

KING COUNTY LANDMARKS COMMISSION MEETING MINUTES*

*Thursday, March 22, 2018
Museum of Flight, Skyline Room
9404 East Marginal Way South
Tukwila, Washington
(Approved 4/26/2018)*

COMMISSIONERS PRESENT: Poppi Handy, Chair; Caroline Lemay, Vice Chair; Lorelea Hudson, Cristy Lake, Ella Moore, Rebecca Ossa, David Pilgrim

COMMISSIONERS EXCUSED/UNEXCUSED: None

STAFF PRESENT: Jennifer Meisner, Todd Scott

CALL TO ORDER: Handy called the meeting to order at 5:05 pm. Introductions of commissioners and staff were made.

Convene TUKWILA LANDMARKS COMMISSION

SPECIAL COMMISSIONER PRESENT: Dennis Martinez, Alternate

CITY STAFF PRESENT: Brandon Miles

GUESTS: Christine Runte, Amy Heidrick, John Little, Clark Miller, Francesca Renouard, Robert Renouard, Barry Latter, Jeff Bauknecht

PUBLIC HEARING: Boeing Airplane Company Building 105 Landmark Nomination

Scott indicated that seven of eight commissioners and staff had toured the building just prior to the hearing. He provided the commission with a brief history of Tukwila and their historic preservation program. Scott then described the process for designation of landmarks. He said that staff felt the building met Criterion A1 for its direct association with early 20th century aircraft manufacture in King County, Washington and William E. Boeing, founder of Boeing Airplane Company; for its association with the waning years of wooden shipbuilding on the West Coast and the shipwright Edward W. Heath; and for its association with the emergence of the national historic preservation movement within Washington State.

Scott indicated the building is also required to meet the requirements of Criterion B3 since it has been moved from its original location. He said staff feels those requirements are met, as it is the surviving structure most importantly associated with the early formative years of the Boeing Airplane Company, now a world leader in aircraft production. Scott then recommended the commission designate the building as a City of Tukwila landmark. He recommended the features of significance include the entire exterior of the first and second floors only. The boundaries of significance would include the footprint of the building in addition to any area covered by the roof overhangs.

*May include minutes for cities who have interlocal historic preservation agreements with King County.

Sarah J. Martin, author of the nomination and a consultant for the building owner, was invited to make a presentation on the history and significance of the building. She thanked the commission for the opportunity to present and staff from the museum and King County for their assistance providing information and reviewing the nomination. She indicated that Building 105's significance to the history of aviation and to the birth and early growth of the Boeing Airplane Company can't be overstated, and that its significance is more than symbolic. It was the space in which the company's first big contract was executed, which not brought the company into profitability, it also forced the essential efficiencies that made the company a worldwide contender in high volume aircraft manufacture. Most intensely used from 1916 to 1936, Building 105 embodies the first astounding 20 years of the Boeing Airplane Company's history.

She concurred with staff that the building met Criterion A1 for its association with aircraft manufacture in King County, with the waning years of wooden shipbuilding on the West Coast, and with the emergence of the national historic preservation movement within Washington State. Hudson asked if the building is still listed in the National Register of Historic Places. Martin replied that it was. Hudson asked if that had been revisited since the museum had opened. Martin said it had not, at least not that she was aware. Pilgrim thanked Martin for the nomination and indicated it was one of the best he'd seen.

Handy opened the public hearing and asked for testimony from the audience.

Public Testimony:

Barry Latter, docent with Museum of Flight stated that in his experience, the vast majority of visitors to the museum respond most enthusiastically to stories of people associated with the museum artifacts. The Red Barn is the museum's largest historical artifact, but it creates an atmosphere that engenders the spirit of the early days of aviation, and provides a great opportunity to highlight the many historic characters and their contributions. He is proud to highlight the Boeing connection and the lasting legacy of the Boeing story. He can think of no better way to preserve this vital part of northwest history than through designating the Red Barn as a Tukwila landmark. He provided additional written comments to the commission.

Handy asked for additional testimony. Hearing none she closed the public comment and opened the floor to commissioner deliberation. Pilgrim stated he would like to revisit including the interior of the building as a feature of significance. Pilgrim said he didn't want to get into the weeds trying to regulate exhibit design or anything like that. Handy said it certainly meets the integrity criteria for design, materials, and feeling. Scott suggested clearly identifying what components in the interior should be listed as significant. Pilgrim felt the layout of the second floor in particular, with the drafting room and corner office is significant as well, so perhaps spatial layout should be included. Moore asked if walls would be included. Scott said the interior walls are not historic, but it's the spatial layout could be.

There was some discussion as to what would be considered the "original" layout. Martin suggested the 1916 plan, included as part of the nomination, as it is what the current configuration most closely follows. The remaining commissioners concurred with including the interior structural components and layout as features of significance. Scott asked the commission for

permission to make final corrections to the nomination document as there were a few minor typographical and grammatical errors. The commission agreed.

Handy asked for a motion. Alternate Special Commissioner Martinez moved to designate Boeing Airplane Company Building 105 as a City of Tukwila landmark based on the staff recommendation and the features of significance, boundaries and findings contained in that recommendation, but also including the primary structural and framing members of the first and second floors and the spatial layout based on the 1916 floorplan as additional features of significance. Pilgrim seconded. The motion passed 8-0.

OTHER BUSINESS/PUBLIC COMMENT: Jeff Bauknecht, Grant Manager for the Museum of Flight, thanked the commission, staff, and guests for attending the hearing, and for all the assistance they had provided in researching and preparing the nomination, and preparing for the public hearing.

ADJOURN: Tukwila Landmarks Commission

Convene KENMORE LANDMARKS COMMISSION

SPECIAL COMMISSIONER ABSENT/EXCUSED: Linda Ottmar

CITY STAFF PRESENT: None

GUESTS: None

CERTIFICATE OF APPROPRIATENESS: Kenmore Community Club (COA #1805) request to install various parking lot signs.

Scott briefly described the project indicating the DRC had recommended approval. He also indicated there would be two larger signs, and approximately ten smaller signs. The larger ones would be placed on wooden posts that would be set in the ground. The smaller sign posts would be placed on metal flanges that are bolted to the pavement.

Ossa/Lake moved to approve the Type II COA request to install parking lot signage at the Kenmore Community Club as recommended by the DRC, and to ratify the agreement between DRC and the applicant. The motion passed 7-0.

OTHER BUSINESS/PUBLIC COMMENT: None

ADJOURN: Kenmore Landmarks Commission

Convene KENT LANDMARKS COMMISSION

SPECIAL COMMISSIONER PRESENT: Nancy Simpson

CITY STAFF PRESENT: None

GUESTS: Chuck Simpson

CERTIFICATE OF APPROPRIATENESS: 833 E Smith Street, Mill Creek Historic District, Kent (COA #1806) request to build an addition on the rear of the house.

Scott briefly described the project indicating the DRC had recommended approval. He also said the project meets the design guidelines for the district. Pilgrim asked about the chimney and any potential vents for the furnace. Scott said the chimney would be removed, and there would likely be vents, but they would be on the back portion of the roof. He didn't know how many there would be or how large. Pilgrim is concerned that the vent requirement for a gas furnace might be pretty big. Hudson said she wasn't concerned about losing the chimney as it is not historic, and she was fine with the addition as proposed.

Handy asked whether the owner or architect had located any photos that clearly showed whether the historic windows had a 1/1 or 2/2 lite configuration. Scott said they had not located anything yet. Ossa was concerned that the slope of the roof looks odd, with the break so close to the ridge line. She wondered if it might not work better being a straight shed roof. Scott said the architect had wanted to keep the two different slopes on the rear, but had to raise the eave line at the back in order to achieve the appropriate ceiling height in the addition. He said the slope is the same, it just extends further and is closer to the ridge. Handy suggested they should add a requirement that the window replacements should match the lite configuration of the historic windows, if they're able to locate adequate documentation.

Simpson/Lemay moved to approve the Type II COA request to build a rear addition on 833 E Smith Street, in the Mill Creek Historic District as recommended by the DRC, and to ratify the agreement between DRC and the applicant. The motion passed 8-0.

OTHER BUSINESS/PUBLIC COMMENT: None

ADJOURN: Kent Landmarks Commission

Convene KING COUNTY LANDMARKS COMMISSION

APPROVAL OF MINUTES: Handy asked for any changes/corrections to the minutes. There were none.

Lemay/Hudson moved to approve the February 22, 2018 minutes of the King County Landmarks Commission. The motion passed 6-0 (Handy abstained as she was not present at that meeting).

GUESTS: None

CERTIFICATE OF APPROPRIATENESS: Neely Mansion (COA #1807) request to replace an existing egress stair.

Scott briefly described the project indicating the DRC had recommended approval. He indicated the balustrade pattern was a simplification of the overall porch design. The architects had considered replicating the porch railings, but the asymmetrical design of that rail doesn't translate well to a diagonal stair rail. Scott said the structural materials would be pressure treated lumber, but that it would all be clad in cedar that would be painted to match the house. The stair treads will be recycled plastic material in a color that closely matches the paint color of the porch flooring. Moore suggested the applicant may want to consider another tread material, as she has recycled plastic treads on her porch steps and they are very slick when it's icy.

Ossa asked what other options had been considered. Scott said they had talked briefly about using rolling fire ladders from windows, but that would make the egress less accessible than it is now. They also discussed stairs at the rear of the building, but that would require converting an existing window to a door, and it would disrupt the area around the Hori Furoba (bathhouse). Lemay asked how many people are permitted on the second floor now. Handy said without the egress stair it would be nine or less. Scott also said that the second floor is the primary exhibit space for the museum; the first floor is used mostly for special events. Scott also said there had been some concern about uncovering historical archaeological artifacts, so Hudson had volunteered to monitor any digging that was needed for the foundation elements.

Lemay/Lake moved to approve the Type II COA request to replace the existing egress stair at Neely Mansion as recommended by the DRC, and to ratify the agreement between DRC and the applicant. The motion passed 7-0.

OTHER BUSINESS: Proposed changes to rules and regulations relating to termination of landmark designation.

Scott provided a brief overview of the policy and planning committee's recommendations for changes to commission rules. He said that terminations would only be allowed if the landmark had ceased to meet the criteria originally used for designation, or if additional information shows that the property does not meet any designation criteria. Scott explained that the process would be much like it was for designation of landmarks, with the same notice and hearing requirements. Lake pointed out a minor typographical error in the proposed changes.

Pilgrim/Hudson moved to amend the commission rules and regulations, inserting new paragraphs IV.J through IV.O. The motion passed 7-0.

HISTORIC PRESERVATION OFFICER'S REPORT: Meisner reported that the University of Washington would be having a special exhibit celebrating "15 Years of Storefront Studio." It will take place in Gould Hall, and the reception will be April 25. They are also producing a book illustrating many of the projects over the years. She also reminded the commission that the statewide preservation/Main Street conference (RevitalizeWA) would be in Port Townsend, April 23-25, and that staff would be attending as well as Commissioner Lake. She said a new session featuring Governor Inslee had been added to the program.

Meisner reminded everyone of the commissioner training on April 6, in Kirkland. DAHP has invited all certified local government staff and commissioners from around the state to attend. She also said that staff had been working with the City of Sammamish on the appropriate mitigation for demolition of the Baker House, since the hearing examiner had overturned the commission's decision to designate it as a Sammamish landmark. Meisner also informed them that we are expecting a new settlement soon on the Providence Heights issue. It's likely the City of Issaquah will be settling with the owner and that the landmark designation will be removed from the property.

Finally, she reported that county council had approved the new legislation for oversight of 4Culture's budget and board appointments. She wasn't sure when the new legislation would take effect. Meanwhile the search for a new executive director continues.

ANNOUNCEMENTS: Scott indicated the next policy and planning committee meeting might be moved to correspond with the next commission meeting, as he will be in Port Townsend on the regular committee meeting date. Moore and Hudson indicated that neither of them would be at the next commission meeting, scheduled for April 26.

PUBLIC COMMENT: None

ADJOURN: The meeting was adjourned at 6:50 pm.