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# Agenda

## Landmarks Preservation Commission Planning and Development Services Department

Date: June 1, 2016  
Location: 407 North J Street  
Time: 4:00 p.m.

### SITE VISIT

The following is Public Notice that the Landmarks Preservation Commission will conduct a site visit at 407 North J Street.

DATE: June 1, 2016  
TIME: 4:00 pm  
LOCATION: 407 North J Street

No action will be taken at this visit.

*Next Regular Meeting: June 22, 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](http://www.cityoftacoma.org/lpc-agenda). All meetings of the Landmarks Preservation Commission are open to the public. Oral and/or written comments are welcome.*



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**STAFF REPORT**

June 1, 2016

**SITE VISIT**

**AGENDA ITEM 1A: 811 N. Ainsworth Ave. (North Slope Historic District)**

*Stephen Oliver, Owner*

**BACKGROUND**

Built in 1913, this is a contributing structure in the North Slope Historic District. The applicant is seeking feedback on a proposed detached carport.

**ACTION REQUESTED**

This is a site visit and board briefing. No action requested.

**STANDARDS**

**North Slope Historic District Design Guidelines**

**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.**
- 4. New curb cuts are discouraged.** Residential driveways requiring curb cuts from a street or arterial are generally prohibited, unless the applicant can demonstrate by clear and convincing evidence that because of special circumstances not applicable to other property or facilities, including size, shape, design, topography, location, or surroundings, the strict application of this standard prevents alley-accessed parking. If approved, such curb cuts and approaches shall be consistent with the standards approved for the historic districts and on file in the Public Works Department.