Next Regular Meeting: July 13, 2016, 747 Market Street, Tacoma Municipal Bldg., Rm. 248 5:30 p.m.

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

The City of Tacoma does not discriminate on the basis of handicap in any of its programs or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Planning and Development Services Department at (253) 591-5056 (voice) or (253) 591-5820 (TTY).
Chair Katie Chase called the meeting to order at 5:33 p.m.

1. ROLL CALL

2. CONSENT AGENDA

   A. Excusal of Absences
   B. Approval of Minutes: 5/11/16

   The minutes of 5/11/16 were reviewed and approved as submitted.

3. TACOMA REGISTER OF HISTORIC PLACES – PUBLIC HEARING

   A. 309 S. 9th Street, The Hosmer House

   Ms. Lauren Hoogkamer read the staff report.

   BACKGROUND

   The Italianate style Hosmer House was built in 1875 on Saint Helens Street and relocated to its present site in 1904. It is the oldest known residence, and the second oldest building, in the city outside of Fort Nisqually. It was designed by Theodore Hosmer and built by P.D. Forbes. Tacoma architect C.A. Darmer designed the addition in 1888, and the architectural firm Heath & Gove remodeled the structure in approximately 1914. In 1980, the building was restored by architect Gene Grulich. It is nominated under Criterion A as the only remaining building directly associated with the selection of Tacoma as the western terminus for the Northern Pacific Railroad; Criterion B as it was the home of Theodore Hosmer, New Tacoma's first mayor and manager of the Tacoma Land Company; Criterion C as one of the few remaining examples of residential Italianate architecture in Tacoma; Criterion E for its proximity to the Old City Hall Historic District; and Criterion F as an established and familiar visual feature. The proposed period of significance is between 1875 and 1914, which was when the main structure and addition were built, relocated, and converted to apartments. Other significant dates include 1888 when the addition was built, 1904 when it was relocated from St. Helens Avenue, 1914 when it was remodeled into apartments, and 1980 for its most recent restoration.
Pioneer Human Services currently owns and maintains the apartment building and was notified of the pending nomination on February 18, 2016. The nomination was prepared and submitted by Marshall McClintock on behalf of Historic Tacoma. Letters of support have been received from Councilmember Robert Thoms, the New Tacoma and Central Tacoma Neighborhood Councils, the Tacoma Historical Society, and the Heritage League of Pierce County.

On April 13, 2016, the Landmarks Preservation Commission found that the property meets the threshold criteria for nomination to the Tacoma Register of Historic Places.

Written comments received through noon May 18 have been included in the packet. Six additional letters of support were distributed during the meeting.

STANDARDS
The building is nominated under the following criteria:
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;
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.

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 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.
- The property may be eligible as a sending site in Tacoma’s Transfer of Development Rights program

ANALYSIS
1. At 141-years-old the structure meets the age threshold criterion.
2. This building retains a high degree of integrity; it retains its original style, massing, cladding, window openings and ornamentation, among other character defining features. Although it has been relocated, that relocation is more than 50 years old and significant in its own right. It is also located very near its original site and in the same downtown setting. The major additions and alterations also qualify as significant, as they are more than 50 years old and sensitively designed by noted architects. The basement, entry stairs and porch date back to 1904. Some architectural features have been lost or altered over time, the decorative balustrade on the roof of the portico was replaced with a box rail during the 1990s and a bay window was lost in approximately 1918.

3. The building meets Criterion A as the only remaining building directly associated with the selection of Tacoma as the western terminus for the Northern Pacific Railroad; Criterion B as the home of Theodore Hosmer, New Tacoma’s first mayor and manager of the Tacoma Land Company; Criterion C as one of the few remaining examples of residential Italianate architecture in Tacoma; Criterion E for its proximity to the Old City Hall Historic District; and Criterion F as an established and familiar visual feature.
RECOMMENDATION
The Commission may recommend designation to the City Council, deny the nomination, or defer if additional information is needed. Based upon the criteria listed in TMC 13.07.040, if no further public comments are received, staff recommends that the nomination be forwarded to City Council with a recommendation for designation.

Chair Chase called the public hearing to order and reviewed the procedures. Marshall McClintock, the representative of the application was invited to speak first. The following citizens testified:

(1) Marshall McClintock, Historic Tacoma:
Mr. McClintock reviewed that the nomination was being brought forward by Historic Tacoma and that the current owner, Pioneer Human Services, was not a party to the nomination. Mr. McClintock commented that Historic Tacoma was making the nomination because they had been concerned about the status of the building for some time. He commented that while Pioneer Human Services had done an excellent job of maintaining the building for the nearly 20 years that they had owned the building, they wanted to bring the nomination forward while there wasn’t a crisis or major plans for the site. He reviewed that it was the only building left that represented the first decade of Tacoma and that they felt it represented all of the criteria under which it had been nominated.

(2) Michael Sullivan:
Mr. Sullivan expressed his support for the nomination, commenting that he was astonished that the building was not already on the list. He commented that he didn’t think there were more than a handful of buildings as old as the Hosmer House on the State’s municipal registers. He commented that going back that far into the City’s history, the fabric of the building would have been milled and put together by hand. He commented that as an artifact of a time from so far back in their history, it would be a shame to not make some provisions for the building to be protected as they look ahead.

(3) John Koch:
Mr. Koch expressed his support, commenting that he was impressed by the quality of the building when he first saw it and that it was a great piece of Tacoma History.

(4) David Boe:
Mr. Boe thanked Mr. McClintock and Historic Tacoma for making the nomination. He also thanked the property owner for the ongoing maintenance of the building. He commented that he was surprised that the building was not already listed and that it was slice of Philadelphia that Hosmer and Wright had brought to Tacoma.

(5) Julie Turner, North Slope Historic District:
Ms. Turner commented that she was also surprised that the building was not already on the register, so it would be good to have it there.

Seeing no more citizens coming forward, Chair Chase declared the public hearing closed.

There was a motion.
"I move that the Landmarks Preservation Commission recommend to City Council that the Hosmer House be included on the Tacoma Register of Historic Places, finding that it does meet Criteria A, B, C, E, and F of TMC 13.07.040."

Motion: Williams
Second: Schloesser

Commissioner Thorne recused himself due to being a board member of Historic Tacoma.

The motion was approved unanimously.
4. DESIGN REVIEW

A. 776 Commerce St., Winthrop Hotel (Old City Hall Historic District)

Canopy

Ms. Hoogkamer read the staff report.

BACKGROUND
The Winthrop Hotel, built in 1925, is a contributing structure in the Old City Hall Historic District. The Landmarks Preservation Commission was briefed on the proposed restoration work on January 28, 2015. On March 11, 2015, the Commission approved the full restoration project. On July 22, 2015 and August 26, 2015, the Commission approved the widening of the service entry and replacement door. On August 12, 2015, the Commission was briefed on the replacement canopy. The applicant is also applying for Historic Preservation Tax Credits and has presented the proposed work to the State Historic Preservation Office.

The applicant is now requesting approval for the replacement canopies on the Broadway and Commerce entries. The original canopies were re-skinned in the 1970s and are now deteriorated. The new canopies will be close replicas of the original canopies, based on historic photographs. The 47’-4”x10’ canopies will be painted steel and aluminum. They will have a recessed LED strip lighting around the edges. There will be minimal disruption of the existing terra cotta as the new canopies will be attached at the existing connection points.

ACTION REQUESTED
Approval of the above scope of work.

STANDARDS
Secretary of the Interior’s Standards for the Rehabilitation of Historic Buildings
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
9. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

ANALYSIS
1. The building is a contributing structure in the Old City Hall Historic District and, as such, is subject to review by the Landmarks Preservation Commission pursuant to TMC 13.05.047 for exterior modifications.
2. The historic character of the property is being retained. The applicant is replicating an original historic feature; no other material is being removed or altered.
3. The non-original canopies are deteriorated. The new canopies are based on historic photos and will closely match the original canopies.
4. The new canopies could be removed without harming the form or integrity of the building.

RECOMMENDATION
Staff recommends approval of the application.

Mr. John Koch, Tonkin Architecture, reported that they would be replacing the structure with a tube steel system that would have the same shape, pattern, and location as the existing supports. He noted that the canopy on Commerce street would be cut back to 10 feet to match the canopy on Broadway. The diagonal brace would be strengthened to meet seismic requirements. They would try to retain the mid cable disc and it would be attached in the same existing locations. He reported that they were not sure how the horizontal canopy was attaching to the building. Mr. Koch discussed how they would be seeking to replicate some of the original features, though they would not be replicating the individual hanging globes. They would install LED lighting in approximately the same place underneath instead. He discussed which details and ornamentations they would be replicating on the side of the canopy. He reported that
they would install draining to the back of the canopy and connecting to the existing gutter system

Commissioner Schloesser asked what kind of material they would be replacing the white material with. Mr. Koch responded that it would be an aluminum or steel that would be painted.

Mr. Koch discussed how they were trying to find money to redo some of the storefronts. He reported that they were restoring the ballroom and seeing if they could get a catering kitchen and some accessible toilets to support the ballroom.

Commissioner Thorne asked if the holes above the canopy structure were to check the structure. Mr. Koch confirmed that they were and that they needed to see how it was attached and if the steel was wieldable.

There was a motion.
"I move that the Landmarks Preservation Commission approve the application for 776 Commerce Street, as submitted."
Motion: Steel
Second: Williams
The motion was approved unanimously.

Mr. Koch discussed some of the other renovations planned for the building interior.

B. 616 St. Helens Ave, Wagner Motors Building (Individual Landmark)
Design Amendment

Ms. Hoogkamer read the staff report.

BACKGROUND
The Wagner Motors Building is an individually designated City Landmark. On December 9, 2015, the Landmarks Preservation Commission approved the full rehabilitation project, which included replacement of the existing door with a new swing out door (based on original architectural drawings) and the installation of a new three part folding entry door based on the design of the original car door, as well as the installation of a new exit door and stair on the south elevation.

The applicant would now like to amend the previously approved design to include double doors for both the main and second entries on the front façade. This change is to allow the new tenant to receive deliveries from the main entrance. The new drawings also show the updated paint color.

On the south exit, the applicant is changing the stairs to drop down from the interior mezzanine level, instead of the upper floor, which reduces the visual impact compared to the original proposal.

ACTION REQUESTED
Approval of the above scope of work.

STANDARDS
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

ANALYSIS
1. This property is an individually listed City Landmark, and, as such, is subject to review by the Landmarks Preservation Commission pursuant to TMC 13.05.047 for exterior modifications.
2. The replacement of the main entry door, and replacement of the non-historic display window at the garage entry on Saint Helens appear to be consistent with the character of the building.
3. No historic material is being destroyed. The new doors are compatible in size, scale, and design.
4. The exit stair is on a side elevation and will not disrupt or interfere with character defining features, and will allow for the occupancy of the second floor. Both the stairs and the entry doors could be removed without harming the integrity of the property.

RECOMMENDATION
Staff recommends approval of the application.

Mr. David Boe, Boe Architects, reviewed that since the last presentation, they now had a tenant for the ground floor who had signed a notice of intent for Artist and Craftsman Supply. They would be taking 2/3rds of the ground floor on the St. Helens side, but not the raised portion. He reviewed that the building had been designed originally as an automobile dealership and that at some point the transom above what had been the car door was raised. He reviewed the earlier proposal and noted that they would now be making the doors identical out swinging doors and would still be restoring the transom. He reviewed the sketches of the new proposal for the doors. He noted that they would be using a green paint inspired by the terra cotta color, but darker. On the south elevation he noted that they were now proposing a new lower stair entrance on the building. Mr. Boe commented that they would be proposing a new painted sign on the side of the building in the future.

There was a motion.
“I move that the Landmarks Preservation Commission approve the amendments to the application for 616 Saint Helens Avenue, as submitted.”
Motion: Schloesser
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:
1. Historic Preservation Month, May 2016
   a) Amazing Preservation Race Recap
   b) City of Destiny Poetry Slam: Lincoln District Edition Recap
   c) Awards Ceremony Recap
   d) Midcentury Modern Ride—Formerly Known as the Tweed Ride (10:30am @ Point Defiance Park, May 28th)
   e) History Speaks: “Eyes of the Totem Rediscovered” (12pm @ WSHM, May 31st)
   f) Film Screening: Eyes of the Totem (3pm @ WSHM, June 4th)
2. Neighborhood History Walks with the Councilmembers, June-July 2016 TBD
3. Trivia Night, September 2016 TBD
4. Third Annual Holiday Heritage Swing Dance: Remember the Railroad

6. CHAIR COMMENTS

Chair Chase reported that the June 8, 2016 meeting had been cancelled.

The meeting was adjourned at 6:18 p.m.

Submitted as True and Correct:

________________________________________________________________________
Reuben McKnight
Historic Preservation Officer
DESIGN REVIEW

AGENDA ITEM 3A: 407 North J Street (North Slope Historic District)

Stephen Oliver Jr., Owner

BACKGROUND

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

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

ACTION REQUESTED

Approval of the above scope of work.

STANDARDS

North Slope Historic District Design Guidelines for Parking and Garages

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

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

3. Attached garages and carports are inappropriate.

ANALYSIS

1. This property is a contributing structure in the North Slope Historic District and, as such, is subject to review by the Landmarks Preservation Commission pursuant to TMC 13.05.047 for exterior modifications.

2. The carport would be alley accessed and towards the rear of the lot.

3. The carport would not be visible from the right-of-way.

4. The carport is not attached to the main house.

RECOMMENDATION

Staff recommends approval of the application.

Recommended language for approval:
I move that the Landmarks Preservation Commission approve the application for 407 North J Street, as submitted.
BOARD BRIEFINGS

AGENDA ITEM 4A: Convention Center Hotel (Union Station Conservation District)

Jason Lamb, Ankrom Moisan Architects, Inc.

BACKGROUND

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

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

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

ACTIONS REQUESTED

Feedback and guidance.

PRESERVATION PLANNING/BOARD BUSINESS

AGENDA ITEM 5A: Events & Activities Update

Staff

2016 Events

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

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 homes and neighborhoods, please call the Historic Preservation Officer at 253.591.5220.

PART 1: APPLICANT INFORMATION

House Address 407 N J St

Landmark/Conservation District (if applicable)

OWNER INFORMATION

Name (printed) Stephen Oliver Jr. Email binkseattle75@gmail.com

Address (if different than above) Phone 360-396-8644

Homeowner's Signature* [Signature]

*Application must be signed by the property owner to be processed.

CONTRACTOR INFORMATION

If application will be presented by a representative or contractor, please fill in the following:

Representative's Name Company

Address

Email Phone

FOR OFFICE USE ONLY

PRELIMINARY PLAN CHECK

CHECKED FOR BUILDING CODE:* 

LAND USE/ZONING:
VARIANCE REQUIRED? CUP REQUIRED?

*PRELIMINARY PLAN CHECK IS NOT AN APPROVAL OF A PROJECT. A SEPARATE PERMIT APPLICATION MAY BE REQUIRED

APPLICATION FEE (please see page 2)

Estimated Project Cost, rounded to nearest $1000 $2000

Application Fee Enclosed $175

Revision 12/19/12
PART 2: INFORMATION FOR APPLICANTS

*NEW* FEE SCHEDULE

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. 38568). The new fees are as follows:

<table>
<thead>
<tr>
<th>Estimated project cost (determined by applicant)</th>
<th>Application Fee</th>
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<tr>
<td>$0 – 5000</td>
<td>$175</td>
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<tr>
<td>Each additional $1000</td>
<td>$25</td>
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<td>Maximum fee</td>
<td>$500</td>
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PLEASE NOTE:
1. Fees are required only once per application.
2. If an application is denied by the Landmarks Commission, and a new application is submitted for the same project, new fees may apply.
3. Demolition fees are applied to cover the cost of public hearings, but may not be required for the removal of certain accessory structures.

HOW TO USE THIS FORM

STEPS FOR APPLICANTS

1. Review the Standards and Guidelines for Historic Buildings. Many homeowners want to know whether their project will be approved by the Commission ahead of the meeting. The Landmarks Commission reviews projects according to design guidelines and the Secretary of the Interior's Guidelines for Rehabilitation. This information is available online at www.tacomaculture.org.

2. Fill out this form in its ENTIRETY.

3. Find the correct checklist for your project, and submit the required supporting documentation. Part 4 of this form outlines which checklist to use for your project. There are three checklists, but you only need to use one.

4. Submit your application for preliminary review to the Permit Intake Center of Planning and Development Services. The Plans Reviewer will initial and date the cover sheet of this application. This ensures your application meets applicable codes and will avoid delays down the road. Your application will NOT be processed without this step.

5. Submit it to the Historic Preservation Office with the APPLICATION FEE. The Landmarks Commission meets on the 2nd and 4th Wednesdays of each month, and applications are due to this office TWO WEEKS in advance. When your application has been scheduled for review, you will be notified.

WHERE TO GO:
Permit Intake Center
City of Tacoma, Planning and Development Services Department
747 Market Street, 3rd Floor
253-591-5030
PART 3: PROJECT DESCRIPTION

Please describe below the overall scope of work, including all proposed new construction, changes to existing buildings, and any elements to be removed and replaced. (For complex remodeling projects, it may be beneficial to divide the description into different areas [north façade, west façade] or by type of work [windows, doors, siding]).

Attach additional pages if needed.

This project will be installing an unattached metal carport in the rear of the property. The carport dimensions are 20 feet x 22 feet x 6 feet. The unattached carport will provide two covered parking spaces accessed by the alley at the rear of the property. The carport will be placed on an existing concrete pad. The unattached metal carport will be designed for 25 lbs live snow load, 85 mph sustain winds, and 100 mph 3 second wind gusts.
**PART 4: SUPPLEMENTS**

**How to Use This Table**

The following is a table of common projects divided into Categories. For each Category of work there is a corresponding checklist designed to help you include the information required for your application.

Find the type of work you are proposing, and download the corresponding checklist to attach to your application.

Checklists are available from the Historic Preservation Office, and on our website at [www.tacomaculture.org/historic.asp](http://www.tacomaculture.org/historic.asp).

If you have any questions regarding what information should be included in your application, please call the Historic Preservation Office at 253-591-5220.

**NOTE: ONLY USE ONE CHECKLIST**

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<td>New porches</td>
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<td></td>
<td>Decks</td>
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<td></td>
<td>Additions</td>
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<td>Foundations</td>
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<td></td>
<td>Other Major Work (call the Historic Preservation Officer with questions)</td>
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<td>New window or door openings</td>
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<td>Other Minor (For example, chimney restoration)</td>
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<th>Use Checklist C for:</th>
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<td></td>
<td>Doors (replacement or restoration of existing)</td>
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RESIDENTIAL APPLICATION CHECKLIST A
(For Garages, Porches, Decks, Additions, Foundations and other Major Projects)

CHECKLIST to include the following:

☐ Accurate Measured Site Plan (which shows ridgelines and dormers of existing and new buildings)
☐ Accurate Measured Elevation Drawings (all sides, with dimensions, siding materials, windows, and doors indicated)
☐ Photograph(s) of Site and surrounding area
☐ Detail illustrations of trim, casing, balusters, posts and railings (if applicable)
☐ Material samples (ie: stained glass, or if proposing uncommon material)
☐ Paint samples (from hardware store)

In addition to the above, please provide the following information:

Size of new construction (footprint, i.e. 22 X 30\'): 20 feet x 22 feet x 6 feet
Overall height and pitch of roof (for new buildings): approximately 10 feet high
Exterior cladding material(s): n/a
Window types and materials: n/a
Door types and materials: n/a
Window trim (attach drawings, catalog sheets, etc. if necessary): n/a
Roof Material: 29 gauge thickness sheet metal, color will be quaker gray

*ADDITIONAL TIPS
- Drawings required for building permits can often be used for Landmarks Review, as long as information regarding finish detail, exterior materials, and windows and doors are indicated.
- For information about drawing site plans, please refer to BLUS Publication B1, Site Plan
- Elevations should be scale drawings and should include dimensions, heights, window and door locations, eave overhangs, trim details, and the locations of materials and other elements.
- Please include a photograph of existing house (for new garages if the new garage is to match any existing features of the house)
- For structures within the North Slope Historic District, refer to the North Slope Design Guidelines for more information about design. Contact the Historic Preservation Officer for more information.
View from alley in the rear of the house. Shows concrete pad for unattached carport placement.
View from yard to alley in the rear of the house. Shows concrete pad for unattached carport placement.
Scale: 1" = 20'

407 N J ST
Tacoma, WA 98403
Carport Example 2
Hot Dipped Galvanized Steel

All of our materials used are 100% galvanized

- 12 gauge (2.25" square tubing), 20 Year Limited Warranty

Base rail

The base rail is the foundation of the building, each welded sleeve is approximately 4ft apart center to center.
Trusses/Bows

Vary from sizes of 12 feet wide up to 60 feet wide.

Sheet Panels

They are 29 gauge in thickness. Our longest single
panel is 31' long.
Ridge cap Trim
Used for the peak of an A-frame Vertical where sheet panels meet.

Boxed Eve
Used to cover truss overhang on A-frame styles where roof and side panels meet.
Standard Anchors

All buildings anchored to ground come with pin anchors unless building is being anchored down on concrete.
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<tr>
<td>Tower Concept Development</td>
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SITE & HISTORIC CONTEXT SUMMARY

Ankrom Moisan Architects & YARETON INVESTMENT, LLC
Tacoma landmark preservation commission
PROJECT SCOPE

PROJECT SCOPE AND DESCRIPTION

Yareton Investment and Management L.L.C. proposes to build a new Convention Hotel and Residential Tower consisting of the following elements as was originally agreed to in the Development Agreement between Yareton and the City of Tacoma.

PHASE I - A four star hotel including 300 rooms, 10,000 sq. ft. Ballroom, 9,000 sq. ft. of auxiliary function rooms, two Restaurants, one Bar, enclosed Pool and work out facility, Rooftop Garden and Deck area. The design is required to include a minimum requirement of 200 parking spaces. There is an additional provision in the Development Agreement to offer parking stalls to the city for a per stall price once this has been identified. We are still in the process of finalizing the parking count and costs associated with construction the garage spaces.

PHASE I:

Podium are consists of five levels of programmed public areas for the hotel

The hotel tower adds an additional 18 levels for a total of 23 levels.

- Total Interior Podium Area: 146,114 sq. ft.
- Total Room Tower Area: 199,449 sq. ft.
- Total Parking Garage Area (Podium): 112,582 sq. ft.
- Total Number of parking stalls: 287
- Total Phase I Area: 458,145 sq. ft.
- Phase I Tower Height: 240 ft. from Commerce St.

PHASE II - A Residential tower with 144 units depending on the product type selected at the time of build out. There will be least 144 parking stalls to support the residential units.

The enclosed Plans conform to these requirements. The following information is taken directly from the proposed design:

PHASE II

Phase II estimates are based on current assumptions. However, these are very preliminary as the project is not anticipated to be built at the present time. The final design may contain different areas and we do not have plans available at this time. The residential tower is currently planned with 12 stories above the two story podium off Court C for a total of 14 stories.

Podium Area consists of the Main Entry Lobby, Public Amenity areas for the residences, Mechanical, and Storage. Areas and totals are estimates only

- Total Interior Podium Area: 39,652 sq. ft.
- Total Residential Tower area: 132,192 sq. ft.
- Total Parking Garage area (Podium): 112,582 sq. ft.
- Total Garage Parking Spaces: 153
- Total Phase II Area: 270,956 sq. ft.
- Phase II Tower Height: 140 ft. from Court C

Total Phase I & II Area: 729,101 sq. ft.

Total Site Area: 76,700 sf per Development Agreement

ANKROM MOISAN ARCHITECTS & YARETON INVESTMENT, LLC
TACOMA LANDMARK PRESERVATION COMMISSION
GOALS & OPPORTUNITIES

The City of Tacoma and the project developer have entered into a Development agreement that sets minimum program requirements and schedule milestones.

PROJECT GOALS:
1. Complete the City of Tacoma’s vision for this site and connect the GTCTC with a four-star 300 key hotel.
2. Create a project that mixes hotel, retail and residential uses in two development phases to benefit the site, neighborhood and city.
3. Develop an iconic project at the transition between the adjacent historic buildings and the contemporary GTCTC.
4. Construct a project with two towers above a common podium including, a 240’ hotel tower, that is programmatically efficient.

KEY SITE OPPORTUNITIES:
1. Create access to the project that is readily apparent
2. Help the City to enliven Tollefson Plaza
3. Activate the Commerce Street frontage
4. Interesting major street frontages while making the project functional for back of house functions
5. Connecting the hotel lobby to the pre-function space of the GTCTC
6. Continuing automotive and loading access to the current GTCTC parking and dock through construction
7. Sharing functions with the convention center

TONIGHT’S GOALS
1. Update the commission on design progress since March 2015.
2. Discussion and feedback on new design directions.
<table>
<thead>
<tr>
<th>BOARD COMMENTS (MARCH 2015)</th>
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<tr>
<td><strong>COMMERCE STREET</strong></td>
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<tr>
<td>1. Revise entry scale and setback</td>
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<td>2. Enhance pedestrian experience along Commerce St.</td>
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<td>3. Provide continuous sidewalk along building frontage</td>
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<td>4. Study traffic flow and safety</td>
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<td>5. Maximize storefront transparency</td>
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<td>6. Align with adjacent buildings (Carleton &amp; TCC)</td>
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<td>7. Mitigate existing TCC exterior exit stair</td>
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<td><strong>TOWER</strong></td>
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<td>8. Tower should be separate from podium</td>
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<tr>
<td>9. Mixture of solid and transparent for tower design</td>
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<tr>
<td><strong>OTHER</strong></td>
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<td>10. Look at alternate strategies for loading access</td>
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- Entrance & drop-off moved north
- Frontage redesigned & enhanced
- Continuous sidewalk and plaza
- Full study pending review
- Storefront width increased
- Aligned on both sides
- Exit stair internalized
- Tower and podium separated
- ‘Woven’ facade concept
- Using TCC loading dock & access
**Design Progress Update**

**Program Shift (2015-2016)**
- Convention Center garage access widened for two lanes per City of Tacoma requirement
- Marriott Hotels associated with project
  - Lobby level reconfiguration for “Great Room” concept
  - Reorientation of Banquet Hall Prefunction area
- Convention Center egress stair internalized
- Loading zone moved from Court C to existing TCC area
- Reconfiguration of Commerce Street retail for improved leasability

**Design Update (May 2016)**
- Hotel drop-off shifted north to combine with CC garage entrance
- Number of vehicular access points at Commerce Street reduced from 4 to 3
- Integrated entry plaza proposed to connect hotel, park, and CC at street, at sidewalk elevation for safety: ‘woonerf’ pedestrian-dominated space
- Podium setback removed for continuous building line at sidewalk
- Focus on creation of strong sense of place and iconic presence in Tacoma

- Multiple building planes align with adjacent structures at street level and interwoven using “adaptive re-use” approach
  - “Old Tacoma” – Brick façade framework anchored to Carlton Building with reference to UWT
  - “New Tacoma” – Canted glass plane connected to Convention Center with reference to TCC and TAM

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*Ankrom Moisan Architects & Yareton Investment, LLC*

*Tacoma Landmark Preservation Commission*
PLANNING CONCEPT EVOLUTION

LOADING ACCESS

Ankrom Moisan Architects & YARETON INVESTMENT, LLC
Tacoma landmark preservation commission

[Diagram of the area with labeled locations such as court 17, parking structure, phase 2, new hotel phase 1, carlton building, convention center, existing hotel, uw tacoma, uwt campus, park, woonerf, tollefson plaza, art museum, and light rail lines.]
DESIGN CONCEPT

OLD ICON NEW
HISTORIC TACOMA DESIGN LANGUAGE
1. Repeating Bay Patterns along Facade
2. Vertical window patterns are punctuated with square windows to create scale hierarchy
3. Tall portrait windows bring light further into upper floors
4. Bays are established with large storefronts at ground floor
5. Verticality established by columns separating bays
6. Cornices and sills visually group fenestration into bays
MODERN TACOMA DESIGN LANGUAGE

1. Layered planes and columns add interest to pedestrian interaction
2. Expressed structure
3. Lights used on metal and glass to provide character
4. Transparency and porosity allow for different visual experiences and experiential richness
5. Bold forms and iconic presence
PODIUM DESIGN CONCEPT DEVELOPMENT

1. 2015 PODIUM CONCEPT
2. PROGRAM REVISIONS NEW MASSING
3. OLD+NEW DESIGN CONCEPT APPLIED TO FACADE
4. GLAZING INFILL - VARIABLE POROSITY OF SPACES
5. HORIZONTAL PLANES INTERWEAVE ELEMENTS
6. 2016 NEW PODIUM DESIGN
PODIUM DESIGN FEATURES

- CANTED GLASS WALL EXPOSED AT TOP
- FACADE FEATURES ALIGN WITH CARLTON
- CANTED GLASS WALL BECOMES WIND SCREEN AT ROOF POOL DECK
- OPEN SCREENWORK WITH HOTEL SIGN AT MAIN ENTRANCE
- LIGHT AND FRIT PATTERN ON CANTED GLASS WALL
- POOL DECK WEATHER SCREEN EXTENDS OVER ENTRANCE
- DISTINCT SEPARATION OF PODIUM AND TOWER
- CONTINUOUS FRONTAGE
- GLASS AWNING FOR WEATHER PROTECTION
- CONNECTION TO CONVENTION CENTER
- BANQUET HALL PRE-FUNCTION FACES PARK
- DOUBLE-HEIGHT RETAIL SPACE FACES SIDEWALK AND PARK
- PORTE COCHERE AND ENTRANCE COURT RECESSED ONLY AT GROUND LEVEL - ALIGNS WITH TCC FACADE
NOTE: Views illustrate building massing and configuration at the sidewalk groundplane. Street trees, light standards, site furniture, and other streetscape appurtenances omitted for clarity.

BUILDING FRONTAGE EXTENDS TO PROPERTY LINE WITH INSET PORTE COCHERE

ENTRANCE PORTE COCHERE INTEGRATES WITH TCC FRONTAGE AND PLAZA

RETAIL FRONTAGE HAS HIGH TRANSPARENCY TO SIDEWALK

SIDEWALK AND FRONTAGE CONTINUES FROM TCC INTO PORTE COCHERE & PLAZA
EMERGING ICON

TEXTURE - SKYLINE - WEAVING SURFACES - LIGHT EFFECTS - A NEW LANDMARK FOR TACOMA

Iconic Presence - Blending of OLD AND NEW - TRANSPARENCY - COLOR - OVERLAP

TACOMA

ANKROM MOISAN ARCHITECTS & YARETON INVESTMENT, LLC
TACOMA LANDMARK PRESERVATION COMMISSION
CLOSING QUESTIONS

ADDITIONAL DISCUSSION POINTS

- Podium Materials:
  - Brick color
  - Window frames
  - Paving patterns

- Garage Entrances:
  - Gate treatments

THANK YOU!
APPENDIX 1:

PLANS AND SECTION
UPDATED PLANS

LEVEL 01
DROP-OFF, HOTEL LOBBY, CAFE, RETAIL
ELEVATION - 71'

LPC CONCERNS FROM PREVIOUS MEETINGS
- Pedestrian experience
- Vehicular crossing

PROPOSED SOLUTIONS
- One way entry only to garage
- Internal auto circulation
- Sidewalk continuity and pedestrian safety features
LEVEL 02
RETAIL, RESTAURANT, LOADING, MECH & BOH
ELEVATION - 85'

DESIGN UPDATES
- Direct access to existing TCC garage
- Internal ramp system connects all parking levels
LEVEL 03
BALLROOM, KITCHEN,
LINK TO CONVENTION CENTER
ELEVATION - 96'

LPC CONCERNS FROM PREVIOUS MEETINGS
- Loading access and turn around

PROPOSED SOLUTIONS
- Parking & loading areas are separate
- Truck straight back-in
LEVEL 05
PARKING, BOH & MECHANICAL
ELEVATION - 118’

FEATURES
- Outdoor space providing best views and sun access
- Overlooking Commerce and plaza

Ankrom Moisan Architects & YARETON INVESTMENT, LLC
Tacoma landmark preservation commission

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LEVEL 06
PARKING, HOTEL ROOMS, POOL MECH.
ELEVATION - 128'
Prairie Line Trail

“ORIGIN, MYTH, & MEANING

Cities have origin myths. They are the stories they tell themselves, often without much concern for authenticity or fact. They are usually semi-heroic episodes about military conquest, a founder’s lucky discovery of an unexplored, unclaimed Eden or the arrival of pioneers after a gauntlet of hardships. Statues and plaques are mounted to mark where the city was born, and as time and convenience work their magic, things move around.

Tacoma’s beginnings have no such mythic romance. Our city was born, or perhaps more accurately avoided dying, in the cold winter season of 1873 . . .”

* * *

To get the full story, please visit www.prairielinetrail.wordpress.com! This site will be updated frequently with stories, project updates, and events.

THE PRAIRIE LINE TRAIL INTERPRETIVE PROJECT

The City of Tacoma was awarded a Washington State 2015-2017 Heritage Capital Projects Fund grant for the Prairie Line Trail Historic Interpretation Project. The overall Prairie Line Trail project converts one mile of the historic Prairie Line railroad corridor, through downtown Tacoma, into a signature public space integrating a multi-use trail, historic/cultural interpretation, public art, multimedia, and green features.

The project area lies within the Union Station Conservation District and Union Depot/Warehouse Historic District, the Brewery District, and the Tacoma waterfront.

For more details on plans for the Prairie Line Trail Project, please visit www.cityoftacoma.org/PLT

UPCOMING EVENTS

Prairie Line Trail Community Meeting
July 21st, 5:30PM-7PM
Washington State History Museum during Third Thursday. Come tell us what your Prairie Line Trail looks like and what it means to you! Meet the project team and participate in discussions about the project. Free refreshments & entry to museum.

UWT/Prairie Line Trail Walk
October 5th, Noon-1PM
Base of the UWT stairs at S. 19th & Pacific Ave. Organized by Downtown on the Go with historian Michael Sullivan of Artifacts Consulting, Inc. leading the walk.

* * *

Sharing about the Prairie Line Trail on social media?
Use the hashtag #PrairieLineTrail to share your photos and thoughts with us!

THE PROJECT TEAM

- City of Tacoma staff from Planning & Development Services & the Historic Preservation Office
- Artifacts Consulting, Inc.

CONTACT

Elliott Barnett, Associate Planner
Elliott.barnett@cityoftacoma.org
(253) 591-5389

Lauren Hoogkamer, Historic Preservation Coordinator
lhoogkamer@cityoftacoma.org
(253) 591-5254