the window stile using 3/8" x 5" bolts.

A 1/4" thick, 3"x17" stainless steel back plate will secure the mounting plate of the sign from the interior side of the window stile. The 3 bolts from the exterior will be fastened with stainless steel hex nuts (9/16" diameter) and stainless steel washers on the interior side of the window stile.

SCALE: 1"=8"

GET INVOLVED WITH THE PRAIRIE LINE TRAIL INTERPRETIVE PLAN

The City of Tacoma is creating an interpretive plan for the City's segments of the Prairie Line Trail and will install several interpretive features that incorporate history and art.

As part of our public outreach, the City is looking for your input:

- What stories are important to include?
- What features do you want to see?

Take a survey and find out more about the Prairie Line Trail Interpretive Plan by visiting cityoftacoma.org/PLT.

Find us at Tacoma Historic Preservation on Facebook and Tacoma_Culture on Twitter and Instagram #PrairieLineTrail.

For more information email Landmarks@cityoftacoma.org or call (253) 591-5389.

