

**Members**

Katie Pratt, *Chair*  
Jonah Jensen, *Vice-Chair*  
Brittani Flowers  
Roger Johnson  
Lysa Schloesser  
James Steel  
Eugene Thorne  
Jeff Williams  
Kevin Bartoy  
Ken House



# 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: February 8, 2017  
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: 1/25/17
- C. Administrative Review:
  - 822 North 11<sup>th</sup> Street—deck rebuild/repair
  - 824 North K Street—single door replacement

**3. TACOMA REGISTER OF HISTORIC PLACES—PUBLIC HEARING**

|   |   |        |
|---|---|--------|
| A. 3713 North 19 <sup>th</sup> Street & 1920 North Adams Street, Cushman and Adams Street Substations | Jeff Ryan, Ryan Architecture<br>James Blessing, TPU | 20 min |
|---|---|--------|

**4. SPECIAL TAX VALUATION**

|   |                      |       |
|---|----------------------|-------|
| A. 514 North M Street (North Slope Historic District) | Jeff Williams, Owner | 5 min |
|---|----------------------|-------|

**5. DESIGN REVIEW**

|  |                             |       |
|--|-----------------------------|-------|
| A. 1716 Pacific Avenue (Union Depot/ Warehouse Historic District)<br><i>Sign</i> | Max Heigh, Signs of Seattle | 5 min |
|--|-----------------------------|-------|

**6. PRESERVATION PLANNING/BOARD BUSINESS**

|   |                  |        |
|---|------------------|--------|
| A. Discussion: Requirements/review of design guidelines waivers | Staff/commission | 15 min |
| B. Events and Activities Updates                                | Staff            | 5 min  |

**7. CHAIR COMMENTS**

*Next Regular Meeting: February 22, 2017, 747 Market Street, Tacoma Municipal Bldg., Rm. 248 5:30 p.m.*

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## Members

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# Draft



# MINUTES

## 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: January 25, 2017

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

### Commission Members in Attendance:

Katie Pratt, *Chair*  
Roger Johnson  
Lysa Schloesser  
James Steel  
Eugene Thorne  
Jeff Williams  
Kevin Bartoy  
Ken House  
Marshall McClintock

### Staff Present:

Reuben McKnight  
Lauren Hoogkamer  
John Griffith

### Others Present:

Kurtis Kingsolver  
Mike Bartlett  
Teri Flynn  
Michael Sullivan

### Commission Members Absent:

Jonah Jensen, *Vice-Chair*  
Brittani Flowers

Chair Katie Pratt called the meeting to order at 5:31 p.m.

### 1. ROLL CALL

### 2. CONSENT AGENDA

- A. Excusal of Absences
- B. Approval of Minutes: 1/11/17
- C. Administrative Review
  - 1407 North 11<sup>th</sup> Street – heat pump

Chair Pratt noted that she would need recuse herself from item 4.A. As the Vice-Chair was absent from the meeting, Commissioner House volunteered to temporarily be Chair for the item.

The consent agenda was approved.

### 3. BOARD BRIEFINGS

#### A. North Slope Historic Streets Maintenance Standards

Mr. McKnight reviewed that prior to 2005 there had not been a clear not definition of streets and the role that they play in historic districts in the code. In 2005 there was a code amendment that had exempted street surfaces between curb faces from design review requirements inside historic districts. The amendment had also removed streets from the eligible properties that could be nominated to the register. In 2008, the streets were eligible again for historic designation and were no longer exempt from design review, though they were exempt from design review for the North Slope. Later a nomination was submitted which lead to the current discussion on how those nominations are treated within the City on how the Public Works Department maintains those streets.

Kurtis Kingsolver, Public Works, reviewed that in 2013 the nomination was made for the 11 blocks in question. He reviewed that they had delayed decision due to the failure of Proposition 1, a 2013 ballot measure that was meant to fund street improvements. He commented that it was a difficult conversation as the cost associated with cobblestone streets was excessive. He noted that the main issue was the cost, reporting that when they looked at a typical residential street, an asphalt street is \$41,000 a block, in concrete the cost would be \$98,000, stamped concrete would cost \$145,000 a block, and cobblestone would cost \$454,000 per block to replace like for like. He noted that a storm sewer project, which could affect multiple blocks, would potentially cost millions with the majority of the expense being the restoration of the cobblestone road. Mr. Kingsolver reported that Public Works would recommend replacing cobblestone with a stamped street when a full street repair was needed. For site specific work like a side sewer they would require them to replace it with the materials that were removed, though it would be a burden to the property owner. Mr. Kingsolver noted that even with Prop 8 and Prop 3, there was a \$325 million gap in the budget for street repair over the next five years.

Questions received prior to the meeting were discussed. Mr. Kingsolver commented that when they refer to the "entire street" they were referring to the length of the block. For a question on the feasibility of keeping utilities out of the street, Mr. Kingsolver commented that moving all of the utilities would be difficult and that they could not fit all of them into an alley. He noted that sanitary was typically in the alley and everything else was typically in the street. Mr. McClintock noted that they had looked at the services in the area and there were very few, with most of the disruption being where the alleys cross the street. He noted that on North 9th Street they had discovered 3 homes were on the same sewer line and had placed the new line in the parking strip rather than the street. Mr. McClintock commented that he was concerned that those standards would not continue into the future. On question six, Mr. McClintock clarified that he hoped the streets would stay reasonably intact and that the City might be in a better financial position in 10 or 20 years, so if a block does need to be replaced, they wanted there to be an opportunity for a public discussion before action is taken. Mr. Kingsolver responded that from a public works perspective he felt an obligation to do something different and if there was a way to share costs it would be a good path forward.

Mr. McClintock commented that it was possible that they would need to give up particular blocks, but hopefully they would like to retain a block of brick and sandstone for a longer period of time. Mr. Kingsolver responded that utilities and street operations would likely avoid the areas unless something catastrophic happens. Commissioner Williams asked if they could look at the streets block by block to see which blocks don't have utilities present and are likely to never need to be replaced. Mr. Kingsolver commented that more utilities would actually trigger more money that would come in for maintenance of those roads. He suggested that there might be a middle ground where they keep sections of the street, like a strip on each side of cobblestone with stamped pavement for the rest. Mr. McClintock reiterated that their goal was to preserve as much of the street for as long as was possible and that any of the options were good alternatives to the street going away.

Commissioner Steel asked if they were sand set pavers, noting that it has worked in the past to put them back in place after doing some type of repair. He noted that the cost estimates were not based on the cost of repair using the existing bricks, but replacing them. Mr. Kingsolver noted that a side sewer could be done without having to replace the whole street, but with a large project like a sewer line repair they would need to replace the whole road. He noted that replacing with brand new material was cheaper than storage and return of the original bricks and that it was only common to restore the original bricks on a small scale.

Commissioner Bartoy asked how often they required a full street replacement for utility work. Mr. Kingsolver responded that under the current restoration policy, they could not require utilities to replace more than half of the width of street and they would have to partner with them to do the other half.

Commissioner Thorne asked if the cobblestones were designed to be flipped. Mr. McClintock responded that they were hand carved with a round top and the rest of the surfaces were flat.

Commissioner Thorne asked if there was any thought on saving and recycling the materials. Mr. Kingsolver responded that they do it all the time if they have the room to store it, but there is an additional cost.

Mr. Kingsolver commented that he would like to come back to discuss the details on the specific streets and the cost

estimates of saving a section. He commented that picking a few streets would be tough and expensive. Commissioner Steel commented that it would be good to address the size of the repair or replacement being considered.

Mr. McClintock noted that there were two issues: the time frame for patches or total replacement and that when the Commission had originally approved the nomination the Council had asked for information on the cost, which had held up the nomination.

#### 4. DESIGN REVIEW

##### A. The Brewery Blocks (Individual Landmark/Union Station Conservation District)

Commissioner Ken House Chaired the item. Mr. McKnight read the staff report.

#### BACKGROUND

Horizon Partners is proposing to rehabilitate and redevelop the entire block of Commerce Street, between 21<sup>st</sup> Street and 23<sup>rd</sup> Street for mixed use, residential, office, retail, and restaurant space. The Landmarks Preservation Commission was briefed on this development on December 14, 2016. This area is in the Union Station Conservation District, Landmarks Preservation Commission design review is required for new construction. The project area includes:

**2101 South C Street** (indicated as Building 1 in the application) will be restored and adaptively reused. No exterior work, requiring approval, is proposed at this time.

**2105 South C Street, the J. E. Aubry Wagon & Auto Works Building (Building 2)**, is on the Tacoma Register of Historic Places and has recently been rehabilitated for retail and office use. No exterior work, requiring approval, is proposed at this time.

**2109-2115 South C Street, the Hunt-Mottet Warehouse (Building 3)**, is on the Tacoma Register of Historic Places. This building will be rehabilitated and four additional stories will be added. When constructed in 1907, the reinforced concrete building was engineered and designed as the first three floors of an eventual six-story building. At the time of the nomination, the Landmarks Preservation Commission was briefed on a proposal to add additional floors to the existing structure.

The new stories will follow the original design and structural engineering. The project will use a matching finished and painted cementitious exterior. The upper floors will conform to the historic vertical alignment of window openings on the primary east and west facades with expressed pilasters running up between windows, inset spandrel panels beneath and simple belt course detailing under the parapets on the primary east and west elevations. Wood double-hung windows, with exterior paint, enamel or metal cladding, repeating the detailing on the lower portion of the building will be used on the new upper stories. The cornice band and parapet will follow the original design; there will be no large mechanical units and a single elevator house. The plane of new floors on the C Street façade will be set back approximately six feet as required for utility line clearance but the remaining three elevations will rise from existing exterior walls. The North and South elevations will rise as a continuous smooth party wall with punched window openings and simple flat sills.

The existing bay door openings and windows on the ground Commerce Street level will be retained and refitted with retail storefronts and entries. The street level storefronts will be wood construction and borrow in detail, from the adjacent Aubry Wagon & Auto Works Building and other contributing storefronts in the historic district. On the C Street ground level the sidewalk will be elevated to meet the interior floor level and existing window and door openings will be configured to provide entries, retail shops and windows. The existing board formed concrete exterior walls will be patched and filled as needed with matching cementitious mortar and repainted using elastomeric paint. The heavy timber interior framing will be preserved and selectively exposed on the three lower floors and the new construction will incorporate heavy timber and wood framing in a similar design. Steel frame seismic braces will be added as required on the lower existing levels with setbacks from the interior walls and windows to minimize visibility

from the outside. Canopies will be designed to reflect the historic loading dock canopies. Concrete paint color will vary slightly between the existing and new upper stories on the building distinguishing the old from the new.

**2120 Commerce Street (Building 4)** includes the site of one of the garages that were recently destroyed in a fire, as well as an additional garage that is fire damaged but has not yet been demolished (there were several parking shed structures damaged by the same fire that have been demolished already as hazards). This site is located in the Union Depot Warehouse Conservation District. Pictures of the remaining structure to be removed are included in the packet. If the Commission determines that the building is not historically significant, the demolition review procedures are waived and the remainder of the review focuses on the design of a new structure.

The proposal is to build a new 43,300s.f. 4-story concrete brick clad building. The building will include retail/restaurant space facing the streets and a rooftop bar and garage parking for 126 cars. The new structure will incorporate design elements that reflect the industrial warehouse district including brick exterior walls on the East, North and West elevations and metal frame window and opening details. The three story Commerce street elevation will be configured with a main floor, mezzanine and full third floor borrowing from the floor organization of the Hunt Mottet Warehouse. On the South C Street elevation, the building will have a stepped brick wall façade with a single story retail entry and storefront flanked by garage openings with wire mesh grilles. Industrial metal awnings, which reflect the loading dock covers throughout the district, will indicate the entrances on both the 2120 building and the 2150. The Commission expressed concern over the previous design, which reproduced elements of one of the structures destroyed in the fire. The applicant has revised the design in response to this feedback.

**2200 Commerce Street, Phoenix Lofts (Building 5, future phase)**. Site of the other garage fire and will be the site of a new 64,800s.f. four-story concrete podium with nine stories of apartments. The new structure will include retail/restaurant space facing both Commerce and C streets, garage parking for 122 cars and 153 apartments. At the December 14 briefing, the applicant specifically asked for guidance regarding the height of the building with respect to the Union Station Design Guidelines, which limit height to 85' to respect the dome of Union Station. The Commission indicated that, similar to the Convention Center hotel project, the building site is far enough removed from Pacific and Union Station (and within the Conservation District) that this is not a significant concern. At this time, the applicant is seeking approval for only the massing and size.

**2250 Commerce Street (Building 6, future phase)** is slated for a future mid-rise building that is not yet designed. The current proposal is to demolish all but the two southern shed bays; this structure was also damaged in the recent fire. At this time, the applicant is seeking approval for only the massing and size.

Stairs and sidewalks are not typically under the jurisdiction of the Commission within the Conservation District, which limits design review to new construction, demolition and addition. A 8' wide stair climb running between the Hunt Mottet Warehouse and the 2120 building to provide mid-block access from Commerce to South C Street. It will rise in two flights with a landing served by openings in the Hunt Mottet Building. The north wall will be board formed concrete and the south wall will be brick. Following Commission feedback, the stairs have been widened and door openings onto the stairs have been added, in addition to illumination.

Floorplans, renderings, and materials and color lists have been provided in the packet.

#### **ACTION REQUESTED**

At this time, the applicant is seeking:

1. Approval of the design for the four story addition at 2110 S C Street
2. Approval of the design for the garage at 2120 S C Street
3. Conceptual approval of the massing for the future phases at 2200 and 2250

#### **STANDARDS**

**Design Guidelines for the Union Depot/Warehouse District & the Union Station Conservation District (applicable to the portions of the project within the Union Station Conservation District)**

Included in the packet.

**Secretary of the Interior's Standards for Rehabilitation of Historic Buildings (applicable to individually designated Landmarks)**

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
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.
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.

**ANALYSIS**

1. This property is on the Tacoma Register of Historic Places and in the Union Station Conservation District and, as such, new construction is subject to review by the Landmarks Preservation Commission pursuant to TMC 13.05.047.
2. The Landmarks Preservation Commission may, at its discretion, waive mandatory requirements imposed by the design guidelines. In determining whether a waiver is appropriate, the Landmarks Preservation Commission shall require an applicant to demonstrate by clear and convincing evidence that, because of special circumstances not generally applicable to other property or facilities, including size, shape, design, topography, location, or surroundings, the strict application of those mandatory requirements would be unnecessary to further the purposes of this chapter.
3. The Hunt Mottet Warehouse was originally intended to have six stories. The new addition will match the historic design and original plans, but will differentiate in color to differentiate the old and the new elements.
4. The Commission has been briefed previously on this project, including during the nomination discussion and design briefing, and has expressed support for the approach. The existing structure is being restored and rehabilitated. The historic character of the building is being retained and the additional will follow the historic design.
5. The new garage structure at 2120 has been redesigned in response to Commission feedback. The proposed materials reflect the prominent materials in the district, which include brick and metallic finishes, and the design incorporates the design guidelines emphasis on storefronts and the pedestrian experience.
6. The signs include light colored letters on a dark background, as well as exterior illumination and materials, as recommended in the guidelines.
7. The proposed building colors and materials complement both the historic and new elements of the district.
8. The proposed height of 2200 Commerce Street, is above the 85' cap recommended in the design guidelines. However, this recommendation is set to respect the prominence of the Union Station dome cap and this site is set at the edge of the conservation district. The height of this development would not obstruct the view of Union Station and the Landmarks Preservation Commission may waive this guideline. The Commission previously reviewed this item on December 14, 2016.
9. The scale of the proposed buildings reflects the warehouse design and massing of the surrounding district.

**RECOMMENDATION**

Staff recommends approval of the application.

Mike Bartlett, President of Horizon Partners Northwest, reviewed a map of the two block segment, noting which projects they were seeking approval on. He reviewed plans for the four structures, noting that they had completed the renovation for the first two buildings and had signed a lease for another engineering company. He reviewed that they had exceeded the requirements for commercial zoning and wanted to get an urban, pedestrian feel for the

street. He commented that they would likely seek to form an LID for the street work with enhanced paving and historic fixtures. He reported that they had widened the stairways between the buildings from 5 feet to 8 feet which would allow for some side entrances. The stairways would be well lit with downlights. They hadn't ruled out including timed gates, but hoped that there would be enough activity in the neighborhood to not need them. The openings between the buildings would also provide access to the Prairie Line Trail. Mr. Bartlett noted that in response to comments from the Commission, the 2120 building had been given a more straightforward design using brick instead of concrete. In preparing for construction they had salvaged around 8000 feet of 1 ¼" Douglas Fir wood from the old Hunt garage. He noted that they had tried incorporate some of the old Hunt garage into the new structure, but the fire damage and condition of the concrete made it too difficult. Mr. Bartlett commented they would be salvaging enough wood that they heavy timber structure of the additional would be almost entirely recycled wood.

Teri Flynn, Flynn Architecture, discussed the new windows in the new upstairs portion of the 2110 Building, which would be in recessed. They would be new double paned wood windows, similar to the existing building, with effort taken to replicate the sills and the wall. Ms. Flynn discussed which paint colors would be used and provided samples, noting that they were not completely committed to the color, but they would paint in the field and assess. They would return to the commission with the final colors. The existing base would be painted a darker color than the addition. The lighter paint would highlight the art deco trim between the old and the new.

Michael Sullivan noted that the three floors of the 2110 building were originally built in anticipation of four additional floors on top. What was unique about the building was that they could salvage wood from the Hunt-Mottet storage building next door, so not only would they be completing the intended floors using a 110 year old plan, but they would also be using contemporary materials. He commented that they were also working with new elements in the building code that allow for high rise timber construction using cross laminated timber technology.

Mr. Sullivan noted that the Hunt-Mottet building was a designated landmark, so the full design review authority of the Commission would apply. The fire damaged parking garage at 2120 would need a non-historic determination so that it could be removed. Commissioners concurred with voting on the individual buildings separately.

There was a motion.

"I move that the Landmarks Preservation Commission approve the application for the Brewery Block building at 2110 South C Street."

Motion: Steel

Second: Williams

The motion was approved unanimously.

Mr. Bartlett reviewed images that showed the extent of the fire damage at 2120.

There was a motion.

"I move the Landmarks Preservation Commission find that the building is non-contributing to the district and wave any procedural requirements for the existing building where there was a fire at what was presented as 2120 Commerce Street."

Motion: Steel

Second: Schloesser

The motion was approved unanimously.

The conceptual design for the new garage building at 2120 was discussed. Mr. Bartlett noted that the 20 foot vertical height of the 2 story element for the proposed restaurant with the roof deck on top. It was noted that an opening on the South C Street side was for a ramp up to rooftop parking.

Commissioner Steel asked if there would be depth to the opening with the brick. Ms. Flynn confirmed that it would and that they would wrap the brick around the wall with the openings. Commissioner Steel requested that the pilasters or structural bays should fall in a brick module, so that the bricks were not cut into smaller bricks.

Mr. Sullivan noted that historically the whole block was inventory storage and heavy industrial uses, then the building later became parking. He added that parking was necessary for the reuse of historic buildings in the district.

Commissioner Johnson asked about the car capacity of the proposed garage. Mr. Bartlett responded that there would be spaces for 128 cars and they were hopeful that they could co-use between commercial and residential parking as there was currently a surplus of nighttime parking spaces.

There was a motion.

I move that the Landmarks Preservation Commission approve the application for 2120, the construction of the garage, within the Brewery Blocks.”

Motion: Steel

Second: Williams

The motion was approved unanimously.

The conceptual approval for the massing for 2200 and 2250 was discussed. Mr. Bartlett noted that 2250 would be slightly less than the allowed height in the district and that the entire block density would be lower than what was allowed by the zoning. He noted that if 2250 was any higher and it would become a high rise and trigger additional requirements.

Commissioner Steel asked for more information about what was planned for the top floor of the 2200 building and the angled structure. Ms. Flynn responded that the very top would be rooftop amenities and that the angled structure would be set back and not visible from the street.

Commissioner Steel noted that there did not appear to be a relationship between the structural bays at the ground level with the bays above. Ms. Flynn responded that below they were working with parking bays with specific dimensions and that about they had a different rhythm for the rooms above. She added that they would be recessing the top living areas due to electrical wires. Commissioner Steel asked what construction materials they would be using for the residential floor. Mr. Bartlett noted the three material options that were being considered: post tension concrete, pre-manufactured wall panels, and using mainly Cross Laminated Timber. Commissioner Steel asked if the walls with the windows and pilasters would be load bearing. It was noted that they were false pilasters and could be theoretically be lined up. Commissioner Steel commented that they had approved contemporary buildings in the district and that the top portion of the building would not need to appear to be a traditional building in terms of appearing to have load bearing walls. He suggested that they could be more creative with the wall and not necessarily attempt to resemble a historic structure, adding that he would be accepting of it because the lower stories would fit into the rhythm of the district. Commissioners concurred that having a modern design for the residential floors above would be okay.

There was a motion.

“I move that the Landmarks Preservation Commission approve the application for the Brewery Blocks for the massing and height of the building at 2200.”

Motion: Steel

Second: Williams

The motion was approved unanimously.

## 5. PRESERVATION PLANNING/BOARD BUSINESS

### A. Events and Activities Updates

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

#### 2017 Events

1. Historic Preservation Month Shirt Vote (February)
2. Landmarks Commissioner Training (8:30am-4:30pm @ Tacoma Convention Center, March 7<sup>th</sup>)
3. NSHD's Wood Window Workshop( 9am-4:30pm @ Foss Waterway Seaport, February 18<sup>th</sup>-19<sup>th</sup>)
4. History Happy Hour Trivia Night (6pm @ The Swiss Restaurant & Pub, March 15<sup>th</sup>)
5. Buying Historic Houses Workshop (TBD, April 8<sup>th</sup>)
6. Historic Preservation Month (May)
  - i) City Council Proclamation (5pm @ City Council Chambers, May 2<sup>nd</sup>)

- ii) Historic Tacoma Kick-Off Event (7pm TBD, May 5<sup>th</sup>)
- iii) THS's Historic Homes Tour (May 6<sup>th</sup> – 7<sup>th</sup>)
- iv) TAM's Prairie Line Trail Festival (TBD May 7<sup>th</sup>)
- v) Amazing Preservation Race (11am TBD, May 7<sup>th</sup>)
- vi) Historic Preservation Debate (TBD, May 13<sup>th</sup>)
- vii) Historic Preservation Awards and Maritime History Walking Tour( 1pm TBD, May 20<sup>th</sup>)
- 7. Northeast Tacoma Walking Tour (10am TBD, June 3<sup>rd</sup>)
- 8. Washington Trust for Historic Preservation Youth Heritage Program: Maritime Heritage (July 11<sup>th</sup> – 15<sup>th</sup>)
- 9. South Tacoma Walking Tour (10am TBD, August 12<sup>th</sup>)
- 10. Walking Tour (10am TBD, September 9<sup>th</sup>)
- 11. Arts Month (October TBD)
- 12. Fourth Annual Holiday Heritage Dance (November 3<sup>rd</sup> TBD)

## 6. CHAIR COMMENTS

There were no comments from the Chair.

The meeting was adjourned at 7:06 p.m.

Submitted as True and Correct:

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Reuben McKnight  
Historic Preservation Officer







**STAFF REPORT**

February 8, 2017

**NOMINATIONS TO THE TACOMA REGISTER OF HISTORIC PLACES – PUBLIC HEARING**

General Procedural Notes:

The Landmarks Preservation Commission will hear public comments today regarding a nomination to the Tacoma Register of Historic Places.

Tacoma Register listing follows procedures defined in 13.07.050, and consists of a minimum of two separate Commission meetings. The initial meeting determines whether the property meets the threshold criteria in the ordinance for age and integrity. If the Commission finds that the age and integrity standards are met, then the Commission may move to have the nomination scheduled for a public hearing and comment period, at which the public may enter comments into the record for consideration. Following the comment period, the Commission may deliberate on the nomination for up to 45 days before recommending to City Council listing on the register, or denying the nomination.

*The purpose of this hearing is to hear public comment to help the Commission determine whether the nominated property meets the criteria for designation and should be scheduled for City Council.*

**AGENDA ITEM 3A: Cushman and Adams Street Substations (3713 North 19<sup>th</sup> Street & 1920 North Adams Street)**

*Jeff Ryan, Ryan Architecture*

**BACKGROUND**

The Cushman and Adams Street Substations, at 3713 N 19<sup>th</sup> Street and 1920 North Adams Street, were built in 1926. The buildings were predominantly designed by engineer Vern Grongwer and built by Dougan and Chrisman. The complex is nominated under Criterion A, for its association with the region's growth as a result of hydroelectric power production. The substations housed the means for efficient distribution of electricity, making the Cushman Substation one of the most important and influential buildings of its time as well as the only urban building constructed for the Cushman Hydroelectric Project. The property is also nominated under Criterion C as an excellent example of monumental, neoclassical revival style architecture. The Cushman Substation is a visual statement as to the importance of the city's municipal hydroelectric system. The period of significance is 1926 to 1949, which is the date of construction up until the transmission line was rerouted.

- Tacoma Public Utilities currently owns and maintains the property and was notified of the pending nomination on November 1, 2016. The nomination was prepared and submitted by Jeff Ryan. Notice of the hearing was sent to property owners in a 400' radius on January 25, 2017. Notice was also published in the Tacoma News Tribune. Letters of support have been received from the North End Neighborhood Council and community members.
- Cushman Substation, the North 21<sup>st</sup> Street Towers and the switchyard (noncontributing) are already listed on the National Register of Historic Places, but the National Register designation does not include the Adams Street Substation.
- The nomination under consideration for the Tacoma Register of Historic Places includes: the exteriors of the Adams and Cushman Substations, the interior of the Cushman Substation condenser room, the surrounding sites, and a single lattice tower adjacent to the Adams Substation. The yard equipment is considered non-contributing to the historic character of the property, as with the National Register designation.
- On December 14, 2016, the Commission voted to forward the nomination for public comment at a Public Hearing, but removed the lattice towers along 21<sup>st</sup> Street from further consideration.
- There has been some concern from the public regarding a notice sent by TPU ahead of the nomination, which indicated that, if designated, "the equipment, steel structures and foundations within the Cushman and Adams

substation fences remain in place (even if not in use).” The nominator wishes to clarify that this is not the intent of the nomination, and that the purpose of including the surrounding site in the in the nomination is to ensure that there is public input on any future development of the property.

## REQUESTED ACTION

The purpose of this hearing is to hear public comment.

## EFFECTS OF NOMINATION

- Future changes to the exterior will require approval of the Landmarks Preservation Commission prior to those changes being made, to ensure historical and architectural appropriateness.
- Unnecessary demolition of properties listed on the Tacoma Register of Historic Places and their contributing elements is strongly discouraged by the municipal code, and requires approval of the Landmarks Preservation Commission.
- Future renovations of listed on the Tacoma Register of Historic Places may qualify for the Special Tax Valuation property tax incentive.
- The property will become eligible for the Historic Conditional Use Permit. However, designation does not limit the future use of the property.

## STANDARDS

The properties are nominated under the following criteria:

- A. *Is associated with events that have made a significant contribution to the broad patterns of our history; or*
- C. *Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction;*

Staff recommends the additional criteria of:

- F. *Owing to its unique location or singular physical characteristics, represents an established and familiar visual feature of the neighborhood or City.*

## RECOMMENDATION

Staff recommends that the Landmarks Commission leave the comment period open until Friday, February 10, and schedule the nomination for final review on February 22, 2017.

### Recommended Motion to Leave Comment Period Open:

*“I move that the Landmarks Preservation Commission leave the comment period open until Friday, February 10, 2017 and schedule the nomination for final review on February 22, 2017.”*

## SPECIAL TAX VALUATION

### OVERVIEW

WAC 254-20 enables local governments adopt local legislation to provide special valuation of historic properties that have been rehabilitated. With regard to the application review process, state law authorizes local historic review boards to determine:

1. Whether the property is included within a class of historic property determined eligible for special valuation by the local legislative authority under an ordinance or administrative rule (in Tacoma, this means properties defined as City Landmarks);
2. Whether the property has been rehabilitated at a cost equal to or exceeding 25% of the assessed improvement value at the beginning of the project within twenty-four months prior to the date of application; and
3. Whether the property has not been altered in any way which adversely affects those elements which qualify it as historically significant.

If the local review board finds that the property satisfies all three of the above requirements, then it shall, on behalf of the local jurisdiction, enter into an agreement with the owner which, at a minimum, includes the provisions set forth in WAC [254-20-120](#). Upon execution of said agreement between the owner and the local review board, the local review board shall approve the application.

Per TMC 1.42, the Tacoma Landmarks Commission is the local body that approves applications for Special Tax Valuation.

#### **AGENDA ITEM 4A: 514 North M Street (North Slope Historic District)**

*Jeff Williams, Owner*

#### **ANALYSIS**

|   |   |
|---|---|
| Property Eligibility:                               | North Slope Historic District   |
| Rehabilitation Cost Claimed:                        | \$102,604   |
| Assessed Improvement Value Prior to Rehabilitation: | \$133,500   |
| Rehabilitation percentage of assessed value:        | 77%   |
| Project Period:                                     | October 2016 through January 2017 (3 months)  |
| Appropriateness of Rehabilitation:                  | Whole house remodel, including new wiring and plumbing, sewer lines, floors and pain. Existing windows were repaired and/or replaced. Kitchen and bath were upgraded. Exterior work was approved by the Landmarks Preservation Commission on October, 12, 2016. |

#### **RECOMMENDATION**

Staff has reviewed the itemized expense sheet per the Commission bylaws for STV cost eligibility and recommends approval of this application in the amount of \$102,604.

#### Recommended language for approval:

*I move that the Landmarks Preservation Commission approve the Special Tax Valuation application for 514 N M Street in the amount of \$102,604.*

#### **DESIGN REVIEW**

#### **AGENDA ITEM 5A: 1716 Pacific Avenue (Union Depot/Warehouse Historic District)**

*Max Heigh, Signs of Seattle*

#### **BACKGROUND**

Built in 1892, this building is a contributing property in the Union Depot/Warehouse Historic District. The proposal is for a white PVC sign attached to a black steel bracket. The sign will be 30" and both sides will be light green with black and pink details and letters that read, "SAM CHOY'S Poke TO THE MAX." The sign will be 125" above the ground and mounted into the existing masonry joints: there will be no drilling into the masonry face.

#### **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. There will be both light colored lettering and black lettering, which has been allowed in the district.
4. No illumination is proposed.
5. All drilling will be into the mortar joints; there will be no drilling into the brick face.

## RECOMMENDATION

Staff recommends approval of the application.

Recommended language for approval:

*I move that the Landmarks Preservation Commission approve the application for 1716 Pacific Avenue, as submitted.*

## PRESERVATION PLANNING/BOARD BUSINESS

### AGENDA ITEM 6A: Discussion of Design Guidelines Waivers

This item is scheduled by request to discuss the process and requirements for applications that seek waivers of the design guidelines, specifically height waivers in the Union Station Conservation District. Suggestions include:

- Documenting specific rationale for granting a waiver
- Examination of surrounding context, including photographs and/or renderings that extend beyond the block

### AGENDA ITEM 6B: Events & Activities Update

Staff

#### 2017 Events

1. Historic Preservation Month Shirt Vote (February)
2. Landmarks Commissioner Training (8:30am-4:30pm @ Tacoma Convention Center, March 7<sup>th</sup>)
3. NSHD's Wood Window Workshop( 9am-4:30pm @ Foss Waterway Seaport, February 18<sup>th</sup>-19<sup>th</sup>)
4. History Happy Hour Trivia Night (6pm @ The Swiss Restaurant & Pub, March 15<sup>th</sup>)
5. Buying Historic Houses Workshop (TBD, April 8<sup>th</sup>)
6. **Historic Preservation Month** (May)
  - i) City Council Proclamation (5pm @ City Council Chambers, May 2<sup>nd</sup>)
  - ii) Historic Tacoma Kick-Off Event (7pm TBD, May 5<sup>th</sup>)
  - iii) THS's Historic Homes Tour (May 6<sup>th</sup> – 7<sup>th</sup>)
  - iv) TAM's Prairie Line Trail Festival (TBD May 7<sup>th</sup>)
  - v) Amazing Preservation Race (11am TBD, May 7<sup>th</sup>)
  - vi) Historic Preservation Debate (TBD, May 13<sup>th</sup>)
  - vii) Historic Preservation Awards and Maritime History Walking Tour( 1pm TBD, May 20<sup>th</sup>)
7. Northeast Tacoma Walking Tour (10am TBD, June 3<sup>rd</sup>)
8. Washington Trust for Historic Preservation Youth Heritage Program: Maritime Heritage (July 11<sup>th</sup> – 15<sup>th</sup>)
9. South Tacoma Walking Tour (10am TBD, August 12<sup>th</sup>)
10. Walking Tour (10am TBD, September 9<sup>th</sup>)
11. Arts Month (October TBD)
12. Fourth Annual Holiday Heritage Dance (November 3<sup>rd</sup> TBD)





## TACOMA REGISTER OF HISTORIC PLACES NOMINATION FORM

*This form is required to nominate properties to the Tacoma Register of Historic Places per Tacoma Municipal Code 13.07.050. Type all entries and complete all applicable sections. Contact the Historic Preservation Officer with any questions at 253-591-5220.*

### PART 1: PROPERTY INFORMATION (for 'HELP' press the F1 key)

| Property Name  |  |
|--|--|
| Historic <u>Cushman Substation</u>   | Common <u>Cushman &amp; Adams Street Substations</u>   |
| Location   |  |
| Street Address <u>3713 North 19<sup>th</sup> Street &amp; 1920 North Adams Street</u>  | Zip <u>98406</u>   |
| Parcel No(s).<br>Cushman Substation:<br><u>7475021970</u><br>&<br>Adams St. Substation:<br><u>7475021883</u>   | <u>Legal Description</u><br>That portion of the Southeast quarter of the Northeast quarter of Section 36, Township 21 North, Range 02 East, W.M. more particularly described as follows:<br>The East 170 feet of the North 120 feet of Block 102, Amended Map of Second School Land Addition to the City of Tacoma as recorded in Volume 7 of Plats at Pages 78 and 79, records of Pierce County Auditor;<br>Together with all of Tracts A and B, Block 103, Amended Map of Second School Land Addition to the City of Tacoma as recorded in Volume 7 of Plats at Pages 78 and 79, records of Pierce County Auditor,<br>Also together with that portion of the South half of the Northeast and Northwest quarters of Section 36, and the South half of the Northeast quarter of Section 35, all located within Township 21 North, Range 02 East, W.M. more particularly described as follows:<br>The center 24 feet of North 21st Street, from the west line of its intersection with Proctor Street to the west line of its intersection with Winnifred Street, and the center 44 feet of North 21st Street from the west line of Winnifred Street to the west line of Highland Street.<br><br>Situate in the City of Tacoma, County of Pierce, State of Washington<br>Refer to National register Nomination form for additional information and property descriptions. |
| Nominated Elements   |  |
| Please indicate below significant elements of the property that are included in the nomination by checking the appropriate box(es) below. These elements should be described specifically in the narrative section of this form. |  |
| <input checked="" type="checkbox"/> Principal Structure<br><input type="checkbox"/> Historic Additions<br><input type="checkbox"/> Ancillary Buildings/Outbuildings  | <input checked="" type="checkbox"/> Site<br><input type="checkbox"/> Historic Landscaping, Fencing, Walkways, etc.<br><input checked="" type="checkbox"/> Interior Spaces/Other (inventory in narrative)   |
| 11/2008  |  |

**Narrative Continuation**

**Owner of Property**

Name Tacoma Power, City of Tacoma  
Address 3628 South 35<sup>th</sup> Street City Tacoma State WA Zip 98409  
Is the owner the sponsor of this nomination? Yes  No

**Form Preparer**

Name/Title Jeff Ryan, Architect Company/Organization City Resident  
Address 3017 No. 13<sup>th</sup> Street City Tacoma State WA Zip 98406  
Phone 253.759.0161 Email jjryan@harbornet.com

**Nomination Checklist—Attachments**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> \$100 Filing Fee (payable to City Treasurer) NENC Letter   | <input checked="" type="checkbox"/> Continuation Sheets   |
| <input checked="" type="checkbox"/> Site Map (REQUIRED)  | <input checked="" type="checkbox"/> Historical Plans  |
| <input checked="" type="checkbox"/> Photographs (REQUIRED): <i>please label or caption photographs and include a photography index</i>                       | <input checked="" type="checkbox"/> Other (please indicate):<br><u>National Register of Historic Places, Approved Registration Form</u> |
| <input checked="" type="checkbox"/> Last Deed of Title (REQUIRED): <i>this document can usually be obtained for little or no cost from a titling company</i> |   |

|                |       |
|----------------|-------|
| FOR OFFICE USE |       |
| Date Received  | _____ |
| Fee Paid       | _____ |

**Narrative Continuation**

**PART 2: PHYSICAL DESCRIPTION**

**Extent of Changes**

Please summarize the changes to plan, original cladding, windows, interior and other significant elements by selecting the choices below. If the property has been previously documented, these may be indicated on the Washington State Historic Property Inventory Form. These changes should be described specifically in the narrative section of this form.

|  | Original Materials Intact               |                             |   | Original Materials Intact               |                             |
|--|---|-----------------------------|---|---|-----------------------------|
| Plan (i.e.: no additions to footprint , relocation of walls, or roof plan) | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | Interior (woodwork, finishes, flooring, fixtures) | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Original cladding  | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | Other elements                                    | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Windows (no replacement windows or replacement sashes)                     | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |   |   |                             |

**Physical Description Narrative**

Describe in detail the present and original (if known) physical appearance, condition and architectural characteristics (use continuation sheets if necessary).

The following description has been taken directly from the National Register of Historic Places, Registration Form prepared by Greg Rainka, Historic Research Associates Inc. for the City of Tacoma, 2014, No. 14001108. Corrections and additions have been highlighted by [ ] to preserve the integrity of the original author’s text.

**Summary Paragraph**

The Cushman Substation is located at 3713 North 19th Street in Tacoma, Pierce County, Washington, in the southeast quarter of Section 36, Township 21 North, Range 2 East, of the US Geological Survey Tacoma North Quadrangle. The nominated parcel includes the substation building (contributing), [the Adams Substation is located at 1920 North Adams Street and their] adjacent outdoor switchyards ([~~non~~]contributing), and the North 21st Street Towers (contributing). [These properties and structures collectively occupy ] an entire city block bordered to the south by North 19th Street, the west by North Adams Street, the north by North 21st Street, and the east by North Washington Street [; and the Adams Street site south of Adams street between North 21<sup>st</sup> street and the mid-block alley to the south. ]

[ The Cushman complex, as constructed originally included the both and structure as well the construction of both north 19th and Adams streets adjacent to the two sites.]

The three-story Cushman Substation building occupies the southwest quadrant of the block and fronts south on North 19th Street. Park-like landscaping highlights the main entrance, which is centrally located on the south façade and is adorned with a monumental distyle temple front. The building is constructed of board-formed poured concrete, with a projecting concrete cornice articulating the top of a full entablature supported by engaged pilasters. Designed in the Tuscan order, the simplified Doric pilasters that define the second and third floors sit atop a pedestal (the first floor) comprising a raked dado and unadorned plinth. The most predominant feature of the Cushman Substation is its metal-sash windows, found on all stories on each side of the building, with window bays comprising three banks of 24-light windows separated by metal mullions.

[The Adams Street Substation also known as the Adams Street Transformer House occupies the southeast corner of its site. The building, like the large Cushman Substation also fronts on a park-like landscaping on both the North Adams Street and North 21<sup>st</sup> street frontages. Its adjacent transformer and storage yard resides behind the structure to the west. The Adams Street Substation is situated on the west side of North Adams Street, directly across from the Cushman Substation property. The site occupies approximately half of the block between the central alley and North 21st street. Constructed with and at the same time as the Cushman Substation and 21st street Tower system, it is a contributing part of the overall historic context of the Cushman Substation complex. Built by the same contractor and with the same materials and techniques utilized to construct the Cushman Substation, the building is a tall one story structure with a daylight basement that originally housed six transformers that supplied power to the surrounding neighborhood. The Cushman Substation originally supplied power to three smaller substations that in turn lowered the

## Narrative Continuation

voltage for domestic use. These substations were located on Gove Street at North 45th, North K Street at North 8th and at the Adams Street Substation site. Of the three original substations only the Gove street site still serves as a n active electrical facility. Designed in a much simpler form than the adjacent Cushman Substation, the Adams Street Substation does share a similar poured in place board formed construction with a smooth exposed concrete finish and steel windows. ]

## Narrative Description

The [ Cushman ] substation building and outdoor switchyard occupy an entire city block, bordered to the south by North 19th Street, the west by North Adams Street, the north by North 21st Street, and the east by North Washington Street. The substation building occupies the southwest quadrant of the block, and fronts south on North 19th Street; park-like landscaping highlights the main entrance. The switchyard occupies the northwest quadrant of the block. The eastern half is partially graveled, partially paved, and features concrete pad foundations for equipment no longer extant at the site. [ The Adams Street Substation building and outdoor switchyard occupy about a fourth of city block, bordered to the south by an alley, the west by an adjoining property line, the north by North 21st Street, and the east by North Adams Street. ] The North 21st Street transmission line, a now discontinuous segment of the historic Potlatch (Cushman) Transmission Line,

### 1. Cushman Substation

The Cushman Substation building is rectangular in plan, is three stories tall, and has a basement. The building is constructed of board-formed poured concrete, including the foundation, walls, and exterior cladding. Seven bays wide by four bays deep, the building has a shallow-pitched gable roof, which is hidden by a shallow concrete parapet. The roof also features a shed-roof penthouse in the northwest corner that denotes the location of the interior elevator shaft. Below the parapet, a projecting concrete cornice articulates the top of a full entablature, supported by engaged pilasters. Designed in the Tuscan order, the simplified Doric pilasters that define the second and third floors, which sit atop a pedestal (the first floor) comprising a raked dado and unadorned plinth.

The main entrance is centrally located on the south façade and is adorned with a monumental distyle temple front. Accessed via concrete stairs that define the stereobate, the pediment, tympanum, and Tuscan columns of the temple-front entryway are unadorned; the fully articulated entablature features the words "Cushman Substation" in the frieze. The tripartite doorway has a single-light wood door accentuated by engaged Tuscan Doric columns, and flanked by twelve-light sidelights of beveled glass with engaged pilasters at the corners. The doorway also features an entablature, with decorative dentils below the frieze. Original metal hardware on the door appears to be intact.

The west side is devoid of entrances; other entryways, found on the north and east elevations, are industrial and/or utilitarian. These include the large metal roll-up door on the east elevation, with an inset pedestrian door; the second-floor entrance on the east elevation, accessed via an exterior metal stairway; the ground-floor pedestrian door on the east corner of the north elevation; and another metal roll-up door located in the center bay of the north elevation. With the exception of the main entryway door on the south elevation and the large metal roll-up door on the east elevation, both of which are depicted in original blueprints, all other doors appear to be modern.

The most predominant feature of the Cushman Substation is the industrial metal-sash windows. Found on all stories on each side of the building, the window bays comprise three banks of 24-light windows separated by metal mullions, for a total of 12-light by 6-light window bays. Each bay includes two operable 8-light hoppers, one each in the outside bank. The only exception to this configuration is on the second floor of the east side, where a doorway (described above) has been added to one of the window bays.

Original cast-concrete [ iron ] light poles flank the stairway to the main entrance. The light poles are also located on the corners of the south elevation, as well as symmetrically arranged on the west elevation, for a total of seven poles currently extant. [These poles match the poles originally found along the lake side of the drive atop Cushman Dam

**Narrative Continuation**

number one. Only seven of the original thirteen light poles remain which once adorned the walls and flanked the stairs, each originally had a round opal glass globe rather than the current acorn shaped globe. ] The light poles originally featured glass globes, though these have been replaced with plastic globes or, in some cases, are missing altogether. [The expansive three story tall space of the Condenser room, with glass walls on three sides, is a character defining element within the facility. The immense volume of the room along with craftsmanship and high level of detailing, more than any other room in the complex, is a contributing part of to the buildings historic context, function and form. ]

The interior of the Cushman Substation maintains the original massing and form as originally constructed; however, all operating equipment has been removed, and the building is used primarily for storage. The south half of the building is one large open room, three stories tall, historically known as the Condenser Room [Contributing]. This main area once housed the machinery (condensers) necessary for the substation, and still features original details, such as [the large cast iron ] sconces with glass globes; gantry crane; engaged pilasters on interior walls; [ monolithic terrazzo floor ] and the exposed, board-formed concrete beams and ceiling that support the roof structure. Some modern lighting has been installed on the ceiling beams. One original metal stair, with industrial "pipe-fitting"-style handrails, accesses the second floor from the main room; a second stairwell was historically present, but was removed at an unknown date [and relocated on the exterior of the building mounted on the east façade.]

The north half of the building is horizontally divided between the first, second, and third floors. Historically, the first floor served as the Feeder Switch Room, with a small bathroom and locker room in the northeast corner. The second floor was divided between the shop (west), the Condenser Switch Room (center, not to be confused with the condenser room on the south side of the building), and the Control Room (east). The third floor served as a storeroom, as well as having smaller spaces in the northeast corner for the Battery Room, the "M. G. & Carrier Current Room," and the Load Dispatchers Office (also the location of the facility's second restroom). The roof is accessed via a metal stairway adjacent to the elevator shaft in the northwest corner. It is possible that some original slate panels are present in the control room behind the modern equipment; however, all switches and other components are no longer extant. If extant, original slate panels are hidden behind modern control stations and are likely used for partial structural support of same.

The basement level is accessed via a concrete stairwell at both the east and west ends of the Condenser Room on the first floor. The basement, historically, held a series of feeders, transmitters, and bus reactors; provided access to the machinery in the Condenser Room; and served as a storage area. Four large oil tanks, two for circuit-breaker oil and two for transmission oil, are still imbedded in the east wall of the basement. Three underground tunnels, two on the east and one on the north side of the building, provide access to the exterior switchyard.

With the exception of wholesale removal of interior equipment, alterations to the building itself have been fairly minor. For example, a door on the second floor of the east elevation was cut into a window; this change utilized the existing window space and, with the exception of the removal of some window panes, did not require removal of building fabric. Other alterations include the removal of light poles on the exterior of the building. Analysis of historic photos indicates that the substation originally had eight light poles on the south side and five on both the east and west sides.

**2. [ Cushman Substation ] Switchyard**

The switchyard is located adjacent to the Cushman Substation building, occupying the northwest quadrant of the block. The eastern half is partially graveled, partially paved, and features concrete pad foundations for equipment no longer extant at the site. The switchyard was constructed concurrently with the substation, but has been modified over the years as bussing and other equipment was upgraded for efficiency and safety standards. The switchyard is a [ ~~non~~ ] contributing, functionally-related structure to the Cushman Substation nomination. [ The site provides a feeling of openness and visual link between the building and the surrounding streets, an open space and connection to the community for a building of prominence. ]

## Narrative Continuation

### 3. North 21st Street Towers

The North 21st Street Towers are a collection of original steel lattice towers located in the median between the east- and west-bound traffic on North 21st Street between N Highland Street and N Adams Street in Tacoma. The towers historically connected the Cushman Substation with the Cushman No. 1 development, and are a segment of the overall Potlatch (Cushman) line. The approximately 1.25 mile segment retains 16 of the historic 230-kV double circuit, steel lattice towers. The towers are approximately 120 feet tall, with four legs (set on concrete footings or a poured concrete pad) rising in a pyramidal shape to a rectangular top with two sets of three arms, one on each the north and south sides of the towers. The arms support transmission cables, conductors, insulators, and mounting equipment. These structures are original to the Cushman electric power generation and transmission system, retain integrity of design, materials, workmanship, feeling, association, setting, and location, and are a contributing, functionally related structure to the Cushman Substation. [The first of the original steel lattice Tower, west of the Cushman Substation, occupies the northeast corner of the Adam Street Substation site. Tower number 1 is the only tower resting outside the twenty first street right-of-way, the majority of which is resting on the Adam street substation site. The towers are intact and in their original form but are in need of restoration to repair peeling paint and associated rust.]

### [ 4. Adams Street Substation

The Substation is situated on a relatively flat site with a service yard surrounded by a chain-link fence on the western third of the property. A parklike landscaped area of trees, shrubs and lawn runs along the north side of the site screening the service yard from 21<sup>st</sup> street. The first electrical Tower of the Potlatch line rests on the northeast corner of the lot. The Adams Street Substation is rectangular in plan, a tall single story building in height, with a daylight basement and fronts on Adams Street property line near the southeast corner of the property. The building like the Cushman Substation is constructed of reinforced board formed concrete, which was mixed on site and poured in place one wheelbarrow at a time. The building's façade is broken into five bays on the east and west sides, and four bays on the north and south, by pilasters that rise from grade up to the cornice line of the building. A shallow cornice extends around all four sides of the building, presenting a finished appearance on all sides. Above the cornice is a parapet wall with an articulated cap reflecting the pilaster located below. A shallow shed roof sloping to the west is hidden behind the parapet wall. The building is finished to the same level of finish and form on all four sides. While boarded up the building appears to be intact and in its original appearance with the exception of missing exterior light fixtures and a small exterior ventilation shaft on the south façade from grade to the top of the parapet wall above.

Each of the four facades varies in window and door arrangement and appearance principally due to the split level floor lines found within. The main entry door, a two panel wood door, is found in the southern bay of the Adams street façade, its threshold a few feet above grade. To the right of the entry door in the next bay is a nine pane steel window at the upper level with a vertical louver above. All three of the remaining bays to the north have a metal louver in the upper third and are currently boarded off below the louver but once contained a roller grill to access the transformers. The space behind these openings and similar opening on the west side allowed ventilation to the large transformers that occupied the tall single story space within. The south façade is symmetrical in appearance with a six pane steel window on the first floor and a nine pane window above, in the first and fourth bays. In the two center bays is a short vertical louver low on the wall into the first floor, high on the wall at these two bays is the remnants of the openings by which power entered the building from an adjacent set of poles long gone. A ventilation shaft has been added to the eastern bay covering up the windows from grade to the roof. The west side of the building is similar to the east, the Adams Street facade, with three large openings on the northern bays. An entry door with a three light transom is located slightly below grade, accessed by a concrete stair and metal railing to the basement floor level below. Above the door is a nine pane steel window on the upper level with louver above. A similar window is found in the second bay but with a six pane steel window below on the first floor. The north façade is symmetrical in appearance with a pair of two panel doors with three pane transom window above in both of the central bays. A short concrete stair provides access to the doors above grade. Some of the openings are currently boarded over with plywood.

Historically the northern three-fifths of the building housed six transformers and the two remaining bays on the south housed the switch room on the second floor with a regulator room below. Cast iron sconces once adorned the pilasters of the north and east sides of the building similar in appears to the interior sconces found within the Cushman Substation.

## Narrative Continuation

### 5. Adams Street Switchyard

The Switchyard also known as the pole yard referring to its most recent use, occupies the western two thirds of the site. The yard is surrounded on four sides by a tall chain-link fence with gravel and concrete paving, the yard is currently vacant of any equipment only concrete pads mark the former equipment locations on site. The Switchyard is a contributing and was functionally related part of the Adams Street Substation context and character.

### 6. North 21<sup>st</sup> Street Tower No. 1

The first of the original steel lattice Tower, west of the Cushman Substation, occupies the northeast corner of the site. Tower number 1, as noted on the attached site plan, is the only tower resting outside the twenty first street right-of-way, the majority of which is resting on the Adam street substation site. The Tower as has all the Tower has been recognized as a contributing and was functionally related part of the Substation complex and directly speaks to the facilities context and character.]

## PART 3: HISTORICAL OR CULTURAL SIGNIFICANCE

### Criteria for Designation

Tacoma Municipal Code recognizes six criteria of eligibility for inclusion on the Tacoma Register of Historic Places. Please select any that apply to this property, for which there is documentary evidence included in this nomination form.

- A Is associated with events that have made a significant contribution to the broad patterns of our history; or
- B Is associated with the lives of persons significant in our past; or
- C Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D Has yielded or may be likely to yield, information important in prehistory or history; or
- E Is part of, adjacent to, or related to an existing or proposed historic district, square, park, or other distinctive area which should be redeveloped or preserved according to a plan based on a historic, cultural, or architectural motif; or
- F Owing to its unique location or singular physical characteristics, represents an established and familiar visual feature of the neighborhood or City.

### Historical Data (if known)

Date(s) of Construction 1926 Other Date(s) of Significance 1926 and 1949  
Architect (s) Verne Grongrwer, Design Engineer Builder Dougan & Chrisman Engineer James Parker

### Statement of Significance

Describe in detail the chronological history of the property and how it meets the criteria for the Register of Historic Places. Please provide a summary in the first paragraph (use continuation sheets if necessary). If using a Multiple Property Nomination that is already on record, or another historical context narrative, please reference it by name and source.

The following narrative has been taken directly from the National Register of Historic Places, Registration Form prepared by Greg Rainka, Historic Research Associates Inc. for the City of Tacoma, 2014, No. 14001108. Corrections and additions have been highlighted by [ ] to preserve the integrity of the original author's text.

#### 1. Narrative Statement of Significance

In 1893, the City of Tacoma bought Charles Wrights' Tacoma Light and Water Company, thereby becoming one of the first cities in the Pacific Northwest to own and operate a municipal electrical system.<sup>1</sup> Known for political Progressivism, the Pacific Northwest was at the vanguard of the reform movement to control utilities' cost and quality by placing them under public ownership. In the mid-nineteenth century, most American cities awarded franchises to private utility companies, but reformers in the Progressive Party targeted the system's potential for graft, favoritism, and corruption. They maintained that a publicly owned utility would not only eliminate unsavory collusion among private businessmen and public officials but also promote more efficient management.<sup>2</sup> Unlike older cities in the American East and Midwest, Tacoma was able to move quickly toward a more democratic utility system.

After the 1893 purchase, the former Tacoma Light and Water Company became part of the City of Tacoma's Light Department, a division of the city formed to provide municipal lighting and power. The division was operating under the name Tacoma City Light by 1915, a name it would maintain until 1989, after which the organization continued doing business under the name Tacoma Power.

**Narrative Continuation**

By the turn of the twentieth century, growing consumer demand had overtaxed the direct current system, and the city had to purchase additional power from private companies in the region. In 1909, Tacoma voters authorized construction of a hydroelectric generating facility on the Nisqually River. Attempts to develop a power plant on the North Fork of the Skokomish River at Lake Cushman actually began in 1912, when Seattle citizens approved a related bond issue. The City of Seattle issued condemnation notices to property owners, but abandoned the project in 1914.<sup>3</sup>

By 1917, Tacoma was experiencing a population explosion and needed a new source of electric power to meet the increasing demands of domestic labor-saving devices and power-dependent industries. Public Utilities commissioner Ira S. Davisson and Tacoma City Light reselected the Lake Cushman site for a new hydroelectric complex. The city applied for water rights and reservoir permits in 1919, and began condemnation proceedings the same year for the needed land.

In 1922, Davisson hired Jay L. Stannard from San Francisco to serve as chief engineer for the Cushman project. While some of the interviewees for the position wanted as much as \$35,000 a year, Stannard offered his services at the bargain rate of \$7,500. He explained, "it's just what I wanted to do . . . I made a thorough investigation of the Cushman project in 1917 with the idea of doing it for Seattle and have always wanted to develop the project."<sup>4</sup> Jay Stannard was born to Gilbert and Esther Stannard in New York in 1866. By 1880, the family had relocated to Shell Rock, Iowa, in a westward trend that Stannard would continue all the way to Washington. By 1900, Stannard and his wife Carrie, whom he married in 1899, were lodging in Everett, Washington. Stannard worked with the Great Northern Railway as early as 1902, when he led a survey from Columbia Falls to Tobacco Plains in Flathead, Montana.<sup>5</sup> Stannard also spent time in Oregon, where he was employed by the city of Baker as consulting engineer for a municipal hydroelectric project.<sup>6</sup> An August 1917 edition of *Electrical Review* noted, "J. L. Stannard, Portland, Oregon, is consulting engineer in connection with the proposed hydroelectric plant for the City of Seattle. He has made plans and estimates covering all phases of the contemplated project."<sup>7</sup> By the time Cushman was proposed for Tacoma, Stannard's career as a civil engineer appears to have been well established.

The contract for construction of the first Cushman dam (built near Hoodspout) was let to Guthrie & Company of Portland, Oregon, in spring 1924. (Guthrie & Company would also later be awarded the contract for construction of the Cushman No. 1 powerhouse under a separate bid.) Work on the tunnel shafts began first, on May 1, 1924, and peaked in 1925. After a two-year construction period, Lake Cushman began rising to fill the valley. The Cushman Powerhouse No. 1 was constructed concurrent with the dam, beginning in spring 1925 and completed in March the following year. Located 700 feet downstream of the dam, the building housed the water turbines and generators, as well as the exciter switchboard and control room.

To distribute the power of the water, 44 miles of transmission lines were constructed to carry the full load capacity of the Cushman No. 1 powerhouse. The first 5 miles carried the line to the future site of the Cushman No. 2 powerhouse (completed in 1930). The remaining 39 miles carried the power into Tacoma, crossing the Skokomish Flats, the two relatively benign water crossings at North Bay and Henderson Bay, and the daunting Narrows Crossing, a particularly treacherous and windy water corridor almost a mile wide. When the transmission line across the Narrows was completed in 1925, the approximately 6,244-foot-long span was the longest aerial electrical span in the world, with pairs of 315-foot-tall steel towers supporting cables that carried Cushman power across the Narrows to the city.<sup>8</sup> The line continued into Tacoma via North 21st Street, terminating at the Cushman Substation.

Original blueprints of the Cushman Substation, dated December 3, 1924, and on file with Tacoma Power, reference Structural Engineer J. Verne Gongwer, Superintendent of Electrical Construction A. F. Darland, and, of course, Chief Engineer Jay Stannard. Additionally, James Parker is thought to have prepared the plan and perspective drawings, though it is unknown to what extent he was involved in the design phase.<sup>9</sup> [ The original blueprints for the Adams Street Substation are less formal but like Cushman they are on City of Tacoma Light Department title block sheets. Authorship is not clearly indicate on all sheet but a few sheets note Ballock Nightingale as the Designer, dated between May 4 and May 7, 1925, and are on file with the Tacoma Power.

**Narrative Continuation**

Verne Gongwer, an engineer from Michigan, would later be known as the “hero” of the Cushman Substation. Using his “engineer’s know-how, “he designed the building without the aid of degree in architecture. He is even credited for concocting—a shortcut for spiffing up the substation,” specifically the Greek Revival entry and buffed concrete finish. Gongwer is also credited with the design of the Tacoma Narrows crossing of the transmission line.<sup>10</sup>

Alvin F. Darland served as the superintendent of electrical construction for the entire Cushman Hydroelectric Project. “Reared and educated in Tacoma,” Darland graduated from Stadium High School and, in 1914, the University of Washington. He began his electrical career at the Todd Drydock & Construction Corporation, working on the electrical installations of the yard as well as the US cruisers built there. He joined the Tacoma Light Department around 1916, and began work on the Cushman Project in April 1923. He is credited with the “splendid electrical layouts of the Cushman (No. 1) power house, substation and transmission lines.”<sup>11</sup>

Bidding for the contract to construct the Cushman Substation was closed in December 1924. Sixteen contractors submitted twenty proposals, with cost estimates ranging from \$166,470.80 up to \$241,656.05. The lowest bid was received of Dougan & Chrisman of Seattle, and included construction of the substation building, the tunnels, footings for the exterior switchyard equipment, and the steel structures to support the heavy bus connectors. The firm was officially awarded the contract for the Cushman Substation in January 1925, and began work on the building shortly thereafter.<sup>12</sup>

Founded by James Madison Dougan in 1908, Dougan & Chrisman had offices in both Seattle and Portland, Oregon. In Portland the firm was known for construction of the Elks and Masonic temples, the Benson Hotel, and the US National Bank Building, among others. In Seattle, the firm constructed the Virginia Mason Hospital, the Garfield School, and several state university buildings.<sup>13</sup>

Concrete for the foundations of the Cushman Substation was poured in March of 1925, with deep excavations required to allow for the huge generators the building would house.<sup>14</sup> The roof of the substation was poured in August.<sup>15</sup> By October, the distinctive metal windows were being installed, and much of the heavy electrical equipment had been installed in the adjoining switchyard.<sup>16</sup> In January 1926, “a giant 80-ton condenser” was the first piece of machinery tested at the substation, the success of which marked that the building and associated transmission lines and operating equipment were “practically ready to receive power from the Skokomish River.”<sup>17</sup>

Designed to handle the power from both the Cushman No. 1 and the planned Cushman No. 2 powerhouses, the substation was constructed in the heart of one of Tacoma’s residential districts. As such, “every effort was made to effect a design that was not only permanent and efficient in operation, but was also a beautiful piece of architecture and would harmonize with the surroundings.”<sup>18</sup> Contemporary newspapers remarked on the Cushman Substation as not only “a model of electrical engineering, but its distinctive design will be in keeping with the residential section in which it will be constructed.”<sup>19</sup> Cost of construction of the building was estimated at \$150,000, with additional costs of operating and electrical equipment “representing a valuation of more than \$550,000 when completed... The cost of the plant unit by unit as a whole is said to be far below the cost of other hydro-electric plants and will enable Tacoma to maintain its place in the industrial world as the home of the nation’s cheapest electrical power.”<sup>20</sup>

The three-story reinforced concrete building was constructed with an architectural treatment worthy of any building in the heart of the City. The cornice, pilasters, mouldings, etc. were all formed and poured monolithic with the main building. The surface treatment of the outside of the building, as well as all other exposed concrete on the block which the building occupies is what is known as a “rubbed finish.” This consists of rubbing the concrete surfaces, after being stripped, with a rough carborundum stone until all film, fins and unevenness disappears, and then painting with a neat cement grout and rubbing in with a fine carborundum stone until only enough material is left on the surface to fill all of the voids and produce a smooth sandstone-like appearance.

**Narrative Continuation**

This finish harmonizes very well with the aluminum finish used on the towers, transformers, switches, and other equipment in the outdoor portion of the substation.<sup>21</sup>

As constructed, “one of the most interestingll features of the Cushman Substation“ was the placing of thousands of feet of conduit in the floor slabs, walls and columns of the building.” High-voltage wiring from exterior bussing equipment entered the substation via basement tunnels. Concrete barriers separated and insulated the high-voltage busses, while lower-voltage circuits were distributed via iron conduits cast into the concrete structure of the building.<sup>22</sup>

By March 1926, there was sufficient water in the Lake Cushman reservoir to begin producing power.<sup>23</sup> The 44-mile-long Potlatch Transmission Line, extending from the Cushman No. 1 powerhouse to the Cushman Substation in Tacoma, was first energized on March 23, 1926.<sup>24</sup> At the formal dedication held in May, “the current from the dam was turned on in Washington, D.C., by President Calvin Coolidge using a key made by Lincoln High School students, which included gold from a Northern Pacific Railroad souvenir spike.”<sup>25</sup> The Cushman system has provided power for the city of Tacoma ever since.

From its inception in 1893, Tacoma’s public utility had sold power for commercial purposes in order to reduce the cost of residential power and light. The move to promote industrial expansion within the city directly influenced municipal power development. Following the opening of Cushman No. 1 and the Cushman Substation in 1926, several large industrial enterprises located plants in Tacoma. A consequent population boom and the availability of inexpensive electricity also encouraged consumers to purchase electric stoves, refrigerators, washing machines, and smaller appliances. In fact, demand was so great that by 1927, a year after Cushman No. 1 came online, the City Light department was promoting a second dam on the Skokomish River with the dire prediction that, without increased electrical output, Tacoma would “face a power shortage within three years.”<sup>26</sup>

In spring 1929, Tacoma City Light began construction of the second power plant on the Skokomish River, 2 miles downstream from the first. With the water discharged from Cushman No. 1, Cushman No. 2 utilized the remaining 480-foot elevation drop to the Hood Canal, a 240-foot-high arch dam, and a 13,000-foot-long tunnel to provide additional power for the city. Construction of Cushman No. 2 began none too soon: extreme drought in fall 1929 forced the city to rely in part on supplemental power supplied by the U.S.S. Lexington, which remained anchored in Tacoma harbor from December 18, 1929, through January 16, 1930.<sup>27</sup> The combined Cushman Nos. 1 and 2 systems were poised to bring a total of 140,000 horsepower to Tacoma - 50,000 from Cushman No. 1 and 90,000 from Cushman No. 2. As one report noted, “it is hard for the mind to grasp the significance of 50,000 horsepower of electrical energy. Picture an army of 1,000,000 men engaged in physical labor. Their combined effort would about equal this horsepower.”<sup>28</sup>

In 1930, a journalist reported that “work on Cushman No. 2 project is being carried on seven days a week and 24 hours a day, as the power is urgently needed to supply the market at Tacoma.”<sup>29</sup> The new Cushman No. 2 dam, a 240-foot, constant-radius, high-arch dam, rose to create Lake Kokanee.<sup>30</sup> The Cushman No. 2 powerhouse, which is located on the Skokomish Reservation, overlooking the Olympic Highway, was constructed by J. E. Bonnell and Son of Tacoma. The city’s grand design for the Cushman No. 2 powerhouse exudes the sense of pride and progress felt by Tacoma City Light. The building draws upon neoclassical influences in civic architecture to express the significance of the facility to the functioning of the city.

On August 22, 1939, John D. Ross, chief administrator of Bonneville Power (and former head of Seattle City Light), addressed Congress on the status of Bonneville Dam (1934) and the newly proposed Grand Coulee Dam for which he sought federal funding. He said, —the enterprises the Pacific Northwest needs most for industrial development are those requiring large quantities of cheap electrical energy of which the region will soon have abundance. “In a feature article, the *Seattle Post-Intelligencer* listed thirteen key regional units that provided power and light. Among them was —Tacoma City Light (public monopoly—at present America’s lowest power rates).”<sup>31</sup>

**Narrative Continuation**

By 1947, the City of Tacoma, Department of Public Utilities, Light Division, had begun construction on the Pearl Street Substation in Tacoma; in 1949, the transmission line was rerouted from the Cushman Substation to the Pearl Substation.<sup>32</sup> Blueprints for the "Pearl Street Switching Station Control House" are dated June 7, 1949, approved by engineer A. W. Francis. Although the transmission line continues on to the Cushman Substation, the historic alignment and terminus of the line have been altered. The Cushman Substation now acts as a storage building, and all original interior equipment has been removed. The switchyard, located on the Cushman Substation property, is still active, although it contains only modern equipment.

Historically, the substation was an integral part of the Cushman Hydroelectric Project, acting as terminus for the transmission line and therefore an essential resource directly related to the production and transmission of hydroelectric power to the citizens of Tacoma. Though the building exhibits excellent integrity of location, design, setting, materials, workmanship, feeling, and association, rerouting of the Potlatch Transmission Line to the Pearl Street Substation in 1949 and the subsequent removal of all power-related equipment from the interior of the Cushman Substation have rendered the building functionally disconnected from the rest of the Cushman system. However, the building is an excellent example of neoclassical-revival architecture, and has seen few alterations (apart from interior removal of equipment). The basic form, massing, and scale of the building, both interior and exterior, are intact.

The Cushman Substation is eligible for listing in [ has been listed on ] the National Register at the local level for significance under Criterion A, associations with broad patterns of history, for the role it played in the growth of the city of Tacoma and the region due to the development of hydroelectric generation and its subsequent effect on the availability of affordable electricity. [The Cushman Substation complex is eligible for listing in the Tacoma Register based on these same reasons. The Cushman Substation [ complex] is the urban embodiment of the City of Tacoma's achievement in hydroelectric power production via development of the Cushman Hydroelectric Project. The substation housed the means for efficient and economical distribution of electricity, which enabled the region to grow and expand and, therefore, made the Cushman Substation one of the most important and influential buildings of its time.

The monumental architectural style reflected this ideology, creating a visual statement as to the importance of the city's recently completed municipal hydroelectric system. As such, the building is also eligible for listing in the NRHP at the local level for significance under Criterion C, architecture. The Cushman Substation is an excellent example of neoclassical revival style architecture, with which the City of Tacoma built the Cushman Hydroelectric Project facilities in the 1920s. The only urban building constructed concurrent with the Cushman Hydroelectric Project, the Cushman Substation is a visual representation of the importance of public energy facilities to regional growth. The monumental architectural style reflected the importance of efficient and economic distribution of energy, creating a visual statement as to the importance of the city's recently completed municipal hydroelectric system.

The period of significance is 1926–1949, the date construction was completed through the date the transmission line was rerouted and the historic terminus altered.

## Narrative Continuation

<sup>1</sup> Dick Malloy and John Ott, *The Tacoma Public Utilities Story: The First 100 Years, 1893–1993* (Tacoma, WA: Department of Public Utilities, 1993), 13.

<sup>2</sup> Robert Wiebe, *The Search for Order, 1877–1920* (New York: Hill & Wang, 1967), 166–72.

<sup>3</sup> Loretta Neumann, William Beckner, Janet Friedman, Steve DelSordo, and John Culliname, Cultural Resource Management Plan: Cushman Hydroelectric Project, submitted to Tacoma Public Utilities, Tacoma, WA, 1996, A3-9, on file at Tacoma Public Utilities, WA.

<sup>4</sup> Malloy and Ott, *Tacoma Public Utilities Story*, 84.

<sup>5</sup> "Surveying and Speculation Continues in Flathead," *The Inter Lake*, January 3, 1902, Great Northern Railway, Kalispell Division, <http://www.gnry.net/lookingback/lbi1900s.html#1902>.

<sup>6</sup> "News Notes," *Journal of Electricity, Power, and Gas* 33 (December 26, 1914): 589. 7 —Personal and Biographical," *Electrical Review* 71, no. 6 (1917): 250.

<sup>8</sup> Malloy and Ott, *Tacoma Public Utilities Story*, 88.

<sup>9</sup> "Bid for Cushman Substation to Be Called this Week" *Tacoma Sunday Ledger*, December 7, 1924, E-8.

<sup>10</sup> Bart Ripp, "A Very Juicy Past: Cushman Sub-Station Is an Elegant Reminder of Tacoma Public Utilities' Century of Providing Power," *Tacoma News Tribune*, November 29, 1993. 3. See also —Cushman Power Project Edition," *Tacoma Daily Ledger*, February 28, 1926.

<sup>11</sup> "Cushman Power Project Edition" *Tacoma Daily Ledger*, February 28, 1926, 11.

<sup>12</sup> "City Power Substation Bids Opened," *Tacoma Daily Ledger*, December 30, 1924, 1.

Original blueprints of the Cushman Substation, dated December 3, 1924, and on file with Tacoma Power, reference Structural Engineer J. Verne Gongwer, Superintendent of Electrical

<sup>13</sup> Ila L. Wakley, "James Madison Dougan," S. J. Clarke Publishing Company, The USGenWeb Project, accessed March 17, 2014, <http://usgenweb.org/>. <http://files.usgwarchives.net/or/multnomah/bios/dougan444gbs.txt>.

<sup>14</sup> "Pouring Concrete for New Substation," *Tacoma Daily Ledger*, March 9, 1925, 3.

<sup>15</sup> "Work being Speeded on Big City Substation," *Tacoma Daily Ledger*, August 16, 1925, A-4.

<sup>16</sup> "Getting Ready to Receive Cushman Current," *Tacoma Daily Ledger*, October 11, 1925, A-11.

<sup>17</sup> "Test of Machine's Success," *Tacoma Daily Ledger*, January 1, 1926, A-1.

<sup>18</sup> Ira S. Davisson and Llewellyn Evans, "Cushman Power Project," 1924–1925 Information Book of the Light Department, City of Tacoma, Washington, 73. Washington State Archives, Puget Sound Region Branch, Tacoma Municipal Government Collection, Tacoma Public Utilities Division, Reports and Publications, PS611-81A-86.

<sup>19</sup> "Bids for Cushman Substation to Be Called This Week," E-8.

<sup>20</sup> *Ibid.*

<sup>21</sup> Davisson and Evans, "Cushman Power Project," 73.

<sup>22</sup> Davisson and Evans, "Cushman Power Project," 73.

<sup>23</sup> Malloy and Ott, *Tacoma Public Utilities Story*, 88; and Overland, *Early Settlement of Lake Cushman*, 40.

<sup>24</sup> Malloy and Ott, *Tacoma Public Utilities Story*, 88.

<sup>25</sup> Office of Historic Preservation, Community Development Department, —Cushman Power Project, Cushman Substation, II Survey-Inventory Form, Community Cultural Resource Survey, Reference No. 31650, April 1981, 2, on file at the Washington Department of Archaeology and Historic Preservation (hereafter DAHP).

<sup>26</sup> City of Tacoma, Department of Public Utilities, Light Division, 1926–27 Information Book (n.p.: n.p., 1927), 18, Tacoma Public Utilities History Collection, Accession PS-20091012-02, Box 7116, Tacoma Public Utilities Archival Collection, Washington State Archives, Puget Sound Regional Branch (hereafter WSA-PSRB).

<sup>27</sup> "Report to December 31, 1929," Report and Information Book of the Light Division, Department of Public Utilities, City of Tacoma, Washington, 16, Tacoma Public Utilities History Collection, Accession PS-20091012-02, Box 7116, Tacoma Public Utilities Archival Collection, WSA-PSRB.

<sup>28</sup> —Cushman Project Visualized," [ca. 1925], Tacoma Public Utilities History Collection, Accession PS-20091012-02, Box 7116, Tacoma Public Utilities Archival Collection, WSA-PSRB.

<sup>29</sup> —Cushman Power Plant No. 2 for Tacoma, II *Western Construction News*, November 10, 1930: 538.

<sup>30</sup> Lisa Soderberg, "Cushman No. 1 Hydroelectric Power Plant," National Register of Historic Places Nomination Form, 1988, 8-1, on file at DAHP.

<sup>31</sup> John D. Ross, "Plentiful Electricity Seen as Stimulant. Accompanied by Quotes from the Author's Address to Congress and by a List of 'Key Units and Their Present Power and Light Services,'" *Seattle Post-Intelligencer*, August 22, 1939, Costello Scrapbooks, vol. 8, "Dams and Power," *Seattle Public Library*, Seattle, Washington.

<sup>32</sup> The Pearl Street Substation is located at 2402 Pearl Street North in Tacoma. The substation comprises one building, an outdoor switchyard, and one historic-era tower identical to those found on North 21st Street. The single-story building with a drive-under basement fronts east on Pearl, with parklike landscaping separating the substation from the suburban mini-mall development located east of Pearl Street. The Pearl Street Substation has seen few exterior alterations since initial construction: the windows appear to be original, as does the stucco cladding. Though all doors appear to be modern, they are in original openings. The building retains good integrity of design, workmanship, feeling, association, setting, and location, and fair integrity of materials.

## Continuation Sheet

### 1. Geographic Data

Acreage of Properties:      1.91 acres Cushman Substation  
   0.47 acres Adams Street Substation

Additional UTM References for the Adams Street Substation Site

|     | Zone | Northing | Easting |
|-----|------|----------|---------|
| 21. | 10   | 538724   | 5234996 |
| 22. |      | 538722   | 5234953 |
| 23. |      | 538784   | 5234955 |
| 24. |      | 538785   | 5234997 |

### A. Figures Continuation Sheet

- Figure 1. 1926 "Metsker's Atlas – Tacoma, Washington. Metsker, Chas F., Metsker Map Company, Tacoma Washington
- Figure 2. Illustrated Map of Cushman Project 1947, Tacoma City Light
- Figure 3. Cushman Substation under construction, board formed construction, August 3, 1925, Image courtesy of Tacoma Power
- Figure 4. Raising of Tower 1 with Adams and Cushman Substation in background August 4, 1925, Image courtesy of Tacoma Power
- Figure 5. Adams Street view North, September 8, 1925, Image courtesy of Tacoma Power
- Figure 6. Adams Street substation and Tower 1; view northwest, September 12, 1925, Image courtesy of Tacoma Power
- Figure 7. Adams Street Substation; view southeast, October 6, 1925, Image courtesy of Tacoma Power
- Figure 8. Adams Street view northeast, October 19, 1925, Image courtesy of Tacoma Power
- Figure 9. Cushman Substation Control Room ca. 1929, Image courtesy of Tacoma Public Library
- Figure 10. Cushman Substation Condenser room ca. 1929, Image courtesy of Tacoma Public Library
- Figure 11. Cushman Dam and Lake, ca 1929, Lamp poles, Image courtesy of Tacoma Public Library
- Figure 12. Cushman complex, View east April 13, 1937, Image courtesy of Tacoma Power
- Figure 13. Cushman Substation, 19th Street facade, 1947, Image courtesy of Tacoma Power
- Figure 14. Adams Street Substation Plan 1924, Drawing courtesy of Tacoma Power
- Figure 15. Adams Street Substation Elevations 1924, Drawing courtesy of Tacoma Power
- Figure 16. Cushman Substation, main entry onto 19th Street
- Figure 17. Cushman Substation, view northwest, Jeff Ryan Photographer, August 2016.
- Figure 18. Cushman Substation, view northeast, Jeff Ryan Photographer, August 2016.
- Figure 19. Cushman Substation view southeast, Jeff Ryan Photographer, August 2016.
- Figure 20. Cushman Substation view south, Jeff Ryan Photographer, August 2016.
- Figure 21. Cushman Substation, view west, Jeff Ryan Photographer, August 2016.
- Figure 22. Adams Street Substation and Tower 1, view southwest, Jeff Ryan Photographer, August 2016.
- Figure 23. Adam Street Substation, with tower 1 in background, view northeast, Jeff Ryan Photographer, August 2016.

Continuation Sheet

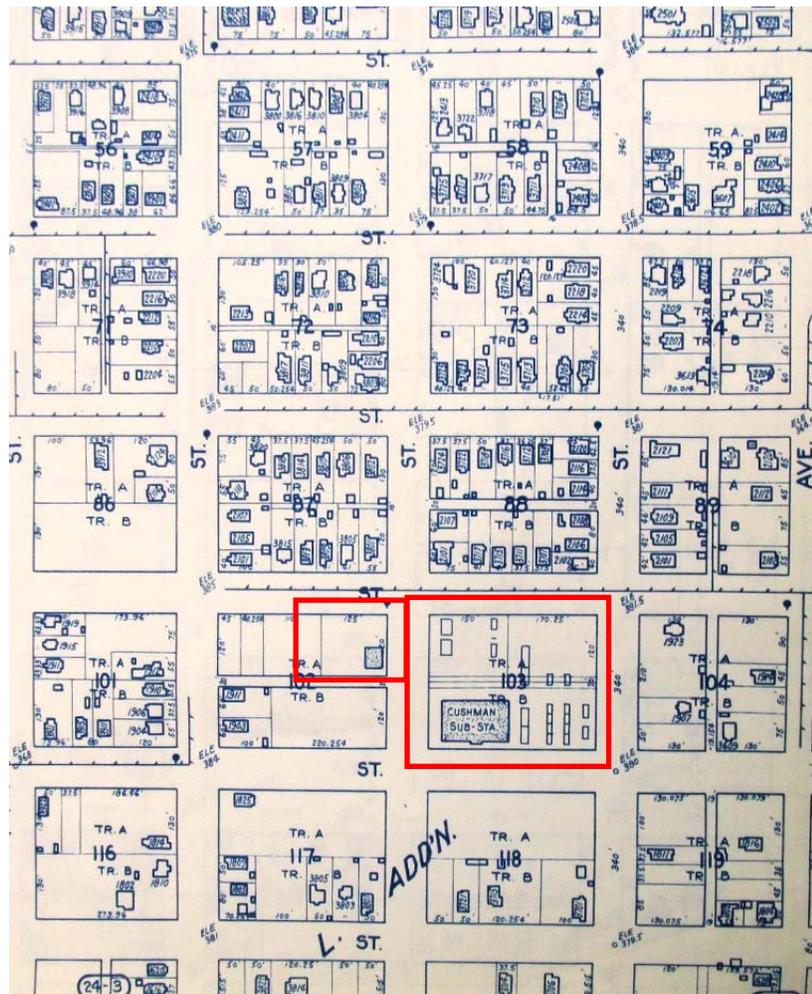


Figure 1 Cushman & Adams Street Site 1926

Continuation Sheet

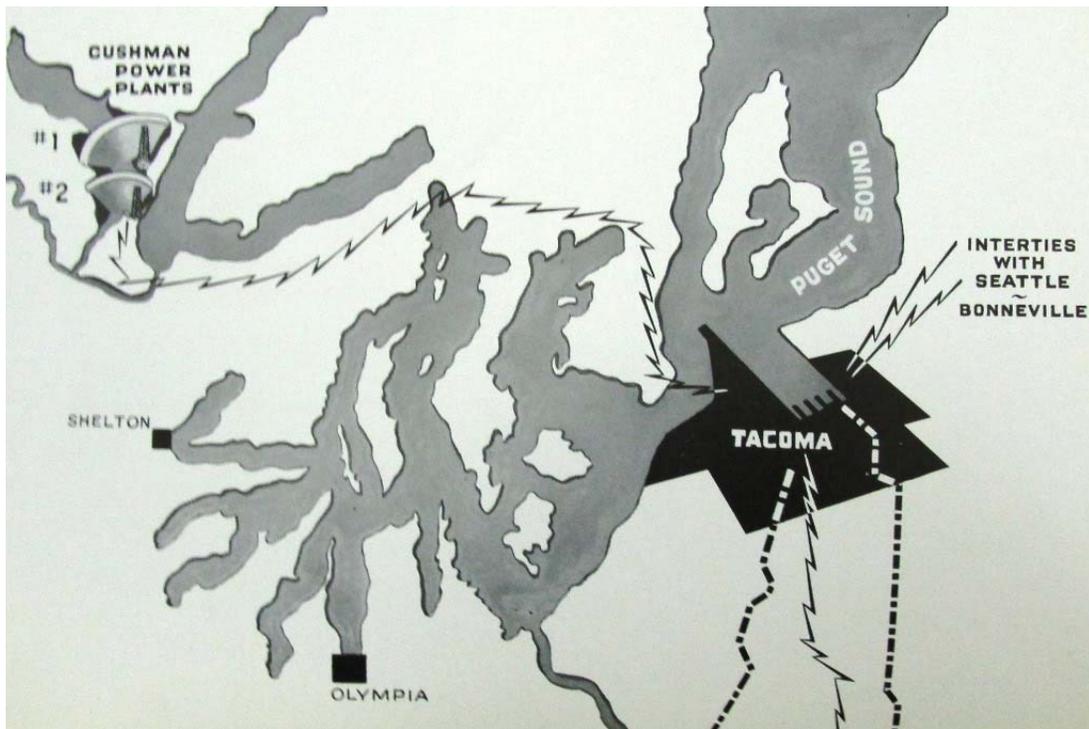


Figure 2 Cushman Power Project Illustrated Map 1947

Continuation Sheet

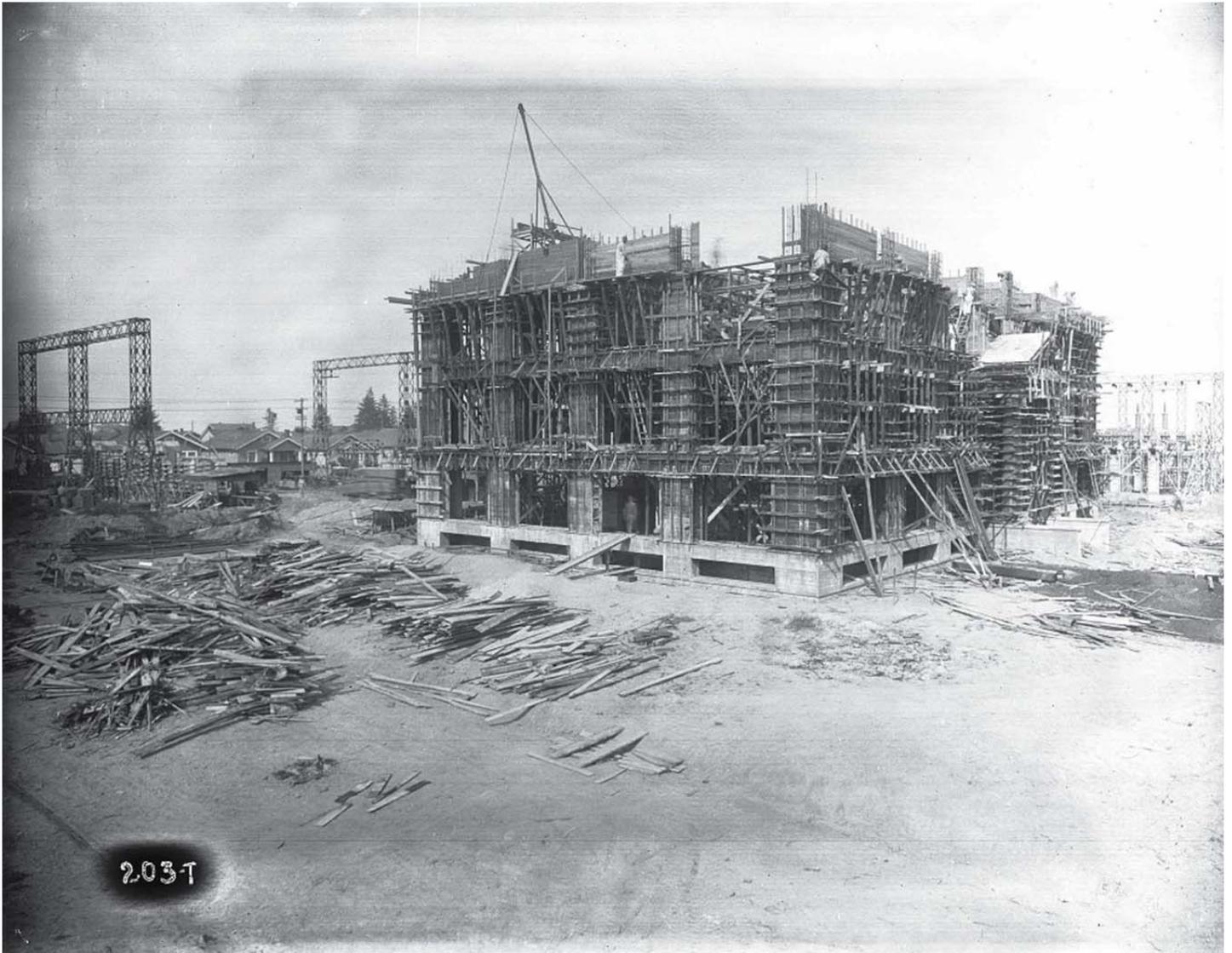


Figure 3 Cushman Substation under construction, board formed construction, August 3, 1925, Image courtesy of Tacoma Power

Continuation Sheet



Figure 4 Raising of Tower 1 with Adams and Cushman Substation in background August 4, 1925, Image courtesy of Tacoma Power

Continuation Sheet



Figure 5 Adams Street view North, September 8, 1925, Image courtesy of Tacoma Power

Continuation Sheet



Figure 6 Adams Street substation and Tower 1; view northwest, September 12, 1925, Image courtesy of Tacoma Power

Continuation Sheet



Figure 7 Adams Street Substation; view southeast, October 6, 1925, Image courtesy of Tacoma Power

Continuation Sheet



Figure 8 Adams Street view northeast, October 19, 1925, Image courtesy of Tacoma Power

Continuation Sheet



Figure 9 Cushman Substation Control Room ca. 1929, Image courtesy of Tacoma Public Library

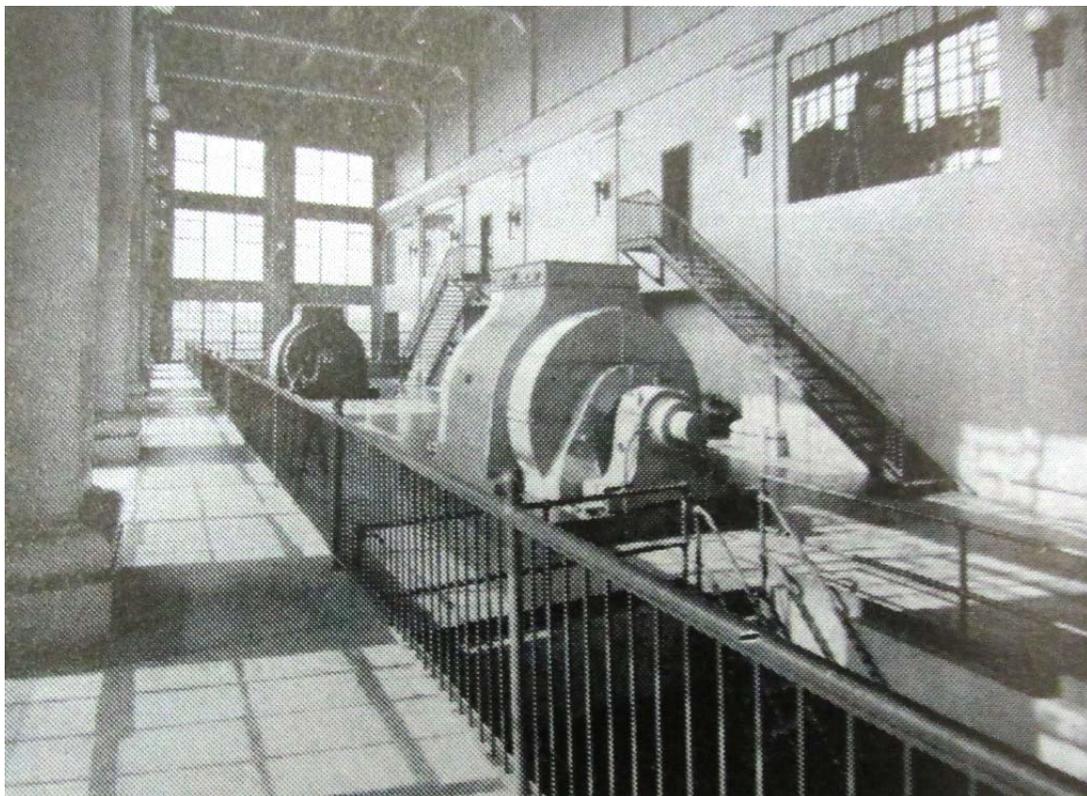


Figure 10 Cushman Substation Condenser room ca. 1929, Image courtesy of Tacoma Public Library

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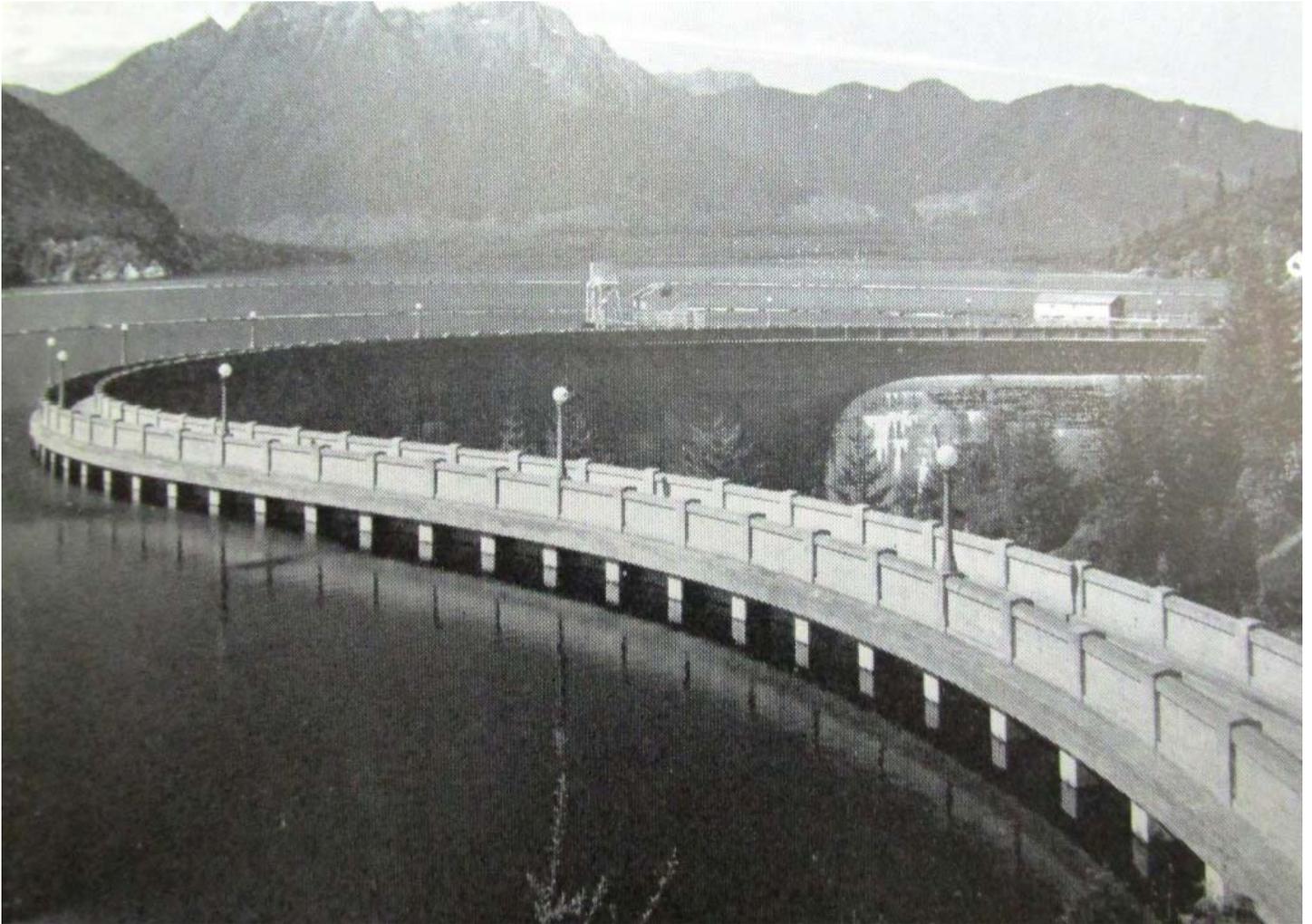


Figure 11 Cushman Dam and Lake, ca 1929, Lamp poles, Image courtesy of Tacoma Public Library

Continuation Sheet

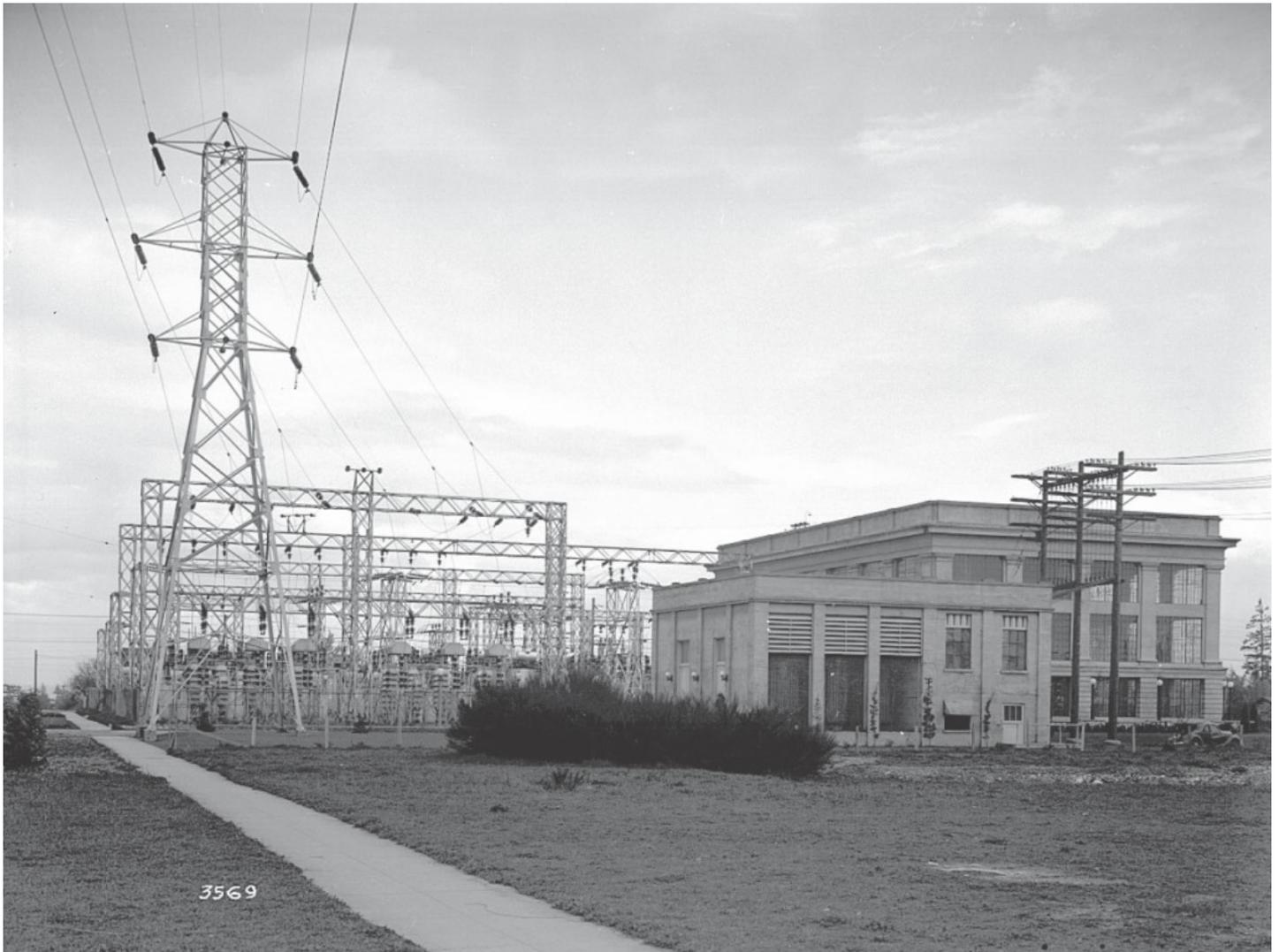


Figure 12 Cushman complex, View east April 13, 1937, Image courtesy of Tacoma Power

Continuation Sheet



Figure 13 Cushman Substation, 19th Street facade, 1947, Image courtesy of Tacoma Power

Continuation Sheet

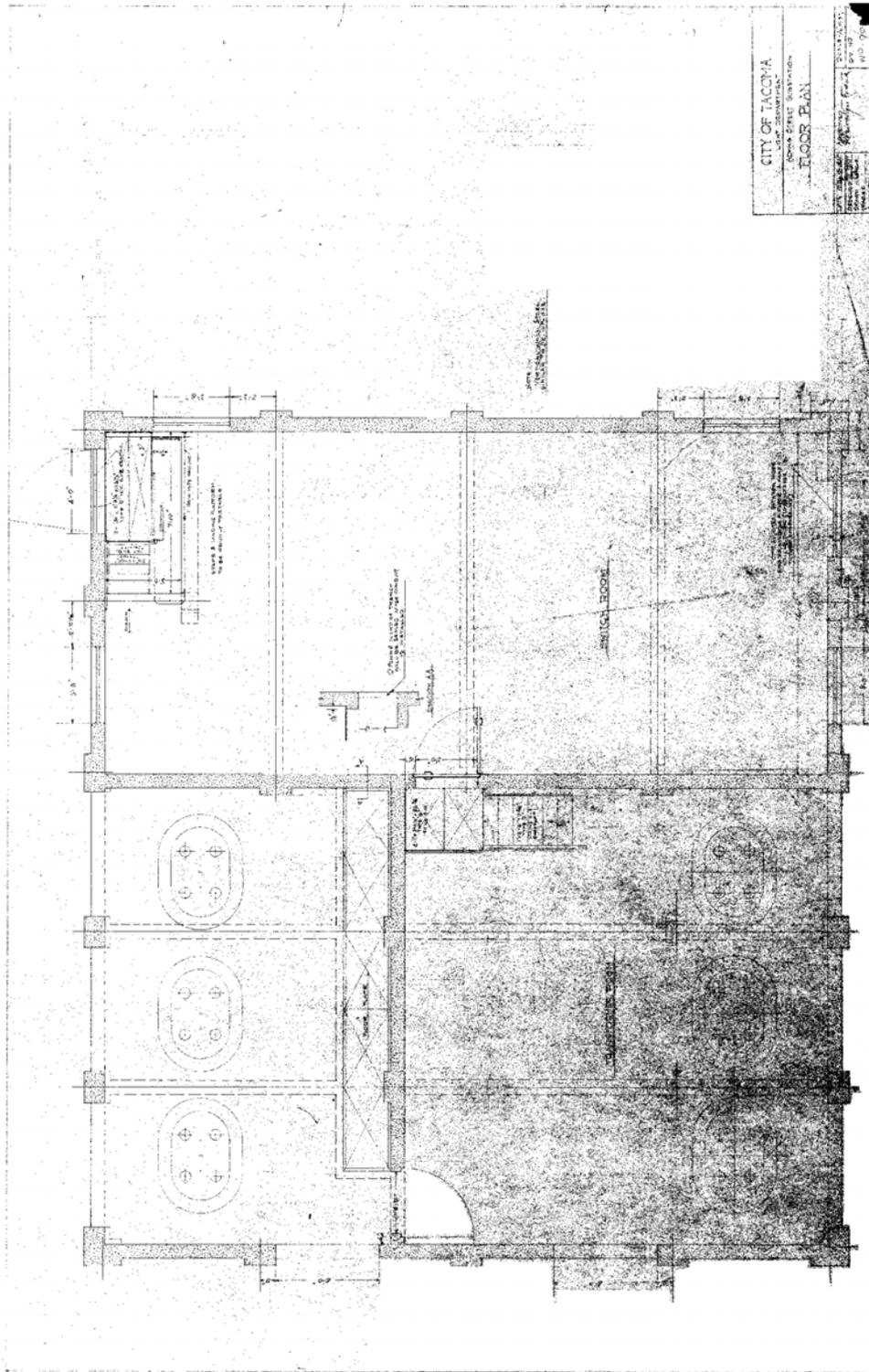
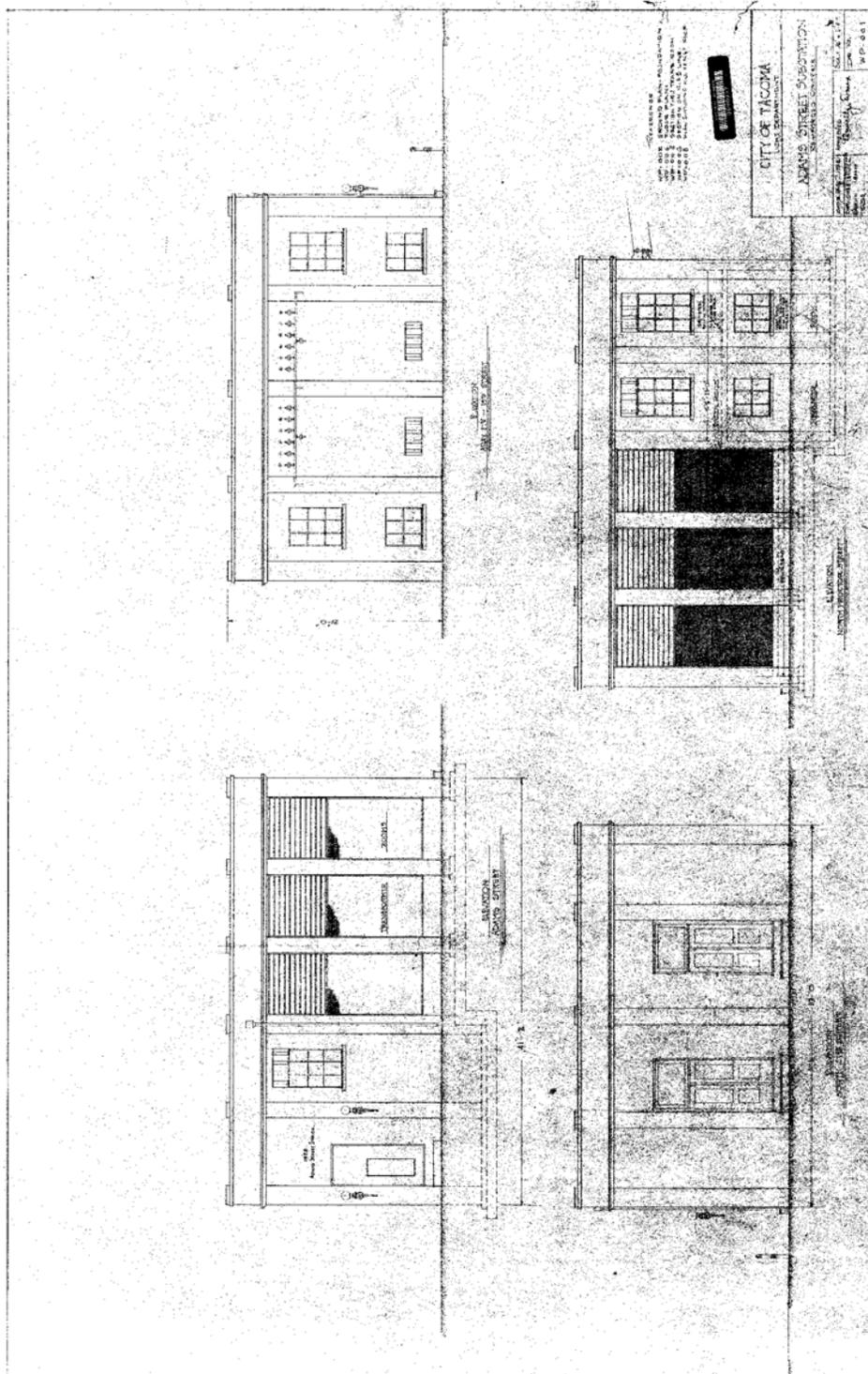


Figure 14 Adams Street Substation Plan 1924, Drawing courtesy of Tacoma Power

Continuation Sheet



Continuation Sheet



Figure 16 Cushman Substation, main entry onto 19th Street

Continuation Sheet



Figure 17 Cushman Substation, view northwest.

Continuation Sheet



Figure 18 Cushman Substation, view northeast

Continuation Sheet



Figure 19 Cushman Substation view southeast

Continuation Sheet



Figure 20 Cushman Substation view south

Continuation Sheet



Figure 21 Cushman Substation, view west

Continuation Sheet



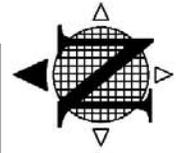
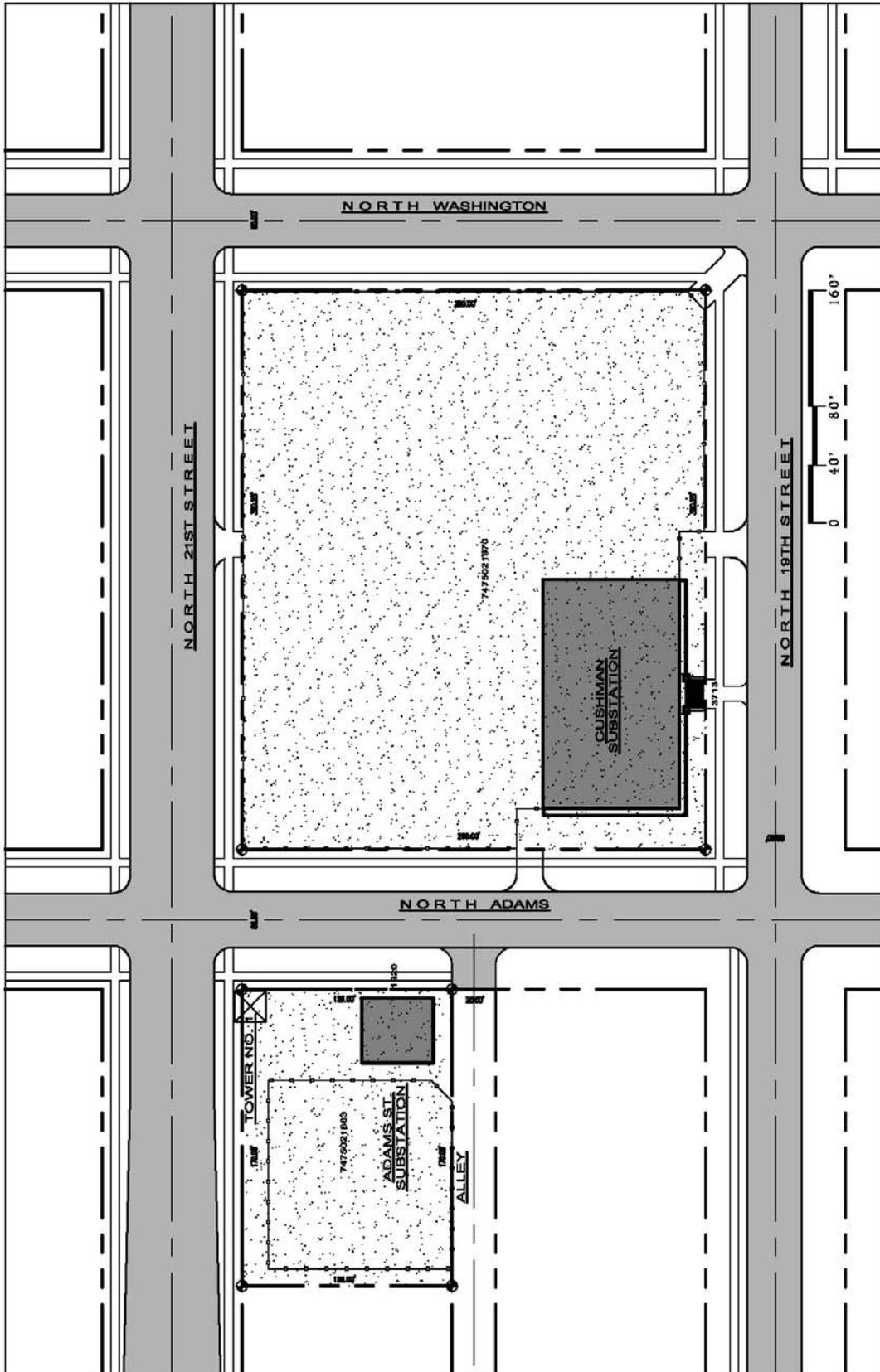
Figure 22 Adams Street Substation and Tower 1, view southwest

Continuation Sheet



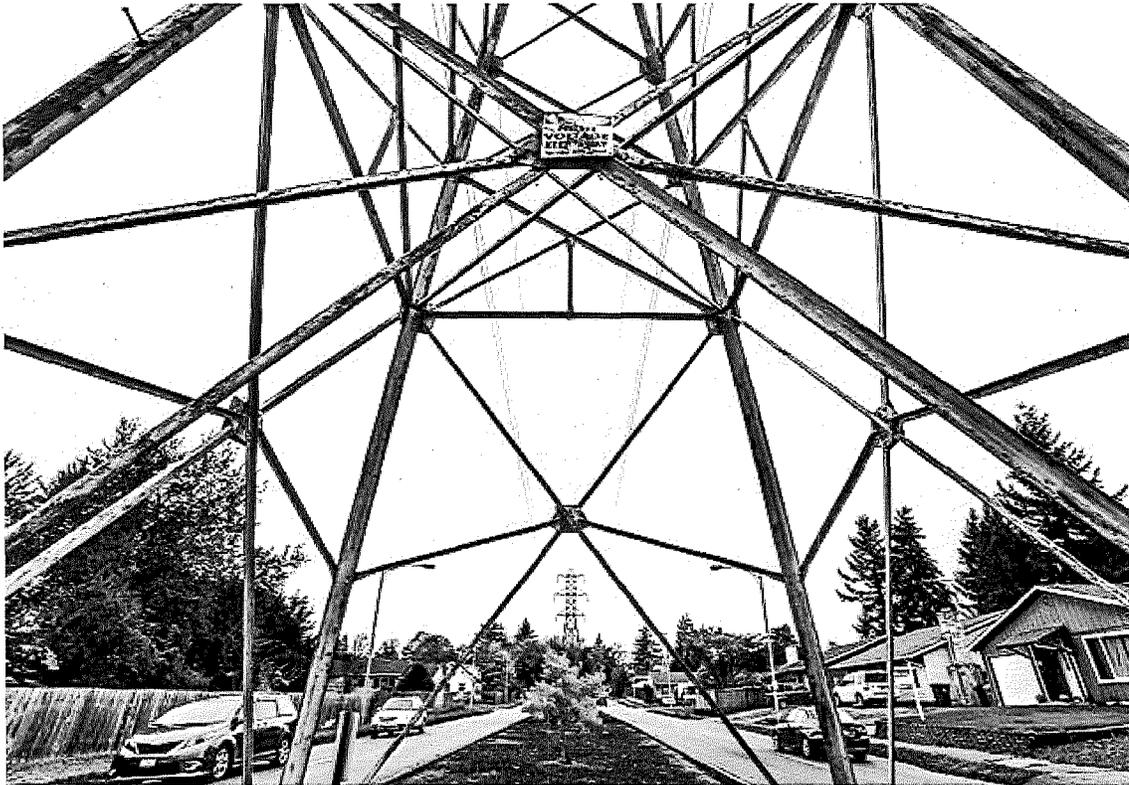
Figure 23 Adam Street Substation, with tower 1 in background, view northeast

Continuation Sheet



# CUSHMAN & ADAMS STREET SUBSTATION SITES

# 'Ugly' power towers coming down could lead to busy street's transformation



BY CANDICE RUUD

[cruud@thenewstribune.com](mailto:cruud@thenewstribune.com)

Aging. Rusty. Hideous.

That's how elected officials and Tacoma Public Utilities staff described the 90-year-old lattice towers that carry power lines on North 21st Street, occupying grassy medians in the middle of the road for a stretch of more than a mile between North Highland Street and North Proctor Street.

But there's good news, officials say: Sixteen of the 75-foot towers will be replaced starting next year with 12 "sleek" steel monopoles, and that could lead to a transformation of the busy, four-lane road to something more transit-, pedestrian- and bicycle-friendly.

"There's a big opportunity to make improvements on a number of fronts ... when we get down these hideous, huge electrical towers that are just ugly and have no use shortly," City Councilman Ryan Mello said. "We can remove some blight in the neighborhood, which is going to be great."

They might be ugly, but the lattice towers are historic. They're part of the Potlatch Transmission Line, built in 1925 to bring power from the Cushman Hydroelectric Project to Tacoma. The towers will be among the last of the original power line structures to be replaced, according to TPU.

Removing the towers, which TPU says are in a state of "significant deterioration," will allow the city of Tacoma to transform that stretch of North 21st Street, which has no sidewalks, no turn lanes, no bike lanes and can be a scary place for pedestrians. In October, two girls were seriously injured while crossing the busy road on their way to Mason Middle School.

"This corridor is one of the most dangerous corridors because of how fast the traffic flows," Mello said.

The \$8 million project to replace the towers with monopoles is set to begin in April, TPU said, but the city's dreams for updating North 21st are not yet funded and there is no hard timeline for the road upgrades.

City and TPU officials will meet with the public at 6 p.m. Wednesday in the University of Puget Sound's Wheelock Center Rotunda to share their plans for the pole replacement and get feedback on the future redesign of the road.

"We're very excited about the opportunity created by replacing the transmission towers," city traffic engineer Josh Diekmann said. "The roadway is currently not serving the community as well as it could and the chance to add additional amenities and to improve traffic flow is a great opportunity to improve the quality of life for our residents."

Some residents expressed hope that the power lines would be buried when the towers were removed, North End Neighborhood Council board member Jodi Cook said. But burying the lines would have cost five to 10 times as much, TPU officials said.

Still, “At this point, I think everybody is going to be pleased overall visually that the city and TPU are looking to make it a more attractive corridor from a pedestrian standpoint,” Cook said. “So I imagine people are going to be pleased with anything that’s kind of a change.”

A still-to-come feature of the pole replacement project will mean disconnecting the Cushman Substation from the electrical system and determining its future use.

The elegant substation building and towers, built in 1926, are on the National Register of Historic Places, and members of the North End Neighborhood Council are hoping to get the building placed on the Tacoma Register of Historic Places. Cook said that designation would more strictly limit what can become of the three-story building, recognizable by its templelike entry.

Right now, it seems out of place on a lot filled with electrical equipment. Neighbors are hoping for a park or community center of some kind in the future.

“While it’s kind of ugly to look at all the technology that made up the old station, once that’s gone, it would be wonderful to keep it as more of an open space,” Cook said. “Various (North End Neighborhood Council) members have taken a look at different ideas — could that possibly be a park? I know that’s something most people seem to gravitate to.”

Cook pointed out a policy in the city’s One Tacoma comprehensive plan that encourages “the conversion of electrical substations for recreational purposes if the sites are no longer needed for their intended purpose.”

For now, TPU spokeswoman Nora Doyle said, the utility isn’t sure what will become of the building or the property. In fall next year, the substation will be disconnected, and at the end of 2017, the equipment and structures within the fence will be removed and largely scrapped, she said.

“We’re just not there yet on the substation, we’re trying to focus on the power pole work and once that’s taken care of, we can turn to what’s next for this building,” Doyle said. “We know it’s beloved by the neighborhood. It’s gorgeous. We’re just not ready to make any determinations yet about its future.”

*Candice Ruud: 253-597-8441, @candiceruud*



**RYAN ARCHITECTURE**  
PLANNING &  
INTERIOR DESIGN

## Transmittal

September 16, 2016

Ruben McKnight  
City of Tacoma  
Landmarks Preservation Commission

**Re:** Nomination of Cushman and Adams Street Substations and sites to the Tacoma Register of Historic Places.

Dear Ruben and Members of the Tacoma Landmark Commission,

I have enclosed a nomination for the two substations, towers and property to the Tacoma Register. As you are aware the Cushman Substation, its site and the 21<sup>st</sup> street tower was named to both the National and State registers and it is our hope to also include it on the Local register as well. The Adams street substation was not included in the National and State register as an oversight by the nominating consultant according to the State and I am working to rectify that omission in a separate parallel effort.

I am sure you will agree the property and buildings are an important part of the historic fabric of our City and Neighborhood and deserve the protections and public comment that local historic status will bring to any future plans by Tacoma Power in the future.

I look forward to speaking with you about the nomination at your earliest convenience. Thank you for your time and consideration.

Sincerely,

Jeff Ryan, Architect

### Enclosure

- Nomination Form
- National Register Form
- Site Map
- County Assessor Summary on each Property
- CD containing digital copies of the above along with Photographs



To: Reuben McKnight and Landmarks Preservation Commission  
Re: Placing Cushman Substation on the Tacoma Register

City Leaders and Concerned Citizens,

I am writing on behalf of the North End Neighborhood Council in support of the effort to place the Cushman Substation and the surrounding substation properties on the Tacoma Register of Historic Places.

By placing the buildings on the local register, changes to the property would be reviewed first by the Tacoma Landmarks Commission and in doing so, would allow for a public meeting where interests can be expressed. This would give local citizens the chance to speak up before the changes are made. A large number of neighbors around the site have shown a deep interest in the future of those buildings, and the buildings also have legitimate historic value for the city.

The Cushman Substation is already listed on the State and National Historic Registers, but the Tacoma Register will add the important layer of protection and involvement. Please join us in supporting this nomination.

Sincerely,

Kyle C. Price  
NENC Secretary on behalf of the NENC

December 1, 2016

Landmarks Preservation Commission  
City of Tacoma, Washington  
747 Market St.  
Tacoma, WA 98402

Dear Commissioners,

We have read with great interest the application for the Cushman Substation to be placed on the Tacoma Register of Historic Places. It's important to recognize Tacoma's place in establishing the value of public power in our State, as well as Tacoma's innovation and perseverance in the building of the Cushman dams and the power lines leading to the Cushman Substation. The ready availability of cheap electric power contributed to the growth of both industry and residential development in Tacoma.

We were struck with the neo-classical architectural style of the building, especially its entrance on North 19<sup>th</sup> St. In addition, the rubbed-concrete exterior surfaces were a unique way to simulate sandstone, without the cost of using the stone.

We urge you to place the Cushman Substation and its satellite building on Adams Street on Tacoma's Register of Historic Places. We need to preserve this remnant of Tacoma's forward-thinking Tacoma City Light in 1926. We need this reminder of the value of public hydroelectric power to our City and our region.

Sincerely,

Julie S. Turner

Jay R. Turner

**From:** [Emma Lantz](#)  
**To:** [Landmarks](#)  
**Subject:** Cushman substation  
**Date:** Tuesday, January 31, 2017 10:43:46 PM

---

Hello. My name is Emma Lantz. I live across the street from the Cushman substation in proctor- at 2101 N Adams.

We received a letter today that is somewhat confusing and I'm hoping you can help clear some things up. The letter was about making Cushman substation a local historic building. It stated that all equipment within the fence would stay, including foundations and all metal structures- even if not in use. It also included a small outbuilding that in no way adds to the story of this building.

Firstly, I was under the impression that the towers at the substation were being removed with swapping of new power poles down 21st.

This proposal is completely out of line with historic storytelling and preserving tacoma's history via its unique architecture.

It seems that neighbors were not consulted with the degree of preservation and what would be included within this proposal.

As a neighbor of the substation, I in no way support leaving the metal towers, small outbuilding, and foundations. The original brick building would be a beautiful landmark to preserve.

I would love any information you are able to share regarding this project.

Thank you.  
Emma

Sent from my iPhone



APPLICATION AND CERTIFICATION OF SPECIAL VALUATION ON IMPROVEMENTS TO HISTORIC PROPERTY

File With Assessor by October 1

File No:

I. Application

County: Pierce

Property Owner: Jeff Williams Investments, LLC

Parcel No./Account No: 2035260030 235260030

Address: 3419 N. 27th Street, Tacoma, WA 98407

Legal Description: Section 32 Township 21 Range 03 Quarter 33: New Tacoma L 6 B 3526 Inc, 10 Ft Alley Vac

Property Address (Location): 514 N. M Street, Tacoma, WA 98403

Describe Rehabilitation: Whole house remodel and reconfiguration, entire house rewire and replumb, sewer line replacement, all new new kitchen and baths, created laundry room from existing dining room, new and refinished wood fir floors, interior and exterior paint, demolished interior chimney, repaired existing windows and replaced vinyl and non-original windows and doors, installed new wood floors, refinished stair treads, new VCT tile and carpet.

Property is on: (check appropriate box) National Historic Register Local Register of Historic Places

Building Permit No: BLCRA16-0808 Date: Jurisdiction: City of Tacoma

County/City

Rehabilitation Started: 10/28/16 Date Completed: 1/23/17

Actual Cost of Rehabilitation: \$102,604

Affirmation

As owner(s) of the improvements described in this application, I/we hereby indicate by my signature that I/we am aware of the potential liability (see reverse) involved when my/our improvements cease to be eligible for special valuation under provisions of Chapter 84.26 RCW.

I/We hereby certify that the foregoing information is true and complete.

Signature(s) of All Owner(s):

[Handwritten signature]

II. Assessor

The undersigned does hereby certify that the ownership, legal description and the assessed value prior to rehabilitation reflected below has been verified from the records of this office as being correct.

Assessed value exclusive of land prior to rehabilitation: \$ 133,500

Date: 1-23-17

[Handwritten signature: Sue Testa] Assessor/Deputy

For tax assistance, visit http://dor.wa.gov or call (800) 647-7706. To inquire about the availability of this document in an alternate format for the visually impaired, please call (360) 486-2342. Teletype (TTY) users may call (800) 451-7985.

SPECIAL TAX VALUATION  
AFFIDAVIT CERTIFYING EXPENSES AND PERIOD OF WORK  
Required for submittal per WAC 254.20.090

I/We, Jeff Williams, the applicant(s) for Special Valuation Tax status, certify by my/our signature below, that the total amount claimed in the accompanying application form is equal to the actual costs accrued for this project, and that these costs were accrued during the period of work indicated on the accompanying application form.

I certify the foregoing statement to be true and correct.

Jeff Williams / \_\_\_\_\_  
Applicant Name Co-Applicant Name

[Signature] / \_\_\_\_\_  
Applicant Signature Co-Applicant Signature

STATE OF WASHINGTON )  
 ) ss.  
County of Pierce )

On this 23rd day of JANUARY, ~~2004~~ <sup>2017</sup>, before the undersigned, a Notary Public in and for the state of Washington, duly commissioned and sworn, the above person(s) appeared before me and signed the foregoing instrument, and acknowledged said instrument to be their free and voluntary act for the uses and purposes therein mentioned.

WITNESS my hand and official seal hereto affixed the day and year first above written.



Jean A Ruggles  
NOTARY PUBLIC  
Printed Name: JEAN A RUGGLES  
Residing at TACOMA  
My commission expires 8-19-18















# 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                        | Sam Choy's Poke to the Max                       |                   |                           |
| Building/Property Address                     | 1716 Pacific Ave, Tacoma, WA 98402               |                   |                           |
| Landmark or Conservation District             | Union Depot/ Warehouse                           |                   |                           |
| Applicant's Name                              | Max Heigh C/O Signs of Seattle                   |                   |                           |
| Applicant's Address (if different than above) | 6263 Ellis Ave. S Seattle, WA 98108              |                   |                           |
| Applicant's Phone                             | 206-292-7446                                     | Applicant's Email | morgen@signsofseattle.com |
| Property Owner's Name (printed)               | Board of Regents of the University of Washington |                   |                           |
| Property Owner's Address                      | 1900 Commerce Street, 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.

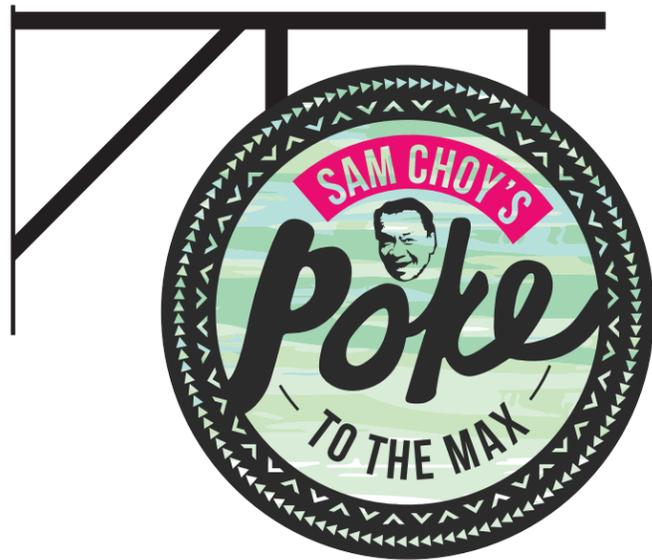
### APPLICATION FEE

Please see the fee schedule on page 2.

Estimated project cost: \$1165

Application fee enclosed (please make payable to City of Tacoma): \$175

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).



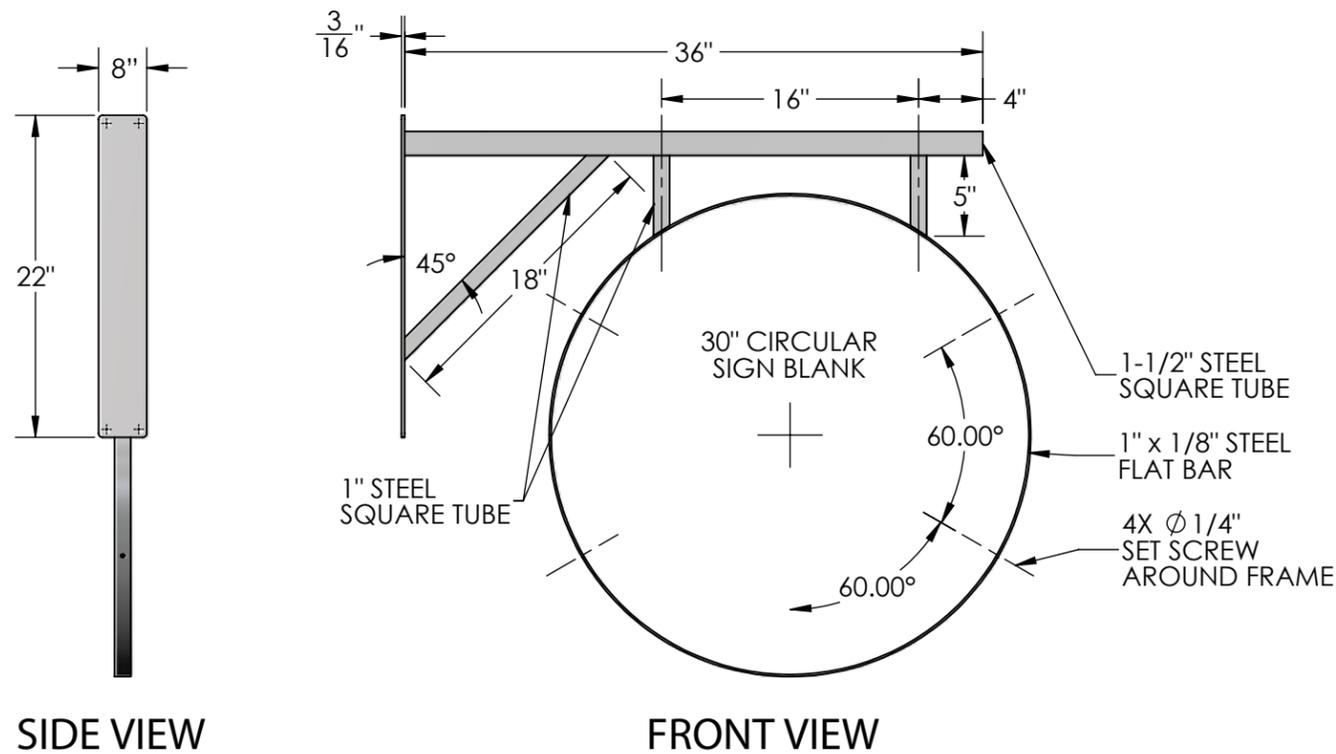
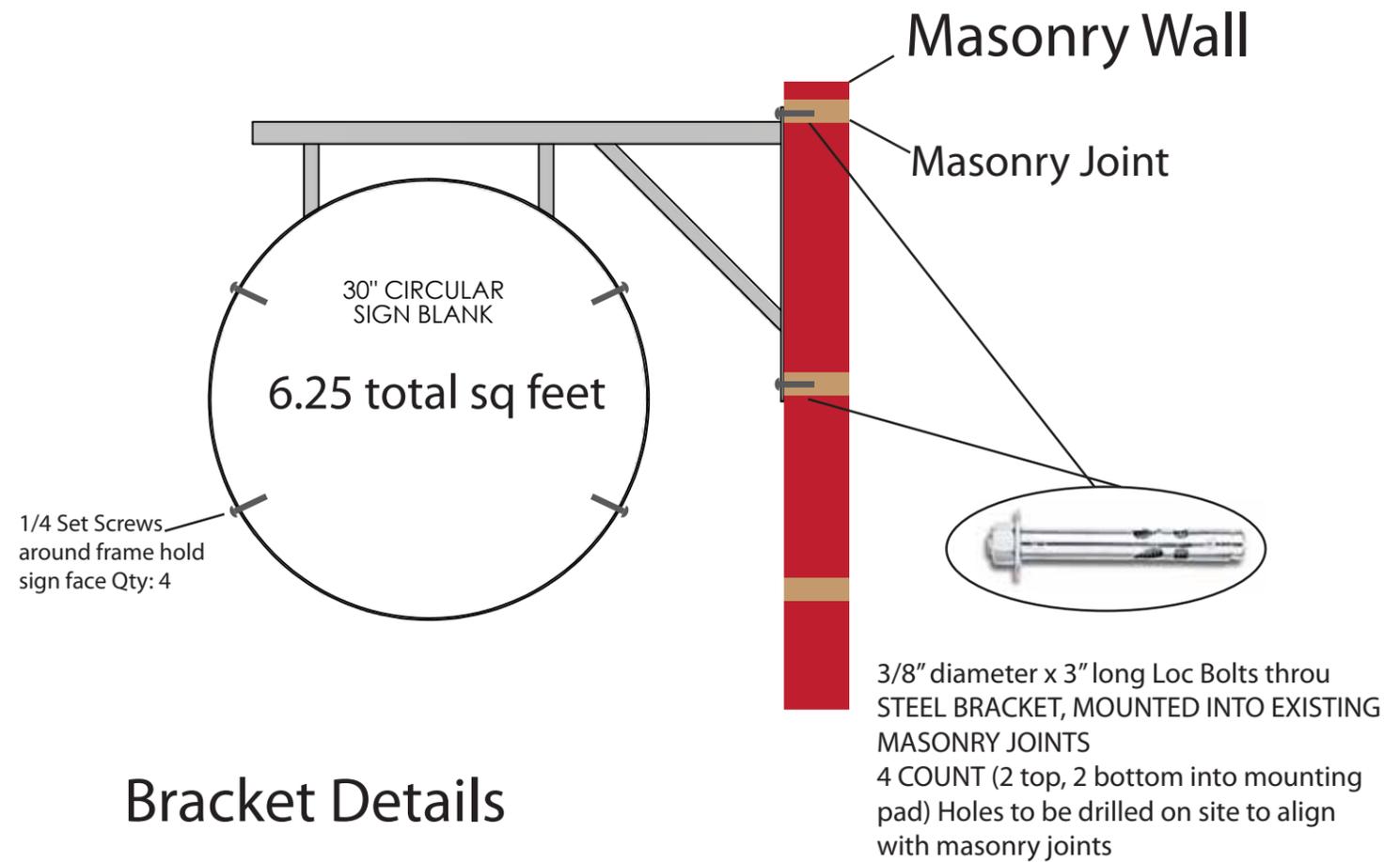
**1" thick White PVC Face**  
 With full color print, double-sided  
 30" Wide x 30" Tall  
 PVC panel will affix to bracket

**Bracket**  
 30" Circular frame with projecting arm  
 Painted Black  
 Overall size: 39" w x 33.65" t  
 Installed  
 Qty 1



[www.signsofseattle.com](http://www.signsofseattle.com)

6263 ELLIS AVE S  
 SEATTLE, WA 98108



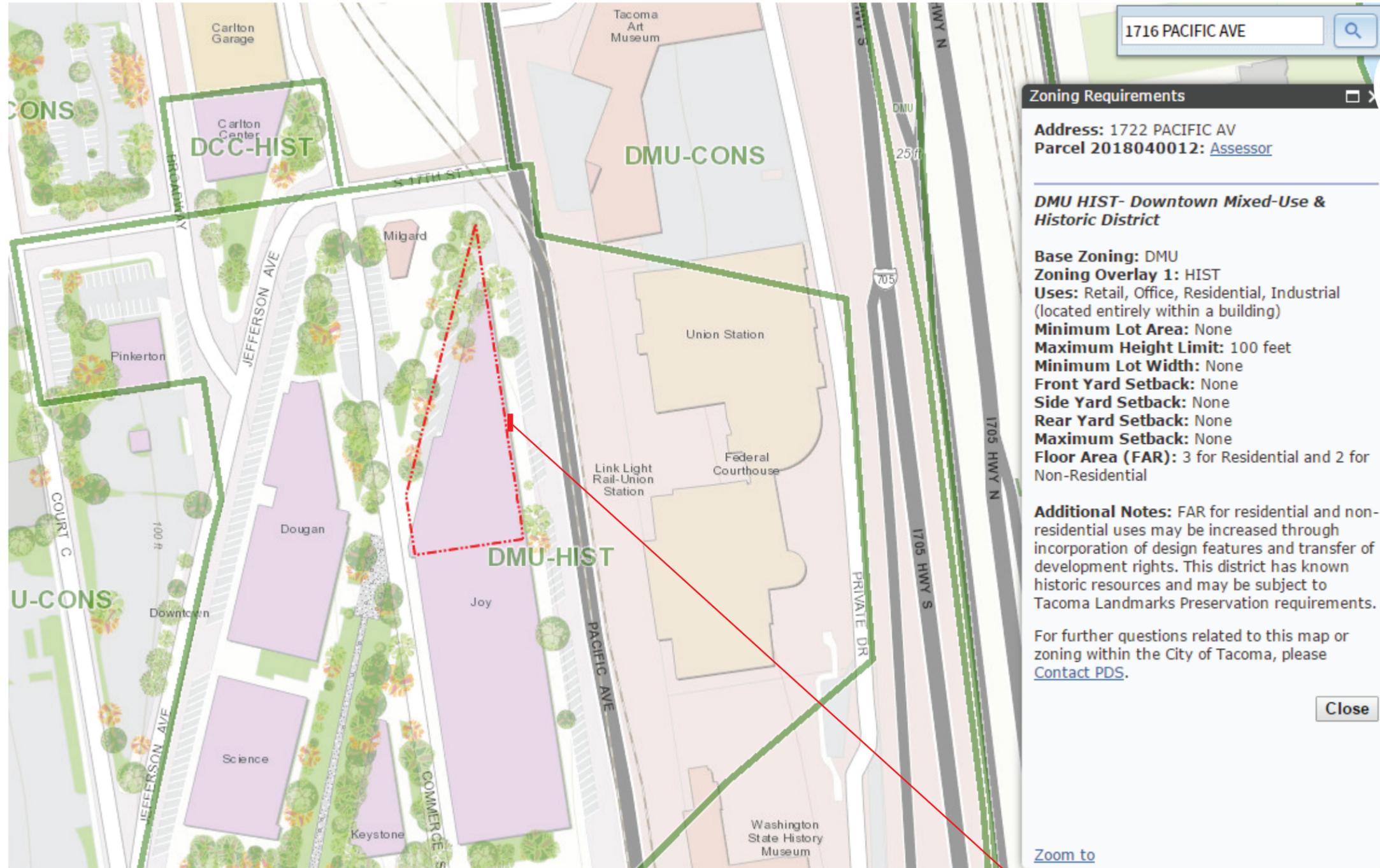
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|----------|--------|--------------|------------------------------------|-------|----------------|
| DRAWING: | 1 of 4 | ELEVATION:   | West                               | NAME: | Heigh Connects |
| SCALE:   | 5%     | DESCRIPTION: | SIGN LOCATION/MOUNTING DETAILS     | DATE: | 1/18/17        |
|          |        | ADDRESS:     | 1716 Pacific Ave, Tacoma, WA 98402 |       |                |



**Signs**  
of **Seattle**  
www.signsofseattle.com  
6263 ELLIS AVE S  
SEATTLE, WA 98108

40' Lineal Frontage

|          |        |              |                                    |       |                |
|----------|--------|--------------|------------------------------------|-------|----------------|
| DRAWING: | 2 of 4 | ELEVATION:   | West Elev.                         | NAME: | Heigh Connects |
| SCALE:   | 1.5%   | DESCRIPTION: | SIGN LOCATION/MOUNTING DETAILS     | DATE: | 1/18/17        |
|          |        | ADDRESS:     | 1716 Pacific Ave, Tacoma, WA 98402 |       |                |



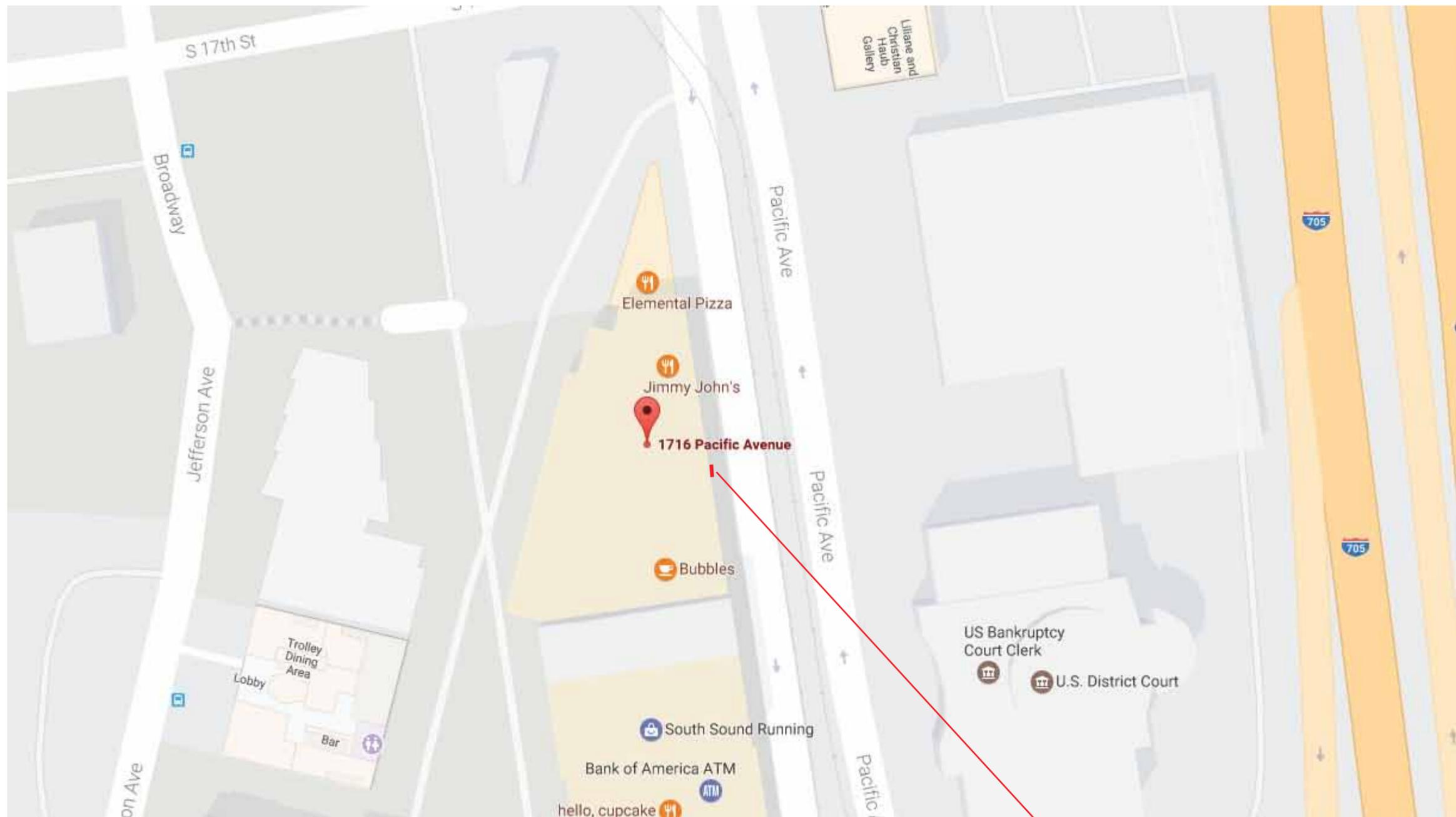
Sign Location



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6263 ELLIS AVE S  
 SEATTLE, WA 98108

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|----------|--------|--------------|------------------------------------|-------|----------------|
| DRAWING: | 3 of 4 | ELEVATION:   | West Elev.                         | NAME: | Heigh Connects |
| SCALE:   | <1%    | DESCRIPTION: | SIGN LOCATION/MOUNTING DETAILS     | DATE: | 1/18/17        |
|          |        | ADDRESS:     | 1716 Pacific Ave, Tacoma, WA 98402 |       |                |



Sign Location



[www.signsofseattle.com](http://www.signsofseattle.com)

6263 ELLIS AVE S  
SEATTLE, WA 98108

|          |        |              |                                    |       |                |
|----------|--------|--------------|------------------------------------|-------|----------------|
| DRAWING: | 4 of 4 | ELEVATION:   | West Elev.                         | NAME: | Heigh Connects |
| SCALE:   | .3%    | DESCRIPTION: | SIGN LOCATION/MOUNTING DETAILS     | DATE: | 1/18/17        |
|          |        | ADDRESS:     | 1716 Pacific Ave, Tacoma, WA 98402 |       |                |



# History Happy Hour: Trivia Night

## Tacoma Trivia Night

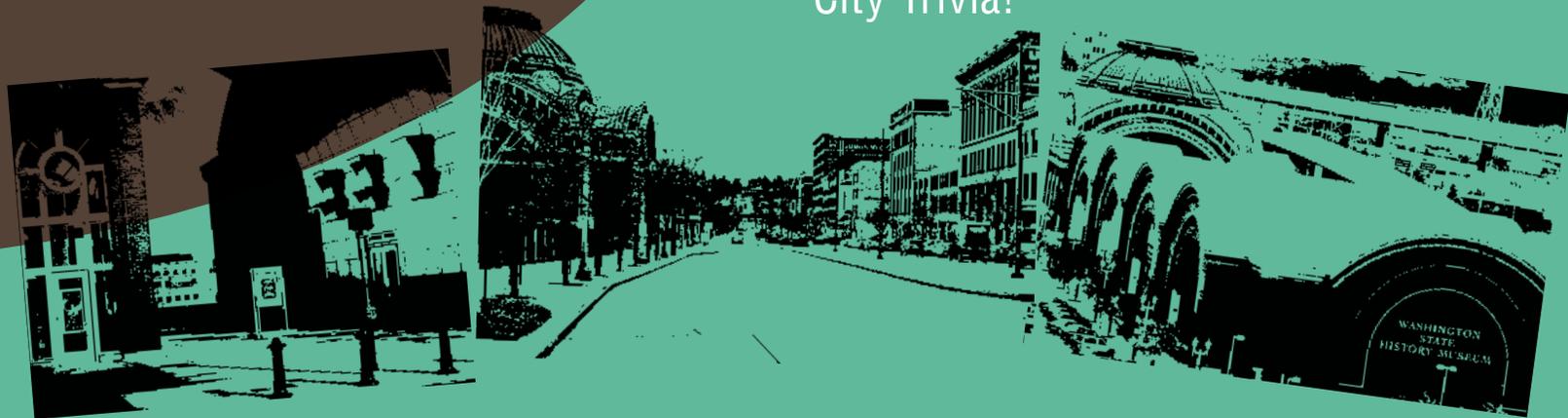
Wednesday, March 15 @ 6pm

The Swiss Restaurant & Pub  
1904 Jefferson Ave.

Free and Open to the Public

Test Your Knowledge of State and  
City Trivia!

Prizes



Presented by the Washington State History Museum,  
the City of Tacoma's Historic Preservation Office and Tacoma Historical Society  
Questions? Contact Lauren Hoogkamer at [lhoogkamer@cityoftacoma.org](mailto:lhoogkamer@cityoftacoma.org) or call (253) 591-5254.



TACOMA HISTORICAL SOCIETY