Agenda
Landmarks Preservation Commission
Planning and Development Services Department

Date: April 24, 2013
Location: 747 Market St., Tacoma Municipal Bldg., Room 248
Time: 5:30 p.m.

Please note assigned times are approximate. The Chair reserves the right to alter the order of the agenda.

1. ROLL CALL

2. CONSENT AGENDA
   A. Excusal of Absences

3. DESIGN REVIEW
   OLD BUSINESS
   A. 811 North M Street (North Slope) Ryan Hinkson, HR Design and Construction 5 m

4. CHAIR COMMENTS

5. BOARD BRIEFING
   A. 1701 Pacific (Tacoma Art Museum) David Bonewitz, Project Manager 15 m
   B. Stadium Way-Schuster Parkway Retaining Wall Mark R. D’Andrea, PE, Public Works 15 m
   C. Totem Pole Staff 15 m

6. BOARD BUSINESS/PRESERVATION PLANNING
   A. Historic Preservation Month

Reuben McKnight
Historic Preservation Officer

Next Regular Meeting: May 8, 2013, 747 Market Street, Tacoma Municipal Bldg., Rm. 248 5:30 p.m.

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

The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please call the Community and Economic Development Department at 591-5200 (voice). TTY or speech to speech users please dial 711 to connect to Washington Relay Services, or email landmarks@cityoftacoma.org.
OLD BUSINESS

On April 10, 2013, the Commission approved the rehabilitation on this property, including siding repair, rear addition, retroactive removal of the detached garage, and new garage design. At that meeting, the Commission requested the Architectural Review Committee conduct a site visit to review the existing condition of the windows proposed for replacement on 811 North M St.

The ARC visited the site on April 17, 2013. Attendees included Commissioners Duke York, James Steel, and Marshall McClintock; Staff included Tonie Cook.

ARC Meeting Notes and Recommendation:

1. All of the existing windows appear to be in repairable condition; many of the windows were protected with storm windows.

2. It was recommended that all of the windows be repaired/restored matching in kind, the design, materials, and dimensions with the following notes:
   a. West Elevation, first floor: Relocate the non-original windows to accommodate interior remodeling.
   b. Rear Elevation, first floor: additional double hung window can be installed per owner’s discretion per the proposed elevation design sheet submitted in the April 10 application.
   c. Rear Elevation, first floor: Existing 6-lite window can be removed and replaced per owner’s discretion per the proposed elevation design sheet for a fixed window or single-hung (Anderson 400 Series Woodwright)
   d. Rear Elevation, second floor: remove window and replace with the rear addition with two new single-hung windows (Anderson 400 Series Woodwright). Note: The proposed addition, including the window removal was approved by the Commission on 4/10/13.

3. It was recommended that if the front door was replaced, the replacement door match the era of this 1895 era house. [One door can be reviewed per 24-hour Administrative Review process.]

4. Repair to the front decking by replacing wood material.
BOARD BRIEFSINGS

AGENDA ITEM 5A: 1701 Pacific (Tacoma Art Museum)

David Bonewitz, Project Manager, Bonewitz LLC

BACKGROUND

Built in 2003, Tacoma Art Museum is located in the Union Station Conservation District, and is adjacent to the Union-Depot Warehouse Historic Special Review District, which is listed on the Tacoma, Washington and National Registers of Historic Places. The current proposal is to construct an 18,000 square foot addition on the south elevation of the existing building for new gallery, lobby, service and mechanical spaces. The existing site is the location of the Tacoma Art Museum’s connecting Plaza. The proposal includes the removal of most of the Plaza’s existing features, such as paving, planters, seating and replaced with new curb cut and new high-contrast paving at the front entry connection crosswalk at Pacific, new plantings and seating. The existing elevator on the east side will be replaced with a new elevator and entrance.

Although the Tacoma Art Museum building is a contemporary building, because it is located within the Union Station Conservation District, the addition must be approved by the Commission prior to permits being issued. The original 2003 construction was reviewed by the Commission (minutes attached). The authority of the Commission is limited to the exterior appearance of new buildings and additions in the Conservation District.

The Design Guidelines for the Union Depot-Warehouse Historic District/Union Station Conservation District apply, as does “Section 3: Historic District Rules and Policies” of the Commission Bylaws, regarding the application of the guidelines for exterior materials (p. 13). Both documents are included in the packet.

AGENDA ITEM 5B: Stadium Way Schuster Wall

Mark D’Andrea, P.E., Stadium Way Project Manager, Public Works

The enclosed memo provides background on the Stadium Way Arterial Improvement project. The meeting’s presentation will provide project overview and a request for feedback on the preferred choice for the sculpted shotcrete finish to the retaining wall.

AGENDA ITEM 5C: Totem Pole

Staff

Carved and installed in 1903, the Tacoma Totem Pole is located at 9th and A Street in Fireman’s Park. In 1975 was designated a landmark and is owned by the City of Tacoma as part of the Municipal Art Collection. A copy of the nomination is enclosed.

On April 12, 2013, the Public Works Director ordered the Tacoma Totem Pole located in Fireman’s Park to be stabilized immediately and the surrounding park area to be fenced off, due to the imminent risk of structural failure. This decision was prompted by information provided by the engineering firm, PCS Structural Solutions, which has been under contract with the City of Tacoma to perform a condition analysis of the pole. The memorandum from PCS Structural is included in the Staff Report.

This briefing will provide the Commission with a status update and discuss the future plans for the pole.
BOARD BUSINESS

AGENDA ITEM 6B: Historic Preservation Month

The Board will continue discussion on the plans for Historic Preservation Month.

COMMUNICATION ITEMS/ITEMS OF INTEREST

Letter from the Washington State Department of Archaeology and Historic Preservation regarding the upcoming SHPO Preservation Awards.

PENDING AGENDA ITEMS

May 8, 2013
Nominations – Findings and Recommendations
Historic Pavements
Kellogg-Sicker and HC Pochert Buildings

Boundary Change – Findings and Recommendations
Hendrickson Homestead

National Register Nomination
Pt. Defiance Streetcar Station (Pagoda)

May 22, 2013
Name Change – Findings and Recommendations
Mr. Dahl Drive

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1. Introduction
The Union Depot-Warehouse Historic District (National Register of Historic Places, 1980, and Tacoma Register, 1983) flanks Pacific Avenue from South 17th Street to South 23rd Street and extends up the hill to Jefferson Avenue. The Union Depot-Warehouse District is surrounded by the Union Station Conservation District.

The architecture in the district is characterized by rugged brick warehouses and factories, examples of commercial high style and industrial vernacular architecture developed in America in the early 1900s. The district was a major distribution point for goods that arrived by railway during the 1890s through the 1920s.

Union Station (1911) itself is a stunning landmark, with its massive arches and a copper-clad dome. The adaptive reuse of Union Station as a Federal Courthouse earned the City of Tacoma a National Preservation Honor Award in 1994.

In 1999, the National Preservation Honor Award again came to Tacoma with the University of Washington, Tacoma’s adaptive reuse of the warehouse buildings along Pacific as its new urban campus. Other buildings in the district are being rehabilitated for use as apartments, businesses, restaurants and shops. Many of the projects in the Union Depot/Warehouse District are outstanding examples of historically sensitive adaptive reuse.

2. Boundaries
The approximate boundaries of the areas subject to the district design guidelines are illustrated below.
3. Design Guidelines

The following guidelines are extracted from Tacoma Municipal Code 13.07.270, and are intended to give project designers guidance for design within the historic and conservation districts.

Guidelines for building design and streetscape improvement review.

A. Intent. The following are hereby established as the design review guidelines for rehabilitation, new construction, and public amenities. These guidelines are intended to ensure a certainty of design quality within the Historic Special Review District and Union Station Conservation District, protect the historic fabric of the districts, enhance the economic viability of the districts through the promotion of their architectural character, and provide a clear set of physical design parameters for property owners, developers, designers, and public agencies.

B. The following guidelines are intended to provide a set of basic standards for architectural and physical design within the Union Station districts. The guidelines will be used by the Landmarks Preservation Commission as a baseline for the design review process, but will not supersede the authority of the Commission to exercise its judgment and discretion on a case-by-case basis. The guidelines are also set forth to provide assistance to owners, developers, and designers involved in project planning by providing general design and technical recommendations.

C. From time to time, the Landmarks Preservation Commission may adopt policies and administrative rules for the purpose of clarifying and assisting property owners in interpreting these guidelines. Any such rules or policies shall be adopted by quorum vote and, once adopted, shall be made available to the public in electronic and printed formats.

D. Design Guidelines. The following predominant historic building elements shall be recognized as essential to the districts’ historic image and used as the basis for design review of proposals for rehabilitation of existing buildings and review of new construction within the districts:

1. **Height.** The centerpiece and height benchmark for the districts is the Union Station, with its dome cap height of approximately 96 feet above Pacific Avenue. Wing parapet walls are 30 feet in height above Pacific Avenue. No new buildings constructed in the districts shall exceed 85 feet in height.

   In the rehabilitation of existing buildings, their existing height should be maintained and the parapets and cornices should be kept intact. Any rooftop additions, penthouses, building systems equipment, or roof-mounted structures should be set back from existing parapet walls sufficiently to conceal them from view from street level.

2. **Scale.** Scale refers to a building’s comparative relationship to neighboring buildings and its fit within the districts. The typical four-story building in the districts is 50 feet wide and 100 feet deep. Two such “basic blocks” side by side are proportionally similar to the main section of Union Station and illustrate the scale and size of structural components in the districts.

   Scale is also determined by the proportions of the architectural elements within the composition of the individual building facades. Exterior building facades shall be of a scale compatible with surrounding buildings and shall maintain a zero setback from the sidewalk. Window and door proportions, including the size and design of the wood sash and frame floor height, floor shapes, street elevations, and other elements of the building facades, shall relate to the scale of the surrounding buildings.

3. **Materials.** The predominant building material within the districts is masonry, including brick, granite, and terra cotta. Rehabilitation of existing buildings and construction of infill buildings shall utilize masonry as the predominant building material.

4. **Minimum Maintenance.** All contributing historic buildings in the districts shall be maintained against decay and deterioration caused by neglect or defective or inadequate weather protection.
5. **Storefront Design.** A major character-defining feature of the buildings within the districts is the storefront. The composition of the storefronts is consistent from one building to the next, and serves as a unifying feature of the districts by forming a continuity along the street. Preservation of the storefront is essential to the maintenance of the districts’ image and character. Rehabilitation of an existing building shall include preservation of the existing storefront or reconstruction of a new storefront which is compatible with the original in scale, size, and material. New construction shall also include storefronts. Street level retail sales and service uses, as described and defined in TMC 13.06, should be strongly considered for ground floor use along Pacific Avenue in order to more effectively implement storefront design.

6. **Awnings.** Awnings have been a traditional addition to the facades of buildings within the districts and shall be encouraged within the districts as a functional exterior feature. All awnings shall be compatible with the historic character of the buildings and shall be based in design upon historic counterparts. They shall also:
   a. Reflect the shape and character of the window openings;
   b. Be, or appear to be, retractable in the form of historic awnings;
   c. Constructed with canvas-like fabric rather than high gloss in texture;
   d. Not be back-lit or translucent;
   e. Be in colors and/or patterns which complement the building and have basis in the historic record;
   f. Be attached to the buildings in a manner which does not permanently damage the structure or obscure significant architectural features.

7. **Signs.**
   a. 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.
   b. 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.
   c. 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.
d. 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.

e. 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.

f. 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.

8. Color. Building colors should contribute to the distinct character of the historic building. Original building colors should be researched and considered in any new color scheme. Whether contrasting or complementary, the colors should reflect the design of the building. Building colors should utilize a limited palette. Colors should be selected to emphasize building form and highlight major features of the building. Color schemes using several colors should be avoided and surfaces which are not historically painted should not be painted.

9. Views. All new construction in the Union Station District should be designed to preserve existing views and vistas. Of particular importance are views of Commencement Bay, Mount Rainier, and Union Station.

E. Streetscape Guidelines. Streetscaping is essential in the development of the districts in order to create value and enhance private development efforts. Proper design of streetscapes and public open spaces provides a unifying theme and unique identity for the districts, complements and extends the presence of Union Station, encourages pedestrian circulation, and creates a gateway to downtown and the waterway. The pattern of traffic routes and open space is based upon the historic function of the district and has a direct relation to such physical features as views from the upper floors of the building, sunlight, façade visibility, and streetscape appearance. Any significant loss or reconfiguration of existing open space and street corridors is discouraged.

The following improvements are to be encouraged:

1. Sidewalk paving. Paving should be of brick or brick and brushed concrete. Existing granite curbs should be maintained or reconstructed, where possible.
2. Street paving. Where feasible, historic street paving and gutters, either brick or cobblestone, should be preserved and restored. Where feasible, existing railroad or streetcar rails should be preserved in place.

3. Streetlights. Historic streetlights should be used throughout the district as unifying elements.

F. The Landmarks Preservation Commission may, at its discretion, waive mandatory requirements imposed by Section 13.07.290 of this chapter. 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 of Section 13.07.290 would be unnecessary to further the purposes of this chapter. Such waiver shall not exceed the requirements set forth in the underlying zoning district, except where specifically provided for in TMC 13.06A.070.B. (Ord. 27748 Ex. A; passed Oct. 14, 2008: Ord. 27429 § 3; passed Nov. 15, 2005)

4. **District Exemptions.** The following actions are exempt from the requirements imposed pursuant to 13.07.280:

A. Any alterations to non-contributing properties, as defined by the District Inventory adopted by the Commission and kept on file at the Historic Preservation Office; provided, that the demolition of such structures is not exempt from the provisions of this chapter; and

B. Interior alterations to existing properties, unless those modifications affect the exterior appearance of the structure.
SECTION 3: Historic District Rules and Policies

I. Design Interpretations, Special Policies and Resolutions

A. The following are interpretations intended to clarify the guidelines and standards included in Chapter 13.07 of the Tacoma Municipal Code.

B. The Landmarks Preservation Commission reviews applications on a case-by-case basis, considering the merits of each individual proposal, and reserves the right to make interpretations as each case warrants and within the confines of the authority granted by city ordinance.

C. Union Depot-Warehouse District design guidelines interpretations

1. Height: New buildings in the Union Depot Warehouse Historic District that overlap DCC zoning may exceed the 85' height limit recommended by the design guidelines in TMC 13.07

2. Exterior Materials: Contemporary building materials for new construction, such as glass, steel, concrete and masonry have been determined to be acceptable for the district

D. North Slope Historic District and Wedge Neighborhood design guidelines interpretations

1. Exterior Materials: changes to the cladding of contributing buildings within the district or additions to historic buildings shall in general utilize materials from the same palette as those originally present on the building. For example, horizontal wood or wood shingle siding shall be used in patterns consistent with the original building. Modern materials, including hardiplank, hardishake, and other comparable products are appropriate only for new construction and accessory structures, and only where efforts are made to maintain historic reveal patterns, banding, and configurations. Vinyl siding, aluminum siding, and T-111 or similar panel siding are generally not acceptable for new construction or historic buildings within the district.

2. Garages: in general garages shall be placed at the rear of the lot and be detached from the main structure. Garages historically were simple functional structures and should be designed as such. Garages should be complementary to the main building, utilizing similar roof forms and details, but they do not have to be stylistic reproductions. Style elements, such as changes in cladding patterns and panels on garage doors, can be used to create visual interest.

3. Windows: Double and single hung wood sash windows are the principal historic window type in the district. Casement and awning wood windows are also prevalent. In all cases, original functional wood windows should be retained where possible, especially leaded panes. Original windows being retrofitted should be replaced with in-kind windows.

The following is the order of decreasing acceptability for window restoration: 1) original window restoration, 2) restoration with new thermal or laminated glass retrofitted into original sashes, 3) retrofit wood sashes into original window frames with replica lead striping and Mullions, 4) total window replacement with restoration quality wood windows, 5) clad wood windows in original size and configuration.

Vinyl windows are not acceptable for use in the Historic District, except under special circumstances, such as for new construction and in cases where the original windows are missing and were replaced with

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17 Resolved by the Commission 2/23/2000
18 Resolved by the Commission 2/23/2000
19 Amended 12/14/2011
inappropriate windows, such as aluminum sliding windows or picture windows. Trim, detail and profile are the most important aspects of replacement windows—generally vinyl windows appear flat and lacking relief. This can be remedied with the use of trim and careful product selection.

Windows that are not consistent with historical patterns, such as slider configurations, are not acceptable except in cases where required for new construction, such as with egress. In these cases, such windows shall be placed on non-primary facades.
From: Erik Bjornson [mailto:Ebjomson@msn.com]
Sent: Thursday, April 18, 2013 12:21 PM
To: landmarks@cityoftacoma.org
Cc: reuben.mcknight@cityoftacoma.org
Subject: Public Comment on TAM Design

Landmark Commissioners,

Below is my public comment on the proposed Tacoma Art Museum redesign,

Overall, I ask that the TAM Haub addition be modified for a better urban design, connection to the street and less reclusive so that it adds vibrancy to downtown Tacoma. The current design would be one more appropriate to the suburbs.

The Haub wing has the potential to add more life and vibrancy to Tacoma.

Changing the glass to clear in the dining area will open up the building a bit. However, as designed, there are a lot of improvements that could be made. Overall, the current design is too insular and a detriment to street vibrancy.

Here is the chance to design the building in a beneficial way to downtown rather than creating another dead area of Pacific Avenue.

Pacific Avenue has been adding one dead zone or blank wall after another. If downtown Tacoma is ever going to have a vibrant downtown, the city needs to demand better urban designed buildings.

The proposed design kills off much of the potential connection with the street to the detriment of pedestrians and street vibrancy.

The new wing

The new wing will present virtually a long blank wall facing Pacific Avenue. The dark foreboding colors make the area look scary. The screens in front of the windows eliminate most of the connection with the street. Th screens should be eliminated. The windows should be large and clear as required by the City of Tacoma building code in many areas. The proposed design is only slightly better than the Wells Fargo parking garage on Pacific Avenue for pedestrians.

Entryway

The entrance to TAM has improved slightly. The old entrance was hidden around the corner and no one could tell if the museum was open or nor. The new entrance appears to at least face the street. However, it is small and looks like any entrance to a strip mall. The entrance
needs to be much bigger and much more pronounced. The awning above does not help the urban design at all or connection to the street.

The Plaza

The plaza in front of TAM is similar to the vacuous and dead Tollefson Plaza. A huge notable art piece like Seattle Art Museum Hammering Man would help a lot.

Filling in the plaza with a building helps some. However, the designers then go to great lengths to sever the street life from the building.

The Seattle Art Museum has far more open windows facing the street with lighter less foreboding colors with a more marked and grander entrance.

Hopefully, the design will be vetted and modified to take into account not just the insular purpose of the museum to show art to patrons, but to also value downtown Tacoma as well.

Thanks you for your attention to the matter.

I may be reached at (253) 272-1434 if you have any questions in the matter.

Sincerely,

Erik Bjornson
Attorney at Law
Ebjornson@msn.com
http://www.tacomaattorney.com
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

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<tr>
<td>Building/Property Address</td>
<td>1701 Pacific Avenue, Tacoma, WA 98402</td>
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<tr>
<td>Landmark or Conservation District</td>
<td>Union Depot Historic Special Review District</td>
</tr>
<tr>
<td>Applicant’s Name</td>
<td>Olson Kundig Architects (Jim Friesz, Project Manager)</td>
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<tr>
<td>Applicant’s Address (if different than above)</td>
<td>159 S. Jackson St., Suite 600, Seattle, WA 98104</td>
</tr>
<tr>
<td>Applicant’s Phone</td>
<td>(206) 624-5670</td>
</tr>
<tr>
<td>Applicant’s Email</td>
<td><a href="mailto:jimf@olsonkundigarchitects.com">jimf@olsonkundigarchitects.com</a></td>
</tr>
<tr>
<td>Property Owner’s Name (printed)</td>
<td>Tacoma Art Museum (Stephanie Stebich, Director)</td>
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<tr>
<td>Property Owner’s Address</td>
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*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

Estimated project cost: $9,400,000

Application fee enclosed (please make payable to City of Tacoma): $4,000

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

12/18/12
PART 2: INSTRUCTIONS

New Fee Schedule for 2013

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

<table>
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<th>Estimated project cost</th>
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<td>PROJECTS UNDER $1 MILLION</td>
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<td>Each additional $1000</td>
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General Tips for Modifications to Historic Buildings

1. First contact the proper permitting office to ensure your project is code compliant. Presubmittal conferences with Commercial Plan Review may be required for major projects and should occur prior to Landmarks Commission review of your project. If variances are required for your project, contact the Historic Preservation Officer before submitting your application. Variances or conditional use approvals that may affect the exterior design of the project must be resolved prior to Landmarks Commission review.

2. For complex projects, several design briefings to the Landmarks Commission may be necessary. Contact the Historic Preservation Officer to discuss scheduling options. The Landmarks Commission generally meets twice per month. Sign applications and other simple design reviews generally do not require multiple visits.

3. Projects are evaluated using the Secretary of the Interior’s Standards for Rehabilitation of Historic Buildings, and any applicable Historic District Design Guidelines (if the project occurs within a historic district). Design Guidelines cover areas such as massing, scale, streetscape, signage, awnings and other design elements. Copies of Tacoma’s guidelines are available at the Historic Preservation Office, or online at www.tacomaculture.org.

General Steps for Submitting Applications

1. Begin the application consultation process with Buildings and Land Use (BLUS) to identify code-compliance issues and required permits.

2. For large projects, contact the Historic Preservation Office to determine an appropriate schedule for review.

3. Submit completed application and APPLICATION FEE to:

   Historic Preservation Officer OR Email form to:
   747 Market Street, Room 1036 landmarks@cityoftacoma.org
   Tacoma, WA 98402-3793

PLEASE NOTE: The Landmarks Commission meets on the second and fourth Wednesdays of each month. Applications are due a MINIMUM of 2 weeks prior to the meeting date you are targeting, so please plan accordingly. Incomplete or missing information will delay consideration of your application.
PART 3: PROJECT SCOPE AND DESCRIPTION
Please use the space below to describe the project. Attach additional pages if necessary. All proposed changes must be included in this description. Please see NARRATIVE DESCRIPTION CHECKLIST (next page).

PROJECT SCOPE AND DESCRIPTION:

This project is an 18,000 square-foot addition to the Tacoma Art Museum, an award-winning modernist metal-clad museum that opened in 2003. The program includes 6,000 square feet of new gallery space, 3,000 square feet of expanded new lobby space, and 9,000 square feet of new back-of-house service and mechanical space. The project scope also includes 3,000 square feet of interior remodeling in the existing lobby and adjacent bookstore, café, and restrooms.

The addition brings badly needed infill to the Pacific Avenue street front. The design of the building form derives its aesthetic in part from its elemental simplicity and its use driven design like a long house, railroad station, boxcar, warehouse and other building types that have a tradition on or near the site. The high windows of interior sculpture hall along the street front will be shaded with exterior screens that have the scale and form of historic box cars. These screens can continually transform in configuration by rolling on track rails along the top of the building facade. A pedestrian scaled canopy, seating wall, outdoor artwork and landscaping will animate the public street front and attract visitors. A new 30-foot high large scaled entry canopy creates a junction between the existing and new museum as a public gathering area and will announce the museum to Pacific Avenue. This area, Tollefson Plaza in particular, is a traditional Native American gathering area. The project continues this tradition as a Tacoma civic gathering area.

The project is also coordinating with the City Pacific Avenue Streetscape project to create a new crossing design that creates a bold and distinctive street crossing connection to Tollefson Plaza. The TAM entry plaza, Tollefson, the UWT corridor, and Hood Street are all important connecting nodes for the Prairie Line trail.

West (Pacific Avenue Façade): Beneath the upper canopy is a new main entry to the museum, facing west and bound by a painted-steel enclosed vestibule. A new extension of the lobby is fully glazed facing Pacific Avenue, with a painted metal-clad parapet above, which is 20-feet above grade. To the south of the main entry, a sculpture gallery faces Pacific Avenue, which is fully glazed in order to offer glimpses into the interior of the building and to welcome visitors. A system of sliding screens that can be manually operated by a hand-crank in the lobby help shade the sculpture gallery, and achieve acceptable light levels in the main galleries beyond while maintaining transparency in the façade. The screen system includes dark, warm brown composite material similar to the south and east facades mounted on a painted steel armature.

Lower Canopy: In front of the west façade and located in the right-of-way is a 9’ tall painted steel plate canopy measuring 8’ wide and 120’ long. It aligns with a planting box along the base of the building, which has an 18” wide concrete wall that will serve as a bench for pedestrians and visitors.

South and East Facades: A dark, warm brown composite-panel rain-screen system, with panels manufactured by Richlite, provide the warmth and softness found in wood but with the durability and low-maintenance of a manufactured product. Because the building is located over a hillside with a 30-foot drop, it cantilevers over the existing parking lot below, supported by 21-inch thick lateral concrete walls.

East Facade (at Lobby): A curtain wall system with glass and spandrel panel breakups is similar to the existing building, with spandrel panels to be dark painted metal.

Parking Level: A new glass-enclosed vestibule for visitors entering from the parking lot, leading to a new elevator. The interior will be covered in light, warm wood panels. The exterior of the elevator will be clad in Richlite material.
LIST OF FEATURES TO BE ADDED, REPLACED, AND REMOVED

ADDED:

- 18,000 square foot addition to south of existing Tacoma Art Museum, including one-story with 20’ parapet at Pacific Avenue, and two levels below
- Upper canopy extending from the roof of the existing building
- Planter in the right-of-way with integral concrete bench
- Lower canopy in front of west façade of the building
- Glass-enclosed vestibule at the parking lot beneath the existing building

REMOVED AND REPLACED:

- Existing Plaza paving, stepped seating, guardrail, and metal-clad shed and concrete paving in front of the building is removed, to be replaced by new paving at main entry and in front of the building, with new curb cut that accommodates an extended drop-off-lane, and new high-contrast paving from the plaza extends across the crossing at Pacific Avenue
- Dark tinted glazing at the west and south facades of the existing building to be replaced with clearer glazing
- Plantings in the right of way are removed to be replaced with new plantings and street trees
- Existing elevator at east side of the building is removed and replaced with a larger and faster elevator
- Portions of the glazing at the east side of the existing building and the main entry doors to the south are removed to accommodate an expanded lobby that connects to the new addition, with new glazing to the east and west, and new main entry doors to the west
- Existing transformer is relocated to the southern portion of the site at the parking level below

REMOVED:

- Existing fence at the west property line
- Hillside stairs to the parking lot below is cut off; the railing, stair treads and landings are to be removed, while the existing gabion-block retaining walls and terraces are to remain. The lower portion of the stairs that accesses the GSA building from the parking lot is to remain, and new railing will prevent access to the portion of the stair no longer accessible.
## PART 4: APPLICATION CHECKLIST
(For sign or awning applications, please go to PART 5)

### General Requirements
- **☑** Twenty copies of the application and all supporting documents for distribution
- **☑** Property owner/manager consent

### Additional Requirements
- **☑** Check here to certify that you have contacted the Permit Counter to resolve any potential code or zoning issues with your project.

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

### Attachments
- Plans and graphics submitted for permitting may be used for Landmarks Review if materials, products and finishes are clearly indicated on the plans.
- **☑** Site plan/locational map INCLUDING adjacent buildings and streets (for any additions or new construction). Note that Building and Land Use Services also often requires a site plan for a Building Permit. See Information Sheet B1 Site Plans (available at the Permit Counter).
- **☑** MEASURED floor plans, CLEARLY identifying new and existing features (if applicable)
- **☑** MEASURED elevations, CLEARLY identifying new and existing features
- **☐** Details of method(s) of attachment for signs, awnings and canopies (if applicable)
- **☑** COLOR photographs of existing conditions (digital is fine as long as it is clear)

### Other Requirements
- **☑** Material and hardware samples (in some cases specification or cut sheets may suffice)
- **☐** True color paint and/or finish samples, where required by ordinance
VIEW OF PARKING LOT SOUTH OF THE EXISTING BUILDING

VIEW OF THE HILLSIDE FROM THE UPPER LEVEL

VIEW OF THE PLAZA FROM THE UPPER LEVEL

VIEW LOOKING SOUTH FROM THE PLAZA

VIEW OF PARKING UNDERNEATH THE BUILDING

VIEW OF EXISTING ENTRY TO ELEVATOR FROM PARKING AREA
HISTORICAL AND MATERIAL INSPIRATION

LANDMARK PRESERVATION COMMISSION DESIGN REVIEW
APRIL 2013

TACOMA ART MUSEUM HAUS GALLERIES
OLSON KUNDIG ARCHITECTS

4 of 22
HISTORICAL AND MATERIAL INSPIRATION
LANDMARK PRESERVATION COMMISSION DESIGN REVIEW
APRIL 2013
TACOMA ART MUSEUM HUB GALLERIES
OLSON KUNDIG ARCHITECTS
5 of 22
SITE PLAN
LANDMARK PRESERVATION COMMISSION DESIGN REVIEW
APRIL 2013
TACOMA ART MUSEUM HUB GALLERIES
OLSON KUNBIG ARCHITECTS
7 of 22
VIEW FROM THE SOUTHWEST ON PACIFIC AVENUE

ALUMINUM GRILLE SCREEN

METAL PANELS TO MATCH EXISTING

EXISTING TACOMA ART MUSEUM BUILDING

PAINTED STEEL CANOPY & SUPPORTS

PAINTED METAL PANELS BEYOND SCREEN

SCREEN MADE OF RICHLITE SOLID ELEMENTS

RICHLITE PANEL SYSTEM

EXISTING TACOMA ART MUSEUM BUILDING

NEW CLEARER GLAZING

PAINTED METAL PANELS BEYOND SCREEN

SCREEN MADE OF RICHLITE SOLID ELEMENTS

RICHLITE PANEL SYSTEM
TYPICAL ELEVATION OF OPERABLE SCREEN SYSTEM
LANDMARK PRESERVATION COMMISSION DESIGN REVIEW
APRIL 2013
TACOMA ART MUSEUM HUB GALLERIES
OLSON KUNDIG ARCHITECTS

10 of 22
VIEW OF LOWER CANOPY FROM THE SOUTH
LANDMARK PRESERVATION COMMISSION DESIGN REVIEW
APRIL 2013
TACOMA ART MUSEUM HUB GALLERIES
OLSON KUNDIG ARCHITECTS

ALUMINUM GRILLE SCREEN
METAL PANELS TO MATCH EXISTING
PAINTED STEEL CANOPY & SUPPORTS
RICHLITE PANEL SYSTEM
VIEW OF PARKING LEVEL VESTIBULE

LANDMARK PRESERVATION COMMISSION DESIGN REVIEW
APRIL 2013
TACOMA ART MUSEUM MUSEUM GALLERIES
OLSON KUNDIG ARCHITECTS
LANDMARK PRESERVATION COMMISSION DESIGN REVIEW
APRIL 2013

PLANTING CONCEPTS
LANDMARK PRESERVATION COMMISSION DESIGN REVIEW
APRIL 2013
TACOMA ART MUSEUM HUB GALLERIES
OLSON KUNIG ARCHITECTS

17 of 22
ADMIN LEVEL PLAN
LANDMARK PRESERVATION COMMISSION DESIGN REVIEW
APRIL 2013
TACOMA ART MUSEUM HAIR GALLERIES
OLSON KUNSIG ARCHITECTS
4. PRESERVATION PLANNING

A. Resolution for Union Station Conservation District

Ms. Emmons stated that she, Sharon Winters, Ben Gilbert, Mark McIntire and Don Hines met regarding the two codes. A resolution is being presented to the Commission to clarify the Commission’s policy regarding new construction within the Union Station Conservation District.

**MOTION:** Commissioner Shea moved that LPC approve the adoption of the resolution with changes provided by Commissioners. Commissioner Winters seconded the motion.

**VOTE:** The motion carried. A copy of the resolution is attached to these minutes.

B. Community Heritage Program

Josie Emmons discussed the drafted Community Heritage Program Guidelines. She explained the new guidelines, projects that it will support and will not support, legal requirements, application review process, evaluation criteria, and impact.

Commissioner Winters asked if there would be a minimum amount awarded for those writing a grant because some applicants will apply if they know that it is possible they could be awarded a certain amount. Ms. Emmons suggested a minimum of $1,000. Further discussion involved the selection of the awards panel which will consist mainly of the Landmarks Preservation Commission. The panel recommendation would go to the LPC.

The Community Heritage Program will be advertised through mailings, the website and a press release.

**MOTION:** Commissioner Shea moved that the LPC adopt the Tacoma Community Heritage Program as an official program of the Landmarks Preservation Commission. Commissioner McIntire seconded the motion. Ms. Emmons is authorized by the LPC to make corrections as specified at their meeting.

Commissioner Gilbert will review the document.

**VOTE:** The motion carried.

C. Tacoma Art Museum

Commissioner McIntire read from a report that he prepared from the Tacoma Art Museum presentation held February 17, 2000 by Antoine Predock, Architect for the new Tacoma Art Museum.

The Commissioners stated that they looked forward to seeing the building design in context with the neighboring Union Station at the next presentation. The Commission also expressed a desire to review the façade materials once they are selected.
Additional comments included:

- Commissioners felt the design by Antoine Predock makes it unique to the area and will stimulate good building design in the area.
- Mr. Predock’s designs blend well with the natural landscape.
- The design is unique, but blends in with the historic structures on Pacific Avenue.
- Melds in with the pedestrian flow and and blends well with the existing buildings and would be a good neighbor.
- Not an easy site to work with, but an excellent urban design.
- Like the low profile and non obtrusiveness of the design.
- The Commissioners will want to see the materials at the presentation to the Commission by Mr. Predock.
- Nice spacing between the art museum and the station.
- Felt this will stimulate good building design in this historic area and will give a lift to the economic development of Tacoma that will set a standard for future development.

The Art Museum design will be presented to the Tacoma Art Museum on February 28.

**MOTION:** Commissioner McIntire moved that LPC accept the presentation of the concept of the Tacoma Art Museum with the comments that had been forwarded earlier that the general concept be accepted. Commissioner Shea seconded the motion.

**VOTE:** The motion carried.

A letter shall be drafted by staff to the Tacoma Art Museum indicating Commission comments regarding the proposed building.

5. **DESIGN REVIEW**

No design applications were presented at this time.

**REPORTS**

A. **Arts Commission Liaison**

Commissioner Shea reported that the Tacoma Arts Commission has received a very positive response regarding the one percent for the arts proposal from City Council and requested that Landmarks Commissioners support the one percent for the arts by showing their support at the City Council meeting on February 29.

7. **ADJOURNMENT**

The meeting adjourned at 6:25 p.m. The next meeting will be March 9th in Room 708.
The purpose of this presentation is to brief the Landmarks Commission on the Stadium Way project, and obtain input and the Commission’s preferred choice for the sculpted shotcrete finish to the Schuster Parkway retaining wall.

**Background**
The Stadium Way Arterial Improvement project began construction in June 2012, and is scheduled to conclude in September, 2013. The work is primarily focused along Stadium Way from S. 9th Street to Tacoma Avenue, including Commerce Street, N. ‘E’ Street, N. 1st Street, and Division Avenue. The project goal is to stabilize the subsurface soils, upgrade utilities, and reconstruct the roadway consistent with the City’s Complete Street Guidelines. Concrete repairs to a large retaining wall on Schuster Parkway (located near the I-705 on-ramp) are also part of the project scope, although the wall is outside the main project area.

**Schuster Wall**
The Schuster Parkway retaining wall is approximately 25 feet tall and 380 feet long. The wall was constructed in the early 1900’s and is currently in a state of disrepair with respect to loose concrete, exposed rebar, and miscellaneous cracking. As part of the Stadium Way project, all loose concrete will be removed, the cracks will be sealed, and the entire wall sandblasted in preparation for a steel reinforced sculpted shotcrete finish. Working with the project architects, two alternatives have been developed for this finish; one is a ashlar block pattern, and the other is a sculpted rock pattern (examples of which are attached). Please provide input regarding these finishes and identify the Commission’s preferred alternative.
PHOTO EXAMPLES OF ASHLAR PATTERN ON SHOTCRETE FINISH

NOTE:
1. APPLY SCULPTED SHOTCRETE FINISHING TO FACADE FOR WALL 1 ON WEST SIDE OF STADIUM WAY.
2. RELIEF APPLICABILITY OF "ASHLAR PATTERN" SHOULD VARY 0" TO 2" FROM FACE. DEPTHS OF SPACES BETWEEN SHAPES SHOULD VARY FROM 1/2" TO 1".
3. APPLY STAIN AND ANTI-CRACK COATING TO FACADE. SEE SPECIFICATIONS.
4. ADDITIONAL PHOTO EXAMPLES CAN BE PROMPTED BY RE ENGINEER.

CONSTRUCTION JOINT TypE
SEe STRuCTuRAL PLANS

TOP OF WALL, SEE WALL PROFILE SHEET

MATCH THE SAME ASHLAR PATTERN SCALE OF THE PHOTO EXAMPLE DETAIL AND APPLY ON A SIMILAR SQUARE FOOT BASE. ALL JOINTS VERTICAL AND HORIZONTAL.

SCULPTED SHOTCRETE FINISH SCHEMATIC DETAIL

FINISH GRADE CONCRETE SIDESNAKES
LANDMARK PRESERVATION COMMISSION
INVENTORY FORM OF HISTORIC PLACES

NAME

COMMON: Tacoma Totem Pole
AND/OR HISTORIC:  

LOCATION
STREET AND NUMBER: Horizontal position, construction site, near 9th and A
CITY OR TOWN: Tacoma
COUNTY: Pierce

CLASSIFICATION

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DESCRIPTION

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Describe briefly on the back; attach a small photo.

SIGNIFICANCE

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SPECIFIC DATE(S) (IF APPLICABLE AND KNOWN)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

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STATEMENT OF SIGNIFICANCE

Briefly describe the significance on the back.

FORM PREPARED BY

NAME AND TITLE: Caroline Gallacci, Archivist
ORGANIZATION: Washington State Historical Society
STREET AND NUMBER: 315 North Stadium Way
CITY OR TOWN: Tacoma
DATE: 1/21/75

Room 338, County-City Building, Tacoma, Washington 98402
PHYSICAL APPEARANCE: The Tacoma Totem Pole was carved, 'Near Umatilla Harbor', from a cedar pole selected prepared by the St. Paul Tacoma Lumber Company. A massive tree was chosen to permit deep carvings to assure adequate relief considered one of the pole's major assets. It was carved by two British Columbia Indians whose identity was kept secret for in making the pole for white civilization they violated the traditions of the tribe. Part of the Totem Pole's uniqueness stems from its height: reported to be anywhere from 67 to 105 feet high), and the fact that it was originally carved for the city, and not acquired from another source. In comparing this pole to the one located in Seattle at the time of its raising in 1903 the factors most often emphasized were, its deep relief, that Tacoma acquired it honestly, and that Indians were actually commissioned to carve the pole.

When the pole was raised, 18 electric lights circled the head of the eagle on top and there were volunteers who offered to climb the pole barefooted to change any lights which burned out. The pole has been moved three times: when it was raised in 1903; upon construction of the 11th street off ramp to 10th, when it was moved from 10th and A to 9th and A, in 1954; and upon construction of the Tacoma Spur when it was placed in its present horizontal position, in 1974. It is currently located near the construction site at 9th and A, and after restoration will be relocated about 150 feet from its former location.

One of the most difficult parts of the Totem pole to reconstruct is the original colors. Early records indicate that natural colors were used, but the only actual one uncovered was a yellow which appeared gild through the sun shining on the deep relief. But between 1903 and 1959 many paintings and cleanings have been undertaken. In 1938, one individual indicated that such changes in the colors meant a change in the meaning of the symbols carved into the pole. The most recent re-paintings of the pole occurred in 1959 and 1969. The earlier was done after complaints over the pastel pinks and blues. At that time an Indian Totem pole expert from Alaska was consulted. In 1969 the pole was repainted through the assistance of a member of the Squamish tribe in British Columbia. Doubt still remains as to whether or not the current colors are the original. The 1959 re-painting changed pastel colors to russet, brown, green, black and white; no mention of the originally discussed yellow. Because ten years later another expert had to be called in to get the proper colors suggests a continual doubt. Since color is related to meaning, it seems important to find out what the original ones were.

The meaning of the symbols of the pole are outlined as follows:

(1) Eagle at top - Skanskwin - clan crest of the Naxa'da people
(2) Killer whale - Kit-wusu - shown by a dorsal fin; the round block is the whale's head; fins on the side; a round painted spot is the whale's blow hole
(3) Composite figure representing the raven - fins on the block above, if attached to the raven would make it a wolf, which could be explained by the tribes theory of dual personality on the part of both men and animals. The two small figures on the side are human and connect the crest with the legend of children who disobeyed their mothers and were turned into ravens.
(4) Great raven woman - Its-tads-doh - mother of the Haida Indians
(5) Symbol of a hat worn by a chief - Tadu-skilik - used to indicate relationship between Its-tads-doh, mother of Haida and her daughter, Hoh-hok, who is credited with creating the earth
(6) Daughter of the great raven - hoh-hok (lok) - similar to the third symbol from the top; grasped in the hand is a cylinder-like object representing the container out of which she carried the majic which caused the land to rise out of the great expanse of water which is supposed to have covered the globe.
(7) [next to bottom] grizzly bear - Hort - paws of a wolf; composite crest, boasting of the powers of the bear clan
(8) [bottom] Qo-tc - wolf - family crest of the man for whom the pole was carved

HISTORICAL SIGNIFICANCE: At the cost of $3,000, William Sheard and Chester Thorne commissioned the building of a Totem Pole which would rival that of Seattle's. Sheard had become irritated by articles describing Seattle's Totem Pole, which he claimed had been stolen from Alaskan Indians. Sheard was an explorer, seller of furs, and later established an Alaska curio shop at 10th and A. Thorne was active in Tacoma banking and civic interests. The pole, immediately became one of the major tourist attractions to the city, and one wonders whether or not it was intentional that it should be raised the day before Theodore Roosevelt arrived in the city to assist in
the laying of the cornerstone for the Masonic Temple. In an early article on
the pole, a reporter assessed the importance of the pole by saying that "it will
probably never be again duplicated, but for hundreds of years give Tacoma the
distinction of having seized on a dying custom from a race rapidly becoming
extinct and perpetuating their unique workmanship and learning and art for the
edification and gratification of unborn generations.

That which is represented in the Totem Pole is family history - genealogy;
and the belief that man originated from man-like beasts, forerunners of today's
animals. Indian totem poles are not part of the culture of Washington Indians,
but rather those of British Columbia and Alaska, and is one of their sacred
institutions. They will not willingly part with their family tree. It is their
belief that each tribe is descended from some form of animal and the pole represents
each successive marriage and intermarriage between the tribes, each being represented
by the animal after which it is named. Some Indian families can trace their family
history back 30 or 40 generations through the carvings on their tribal poles.

Owner: City of Tacoma

Marker inscription: Tacoma totem pole largest totem pole in the world. Made and
carved by Alaska Indians. Presented to the City of Tacoma by
U.F. Sheard and Chester Thorne. 1903.
TACOMA TOTEM POLE, 1903 (Firemen's Park)

Tacoma's Totem Pole was carved by Alaska Indians who were brought to Quartermaster Harbor, on Vashon Island, expressly for that purpose. The enterprise was funded by Chester Thorne and William F. Sheard. Its restored height of 82 feet, 6 inches makes it still one of the tallest in the country. The original Tacoma Totem Pole was dedicated in May of 1903. (Tacoma and State Registers)
RESOLUTION NO. 23292

WHEREAS pursuant to the provisions of Chapter 1.42 of the Official Code of the City of Tacoma, the Landmarks Preservation Commission of the City has determined to designate the First Presbyterian Church, Division and Tacoma Avenue; the Roxy Theater-Jones Building, 9th and Broadway; the Titlow Mansion, 1605 Division; the Tacoma Totem Pole, 9th and 'A', and the Blackwell Mansion, 401 Broadway, as historic landmarks, and has transmitted its decision to the City Council for consideration and recommended that the same be so designated by the Council, and

WHEREAS it appears that said buildings and structures reflect an outstanding example of the City's social, economic, architectural and historic heritage; that it would foster civic pride in the beauty and accomplishments of the past; that the designation thereof would protect and enhance the City's attraction to tourists and visitors; that it would promote the use of these historical structures for the education, stimulation and welfare of the people, and would promote and encourage the continued utilization of said buildings, and

WHEREAS, based upon said findings, the Council believes that it is in the best interests of the City of Tacoma to so designate the First Presbyterian Church, the Roxy Theater-Jones Building, the Titlow Mansion, the Tacoma Totem Pole, and the Blackwell Mansion; Now, Therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

That pursuant to the provisions of Chapter 1.42 of the
Official Code of the City of Tacoma, the Council of the City of Tacoma does by this resolution designate as historic landmarks the buildings and structures known as the First Presbyterian Church, Division and Tacoma Avenue; the Roxy Theater-Jones Building, 9th and Broadway; the Titlow Mansion, 1605 Division; the Tacoma Totem Pole, 9th and 'A', and the Blackwell Mansion, 401 Broadway, in the City of Tacoma.

Adopted [APR 1 1975]

GORDON N. JOHNSTON
Mayor

Attest H. B. BOND
City Clerk

FHC:sp
April 15, 2013

MEMO

TO: Tacoma Public Works

ATTN: Darius Thompson

FROM: Jim Collins  
Gary Beckner

RE: Significant Deterioration Concerns  
Tacoma Totem Pole  
Fireman’s Park, Tacoma

This memo follows up our discussions on Friday April 12, 2013. We went to the pole April 12 to probe the base area using simple visual and rod probe techniques. At ground elevation, we easily opened up the wood face and found 4” to 8” deep very soft wet deteriorated wood in 4” to 6” wide pockets that we created in 3 of the 4 quadrants of the base using a 12” long screwdriver. The base of the pole is 32” diameter but it is carved to about 25” diameter by about 2” high right at grade. The probing depths occurred horizontally at the 25” diameter reduced area.

Based on these observations, the cross section has been compromised by at least 50%, which would translate to a capacity of about 15% of the code for wind load requirements. Seismic stability is significantly compromised, but to a lesser extent than wind which controls the code design loads on the pole. In addition, the eccentric load from the pole’s dead load weight over the remaining core is also a significant concern for overall stability. It is generally understood that wood loses about 50% of its flexural strength before softness can be detected in the wood. This discovery of significant deterioration occurs at the location of maximum stress for the pole’s overall stability.

It is our opinion that deterioration was discovered to be much more advanced than the surface would indicate. Therefore it should be viewed that the deterioration presents a significant liability for the pole’s stability, and the pole should be considered unreliable or unstable and a falling hazard. We recommend that the pole be lowered to the ground or shored as a precaution.

GEBmao  
13-128

cc: Jim Kuhlman, BLRB Architects
April 16, 2013

Mr. Reuben McKnight
747 Market Street Room 345
Tacoma, WA 98402

Re: Murray Morgan Bridge Rehabilitation Project - City of Tacoma
Nomination to State Historic Preservation Officer's (SHPO) Awards
Outstanding Achievement in Historic Preservation

Dear Mr. McKnight:

On behalf of the Department of Archaeology and Historic Preservation (DAHP), we want to
extend our congratulations to the City of Tacoma as the recipient of the 2013 State Historic Preservation Officer's Award in the Special Achievement and Outstanding Rehabilitation categories. We applaud the City of Tacoma and everyone involved to save and preserve the Murray Morgan Bridge.

We will be celebrating all SHPO awards and cordially invite you to attend our ceremony on:

Date: May 14, 2013
Time: 7-9 pm
Place: Artillery Barracks
Fort Vancouver WA

Dr. Allyson Brooks, State Historic Preservation Officer, will present a total of 10 awards in eight separate categories. The program will begin promptly at 7:00 pm and conclude at 9:00 pm.

A PowerPoint presentation featuring your efforts will be displayed simultaneously with Dr. Brooks' remarks. She will invite you (and others, as appropriate) to come forward to receive the award certificate. At that time, you may take the opportunity to say a few words of acknowledgement if you wish.

A small reception immediately follows the awards ceremony. This gathering provides participants with an opportunity to get acquainted and to learn about each accomplishment.

Display tables will be available for your use. You are welcome to bring photographs, brochures, documents and/or other appropriate materials for other guests to enjoy. Bringing valuables or artifacts is not recommended, and if brought, should not be left unattended.

Please let me know if you require table space for a display. Also, to help us plan for seating, please let us know in advance how many colleagues, family, friends, and associates will be in attendance. Please furnish the number of guests you anticipate by Friday, April 26 via email at russell.holter@dahp.wa.gov or phone 360-586-3533.
We will be distributing a Press Release to daily and weekly newspapers in your area and we will notify state elected officials in your representative district on your award.

If you have any questions, please check our website for updated information at www.dahp.wa.gov or contact me directly at 360-586-3533.

Sincerely,

Russell Holter
SHPO Awards Coordinator