

Members

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



Agenda

Landmarks Preservation Commission Planning and Development Services Department

Marshall McClintock, North Slope Ex-Officio

Staff

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

Date: January 25, 2016
Location: 747 Market, Tacoma Municipal Bldg, Conference Room 248
Time: 5:30 p.m.

1. ROLL CALL

2. CONSENT AGENDA

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

3. BOARD BRIEFINGS

- | | | |
|---|---------------------------------|---------|
| A. North Slope Historic Streets Maintenance Standards | Kurtis Kingsolver, Public Works | 20 mins |
|---|---------------------------------|---------|

4. DESIGN REVIEW

- | | | |
|---|---|---------|
| A. The Brewery Blocks (Individual Landmark/Union Station Conservation District) <i>Mixed Use Development</i> | Troy Spurlock, Horizon Partners Northwest, Inc. | 30 mins |
|---|---|---------|

5. PRESERVATION PLANNING/BOARD BUSINESS

- | | | |
|----------------------------------|-------|--------|
| A. Events and Activities Updates | Staff | 5 mins |
|----------------------------------|-------|--------|

6. CHAIR COMMENTS

Next Regular Meeting: February 8, 2017, 747 Market Street, Tacoma Municipal Bldg., Rm. 248 5:30 p.m.

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Members

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Draft



MINUTES

Landmarks Preservation Commission Planning and Development Services Department

Marshall McClintock, North Slope Ex-Officio

Staff

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

Date: January 11, 2017

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

Commission Members in Attendance:

Katie Pratt, *Chair*
Jonah Jensen, *Vice-Chair*
Brittani Flowers
Lysa Schloesser
James Steel
Jeff Williams
Kevin Bartoy
Ken House
Marshall McClintock

Staff Present:

Reuben McKnight
Lauren Hoogkamer
John Griffith
Anneka Olson

Others Present:

Cynthia Padilla
Mimi Sheridan
Rick Nannenga
Gail Gellar

Commission Members Absent:

Roger Johnson
Eugene Thorne

Chair Katie Chase called the meeting to order at 5:32 p.m.

1. ROLL CALL

- A. New Commissioner Introductions
- B. New Intern Introduction

2. CONSENT AGENDA

- A. Excusal of Absences
- B. Approval of Minutes: 12/14/16

The consent agenda was approved.

3. DESIGN REVIEW

- A. 714 North K Street (North Slope Historic District)
New Garage

Ms. Hoogkamer read the staff report.

BACKGROUND

Built in 1889, this is a contributing property in the North Slope Historic District. On November 18, 2015, the Landmarks Preservation Commission approved a code enforcement action for the demolition of the garage. The new owner is now proposing to build a new 22'x24,' alley-accessed garage, in a similar style. The garage siding will be Hardiplank, painted to match the house, with white trim. The garage height will be 10'-8" with a metal flashing roof. A composite window and door will face the house. The garage doors will be paneled and there will be a small parking pad adjacent to the garage.

Other proposed work includes replacing several vinyl windows, on the main house, with composite wood windows and replacing the deck railing. The applicant has provided an example of the railing; the material would be either wood or composite.

ACTION REQUESTED

Approval of the above scope of work.

STANDARDS

North Slope Historic District Design Guidelines

Windows

1. **Repair Original Windows Where Possible.** Original wood windows that are in disrepair should be repaired if feasible. The feasibility of different approaches depends on the conditions, estimated cost, and total project scope. Examples of substandard conditions that do not necessarily warrant replacement include: failed glazing compound, broken glass panes, windows painted shut, deteriorated paint surface (interior or exterior) and loose joinery. These conditions alone do not justify window replacement.

Repair of loose or cracked glazing, loose joinery or stuck sashes may be suitable for a carpenter or handyperson. Significant rot, deterioration, or reconstruction of failed joints may require the services of a window restoration company. If information is needed regarding vendors that provide these services, please contact the Historic Preservation Office.

2. **Replace windows with a close visual and material match.** When repairing original windows is not feasible, replacement may be considered.
 - Where replacement is desired, the new windows should match the old windows in design and other details, and, where possible, materials.
 - Certain window products, such as composite clad windows, closely replicate original appearance and therefore may be appropriate. This should be demonstrated to the Commission with material samples and product specification sheets.
 - Changing the configuration, style or pattern of original windows is not encouraged, generally (for example, adding a highly styled divided light window where none existed before, or adding an architecturally incompatible pattern, such as a Prairie style gridded window to a English Cottage house).
 - Vinyl windows are not an acceptable replacement for existing historic windows.

Depending on specific project needs, replacement windows may include:

- Sash replacement kits. These utilize the existing window frame (opening) and trim, but replace the existing sashes and substitute a vinyl or plastic track for the rope and pulley system. Sash replacement kits require that the existing window opening be plumb and square to work properly, but unlike insert windows, do not reduce the size of the glazed area of the window or require shimming and additional trim.
- An insert window is a fully contained window system (frame and sashes) that is "inserted" into an existing opening. Because insert windows must accommodate a new window frame within the existing opening, the sashes and glazed area of an insert window will be slightly smaller than the original window sashes. Additional trim must be added to cover the seams between the insert frame and the original window. However, for window openings that are no longer plumb, the insert frame allows the new sashes to operate smoothly.

3. **Non-historic existing windows do not require "upgrading."** Sometimes the original windows were replaced prior to the formation of the historic district, and now must be replaced again. Although it is highly encouraged, there is no requirement to "upgrade" a non-historic window to a historically appropriate wood window. For example, a vinyl replacement window may be an acceptable replacement for a non-historic aluminum horizontal slider window, especially if the historic configuration (vertically operated sash) is restored.

Guidelines for Porches

1. **Retain existing porches and porch details.** The original design elements of existing historic porches, when present, should be maintained. Major changes to configuration or ornamentation should be avoided. Missing or deteriorated details, such as columns and railings, should be repaired or replaced in kind.
2. **Avoid adding architecturally inappropriate details.** Items such as porch columns reflect the architecture of the home. Tapered columns atop piers are emblematic of Craftsman homes, but are not appropriate on Victorian era houses. Likewise, scrollwork, turned posts, or gingerbread are not appropriate on a Craftsman home. Replacement elements that have no historic design relationship with the architecture diminish the historic character of the building.
3. **Replace missing porches with designs and details that reflect the original design, if known. Avoid adding conjectural elements.** Photographic or other documentary evidence should guide the design of replacement porches. Where this is unavailable, a new design should be based on existing original porches from houses of similar type and age.

Garages & Parking and New Construction

1. **Alley accessed parking is the typical and predominant residential parking configuration in the district.**
Residential driveways and garages facing the street are typically only appropriate when there is no alley access, or other site constraints prevent alley accessed parking (such as a corner lot).
2. **Minimize views of parking and garages from the public right-of-way.** Parking areas and garages should be set toward the rear of the lot to minimize visibility from primary rights of way. Parking lots and banks of garage doors along the front facade of a building do not conform to the character of the neighborhood. Where it is not possible to locate a parking structure to conceal it from view, it should be set well back from the front plane of the primary structure on the property. Off-street parking lots have no historic precedent in the residential areas of the neighborhoods and should be located behind the building and away from the street.
3. **Attached garages and carports are inappropriate.**
4. **Goal:** Balance the overall height of new construction with that of nearby structures. **Guideline:** New buildings should be comparable in height to adjacent structures. Buildings that are substantially taller or shorter than the adjacent historic buildings should be avoided.
5. **Goal:** Relate the size and proportions of new buildings and their architectural elements to those of the neighborhood.
Guideline: Building facades should be of a scale compatible with surrounding buildings and maintain a comparable setback from the property line to adjacent buildings, as permitted by applicable zoning regulations.
6. **Goal:** Break up the facades of buildings into smaller varied masses comparable to those contributing buildings in the residential historic districts. **Guideline:** Variety of forms is a distinguishing characteristic of the North Slope and Wedge residential communities. Smaller massing—the arrangement of facade details, such as projections and recesses—and porches all help to articulate the exterior of the structure and help the structure fit into the neighborhood. Avoid large, blank planar surfaces.
7. **Goal:** Emphasize entrances to structures. **Guideline:** Entrances should be located on the front facade of the building and highlighted with architectural details, such as raised platforms, porches, or porticos to draw attention to the entry. Entrances not located on the front facade should be easily recognizable from the street.
8. **Goal:** Utilize traditional roof shapes, pitches, and compatible finish materials on all new structures, porches, additions, and detached outbuildings wherever such elements are visible from the street. Maintain the present roof pitches of existing contributing buildings where such elements are visible from the street.

Guideline:

1. Shape and Pitch: Typically, the existing historic buildings in the districts either have gable roofs with the slopes of the roofs between 5:12 to 12:12 or more and with the pitch oriented either parallel to or perpendicular to the public right-of-way or have hipped roofs with roof slopes somewhat lower.

2. Architectural Elements: Most roofs also have architectural details, such as cross gables, dormers, and/or "widow's walks" to break up the large sloped planes of the roof. Wide roof overhangs, decorative eaves or brackets, and cornices can be creatively used to enhance the appearance of the roof.

3. Materials: Roofs that are shingle or appear to be shingle, or composition roofs, are the typical historic material compatible with the district. Seam metal may be an acceptable material for simple roof structures. Slate, faux slate and terra cotta tiles are not appropriate for the districts.

9. **Goals:** Use compatible materials that respect the visual appearance of the surrounding buildings. Buildings in the North Slope and Wedge Neighborhoods were sided with shingles or with lapped, horizontal wood siding of various widths. Subsequently, a few compatible brick or stucco-covered structures were constructed, although many later uses of these two materials do not fit the character of the neighborhood.

Guideline:

1. New structures should utilize exterior materials similar in type, pattern, configuration and appearance to those typically found in the neighborhood.

2. Stucco, especially commercial EIFS systems like Dryvit, is not acceptable for the historic district.

3. Faux materials, such as vinyl or metal siding, are not acceptable for the historic district.

4. Certain siding patterns, including board and batten and panel, are not historically common in the district and should not be used.

5. Cementitious products, such as Hardiplank, may be acceptable in the district if installed in a historically correct pattern (for example, horizontal lapped siding or shingle). In such cases, the product used shall be smooth in texture (faux wood grain finish is NOT acceptable).

6. Engineered products for trim and molding, if demonstrated to be similar in appearance to painted wood, may be an environmentally responsible substitute for wood on new structures. In such cases, the applicant should demonstrate to the Commission, via product literature and material samples, that the product is compatible.

10. **Goals:** Respect the patterns and orientations of door and window openings, as represented in the neighboring buildings. Window and door proportions (including the design of sash and frames), floor heights, floor shapes, roof shapes and pitches, and other elements of the building exterior should relate to the scale of the neighborhood.

Guideline:

1. Placement. Typically, older buildings have doors and transoms that matched the head height of the adjacent windows. New structures should utilize this pattern.

2. Doors. Doors should be or appear to be paneled and/or contain glazed openings.

3. Windows. New structures should utilize existing historic window patterns in their design. Windows should be vertically oriented. Large horizontal expanses of glass may be created by ganging two or more windows into a series. Historically, the typical window in the district was a double hung sash window. Casement windows were commonly used for closets, nooks, and less commonly, as a principal window type in a structure. Many double hung sash windows had the upper sash articulated into smaller panels, either with muntin bars, leaded glazing, or arches. Commonly, windows were also surrounded with substantial trim pieces or window head trim.

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. Original windows are being repaired.
3. Non-historic vinyl windows are being upgraded to composite windows.
4. The replacement porch railing is similar to other railings found in the district.
5. The garage is alley-accessed and sited towards the rear of the lot where it is minimally visible from the right-of-way.
6. The garage height and style are similar to the demolished garage, as well as others in the district.
7. Hardiplank siding and composite windows are acceptable materials for new garages, according to the district design guidelines.

RECOMMENDATION

Staff recommends approval of the application.

The owner commented that when he gave the project to the architect the idea was to recreate what was originally there. He commented that the previous garage never matched the original house but it did match the period when garages were added in the neighborhood. He added that there were other similar garages in the neighborhood.

Commissioner Schloesser asked if he was basing it on other garages in the neighborhood or if he had documentation. The owner responded that it would be similar to the style of a garage shown in the packet.

Commissioner Schloesser asked about the location of the windows that were being replaced. The owner responded that they were working on the two upper windows on the back of the house and that they were only replacing the trim as the windows were in decent shape.

Mr. McClintock commented that it was great that people were moving into the house, which had been vacant for about five years. He commented that the garage looked great and suggested that they use double hung vertical windows instead of horizontal slide windows or something that looks more like the casement windows on the house.

There was a motion.

"I motion to approve the plans as submitted for 714 North K Street with the recommendation of using a vertical single hung window instead."

Motion: Williams

Second: Schloesser

The motion was approved unanimously.

4. BOARD BRIEFINGS

- A. Theater District Station Relocation (Old City Hall Historic District)

Mr. McKnight read the staff report.

BACKGROUND

Sound Transit is currently in Final Design phase for the expansion of the Tacoma Link Light Rail, which will add 2.4 miles of track from downtown to Hilltop. This expansion will include six new center platform station stops and the relocation of the Theater District Station to two blocks north along Commerce Street just south of the existing

Spanish Steps and the I-705 on- and off-ramps. The new station will consist of a center-platform from which patrons can access trains in both directions. Pedestrian access will be from the location of an existing mid-block crosswalk, and the platform will have a single entry at the north end of the platform. The design team will be presenting updated images for feedback.

Cynthia Padilla, Sound Transit, provided an update on the Sound Transit expansion and the Theater district station relocation. She reported that the project would add a 2.4 mile extension to the existing line from Downtown to Hilltop. She commented that during final design they would continue the work on developing the location of the trackwork, developing the station designs, conducting fieldwork, developing construction documentation, and would be working on a streetscape project in conjunction with the City. Ms. Padilla reported that as part of the community and third party coordination they had conducted a number of community outreach events. Regarding project milestones, Ms. Padilla noted that they would reach the 60% milestone in spring. The 90% milestone would be mark when the project was essentially complete and would include additional outreach.

Design standards were discussed. Ms. Padilla noted that the existing station platforms had some variation in how they were designed, commenting that they would be standardizing the station layouts for the new stations. She discussed the station design platform criteria for the new stations reviewing an image that showed how the various components fit together. She noted that the station platforms were typically 60 feet long with an entry at one end, tracks on either side, and cars running in the same lane as the trackway. She discussed materials being used, noting that they would use yellow platform edge tile and stainless steel in the touch zone. The canopy structures would be painted steel using a color palette of medium gray, dark blue, black, light grey, yellow, and red paint. Canopy windscreens would have various sizes at the different stations, but they were seeking to make glazing panels a standard size. The did want to have light passing through the canopy, so if they chose to use glazing in the canopy above it would be translucent. She noted that they would have standard signage and information panels throughout the extension. They would also have waste receptacles, fare payment kiosks, and Orca Card readers for the extension. She noted that the overhead contact system, which supplies power to the trains, would also be present on the extension.

Ms. Padilla reported that there would be seven new station platforms with six being single-ended and one being double-ended. Five of the new platforms would be 60 feet long and two platforms would be 100 feet long. The Theater District station would be relocated two blocks north of the existing station to bring the location to more of an even distance to the next station. There would also be new traction power substations (TPSS), which would be screened in visible areas. The four new TPSS sites would be in non-historic locations.

Ms. Padilla discussed the art program, noting that typically they have a selection panel comprised of City representatives, community representatives, and art professionals who would be commissioned to hire either one or a group of artists for the whole extension including the Theater District station. They would be hiring an artist, ideally local, within the next quarter at the same time as a fabricator so they could work together.

The new Theater District station was discussed. Ms. Padilla reported that the new Theater District station would be located near the Elk's Lodge and Old City Hall and adjacent to the Spanish Steps. She discussed images of the proposed Theater District station, noting that the hope was to use a design that would be used throughout the extension but also be elegant enough to fit within the context of the neighborhood. The platform plan was discussed, Ms. Padilla noting the locations of canopies, information panels, benches, and ticket kiosks. The locations of the canopies were intended to ensure that at least one car door would be covered. Emily Refi, Waterleaf Architecture, added that the intent was to keep the original curb line on the street and maintain the existing bike lanes. On the east side of the platform they would be changing the parking from angle to parallel parking to accommodate the new station. She added that the original idea was to have a single centered canopy, but they chose to use two offset smaller canopies due to the narrow width of the platform and the desire to create an open circulation pattern.

Commissioner Steel asked where vertical pylons supporting the canopy would be located. Ms. Padilla noted where the two pylons for each canopy would be located on an image.

Commissioner Flowers asked how they had decided on the center platform for the location. Rick Nannenga, HDR,

responded that they had considered side platforms at the original location and further down, but there were many constraints to using side platforms further down the line and support from the Council for a center platform. Mimi Sheridan, Historic Preservation Consultant, commented that not wanting to obscure the surrounding historic buildings was also a factor. Mr. Nannenga commented that moving it helped with the overall spacing of the stops.

Commissioner House asked if there would be evidence of the original station after it was relocated or if there would be something left behind. Mr. Nannenga responded that the original Theater District station would be removed and the space would be converted back into parking.

Ms. Padilla discussed an image of the station platform that illustrated the scale of the train and canopies relative to the surroundings. Ms. Refi commented that the design of the canopy took into consideration that they wanted to leave room for artists to install their work. She noted that the vertical columns were a one place for art to go above the canopy. Artwork could also be located on the cantilevered beams. She added that the station design was meant to be timeless, not modern or mimicking the style of the surrounding buildings.

Commissioner House asked if they would be returning to the Commission with the proposed artwork, noting that what he liked about the proposed station design was that it was not distracting from the existing buildings. Ms. Padilla responded that the intention was for the arts commission to review the content of the art, but they could provide briefings to the Commission. Mr. McKnight noted that if the Commission had guidance regarding things like general location/scale for potential artwork or concerns about visual clutter they could communicate that.

Commissioner Steel commented that it would be nice to see a plan view and a perspective looking across the street to show how the railings and crossing elements integrate with the design. Mr. McClintock commented that he would like to see where the powerlines would be placed in the section. Commissioner Steel clarified that his concern was mostly about how the crossing integrates with the Spanish Steps. Ms. Refi reviewed that they were planning on keeping the crossing in the same location with the same relationship to the Spanish Steps. She added that they could show the power poles in the next version of the images.

Commissioner Williams expressed concern that artwork placed on the vertical pilasters at the station could compete with the buildings and that the buildings were art themselves. He added that he liked the very simple vertical and horizontal planes of the canopy structure and that he would not want to see sculptures on the canopy or vertical pilasters. Vice-Chair Jensen commented that the smaller in profile that the structural steel can be, the better.

Commissioner Bartoy, noting that they would be standardizing the station design for the extension, asked if they would be drawing out the uniqueness of any of the locations. Ms. Padilla commented that the art program was one opportunity for differentiation.

Ms. Padilla reviewed renders of the station location, noting that the overall width of the station platform was 12 feet. Ms. Refi reported that they were considering use of colored paving for the platform. Commissioner Steel commented that there was so much architectural richness in the location that he would like to see the paving color downplayed as much as possible. Commissioner Flowers commented that she would prefer that they not use colored pavement at the other new stations as well.

Ms. Padilla discussed the station naming process, which would gather suggestions from the public that would be taken into consideration by the board.

Chair Chase commented that the overall design seemed relatively timeless, noting that they still had not seen details like what the screening would be. She commented that using as minimal a touch as possible would allow the station to be noticed as a transit stop, but would not distract from the historic district around it.

5. PRESERVATION PLANNING/BOARD BUSINESS

A. Amendments to the Guidelines and Inventory *Findings and Conclusions*

Mr. McKnight read the staff report.

BACKGROUND

Once annually, the Commission may review and amend inventories, guidelines, and Commission Bylaws. Tacoma Municipal Code 13.07 requires the Landmarks Commission to adopt and maintain an inventory of historically “contributing” and “noncontributing” properties as well as district guidelines to guide the design review process. “Contributing” properties are those that contribute to the district’s historical associations or architectural qualities. Exterior alterations to contributing properties require the approval of the Commission prior to the issuance of building permits.

PROPOSED AMENDMENTS:

Inventory

1315 N. 11th (correct build date to 1940)

1320 N. 8th (change from “noncontributing” to “contributing”)

Wedge-North Slope Design Guidelines

Amend the guidelines for new construction for windows to prohibit vinyl windows in new construction projects (except for garages).

Bylaws

On May 11, 2016, the Landmarks Preservation Commission approved a notification policy for nearby and adjacent property owners for “significant” projects within historic districts, particularly the North Slope Historic District. Discussion included consideration of the size of the radius for notification, and the potential threshold trigger for such notifications.

Staff recommends allowing painting of individual landmarks to be approved by 24 hour administrative review.

ACTION REQUESTED

Approve, amend, or deny the proposed amendments.

EFFECTS

Exterior alterations to contributing properties require the approval of the Commission prior to the issuance of building permits. Adjacent properties are not affected by this inventory change. Future new construction will be required to incorporate historically compatible windows in the design.

ANALYSIS

The Landmarks Preservation Commission received the following comments regarding the proposed changes:

- Julie and Jay Turner, as well as the North Slope Historic District Board, support the reclassification of 1320 N. 8th.
- Julie and Jay Turner, Don Divers, Curt Stoner, and Ross Buffington support the changes to the design guidelines.
- No opposing comments were received.
- The owner of 1320 N. 8th requested clarification on the reasoning behind the change, which was briefly addressed by Commissioner McClintock at the hearing.

RECOMMENDATION

Staff recommends approval of the proposed changes.

There was a motion.

I move that the Landmarks Preservation Commission approve the proposed amendments to the Bylaws, Inventory, and Wedge-North Slope Design Guidelines, as submitted.”

Motion: Steel

Second: Flowers

The motion was approved unanimously.

B. Officer Elections

Mr. McKnight reviewed that each year the Commission nominated officers for Chair and Vice-Chair. He noted that there were no specific requirements in the Bylaws for the manner in which officers were elected. Commissioners concurred with maintaining the current Chair and Vice-Chair.

There was a motion.

“I move that we maintain our Chair and Vice-Chair.”

Motion: Williams

Second: Steel

The motion was approved unanimously.

C. Events and Activities Updates

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

2017 Events

1. Landmarks Commissioner Training (9am-4:30pm TBD @ Tacoma Convention Center, March 7th)
2. Trivia Night, March TBD
3. Historic Preservation Month (May TBD)
4. Washington Trust for Historic Preservation Youth Heritage Program: Maritime Heritage (July TBA)
5. Arts Month (October TBD)
6. Fourth Annual Holiday Heritage Dance (November TBD)

6. CHAIR COMMENTS

There were no comments from the Chair.

The meeting was adjourned at 6:43 p.m.

Submitted as True and Correct:

Reuben McKnight
Historic Preservation Officer



STAFF REPORT

January 25, 2017

BOARD BRIEFINGS

AGENDA ITEM 3A: Historic Streets Maintenance Standards

Kurtis Kingsolver, Public Works

BACKGROUND

The Public Works Department will present its recommendations for the development of repair and replacement standards for cobblestone and brick street surfaces to the Landmarks Preservation Commission, should certain sections be designated as City Landmarks by City Council.

The attached memo is intended to provide background on the department's position on historically designated streets in preparation for discussion with the Commission.

ACTION REQUESTED

This is a briefing. No action is requested.

DESIGN REVIEW

AGENDA ITEM 4A: The Brewery Blocks (Individual Landmark/Union Station Conservation District)

Troy Spurlock, Horizon Partners Northwest, Inc.

BACKGROUND

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

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

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

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

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

as required for utility line clearance but the remaining three elevations will rise from existing exterior walls. The North and South elevations will rise as a continuous smooth party wall with punched window openings and simple flat sills.

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

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

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

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

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

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

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

ACTION REQUESTED

At this time, the applicant is seeking:

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

STANDARDS

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

Included in the packet.

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

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
9. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

ANALYSIS

1. This property is on the Tacoma Register of Historic Places and in the Union Station Conservation District and, as such, new construction is subject to review by the Landmarks Preservation Commission pursuant to TMC 13.05.047.
2. The Landmarks Preservation Commission may, at its discretion, waive mandatory requirements imposed by the design guidelines. In determining whether a waiver is appropriate, the Landmarks Preservation Commission shall require an applicant to demonstrate by clear and convincing evidence that, because of special circumstances not generally applicable to other property or facilities, including size, shape, design, topography, location, or surroundings, the strict application of those mandatory requirements would be unnecessary to further the purposes of this chapter.
3. The Hunt Mottet Warehouse was originally intended to have six stories. The new addition will match the historic design and original plans, but will differentiate in color to differentiate the old and the new elements.
4. The Commission has been briefed previously on this project, including during the nomination discussion and design briefing, and has expressed support for the approach. The existing structure is being restored and rehabilitated. The historic character of the building is being retained and the additional will follow the historic design.
5. The new garage structure at 2120 has been redesigned in response to Commission feedback. The proposed materials reflect the prominent materials in the district, which include brick and metallic finishes, and the design incorporates the design guidelines emphasis on storefronts and the pedestrian experience.

6. The signs include light colored letters on a dark background, as well as exterior illumination and materials, as recommended in the guidelines.
7. The proposed building colors and materials complement both the historic and new elements of the district.
8. The proposed height of 2200 Commerce Street, is above the 85' cap recommended in the design guidelines. However, this recommendation is set to respect the prominence of the Union Station dome cap and this site is set at the edge of the conservation district. The height of this development would not obstruct the view of Union Station and the Landmarks Preservation Commission may waive this guideline. The Commission previously reviewed this item on December 14, 2016.
9. The scale of the proposed buildings reflects the warehouse design and massing of the surrounding district.

RECOMMENDATION

Staff recommends approval of the application.

Recommended language for approval:

I move that the Landmarks Preservation Commission approve the application for The Brewery Blocks, as described in the scope above, including the addition at 2110, construction of the garage at 2120, and the overall massing for 2200 and 2250.

PRESERVATION PLANNING/BOARD BUSINESS

AGENDA ITEM 5A: Events & Activities Update

Staff

2017 Events

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

Design Guidelines and Introduction to the Union Depot/Warehouse District

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.



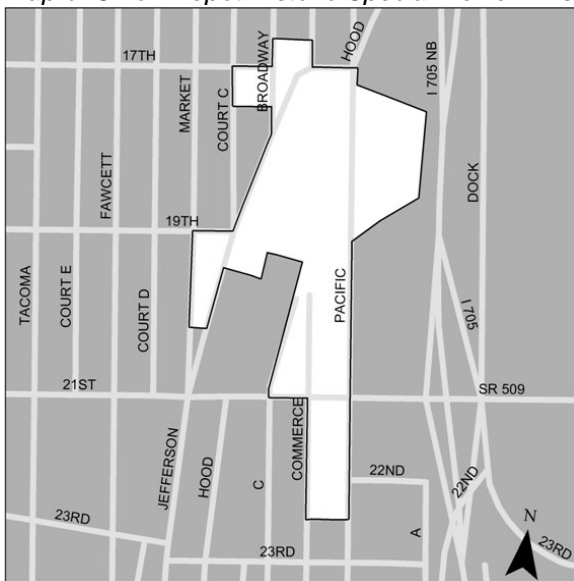
Union Station (1911) itself is a stunning landmark, with its massive arches and a copper-clad dome. The adaptive reuse of Union Station as a Federal Courthouse earned the City of Tacoma a National Preservation Honor Award in 1994.

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.

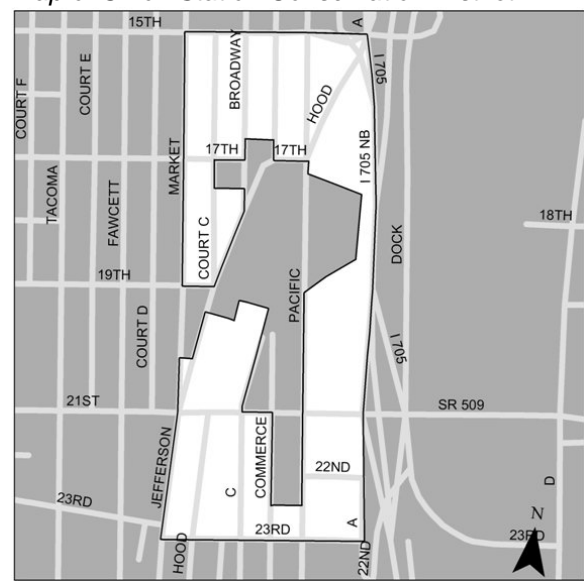
2. Boundaries

The approximate boundaries of the areas subject to the district design guidelines are illustrated below.

Map of Union Depot Historic Special Review District



Map of Union Station Conservation District



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.



TO: Landmarks Preservation Commission
FROM: Kurtis D. Kingsolver, P.E., Public Works Director/City Engineer /KDK
Rae Bailey, Division Manager, Public Works Street Operations
COPY: Peter Huffman, Director, Planning and Development Services
Reuben McKnight, Historic Preservation Officer, Planning and Development Services
SUBJECT: Historic Streets
DATE: January 25, 2017

SUMMARY

On January 25, 2017, the Public Works Department will present its recommendations for the development of repair and replacement standards for cobblestone and brick street surfaces to the Landmarks Preservation Commission (Commission), should certain sections be designated as Historic Landmarks by City Council. This memo is intended to provide background on the department's position on historically designated streets (historic streets) in preparation for this discussion with the Commission.

BACKGROUND

On May 8, 2013, the Commission formally recommended designation of portions of several streets – the 700-1000 Blocks of North 9th, 10th and 11th Streets – in response to a nomination submitted by the North Slope Historic District Association. The streets affected are in both the Stadium Seminary National Register Historic District as well as the North Slope Historic District (the latter of which is listed at the local, state, and national levels). This nomination was reviewed following several years of discussion regarding the eligibility of streets in Tacoma for historic designation and a series of code changes that first excluded, and then allowed, streets to be designated to the Tacoma Register of Historic Places.

The Commission is the entity responsible for initial review of nominations to the Tacoma Register of Historic Places, and is also assigned the role of reviewing projects that affect properties on the historic register (City Landmarks). To date, no streets have been designated as City Landmarks. In the North Slope Historic District the City has distinct standard plans for driveways, sidewalks, and streetlights, and the Public Works Department believes a similar approach is necessary for streets designated as historic landmarks.

Required maintenance for right-of-way features such as pavement, street lights, signals, signs, and sidewalks exceeds current resources. To help reduce the backlog of deferred maintenance, the City Council has acted to dedicate funding towards maintenance of City streets. City Council initiated actions including the creation of the Transportation Benefit District, and reserving two percent of utilities gross earnings for street maintenance. Additionally, in 2015 two street maintenance propositions were approved by Tacoma voters. Despite these dedicated resources about half of the City's residential streets are rated as poor or very poor and the City has approximately 167 blocks of residential streets that are still gravel.

ISSUE

Under Section 13.07.030 of the Tacoma Municipal Code, "rights-of-way" are included in property that may be nominated for historic preservation so long as the section of road meets the criteria as determined by the Commission. If a section of street is designated, maintenance

activities to historic streets would also require the Public Works Department, utility, or abutting property to go before the Commission for design review if the work results in a change of material or appearance.

At the time of the Commission's recommendation to designate these streets, there was no policy regarding treatment of such streets. Due to their unique characteristics, the preservation and maintenance of cobblestone and brick streets presents specific technical and financial challenges not shared with modern asphalt and concrete road surfaces. Because the Public Works Department is responsible for the maintenance and installation of City streets, it is important to discuss those challenges and to arrive at a mutually acceptable standard approach for future work involving historically designated streets so the Commission is properly informed as applications are submitted.

Replacement of cobblestone or brick streets with matching material costs about ten times more than replacing the same street with asphalt, and almost five times as much as replacing with concrete. With much of the City's infrastructure in disrepair, the City does not consider it fiscally responsible or equitable to devote such a disproportionate amount of resources towards repairing or replacing cobblestone streets with matching material in an effort to preserve historic character. Additionally, in the event of a failed side sewer, homeowners would face the total replacement cost of repairing a historic street with matching material.

PROPOSED APPROACH

The Public Works Department recognizes there is value in preserving historic assets. However, given limited resources the City must balance that value against other priorities. To achieve that balance, the Public Works Department is proposing that the Commission consider the development and adoption of a standard plan approach for streets designated as historic, similar to the standard plans on file for the North Slope Historic District for curb cuts, driveways, sidewalks and street lights.

The Public Works Department proposes the following standard treatments (plans and specifications would be developed if the Commission concurs with these recommendations):

- Stamped pattern concrete would be the standard replacement for historically designated brick or cobblestone historic streets, where the entire street must be replaced. For utility trenches that run an entire block length, the Public Works Department would recommend the same approach of using a stamped concrete in the required restoration area.
- For site specific work such as a small section for a sewer-line connection, the standard approach would be to retain and replace the disturbed cobblestones and bricks to the extent feasible.

The Public Works Department believes stamped concrete has multiple advantages over brick and cobblestone streets including:

- Stamped concrete replacement is about a third the cost of cobblestone or brick replacement.
- It provides a smoother riding surface for vehicles, bicycles, and other users than cobblestone, and is also safer for pedestrians as well as being ADA compliant.
- Stamped concrete can achieve a similar aesthetic as cobblestone and brick streets.

In the event a street is designated a Historic Landmark, the Public Works Department estimates it would cost approximately \$140,000 per block to replace the street with stamped concrete using the above approach.

In cases where the entire block is being replaced, and abutting residents want to replace the street with in-kind material, the Public Works Department would offer residents the opportunity to participate in a Local Improvement District. The financial participation on the part of the City would be limited to the cost of replacing the street with stamped concrete using the standard approach, with the abutting property owners paying the difference. In this way, abutting owners will have the option of preserving the street as it was historically.

OTHER CONSIDERATIONS

This memorandum has been written under the assumption that the Commission's recommendation for designation of the above-named brick and cobblestone streets will be presented to the City Council at a future date. However, an alternative policy approach could be to consider amending the historic district codes (TMC Chapter 13.07 and other relevant areas) to include existing exposed brick and cobblestone streets within designated local historic districts as protected as part of the standard historic district requirements. In this case, the Public Works Department would propose the same management approach as outlined above.

NEXT STEPS

If the Commission supports this standard approach, the Public Works Department proposes that the Commission review work on such streets only when there is a departure from this approach. The Public Works Department will return to the Commission with a recommended standard plan/policy consistent with the above description. This will be communicated to the City Council as it considers the designation request.

If held to a standard of replacing historically designated streets in-kind, the Public Works Department would strongly recommend against the listing of such streets based on the reasons outlined above. Furthermore, the Public Works Department would request that nominations only move forward if abutting property owners reach a cost sharing agreement with the City on how the nominated street be maintained. The Public Works Department estimates that cost difference to be about \$310,000 per block. If the Commission elects to choose this route, the Public Works Department would request abutting property owners are made aware of this situation at the time an application is received and will make the same recommendation to the City Council when the designating resolution is under consideration.

Street Restoration Cost Estimate by Pavement Type

| Pavement Type | Estimated Full Block Replacement Cost |
|-------------------|---------------------------------------|
| Asphalt | \$41,000 |
| Concrete | \$98,000 |
| Stamped Concrete | \$145,000 |
| Cobblestone/Brick | \$454,000 |

Landmarks Preservation Commission

Tacoma Community and Economic Development Department



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

TACOMA REGISTER OF HISTORIC PLACES NOMINATION FORM

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

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

| | | | |
|--|---|--|-------------------------------------|
| Property Name | | | |
| Historic | Brick and stone pavements on N. 9 th , N. 10 th , and N. 11 th Streets between N. K and N. G Streets | Common | "the cobblestone streets" |
| Location | | | |
| Street Address | 700, 800, 900, and 1000 blocks of N. 9 th and N. 10 th Streets and the 800, 900, and 1000 blocks of N. 11 th Streets | | Zip 98403 |
| Parcel No(s). n/a | Legal Description and Plat or Addition: _____ | | |
| Nominated Elements | | | |
| Please indicate below significant elements of the property that are included in the nomination by checking the appropriate box(es) below. These elements should be described specifically in the narrative section of this form. | | | |
| <input type="checkbox"/> Principal Structure | <input checked="" type="checkbox"/> Site | | |
| <input type="checkbox"/> Historic Additions | <input type="checkbox"/> Historic Landscaping, Fencing, Walkways, etc. | | |
| <input type="checkbox"/> Ancillary Buildings/Outbuildings | <input type="checkbox"/> Interior Spaces/Other (inventory in narrative) | | |
| Owner of Property | | | |
| Name | City of Tacoma (Public Works Dept) | | |
| Address | 747 Market Street | City Tacoma | State WA Zip 98402 |
| Is the owner the sponsor of this nomination? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |
| Form Preparer | | | |
| Name/Title | Marshall R. McClintock | Company/Organization | North Slope Historic District, Inc. |
| Address | 701 North J Street | City Tacoma | State WA Zip 98403 |
| Phone | 253-572-5474 | Email | marshal@oz.net 11/2008 |
| Nomination Checklist—Attachments | | | |
| <input type="checkbox"/> \$100 Filing Fee (payable to City Treasurer) | <input type="checkbox"/> Continuation Sheets | FOR OFFICE USE Date Received _____ Fee Paid _____ | |
| <input checked="" type="checkbox"/> Site Map (REQUIRED) | <input type="checkbox"/> Historical Plans | | |
| <input checked="" type="checkbox"/> Photographs (REQUIRED): please label or caption photographs and include a photography index | <input type="checkbox"/> Other (please indicate): _____ | | |
| <input type="checkbox"/> Last Deed of Title (REQUIRED): this document can usually be obtained for little or no cost from a titling company | | | |

Nominations to the Tacoma Register of Historic Places are processed according to the procedures and standards described in TMC 1.42 and 13.07. Submittal of a nomination form does not obligate the City to place a property on the Register or to extend financial incentives to a property owner. Documents submitted become public record. Additional requirements may be imposed by other City, state or federal regulations.

Narrative (continued)**PART 2: PHYSICAL DESCRIPTION****Extent of Changes**

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

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

Physical Description Narrative

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

North 9th Street

The 700, 800, 900 and 1000 blocks of North 9th Street between North K to North G Streets are paved with 3.5" x 8" brick laid edge up and perpendicular to the direction of the street. The 1.5-foot side gutters on either side are 2.5" x 8" brick, laid edge up and parallel to the direction of the street. All curbs are concrete. At each street intersection, the asphalt paving of the primary perpendicular street (North Yakima, North I, North J and North K) extends about 20 ft into North 9th.

In the 700 block of North 9th Street, the brick pavement is relatively good condition. The brick pavement extends into the alleyways on both sides to the end of the North 9th ROW (right of way). An asphalt patch exists just south of the west alley entrance, and another is located just north of the North Yakima ROW.

In the 800 block of North 9th Street, the brick pavement is in relatively good condition. Brick pavement extends into the alleyways on both sides to the end of the North 9th ROW.

In the 900 block of North 9th Street, the brick pavement is in fair condition with several patched areas. A section of North 9th abutting the North J Street right of way and extending about 46 by 7 ft. has been repaired with asphalt. About 55 ft from the North J Street ROW is another asphalt patch about 5.5 ft by 4 ft. At the alleyways, brick extends only to the sidewalks on either side. Along the north curb of the west alley entrance is a section repaired with stamped concrete. There are two asphalt patches of about 3 ft by 4 ft along the east side of the street at about 906 N. 9th Street. There are also two asphalt patches of about 5 ft by 3 ft at the North I ROW.

In the 1000 block of North 9th Street, the brick pavement is relatively good condition. A pothole occurs about 4 ft north of the N. K Street ROW. Brick paving extends into the east alleyway by about 25 ft. All brick has been removed from the west alleyway and replaced with concrete.

North 10th Street

The 700, 800, 900, and 1000 blocks of North 10th Street between North K to North G Streets are paved with sandstone paving stones, approximately 10" x 5" x 5" (each stone varies), laid perpendicular to the direction of the street. The yellowish hue suggests these are Wilkeson sandstone. The 1.5-foot side gutters are 2.5" x 8" brick, laid edge up and parallel to the direction of the street. The curbs are concrete and show considerable deterioration. At each street intersection, the asphalt paving of the primary perpendicular street (North Yakima, North I, North J and North K) extends about

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20 ft. into North 10th.

In the 700 block of North 10th Street, the sandstone blocks are in fair condition with major unevenness in the 20 ft approaching the N. G right of way. Paving stones extend to the sidewalk at both alleyways. Just south of the alleyways is a 2 ft asphalt patch that extends across the street.

In the 800 block of North 10th Street, the sandstone blocks are in fair condition with major unevenness from North I to the alleyway. An asphalt patch of about 6 ft width extends from North I along the west gutter to the west alley. The west alleyway has asphalt patches extending into the street. At the east alleyway, there are large concrete patches extending into the street. The concrete curbs at 818 North 10th are destroyed. Asphalt covers most of the sandstone blocks north of the alleyways to N. Yakima.

In the 900 block of North 10th Street, there is an asphalt patch at the North I ROW. Paving stones have been replaced in the east alleyway to the gutter. At the west alleyway, paving stones extend to the sidewalk. About 29 ft south of the west alleyway is a 4 ft by 6 ft patch of stamped concrete. At about 35 ft south of the west alleyway is a 4 ft by 8 ft asphalt patch. At the North J ROW is a 17.5 ft by 6 ft asphalt patch.

In 1000 block of North 10th, there is a 30 ft by 27 ft asphalt patch at the North J ROW. Paving stones have been replaced with concrete to the gutter at both the east and west alleyways. A 4 ft by 4 ft asphalt patch exists on the west side at the North K ROW.

North 11th Street

The 800, 900 and 1000 blocks of North 11th Street between North K Street to North Yakima are paved with sandstone paving stones, approximately 10" x 5" x 5" in size (each stone varies), laid perpendicular to the direction of the street. The yellowish hue suggests these are Wilkeson sandstone. The 1.5-foot side gutters are 2.5" x 8" brick laid edge up and parallel to the direction of the street. The curbs are concrete and show considerable deterioration. At each street intersection, the asphalt paving of the primary perpendicular street (North Yakima, North I, North J and North K) extends about 20 ft. into North 11th.

In the 800 block of North 11th, an asphalt patch extends across North 11th from the N. Yakima ROW for about 20 ft. At the west alleyway, paving stones extend to the end of the ROW. At the east alley stones have been replaced to the gutter. At the N. I right of way, an asphalt patch extends across the street north for about 27 ft.

In the 900 block of North 11th, severe unevenness extends across the street from the North I right of way for about 6 ft south. Severe depressions occur at the west entrance to St. Patrick's Catholic Church parking lot. At both alleyways, paving stones extend to the sidewalk. Severe depressions exist at the entrance to the parking lot of St. Patrick's Parrish Center. An asphalt patch extends across the street from the North J ROW for about 9 ft north, followed by a 15 ft wide patch of stamped concrete. Next is a 5 ft section of what appears to be paving stones reset and ground smooth.

In the 1000 block of North 11th, severe depressions occur in the 10 ft south of the North J ROW. A 3 ft patch of stamped concrete runs across the street at about 5 ft north of the alleyways. At the alleyways, the paving stone has been removed from both alleys to the gutters. Severe depressions occur in a 10 ft wide section north of the N. K ROW.

PART 3: HISTORICAL OR CULTURAL SIGNIFICANCE

Criteria for Designation

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

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

Historical Data (if known)

Date(s) of Construction ~1905-1910

Other Date(s) of Significance _____

Architect (s) n/a

Builder T. J. Cannon

Engineer T. J. Cannon

Statement of Significance

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

These nine street blocks along North 9th, North 10th and North 11th Streets between North K and North Yakima Streets comprise some of the last remaining original brick and stone paved residential streets in the city of Tacoma. They provide a unique record of the city's early street paving program from the first decade of the 20th Century and demonstrate period paving technology for horse-drawn transportation on steep inclines. They are located in the North Slope Historic District and are an established and familiar feature of the neighborhood.

With its growing economic and population boom about 1900, Tacoma had to deal seriously with its poor streets. Major streets in the downtown business district, as well as some streets along major streetcar lines, had been paved with wooden plank since 1890. However, wooden planking was a less-than-satisfactory solution with the planking rotting quickly and being slick when wet. Most streets were still dirt and frequently impassable in the winter. Residents and businesses demanded a solution.

Until about 1920, the primary transportation mode was still the horse, and paving decisions were built around accommodating horse-drawn traffic. Traction for horses' hooves, especially on the city's steep inclines, was a major concern. Automobiles only begin to appear in Tacoma in any significant number around 1915, about a year after Henry Ford began major production of the affordable Model T. It would take another 10 years for the automobile to predominate in the city's traffic.

Tacoma, like most growing American cities, began by experimenting with different paving options: wooden blocks, brick, macadam, stone, and asphalt. It was "engineering by failure": pave some streets with a material, see what happens, and try again. Initial attempts with brick revealed problems with the quality of the brick used, hooves quickly pulverizing it. Wooden blocks had problems similar to those of wooden planks: rotting and slickness. "Sheet asphalt" (asphalt with little or no rock in it) did not have durability and was very slick on inclines. Bituminous macadam (a compacted mixture of gravel with asphalt) was more successful, providing durability

Landmarks Preservation Commission

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and sufficient traction for horse's hooves but a very rough ride. In 1902, bituminous macadam pavement was laid on St. Helens and North I Streets.

By 1904, the Barber Asphalt Company had perfected asphalt technology to something close to what we have today. The rough, noisy ride of macadam gave way to a smooth, quiet ride. In 1904, North Yakima from Division to Steele was the first street in Tacoma paved with the new asphalt along with steeper, two-block sections on North 4th and North 8th from North G to North I. The new pavement was received enthusiastically, and over the next year, North 1st, 2nd, 3rd, 4th, 5th and 6th Streets as well as North J, North K and Division Streets were paved with the new asphalt.

In 1905, the Denny Clay Company of Seattle introduced an improved paving brick. Several streets in Tacoma were paved with this brick, probably including North 9th. But, the brick proved expensive to install, compared to asphalt. Nevertheless, it was about this time that brick-lined street gutters become the standard in Tacoma.

Despite the enthusiasm for the new asphalt, it was not a perfect solution. Asphalt worked well on level and moderately inclined streets, but it was less successful for horses on steep inclines, especially when wet. Brick suffered the same problem.

The solution was a wide, rectangular paving stone with a rounded top that could provide traction for horses' hooves. Some of these paving stones were granite (remnants still found at South 25th and East C Streets), quarried by the Western Granite Works of Index, WA. This same quarry provided the granite curbstones still found in the city. Granite, however, was very difficult to work, increasing cost. The softer sandstone from the Wilkeson quarry near Tacoma was easier to shape.

In 1907, the city contracted with T. J. Cannon to lay the sandstone blocks on most streets running parallel to the cable lines from South 9th to South 23rd Street at a cost of \$500,000. During the same period, Mr. Cannon was also laying this type of pavement in Seattle and was described as the sole contractor doing this work in the region. The quarried sandstone blocks were relatively uniform in length and width, but could vary considerably in depth and curvature, so each stone had to be individually positioned to maintain slope and grade. Since laying the blocks was beyond the skill of most brick masons, Cannon recruited skilled stoneworkers from New Orleans, Charleston, Baltimore and Quebec to do the stone paving at three times the going labor rate (\$6/day compared to \$2-\$2.50/day). The Wilkeson sandstone blocks on North 10th and North 11th Streets were laid in 1907 or shortly thereafter.

The date of the brick sections of North 9th are a bit of a mystery. North 9th Street may have been paved with brick sometime around 1905 when the city was experimenting with brick from the Denny Clay Company.

Legends have long surrounded these street sections, especially those paved with sandstone block. The blocks are not stone brought to Tacoma as ships' ballast. Stone ballast was used through the early 1890s but had largely disappeared by 1900. Newspapers in the 1890s reported that stone ballast was dumped in Commencement Bay since it was too small for most building uses. Similarly, stories that Chinese laborers laid the blocks and were later expelled from Tacoma are also false. The Chinese expulsion occurred in 1885, long before these streets were paved. And while ethnic Chinese may have been among the skilled stone workers T. J. Cannon recruited in 1907 to pave these streets, they received a handsome wage for their work.

Landmarks Preservation Commission

Tacoma Community and Economic Development Department



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Bibliographical references

Ott, Christopher. *The pavements of Tacoma: A historical perspective*. Unpublished typescript, 2002. (Available at NW Room, Tacoma City Library).

Public Works Department, City of Tacoma. *Streets: A part of the Tacoma Master Plan*. 1950.

"Stone block laying presents problems", *Tacoma Daily Ledger*, 05/19/1907

The asphalt road is being laid in Seattle there is also a large area of this roadway being laid, probably

After the stonemasons finish with a portion of the street they are followed by another crew of men who make a thin mixture of cement, sand and water.

Who originated the 4 per cent. system in Tacoma? The Scandinavian Commercial and Savings Bank.

government records show me to year 1862. That's the year I am going to wait until August 1 taking oath that I am 62.

LAYING STONE BLOCK PAVING.



It may look simple, but it isn't. You might think they were common laborers, but they draw \$5 a day for eight hours' work. When the snapshot was taken a few days ago they were working on South Ninth street.

not that at Tacoma, as there are more deep grades in that city where asphalt is out of the question as paving.

And all of this work is in the hands of one man, T. J. Cannon, who has made it a life specialty and to whom the other contractors submit without question the labor of putting the stone in place.

From the quarries of Wilkeson comes the sandstone which is used on these big hill thoroughfares. The blocks vary in thickness considerably and are not from being uniform, though in a general way they are of the same dimensions.

As with nearly all paving, the first step is to remove the surplus dirt and roll the ground to the proper grade. Then the foundation of concrete is laid and allowed to harden. On this is placed a thin layer of fine sand.

which they sweep into the spaces between the stones with long-handled, stiff-bristled brooms. When this has had opportunity to set and the debris has been hauled away the job is ready for the acceptance of the commissioners of public works.

Had to Search Country for Men.

In order to get men to do the work that he knew would be ordered in Tacoma and Seattle this summer Mr. Cannon took a trip through California and the South last winter searching for men. His brother, who has charge of the Seattle end of the business, went East and hired all the available workmen he could find who seemed able to do the work as it should be done.

Since their return they have had to send back to distant cities for additional help time and again. The pavers are found in small numbers scattered

ADDING THE FINISHING TOUCHES.



After the blocks are put in place, a second crew of men goes over the work, sweeping each stone solidly into the sand, and then brushing into the interstices a thin mixture of cement, sand and water.

With these preliminary operations Cannon is not concerned; they are the part of the job for which the contractor is responsible. But when

here and there through the United States. Those working on Tacoma's streets were brought out from Quebec, New Orleans, San Francisco, Boston,

CHILDREN'S TABLE MANNERS.

Correct Ways of Holding Fork and Spoon Learned in Infancy.

As soon as a baby is old enough to take its first meal at the table with grown people attention should be paid to its manners.

The fact remains that unless a baby is taught differently it will shovel up food in a most distressing manner and fill its little mouth too full at every bite.

Infants seem also to have a positive talent for holding fork or spoon in the wrong way, and all these things, apparently trivial, must be corrected by mothers.

To think that a baby is too young to be shown the proper amount of food that a fork should hold is the greatest mistake, because the little one will continue in the way it begins.

Only such quantity as may be comfortably put into the mouth should be taken on the forks at a time, and two bites from the same forkful is the height of bad manners, small boys and girls learn.

Attention should be given to the way this implement is held, for the instinctive method seems to be to grasp at the head of the tines. A child should be taught at once that the clasp must be well toward the end of the handle, and thus eating will be a simpler process for little children, especially if the fork is not large.

There is no excuse for a little boy or girl taking soup from a spoon so full as to be dripping while raised. Some grown persons have this habit that one cannot help calling disgusting, because it is piggish, but a spoon should never be more than moderately full and the liquid should be taken from the side, not from the tip.

Comparatively few children are taught how to drink in a well-mannered way.

FOR SPECULATION

Buckley's Addition—

Thirty-one lots in Buckley's Addition, all well located on graded streets and convenient to car lines. These thirty-one lots can be purchased for \$12,500, an average of \$400 each.

Lower Pacific—

We have several unimproved lots in this district at \$150 to \$200 per front foot. This property is close to Chicago & Milwaukee's station and we consider it one of the best speculations in the city.

Jefferson Ave., Cor. 21st—

This is the most important corner on Jefferson Ave. We are offering this property, 65-foot frontage with frame buildings, renting for \$65 per mo., for \$12,500.

Bear in mind in considering this prop-

ASCENDING

Is easy upon the

HANFORD IRRIGATION LANDS

at

PRIEST RAIL

on the

COLUMBIA RIVER

Irrigation on a Vast Homes and Prospects for Thousands of Cities to Bulk Fruit Orchards to a Great Waterpower Electric Railway

Five acre, ten acre and larger farms in the center of the soil and belt where fruit will make

\$250 TO \$1,000 PER ACRE

Land with perpetual water included, only

\$90 TO \$300 PER ACRE

Only ONE-FIFTH CASH balance four years easy payment



STONE BLOCK LAYING PRESENTS PROBLEMS

CONTRACTOR T. J. CANNON.

DIFFICULT TASK TO LAY PAVING
SKILLED ARTISANS DRAW HIGH SALARIES FOR SETTING STONE BLOCKS
LOOKS LIKE EASY WORK

Few Men Have Ability to Follow Trade—T. J. Cannon is Sole Contractor.



His men lay all the stone blocks used on Tacoma and Seattle streets, other paving contractors in both cities subtleting this work to him.

TRADE IS BANDONED

All Tunnel Under Great

The **WIR** do away the **HILL** grade is of railroad men bent on the whole magnificent wear and tear on the whole grade. The practice of about 100,000 on each side of the hill will be to reduce scratch from 40 cent. which will to the road for all men **WIR** and **HILL** grade is the main line will be river that west the grade about 100 ft. and immediately a tunnel which on the main line of **HILL**, the whole of a huge 8. on this will be a each summer, as called for within a

PURCHASES FRUIT TRACT

Set in New Town Northern

May 12.—A produce company for the new town on the Yakima country, the railway between

the produce business and is one of produce in the city being about 7,000 shipped over 7,000 the season just the new town of best shipping points of shipping of men within the last his efforts at the

Instead of the cup being allowed to go into the mouth to the corners the little one should learn to take small mouthfuls of the liquid, and the lips will be less covered with it when the cup is taken down. "Milk mustaches" should be as reprehensible for children as for grown persons.
Being just a healthy, little animal, by nature a child regards a napkin in the light of foolishness and will use it only when the arts of civilization are being inculcated. This, however, is one it should early learn, for remnants of food left on the mouth render the sweetest child unattractive.
The carelessness of elders in putting their elbows on the table is making this bad habit more than ever possible for children. It is bad enough for grown people to lounge when eating, for this is what it amounts to, but for children it is inexcusable.
Under no circumstances should they be permitted to do it, and when not holding fork or spoon they should learn to keep the hands folded in the lap.
A child is always more or less of a mimic, and in nothing will this show more positively than in its table manners.

Who originated the 4 per cent. system in Tacoma? The Scandinavian Commercial and Savings Bank.

ROCKEFELLER SHREWDNESS.
Brother of the Oil King Tells How He Enlisted.

Even in his early youth, Frank Rockefeller must have possessed a good share of that Rockefeller shrewdness that later made the Standard Oil company possible. The brother of the oil king told a story yesterday of boyhood craftiness, while joking about the reports that he had met serious financial loss in salted mines and other speculations.

"I see they have me 'broke' again," laughed the former Standard official. "Well, if I am, I won't always be, for I'm to have \$12 a month pension beginning in August. You can do lots of things on \$12."

He referred to the pension that all Civil war veterans between the ages of 62 and 70 years are to receive, under a recent act of congress.

"I have always received the blanks that would give me \$12 a month if I were to sign them," said Mr. Rockefeller, "but even if I am broke, I am going to wait until after my next birthday, the 10th of next August. You see the government records show me to be 64 years old, but the family Bible makes me out only 63. That's the reason I

for it and laying the bricks is simply a matter of shoving them into place as fast as possible, but in this work of shoving the land is changed into a solid mass. An inexperienced man may think when he first tries the work that it is easy. He soon finds, however, and I see much sooner, that his work will not pass and it all has to be done over again.
After the stonemason finish with a portion of the street they are followed by another crew of men who make a thin mixture of cement, sand and water.

Who originated the 4 per cent. system in Tacoma? The Scandinavian Commercial and Savings Bank.

thinking that the "WIR" need it. An one of his M to the words pers the win text for whi the Scripture Sydney Sm more atrocious of "that beau letaw thou plac A n made he attributed liases is next the Paul—Gll

The Kain Records of spoke into a ceived in Ne ity know the eration's ka upon what happy, free to be preser and the con ington, and of what the graph was I zines severn "To be st what is un be content to seek the have joy in

A P North B \$3,750

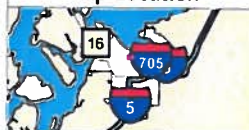
Cobblestone and Brick Streets

North 9th and 10th Streets (700-1000 Blocks)

North 11th Street (800-1000 Blocks)



Map Location



Landmarks Preservation Commission

Community and Economic Development Department
Planning Division



This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. It is to be used for reference purposes only.

Legend

- City Boundary
- Street Centerline

BLANK PAGE

- ① 800 Block, North 9th Street.
Looking North from N. I street right-of-way.



- ② Detail of intersection with alley, 900 Block, North 9th Street.



③

1000 Block, North 9th Street. Looking South
from North J street right of way.

PAGE 12



④

700 Block, North 10th Street. Looking North
from N Yakima right of way.



- ⑤ 800 Block, North 10th Street. Looking North from North I Street right of way. PAGE 13



- ⑥ Detail of intersection with alley, 900 Block, North 10th Street.



- ⑦ 900 Block, North 10th street. Looking North from North J right of way. PAGE 14



- ⑧ 1000 Block North 10th street. Looking south from North J st. right of way.



- ⑨ 800 Block North 11th Street. Looking North from North I st. Right of way. PAGE 15



- ⑩ 900 Block, North 11th Street, Looking north from North J right of way. Note The street-width greyish patch in the foreground is stamped concrete.



⑪

1000 Block, North 11th Street. Looking
South from North J Street right of
way.



Marshall McClintock
701 North J Street
Tacoma, WA 98403

June 28, 2006

Mr. Reuben McKnight
Historic Preservation Office
City of Tacoma
747 Market Street
Tacoma, WA 98402


RE: Historic register nomination for pavements along N. 9th, N. 10th, and N. 11th streets

Dear Reuben:

Please find the enclosed form and supporting information to nominate the sections of brick and stone street pavements on the 700, 800, 900 and 1000 blocks of N. 9th and N. 10th streets and on the 800, 900 and 1000 blocks of N. 11th street to the Tacoma Register of Historic Places.

I believe these may be the first sections of street in Tacoma to be so nominated. If the Landmarks Commission decides to name these street sections to the Tacoma Register of Historic Places, then I urge the Commission to consider quickly the level and type of repair required for street work that will invariably need to occur over time. As my condition description shows, most of these streets have already been patched, some heavily. Should work in these patched areas require restoration? If new areas of the original stone or brick pavement must be disturbed, what are standards for repairing the pavement? The knowledge and skills for creating these streets was not readily available in Tacoma in 1907. I doubt the situation is any better, and likely much worse, today.

Sincerely,


Marshall R. McClintock

.....

McKnight, Reuben

From: Jonathan Phillips [jcphillips@nenc.org]
Sent: Tuesday, August 22, 2006 7:27 PM
To: 'McKnight, Reuben'
Cc: board@nenc.org; 'Marshall McClintock'
Subject: RE: Placement of cobblestone street pavement on Tacoma's Historic Register

Reuben McKnight
Historic Preservation Officer
City of Tacoma
747 Market St., Room 1036
Tacoma WA 98402

Mr. McKnight,

At the August Board Meeting of the North End Neighborhood Council, the Board voted their unanimous approval to support the placement of the cobblestone pavements along North 9th, North 10th, and North 11th on the Tacoma Register of Historic Places.

In making this determination, the Board cited the streets' distinctive appearance, historic significance, irreplaceable nature, and their character defining nature on the surrounding neighborhood. They are a valuable historic resource and we encourage their nomination to, and placement upon the local Historic Register.

We would also like to indicate our support for any necessary changes in the TMC that might be necessary to allow for the placement of such unique items as street paving. Please feel free to contact me if you have any questions or need a formal, written copy of our support.

Jonathan Phillips
Chair, North End Neighborhood Council

8/25/2006

Landmarks Preservation Commission

Planning and Development Services Department



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

APPLICATION FOR DESIGN REVIEW COMMERCIAL AND MULTIFAMILY

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

PART 1: PROPERTY INFORMATION

Building/Property Name Hunt-Mottet Warehouse /Brewery Blocks

Building/Property Address Blocks between 21st and 23rd, C Street and Commercial incl. 2110,2120&2200

Landmark or Conservation District Union Depot Warehouse Historic District & Conservation District

Applicant's Name Horizon Commerce Partners LLC/ Mike Bartlett President

Applicant's Address (if different than above) 2125 Commerce Street Suite 200 Tacoma 98402

Applicant's Phone 253-433-5485 Applicant's Email troy@horizonpartnersNW.com

Property Owner's Name (printed) Troy Spurlock (Owners REP)

Property Owner's Address 2125 Commerce Street Suite 200 Tacoma 98402

Property Owner's Signature _____

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

APPLICATION FEE

Please see the fee schedule on page 2.

Estimated project cost: 6,2000,000.00

Application fee enclosed (please make payable
to City of Tacoma): 4000.00

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

PART 2: INSTRUCTIONS

New Fee Schedule for 2013

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

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

General Tips for Modifications to Historic Buildings

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

General Steps for Submitting Applications

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

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

OR

Email form to:
landmarks@cityoftacoma.org

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

PART 3: PROJECT SCOPE AND DESCRIPTION

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

The project involves the rehabilitation and upper story construction on the Hunt-Mottet Warehouse building (TR) 2110 South C Street/Commerce, the new construction of a four story commercial structure 2120 South C Street/Commerce, new construction of a four story commercial base for a subsequent high rise residential structure at 2200 South C/Commerce and a midblock stair climb. The site of the new construction is in the conservation district and currently includes a mix of existing but fire damaged structures, industrial sheds and surface parking areas. Following a recent major fire and lengthy period of adaptive reuse as surface and covered parking, the entire block long property is presently in a single ownership and will be improved as a phased project. The project will introduce significant residential and retail storefront features to both Commercial and C Street following the design guidelines and existing character of the brewery/industrial district. The existing and proposed new construction buildings included in the project are:

- 1) BREWERY LOFTS, 2110 Commerce: *Hunt-Mottet Warehouse, Tacoma Register of Historic Places*. Existing 30,000 s.f. 3-story concrete warehouse to be restored and 4 new stories added (35,200 s.f.) following the original design and structural engineering. ±11,300 s.f. of retail space facing streets and 54 apartments.
- 2) 2120 Commerce (burned area): New 43,300 s.f. 4-story concrete/brick building. 10,600 s.f. retail/restaurant space facing streets, 2,500 s.f. rooftop bar and garage parking for 126 cars.
- 3) PHOENIX LOFTS, 2200 Commerce (burned area): New 64,800 s.f. 4-story concrete podium for future construction of 9 stories of apartments (129,600 s.f.). 8,140 s.f. retail/restaurant space facing streets, garage parking for 122 cars and 153 apartments.
- 4) 2250 Commerce (1-story metal sheds in poor condition): Demo all but the 2 southern shed bays (due to fire damage). Future 85' (max.) height office or residential building with retail space facing streets.

2110 South C Street, Hunt Mottet Warehouse, is an individually listed Tacoma Landmark (TR Nomination 2014). When constructed in 1907, the reinforced concrete building was engineered and designed as the first three floors of an eventual 6 story building. On a 100' by 100' footprint, the structure employed heavy board form concrete perimeter walls and massive heavy timber columns and beams to accommodate the future upper stories. All of this construction will be retained and incorporated into the completed rehabilitation. The Brewery Lofts project will fulfill the original Bullard & Hill design by adding four missing floors using a matching finished and painted cementitious exterior. Citing the historic design rendering, the upper floors will conform to a vertical alignment of window openings on the primary east and west facades with expressed pilasters running up between windows, inset spandrel panels beneath and simple belt course detailing under the parapets on the primary east and west elevations.

Wood double hung windows, with either exterior paint, enamel or metal cladding, repeating the

detailing on the lower portion of the building will be used on the new upper stories. The cornice band and parapet will follow the original design and provide a +/- 42 " wall around a roof with no large mechanical units and a single elevator house.. The plane of new floors on the C Street façade will be set back approximately 6 feet as required for utility line clearance but the remaining three elevations will rise from existing exterior walls. The North and South elevations will rise as a continuous smooth party wall with punched window openings and simple flat sills.

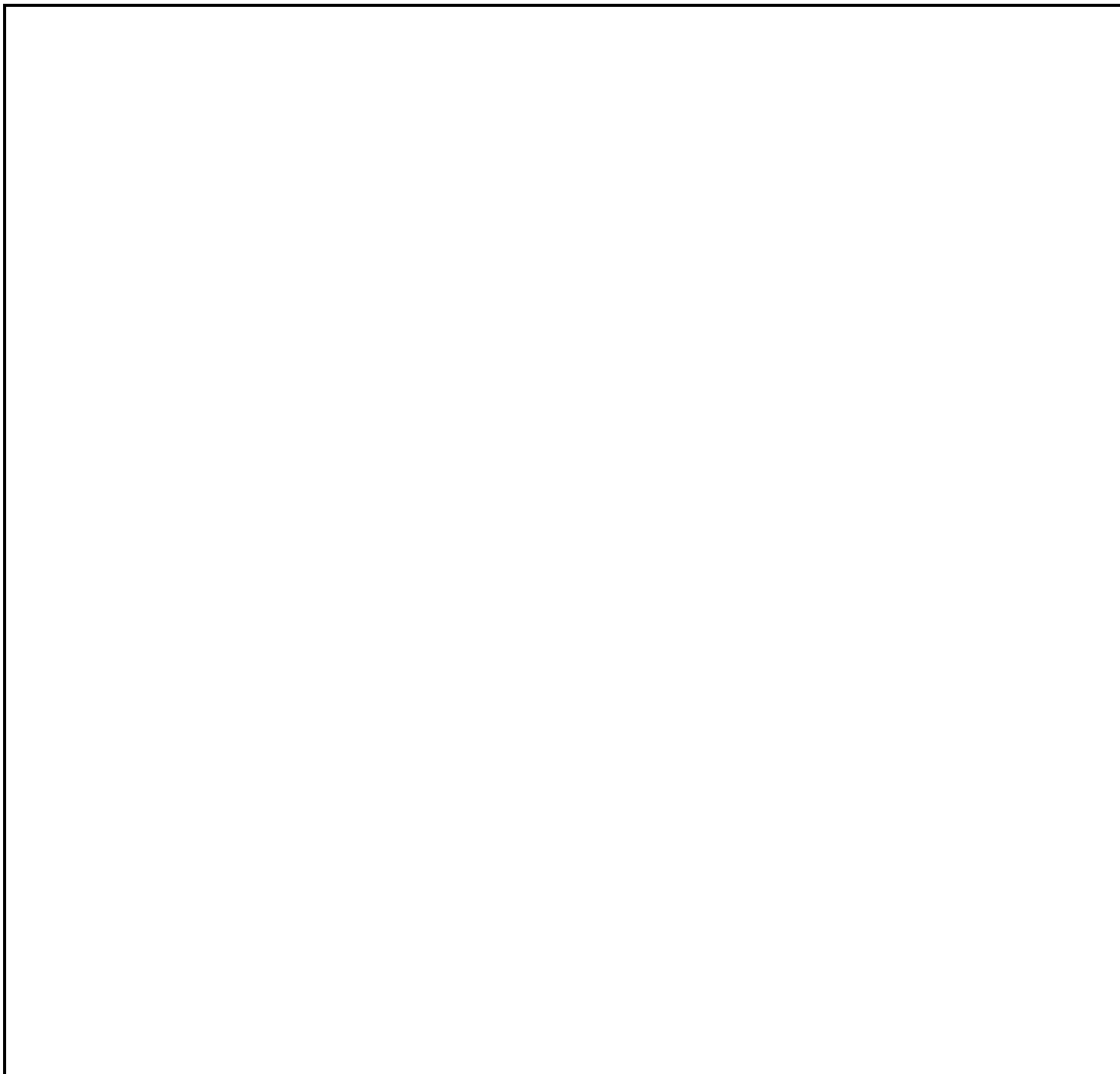
The existing bay door openings and windows on the ground Commerce Street level will be retained and refitted with retail storefronts and entries. The street level storefronts will be wood construction and borrow in detail, from the adjacent Aubry Wagon Works Building and other contributing storefronts in the historic district. On the C Street ground level the sidewalk will be elevated to meet the interior floor level and existing window and door openings will be configured to provide entries, retail shops and windows. The existing board formed concrete exterior walls will be patched and filled as needed with matching cementitious mortar and repainted using elastomeric paint.

The heavy timber interior framing will be preserved and selectively exposed on the three lower floors and the new construction will incorporate heavy timber and wood framing in a similar design. Steel frame seismic braces will be added as required on the lower existing levels with set backs from the interior walls and windows to minimize visibility from the outside. Canopies will be designed to reflect the historic loading dock canopies that are ubiquitous throughout the district. Concrete paint color will vary slightly between the existing and new upper stories on the building distinguishing the old from the new.

2120 Commerce is in the Union Depot Warehouse Conservation District and the address assigned to the 43,300 s.f. 4-story concrete brick clad building south of the Hunt Mottet/Brewery Lofts. The new construction will include 10,600 s.f. of retail/restaurant space facing both Commercial and C streets, 2,500 s.f. rooftop bar and garage parking for 126 cars. The new structure will incorporate design elements and a general aesthetic that reflects the industrial warehouse district including brick exterior walls on the East, North and West elevations and metal frame window and opening details. The three story Commerce street elevation will be configured with a main floor, mezzanine and full third floor borrowing from the floor organization of the Hunt Mottet Warehouse. On the South C Street elevation, the building will have a stepped brick wall façade with a single story retail commercial entry and storefront flanked by garage openings with wire mesh grilles. Industrial metal awnings, which reflect the loading dock covers throughout the district, will demark the entrances on both the 2120 building and the 2150.

A 8' wide stair climb running between the Hunt Mottet Warehouse and the 2120 building to provide mid block access from Commerce to South c Street. It will rise in two flights with a landing served by openings in the Hunt Mottet Building. The north wall will be board formed concrete and the south brick.

2150 Commerce Phoenix Lofts is in the Union Depot Warehouse Conservation District and is the address assigned to the 64,800 s.f. 4-story concrete podium with 9 stories of apartments (129,600 s.f.). The new structure will include 8,140 s.f. of retail/restaurant space facing both Commercial and C streets, garage parking for 122 cars and 153 apartments



PART 4: APPLICATION CHECKLIST (For sign or awning applications, please go to PART 5).**General Requirements**XX Twenty copies of the application and all supporting documents for distribution

XX Property owner/manager consent

X **Check here to certify that you have contacted the Permit Counter to resolve any potential code or zoning issues with your project.**X **Check here to certify that there are NO PENDING APPLICATIONS FOR A VARIANCE related to this application. If there are any pending variances related to this application, you MUST notify the Historic Preservation Office.****Narrative Description Checklist**

- ☐ General overview of project, including quantities and dimensions of elements such as signs (i.e. "one proposed 24 X 60" sign, with 12" extruded plastic letters, to be located on the south façade sign band...)
- ☐ LIST of features to be removed, replaced or added (*if application includes removal or replacement of material*)
- X 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.

- X 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).*
- X MEASURED floor plans, CLEARLY identifying new and existing features (if applicable)
- X MEASURED elevations, CLEARLY identifying new and existing features
- ☐ Details of method(s) of attachment for signs, awnings and canopies (if applicable)
- X COLOR photographs of existing conditions (digital is fine as long as it is clear)

Other Requirements

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

Part 5: SPECIAL REQUIREMENTS FOR SIGNS AND AWNINGS

Instructions for Signs and Awning Applicants

Please include the following with your application:

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

Please answer the following questions (if applicable):

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



PROJECT DESCRIPTION:

Horizon Partners proposes to redevelop an entire city block in the heart of Tacoma's Brewery District with apartments, office space, retail/restaurants/ breweries and parking. Similar to the surrounding area, this block was a mix of brick, concrete and timber warehouses before buildings in the middle of the block were burned by a massive fire. The proposed project will both restore existing concrete and brick structures not affected by the fire and construct new buildings in keeping with the historic character of the district. Buildings front both C Street and Commerce Street.

ZONING:

WR (warehouse/residential)
Union Station Conservation District
Brewery District

overall site area: 100'x680' = 68,000 s.f./1.56 acres
allowed Residential s.f.: (5 FAR) x 68,000 = 340,000 s.f.
proposed Residential s.f.: 174,800 + 165,200 (future max.) = 340,000 s.f.
allowed Commercial s.f.: (4 FAR) x 68,000 = 272,000 s.f.
proposed Commercial s.f.: 145,500 + 126,500 (future max.) = 272,000 s.f.

PROPOSED BUILDINGS:

1) 2101 S. C Street: Existing 2,400 s.f. 2-story brick warehouse to be restored and converted for retail/office use.

2) 2105 S. C Street: Existing 15,000 s.f. 3-story brick warehouse recently restored and converted for retail/office use.

3) 2110 Commerce/2109 S. C Street: **Historic Hunt-Mottet Warehouse.** Existing 30,000 s.f. 3-story concrete warehouse to be restored and 4 new stories added (35,200 s.f.) in keeping with the original building's character. ±11,300 s.f. of retail space facing streets and 54 apartments.

4) 2120 Commerce (burned area): New 43,300 s.f. 4-story concrete building. 10,600 s.f. retail/restaurant space facing streets, 2,500 s.f. rooftop bar and garage parking for 126 cars.

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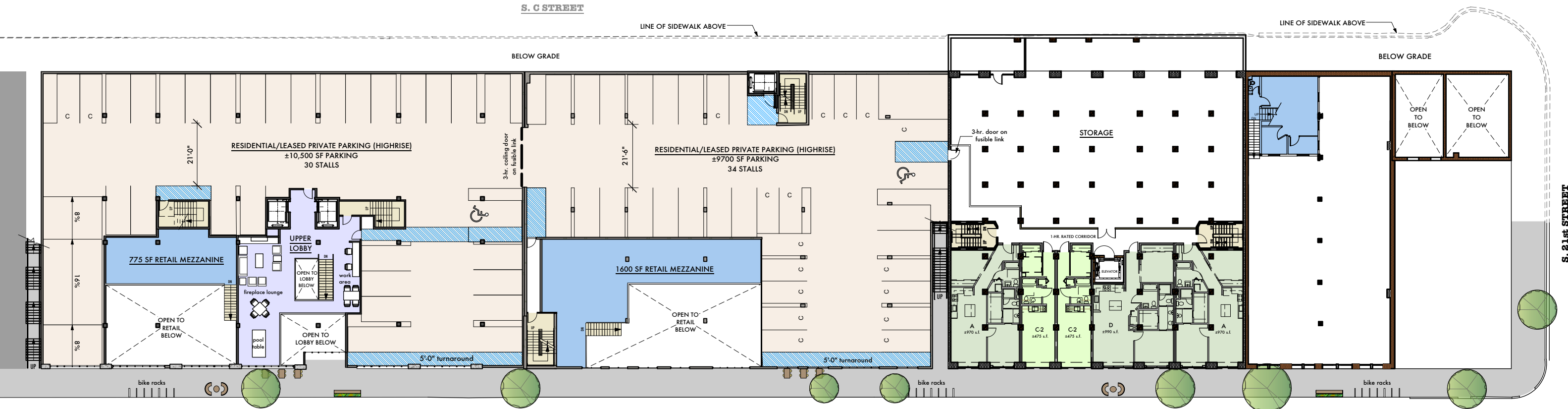
Site Context Plan

THE BREWERY BLOCKS

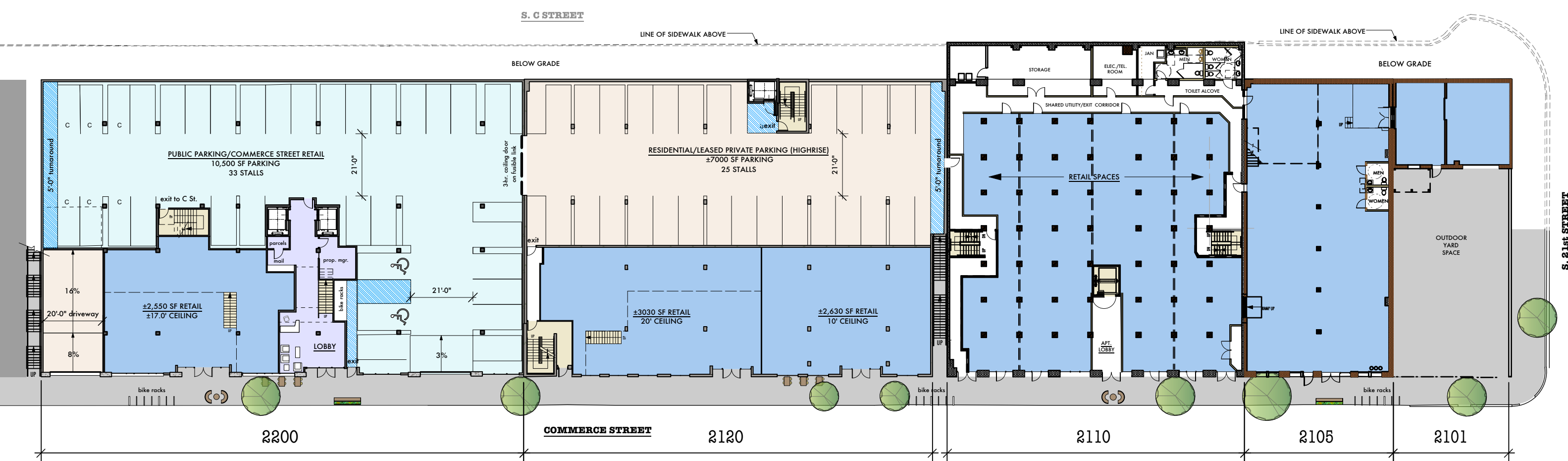
a multi-building mixed-use development in Tacoma's Brewery District
developed by Horizon Partners, LLC



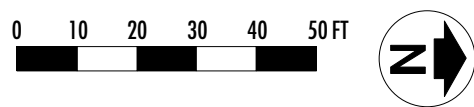
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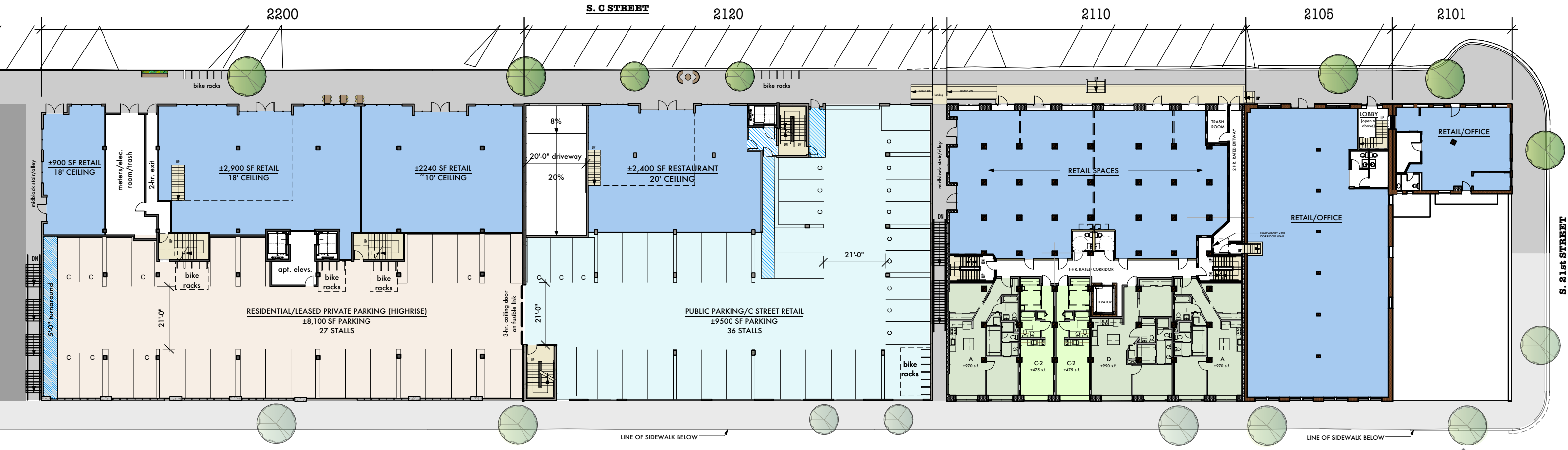
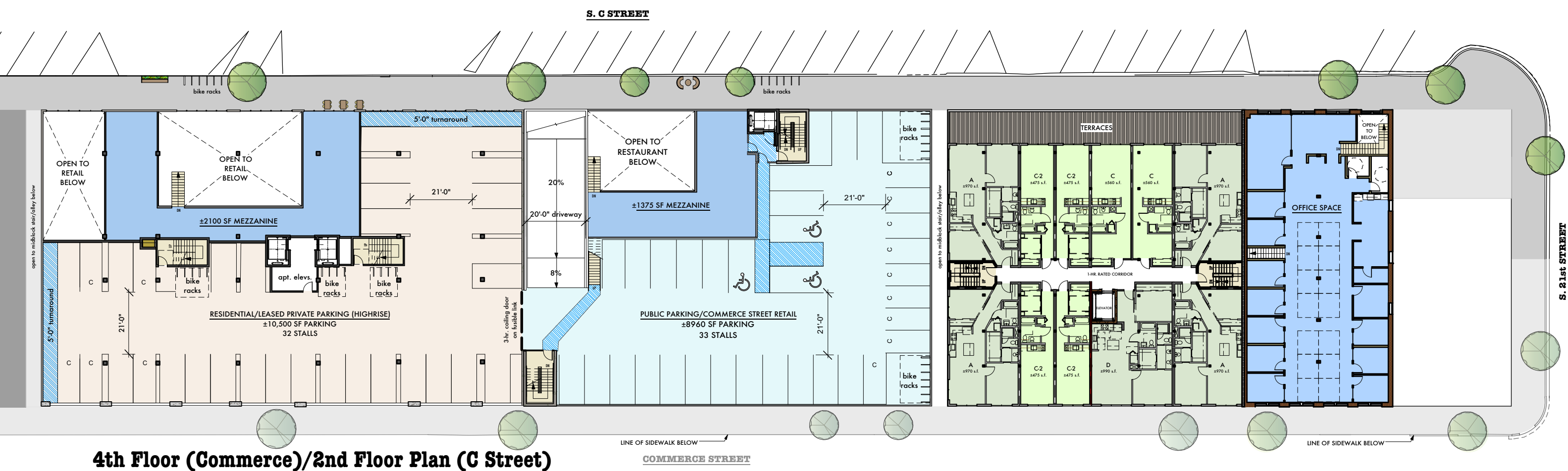
2nd Floor Plan (Commerce)



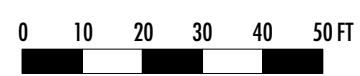
1st Floor Plan (Commerce)



THE BREWERY BLOCKS
a multi-building mixed-use development in Tacoma's
Brewery District
developed by Horizon Partners, LLC



3rd Floor (Commerce Street)/1st Floor Plan (C Street)

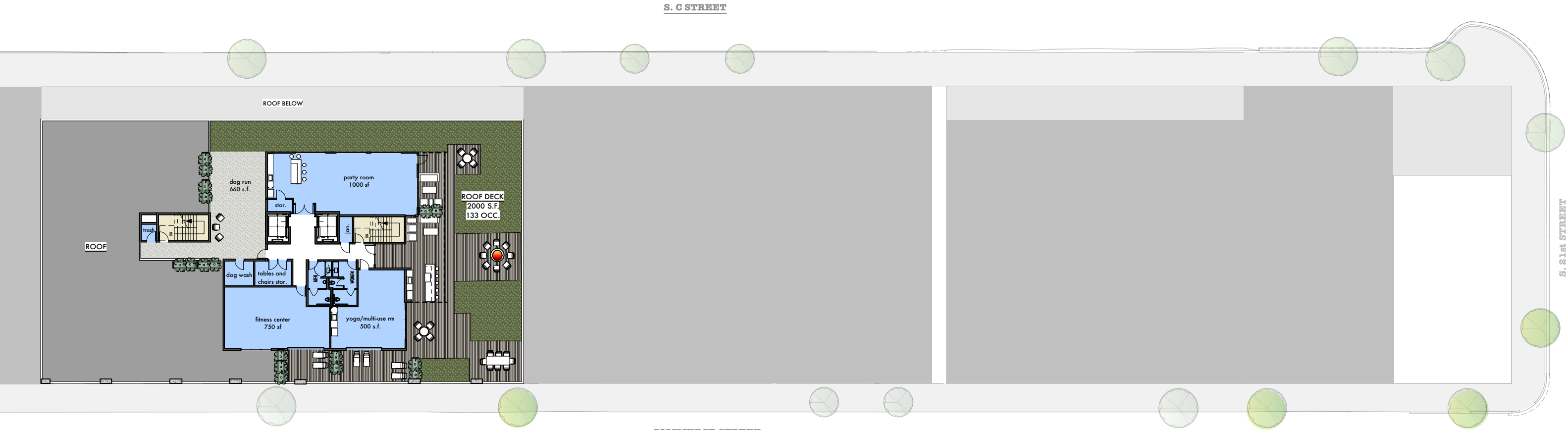


THE BREWERY BLOCKS

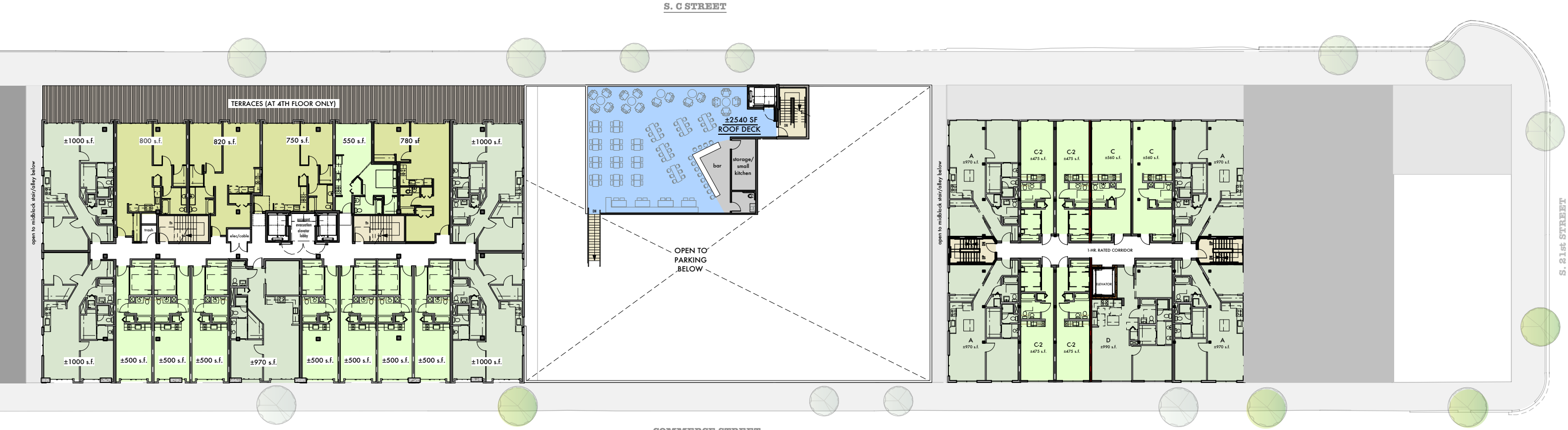
a multi-building mixed-use development in Tacoma's Brewery District
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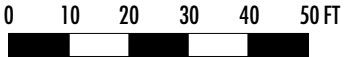
A2



Roof Deck



5th Flr (Commerce)/3rd Flr & Roof Deck (C Street)



THE BREWERY BLOCKS

a multi-building mixed-use development in Tacoma's
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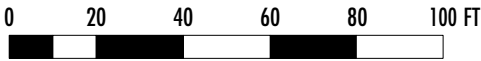
A3



Elevations (South C Street)



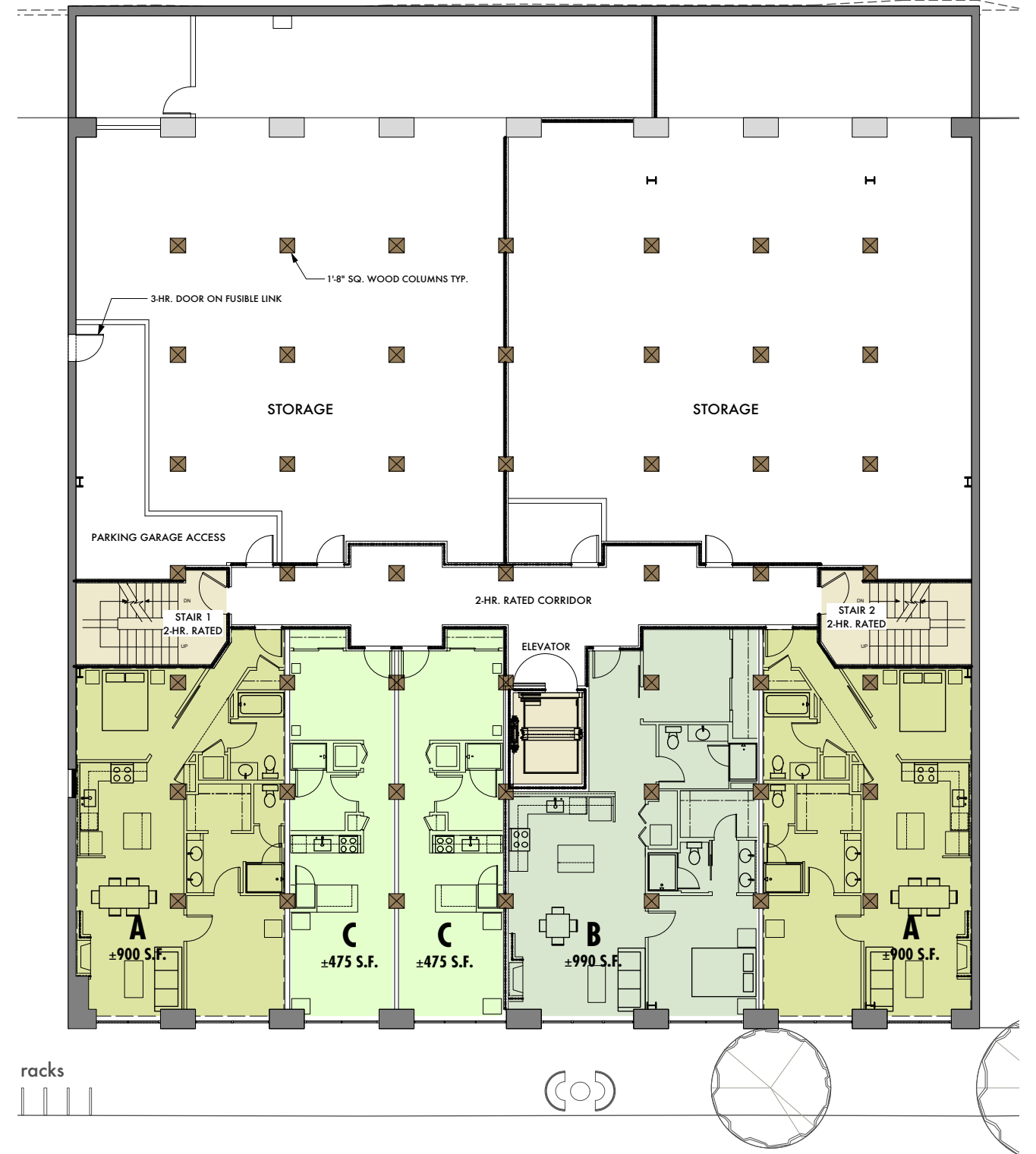
Elevations (Commerce Street)



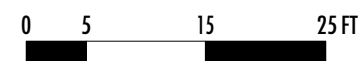
THE BREWERY BLOCKS
 a multi-building mixed-use development in Tacoma's
 Brewery District
 developed by Horizon Partners, LLC



1st Floor Plan (Commerce Street Level): 2110 Commerce Street Building



2nd Floor Plan: 2110 Commerce Street Building



THE BREWERY BLOCKS

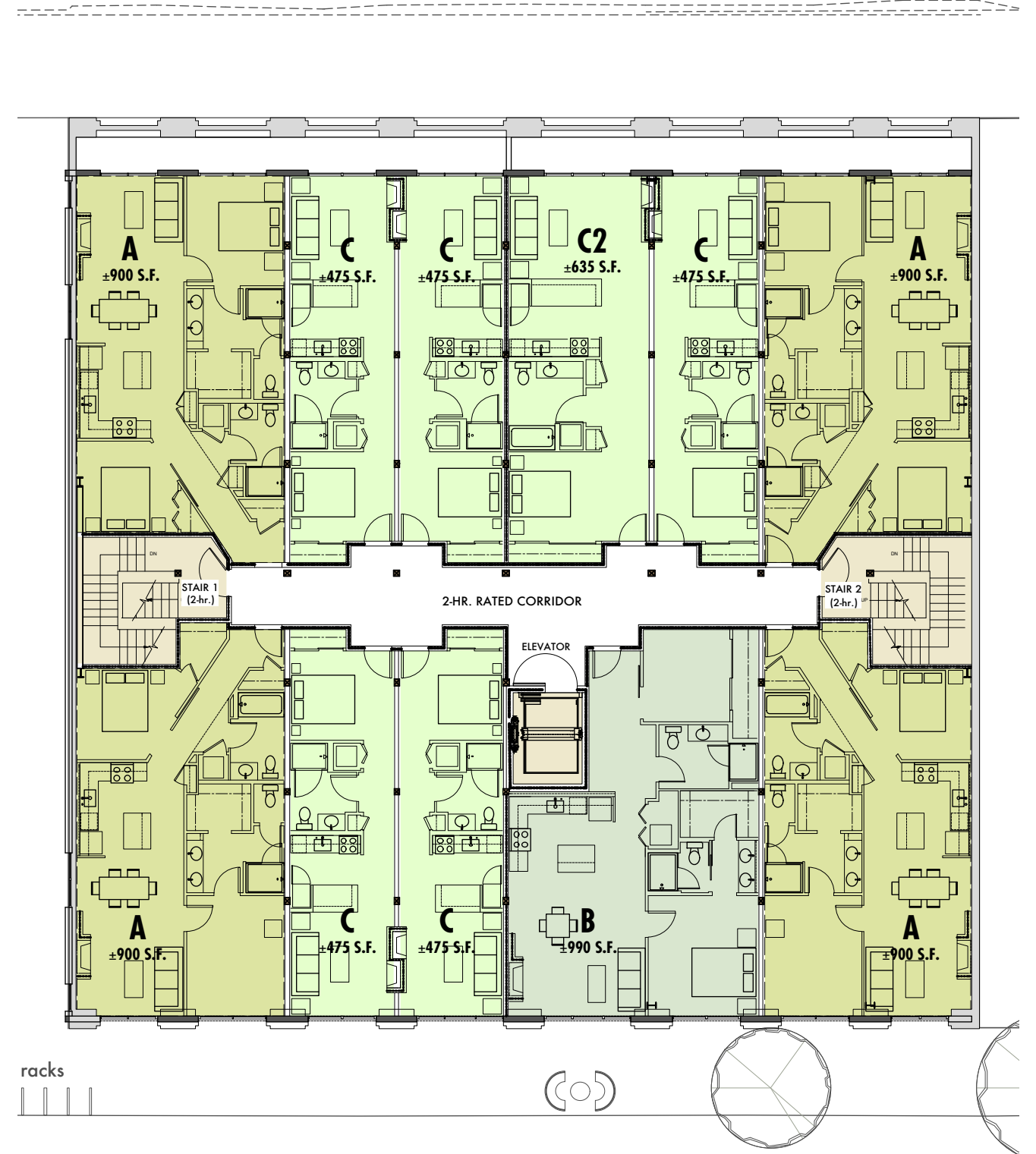
a multi-building mixed-use development in Tacoma's
Brewery District
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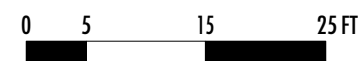
A5



3rd Floor Plan (South C Street Level): 2110 Commerce Street Building



4th Floor Plan: 2110 Commerce Street Building





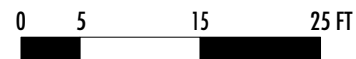
MATERIALS

- ① BOARD-FORMED CONCRETE
- ② SMOOTH FINISH CONCRETE
- ③ ALUMINUM WINDOWS/STOREFRONT
- ④ PAINTED METAL AWNINGS
- ⑤ METAL MESH/SCREEN
- ⑥ METAL RAILING
- ⑦ PAINTED WOOD WINDOWS/STOREFRONT
- ⑧ SMOOTH FINISH PLASTER (PAINTED)
- ⑨ BRICK/THIN BRICK

COLORS

- ① GREEN-GRAY: BENJAMIN MOORE ROCKPORT GRAY HC-105
- ② OFF WHITE: BENJAMIN MOORE GRANT BEIGE HC-83
- ③ RUST GRAY: BENJAMIN MOORE VALLEY FORGE HC-74
- ④ RUST: BENJAMIN MOORE NATURAL BROWN 2103-10
- ⑤ GRAPHITE GRAY: BENJAMIN MOORE GRAPHITE 1603

Elevations (Commerce Street): 2110, 2105 & 2101 Buildings



THE BREWERY BLOCKS

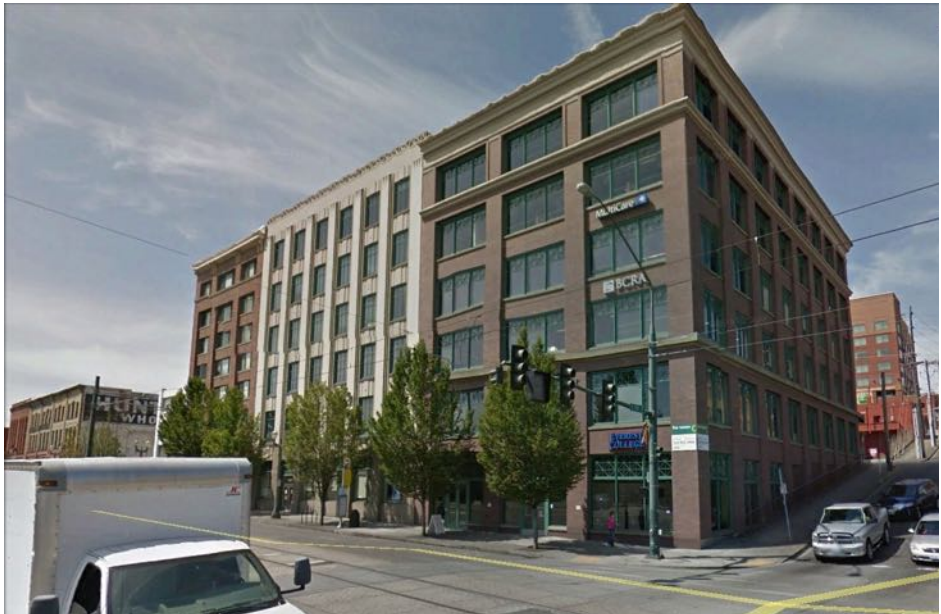
a multi-building mixed-use development in Tacoma's
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A7



VIEW DOWN COMMERCE STREET



VIEW OF NEIGHBORING BUILDINGS ON PACIFIC AVENUE

MATERIALS

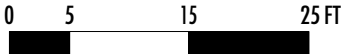
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- ② SMOOTH FINISH CONCRETE
- ③ ALUMINUM WINDOWS/STOREFRONT
- ④ PAINTED METAL AWNINGS
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- ⑥ METAL RAILING
- ⑦ PAINTED WOOD WINDOWS/STOREFRONT
- ⑧ SMOOTH FINISH PLASTER (PAINTED)
- ⑨ BRICK/THIN BRICK

COLORS

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- Ⓑ OFF WHITE BENJAMIN MOORE GRANT BEIGE HC-83
- Ⓒ RUST GRAY: BENJAMIN MOORE VALLEY FORGE HC-74
- Ⓓ RUST: BENJAMIN MOORE NATURAL BROWN 2103-10
- Ⓔ GRAPHITE GRAY: BENJAMIN MOORE GRAPHITE 1603



Elevations (South C Street): 2110, 2105 & 2101 Buildings



THE BREWERY BLOCKS
 a multi-building mixed-use development in Tacoma's
 Brewery District
 developed by Horizon Partners, LLC

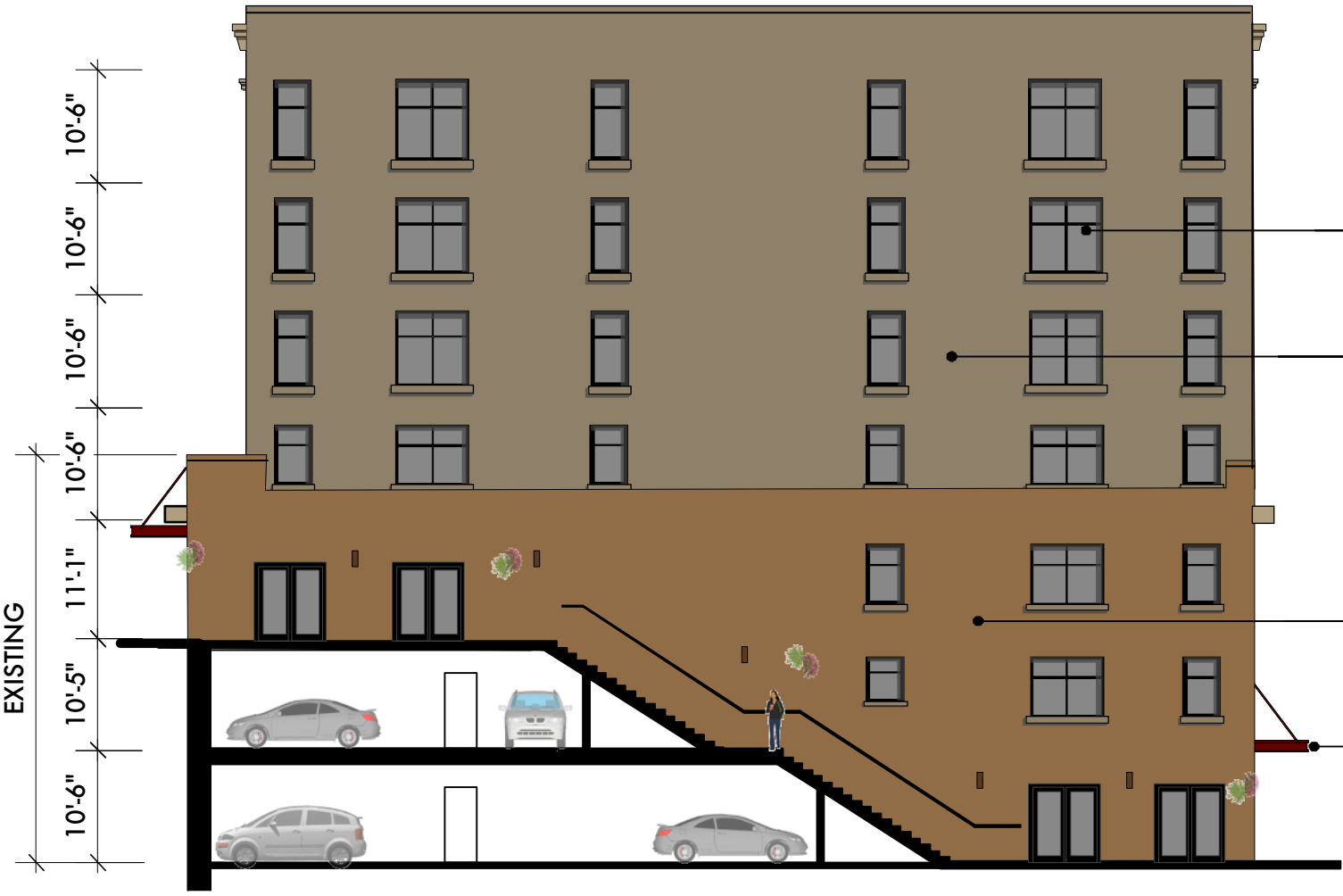


MATERIALS

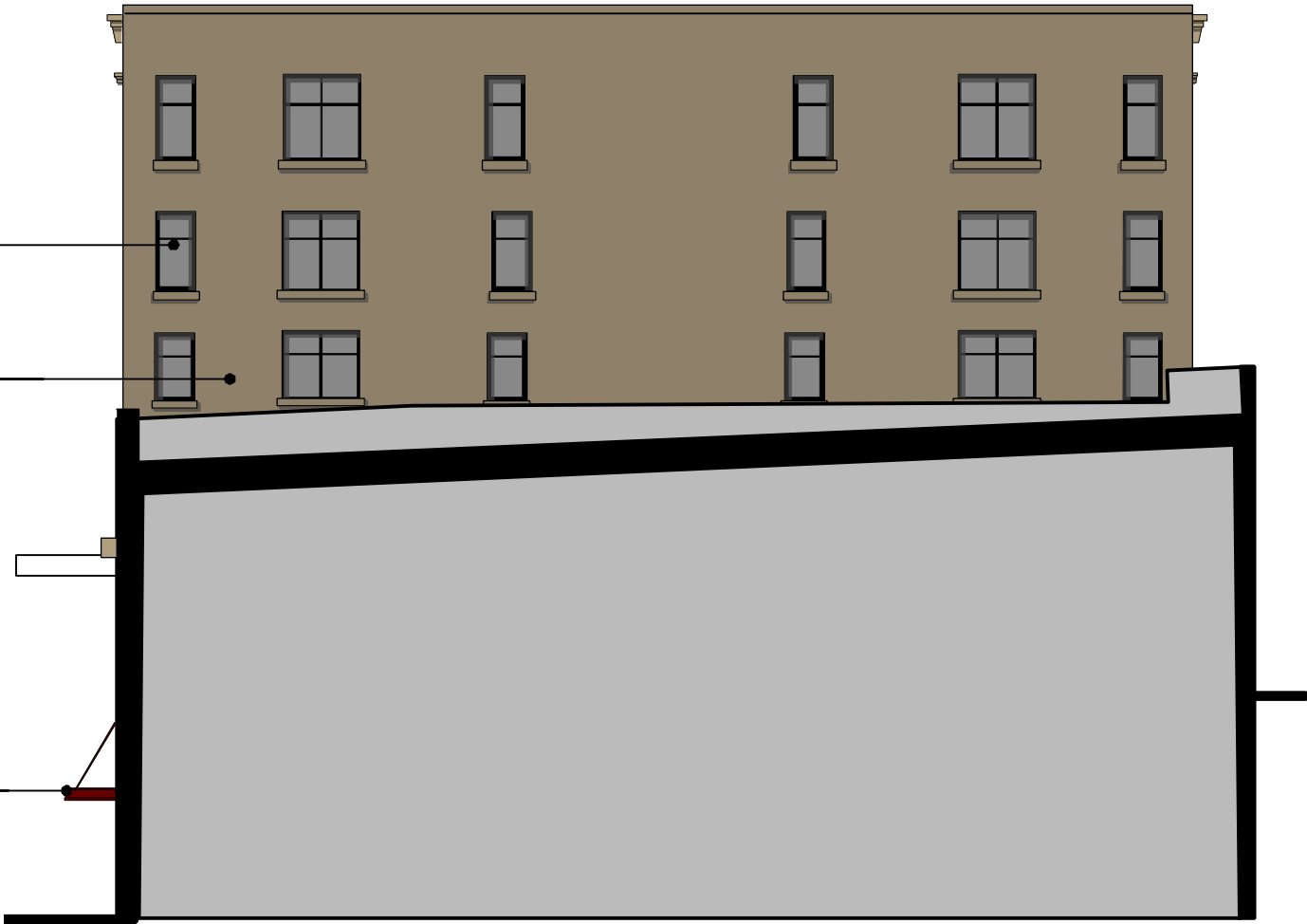
- ① BOARD-FORMED CONCRETE
- ② SMOOTH FINISH CONCRETE
- ③ ALUMINUM WINDOWS/STOREFRONT
- ④ PAINTED METAL AWNINGS
- ⑤ METAL MESH/SCREEN
- ⑥ METAL RAILING
- ⑦ PAINTED WOOD WINDOWS/STOREFRONT
- ⑧ SMOOTH FINISH PLASTER (PAINTED)

COLORS

- Ⓐ GREEN-GRAY: BENJAMIN MOORE ROCKPORT GRAY HC-105
- Ⓑ OFF WHITE BENJAMIN MOORE GRANT BEIGE HC-83
- Ⓒ RUST GRAY: BENJAMIN MOORE VALLEY FORGE HC-74
- Ⓓ RUST: BENJAMIN MOORE NATURAL BROWN 2103-10
- Ⓔ GRAPHITE GRAY: BENJAMIN MOORE GRAPHITE 1603



SOUTH ELEVATION



NORTH ELEVATION

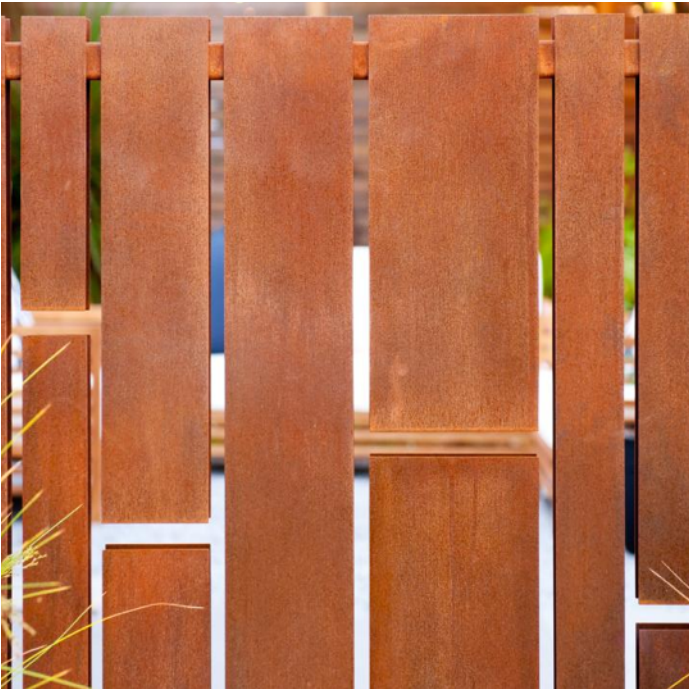
Elevations (Commerce Street): 2110 Commerce Street Building



THE BREWERY BLOCKS
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HISTORIC INDUSTRIAL EXTERIOR LIGHTING (DARK SKY COMPLIANT)



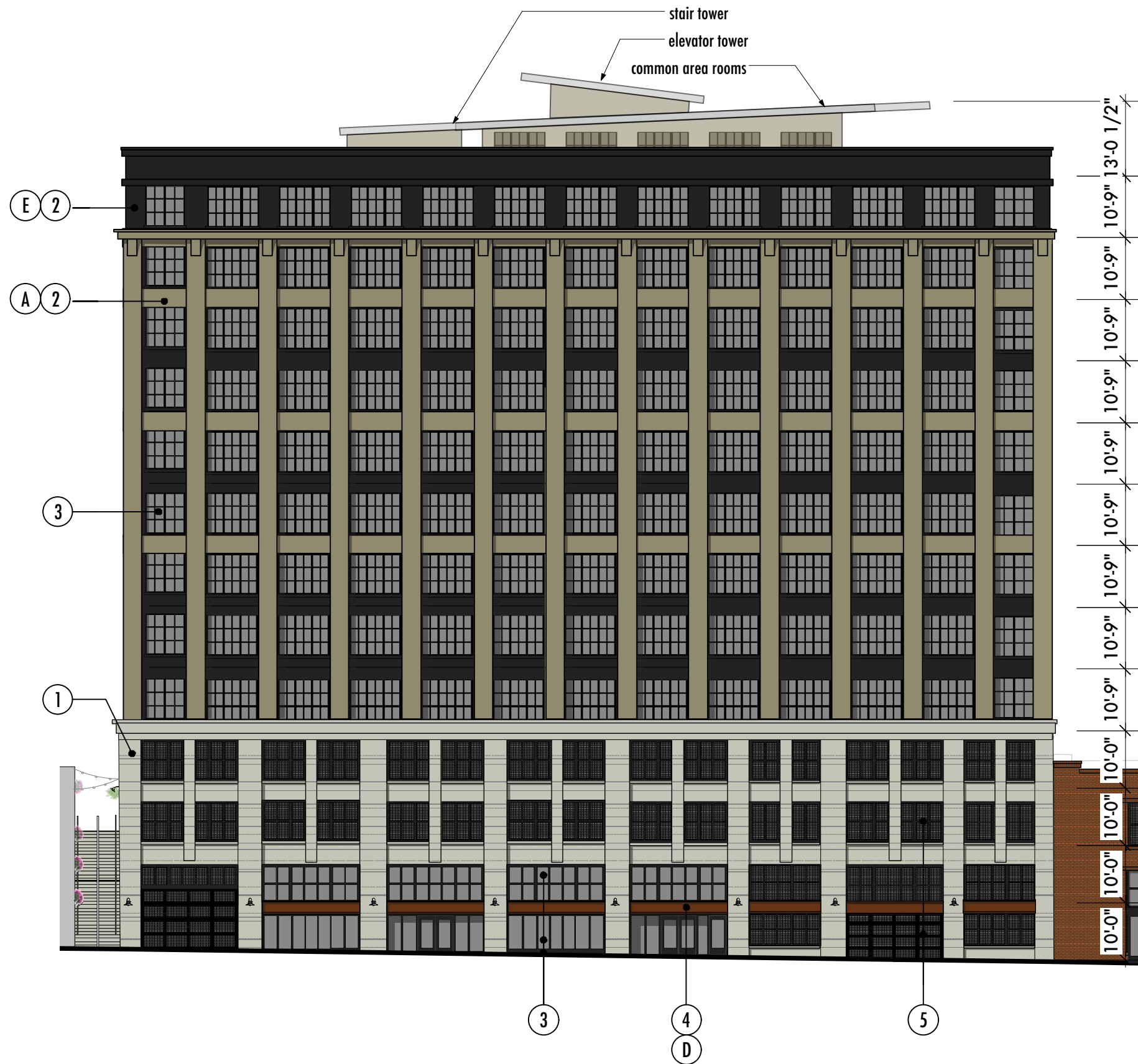
ARTIST-DESIGNED METAL GATE EXAMPLE



CLASSIC INDUSTRIAL METAL AWNING



EXTERIOR ILLUMINATED BLADE SIGN EXAMPLES: WOOD & METAL

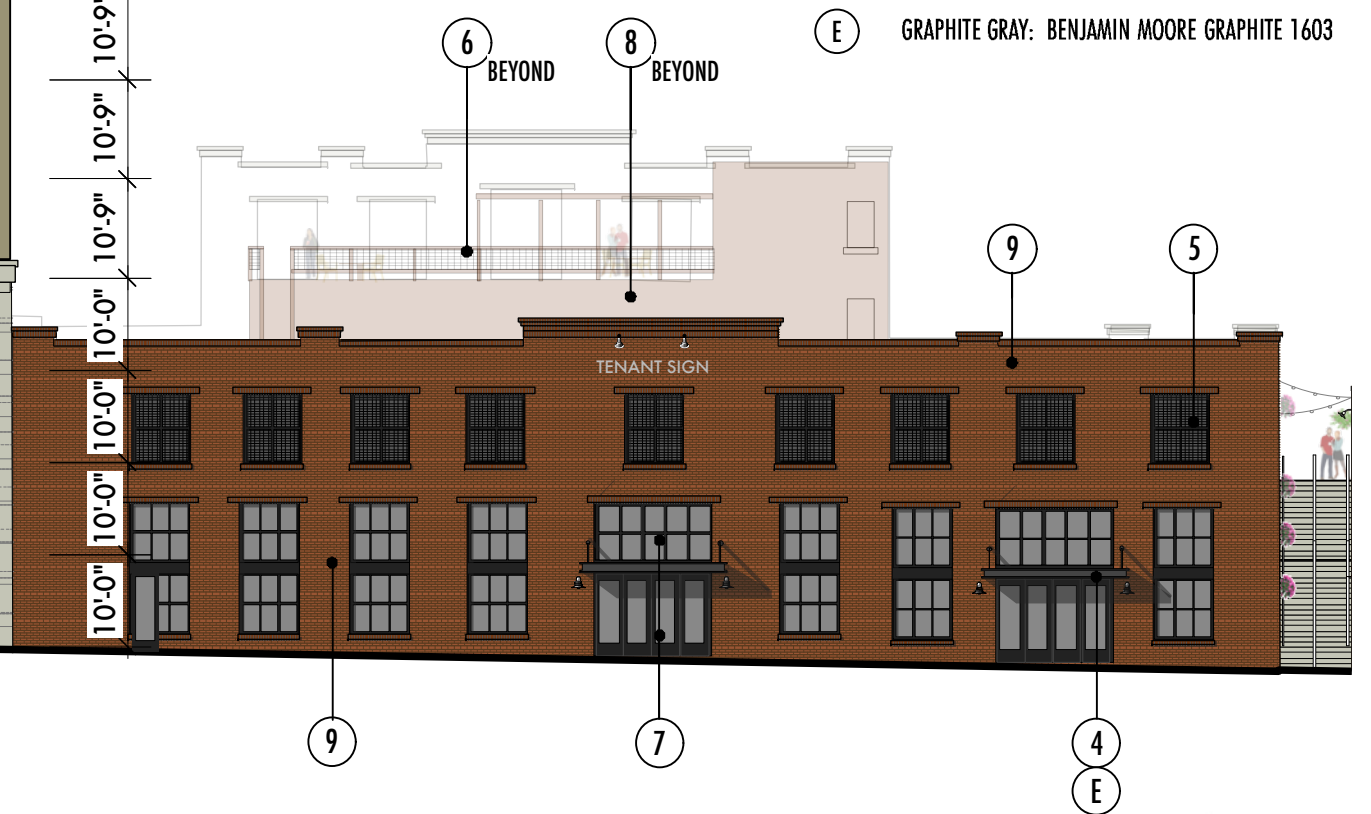


MATERIALS

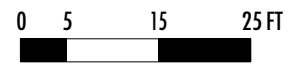
- (1) BOARD-FORMED CONCRETE
- (2) SMOOTH FINISH CONCRETE
- (3) ALUMINUM WINDOWS/STOREFRONT
- (4) PAINTED METAL AWNINGS
- (5) METAL MESH/SCREEN
- (6) METAL RAILING
- (7) PAINTED WOOD WINDOWS/STOREFRONT
- (8) SMOOTH FINISH PLASTER (PAINTED)
- (9) BRICK/THIN BRICK

COLORS

- (A) GREEN-GRAY: BENJAMIN MOORE ROCKPORT GRAY HC-105
- (B) OFF WHITE: BENJAMIN MOORE GRANT BEIGE HC-83
- (C) RUST GRAY: BENJAMIN MOORE VALLEY FORGE HC-74
- (D) RUST: BENJAMIN MOORE NATURAL BROWN 2103-10
- (E) GRAPHITE GRAY: BENJAMIN MOORE GRAPHITE 1603



Elevations (Commerce Street): 2200 & 2120 Buildings



THE BREWERY BLOCKS

a multi-building mixed-use development in Tacoma's
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MATERIALS

- ① BOARD-FORMED CONCRETE
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- ③ ALUMINUM WINDOWS/STOREFRONT
- ④ PAINTED METAL AWNINGS
- ⑤ METAL MESH/SCREEN
- ⑥ METAL RAILING
- ⑦ PAINTED WOOD WINDOWS/STOREFRONT
- ⑧ SMOOTH FINISH PLASTER (PAINTED)
- ⑨ BRICK/THIN BRICK

COLORS

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- Ⓑ OFF WHITE: BENJAMIN MOORE GRANT BEIGE HC-83
- Ⓒ RUST GRAY: BENJAMIN MOORE VALLEY FORGE HC-74
- Ⓓ RUST: BENJAMIN MOORE NATURAL BROWN 2103-10
- Ⓔ GRAPHITE GRAY: BENJAMIN MOORE GRAPHITE 1603

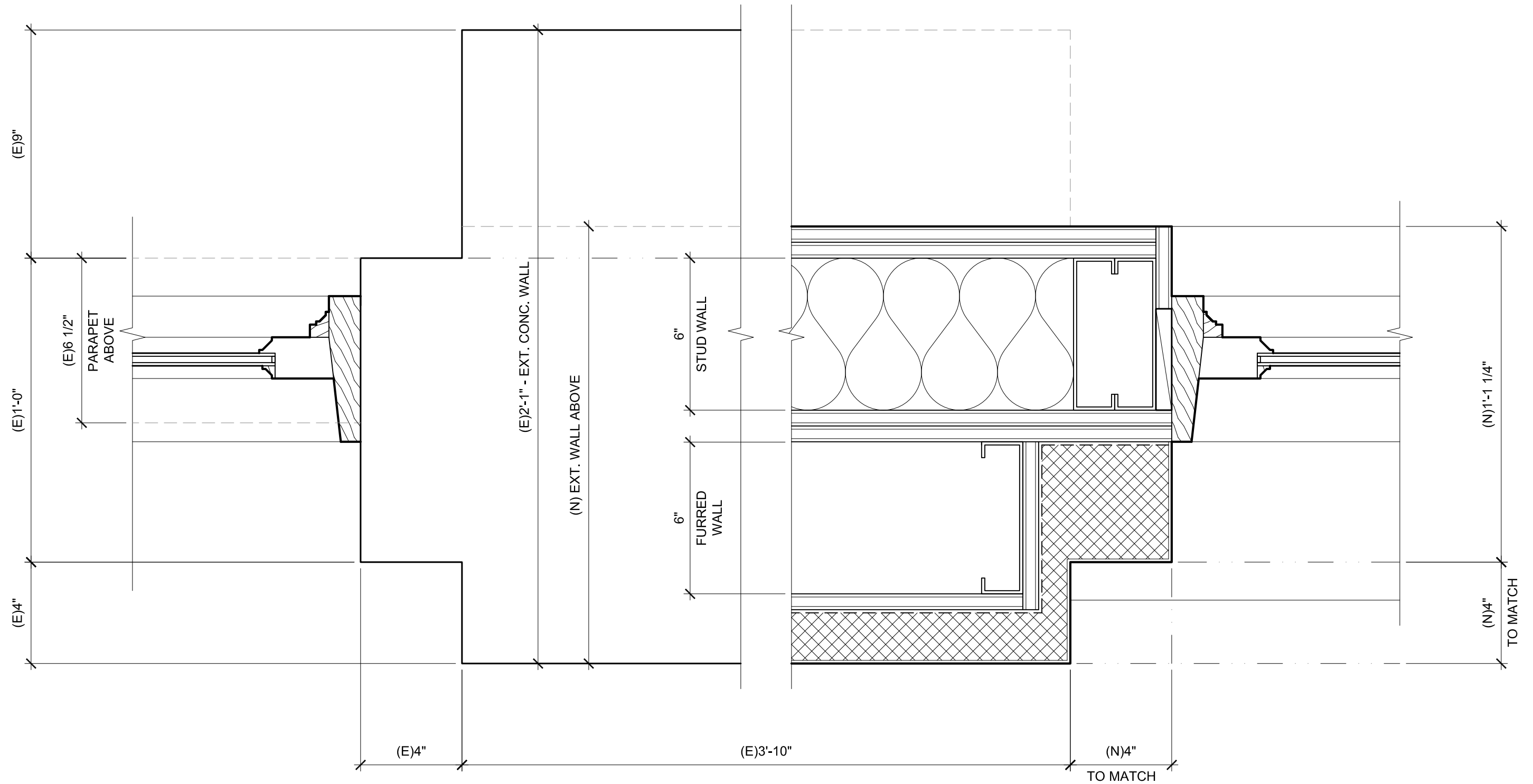


Elevations (South C Street): 2200 & 2120 Buildings

0 5 15 25 FT

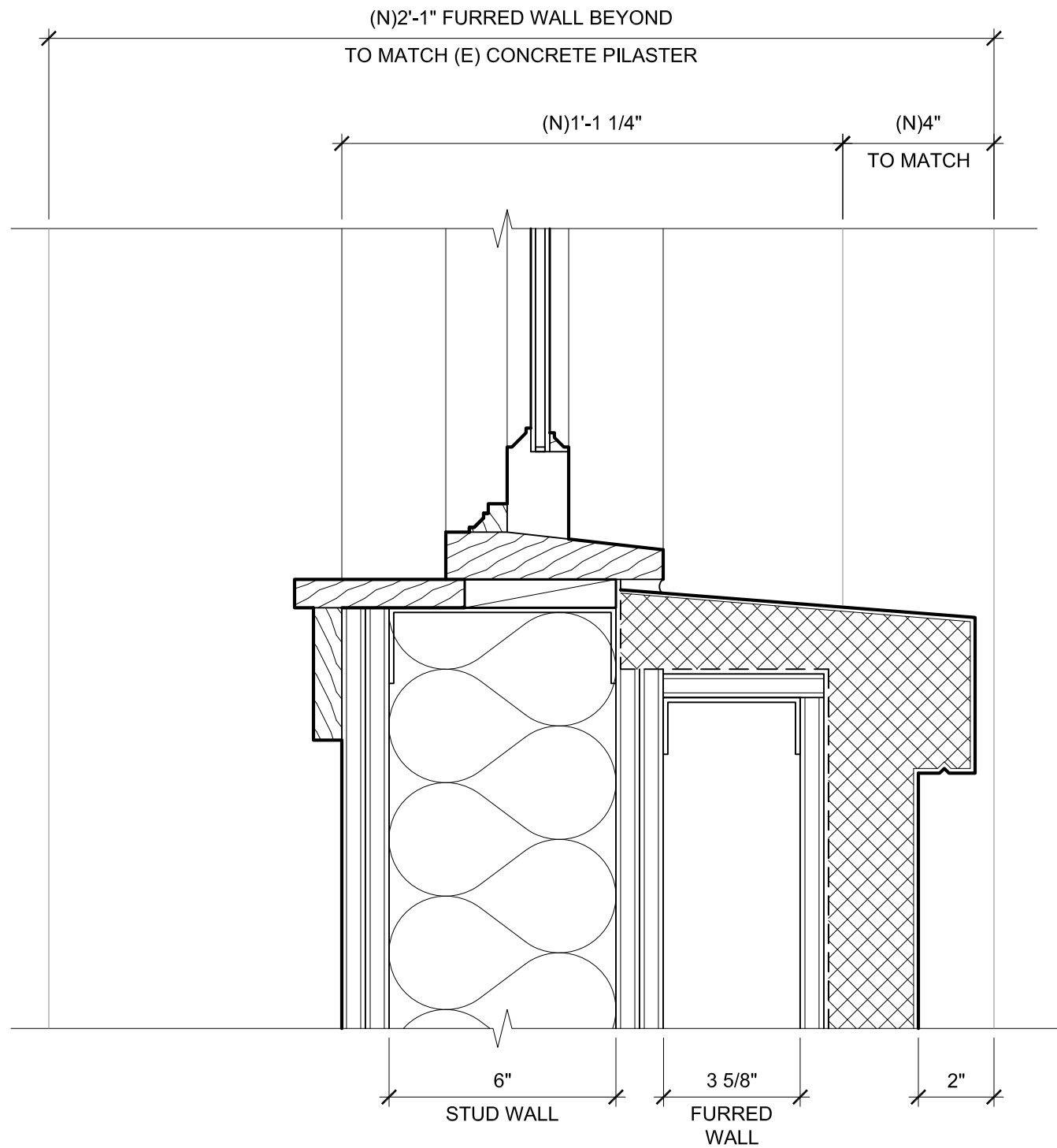
THE BREWERY BLOCKS
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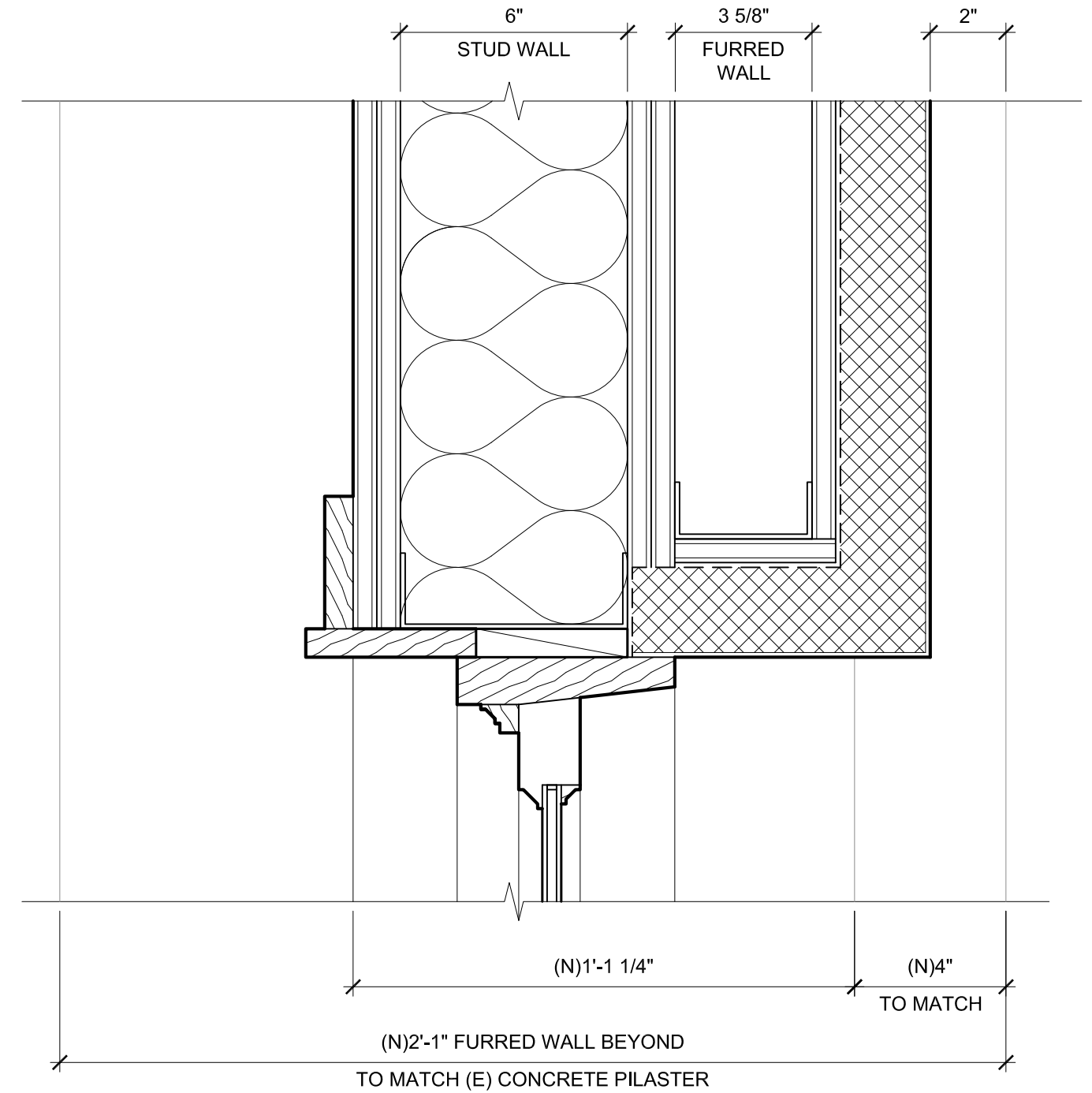


1 WINDOW JAMB AT (E) CONC.
SCALE: 3" = 1'-0"

2 WINDOW JAMB AT (N) EXT. WALL
SCALE: 3" = 1'-0"



3 WINDOW SILL AT (N) EXT. WALL
SCALE: 3" = 1'-0"



4 WINDOW HEAD AT (N) EXT. WALL
SCALE: 3" = 1'-0"

BREWERY BLOCKS

2110-2120 C Street/Commerce

Site Photos

1.16.17



2110 C Street
West Elevation



2120 C Street
West Elevation

2110 C Street
NE Angle



2120 C Street
NE Angle



2110 Commerce
NW Angle



2110 Commerce
East Elevation



2120 Commerce/2110 >
SW Angle

