STAFF REPORT
HISTORIC AND CULTURAL LANDMARKS COMMISSION
CITY OF FORT WORTH, TEXAS

DATE: January 9, 2017 **COUNCIL DISTRICT: 9**

GENERAL INFORMATION

LOCATION	401 W. Lancaster Avenue
ZONING/ USE (S)	PD/HSE
NEIGHBORHOOD ASSOCIATION	Downtown Fort Worth Inc.

REQUEST

City of Fort Worth Planning and Development and Code Compliance Departments requests a determination from the Historic and Cultural Landmarks Commission (HCLC), in accordance with Chapter 7: Buildings, Article 4: Minimum Buiding Standards Code; Section 7-109 Preservation of Historic Properties of the City Code, as to whether the property located at 401 W. Lancaster Avenue can be reasonably rehabilitated to remain as a property contributing to the City of Fort Worth's historic heritage.

FINDINGS/RECOMMENDATIONS

The applicant is requesting a determination for the **Texas & Pacific Warehouse (Merchants Terminal Building),** which is considered a CAT 2 (Substandard and Hazardous).

The following criteria are used in determining the reasonable rehabilitation potential of a structure.

The historic and/or architectural significance of the building or structure:

According to the Tarrant County Historic Resources Survey, the Texas & Pacific buildings were constructed from 1930-1931 with the architectural firm of Wyatt C. Hedrick winning contracts for the terminal and the warehouse. Both structures were listed on the National Register of Historic Places in 1978. The warehouse was designated HSE by the City of Fort Worth in 1995.

The Texas and Pacific Railroad played a central role in Fort Worth's development, from the establishment of the city's first rail line in 1876 to the peak years of train service during World War II. Fort Worth's growth in the oil-boom years of the 1920's outstripped its transportation facilities. In 1929, an ambitious joint plan between the Texas & Pacific and the City of Fort Worth, resulted in the reconstruction of the downtown rail and road system.

On July 31, 1995, the Historic and Cultural Landmarks Commission nominated the T & P Warehouse for designation as Highly Significant Endangered, having met 10 of the criteria for designation.

Additional details regarding the significance of the building may be found in Attachments 11-13.

The condition of the building(s) or structure(s):

- Property is vacant and secured.
- The T & P Warehouse has remained in a substandard and hazardous condition for nearly two decades. The 8-story structure shows signs of continued deteriorated arising from the following conditions:

  Holes in the roof
  Evidence of excessive moisture within the roof assembly
  Parapet deterioration
  Openings between roof and parapet wall
  Fire-damaged timber structure
  Deteriorated original timber floor
  Excessive standing water in the basement
  Deteriorated/damaged windows
  Missing windows
  Deteriorated canopy
  Openings in the floor
  Spalling concrete and corrosion of reinforcement
  Exterior masonry deterioration
  Extensive graffiti on historic masonry

- Other conditions that contribute to the structure being in violation of the Minimum Building Standards ordinance may be found in the attached Code Compliance Department Building Survey.

Additional Information Regarding Substandard Condition

Additional details regarding the substandard condition of the building may be found in Attachments 1-3 and the attached photographs.

Additional Information Regarding Rehabilitation Potential

Additional details regarding the rehabilitation potential of the building may be found in Attachments 4-10.

The special character and aesthetic interest that the building or structure adds to the local Historic District or Landmark site:

The Texas & Pacific Warehouse forms part of the Texas & Pacific Railroad Complex and Freight Buildings. The infreight warehouse is an enormous 8-story masonry block measuring 100' by 600', of reinforced concrete and steel-frame construction, clad in yellow-buff brick with limestone trim. Projecting end bays terminate the octagonal towers that accentuate the verticality of the Art Deco structure.

Continuous loading docks covered by metal canopies extend along the sides. Ornament is restricted primarily to patterned red brick friezes above the ground floor, frieze panels at the cornice, and limestone copings along the parapets.

The dominance of the infreight warehouse suggests Fort Worth's importance as an importer of goods for local distribution. The Warehouse contributes to a complex of buildings that form an

architecturally impressive monument to the importance of the railroad in Fort Worth's development.[1]

Based on the information provided by the applicant, **Staff <u>does</u> believe that the Texas & Pacific Warehouse can be reasonably rehabilitated to remain as a property contributing to the City of Fort Worth's historic heritage**.

ATTACHMENTS

<u>Regarding Substandard Conditions</u>
Attachment 1 – City of Fort Worth Code Compliance Building Survey
Attachment 2 – Notice Summary (2002-2016)
Attachment 3 – Violation Summary (2013-2017)

<u>Regarding Rehabilitation Potential</u>
Attachment 4 – Certificate of Appropriateness Application (2009)
Attachment 5 – Adaptive Reuse and Historic Preservation Drawings (Gromatzky Dupree & Associates, 2009)
Attachment 6 – Streetscape of Rehabilitated T & P Warehouse (2009)
Attachment 7 – Texas Historical Commission, Project Review (2009)
Attachment 8 – United States Department of the Interior, Project Review (2010)
Attachment 9 – Staff Report for Certificate of Appropriateness (2009)
Attachment 10 – Certificate of Appropriateness (2009)

<u>Regarding Significance</u>
Attachment 11 – HSE Nomination (1995)
Attachment 12 – Early Art Deco in Fort Worth, Texas & Pacific Warehouse
Attachment 13 – Tarrant County Historic Resources Survey: Phase III Fort Worth's Southside

[1] Tarrant County Historic Resources Survey: Phase III Fort Worth's Southside (pp.35-36)

Supplemental Information

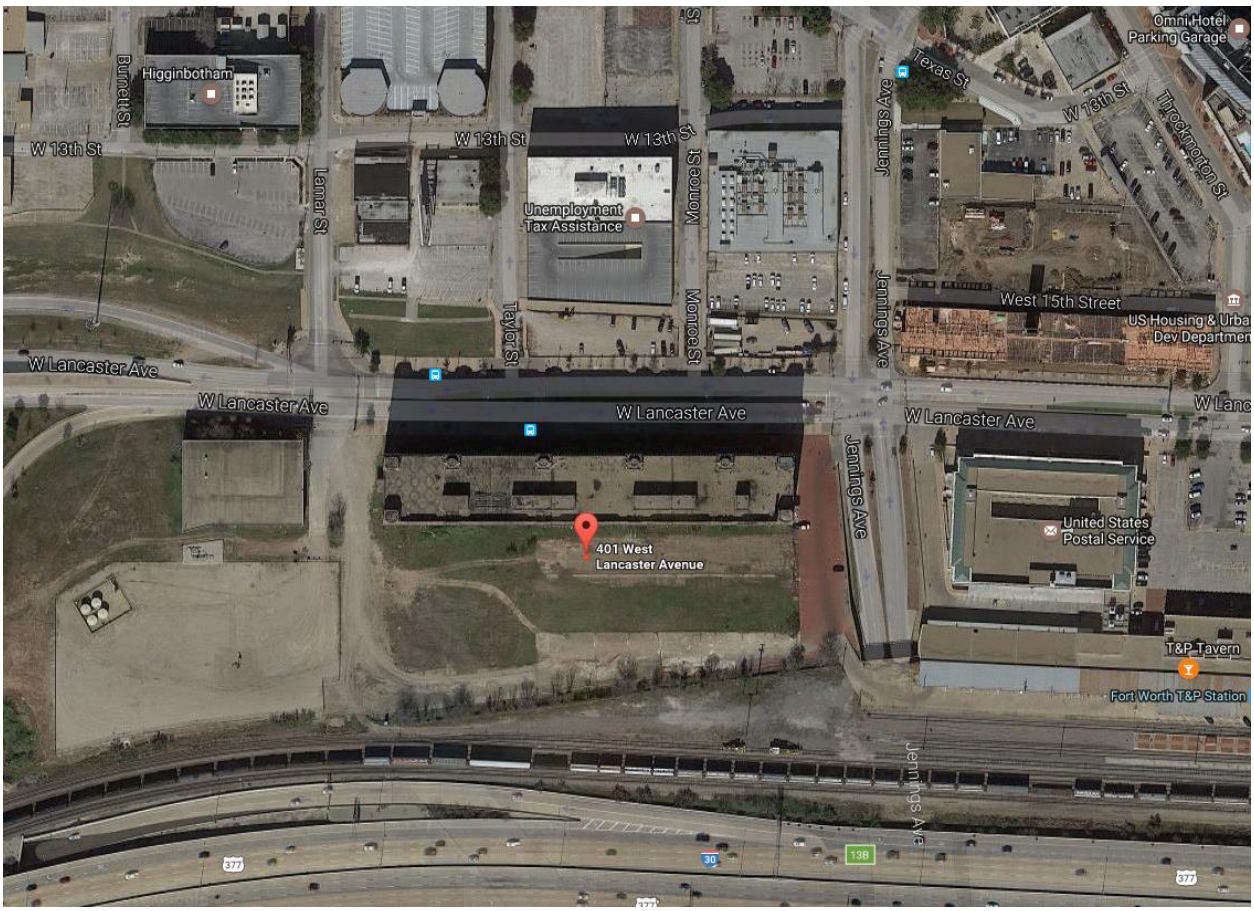


Figure 1 - Aerial view of the subject property

Figure 2 – Partial corner bay showing extensive loss of windows

Figure 3 – Partial elevation showing masonry deterioration and extensive loss of windows

Figure 4 – Partial view showing loading bays and deterioration of the canopy

Figure 5 – View showing damage to exterior door and painting of buff masonry

Figure 6 – Detail of exterior window with steel mesh insert

Figure 7 – Detail of damaged loading bay door

Figure 8 – Partial view of concrete canopy showing holes, concrete spalling and corrosion

Figure 9 – Detail showing deterioration of concrete canopy at drain

Figure 10 – Detail showing extensive concrete spalling at underside of canopy and corrosion

Figure 11 – View at pilaster between loading bays showing masonry deterioration

Figure 12 – Detail of masonry deterioration

Figure 13 – Partial view of roof-top service structures showing extent of graffiti

Figure 14 – Detail view showing typical extent of graffiti on character-defining buff masonry

Figure 15 – Detail showing masonry exposure and separation of abutting walls

Figure 16 – Detail showing approximately 8-inch caliper tree trunk recently removed from roof

Figure 17 – Detail showing holes in roof and graffiti on inside face of masonry parapet wall

Figure 18 – View of interior showing high-level windows that were in the process of being lowered. Unprotected masonry incisions further expose the masonry to water infiltration

Figure 19 – Partial interior view at exterior masonry wall showing sound structure

Figure 20 – Partial interior view of typical floor layout showing sound structure

Figure 21 – View showing original timber flooring

Figure 22 – Detail of steel stairs showing corrosion

Figure 23 – View showing original intact windows from interior

Figure 24 – View showing original damaged windows from interior

Figure 25 – View showing damaged plumbing fixtures

Figure 26 – View showing charred timber beams and underside of floor boards

Figure 27 – View showing evidence of moisture damage

Figure 28 – View showing openings in concrete structure

Figure 29 – View showing extensive standing water in basement (December 2016) – water level appears to be approximately 12 inches higher than in September 2016

Figure 30 – Partial view in basement showing sound structure and piled debris

Attachment 1

CITY OF FORT WORTH
CODE COMPLIANCE DEPARTMENT
BUILDING SURVEY

Property Address: 401 W LANCASTER AVE Category: ☐ I ☒ II ☐ III

Legal Description: TEXAS & PACIFIC RR RESERVATION Block: 17 Lot: 1A, 2 & 3

File No.: 07-38490 Tax Account No.: 06072690

☐ Single Family Residence ☐ Two Family Residence ☐ Multifamily Residence ☐ Boarding House # of Units ____

☒ Commercial ☐ Industrial ☐ Accessory ☐ Other Use _____

☐ Frame ☒ Brick ☐ Stone ☒ Concrete ☒ Concrete Brick ☐ Metal Story 8 basement,roof

☐ Occupied ☒ Vacant ☐ Open ☒ Secured

The above described property was inspected on 12-20-2016 by Code Enforcement Officer T Taylor who may be contacted at **(817) 392-2392 Violations observed by the Officer are marked below. The violation(s) must be corrected to comply with the City of Fort Worth Code of Ordinances, Chapter 7, Article IV, Minimum Building Standards Code and/or Chapter 7, Article IX, Multi-family Inspection Code.**

The Officer determined: ☒ a Building Permit; ☒ a Plumbing Permit; ☒ an Electrical Permit; or ☒ Mechanical Permit Is / are necessary. Permits must be obtained by an appropriately licensed contractor. Each contractor must obtain an inspection from the Department of Development upon completion of their specific work. **When all violations have been corrected, the owner must call for a final inspection from the Code Compliance Department. Vacant structures may not be occupied until all violations have been corrected and approved by the Code Compliance Department.**

☒ **An Interior Inspection is required** ☒ **An Interior Inspection was completed on 12-20-2016 by Officer Tiffany Taylor in the presence of the** ☐ **owner /** ☐ **tenant /** ☒ **under the authority of an Administrative Search Warrant.**

Owner: CLEOPATRA INVESTMENTS LTD Phone: 214-521-3216

Address:P O BOX 191103, DALLAS, TEXAS Zip: 75219-8103

Signature: _____ DL# _____ DOB: _____

By signing above I acknowledge that the property referenced herein shall be required to come into compliance by_____.
Should the property be re-inspected after that day and be identified to have Code violations, I also acknowledge that municipal court citations and further administrative actions are possible.

CORRECTIONS MUST BE MADE TO THE ITEMS CHECKED BELOW:

SMOKE DETECTORS: ☐ Missing ☐ Inoperative ☐ Improperly Located ☐ Additional Detectors Required

APPROVED ADDRESS NUMBERS PLACED ON BUILDING: ☐ Yes ☐ No

EXTERIOR WALLS:

☐ Wood ☐ Charred ☐ Rotten
☐ Boards ☐ Loose ☐ Missing
☐ Siding ☐ Broken ☐ Missing
☐ Holes ☐ Breaches
☐ Cracks ☐ Buckled ☐ Leans
☒ Brick ☐ Loose ☐ Missing
☐ Damaged Paint
☐ Other _____

ROOF:

☐ Charred Wood
☐ Rotten Wood on Overhang
☐ Rotten Rafter Tails
☐ Rotten Decking
☐ Rotten Fascia Boards
☐ Shingles Missing
☐ Deteriorated Shingles
☐ Appears to Leak
☐ Sags ☐ Buckled
☐ Collapsed ☐ Holes
☐ Damaged Paint
☒ Other HOLES

FOUNDATION:

☐ Appears Inadequate Support
☐ Rotten Wood
☐ Piers ☐ Lean ☐ Missing
☐ Cracks in Perimeter Wall
☐ Cracks in Slab
☐ Missing Skirting
☐ Missing Access Cover
☒ Other WATER ACCUMLATION

PROPERTY ADDRESS: 401 W LANCASTER AVE

WINDOWS:

- ☐ Charred Wood ☒ Rotten Wood
- ☒ Broken Glass
- ☒ Glass Shards Not Removed
- ☒ Screens- ☒ Missing ☐ Damaged
- ☐ Burglar Bars w/No Release
- ☐ Bedroom Windows Boarded
- ☒ Damaged Paint
- ☐ Other _____

PORCHES:

- ☐ Charred Wood
- ☐ Rotten Wood
- ☐ Missing Boards
- ☐ Inadequate Support
- ☐ Support Post Loose
- ☐ Support Post Missing
- ☐ Damaged Paint
- ☐ Cracks / Damaged Concrete
- ☐ Brick- ☐ Loose ☐ Missing
- ☐ Other _____

STEPS:

- ☐ Charred Wood
- ☐ Rotten Wood
- ☐ Missing Boards
- ☐ Inadequate Support
- ☐ Handrails ☐ Missing ☐ Loose
- ☐ Damaged Paint
- ☐ Cracks / Damaged Concrete
- ☐ Brick - ☐ Loose ☐ Missing
- ☐ Other _____

DOORS

- ☐ Charred Wood
- ☐ Rotten Wood
- ☐ Damaged ☐ Missing
- ☐ Off Hinges
- ☐ Poor Fit
- ☐ Broken Glass
- ☐ Glass Shards Not Removed
- ☐ Other _____

LAVATORY:

- ☐ Missing
- ☒ Damaged
- ☐ Loose From Wall
- ☐ Faucets - ☐ Leak ☐ Broken
  - ☐ Loose
- ☐ Supply Line- ☐ Leaks ☐ Missing
- ☐ Non-conforming Waste Line
- ☐ Other _____

BATHTUB / SHOWER:

- ☐ Missing
- ☒ Damaged
- ☐ Stopped Up
- ☐ Faucets - ☐ Leak ☐ Broken
  - ☐ Loose ☐ Missing
- ☐ Damaged Tub/Shower Stall
- ☐ Other

WATER CLOSET:

- ☒ Missing
- ☐ No Anti-Siphon Ball Cock
- ☐ Stopped Up
- ☐ Poorly Anchored
- ☐ Water Leaks
- ☐ Runs Constantly
- ☐ Tank - ☐ Broken ☐ Cracked
- ☐ Bowl - ☐ Broken ☐ Cracked
- ☐ Missing Flush Handle
- ☐ Supply Line Disconnected
- ☐ Seat - ☐ Broken ☐ Missing
- ☐ Other _____

KITCHEN SINK:

- ☐ Missing
- ☐ Damaged
- ☐ Stopped Up
- ☐ Faucets - ☐ Leak ☐ Broken
  - ☐ Loose ☐ Missing
- ☐ Trap - ☐ Leaks ☐ Missing
- ☐ Supply Line Leaks
- ☐ Supply Line Missing
- ☐ Non-conforming Waste Line
- ☐ Damaged Backsplash
- ☐ Damaged Countertop
- ☐ Other _____

WATER HEATER:

- ☐ Gas ☐ Electric
- ☐ Missing ☒ Disconnected
- ☐ Temp/Pressure Relief Valve
  - ☐ Missing ☐ Damaged
- ☐ Drain Line - ☐ Missing
  - ☐ Not Approved Pipe
  - ☐ Not Extended Outside
  - ☐ Not Elbowed Down
- ☐ Vent - ☐ Leaks ☐ Missing
- ☐ Non-confirming Vent
- ☐ Inadequate Combustion Air
- ☐ No Gas Cut Off
- ☐ Missing Fire Box Door
- ☐ Gas Supply Line Not Approved
- ☐ Gas Fired Located in Bed / Bath room
- ☐ Temperature Control – ☐ Missing
  - ☐ Damaged ☐ Inoperable

PROPERTY ADDRESS: 401 W LANCASTER AVE

PLUMBING MISCELLANEOUS:

☐ Open Clean Out
☐ Water Leak - ☐ Outside
☐ Under Building ☐ Yard
☐ Vent Stack - ☐ Missing ☐ Broken
☐ Not Extended Through Roof
☐ Sewer Line - ☐ Stopped Up
☐ Running Out on Ground
☐ Other _____

INTERIOR WALLS AND CEILINGS:

☐ Charred Wood
☐ Cracks
☒ Holes
☐ Mold / Mildew
☒ Water Damage ☒ Smoke Damage
☐ Fire Damage
☒ Ceiling Appears to Leak
☐ No Impervious Material Around Bathtub
☐ Bathtub / Shower Enclosure - ☐ Damaged
☒ Other DAMAGED

ELECTRICAL SERVICE:

☐ Service Panel Burned
☐ Service - ☐ Missing ☐ Not Grounded
☐ Missing - ☐ Breakers ☐ Fuses
☐ Missing - ☐ Interior Panel ☐ Exterior Panel
☐ Exposed Wiring ☐ Fire Damaged
☐ Non-conforming Wiring In Panel
☐ Burned - ☐ Wiring ☐ Outlets ☐ Switches ☐ Fixtures
☐ No GFCI Over Kitchen Counter Space
☐ No GFCI In Bathroom Circuit
☒ Outlets - ☐ Missing ☐ Loose ☒ Damaged
☒ Switches - ☒ Missing ☒ Loose ☐ Damaged
☒ Fixtures - ☒ Missing ☒ Loose ☒ Damaged
☒ Outlet Covers - ☒ Missing ☒ Loose ☒ Damaged
☒ Switch Covers - ☒ Missing ☒ Loose ☒ Damaged
☐ Extension Cords in Place of Permanent Wiring
☐ Exterior Lights - ☐ Damaged ☐ Missing
☐ Non-conforming Wiring
☒ Other

MECHANICAL:

☐ Fire Damaged
☐ Non-conforming Gas Line to Space Heater
☐ Non-conforming Gas Line to Kitchen Stove
☐ A.C. / Heat Thermostat Control - ☐ Missing
☐ Damaged ☐ Inoperable
☐ No Vent Fan or Window In Bathroom
☐ Bathroom Vent Fan ☐ Damaged ☐ Missing
☐ Inoperable
☒ Other DAMAGED

FLOORS:

☒ Damaged
☒ Charred Wood
☒ Rotten Wood
☒ Missing Boards
☒ Holes ☒ Cracks
☐ Buckled
☐ Not Level
☐ No Impervious Material On Bathroom Floor
☐ Other _____

APPLIANCES:

☐ Stove - ☐ Missing ☐ Damaged ☐ Inoperable
☐ Refrigerator - ☐ Missing ☐ Damaged ☐ Inoperable
☐ Exhaust Fan - ☐ Missing ☐ Damaged ☐ Inoperable
☐ Disposal - ☐ Missing ☐ Damaged ☐ Inoperable
☐ Dishwasher- ☐ Missing ☐ Damaged ☐ Inoperable
☐ Other _____

MISCELLEANOUS:
Please obtain building permits as required.

CHIMNEY:

GUTTERS/DOWNSPOUTS:

LANDINGS:

BALCONY:

WALKWAYS:

EXITS/EMERGENCY ESCAPE: SOME ARE BLOCKED WATER, METAL

FIRE LANE PROTECTION:

PARKING AREA:

EXTERIOR / INTERIOR SANITATION: MISC ACCUMULATION BUILDING MATERIAL, CONCRETE,

OTHER ITEMS

EXTERIOR / INTERIOR INFESTATION:

SWIMMING POOL/ SPAS:

FENCES:

WATER/SEWER:

GAS:

SECURITY DEVICES:

WASHER CONNECTIONS:

FIREPLACE:

VENTILATION:

HEATING:

AIR CONDITIONING:

Attachment 2

Date	Type of Notice	Mailing	Person	Type of Notice	Brief description
12/10/2002	NOV	Cert'd	Paul Mc Allister	SST0210-0460	
1/3/2003	Nov				Removal of trash, securing the building, open elevator shafts, removal and proper disposal of stagnant water, removing glass and closing window openings to eliminate infestation and dampness, securing the service box at the west end lot,
1/15/2003	Citations	mailed cert'd	Ola Labib Assem	G137420	Failure to Close a Vacant Building-no match
1/15/2003	Citations	mailed cert'd	Ola Labib Assem	G137421	Maintain a Substandard Structure-no match
4/14/2003	Nov	regular mail	Gail Tidwell	follow-up 4-11-2003	accumulation of combustible material, accumulation of fowl/bird waste, accessible to the public, elevator shafts top to bottom being open and accessible, multiple feet of stagnant water, shards of broken glass hanging from window frames, unsecured service box, high grass and weeds, trash and debris, graffiti, pipes protruding from the west wall - incomplete
4/22/2003	Trespass Warning		Garwacki 3292		
4/25/2003	correspondence	mail and fax	Cleopatra Inc	response	Response from notice dated 4-11-2003 and 4-14-2003 Ola Assem President

4/28/2003	notice	faxed and mailed	Gail Tidwell	eliminate by 5-9-2003	remove razor wire in exit stairwells and canopies over loading docks to prevent injury, close and secure doors providing access to building, secure the service box for the sump pump at the west end, remove multiple feet of stagnant water, provide appropriate security to prevent entry, cut high grass and weeds and remove trash and debris
				eliminate by 5-16-2003	remove accumulation, remove trash and debris from elevator shafts, remove broken glass hanging from windows, limit access to elevator shafts from top floor to basement that are open, remove graffiti, remove PVC drain pipes protruding from the wall, remove or repair broken fence and gate
5/5/2003	correspondence	mail and fax	Cleopatra Inc	response	request more time - 5-9-2003 razor wire removal, close and secure opening, a lock on the service box 5-23-2003 removing water from the basement and service box 5-19-2003 high grass and weeds 5-16-2003 require 90 to 120 days to complete there is no functional elevator, removing shards, open areas have been secured Ola Assem
5/5/2003	correspondence		Cleopatra Inc	Stagnant water	Phoenix 1 Restoration and Construction LTD the water has been removed, Phoenix is in the process of evaluating riff repairs to stop leaks
5/6/2003	notice	faxed and mailed	Gail Tidwell	eliminate	razor wire, high grass and weeds, trash and debris 5-9-2003, remove storm water 5-16-2003, lock on (service box completed), open doors or windows 5-9-2003, shards removal 6-2-2003, windows on the east and west end 6-16-2003, windows on the south 6-30-2003, repaired fence and gate
12/4/2003	Citation		Ola Assem	G137706	Failure to Close a Vacant Building-Admin closed

2/14/2004	notice	mailed	Ernie Dollar	Ola Labib Assem	violations still present
3/30/2004	correspondence		LZA Technology	Condition Survey	8 floors plus a basement and penthouses on the portions of the roof, partially licensed for incidental use haunted house and paint ball facility, it has not been regularly used for about 27 years, reinforced concrete flat plate floor, reinforced concrete columns, roof reinforced concrete beam and slab frame, penthouse constructed of reinforced concrete, most of the structure is exposed, Observations spalling and crackling related to corrosion of reinforcing steel, and previous fires
3/30/2004	correspondence	Carl Smart	Daedalus Development Corp	Historic Renovation/ Adaptive /use	meeting held 3-15-2004
4/2/2004	citation	Ola Assem		G137718	Water pool- Unwholesome basement full of stagnant water- Admin Closed
4/7/2004	correspondence		Cleopatra Inc	follow-up	meeting held 2-12-04 violations still present, 3-30-2004 report from LZA Technology , 3-29-2004
4/23/2004	Status Report				details of observations
9/30/2004	Water Incursion	City Staff	Daedalus development Corp		water observation
9/29/2004	Estimate	USFilter	Cleopatra Inc		176,00-gallon water and oil sheen removal and pressure wash $85,065.00
12/21/2004	response	Daedalus Development Corp		Procedure for clean-up	4 to 5 days to complete
1/28/2005	response	Circle C Construction Corp	Risk Management		notice of claim
2/4/2005	response	Cleopatra Inc	City of Fort Worth		request formal demand to commence work and pay owners expenses
4/16/2015	notice	City Staff	Cleopatra Inc		Failure to complete work BSC letter

4/16/2015	notice	City Staff	owners	water in the basement
10/15/2015	notice	City Staff	owners	open and vacant
11/6/2015	notice	City Staff	owners	open and vacant boarded
2/3/2016	notice	City Staff	owners	open and vacant (secured by owner)
10/28/2016	notice	City Staff	owners	Present violations attached to building survey
12/20/2016	warrant	City Staff		executed search warrant

Attachment 3

FORT WORTH

Case Number: 07-38490

(Violation Summary)

ID	Type	Next Activity	Assigned To	Action Date	Comply	Status
46199	Substandard Building - T&P wasrehouse, commercial bld. T&P...	You have issued another Notice of Violation and scheduled a reinspection. What would you like to do?	Taylor, Tiffany	01/09/2017		Open
472804	Property Maintenance - Behind the property is filled with dirt and discarded items located in the grass the bottom gate was reported as usually unlocked and filled with water and discarded items stored there by TPW. Behind...	You have issued a Notice of Violation and scheduled a reinspection. What would you like to do?	Sanchez, Benjamin		Complete	Closed
472805	Health Hazard - The basement of the property is open and can fill with discarded rain water that becomes stagnant and unhealthy and needs to be drained on a regular basis. The...	You have issued a Notice of Violation and scheduled a reinspection. What would you like to do?	Sanchez, Benjamin		Complete	Closed
474241	High Grass/Weeds - HGW OVER 13" HGW...	Billing record extract step.	Pena, Eliseo		Complete	Closed
571934	Property Maintenance - THERE ARE A FEW OPENINGS ON THIS BUILDING THAT NEED TO BE SECURE TO KEEP HOMELESS OUT. THERE...	You have issued a citation and scheduled a reinspection. What would you like to do?	Bell, Cecilia		Complete	Closed
574207	Property Maintenance - V/O- vacant and open structure identified by Officer A. Martinez pertaining to rear garage door bay. Notice posted on the structure and mailed out via certified mail to the property owner. Work order was generated for contractor board up. V/O-...	You have issued a Notice of Violation and scheduled a reinspection. What would you like to do?	Bell, Cecilia		Complete	Closed
583414	Property Maintenance - I OBSERVED THE B ACK GATE OPEN AND ANOTHER OPENING IN REAR. TOOK PICTURES I...	You have issued a Notice of Violation and scheduled a reinspection. What would you like to do?	Bell, Cecilia		Complete	Closed
585139	Property Maintenance - Vacant and open/ two new openings in the rear. The garage door bay and crawl space area both are not secured. The owners attorney contacted supervisor Rob Spindle and explained that he will secure the openings on the structure within the time given. Vacant...	You have issued a citation and scheduled a reinspection. What would you like to do?	Bell, Cecilia		Complete	Closed

FORT WORTH

Case Number: 07-38490

(Attached Documents Index)

Document	Uploaded
• 38490 Initial Cover Page at 401 W Lancaster Ave.pdf	Uploaded by Juanita Rodela-Rios on 12/3/2013 1:25:10 PM
• 38490 Claimed 2013 Cleopatra Investments Ltd HGW Cert Card.pdf	Uploaded by Juanita Rodela-Rios on 12/3/2013 1:25:10 PM
• 38490 Initial Persons Field for 401 W Lancaster Ave.pdf	Uploaded by Juanita Rodela-Rios on 12/3/2013 1:25:10 PM
• 38490 TAD #0607-26-90 Cleopatra Investments Ltd Owner Info.pdf	Uploaded by Juanita Rodela-Rios on 12/3/2013 1:25:19 PM
• 401 W LANCASTER 2ND NOTICE AND SURVEY.pdf	Uploaded by Marilynn Turner-Mims on 4/16/2015 9:13:12 AM
• VO NOTICE 401 W Lancaster Ave.doc	Uploaded by Amelia Martinez on 10/15/2015 5:26:17 PM
• VO NOTICE 401 W Lancaster Ave.doc	Uploaded by Amelia Martinez on 2/3/2016 2:47:57 PM
• 401 W LANCASTER AVE VO 2.15.16.doc	Uploaded by Cecilia Bell on 2/15/2016 12:24:56 PM
• 401 W Lancaster Avenue Title Search (Dec HCLC).pdf	Uploaded by Belinda Burns on 11/28/2016 12:14:50 PM

Letter	Created
•Notice of Violation	11/26/2013 10:09:06 AM
•Notice of Violation	11/26/2013 10:09:06 AM
•Weed Letter	11/15/2013 7:48:45 AM

Attachment 4

FORT WORTH

CERTIFICATE OF APPROPRIATENESS & HISTORIC SITE TAX EXEMPTION APPLICATION

HISTORIC AND CULTURAL LANDMARKS COMMISSION

CITY OF FORT WORTH, TX 76102 1000 THROCKMORTON (817) 392-8012 / Fax: (817) 392-8016

HISTORIC PROPERTY

Street & Number: 401 West Lancaster Avenue

City: Fort Worth State: TX Zip Code: 76102

Legal Description: 1, 2 & 3 17 Texas & Pacific RR Reservation

Lot Number Block Number Subdivision Name

Zoning: ✓ HSE (Highly Significant Endangered) ___ HC (Historic & Cultural Landmark) ✓ DD (Demolition Delay)

PROPERTY OWNER / AGENT

Owner's Name: Cleopatra Investments LTD Phone Number: (214) 521-3216

Street & Number: P.O. Box 191103 Email: Olgassem@AOL.com

City: Dallas State: Texas Zip Code: 75219

Agent (if any): Gromatzky Dupree, Att. Geoffrey Reiner Phone Number: (214) 871-9078

Street & Number: 3090 Olive Street, Suite 500 Email: greiner@GDAinet.com

City: Dallas State: Texas Zip Code: 75219

PROPOSED WORK

✓ Exterior Alteration ___ Relocation

✓ Addition ✓ Demolition (part or whole)

___ New Construction

___ Other _____ (please contact staff for specific requirements)

ACKNOWLEDGEMENTS

I certify that the above information is correct and complete to the best of my knowledge and ability and that I am now or will be fully prepared to present the above application to the Historic and Cultural Landmarks Commission public hearing. I understand that if I am not present or represented at the public hearing, the Landmarks Commission may continue or disapprove/deny the application. I authorize members of the Landmarks Commission and officers of the city to visit and inspect the property.

I understand that in considering my application, the Commission determines whether the proposed work complies with the design guidelines for the "HC" Overlay District and The Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings", and that copies of these will be furnished upon my request.

I understand that deviation from the Guidelines or Standards may be accepted by the Historic and Cultural Landmarks Commission based on a written statement explaining one or more of the following:

a. Rationale why property is no longer historically, culturally, architecturally or archaeologically significant.
b. Proof of economic hardship
c. Rationale for why the proposed change is compatible with or will not affect an overlay district.

I understand that any owner dissatisfied with the action of the Commission regarding the issuance or denial of a Certificate of Appropriateness shall have the right to appeal to the Appeals Board within 10 calendar days after the Commission's decision. The appeal must be in writing and filed with the Historic Preservation Officer and the City Secretary.

I agree to provide any additional information necessary for determining eligibility as requested by the Planning Department, the Landmarks Commission or City Council.

Owner/Agent: _____ Date: 09/18/2009

Signature

Case Number: _____

SUPPLEMENTAL NOTICE OF CASE-RELATED INFORMATION

Approval of your case, by any City of Fort Worth Board or Commission, DOES NOT negate you from any other applicable requirements needed to obtain required Permits, Certificate of Appropriateness, or a Certificate of Occupancy. Any one or more of the following may require additional approvals:

A. Review by **'Plans Examiners Division'** – Examines building development plans for a project.

B. Review by **'Building Inspectors'** - for building code requirements.

C. Execution of an **Encroachment Agreement** – Usually Downtown, and applies to signs and awnings encroaching public right-of-way.

D. Encroachment into **Easements Release** - requires a letter of release from all affected public franchised utility companies, and should accompany applications. (Some Easements may require vacation.)

E. **Transportation and Public Works** – Requirements for driveway permits, sidewalks, curbs, and gutters, Community Facility Agreements, etc.

F. Review and approval by various City Boards and Commissions:

- **Zoning Board of Adjustment** for Special Exceptions and Variances to the Zoning Ordinance
- **Downtown Design Review Board**– Downtown Urban Design District ONLY.
- **Historic and Cultural Landmarks Commission** – HSE, HC, DD, and Historic District designations – HCLC approval must be granted prior to Board of Adjustment Hearing.
- **Construction Board of Appeals** – Regarding Building Code Standards (even if you meet all of the zoning ordinance requirements regarding setbacks, height, size, etc. are satisfied).
- **Scenic Preservation and Design Review Commission** – Board of Adjustment must approve Special Exceptions and Variances regarding Telecommunications Towers, Stealth Towers, and Antenna before SPDRC Hearing for design review.
- **City Plan Commission** - There may be subdivision platting issues requiring application and hearing before the Commission.
- **City Zoning Commission** - There, may be zoning change issues requiring an application and hearing before the Commission and the City Council.

Note: MOST BOARDS AND COMMISSIONS have a 30-Calendar Day Hearing cycle. This cycle enables the applicant to file a request for a hearing application 30 days BEFORE the date of the hearing.

IF NECESSARY, THE APPLICANT MUST OBTAIN A VARIANCE FROM THE BOARD OF ADJUSTMENTS IN ORDER TO COMPLY WITH THE DECISION OF THE HCLC. THE BOARD OF ADJUSTMENTS MUST APPROVE ALL NECESSARY VARIANCES BEFORE A CERTIFICATE OF APPROPRIATENESS OR BUILDING PERMITS WILL BE ISSUED.

I, THE UNDERSIGN, HEREBY ACKNOWLEDGE THAT I FULLY UNDERSTAND THE INFORMATION CONTAINED HEREIN AND HAVE RECEIVED A COPY HEREOF.

OWNER/APPLICANT

09/18/2009
DATE

Case Number:_____

ALTERATIONS, REPLACEMENTS, & DEMOLITIONS

IF YOUR WORK IS NOT AN ALTERATION, REPLACEMENT OR DEMOLITION, PLEASE DO NOT FILL OUT THIS PORTION OF THE APPLICATION.

DESCRIPTION OF WORK

Please describe in detail the work you intend to complete. If necessary, continue on an additional sheet. _____

On separate attached sheet

REQUIRED DOCUMENTATION

Is your proposed work for;

✓ **In-Kind Replacement**

✓ **Exterior Alteration**. Please include the following with your application:

- ✓ Detailed description of proposed work – on separate sheet
- ✓ Site Plan of the property. A copy of the site plan must be submitted in 8 1/2 x 11 inch format. **Site plans must include**:
  - Scale, north arrow, and legal description with street address
  - Location and dimensions of the lot(s) and adjacent lots that may be impacted or may provide a setback context
  - Footprint of all existing and proposed structures with dimensions
  - Location/ type of driveways with dimensions
  - Location of building line and distance from property line for proposed and adjacent buildings.
  - All building setbacks (front, rear, side, structure to structure)
  - Alley location and dimensions (where applicable)
  - Street names
  - Sidewalk locations and dimensions
- ✓ Elevation drawings of the current and proposed changes (see above for site plan requirements).
- ✓ Photographs of the affected area – four elevations of the structure or property and adjacent structures or property
- ✓ Samples of materials to be used
- ✓ Architectural drawings
- ✓ Roof Plan

✓ **Demolition** (Part) or Whole (circle one)

- ✓ ~~Structural reports to~~ document the *reasons* for demolition TIA Summary & Lancaster Median Cut Plans attached.
- ✓ Site Plan / Elevation drawings of the existing structure (see above for site plan requirements).
- ✓ Photographs of the affected area – four elevations of the structure or property and adjacent structures or property

_____ **Other** (please contact staff for specific requirements applicable to your case).

Please note: Staff has the right to request any additional information necessary to make the appropriate recommendations.

Case Number: _____

Description of Work

401 West Lancaster Ave- The T&P Warehouse

The T&P Warehouse Adaptive Reuse and Historic Preservation project consists of exterior modifications: cleaning and rehabilitation of the existing warehouse masonry exterior, restoration of the existing steel framed windows, installation of new sympathetically designed energy efficient windows, restoration of existing overhead doors, installation of new storefront glazing systems within the existing overhead door openings, restoration of the existing concrete canopies and iron tension rods, restoration of the existing metal fascia on the canopy at the Southeast corner entry, restoration of the exterior scupper covers, installation of new membrane roofing, installation of new amenities rooms and 2nd level of penthouse residential units to the roof - also converting the existing mechanical rooms on the roof to residential penthouse and amenity areas, an addition of a retail walkway and seating area on the north elevation below the restored canopy, additions of new accessible ramps, stairs and ground floor entries, an addition of a new bi-level parking garage (below grade and at-grade), and an entry drive ramp suitable for first floor vehicular pass and pedestrian sidewalks thru for site access, as well as interior modifications to provide first level retail space, basement parking, and 343 residential units. Additionally, historic finishes and elements are being restored and retained (entry flooring finishes, the first floor landing of the main existing stairs, the existing freight elevator doors, many existing brick and concrete walls left visible, and most of the existing concrete columns with their mushroom shaped capitals are emphasized) to provide residents and visitors a sense of the original building functions.

The parking garage structure has been designed for a future Phase 2 expansion. We have included the site plan of the anticipated Phase 2 development for your information (A1.02) and if the HCLC requests a separate design package or amendment to the existing one, we will submit that package and present it sometime in the future. Sheet A1.02 describes a summary of the anticipated tabulations of Phase 2.

Attachment to Application for Certificate of Appropriateness

ATTACHED SUMMARY ONLY

A TRAFFIC IMPACT ANALYSIS FOR

A MIXED-USE DEVELOPMENT

IN DOWNTOWN FORT WORTH, TEXAS

Prepared for:

Cleopatra Investments, Ltd.
PO Box 191103
Dallas, TX 75219

STATE OF TEXAS
BRIAN D. JAHN
70477
REGISTERED
PROFESSIONAL ENGINEER

Prepared by:

DeShazo, Tang & Associates, Inc.
Engineers Planners
400 South Houston Street
Suite 330 Union Station
Dallas, Texas 75202
Phone: 214/748-6740
Fax: 214/748-7037

June 8, 2009

DT&A #08108

EXECUTIVE SUMMARY

The services of DeShazo, Tang & Associates, Inc. (DT&A) were retained by Cleopatra Investments, Ltd. (CIL) to conduct a traffic impact analysis (TIA) and access review for a proposed Mixed-Use development (Project) located in Downtown Fort Worth, Texas. The purpose of this report is to summarize the findings of the TIA for use by CIL to satisfy the requirements of the City of Fort Worth. This report and its findings will be used to pursue approval of the proposed site plan from the City of Fort Worth and for other purposes as determined by CIL.

The proposed development, located on the south side of Lancaster Avenue between Jennings Avenue and Lamar Street in Downtown Fort Worth, encompasses approximately 7.33 acres of land and the historic 9-story Texas & Pacific Warehouse building with approximately 580,000 s.f. of floor space (the Project). The Project will include 62,640 s.f. of restaurant, 20,880 s.f. of retail and 505 Class A Loft apartments/condominium-style dwellings and will be constructed in two phases. Phase 1 will include the 355 dwelling units, 13,750 s.f. of retail and 41,250 s.f. of retail and will be fully operational by the end of 2013. Phase 2 will include the remaining dwellings 7,130 s.f. of retail and 21,390 s.f. of restaurant. Phase 2 will be open by 2016.

TRAFFIC IMPACT ANALYSIS

This TIA analyzed the day-to-day traffic operational conditions that were anticipated to be the most critically impacted by the proposed Project at build-out conditions. Based upon the traffic generation characteristics of the Project and the prevailing background traffic conditions, the AM and PM peak hours of the following periods were included:

1) Existing (2008) conditions

2) Year 2016 *(background traffic)*

3) Year 2016 *(background plus site build-out traffic)*

Although this approach may seem unorthodox, it is based on the assumption that the roadway network for both phases is the same. We are assuming that the Lamar-Hemphill extension will be in place by 2013 (Phase 1 opening) and that all proposed site driveways and improvements will also be in place by 2013 (that is, they will be constructed with Phase 1). Therefore, if Phase 2 traffic volumes can be accommodated by the roadway network, it follows that Phase 1 volumes (which are lower than Phase 2) can also be accommodated.

SUMMARY OF FINDINGS

In **Phase 2 (by 2016),** the proposed roadway system (which includes the Lamar-Hemphill extension and all driveways shown on the proposed site plan) will provide acceptable levels of service for both background

and background-plus-site traffic conditions during both the AM and PM peak hours. No additional improvements or signalization will be required.

ACCESS

The single most critical traffic-related element associated with this site is access. The reconstruction and narrowing of Lancaster Avenue has resulted in the loss of any previous access to the site along Lancaster Avenue. Presently, the only access to the site is a single driveway located on Jennings Avenue south of and very near the Lancaster Avenue intersection.

LAMAR STREET

The proposed extension of Lamar Street will create the western boundary of the site. It is anticipated that the vertical profile for the Lamar Street extension will be somewhat similar to that of the existing Jennings Avenue, but the horizontal alignment will include a severe curve to the east as this roadway crosses under the RR tracks and IH 30. This will create challenges in providing access to the subject site along the Lamar extension. Careful consideration needs to be given to the future access requirements of the site during the design of the Lamar Street extension.

The current site plan shows a full-access drive approach along the Lamar Extension frontage (with left turn access both in and out) and a northbound deceleration lane extending to Lancaster. However, the analysis shows that no southbound left turn bay is needed from Lamar.

JENNINGS AVENUE

The existing driveway on Jennings functions as a right-in-right-out drive. Even though it is very close to the Jennings/Lancaster intersection, the traffic signal will safely meter the traffic entering the drive from the north and prevent significant queuing.

LANCASTER AVENUE

Because of the grade-related limitations of the access to both Jennings and the future Lamar Extension, and the left turn restriction to both roadways, full access to Lancaster is important for this mixed-use Project to be developed to its highest and best use.

The proposed Lancaster median opening will provide adequate storage for westbound traffic turning into the proposed development and still allow adequate left turn storage for eastbound Lancaster at Jennings.

While, the Lancaster driveway will displace approximately six on-street parking spaces, the safety it will offer traffic entering and exiting the Project more than offsets this loss. No signalization or right turn deceleration lane is recommended at this location.

TRANSMITTAL

Gromatzky Dupree & Associates

To: Larry Abrigg
City of Fort Worth
1000 Throckmorton St

Fort Worth, TX 76102

Date: September 21, 2009

Project: T&P Warehouse Adaptive Reuse

GDA Job No.: 9028

We Transmit Via:

- ☐ Courier
- ☑ Hand Delivered
- ☐ US Mail
- ☐ Overnight
- ☐ Pick Up
- ☐ In Accordance with request of: _____
- ☐ _____

For Your:

- ☐ Signature
- ☐ Information
- ☐ Distribution
- ☑ Review
- ☐ Approval
- ☐ Record
- ☐ Use
- ☐ _____

The Following:

- ☑ Drawings
- ☐ Submittals
- ☐ Diskettes
- ☐ Plots
- ☐ Specifications
- ☐ Bluelines
- ☐ Shop Drawings
- ☐ Samples
- ☐ Documents
- ☐ Sepias
- ☐ Product Literature
- ☐ _____

Copies	Date	Rev No.	Description
1	9/19/09		Certificate of Appropriateness Application
11	9/15/09		Drawing package

Remarks:

Larry, here is the submittal for our inclusion onto the 10/12/09 Historic and Cultural Landmarks Commission Meeting
-Geoff Reiner

Copies To:

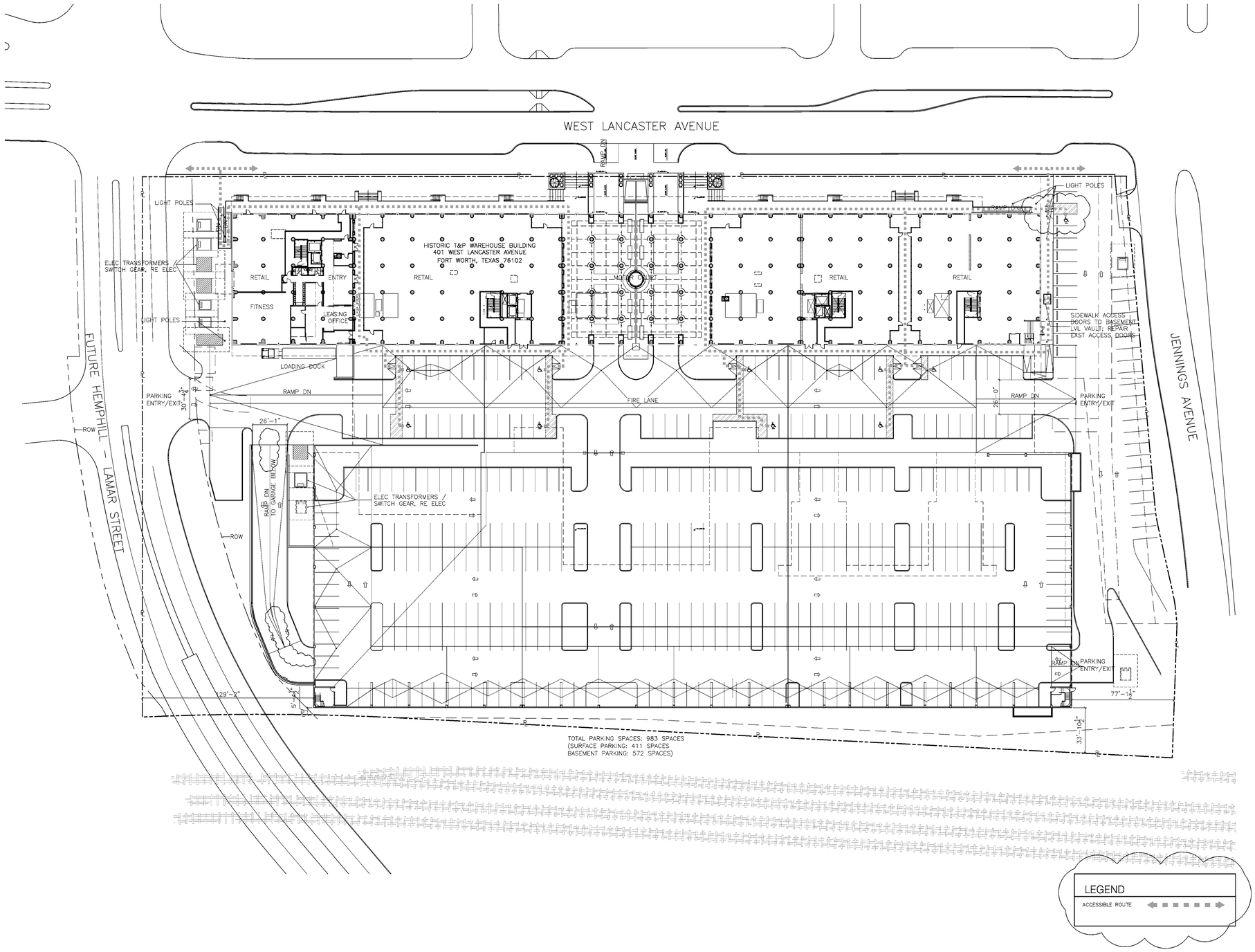
Signed: Geoffrey F.P. Reiner, AIA, LEED AP

Received By:

Date:

2626 Cole Avenue, Suite 300 Dallas, TX 75204 T(214)871-9078 F(214)871-9869 gdainet.com

Attachment 5



NORTH

01 ARCHITECTURAL SITE PLAN

SCALE: 1/32"=1'-0"

Architecture
Planning
Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

Plotted on: 9/30/2009 11:58 AM

THIS DRAWING IS INCOMPLETE AND SHOULD NOT BE USED FOR REGULATORY APPROVAL, PERMIT OR CONSTRUCTION
CHARLES E. GROMATZKY
TEXAS LICENSE #11538

Project Team

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HISTORIC PRESERVATION	BOOTHE ARCHITECTS, INC 801 WEST SHAW, SUITE 107 FORT WORTH, TEXAS 76110 TEL: 817.312.6030 CONTACT: RAY W. BOOTHE, RA

Issues and Revisions

No.	Date	Description

Job No.	Issue Date
9028.00	09.30.09

Issue Package
DDRB/LANDMARK COMMISSION

Sheet Title
ARCHITECTURAL SITE PLAN

Sheet Number
A01.101

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Current Sheet: 1 Site\9028 A01-101 Architectural Site Plan.dwg
Plotted on: 9/30/2009 11:58 AM By: Geoff Reiner

PARAPET DEMOLITION NOTES:

1. EXISTING BRICK AND TILE VENEER IN THIS AND SIMILAR AREAS TO BE CLEANED OF EFFLORESCENCE, STAINS AND GRAFFITI. (TYP.)
2. EXISTING STONE TO BE CLEANED U.N.O. (TYP)
3. REMOVE EXISTING METAL FLUE AND SUPPORTS
4. EXISTING STEEL PIVOT HINGED WINDOW TO REMAIN, CLEAN AND RESTORE TO WORKING CONDITION, REPLACE BLAZING. STEEL FRAME AND SASH TO BE PAINTED U.N.O. (TYP)
5. REMOVE ALL LOOSE PLASTER AND SPALLED CONCRETE (TYP)
6. EXISTING OVERFLOW SCUPPER TO BE REPAIRED AND REFLASHED
7. REMOVE EXISTING LIMESTONE PARAPET CAP, CLEAN, STORE AND REINSTALL WITH NEW MORTAR AND SEALANT JOINTS
8. REMOVE EXISTING DOWNSPOUT LEADER AND CORE FOR NEW LEADER
9. REMOVE EXISTING FLASHING AND LOOSE REGLETS IN PREPARATION FOR NEW ROOFING SYSTEM (TYP)
10. REMOVE EXISTING METAL PIPE AND PATCH EXISTING SLAB PENETRATIONS
11. CLEAN OUT EXISTING EXPANSION JOINT BACK TO METAL FLASHING (TYP)
12. REMOVE CORROSION FROM EXISTING STEEL REINFORCING TO REMAIN
13. REMOVE AREA SEPARATION WALL ALONG COLUMN LINE 6
14. REMOVE EXISTING CONCRETE SLAB AND INSULATION BENEATH IT TO ROOF DECK
15. SAW CUT AND REMOVE EXISTING WINDOW/DOOR HEAD, BRICK AND CONCRETE BEAM IN THIS AREA FOR NEW WINDOW/DOOR OPENING
16. REMOVE EXISTING MISC. STEEL ANGLE
17. REPOINT DAMAGED MASONRY JOINT WITH MATCHING MORTAR RAKED
18. REMOVE EXISTING WOOD BLOCKING
19. REPLACE MISSING LIMESTONE ELEMENT
20. REMOVE EXISTING METAL STAIRS AND/OR RAILING
21. REMOVE STEEL SUPPORT STRUCTURE
22. SAW CUT AND REMOVE EXISTING BRICK IN FILL DOWN TO EXISTING CONCRETE FRAME IN THIS AREA FOR NEW LIVING UNIT. STORE EXISTING FACEBRICK AND SASHES FOR REUSE
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24. REMOVE EXISTING DOOR OR WINDOW FRAME AND SASH, STORE SASH FOR REUSE. PREPARE OPENING FOR MASONRY INFILL
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GENERAL NOTES:

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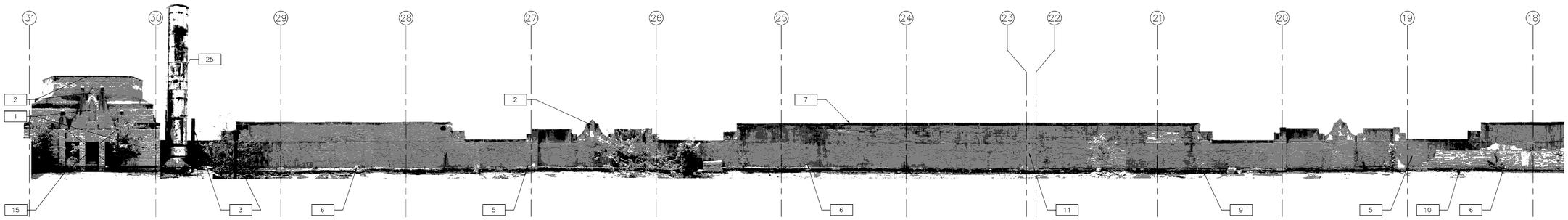
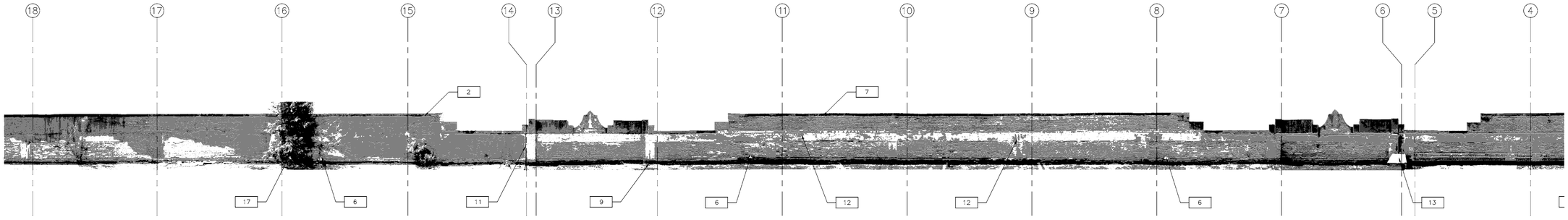
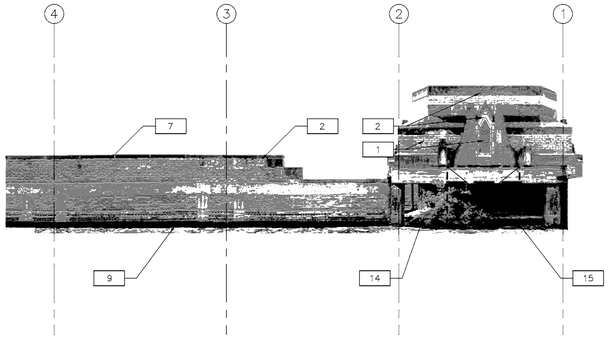
3. REMOVE ALL EXISTING VEGETATION
4. REMOVE ALL EXISTING DEBRIS (NOT BUILDING CONSTRUCTION ELEMENTS TO BE REUSED), FURNITURE AND EQUIPMENT AND DISPOSE
5. STORE ALL EXISTING BRICK, STONE, TILE LOCATED ON ROOF FOR REINSTALLATION
6. REPOINT ALL LIMESTONE POINTS WITH SEALANT AND MORTAR
7. REMOVE ANY MISC ANCHORS REMAINING FROM MISSING EQUIPMENT, FIXTURES AND ATTACHMENTS
8. COORDINATE DEMOLITION WITH RENOVATION PLANS FOR EXTENTS OF DEMOLITION

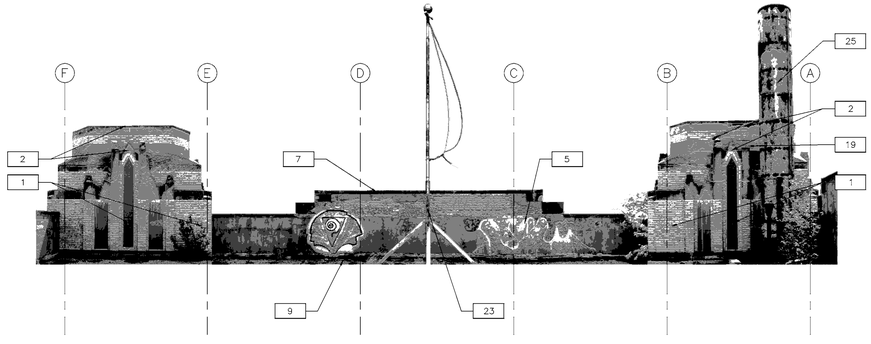






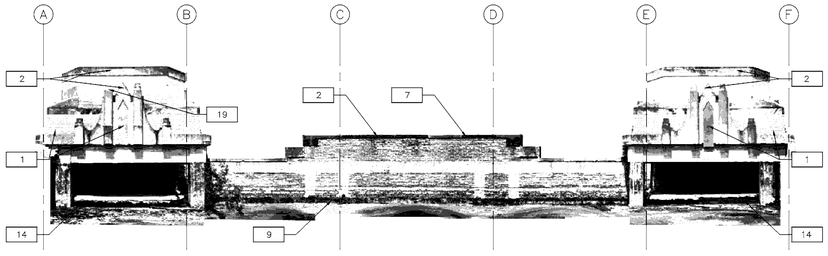
01 SOUTH ROOF ELEVATION – DEMOLITION

APPROXIMATE SCALE: 1/8"=1'-0"



02 EAST ROOF ELEVATION – DEMOLITION

APPROXIMATE SCALE: 1/8"=1'-0"



03 WEST ROOF ELEVATION – DEMOLITION

APPROXIMATE SCALE: 1/8"=1'-0"

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Architecture
Planning
Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC
WAREHOUSE
ADAPTIVE REUSE
AND HISTORIC
PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA
INVESTMENTS,
LTD

Authorization

Plotted on: 9/15/2009 1:34 PM

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TEXAS LICENSE #11538

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Issues and Revisions

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Job No.	Issue Date
9028.00	09.15.09

Issue Package

THC REVISIONS

Sheet Title

SOUTH AND WEST ROOF ELEVATIONS
EXISTING & DEMO

Sheet Number

D02.511

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1. EXISTING BRICK AND TILE VENEER IN THIS AND SIMILAR AREAS TO BE CLEANED OF EFFLORESCENCE, STAINS AND GRAFFITI. (TYP.)
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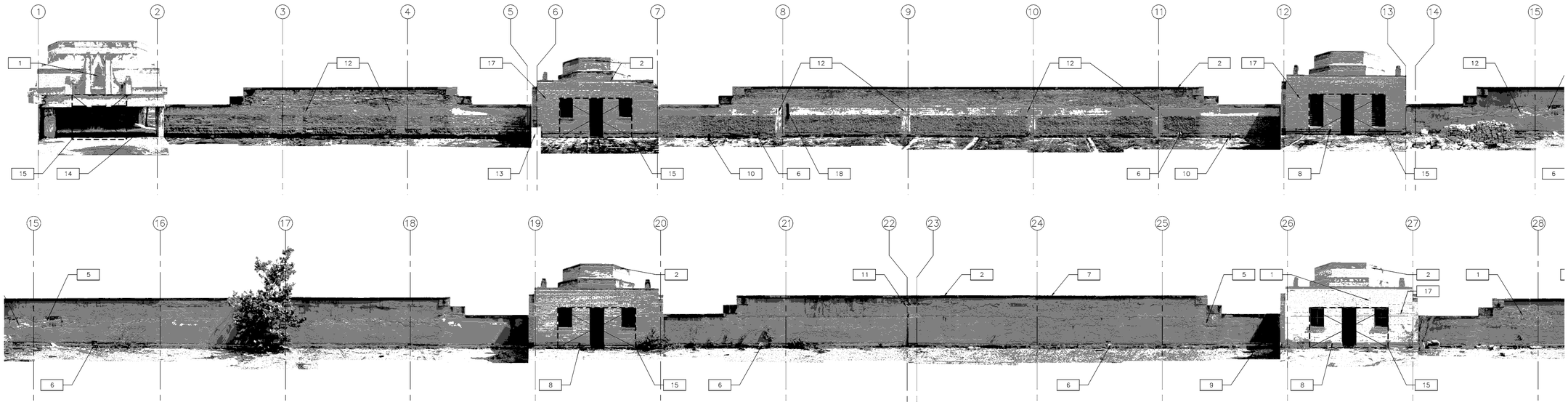
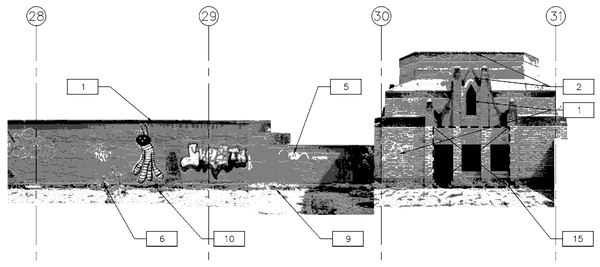
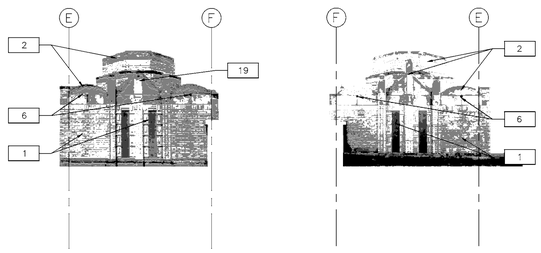
5. STORE ALL EXISTING BRICK, STONE, TILE LOCATED ON ROOF FOR REINSTALLATION
6. REPOINT ALL LIMESTONE FOINTS WITH SEALANT AND MORTAR
7. REMOVE ANY MISC ANCHORS REMAINING FROM MISSING EQUIPMENT, FIXTURES AND ATTACHMENTS
8. COORDINATE DEMOLITION WITH RENOVATION PLANS FOR EXTENTS OF DEMOLITION

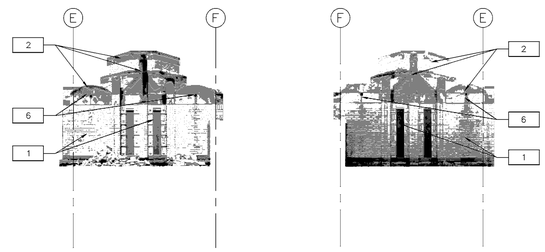




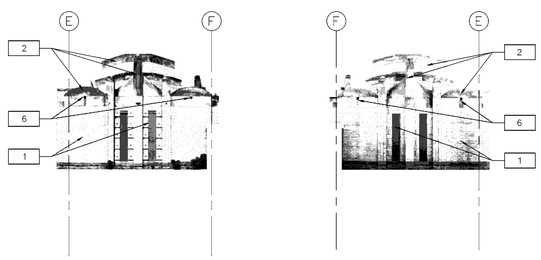
01 NORTH ROOF ELEVATION – DEMOLITION
APPROXIMATE SCALE: 1/8"=1'-0"



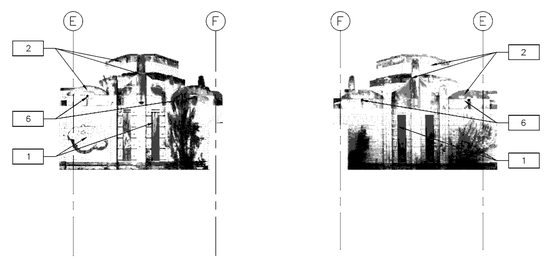
02 PENTHOUSE 6–7 ELEVATIONS – DEMOLITION
APPROXIMATE SCALE: 1/8"=1'-0"



03 PENTHOUSE 12–13 ELEVATIONS – DEMOLITION
APPROXIMATE SCALE: 1/8"=1'-0"



04 PENTHOUSE 19–20 ELEVATIONS – DEMOLITION
APPROXIMATE SCALE: 1/8"=1'-0"



03 PENTHOUSE 26–27 ELEVATIONS – DEMOLITION
APPROXIMATE SCALE: 1/8"=1'-0"

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Plotted on 9/15/2009 1:34 PM By: Brian Bailey

Architecture
Planning
Design

GD&A
Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

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CHARLES E. GROMATZKY
TEXAS LICENSE #11538

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Issues and Revisions

No.	Date	Description

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Issue Package
THC REVISIONS

Sheet Title
NORTH ROOF ELEVATIONS
EXISTING & DEMO

Sheet Number
D02.510

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EXTERIOR DEMOLITION NOTES: (NOT ALL NOTES MAY BE USED ON THIS ELEVATION)

1. EXISTING BRICK AND TILE VENEER IN THIS AND SIMIALR AREAS TO BE CLEANED. (TYP.)
2. EXISTING STONE TO BE CLEANED U.N.O. (TYP.)
3. EXISTING CONCRETE CANOPY TO BE STRIPPED OF OLD ROOFING, CLEANED PATCHED AND PAINTED. REMOVE EXISTING DRAINS, DOWNSPOUTS, LEADERS AND SPOUT ON CANOPY.
4. EXISTING STEEL PIVOT HINGED WINDOW TO REMAIN, CLEAN AND RESTORE TO WORKING CONDITION, REPLACE GLAZING. STEEL FRAME AND SASH TO BE PAINTED U.N.O. (TYP.)
5. EXISTING OVERHEAD DOCK DOORS TO BE REFURBISHED, CLEANED AND REMAIN LOCKED IN AN OPEN POSITION. EXISTING HEAD JAMB AND SILL TO BE PREPARED FOR NEW ALUMINUM STOREFRONT.
6. CLEAN AND PAINT EXISTING C.I. SCUPPER BOX. PREP FOR NE C.I. COVER TO MATCH EXISTING
7. REMOVE EXISTING STEEL ANGLES OR PIPE AND SUPPORTS FROM CANOPY
8. EXISTING DOUBLE HUNG WINDOWS TO REMAIN, TO BE CLEANED AND RESTORED TO WORKING CONDITION, GLAZING REPLACED, STEEL FRAME AND SASH TO BE PAINTED U.N.O. (TYP.)
9. EXISTING BOLT ON METAL STEPS AND HANDRAIL TO BE REMOVED.
10. DEMOLISH EXISTING LOUVER IN EXISTING OPENING TO REMAIN.
11. DEMOLISH EXISTING LOUVER IN EXISTING OPENING TO BE INFILLED IN PREPARATION FOR NEW BOARDWALK RAMP AND STAIRS.
12. CLEAN AND RESTORE EXISTING METAL CLAD STEEL FRAMED CANOPY.
13. CLEAN AND PAINT EXISTING STEEL CANOPY TENSION RODS, TURN BUCKLES AND ESCUTCHEON PLATES. (TYP.)
14. EXISTING OVERHEAD DOOR TO BE REFURBISHED, CLEANED AND REMAIN LOCKED IN AN OPEN POSITION.
15. REMOVE EXISTING SIGNAGE ON BUILDING AND PATCH ANCHORAGE HOLES, EXISTING DOCK DOOR NUMBERING TO REMAIN.
16. REMOVE EXISTING CONCRETE STEPS AND METAL HANDRAILS.
17. CLEAN EXISTING STEEL EDGE PLATE AND REPAINT. (TYP)
18. SAWCUT NEW OPENING THROUGH BRICK AND CONCRETE FOR NEW WINDOW. EXISTING STONE SILL IN WINDOW ABOVE TO REMAIN INTACT OR BE REINSTALLED IF UPPER WINDOW IS TO BE REPLACED. (TYP.)
19. CLEAN EXISTING CONCRETE BASE TO REMAIN. (TYP.) REFER TO NEW BOARDWALK LOCATION FOR EXTENTS; CLEAN ONLY VISIBLE PORTION OF BASE.
20. EXISTING FLUE AND SUPPORTS TO BE SALVAGED ABOVE ROOF SURFACE. CLEAN, PAINT AND REINSTALL AT EXISTING LOCATION
21. STRIP PAINT AND RUST FROM EXISTING STEEL CASED O.H. DOOR OPENINGS AT HEAD JAMB AND SILL. (TYP.)
22. REMOVE METAL PIPE FLUE AND PATCH CORED BRICK IN PREPARATION FOR NEW INFILL. (TYP.)
23. REMOVE EXISTING BRICK PILASTER AND OVERHEAD DOORS AT THIS LOCATION FOR NEW AUTO ENTRY RAMP.
24. REMOVE EXISTING INFILL PANEL AND ORIGINAL O.H. DOOR. RESTORE TO O.H. DOOR OPENING CONDITION WITHOUT O.H. DOOR.
25. EXISTING DAMAGED BRICK IN THIS AREA TO BE REMOVED AND REPLACED FROM SALVAGE.
26. REMOVE EXISTING LOUVER, FLUE AND SASH AND REPLACE SASH FROM SALVAGE.
27. EXISTING CRACKED BRICK IN THIS AREA TO BE REPOINTED WITH MATCHING MORTAR.
28. REMOVE EXISTING TRUCK DOCK BUMPER AND PATCH ANCHORAGE HOLES. (TYP.)
29. CLEAN AND PATCH UNDERSIDE OF CONCRETE CANOPY. (TYP.)
30. SAW CUT NEW OPENING THRU BRICK AND CONCRETE FOR NEW WINDOW.
31. CLEAN AND PAINT EXISTING METAL COVERPLATE.
32. REMOVE EXISTING BARS ON WINDOWS AND DISCARD.
33. SAW CUT NEW OPENING THRU BRICK AND CONCRETE FOR NEW STOREFRONT INFILL.
34. SAW CUT AND REMOVE EXISTING CONCRETE TRUCK DOCK BACK TO FACE OF BUILDING IN PREPARATION FOR NEW BOARDWALK, INFILL HOLES AS NEEDED. (TYP.)
35. SAW CUT NEW OPENING THRU BRICK AND CONCRETE FOR NEW PEDESTRIAN PASSAGE TO MATCH O.H. DOOR SIZE FROM NORTH ELEVATION.
36. EXISTING STEEL PIVOT WINDOW SASH TO BE REMOVED AND STORED FOR REUSE. REMOVE EXISTING WINDOW FRAME TO FACE OF MASONRY OPENING.
37. REMOVE EXISTING STEEL DOOR INFILL AND TRANSOM DOWN TO MASONRY OPENING. IN PREPARATION FOR NEW DOOR FRAME, DOOR AND TRANSOM WINDOW.
38. REMOVE EXISTING STL HIGHWAY GUARDRAIL. PATCH ANCHORAGE HOLES AND GRIND ALL WELDS FLUSH TO REMAINING STEEL.
39. REMOVE EXISTING STL FACEPLATE BETWEEN DOCK DOORS GRIND ALL WELDS FLUSH TO REMAINING STEEL (TYP)
40. REPLACE CORRODED STEEL ANGLE LINTEL TO MATCH ORIGINAL
41. REPLACE CORRODED STEEL ANGLE/PLATE JAMB TO MATCH ORIGINAL
42. REMOVE EXISTING STEEL JAMB TO REMAIN, REBUILD EXISTING BRICK PILASTER W/ EXISTING AND STORED BRICK AND REINSTALL JAMB TO ORIGINAL OPENING DIMENSIONS
43. REPLACE CORRODED/DAMAGED STEEL THRESHOLD TO MATCH ORIGINAL
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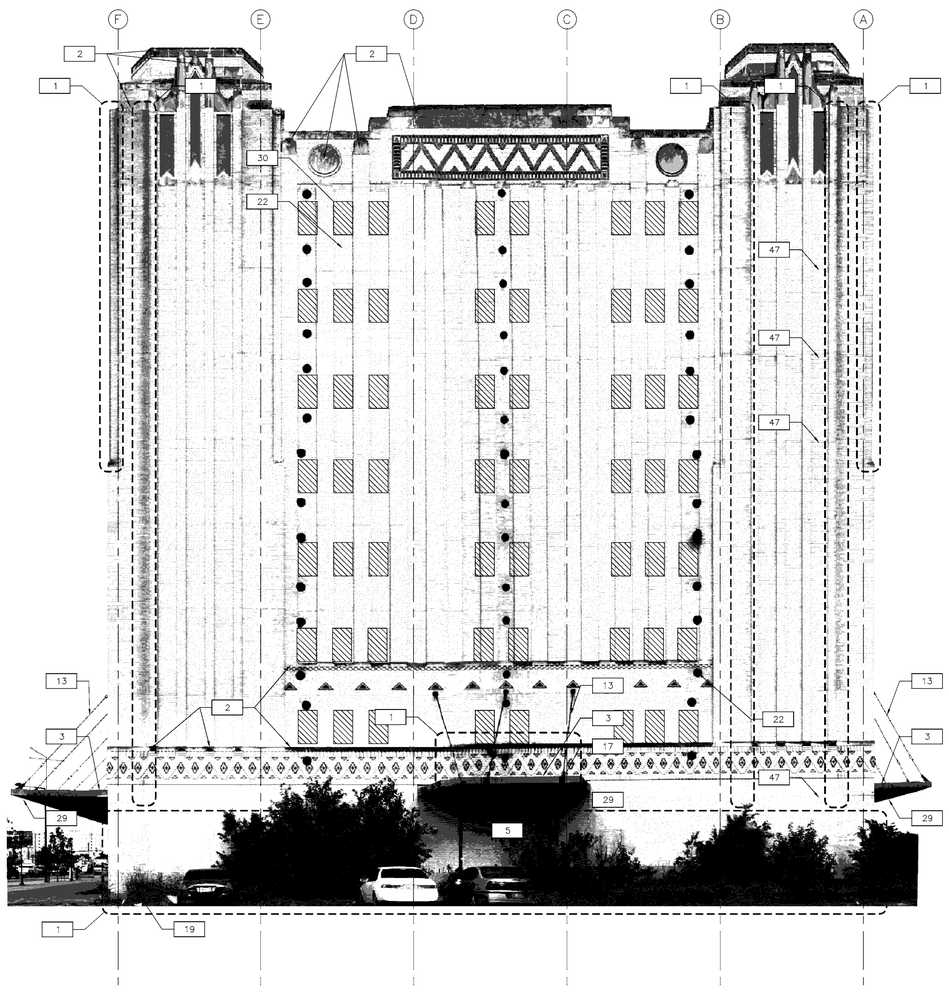
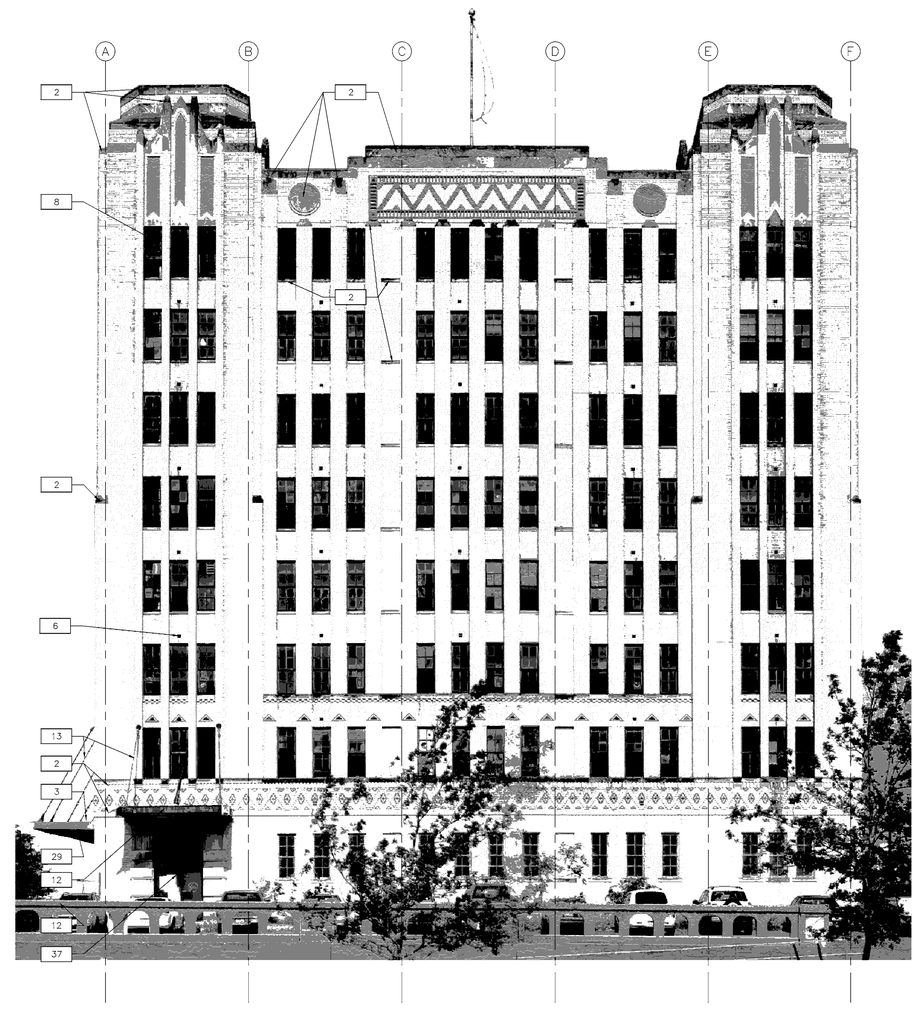
47. REPOINT MORAR AT RELIEF ANGLE
48. RAKE OUT ALL EXPANSION JOINTS, FILL WITH BACKER ROD AND SEALANT



02 WEST ELEVATION – DEMOLITION

APPROXIMATE SCALE: 1/8"=1'-0"



01 EAST ELEVATION – DEMOLITION

APPROXIMATE SCALE: 1/8"=1'-0"

Architecture Planning Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

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CHARLES E. GROMATZKY
TEXAS LICENSE #11538

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Issues and Revisions

No.	Date	Description

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Issue Package

THC REVISIONS

Sheet Title

EAST AND WEST ELEVATIONS
EXISTING & DEMO

Sheet Number

D02.507

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Plotted on 9/15/2009 1:33 PM by Bsugdo (Bsugdo)

EXTERIOR DEMOLITION NOTES: (NOT ALL NOTES MAY BE USED ON THIS ELEVATION)

1. EXISTING BRICK AND TILE VENEER IN THIS AND SIMIALR AREAS TO BE CLEANED. (TYP.)
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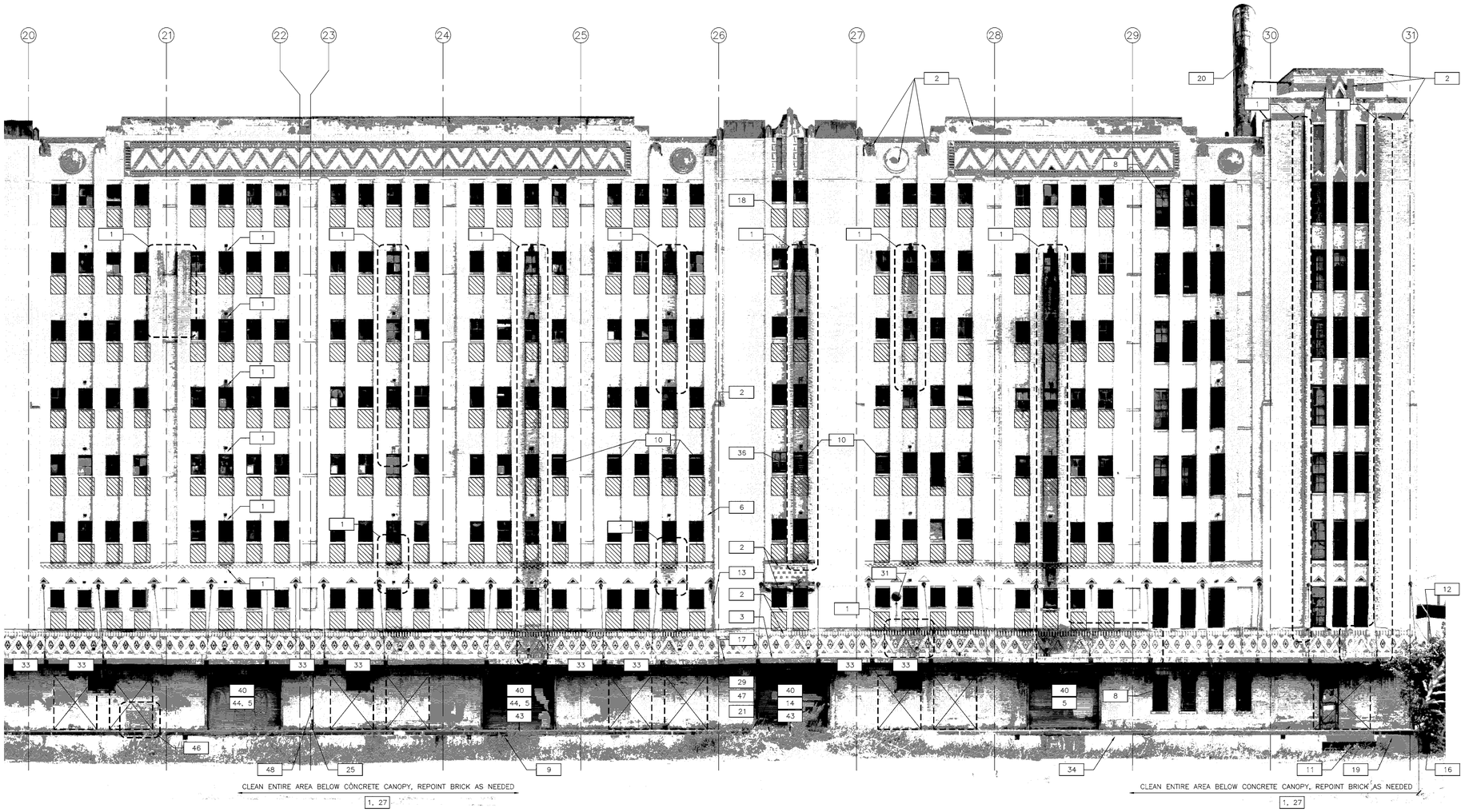

01 PARTIAL SOUTH ELEVATION – DEMOLITION

APPROXIMATE SCALE: 1/8"=1'-0"

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Current Sheet: files:\GDB 002-506 Exterior Elevation Demo South.dwg
Plotted on: 9/15/2009 1:33 PM By: Brent Blady

Architecture Planning Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE

ADAPTIVE REUSE AND HISTORIC PRESERVATION

FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

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TEXAS LICENSE #11538

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CIVIL	HUITT-ZOLLARS 500 W. 7TH STREET, SUITE 300 FORT WORTH, TEXAS 76102 TEL: 817.335.3003 FAX: 817.335.1035 CONTACT: PAUL M. LEE, PE KIMBERLY COLE
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Issues and Revisions

No.	Date	Description

Job No.	Issue Date
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Issue Package

THC REVISIONS

Sheet Title

PARTIAL SOUTH ELEVATION
EXISTING & DEMO

Sheet Number

D02.506

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EXTERIOR DEMOLITION NOTES: (NOT ALL NOTES MAY BE USED ON THIS ELEVATION)

1. EXISTING BRICK AND TILE VENEER IN THIS AND SIMIALR AREAS TO BE CLEANED. (TYP.)
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6. CLEAN AND PAINT EXISTING C.I. SCUPPER BOX. PREP FOR NE C.I. COVER TO MATCH EXISTING
7. REMOVE EXISTING STEEL ANGLES OR PIPE AND SUPPORTS FROM CANOPY
8. EXISTING DOUBLE HUNG WINDOWS TO REMAIN, TO BE CLEANED AND RESTORED TO WORKING CONDITION, GLAZING REPLACED, STEEL FRAME AND SASH TO BE PAINTED U.N.O. (TYP.)
9. EXISTING BOLT ON METAL STEPS AND HANDRAIL TO BE REMOVED.
10. DEMOLISH EXISTING LOUVER IN EXISTING OPENING TO REMAIN.
11. DEMOLISH EXISTING LOUVER IN EXISTING OPENING TO BE INFILLED IN PREPARATION FOR NEW BOARDWALK RAMP AND STAIRS.
12. CLEAN AND RESTORE EXISTING METAL CLAD STEEL FRAMED CANOPY.
13. CLEAN AND PAINT EXISTING STEEL CANOPY TENSION RODS, TURN BUCKLES AND ESCUTCHEON PLATES. (TYP.)
14. EXISTING OVERHEAD DOOR TO BE REFURBISHED, CLEANED AND REMAIN LOCKED IN AN OPEN POSITION.
15. REMOVE EXISTING SIGNAGE ON BUILDING AND PATCH ANCHORAGE HOLES, EXISTING DOCK DOOR NUMBERING TO REMAIN.
16. REMOVE EXISTING CONCRETE STEPS AND METAL HANDRAILS.
17. CLEAN EXISTING STEEL EDGE PLATE AND REPAINT. (TYP)
18. SAWCUT NEW OPENING THROUGH BRICK AND CONCRETE FOR NEW WINDOW. EXISTING STONE SILL IN WINDOW ABOVE TO REMAIN INTACT OR BE REINSTALLED IF UPPER WINDOW IS TO BE REPLACED. (TYP.)
19. CLEAN EXISTING CONCRETE BASE TO REMAIN. (TYP.) REFER TO NEW BOARDWALK LOCATION FOR EXTENTS; CLEAN ONLY VISIBLE PORTION OF BASE.
20. EXISTING FLUE AND SUPPORTS TO BE SALVAGED ABOVE ROOF SURFACE. CLEAN, PAINT AND REINSTALL AT EXISTING LOCATION
21. STRIP PAINT AND RUST FROM EXISTING STEEL CASED O.H. DOOR OPENINGS AT HEAD JAMB AND SILL. (TYP.)
22. REMOVE METAL PIPE FLUE AND PATCH CORED BRICK IN PREPARATION FOR NEW INFILL. (TYP.)
23. REMOVE EXISTING BRICK PILASTER AND OVERHEAD DOORS AT THIS LOCATION FOR NEW AUTO ENTRY RAMP.
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26. REMOVE EXISTING LOUVER, FLUE AND SASH AND REPLACE SASH FROM SALVAGE.
27. EXISTING CRACKED BRICK IN THIS AREA TO BE REPOINTED WITH MATCHING MORTAR.
28. REMOVE EXISTING TRUCK DOCK BUMPER AND PATCH ANCHORAGE HOLES. (TYP.)
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30. SAW CUT NEW OPENING THRU BRICK AND CONCRETE FOR NEW WINDOW.
31. CLEAN AND PAINT EXISTING METAL COVERPLATE.
32. REMOVE EXISTING BARS ON WINDOWS AND DISCARD.
33. SAW CUT NEW OPENING THRU BRICK AND CONCRETE FOR NEW STOREFRONT INFILL.
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36. EXISTING STEEL PIVOT WINDOW SASH TO BE REMOVED AND STORED FOR REUSE. REMOVE EXISTING WINDOW FRAME TO FACE OF MASONRY OPENING.
37. REMOVE EXISTING STEEL DOOR INFILL AND TRANSOM DOWN TO MASONRY OPENING. IN PREPARATION FOR NEW DOOR FRAME, DOOR AND TRANSOM WINDOW.
38. REMOVE EXISTING STL HIGHWAY GUARDRAIL. PATCH ANCHORAGE HOLES AND GRIND ALL WELDS FLUSH TO REMAINING STEEL
39. REMOVE EXISTING STL FACEPLATE BETWEEN DOCK DOORS GRIND ALL WELDS FLUSH TO REMAINING STEEL (TYP)
40. REPLACE CORRODED STEEL ANGLE LINTEL TO MATCH ORIGINAL
41. REPLACE CORRODED STEEL ANGLE/PLATE JAMB TO MATCH ORIGINAL
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43. REPLACE CORRODED/DAMAGED STEEL THRESHOLD TO MATCH ORIGINAL
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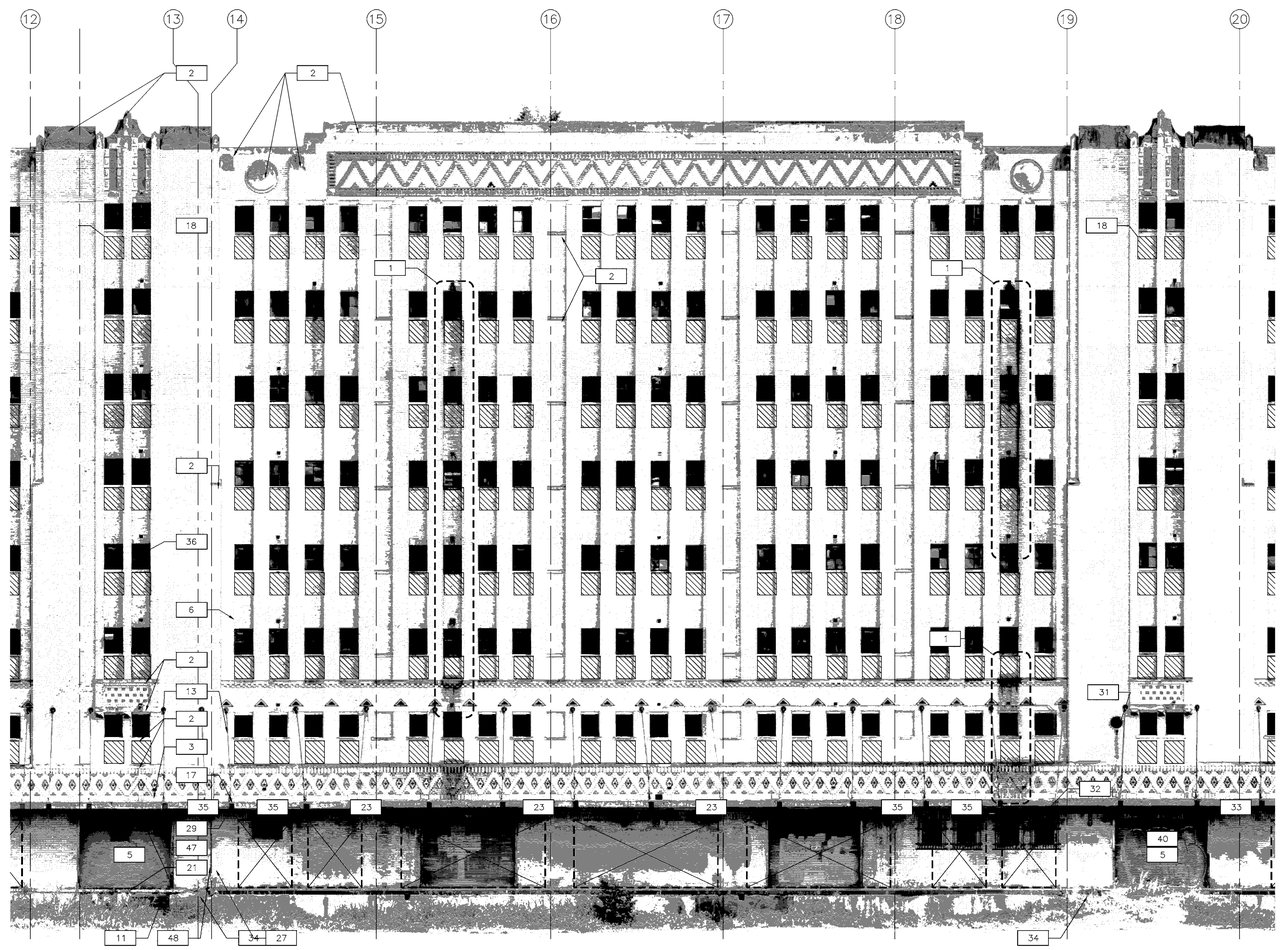
45. EXISTING METAL RAMP AND HANDRAIL TO BE REMOVED
46. EXISTING RED INFILL BRICK TO BE REMOVED AND REPLACED WITH SALVAGE AS NEEDED
47. REPOINT MORAR AT RELIEF ANGLE
48. RAKE OUT ALL EXPANSION JOINTS, FILL WITH BACKER ROD AND SEALANT



CLEAN ENTIRE AREA BELOW CONCRETE CANOPY, REPOINT BRICK AS NEEDED

1, 27

01 PARTIAL SOUTH ELEVATION – DEMOLITION

APPROXIMATE SCALE: 1/8"=1'-0"

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Architecture
Planning
Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

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CHARLES E. GROMATZKY
TEXAS LICENSE #11538

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HISTORIC PRESERVATION	BOOTHE ARCHITECTS, INC 801 WEST SHAW, SUITE 107 FORT WORTH, TEXAS 76110 TEL: 817.312.8030 CONTACT: RAY W. BOOTHE, RA

Issues and Revisions

No.	Date	Description

Job No.	Issue Date
9028.00	09.15.09

Issue Package

THC REVISIONS

Sheet Title

PARTIAL SOUTH ELEVATION
EXISTING & DEMO

Sheet Number

D02.505

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EXTERIOR DEMOLITION NOTES: (NOT ALL NOTES MAY BE USED ON THIS ELEVATION)

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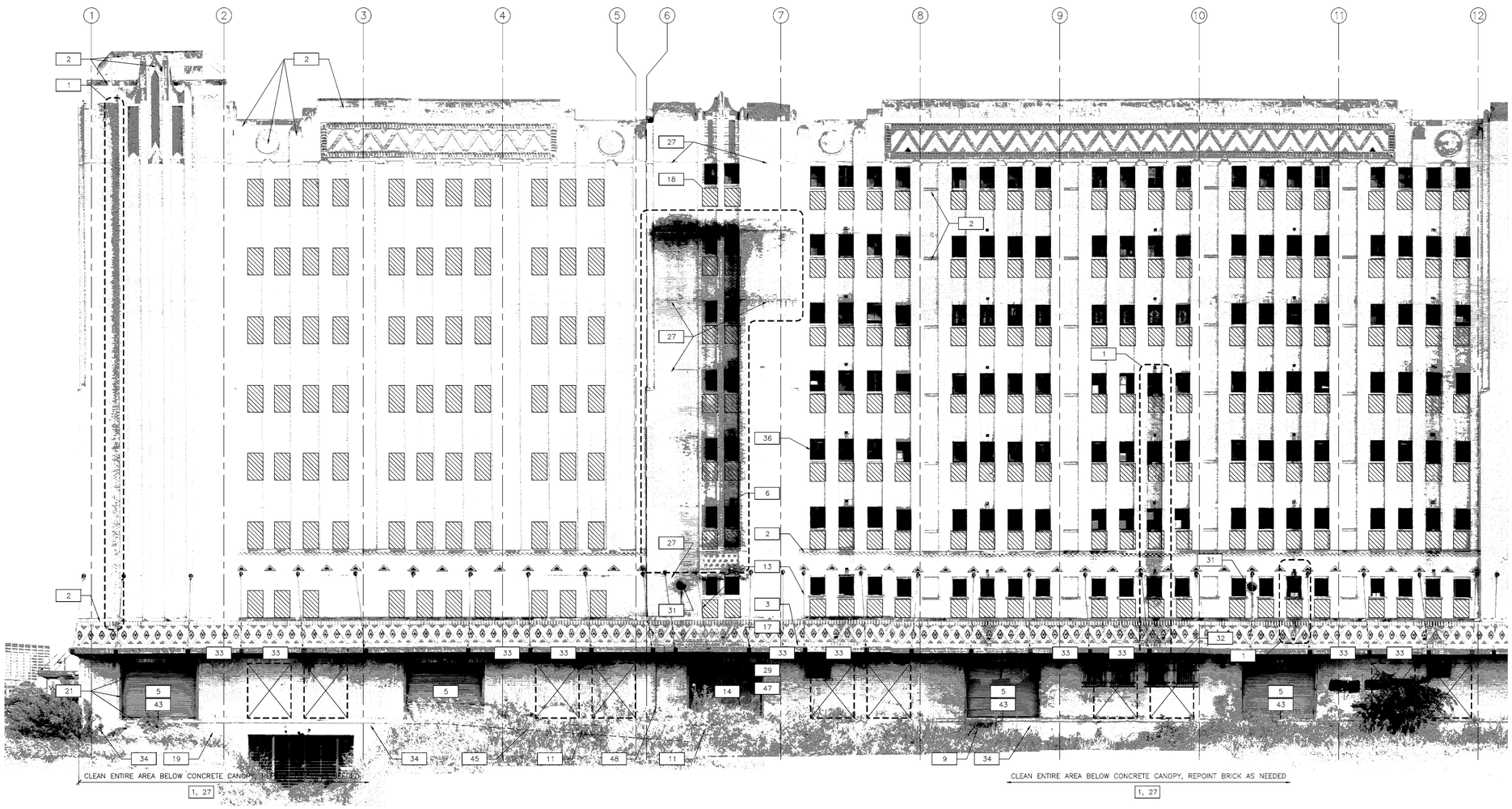

01 PARTIAL SOUTH ELEVATION – DEMOLITION

APPROXIMATE SCALE: 1/8"=1'-0"

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Architecture
Planning
Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

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CHARLES E. GROMATZKY
TEXAS LICENSE #11538

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Issues and Revisions

No.	Date	Description

Job No.	Issue Date
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Issue Package
THC REVISIONS

Sheet Title
PARTIAL SOUTH ELEVATION
EXISTING & DEMO

Sheet Number
D02.504

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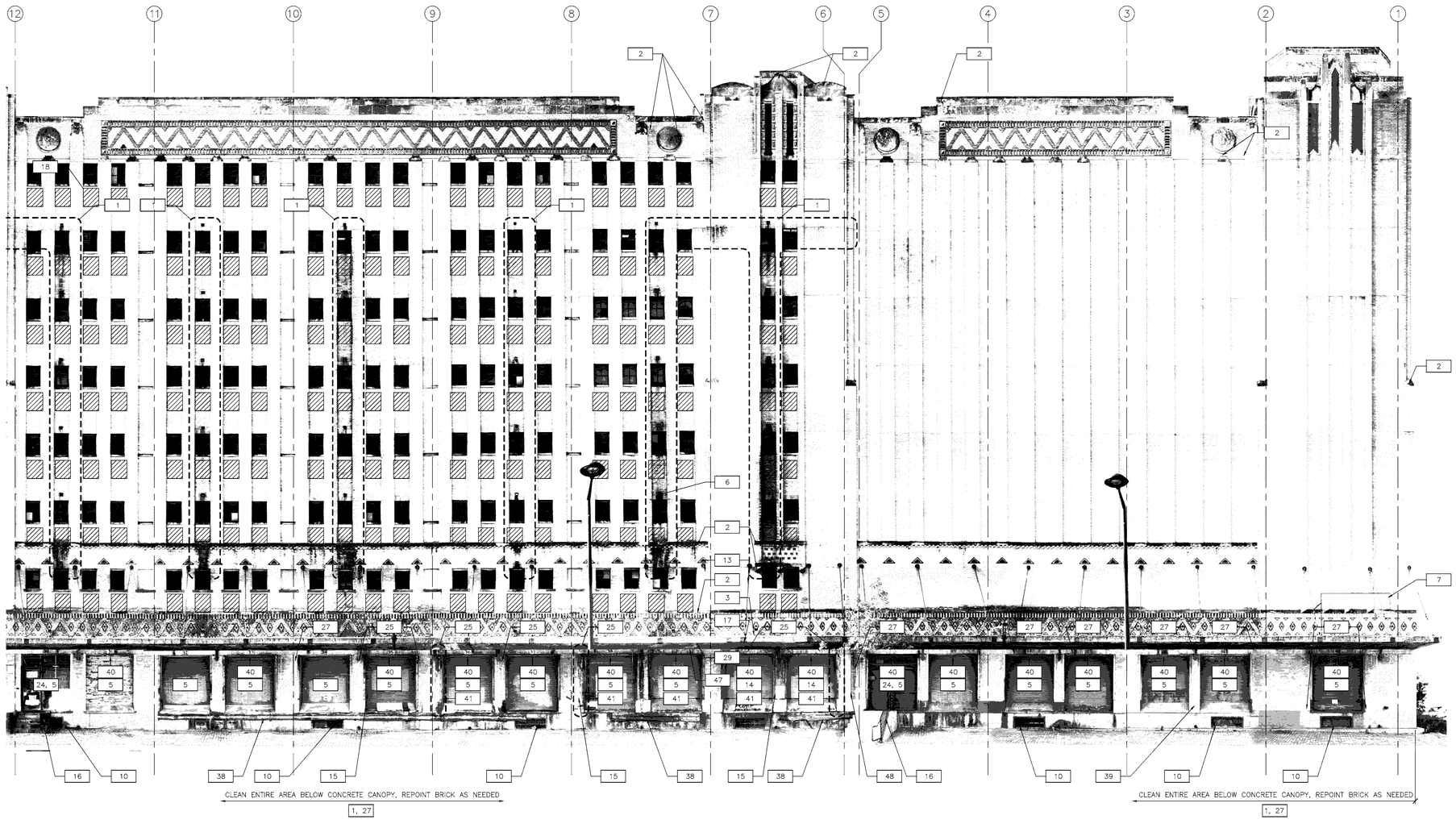

01 PARTIAL NORTH ELEVATION – DEMOLITION

APPROXIMATE SCALE: 1/8"=1'-0"

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Plotted on: 9/15/2009 1:33 PM, By: Brad Bagby

Architecture Planning Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE

ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

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Project Team

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PARTIAL NORTH ELEVATION
EXISTING & DEMO

Sheet Number
D02.503

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EXTERIOR DEMOLITION NOTES: (NOT ALL NOTES MAY BE USED ON THIS ELEVATION)

1. EXISTING BRICK AND TILE VENEER IN THIS AND SIMIALR AREAS TO BE CLEANED. (TYP.)
2. EXISTING STONE TO BE CLEANED U.N.O. (TYP.)
3. EXISTING CONCRETE CANOPY TO BE STRIPPED OF OLD ROOFING, CLEANED PATCHED AND PAINTED. REMOVE EXISTING DRAINS, DOWNSPOUTS, LEADERS AND SPOUT ON CANOPY.
4. EXISTING STEEL PIVOT HINGED WINDOW TO REMAIN, CLEAN AND RESTORE TO WORKING CONDITION, REPLACE GLAZING. STEEL FRAME AND SASH TO BE PAINTED U.N.O. (TYP.)
5. EXISTING OVERHEAD DOCK DOORS TO BE REFURBISHED, CLEANED AND REMAIN LOCKED IN AN OPEN POSITION. EXISTING HEAD JAMB AND SILL TO BE PREPARED FOR NEW ALUMINUM STOREFRONT.
6. CLEAN AND PAINT EXISTING C.I. SCUPPER BOX. PREP FOR NE C.I. COVER TO MATCH EXISTING
7. REMOVE EXISTING STEEL ANGLES OR PIPE AND SUPPORTS FROM CANOPY
8. EXISTING DOUBLE HUNG WINDOWS TO REMAIN, TO BE CLEANED AND RESTORED TO WORKING CONDITION, GLAZING REPLACED, STEEL FRAME AND SASH TO BE PAINTED U.N.O. (TYP.)
9. EXISTING BOLT ON METAL STEPS AND HANDRAIL TO BE REMOVED.
10. DEMOLISH EXISTING LOUVER IN EXISTING OPENING TO REMAIN.
11. DEMOLISH EXISTING LOUVER IN EXISTING OPENING TO BE INFILLED IN PREPARATION FOR NEW BOARDWALK RAMP AND STAIRS.
12. CLEAN AND RESTORE EXISTING METAL CLAD STEEL FRAMED CANOPY.
13. CLEAN AND PAINT EXISTING STEEL CANOPY TENSION RODS, TURN BUCKLES AND ESCUTCHEON PLATES. (TYP.)
14. EXISTING OVERHEAD DOOR TO BE REFURBISHED, CLEANED AND REMAIN LOCKED IN AN OPEN POSITION.
15. REMOVE EXISTING SIGNAGE ON BUILDING AND PATCH ANCHORAGE HOLES, EXISTING DOCK DOOR NUMBERING TO REMAIN.
16. REMOVE EXISTING CONCRETE STEPS AND METAL HANDRAILS.
17. CLEAN EXISTING STEEL EDGE PLATE AND REPAINT. (TYP)
18. SAWCUT NEW OPENING THROUGH BRICK AND CONCRETE FOR NEW WINDOW. EXISTING STONE SILL IN WINDOW ABOVE TO REMAIN INTACT OR BE REINSTALLED IF UPPER WINDOW IS TO BE REPLACED. (TYP.)
19. CLEAN EXISTING CONCRETE BASE TO REMAIN. (TYP.) REFER TO NEW BOARDWALK LOCATION FOR EXTENTS; CLEAN ONLY VISIBLE PORTION OF BASE.
20. EXISTING FLUE AND SUPPORTS TO BE SALVAGED ABOVE ROOF SURFACE. CLEAN, PAINT AND REINSTALL AT EXISTING LOCATION
21. STRIP PAINT AND RUST FROM EXISTING STEEL CASED O.H. DOOR OPENINGS AT HEAD JAMB AND SILL. (TYP.)
22. REMOVE METAL PIPE FLUE AND PATCH CORED BRICK IN PREPARATION FOR NEW INFILL. (TYP.)
23. REMOVE EXISTING BRICK PILASTER AND OVERHEAD DOORS AT THIS LOCATION FOR NEW AUTO ENTRY RAMP.
24. REMOVE EXISTING INFILL PANEL AND ORIGINAL O.H. DOOR. RESTORE TO O.H. DOOR OPENING CONDITION WITHOUT O.H. DOOR.
25. EXISTING DAMAGED BRICK IN THIS AREA TO BE REMOVED AND REPLACED FROM SALVAGE.
26. REMOVE EXISTING LOUVER, FLUE AND SASH AND REPLACE SASH FROM SALVAGE.
27. EXISTING CRACKED BRICK IN THIS AREA TO BE REPOINTED WITH MATCHING MORTAR.
28. REMOVE EXISTING TRUCK DOCK BUMPER AND PATCH ANCHORAGE HOLES. (TYP.)
29. CLEAN AND PATCH UNDERSIDE OF CONCRETE CANOPY. (TYP.)
30. SAW CUT NEW OPENING THRU BRICK AND CONCRETE FOR NEW WINDOW.
31. CLEAN AND PAINT EXISTING METAL COVERPLATE.
32. REMOVE EXISTING BARS ON WINDOWS AND DISCARD.
33. SAW CUT NEW OPENING THRU BRICK AND CONCRETE FOR NEW STOREFRONT INFILL.
34. SAW CUT AND REMOVE EXISTING CONCRETE TRUCK DOCK BACK TO FACE OF BUILDING IN PREPARATION FOR NEW BOARDWALK, INFILL HOLES AS NEEDED. (TYP.)
35. SAW CUT NEW OPENING THRU BRICK AND CONCRETE FOR NEW PEDESTRIAN PASSAGE TO MATCH O.H. DOOR SIZE FROM NORTH ELEVATION.
36. EXISTING STEEL PIVOT WINDOW SASH TO BE REMOVED AND STORED FOR REUSE. REMOVE EXISTING WINDOW FRAME TO FACE OF MASONRY OPENING.
37. REMOVE EXISTING STEEL DOOR INFILL AND TRANSOM DOWN TO MASONRY OPENING. IN PREPARATION FOR NEW DOOR FRAME, DOOR AND TRANSOM WINDOW.
38. REMOVE EXISTING STL HIGHWAY GUARDRAIL. PATCH ANCHORAGE HOLES AND GRIND ALL WELDS FLUSH TO REMAINING STEEL
39. REMOVE EXISTING STL FACEPLATE BETWEEN DOCK DOORS GRIND ALL WELDS FLUSH TO REMAINING STEEL (TYP)
40. REPLACE CORRODED STEEL ANGLE LINTEL TO MATCH ORIGINAL
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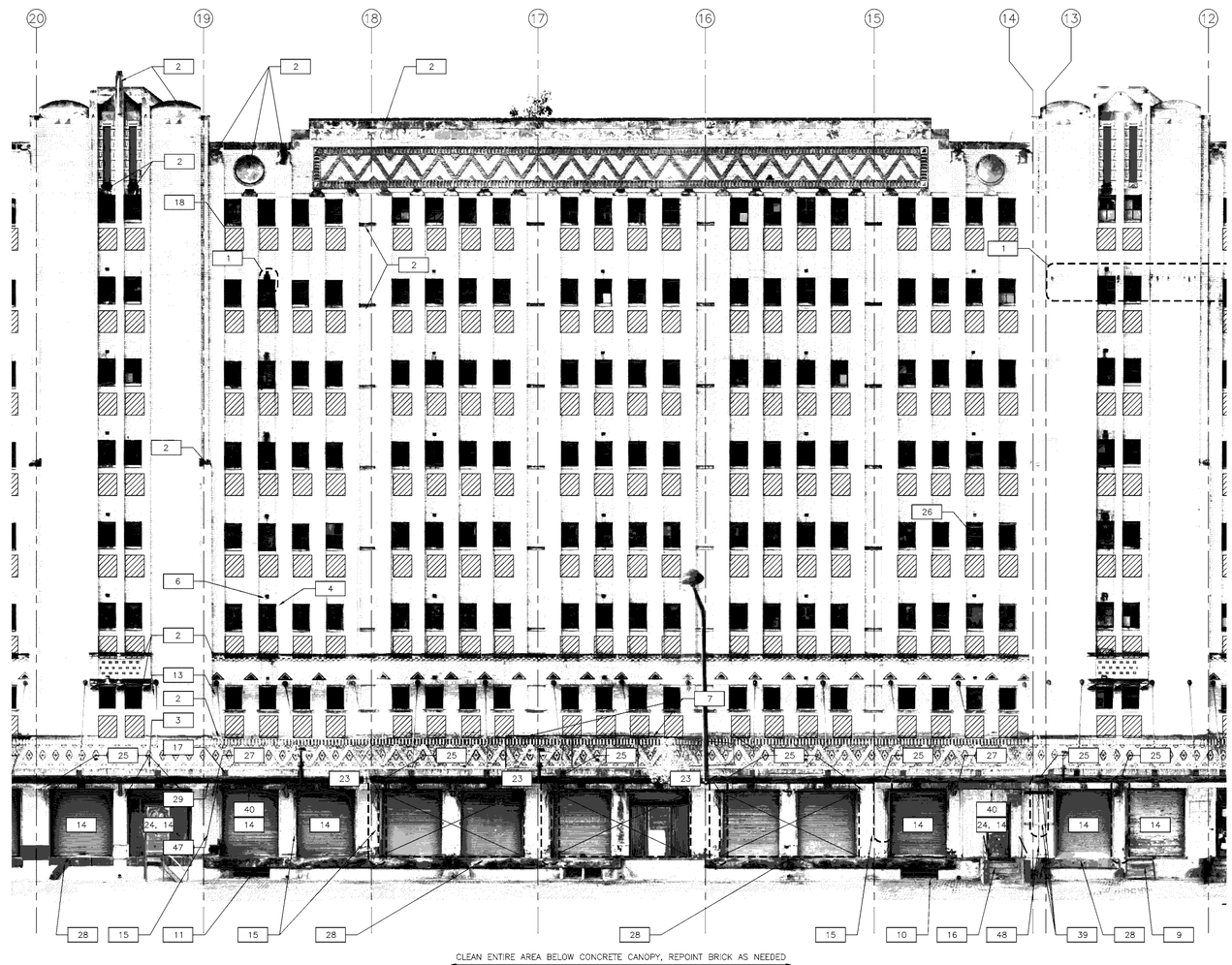
43. REPLACE CORRODED/DAMAGED STEEL THRESHOLD TO MATCH ORIGINAL
44. REMOVE EXISTING O.H. DOOR, REUSE SALVAGEABLE PARTS TO FIX IN THE OPEN POSITION
45. EXISTING METAL RAMP AND HANDRAIL TO BE REMOVED
46. EXISTING RED INFILL BRICK TO BE REMOVED AND REPLACED WITH SALVAGE AS NEEDED
47. REPOINT MORAR AT RELIEF ANGLE
48. RAKE OUT ALL EXPANSION JOINTS, FILL WITH BACKER ROD AND SEALANT



01 PARTIAL NORTH ELEVATION – DEMOLITION

APPROXIMATE SCALE: 1/8"=1'-0"

Architecture Planning Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

Plotted on: 9/15/2009 1:33 PM

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CHARLES E. GROMATZKY
TEXAS LICENSE #11538

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Issues and Revisions

No.	Date	Description

Job No.	Issue Date
9028.00	09.15.09

Issue Package
THC REVISIONS

Sheet Title
PARTIAL NORTH ELEVATION
EXISTING & DEMO

Sheet Number
D02.502

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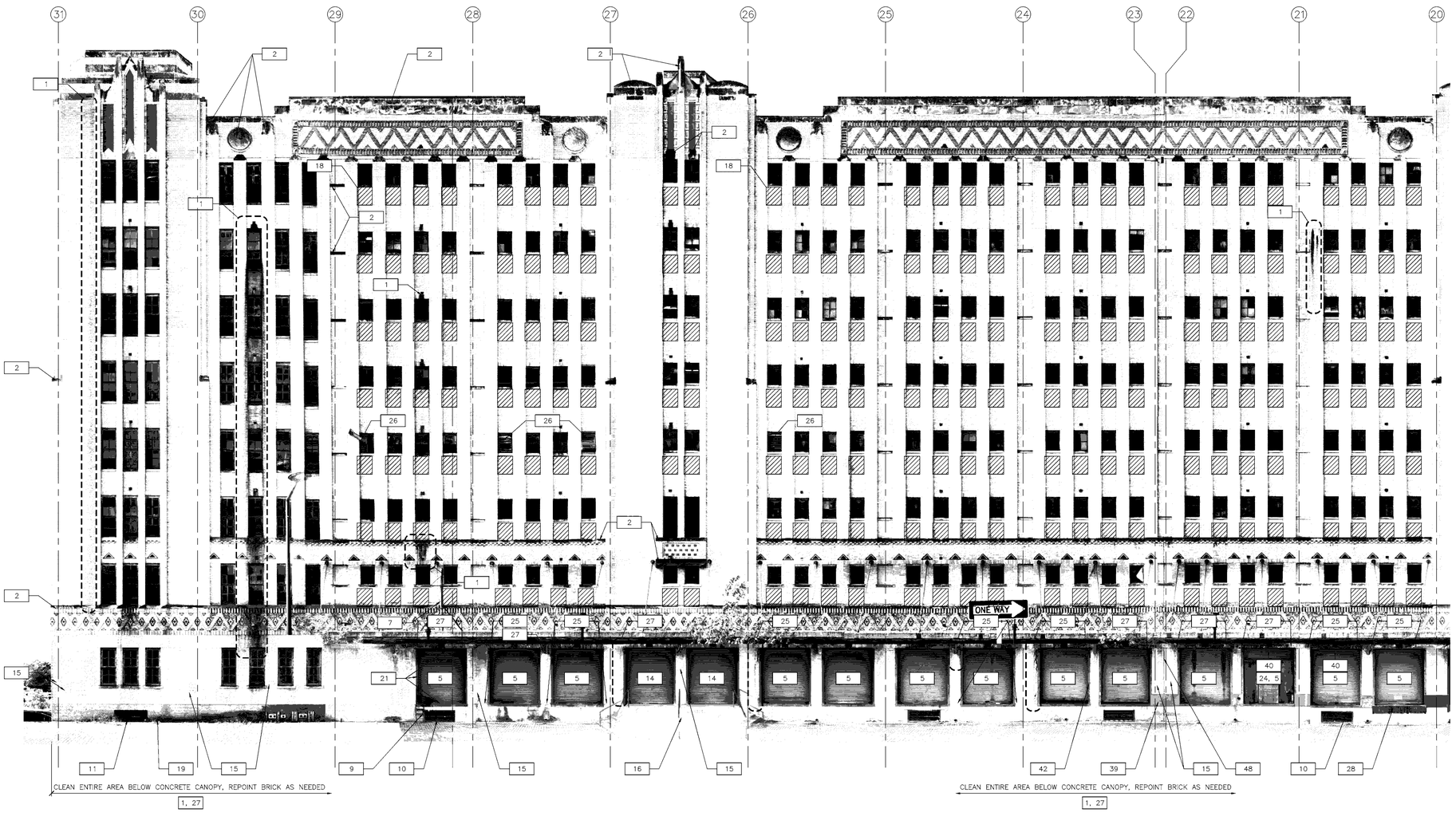

01 PARTIAL NORTH ELEVATION – DEMOLITION

APPROXIMATE SCALE: 1/8"=1'-0"

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Plotted on: 9/15/2009 1:32 PM By: Brad Bealy

Architecture Planning Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE

ADAPTIVE REUSE AND HISTORIC PRESERVATION

FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

Plotted on: 9/15/2009 1:32 PM

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CHARLES E. GROMATZKY
TEXAS LICENSE #11538

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NATHAN JOHANSEN, PE (PLBG & F.P.)

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FORT WORTH, TEXAS 76110
TEL: 817.312.8030

CONTACT: RAY W. BOOTHE, RA

Issues and Revisions

No.	Date	Description

Job No.	Issue Date
9028.00	09.15.09

Issue Package: THC REVISIONS

Sheet Title: PARTIAL NORTH ELEVATION EXISTING & DEMO

Sheet Number: D02.501

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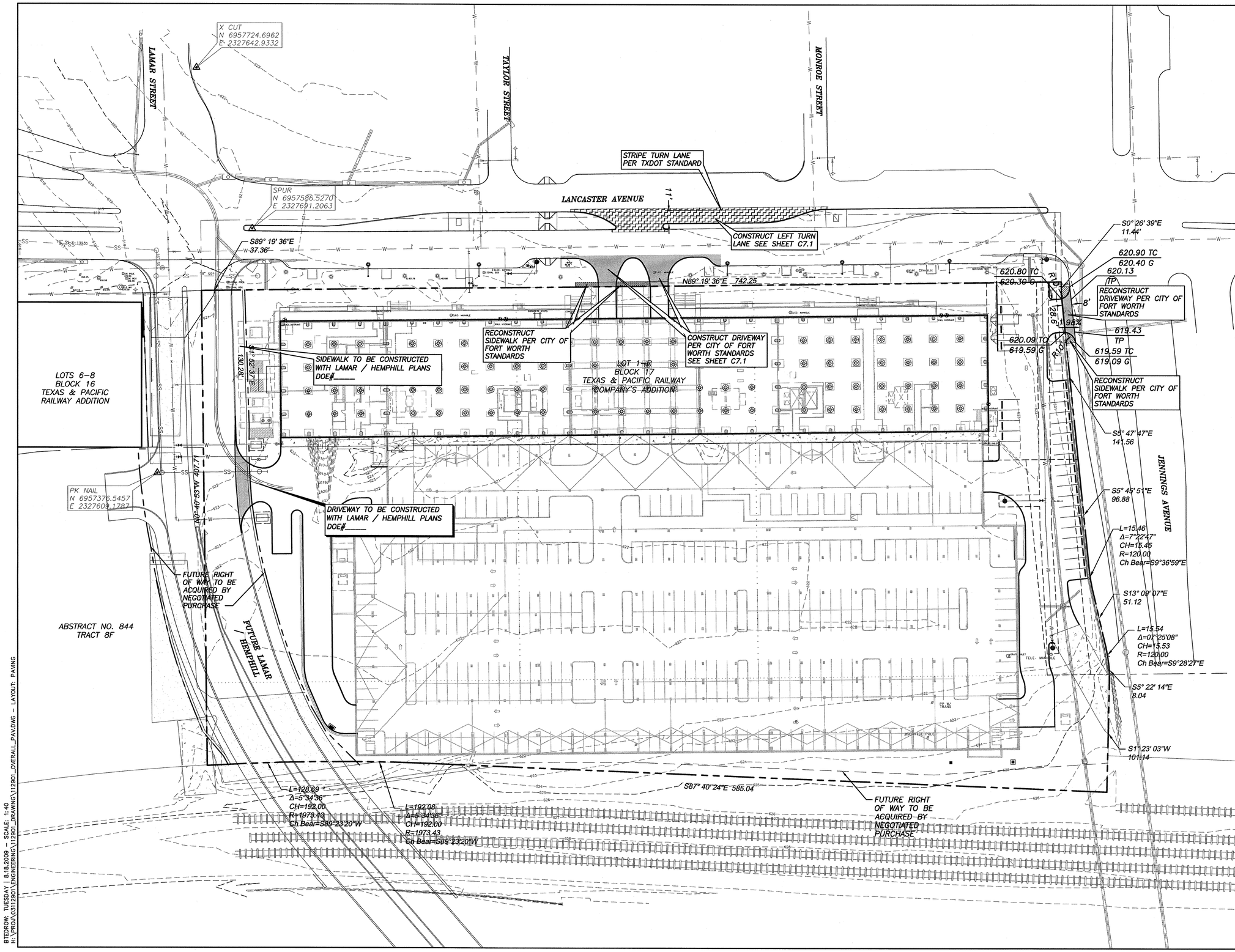

BENCHMARK #1
ON LANCASTER AVENUE EAST OF THE INTERSECTION OF LAMAR STREET IN THE MIDDLE OF MEDIAN NOSE IS A SPUR
ELEV= 621.47

BENCHMARK #2
ALONG FUTURE LAMAR / HEMPHILL R.O.W. SOUTH OF THE EASTERN MOST CORNER OF EXISTING BUILDING OWNED BY RON INVESTMENT APPROXIMATELY 22 FT. AND EAST 14 FT. FIND PK NAIL.
ELEV= 621.87

LEGEND

- TXDOT PAVING SEE SECTION
- CITY OF FORT WORTH DRIVEWAY–SEE DETAIL
- SIDEWALK PER CITY STANDARDS
- SIDEWALK–DECORATIVE, MATCH EXISTING

NOTES:
1. CONTRACTOR SHALL MATCH EXISTING CURB LINE AT LIMITS OF CONSTRUCTION AND GRADE TO DRAIN. NOTIFY ENGINEER OF DISCREPANCIES.

0 20 40 80
SCALE: 1" = 40'

STATE OF TEXAS
PAUL M. LEE
81084
LICENSED PROFESSIONAL ENGINEER
8-18-09
Huitt-Zollars, Inc.
Firm Registration No. F-761

WARNING
THE CONTRACTOR SHALL CONTACT THE FOLLOWING AT LEAST 48 HOURS PRIOR TO EXCAVATION IN THIS AREA.

FORT WORTH WATER DEPARTMENT	(817)–871–8296
FORT WORTH TPW	(817)–392–8100
ATMOS GAS	1–866–332–8667
TXU ELECTRIC	1–800–242–9113
SWB TELEPHONE COMPANY	1–800–395–0440
CHARTER COMMUNICATIONS	(817)–509–6272
FOR OTHER FACILITIES	1–800–DIG–TESS

REVISIONS

NO.	DESCRIPTION	DATE	BY

TEXAS & PACIFIC WAREHOUSE

FORT WORTH, TEXAS

OVERALL PAVING PLAN

HUITT-ZOLLARS

Huitt-Zollars, Inc.
500 West 7th Street, Suite 300
Fort Worth, Texas 76102-4728
Phone: (817) 335-3000
Fax: (817) 335-1029

DESIGNED:KRC	SCALE	DATE	SHEET
DRAWN:BLC	1"= 40'	DATE	C7.0
CHECKED:PML			

HUITT-ZOLLARS, INC.

DOE #_____

PLANS FOR THE CONSTRUCTION OF PUBLIC IMPROVEMENTS TO SERVE TEXAS & PACIFIC WAREHOUSE

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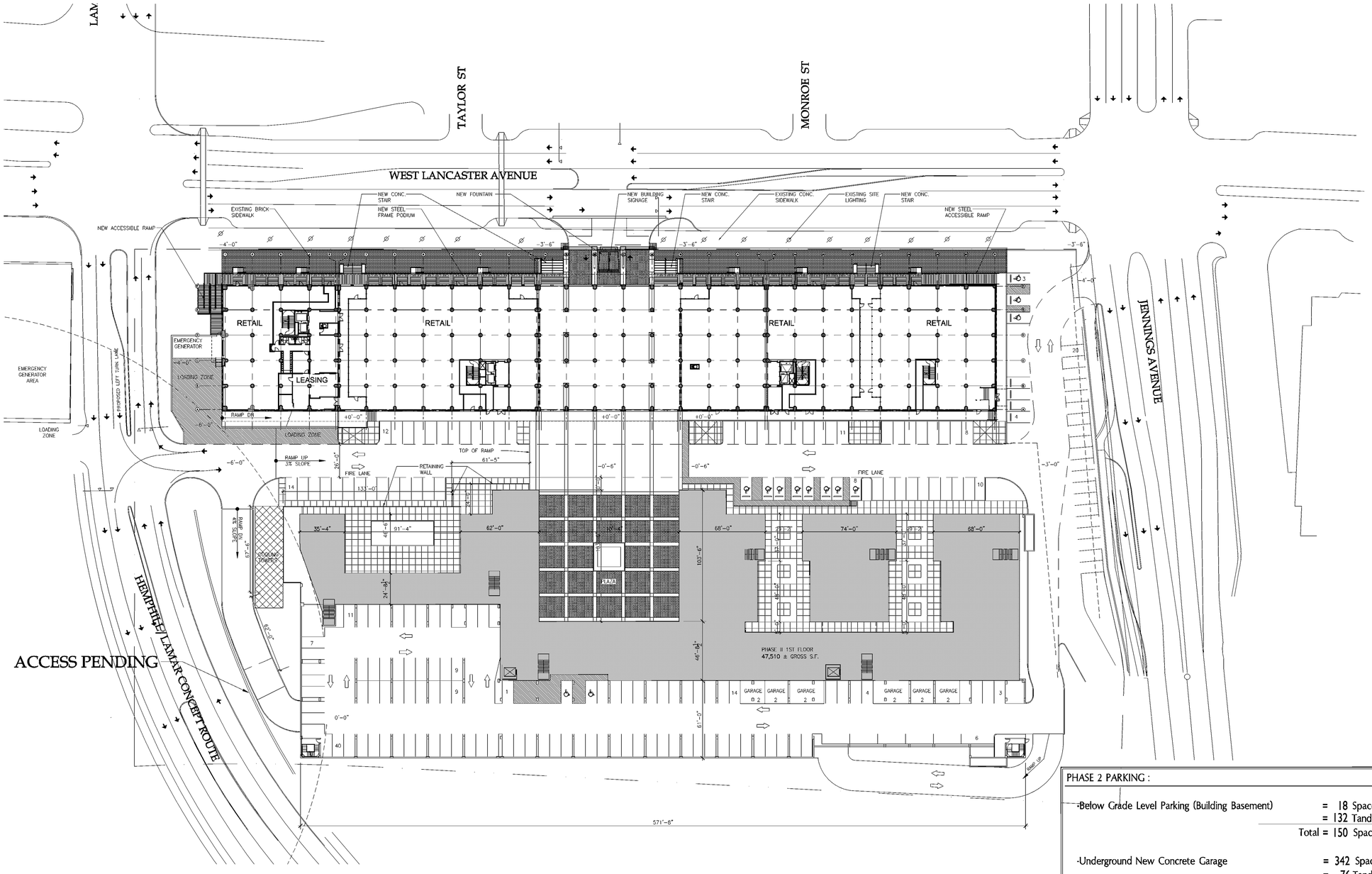

PHASE 2 SITE PLAN

01

SCALE: 1" = 40'-0"

NORTH

PHASE 2 Gross Area :	
Phase 2 Level 1 (Residential & Retail)	= 47,510 ± SF Gross SF
Phase 2 Residential (Level 2)	= 20,836 ± Gross SF
Phase 2 Residential (Levels 3, 4, & 5)	= 45,579 ± Gross SF (136,737 ± Gross SF / Floor)
Total	= 205,083 ± Gross SF

PHASE 2 PARKING :		
-Below Grade Level Parking (Building Basement)		= 18 Spaces
		= 132 Tandem Spaces
		Total = 150 Spaces
-Underground New Concrete Garage		= 342 Spaces
		= 76 Tandem Spaces
		Total = 418 Spaces
Above Ground Concrete Garage	(Level 1)	= 104 Spaces
	(Level 1 Private Garages)	= 12 Spaces
	(Level 2)	= 119 Spaces
	(Level 3)	= 119 Spaces
	(Level 4)	= 119 Spaces
	(Level 5)	= 119 Spaces
		Total = 592 Spaces
-Site Parking		= 90 Spaces
-Total		= 1250 Spaces

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Issue Package

Sheet Title

SITE PLAN - PHASE 2

Sheet Number

A1.02 PHASE 2

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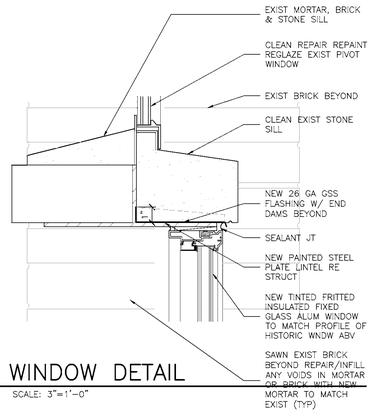

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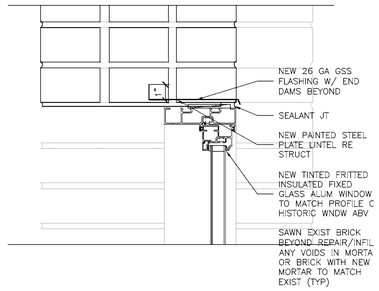

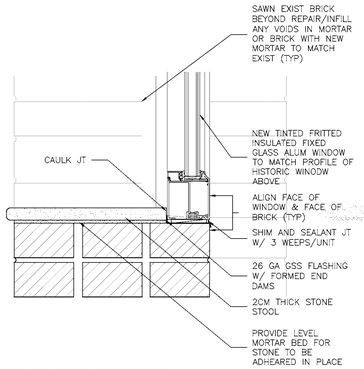

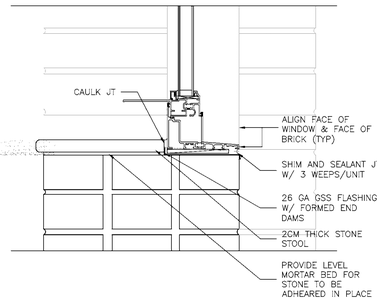

15 WINDOW DETAIL
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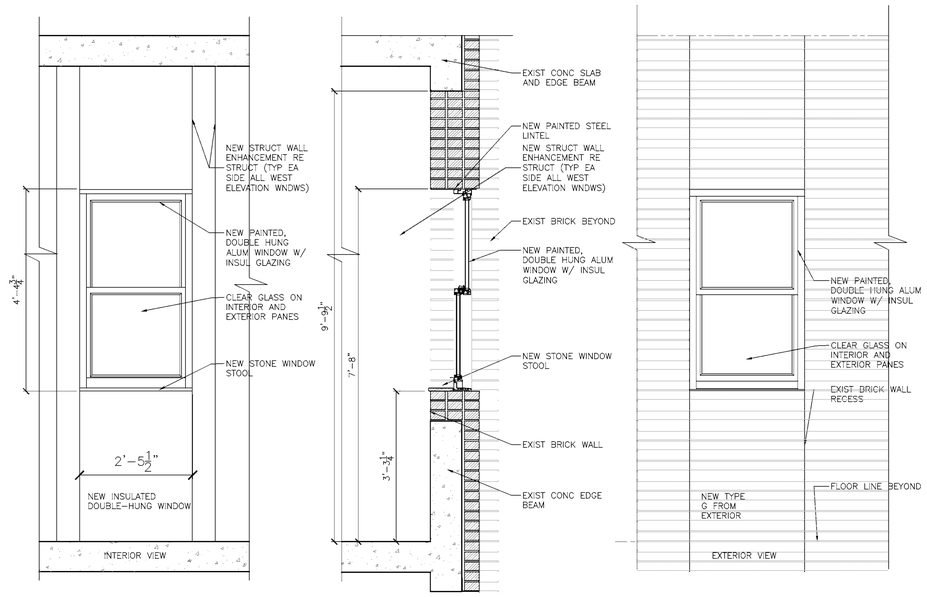

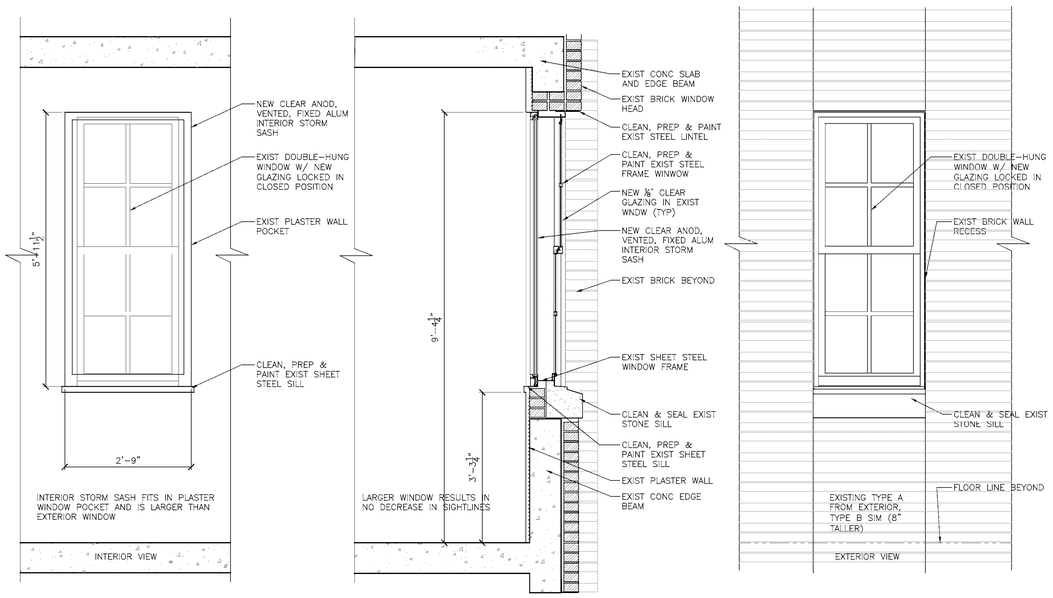

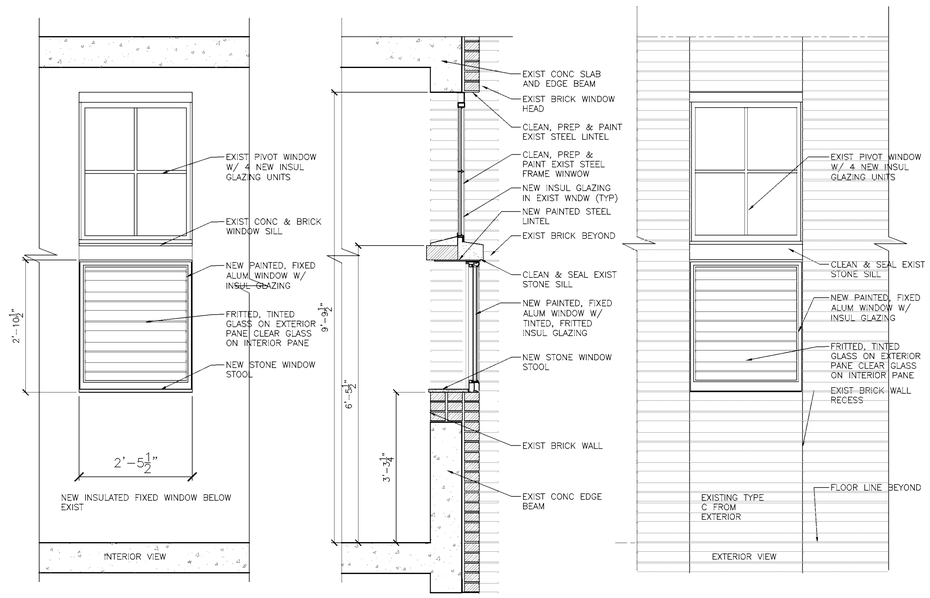

01 NEW WINDOW ELEVATIONS/SECTIONS
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Architecture
Planning
Design

GD&A
Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

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Issues and Revisions

No.	Date	Description

Job No.	Issue Date
9028.00	09.30.09

Issue Package
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Sheet Title
WINDOW DETAILS

Sheet Number
A10.411

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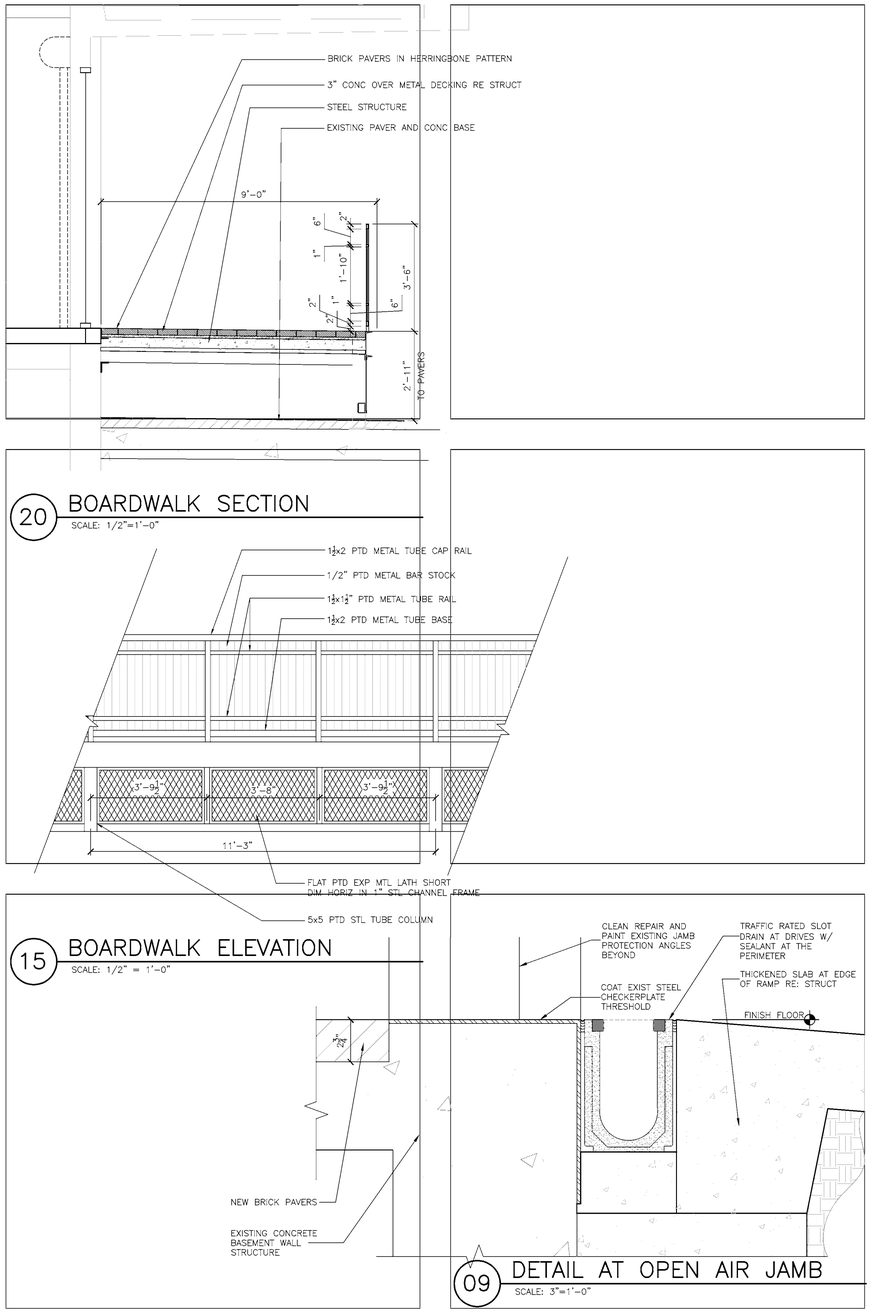

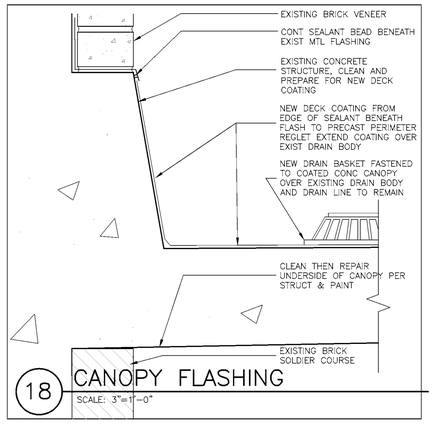

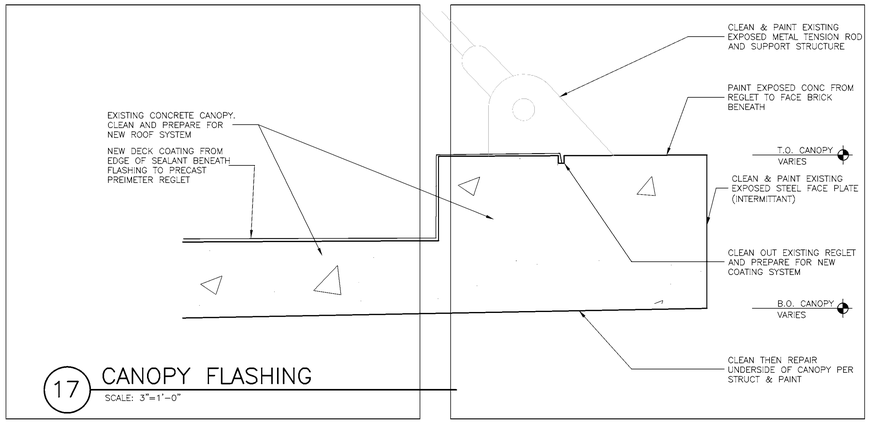

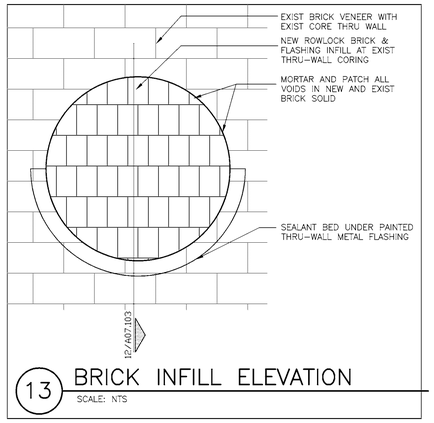

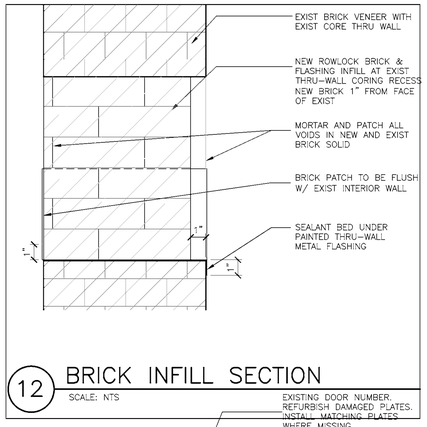

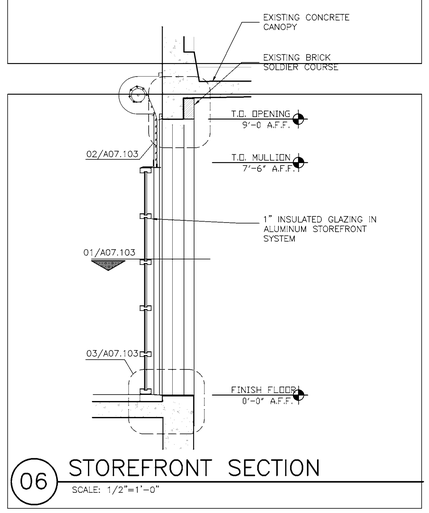

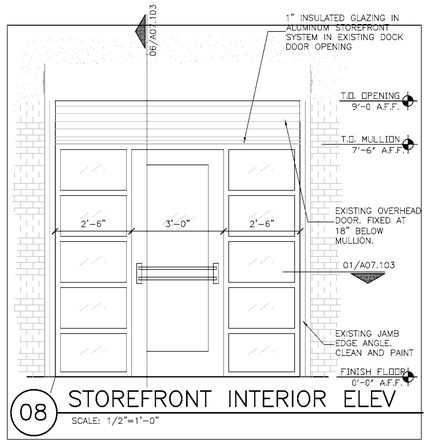

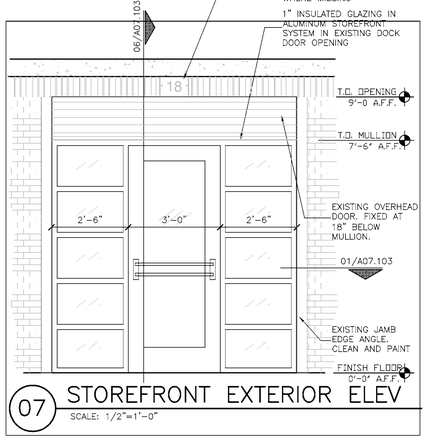

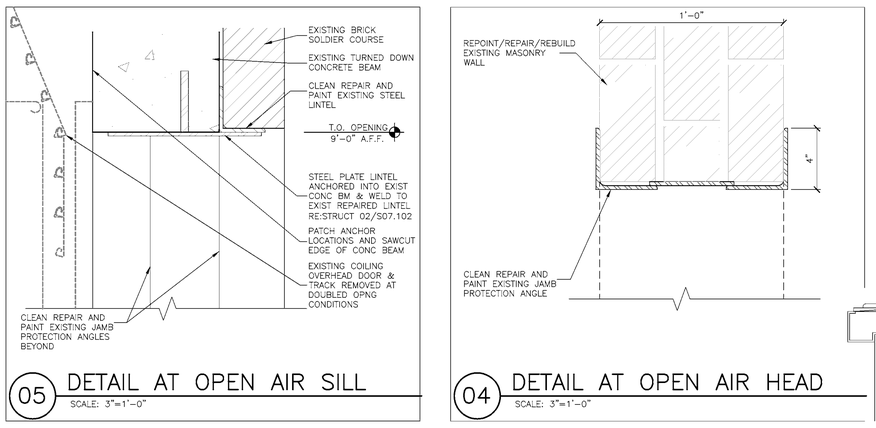

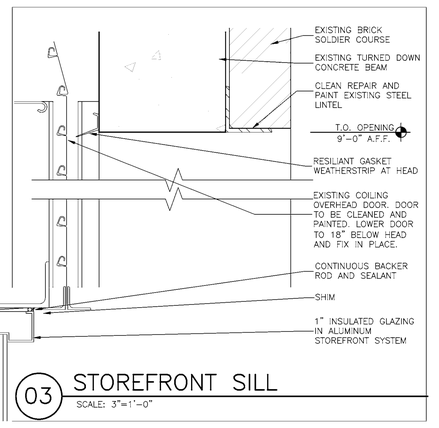

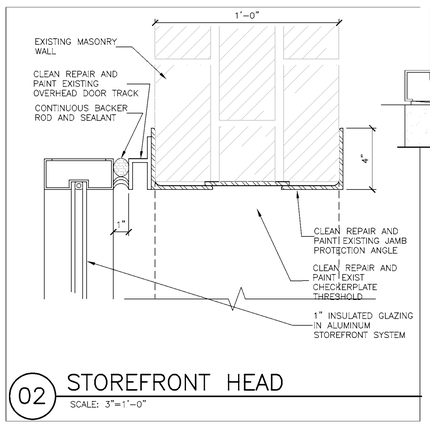

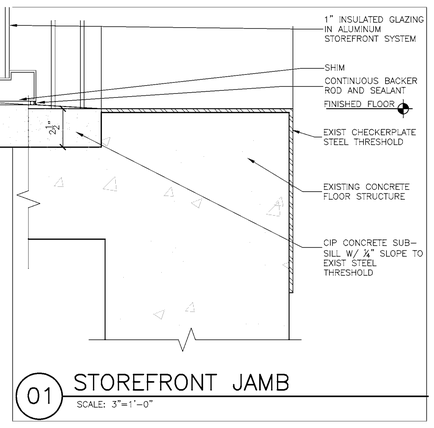

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Architecture Planning Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE

ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

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Issues and Revisions

No.	Date	Description

Job No.	Issue Date
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Issue Package: DDRB/LANDMARK COMMISSION

Sheet Title: WINDOW DETAILS

Sheet Number: **A07.103**

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02 BUILDING SECTION AT SIDEWALK
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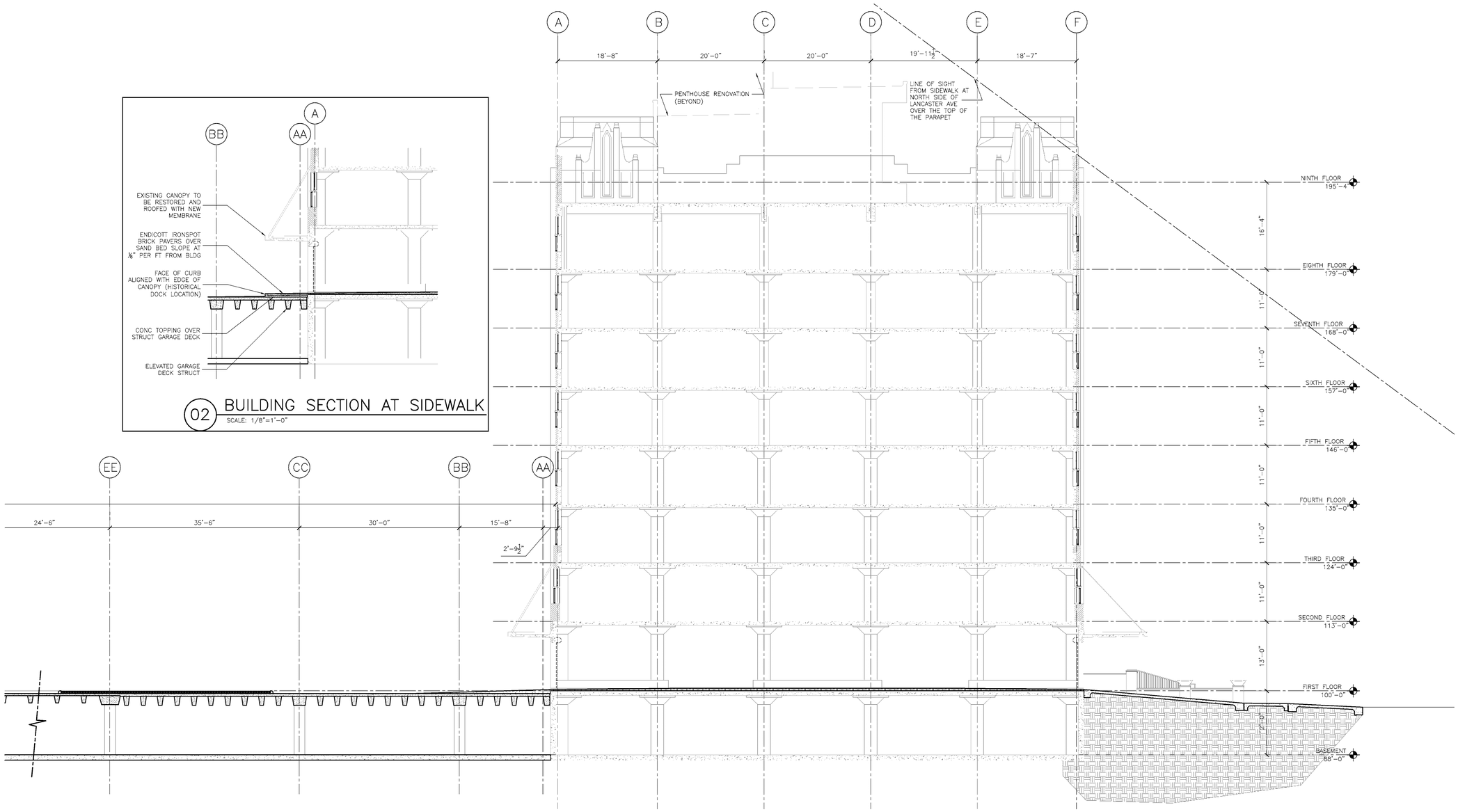

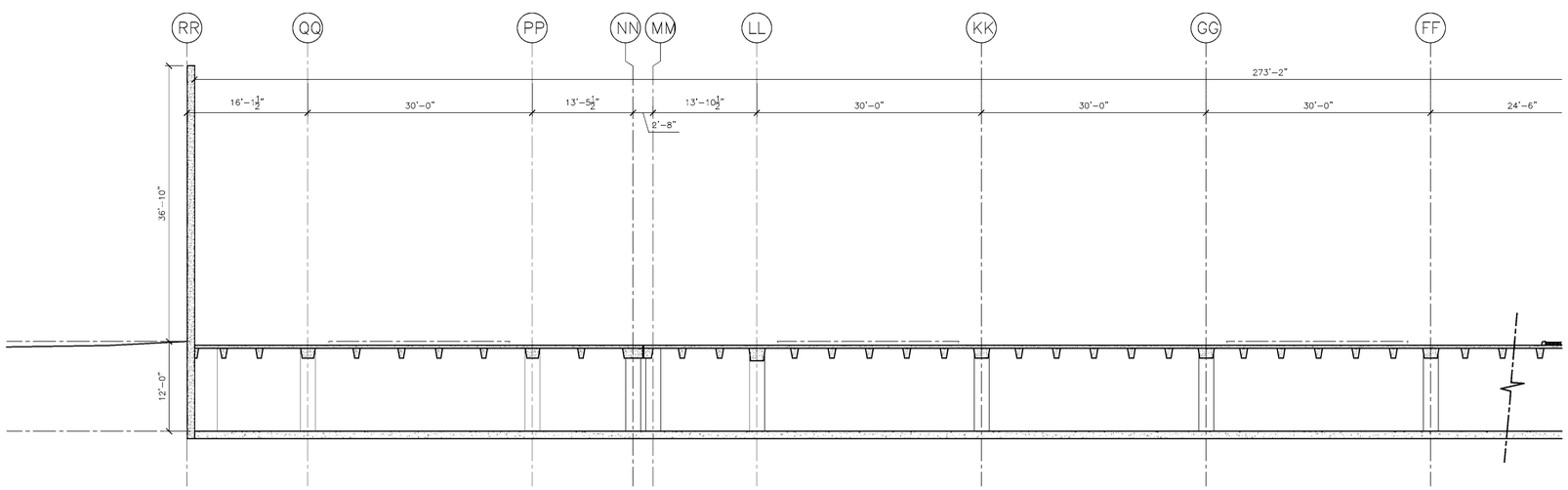

01 BUILDING SECTION
SCALE: 1/8"=1'-0"

Architecture
Planning
Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

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Issues and Revisions

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Sheet Title
BUILDING SECTION

Sheet Number
A06.101

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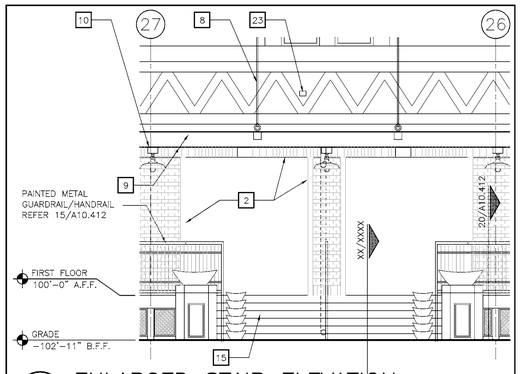
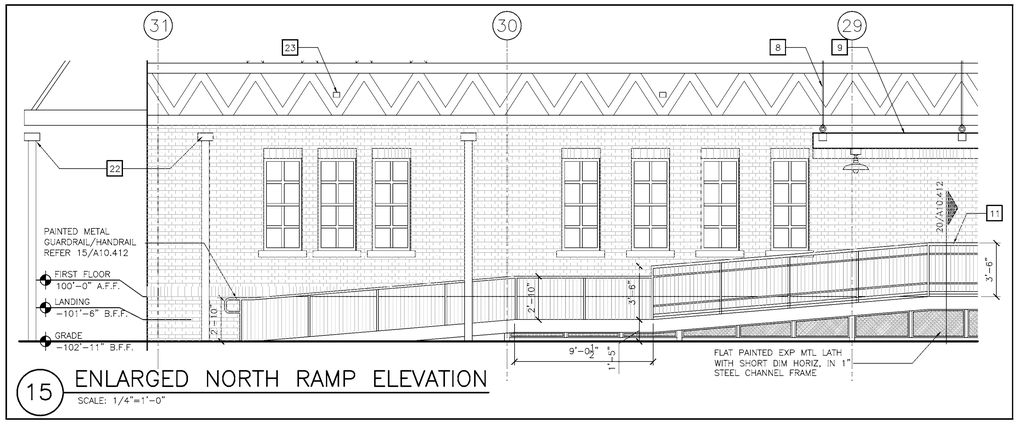
EXTERIOR ELEVATION NOTES: (NOT ALL NOTES MAY BE USED ON THIS ELEVATION)

1. NEW FIXED WINDOW IN SAWCUT OPENING RE: (TYP.)
2. STUCCO PATCH ON CUT BRICK EDGES AT NEW OPEN AIR WALL PENETRATIONS (TYP.)
3. NEW BRICK INFILL AT FORMER SCUPPER LOCATION COLOR TBD. RE: (TYP.)
4. NEW STOREFRONT INFILL IN BRICK WALL PENETRATIONS RE: WINDOW SCHEDULE FOR DETAILS
5. EXISTING O.H. DOOR SECURED IN OPEN POSITION BEHIND NEW STOREFRONT RE: WINDOW SCHEDULE FOR DETAILS (TYP.), NO STOREFRONT INFILL AT SIM.
6. RESTORED STEEL PIVOT WINDOW. RE: WINDOW SCHEDULDE FOR DETAILS (TYP.)
7. RESTORED STEEL DOUBLE HUNG WINDOW. RE: WINDOW SCHEDULE FOR DETAILS (TYP.)
8. PAINTED CAST IRON CANOPY TENSION RODS AND ROSETTES (TYP.)
9. PAINTED CONCRETE CANOPY FASCIA AND UNDERSIDE
10. NEW SURFACE MOUNTED ELECTRICAL FIXTURES RE: ELECTRICAL (TYP.)
11. NEW HANDRAIL/GUARDRAIL AT EDGE OF ELEVATED WALKWAY (TYP.)
12. NEW METAL STAIRS AND HANDRAIL/GUARDRAIL FROM GRADE TO ELEVATED WALKWAY (TYP.)
13. BRICK WALL RECONSTRUCTION AND REPOINTING AS INDICATED ON DEMOLITION DRAWINGS (RE: D05.100 SERIES) (TYP.)
14. DECORATIVE, PERFORATED, ORNAMENTAL METAL GRILLE (TYP.) REFER 15/A10.412
15. NEW C.I.P. CONCRETE STEPS
16. NEW STEEL LINTEL AT OVERSIZED OPENINGS RE: STRUCTURAL FOR SIZING
17. NEW BRICK INFILL AT FORMER FLUE LOCATIONS (TYP.) REFER DETAIL 13/A10.412
18. NEW MATCHING ORNAMENTAL COPPER FASCIA TO INFILL MISSING SECTIONS
19. NEW ALUMINUM AND GLASS ENTRANCE DOORS AND TRANSOM. REFURBISH ORNAMENTAL METAL PANEL
20. NEW ACCESSIBLE RAMP TO ELEVATED WALKWAY
21. NEW ALUM DOUBLE-HUNG WINDOW (TYP.)
22. NEW POLE MOUNTED LIGHTING FIXTURE (TYP.)
23. NEW SCUPPER CAP CAST AND SEALED ONTO SCUPPER BODY (TYP.)
24. SALVAGED BRICK INFILL AT EXISTING OPENINGS
25. EXISTING FLUE AND SUPPORTS TO BE SALVAGED ABOVE ROOF SURFACE. WELD NEW CAP ONTO EXIST FLUE. CLEAN, PAINT AND REINSTALL AT EXISTING LOCATION OVER NEW CONCRETE SLAB.
26. FOUNTAIN WITH INTEGRAL BUILDING SIGNAGE
27. PROPOSED MONUMENT SIGN LOCATION
28. BUILDING SIGNAGE ON REAR OF PENTHOUSE WALL
29. HANGING SIGNS FOR RETAILERS



20 ENLARGED STAIR ELEVATION
SCALE: 1/4"=1'-0"



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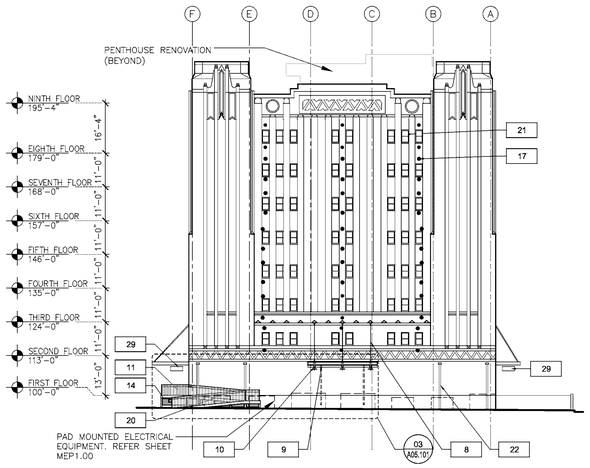

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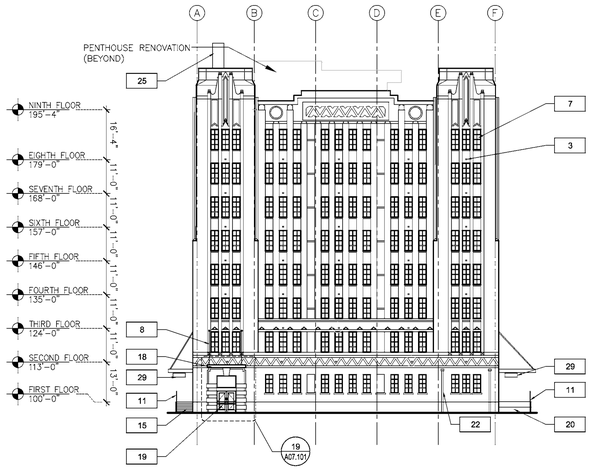

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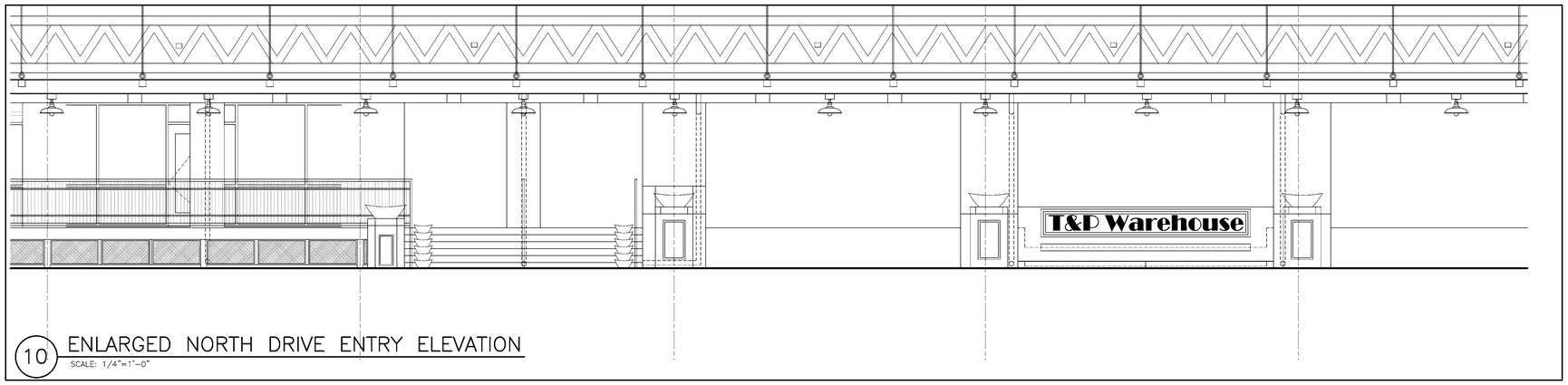
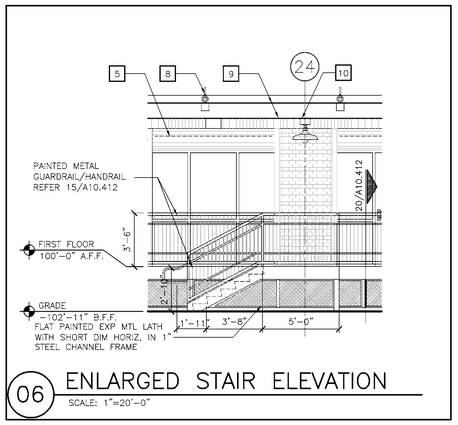


10 ENLARGED NORTH DRIVE ENTRY ELEVATION
SCALE: 1/4"=1'-0"



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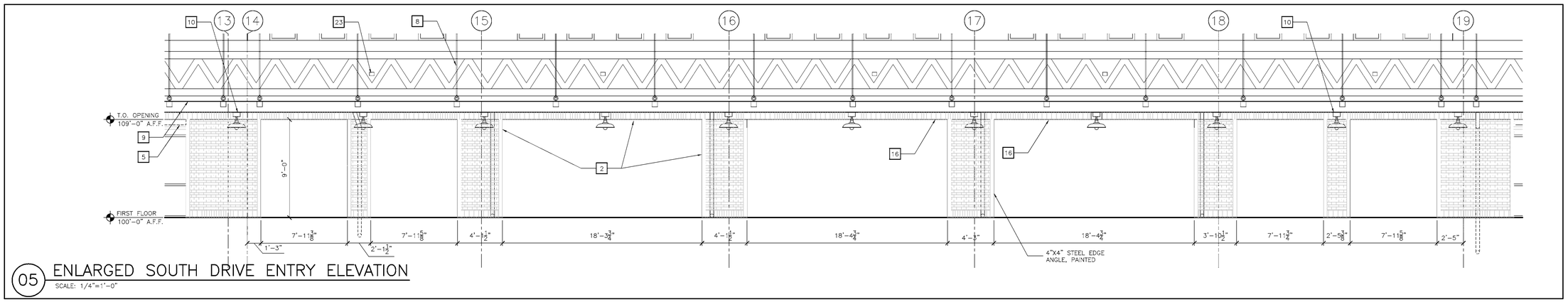

05 ENLARGED SOUTH DRIVE ENTRY ELEVATION
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Architecture Planning Design

GD&A
Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

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Sheet Title
EAST & WEST ELEVATIONS PROPOSED

Sheet Number
A05.102

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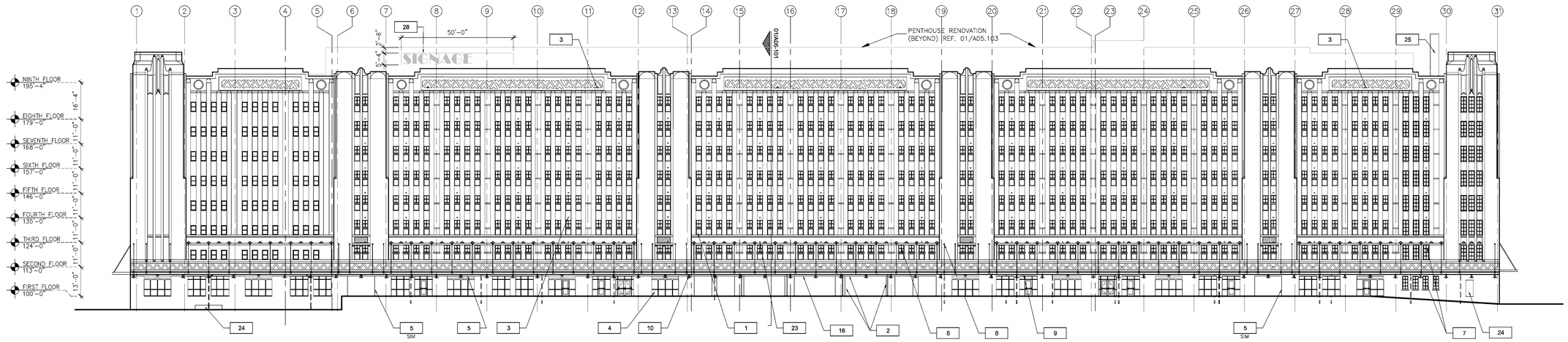
EXTERIOR ELEVATION NOTES: (NOT ALL NOTES MAY BE USED ON THIS ELEVATION)

1. NEW FIXED WINDOW IN SAWCUT OPENING RE: (TYP.)
2. STUCCO PATCH ON CUT BRICK EDGES AT NEW OPEN AIR WALL PENETRATIONS (TYP.)
3. NEW BRICK INFILL AT FORMER SCUPPER LOCATION COLOR TBD. RE: (TYP.)
4. NEW STOREFRONT INFILL IN BRICK WALL PENETRATIONS RE: WINDOW SCHEDULE FOR DETAILS
5. EXISTING O.H. DOOR SECURED IN OPEN POSITION BEHIND NEW STOREFRONT RE: WINDOW SCHEDULE FOR DETAILS (TYP.), NO STOREFRONT INFILL AT S.IM.
6. RESTORED STEEL PIVOT WINDOW. RE: WINDOW SCHEDULDE FOR DETAILS (TYP.)
7. RESTORED STEEL DOUBLE HUNG WINDOW. RE: WINDOW SCHEDULE FOR DETAILS (TYP.)
8. PAINTED CAST IRON CANOPY TENSION RODS AND ROSETTES (TYP.)
9. PAINTED CONCRETE CANOPY FASCIA AND UNDERSIDE
10. NEW SURFACE MOUNTED ELECTRICAL FIXTURES RE: ELECTRICAL (TYP.)
11. NEW HANDRAIL/GUARDRAIL AT EDGE OF ELEVATED WALKWAY (TYP.)
12. NEW METAL STAIRS AND HANDRAIL/GUARDRAIL FROM GRADE TO ELEVATED WALKWAY (TYP.)
13. BRICK WALL RECONSTRUCTION AND REPOINTING AS INDICATED ON DEMOLITION DRAWINGS (RE: D05.100 SERIES) (TYP.)
14. DECORATIVE, PERFORATED, ORNAMENTAL METAL GRILLE (TYP.) REFER 15/A10.412
15. NEW C.I.P. CONCRETE STEPS
16. NEW STEEL LINTEL AT OVERSIZED OPENINGS RE: STRUCTURAL FOR SIZING
17. NEW BRICK INFILL AT FORMER FLUE LOCATIONS (TYP.) REFER DETAIL 13/A10.412
18. NEW MATCHING ORNAMENTAL COPPER FASCIA TO INFILL MISSING SECTIONS
19. NEW ALUMINUM AND GLASS ENTRANCE DOORS AND TRANSOM. REFURBISH ORNAMENTAL METAL PANEL
20. NEW ACCESSIBLE RAMP TO ELEVATED WALKWAY
21. NEW ALUM DOUBLE-HUNG WINDOW (TYP.)
22. NEW POLE MOUNTED LIGHTING FIXTURE (TYP.)
23. NEW SCUPPER CAP CAST AND SEALED ONTO SCUPPER BODY (TYP.)
24. SALVAGED BRICK INFILL AT EXISTING OPENINGS
25. EXISTING FLUE AND SUPPORTS TO BE SALVAGED ABOVE ROOF SURFACE. WELD NEW CAP ONTO EXIST FLUE. CLEAN, PAINT AND REINSTALL AT EXISTING LOCATION OVER NEW CONCRETE SLAB.
26. FOUNTAIN WITH INTEGRAL BUILDING SIGNAGE
27. PROPOSED MONUMENT SIGN LOCATION
28. BUILDING SIGNAGE ON REAR OF PENTHOUSE WALL
29. HANGING SIGNS FOR RETAILERS



01 SOUTH RENOVATION ELEVATION
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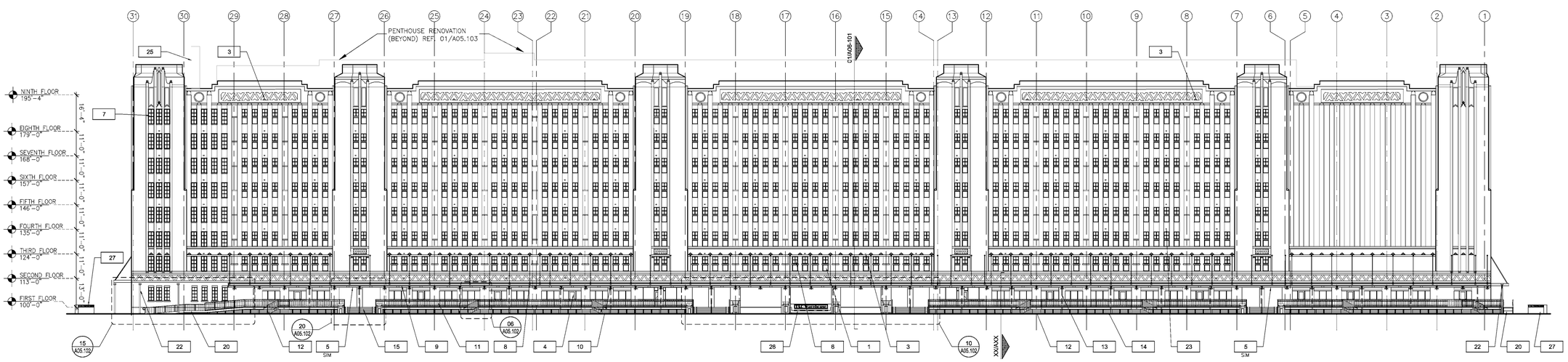

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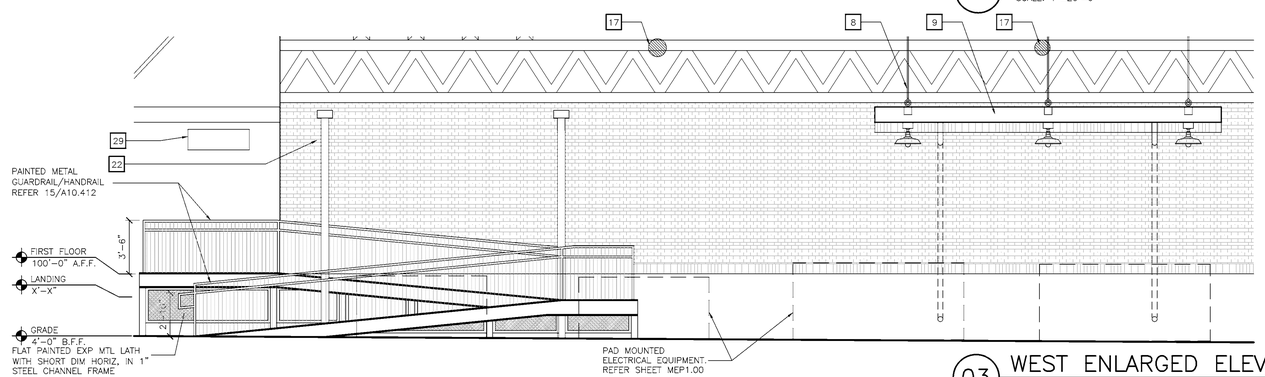

03 WEST ENLARGED ELEVATION
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Architecture Planning Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

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Issues and Revisions

No.	Date	Description

Job No.	Issue Date
9028.00	09.30.09

Issue Package
DDRB/LANDMARK COMMISSION

Sheet Title
NORTH & SOUTH ELEVATIONS PROPOSED

Sheet Number
A05.101

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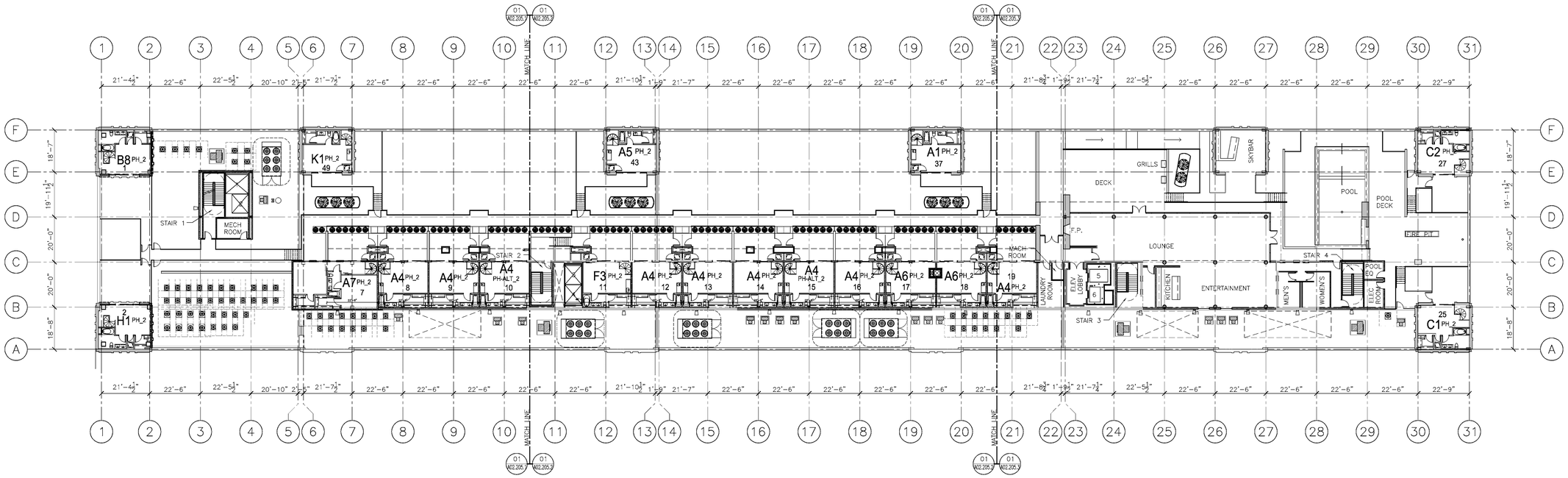

NORTH

02 OVERALL FLOOR PLAN – PENTHOUSE LEVEL 9

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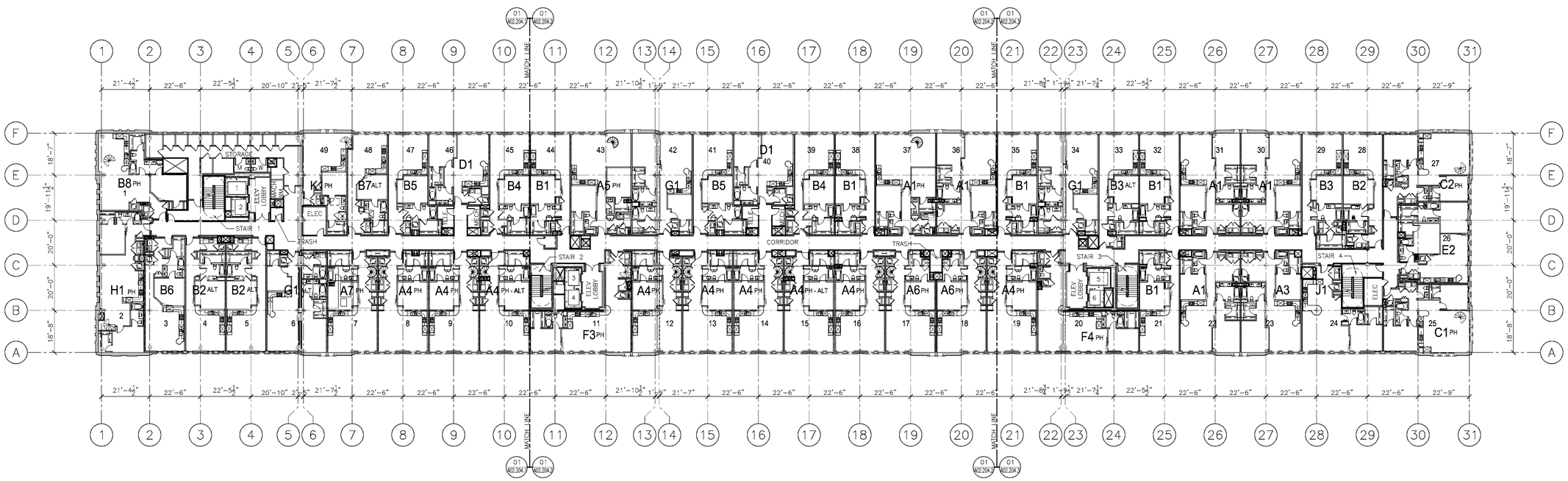

NORTH

01 OVERALL FLOOR PLAN – LEVEL 8

SCALE: 1"=20'-0"

Architecture
Planning
Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

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Issues and Revisions

No.	Date	Description

Job No.	Issue Date
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Issue Package
DDRB/LANDMARK COMMISSION

Sheet Title
OVERALL FLOOR PLAN
LEVEL 8 & PENTHOUSE LEVEL 09

Sheet Number
A02.103

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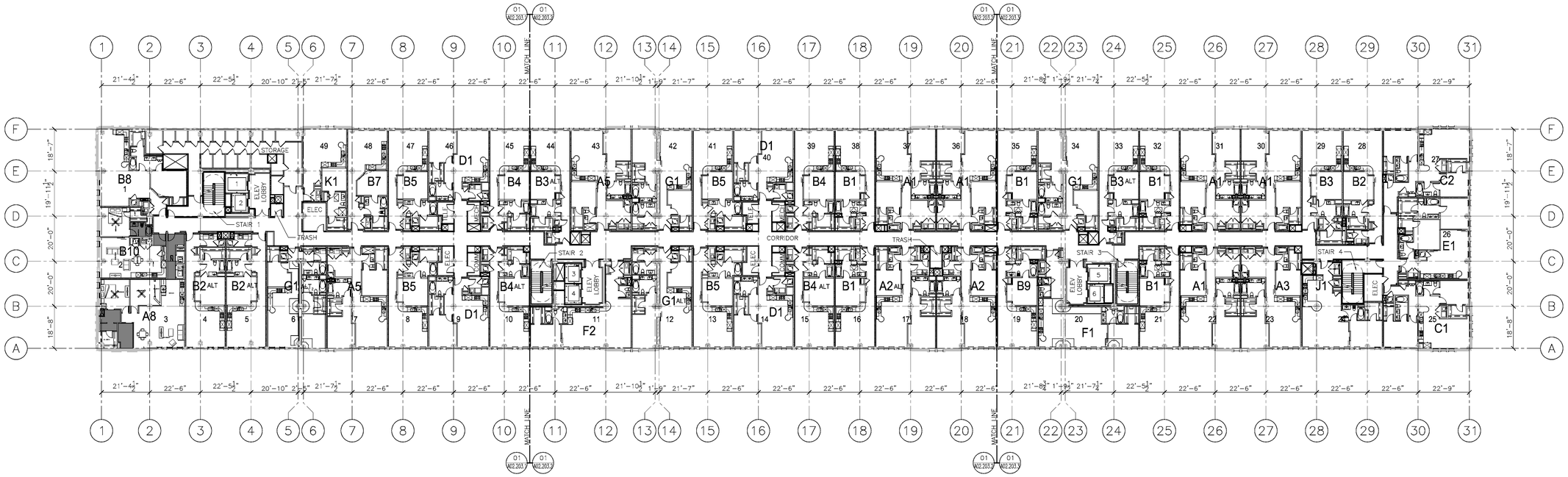

NORTH

02 OVERALL FLOOR PLAN – LEVELS 3 – 7

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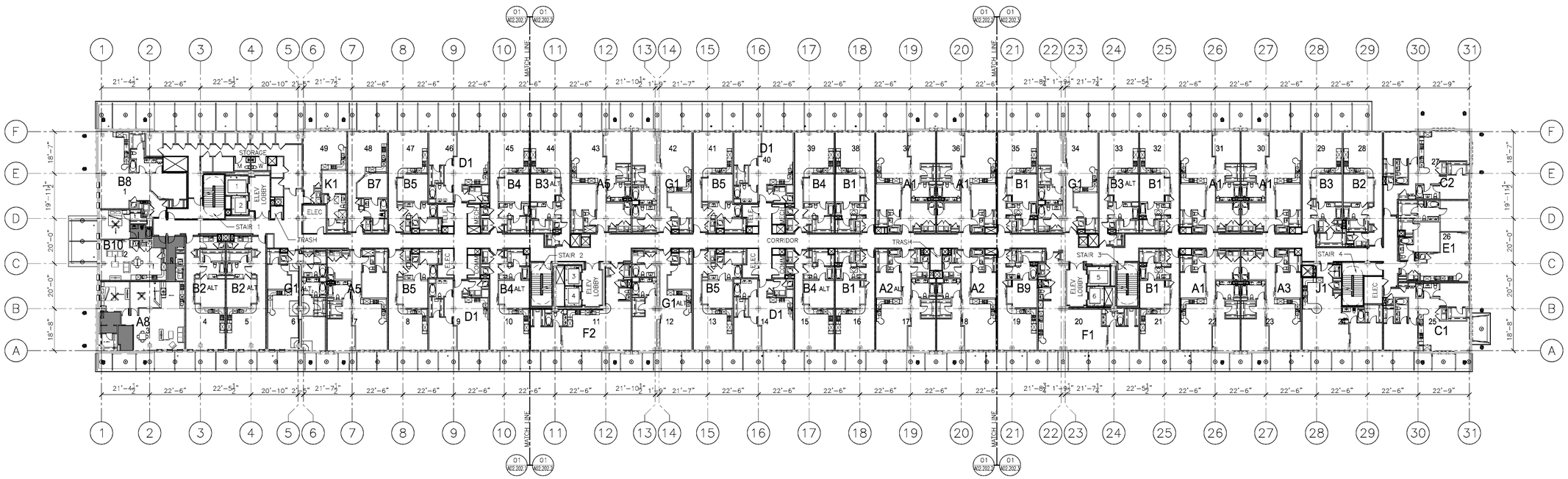

NORTH

01 OVERALL FLOOR PLAN – LEVEL 2

SCALE: 1"=20'-0"

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Architecture
Planning
Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE

ADAPTIVE REUSE
AND HISTORIC
PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

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Issues and Revisions

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Issue Package
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Sheet Title
OVERALL FLOOR PLAN
LEVELS 2 & 3-7

Sheet Number
A02.102

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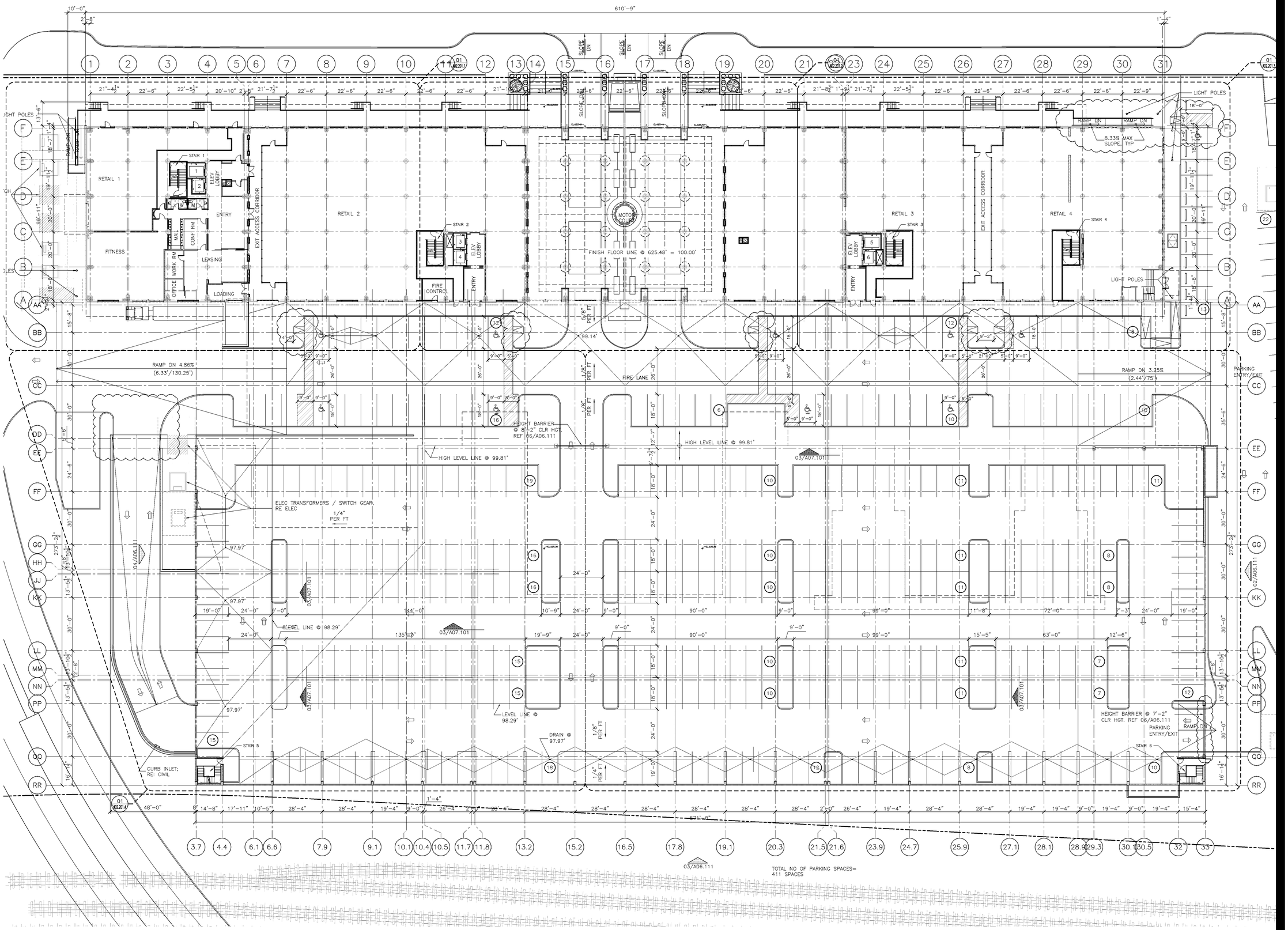

NORTH

01 OVERALL LEVEL 1 PLAN

SCALE: 1"=20'-0"

Architecture Planning Design

GD&A

Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE

ADAPTIVE REUSE AND HISTORIC PRESERVATION

FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

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Issues and Revisions

No.	Date	Description

Job No.	Issue Date
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Issue Package

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Sheet Title

OVERALL FLOOR PLAN
LEVEL 1

Sheet Number

A02.101

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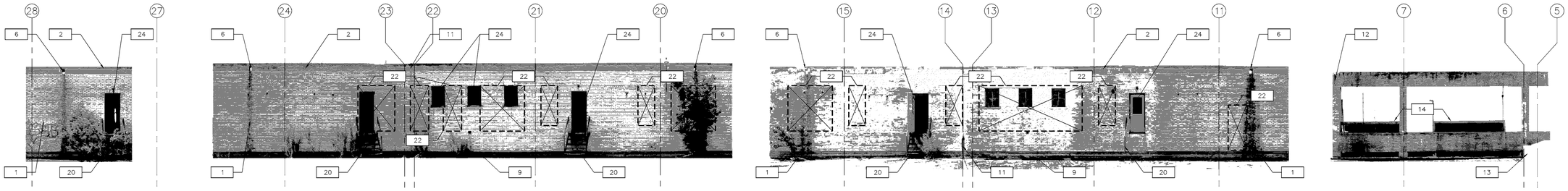
PARAPET DEMOLITION NOTES:

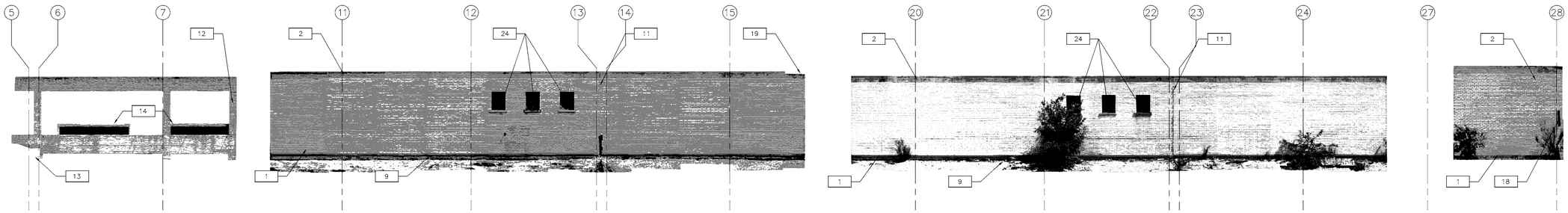
1. EXISTING BRICK AND TILE VENEER IN THIS AND SIMILAR AREAS TO BE CLEANED OF EFFLORESCENCE, STAINS AND GRAFFITI. (TYP.)
2. EXISTING STONE TO BE CLEANED U.N.O. (TYP)
3. REMOVE EXISTING METAL FLUE AND SUPPORTS
4. EXISTING STEEL PIVOT HINGED WINDOW TO REMAIN, CLEAN AND RESTORE TO WORKING CONDITION, REPLACE BLAZING. STEEL FRAME AND SASH TO BE PAINTED U.N.O. (TYP)
5. REMOVE ALL LOOSE PLASTER AND SPALLED CONCRETE (TYP)
6. EXISTING OVERFLOW SCUPPER TO BE REPAIRED AND REFLASHED
7. REMOVE EXISTING LIMESTONE PARAPET CAP, CLEAN, STORE AND REINSTALL WITH NEW MORTAR AND SEALANT JOINTS
8. REMOVE EXISTING DOWNSPOUT LEADER AND CORE FOR NEW LEADER
9. REMOVE EXISTING FLASHING AND LOOSE REGLETS IN PREPARATION FOR NEW ROOFING SYSTEM (TYP)
10. REMOVE EXISTING METAL PIPE AND PATCH EXISTING SLAB PENETRATIONS
11. CLEAN OUT EXISTING EXPANSION JOINT BACK TO METAL FLASHING (TYP)
12. REMOVE CORROSION FROM EXISTING STEEL REINFORCING TO REMAIN
13. REMOVE AREA SEPARATION WALL ALONG COLUMN LINE 6
14. REMOVE EXISTING CONCRETE SLAB AND INSULATION BENEATH IT TO ROOF DECK
15. SAW CUT AND REMOVE EXISTING WINDOW/DOOR HEAD, BRICK AND CONCRETE BEAM IN THIS AREA FOR NEW WINDOW/DOOR OPENING
16. REMOVE EXISTING MISC. STEEL ANGLE
17. REPOINT DAMAGED MASONRY JOINT WITH MATCHING MORTAR RAKED
18. REMOVE EXISTING WOOD BLOCKING
19. REPLACE MISSING LIMESTONE ELEMENT
20. REMOVE EXISTING METAL STAIRS AND/OR RAILING
21. REMOVE STEEL SUPPORT STRUCTURE
22. SAW CUT AND REMOVE EXISTING BRICK IN FILL DOWN TO EXISTING CONCRETE FRAME IN THIS AREA FOR NEW LIVING UNIT. STORE EXISTING FACEBRICK AND SASHES FOR REUSE
23. EXISTING METAL FLAGPOLE AND SUPPORTS TO BE CLEANED AND PAINTED.
24. REMOVE EXISTING DOOR OR WINDOW FRAME AND SASH, STORE SASH FOR REUSE. PREPARE OPENING FOR MASONRY INFILL
25. EXISTING FLUE AND SUPPORTS TO BE SALVAGED ABOVE ROOF SURFACE. CLEAN, PAINT AND REINSTALL AT EXISTING LOCATION

GENERAL NOTES:

1. REMOVE EXISTING ROOFING AND INSULATION DOWN TO CONCRETE ROOF DECK
2. REMOVE EXISTING PIPING, DRAINS AND VENTS THRU ROOF UNLESS NOTED OTHERWISE
3. REMOVE ALL EXISTING VEGETATION
4. REMOVE ALL EXISTING DEBRIS (NOT BUILDING CONSTRUCTION ELEMENTS TO BE REUSED), FURNITURE AND EQUIPMENT AND DISPOSE
5. STORE ALL EXISTING BRICK, STONE, TILE LOCATED ON ROOF FOR REINSTALLATION
6. REPOINT ALL LIMESTONE POINTS WITH SEALANT AND MORTAR
7. REMOVE ANY MISC ANCHORS REMAINING FROM MISSING EQUIPMENT, FIXTURES AND ATTACHMENTS
8. COORDINATE DEMOLITION WITH RENOVATION PLANS FOR EXTENTS OF DEMOLITION



01 NORTH PENTHOUSE ELEVATIONS – DEMOLITION
APPROXIMATE SCALE: 1/8"=1'-0"



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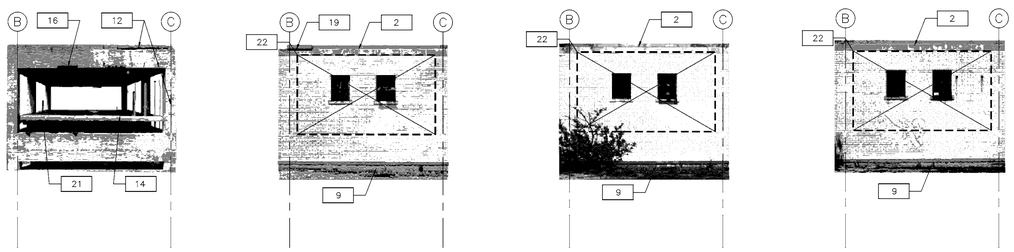
APPROXIMATE SCALE: 1/8"=1'-0"



04 EAST PENTHOUSE ELEVATIONS – DEMOLITION (SHOWN IN SAME ORDER LEFT TO RIGHT AS 02)
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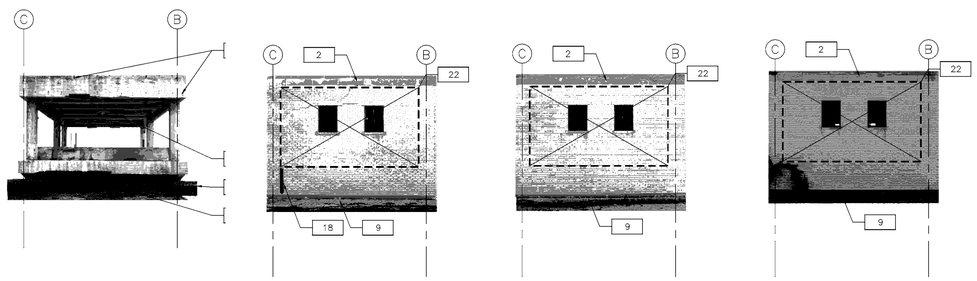

03 WEST PENTHOUSE ELEVATIONS – DEMOLITION (SHOWN IN SAME ORDER LEFT TO RIGHT AS 02)
APPROXIMATE SCALE: 1/8"=1'-0"

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Architecture
Planning
Design

GD&A
Gromatzky Dupree & Associates

Project

TEXAS & PACIFIC WAREHOUSE
ADAPTIVE REUSE AND HISTORIC PRESERVATION
FORT WORTH, TEXAS

CLEOPATRA INVESTMENTS, LTD

Authorization

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Issues and Revisions

No.	Date	Description

Job No.	Issue Date
9028.00	09.15.09

Issue Package
THC REVISIONS

Sheet Title
PENTHOUSE ELEVATIONS
EXISTING & DEMO

Sheet Number
D02.512

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Attachment 6

Architecture
Planning
Design
GD&A

Attachment 7

October 13, 2009

Geoffery F.P. Reiner
Gromatzky Dupree & Associates
Victory Plaza – West
3090 Olive Street, Suite 500
Dallas, TX 75219

Re: *Project review for federal Historic Preservation Certification, Application Part 2*
Texas & Pacific Warehouse, 401 West Lancaster, Fort Worth, Tarrant Co (NR)

Dear Mr. Reiner:

Thank you for sending the Part 2 application for Historic Preservation Certification of the subject project. This letter presents the comments of the Executive Director of the Texas Historical Commission, the state agency responsible for coordinating federal income tax credit application reviews.

The review staff, led by Caroline Wright, has completed its review of the project documentation provided. As seen on the enclosed copy of our Part 2 Review form, the THC has recommended that the National Park Service (NPS) approve your application with conditions. If the NPS agrees with our comments and recommendation, this means that you will be approved to move forward with construction of the project. In order to receive Final Certification and take the tax credit, you will need to have followed the plans that you submitted to us and prove that you met the conditions that are assigned.

This approval and the accompanying conditions are only a recommendation from our office to the NPS. The NPS has the ultimate review authority over this program and may choose to accept our recommendation, to alter the conditions attached to the recommendation or to ignore our recommendation altogether. For this reason, it is strongly advised that you do not begin construction until the NPS has notified you of their decision.

The NPS typically agrees with and accepts our recommendations, although, as we have communicated to you after the initial, preliminary review, this project is different from most. We have chosen to work closely with you through the design development phase because this building is extremely significant and its preservation is important to the City of Fort Worth and to the State. Preservation of this structure is impossible without a viable use for the building. All of us recognize that both preservation and marketability have required compromises to reach this point and we strongly support the approved design, with small modifications to meet our recommended conditions. We have communicated this support to the NPS in comments attached to our review, showing how we have worked with you to alter the original design, and will continue to communicate with them as necessary.

The THC is excited to see this project finally reach this point in the development phase, since the first submittal of a Part One application for rehabilitation over 15 years ago. It

is a benefit to you that there has been demonstrated interest and support from the city, the local community, and the statewide preservation community and we hope that they will continue to support this project as needed.

Thank you for your interest in the cultural heritage of Texas. We look forward to continuing to work with you on this project. **If you have any questions concerning our review or if we can be of further assistance, please contact Caroline Wright at 512/463-6214.**

Sincerely,

Caroline Wright, Project Reviewer, for:
Mark Wolfe, State Historic Preservation Officer

Enclosure: Historic Preservation Certification Application, Part 2 Review Sheet

cc with enc.: Larry Abrigg, Historic Preservation Officer, City of Fort Worth
Fernando Costa, Assistant City Manager, City of Fort Worth
Councilmember Jungus Jordan, Lancaster TIF Chairman, City of Fort Worth
Jesus "Jay" Chapa, Director of Housing and Econ. Dev., City of Fort Worth
Vida Hariri, Downtown Design Review Board, City of Fort Worth
Ola Aseem, Cleopatra Investments, LTD., *via email*
Ray Boothe, Boothe Architects, *via email*

cc w/o enc: Gary Sachau, Technical Preservation Services, National Park Service
Jerre Tracy, Executive Director, Historic Fort Worth, Inc.
Juanita Gonzales, Chair, Tarrant County Historical Commission
Krista Schreiner Gebbia, Executive Director, Preservation Texas, Inc.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

REVIEW SHEET
Historic Preservation Certification Application – Rehabilitation
Part 2 / Part 3

NUMBER 1

Property Texas & Pacific Warehouse

Project Number 21988

Certified Historic Structure? ☒ yes ☐ pending

Preliminary review done? .....

Non-standard billing? .....

Type of Request
- ☒ Part 2
- ☐ Part 3 (Part 2 previously reviewed)
- ☐ Part 3 (Part 2 not previously reviewed)
- ☐ Amendment

Date completed application received by State: 9/16/2009

Date transmitted to NPS: _____

Property visited by State staff? ☒ before ☐ during ☐ after rehab

PROJECT SUMMARY REVIEW
- ☒ Fully reviewed by SHPO
- ☐ No outstanding concerns
- ☒ Owner informed of SHPO recommendation
- ☐ In-depth NPS review requested

NUMBER 2

ISSUES

- ☒ Additions, including rooftop
- ☐ Window replacements that do not match historic configuration, material, or profile
- ☒ Changes to significant interior spaces or plan features (including circulation patterns)
- ☒ Alteration, removal, or covering of significant interior finishes or features
- ☐ Damaging or inadequately specified masonry treatments
- ☒ Alteration of significant exterior features or surfaces
- ☒ Adjacent new construction, extensive site work, or demolition of adjacent structures

NUMBER 3

OFFICIAL STATE RECOMMENDATION

This application has been reviewed by Caroline Wright, who meets the Secretary of the Interior's Professional Qualification Standards for historic architecture.

The project:

- ☐ meets the Standards
- ☒ meets the Standards only if the attached conditions are met
- ☐ does not meet the Standard number(s) for the reasons listed on reverse
- ☐ warrants denial for lack of information
- ☐ This application is being forwarded without recommendation

For completed work previously reviewed, check as appropriate:
- ☐ completed rehabilitation conforms to work previously approved
- ☐ completed rehabilitation differs substantively from work previously approved

(describe divergences from part 2 application ...)

NUMBER 4	Evaluate project. Distinguish between conditions that must be met and recommended changes that would improve the proj but are not required for approval. Where denial is recommended, explain fully. Comment on noteworthy aspects of the pro including any technical or design innovations, or creative solutions.

EVALUATION OF PROJECT:

Please see attached.

INNOVATIVE SOLUTIONS/NOTEWORTHY ASPECTS:

☐ CONCERNS ☐ RECOMMENDATIONS ☐ REASONS FOR DENIAL (INDICATE WHICH):

NPS COMMENTS:

☐ See attachments: ☐ plans ☐ specifications ☐ photographs ☐ other:

☐ Items sent separately: ☐ plans ☐ specifications ☐ photographs ☐ other:

10/13/05

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

CONDITIONS
Historic Preservation Certification Application – Rehabilitation

Property Texas & Pacific Warehouse **Project Number** 21988

Property Address 401 West Lancaster, Fort Worth, Tarrant County, Texas

The rehabilitation of this property as described in the Historic Certification Application will meet the Secretary of the Interior's Standards for Rehabilitation provided that the following condition(s) is/are met:

1. A physical mock-up, or series of mock-ups, of the fritted glass windows must be prepared for in-person review and approved before these windows are installed on the north and south facades.

2. Any new construction on the site to be undertaken during the tax credit recapture period must be submitted for review and approval prior to construction.

3. Areas in the eastern office end of the building on all floors must retain their historically finished character.
-Historic plaster must be preserved to the greatest extent possible. Where plaster is missing or deteriorated, new plaster must be applied. Masonry walls that were historically covered in plaster must be so at the completion of the project.
-Extant historic trim in the office section of the building must be retained and reused. Exterior walls must have historic trim installed in addition to the plaster finish. This includes baseboard and chair-rail. If there is not sufficient historic trim, new trim must match the historic in profile and dimension. The section of office partition wall to remain on the first floor must be finished similarly.
-The first floor office area must have a wood floor to match the historic condition.

4. The corner stair in the office end of the building must be retained to at least a full flight. Consideration should be given to retaining the opening in the floor to the second floor to capture the volume of the stair. This could be utilized as a private entry to the second floor unit to accomdate design concerns.

5. The new boardwalk on the north/Lancaster Avenue side of the building must not be finished with the same pavers as the south sidewalk/loading dock since it did not historically exist. Previous proposals for wood construction are appropriate.

10/13/09

Date State Official Signature Telephone Number

The National Park Service has determined that this project will meet The Secretary of the Interior's Standards For Rehabilitation if the conditions listed above are met.

Date National Park Service Signature Telephone Number

Professional Qualification historic architecture.

The NPS completed a preliminary review of this project, to convert the T&P Warehouse into a mixed retail and residential facility, indicating that some of the proposed alterations to the building's facades and windows would not be acceptable. We were in agreement that some aspects of these initial proposals were not appropriate within the tax credit program, however we recognized that major compromises were necessary to making this project successful. As you know, this immense building has been vacant for several decades and all previous attempts to rehabilitate it have failed. The building was listed on Preservation Texas's 2008 list of Texas's Most Endangered Places and on Historic Fort Worth's 2009 list of Fort Worth's Most Endangered Places. The current owner has financial agreements with the city, which supports the project as a part of a focused revitalization of this portion of downtown Fort Worth. The city will soon be rehabilitating an impressive historic post office building neighboring the T&P Warehouse for use as city hall, and has completed work to Lancaster Ave and nearby architecturally significant public spaces. The reuse of this building will be significant to the city and to the state, which has seen it, a unique and well-known historic resource in the state, sit vacant for too long. The THC feels that the potential success of this project is worth a great investment of time spent working with the project architects to find solutions and compromises to make the project work. We have taken the NPS's previous comments on the project and worked very diligently to help redesign the initial schematics into a project that we wholly support.

Exterior:
All masonry and decorative tile will be properly cleaned. Holes cut into the south façade for ventilation purposes will be refilled in a manner that will allow them to remain visible.
The canopies across both long facades will be retained. The new car access through the center of the building will remain at a height beneath the canopy and will use only the three centermost bays of the structure.
A new boardwalk will be constructed on the Lancaster Ave façade. The remnants of existing loading dock on the rail façade will be removed to accommodate new vehicular access and parking. The depth and length of the dock will be replicated using pavers to match the size and color of the existing pavers that cannot be reused for safety reasons.
The formal doorway with decorative canopy on the east façade will be retained and repaired. Overhead doors at loading bays will be retained and left partially unrolled with a new storefront system inserted into the same plane beneath the door. Some new openings will be cut into the rail side first floor to allow for additional storefronts.
There is planned new construction for the roof of the building, including construction of new penthouse units in-between existing mechanical structures and construction of resident amenities. The finish of the new construction will clearly differentiate it from the historic and only minimal amounts of the new work will be visible from street levels at significant distances away. Computer mock-ups have been provided and the owner and architects have expressed that they will construct physical mock-ups for visibility tests if necessary. We have worked with the architects to ensure that the heights of these structures were lowered from initially submitted plans in order to meet standard NPS guidance for rooftop additions.

Windows:
Double hung windows on the office end of the building will be retained and repaired. New interior storm windows will be installed.

Small historic windows across the north and south facades will be retained and repaired. New windows will be inserted into newly cut openings beneath the historic windows in order to allow light into and views out of residential units. We have seen glass samples and feel that the proposed unit will likely be as invisible as possible when the façade is viewed from a distance. The owner and architects have committed to preparing mock-ups of the layered glass system for review.
No new windows will be installed on the cold storage end of the north façade or in any façade of either of the western most towers, as the NPS requested in the preliminary review.
New windows are proposed for the west end of the building and the cold storage portion of the south façade. These windows will be in keeping with the style of the historic windows but will be of a different configuration and size. Placement of new windows on the south façade generally follows the overall pattern of window placement, which we feel is appropriate given the visibility of that façade from only the highway and the size of the new windows. On the west façade, some vertical columns remain free of windows to echo the historic blank face of this wall. Interior space planning has been reworked several times to accommodate placement, or lack of, windows in this end of the building.

Interior:
The first floor will be retail and office or residential amenities spaces and all upper floors will be residential units.
Wall, floor and ceiling finishes will remain largely as they are, exposed brick and concrete, with new walls of drywall and glass and exposed ductwork.
We have worked with the project architects to retain historic materials and character in the office end of the building, which was traditionally finished. Initial plans called for these spaces to be finished similar to the rest of the building. These have been redesigned and a condition is recommended here to further refine these spaces. Plaster will be retained on the masonry walls, or replaced where it is missing or deteriorated. Wood trim will be retained or replaced on the plastered walls. Wood floors will be retained on the first floor, along with partial walls from the historic floorplan and one floor's segment of the corner stairs and elevator. On upper floors, all public spaces will be finished as they were historically in this building section. Individual units in this section will have a greater amount of lowered ceiling heights.
Two of the historic elevator cores will be utilized for vertical movement. Masonry walls will remain exposed in public areas and historic freight elevator doors will be retained, though not used, and will be visible in public spaces.

Site:
The rear of the site, historically an industrial area accessed only by workers, will be converted primarily into parking. There are future plans for a phase of new construction, though timing of that phase remains undefined. There is a recommended condition reflecting the need for review of proposed developments within the 5 year credit recapture period.

Form 10-168a
Rev. 12/90

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

OMB Approved
No. 1024-0009

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 2 – DESCRIPTION OF REHABILITATION

NPS Office Use Only
NRIS No:

NPS Office Use Only
Project No:

Instructions: Read the instructions carefully before completing the applications. No certifications will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets. A copy of this form may be provided to the Internal Revenue Service. The decision by the National Park Service with respect to certification is made on the basis of the descriptions in this application form. In the event of any discrepancy between the application form and other, supplementary material submitted with it (such as architectural plans, drawings, and specifications), the application form shall take precedence.

1. **Name of Property:** Texas & Pacific Inbound Warehouse (one of three contributing buildings in complex)

Address of Property: 401 West Lancaster Avenue

City Fort Worth County Tarrant State Texas Zip 76102

☐ Listed individually in the National Register of Historic Places; give date of listing:

☒ Located in a Registered Historic District; specify: Texas and Pacific Terminal Complex (cert. 1978)

Has a Part 1 Application (Evaluation of Significance) been submitted for this project? ☒ yes ☐ no

If yes, date Part 1 submitted: Apr 28, 2008 Date of certification: June 17, 2008 NPS Project Number: 21988

2. **Data on building and rehabilitation project:**

Date building constructed: Finished July 1, 1931

Type of construction: Brick and Reinforced Concrete

Use(s) before rehabilitation: Railroad warehouse

Proposed use(s) after rehabilitation: Mixed Use: retail and multi-family

Estimated cost of rehabilitation: $40,000,000

This application covers phase number 1 of 1 phases

Project/phase start date (est.): March 2010

Total number of housing units before rehabilitation: 0

Number that are low-moderate income: none

Total number of housing units after rehabilitation: 342

Number that are low-moderate income: none

Floor area before rehabilitation: 559,649

Floor area after rehabilitation: 591,947

Completion date (est.): January 2012

3. **Project contact:**

Name Ray W. Boothe, Architect

Street 801 W. Shaw St. Suite 107 City Fort Worth

State TX Zip 76110 Daytime Telephone Number 817 312-6030

4. **Owner:**

I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to $10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.

Name Ola Assem Signature Date July 24, 2009

Organization Cleopatra Investments LTD

Social Security or Taxpayer Identification Number 75-2637529

Street PO Box 191103 City Dallas

State TX Zip 75219 Daytime Telephone Number 214 521-3216

NPS Office Use Only

The National Park Service has reviewed the "Historic Certification Application – Part 2" for the above-named property and has determined:

☐ that the rehabilitation described herein is consistent with the historic character of the property or the district in which it is located and that the project meets the Secretary of the Interior's "Standards for Rehabilitation." This letter is a preliminary determination only, since a format certification of rehabilitation can be issued only to the owner of a "certified historic structure" after rehabilitation work is completed.

☐ that the rehabilitation or proposed rehabilitation will meet the Secretary of the Interior's "Standards for Rehabilitation" if the attached conditions are met.

☐ that the rehabilitation described herein is not consistent with the historic character of the property or the district in which it is located and that the project does not meet the Secretary of the Interior's "Standards for Rehabilitation." A copy of this form will be provided to the Internal Revenue Service.

Date National Park Service Authorized Signature National Park Service Office/Telephone No.

☒ See Attachments

HISTORIC PRESERVATION CERTIFICATION APPLICATION – PART 2

Texas and Pacific Inbound Warehouse
Property Name

401 W Lancaster Av
Property Address

NPS Office Use Only
Project Number:

5. DETAILED DESCRIPTION OF REHABILITATION / PRESERVATION WORK – Includes site work, new construction, alterations, etc. Complete blocks below.

Number 1

Architectural feature **Exterior - Face Brick with Ceramic Tile Accents**

Approximate Date of feature **1931**

Describe existing feature and its condition:
The face brick is a blond high fired face brick with a raked texture face with integral colored porcelain ceramic tile accents. Just below the roof level a decorative pattern of contrasting brown brick occurs. The face brick and ceramic tile accents are weather, bird dropping and pollution stained with more intensive staining at floor drains at each floor level at approximately 28' o.c. horizontally and other areas where water has drained down the face of the building. In general the face brick and trim brick are in very good shape as it is keyed into the multi-wythe exterior brick wall construction and the concrete building frame. The cement based mortar remains in good shape and no evident extensive repointing is required. Primarily the physically damaged brick is at the ground floor on the right jamb area of the overhead rolling steel doors with occasional stress induced cracking scattered across the facades. Refer Number 16 for a discussion of the ceramic tile detailing.

Photo no. **1.1, 1.2, 1.3, 1.4, 1.5, 1.5, 1.7, 1.8, 2.2, 2.5, 6.1**

Drawing no **D02.501-507, A05.101 & 102**

Describe work and impact on existing feature:
Exterior brickwork is pollution and bird dropping soiled with some water borne dirt and oil from the roof and floors of the building. Also small areas of steel or cast iron rust staining occur. There is no evidence that the masonry has ever been cleaned previously. All masonry is to be cleaned with a medium-pressure (300-400 psi) water spray with scrubbing with a natural or synthetic bristle brush in harder to clean areas. In areas where embedded dirt or oily soiling occurs a non-ionic detergent may be used in association with the medium-pressure water spray. After usage the final step is to use a clean water rinse.
In some areas where face brick had been damaged, it can be replaced with salvage bricks from the Project or a new brick that matches the existing brick in color, texture and density.
In a few areas where repointing is required and in the areas brick is to be replaced, utilize a cement based mortar which is formulated to match, when set, the original mortar in color, texture and hardness. Any repointing is to be done so that the final product is indistinguishable from the original mortar.
Refer Number 16 for Accent Tile work.

Number 2

Architectural feature **Exterior – Limestone Trim - General**

Approximate Date of feature **1931**

Describe existing feature and its condition:
Described in a November 1931 Star-Telegram article, the stone is Indiana Limestone and is generally still in place and sound. Like the face brick the stone is weather, bird dropping and pollution stained. Due to the varying nature of the natural stone density, some water wear and weather spalling has taken place. In a few locations window sills have been removed by previous owners of the property. The cement based mortar remains in good shape and no evident extensive repointing is required. At the roof parapets the stone and the pointing is allowing water to penetrate into the multi-wythe brick walls below.

Photo no. **2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7**

Drawing no **D02.501-507, A05.101 & 102**

Describe work and impact on existing feature:
The limestone trim is heavily stained, most likely from mildew and airborne dirt and pollution. The limestone is to be cleaned with a medium-pressure (300-400 psi) water spray with scrubbing with a natural or synthetic bristle brush in harder to clean areas. In areas where embedded dirt or oily soiling occurs a non-ionic detergent may be used in association with the medium-pressure water spray. After usage the final step is to use a clean water rinse and seal with a clear penetrating sealer designed to keep mildew and pollution from adhering and staining the stone.
In areas where the original limestone has been removed or destroyed, it is to be replaced with a matching cast stone, cut to match the original profiles, color & finish. The limestone parapet capstone is to be documented as to location, removed, and carefully stored while the parapet waterproofing is being accomplished. After the new parapet wall waterproofing is completed, reset the stone in its original location in mortar to match the original. Rake the head joints 1/2 " deep and complete the joint seal with an elastomeric sealant to match the mortar in color. Add granules to the in place wet sealant to closely match the cement based mortar.

Number 3

Architectural feature **Exterior – North & South Concrete Canopies**

Approximate Date of feature **1931**

Describe existing feature and its condition:
Other than the first four bays of the east end of the north elevation and all of the south elevation, concrete canopies extend to the west end of the building over a series of rolling overhead doors and loading docks. The cast concrete canopies are suspended from rod and turnbuckle supports approximately 9' o.c. The rods are attached to the main building face metal medallions in the horizontal brick band at the head of the second story windows. The rods are attached to the concrete canopy at steel embed plates in the face of the concrete canopy slab. The underside of the canopies is exposed concrete and the upperside is covered in built-up roofing which is extensively deteriorated. Due to water intrusion over many years the underside of the concrete exhibits extensive rebar rust expansion spalling. Drainage was through roof drains next to the building and carried through the building wall approximately 16" below the underside of the canopy to drains just above the grade directly below the drains.

Photo no. **3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.10, 3.11, 3.12, 3.13, 3.14, 3.15, 3.16, 3.17**

Drawing no **D02.102, D02.501-506, A05.101, A06.101**

Describe work and impact on existing feature:
The concrete canopies will be reroofed with a 2-ply modified bitumen smooth faced system using original flashing systems. The cast iron roof drain system will be refurbished with new drain pans and grates to match the original and connected to new cast iron drains to match the original in size and configuration and connect to the original drain systems. Drain system outlets are to be reworked or replaced to match originals.
Prior to reroofing, the concrete structure is to be repaired. Repairs will duplicate as closely as possible the original construction both physically and aesthetically the surrounding material. If form lumber marks occur in exposed concrete areas, these should be imprinted into the patch. Spalled concrete caused by "corrosion jacking" is to be removed back to solid substrate and exposed, corroded reinforcing bars are to be cleaned of all corrosion and immediately apply an epoxy coating to the cleaned reinforcing. Replace any corroded steel which has lost more than 15% of its original dimension to corrosion. Patch the area with an approved compatible material, matching the original in strength, aggregate, color and texture to the surrounding area. Finish exposed concrete with a cementitious based paint.
Remove any non-original conduit, bars, rods or other elements added to the canopies or the hanging rods.
Clean the steel hanging rods, weld plates, turnbuckles and rosettes to remove any rust and repaint with epoxy primer and paint.

Number 4

Architectural feature **Exterior –West Concrete Canopy**

Approximate Date of feature **1931**

Describe existing feature and its condition:
At the center of the east elevation is a concrete canopy which is the same construction as the main canopies listed in Number 3. This abbreviated canopy has three rod and turnbuckle suspension assemblies the same as those on the north and south main canopies. This canopy apparently originally covered an overhead door of the same dimensions as those on the north and south loading docks. At some point in the buildings life the door opening was closed with a brick which closely matches the original face brick.

Photo no. **4.1, 4.2, 4.3, 4.4, 29.1**

Drawing no **D02.102, D02.506, A02.102, A05.102, A06.102**

Describe work and impact on existing feature:
Refer Number 3 for the repair of the concrete canopy and the reroofing.
Remove the brick infill at the overhead door location. Salvage the brick for repairs in other portions of the project.
Install an overhead rolling door, salvaged from one of the locations where they are to be removed, in the original configuration and location.

Texas and Pacific Inbound Warehouse
Property Name

401 W Lancaster Av
Property Address

HISTORIC PRESERVATION CERTIFICATION APPLICATION – PART 2

NPS Office Use Only
Project Number:

Number 5

Architectural feature **Exterior – East Canopy & Entry Door**

Approximate Date of feature **1931**

Describe existing feature and its condition:
At the south end of the east elevation a decorative metal canopy protects the entrance doors to what was originally the main entrance to the two structural bay wide office tower. The base construction of the canopy matches the suspended concrete of the other building canopies. The concrete canopy edge is faced with a steel beam upon which a decorative metal facing was attached, of which a portion is missing at the east face and corners. The canopy is supported by the same rod and turnbuckle assembly as the canopies on the other three faces of the building. All the paint on the metal is seriously weathered and the metal exhibits some surface rusting. The original canopy was roofed with a built-up assembly with two scuppers on the east face which are currently missing. The soffit is a decorative plaster which is severely water damaged.
The doors to the office area have been removed and only the steel frames remain. There was also a large light above the door which is missing and covered with expanded metal mesh at this time. Framing the entry is a massive limestone frame with keystone.

Photo no. **5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8**

Drawing no **D02.102, D02.506, A02.102, A05.102, A06.104, A10.411**

Describe work and impact on existing feature:
Refer Number 3 for the repair of the concrete canopy and the reroofing.
Replace the east edge of the canopy and the northeast and southeast corners with metal detailing to match the original in material and design. The east face detail was a repetition of the design on the north and south canopy edges. The corners will have to be fabricated based on the small portion remaining of one of them and the historic photograph. The two birds-mouth scuppers missing from the east also are to be fabricated to match the original as shown on the historic photograph.
The concrete decorative plaster (stucco) soffit is to be repaired and painted to match the original rolled detailing and white color.
The east entry doors, light above door will be replaced. To date no photographs have been acquired which show this door assembly. It is possible that the door s were similar to those installed at the same time, by the same Owner, as those on the T&P Terminal Building, which are still in place. The steel frame is still intact and with cleaning and repainting should be able to remain.
The detail strip above the door frame which matches that of the canopy edging is to be retained, refinished and reused.
Refer Number 3 for conservation and repair of the limestone entry.

Number 6

Architectural feature **Exterior – Steel Pivot Windows**

Approximate Date of feature **1931**

Describe existing feature and its condition:
The warehouse windows on the north and south elevations and some of the roof construction are all embedded steel frame with a pivot type sash glazed with four divided lites which are opened by a chain and pulley hardware arrangement in the interior. The paint on the steel frames has deteriorated almost totally with virtually no paint remaining. The resulting unprotected steel frames and sashes have suffered from differing levels of rusting, some of which will necessitate replacing the windows or some portion of the frame or sash. The steel frames are embedded into the brick of the wall construction. In several cases the total window frame and sash assembly are missing and in others sashes are missing and/or damaged beyond usability. Other sashes have been vandalized and bent extensively. In several cases sashes have been removed and ventilation louvers have been installed. The remaining glass is of several types, clear, clear wire, translucent wire and just translucent. The original putty glazing is very hard and deteriorated or missing. Much of the operating hardware is missing. There is a separate window report (dated 11 June 2009) which itemizes the current status of the windows individually.
The sill of the windows is brick on the interior with a concrete wash and Indiana limestone on the exterior with face brick below on the exterior.

Photo no. **6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.9, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 6.16, 2.5**

Drawing no **D02.101-105, D02.501-506, A02.102 & 103, A05.101, A06.102-104, A10.401 & 411**

Describe work and impact on existing feature:
Repair the steel frames and sashes to match original:

1. **The areas bent beyond straightening or corroded beyond cleaning & refinishing, cut out and weld in replacement sections to match original profiles.**
2. **The missing frames and/or sashes are to be replaced with an identical steel frame in the same alignment and operation as the originals.**
3. **The frames with lighter rusting are to be soda blasted in place with protection provided for the adjacent brick. Prime immediately after cleaning steel.**
4. **The sashes are to be removed and refinished at a central location where quality control can be maintained.**

Refinish all with two coats of an alkyd based rust inhibitive primer and a minimum of two finish coats of an alkyd based high gloss enamel paint.
Reglaze with a thermo-pane assembly made up of two panes of clear glass with an air space between fabricated to fit in the individual divided lites. Glaze with an elastomeric sealant compatible with the painted frames.
Replace the exterior limestone sills in the locations where they are missing or severely damaged. Replace the brick sills on the interior where they have been broken away. Reinstall or repair the concrete wash window sills above the brick.
Cut out and remove the section of 4-wythe brick below the existing windows to provide a location for the new windows below. Take care to not damage and preserve the limestone sills on the exterior and the brick sills on the interior.
Install the new narrow profile aluminum frames to the exterior of the new opening and glaze with an insulated thermo-pane fixed glass assembly. The exterior pane of glass is to be embossed with a horizontal 3/8 " line at the same spacing as the building face brick and tinted to closely match the face brick color.

Number 7

Architectural feature **Exterior – Steel Double Hung Windows**

Approximate Date of feature **1931**

Describe existing feature and its condition:
The two east structural bays of the north and south elevations and the east elevation (originally the office portion of the building) utilize painted steel double hung four over four single glazed windows with clear glass and extremely deteriorated putty glazing. Identification plates on the windows indicate they were manufactured by "The Kinnear Mfg. Co., Columbus, Ohio, USA". In general these windows are in very good condition although one vertical row on the south side are badly damaged with missing parts and sashes. Several sashes are going to have to be replaced, but the frames remain in place. Most of the glass is missing. At the first floor expanded metal mesh or steel bars have been welded to the exterior of most of the frames for security. The paint is badly deteriorated on all windows and has allowed virtually all surfaces to develop surface rust. The windows still operate in most cases. The turn type sash locks are mostly in place although the raising handles are missing on floors 1-7 but are intact on floor 8.. The single glazing slot in the sashes is not wide enough to allow for multi-pane insulated glass to be installed. There is a separate window report (dated 11 June 2009) which itemizes the current status of the windows.

Photo no. **7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.10, 7.11, 7.12, 2.3**

Drawing no **D02.101-105, D02.501, 506, 507, A02.101-103, A05.101 & 102, A06.104, A10.401 & 411**

Describe work and impact on existing feature:
Repair the steel sheet metal frames and sashes to match original:

1. **The sashes or frames bent beyond straightening or corroded beyond cleaning & refinishing, remove and replace to match original profiles.**
2. **The missing frames and/or sashes are to be replaced with an identical steel sheet metal frame & sash with the operation to match the originals.**
3. **The frames with lighter rusting are to be soda blasted in place with protection provided for the adjacent brick and plaster. Prime immediately after cleaning steel.**
4. **The sashes are to be removed and refinished at a central location where quality control can be maintained.**

Refinish all with two coats of an alkyd based rust inhibitive primer and a minimum of two finish coats of an alkyd based high gloss enamel paint.
Reglaze with a clear glass utilizing the original system to set the glass. Glaze with an elastomeric sealant compatible with the painted frames.
Replace the exterior limestone sills in the locations where they are missing or severely damaged. Rework the interior plaster to match the original at head, jamb and sill.
Interior storm sashes will be fabricated and installed on the inside of the original window units between the plaster finished brick walls.

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Number 8

Architectural feature **Exterior–Steel Overhead Coiling Dock Doors**

Approximate Date of feature **1931**

Describe existing feature and its condition:
At the north and south warehouse portion of the building at the loading docks under the suspended concrete canopies, the steel overhead coiling (rolling) loading dock doors are mounted on the inside of the walls. A single overhead rolling steel door also originally occurred at the center of the west wall. The heavy gauge doors were chain operated from the interior of the building with steel angle guide rails at each jamb and a formed steel roll cover at the head. In general the doors are intact with varying degrees of damage evident to the individual doors. Some are cut into or bent by vandals, but most are in relatively good shape. The single west door was removed sometime early in the buildings life and in-filled with a matching face brick. Most sheet metal coil covers are in good shape, but a few have been bent badly.

Photo no. **8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15, 3.2, 4.3**

Drawing no **D02.101, D02.501-506, A02.101, A05.101 & 102, A06.101-104, A10.412**

Describe work and impact on existing feature:
The heavy steel overhead coiling doors are to remain in place except for the ones indicated to be removed. The removed door assemblies are to be salvaged and used as parts to repair the damage to the remaining doors which are to be retained.
The steel doors, overhead shroud, pulley assembly and jamb tracks are to be repaired, cleaned and painted with alkyd rust inhibitive primer and two coats of high gloss alkyd enamel.
The doors scheduled to remain are to be rolled up, leaving only 6-inches of door exposed at the head of the opening.
(Refer Number 24 for additional information)

Number 9

Architectural feature **Exterior-Concrete Steps w/ Pipe Handrails**

Approximate Date of feature **1989**

Describe existing feature and its condition:
On the north elevation below the 4th & 5th overhead doors from the east, concrete personnel steps with three simple bent pipe handrails were installed. This assembly is not contributing to the historic character of the building.

Photo no. **9.1, 9.2, 9.3, 9.4, 9.5, 9.6**

Drawing no **D02.101, D02.501, 503, 506, A05.101**

Describe work and impact on existing feature:
Completely remove the added concrete steps and pipe handrails.
Repair or replace the brick paving in the area where the steps have been removed.

Number 10

Architectural feature **Exterior-Signage of Various Types**

Approximate Date of feature **1935 - 1955**

Describe existing feature and its condition:
On the north elevation between several of the overhead rolling steel doors various types of signage have been applied to the brick walls. Some is painted and some are drilled into the brick. The signage is not contributing to the historic character of the building.

Photo no. **10.1, 10.2, 10.3, 10.4, 10.5**

Drawing no **D02.101, D02.501-503**

Describe work and impact on existing feature:
Patch or repair the damage to the brick where the signage is to be removed if a physical sign. Clean the brick if the signs were painted on the face brick.

Number 11

Architectural feature **Exterior-Dock Door Signage (Numbers)**

Approximate Date of feature **1931**

Describe existing feature and its condition:
Centered on each overhead rolling door is a number which is original to the building. The number is a painted metal plate affixed to the brick wall with surface screws.

Photo no. **11.1, 11.2, 11.3, 11.4**

Drawing no **D02.101, D02.501-503, A05.101, A10.412**

Describe work and impact on existing feature:
Retain all of the existing painted number plates at the overhead door locations.
Replace any missing number plates with a matching painted number plate.

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Number 12

Architectural feature **Exterior-Bolt On Steel Stairs & Handrails and Infill Replacing Overhead Rolling Doors**

Approximate Date of feature **1940 & later**

Describe existing feature and its condition:
In several locations during the life of the building prefabricated steps and handrails were bolted to the building to provide access to the ground floor in locations where the only original access was the overhead rolling doors. In several of these the overhead rolling doors have been replaced with infill containing doors and windows. In some cases the overhead rolling doors are still in place on the inside of the opening. These infill assemblies and associated stairs and rails are not contributing to the historic character of the building.

Photo no. **12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7, 12.8, 4.3, 8.3, 8.4, 8.6, 8.8, 8.9,9.3**

Drawing no **D02.101, D02.501-507, A02.101, A05.101 & 102**

Describe work and impact on existing feature:
Remove the small "add-on" steps and handrails in all conditions at both the north and the south sides of the building.
Replace the damaged brick paving under the removed stairs.
Remove the door opening infill completely and repair the brick at the opening jambs. Repair and/or reinstall the overhead doors in the openings. Refer Number 8 for work on the overhead coiling doors.

Number 13

Architectural feature **Exterior-Drainage Scuppers**

Approximate Date of feature **1931**

Describe existing feature and its condition:
At each finish floor level, approximately 23 to 28 feet on center and centered under the window in that location are cast iron scuppers which originally had a hinged cast iron cover at the exterior. The purpose of these scuppers was to give the water from the fire sprinkler system an outlet before it penetrated on down in the building and potentially damaged merchandise on lower levels. Most of the cast iron drain covers are missing and in some cases the cast iron drain body has been broken at the exterior of the building. Also some of the protective grating has been removed from the interior.

Photo no. **13.1, 13.2, 13.3, 13.4, 13.5, 13.6, 7.4, 16.1, 16.2**

Drawing no **D02.501-506, A05.101, A06.101**

Describe work and impact on existing feature:
All of these drain scuppers are to remain in place and be cleaned and painted with alkyd rust inhibitive primer and a minimum of two coats of alkyd high gloss enamel.
The remaining cast iron covers are to be sealed in a closed configuration with an elastomeric sealant.
The missing cast iron scupper covers are to be replaced with new covers fabricated to match the originals in appearance. Paint the same as the original covers.
At the interior, the new concrete topping slab will cover a major portion of these scuppers.

Number 14

Architectural feature **Exterior-Steel Pivot Windows on the South Loading Dock**

Approximate Date of feature **1931**

Describe existing feature and its condition:
At the south loading dock on the ground floor, in the brick panels between the overhead rolling doors are steel frame windows with pivot type sash glazed with four divided lites which are operated by a chain and pulley hardware arrangement in the interior. These windows are exact matches for those on the north and south warehouse floors two through eight (refer Number 6 for further discussion). These windows have been severely damaged by vandalism and the resulting attempts to stop entry into the building by welding expanded wire mesh and/or steel straps or bars over the windows. No glass remains in these windows.

Photo no. **14.1, 14.2, 6.16, 6.17**

Drawing no **D02.101, D02.504-506, A02.101, A05.101, A06.101**

Describe work and impact on existing feature:
All of these windows will be removed to allow for the new window and passage openings to occur in the south wall of the ground floor.
The windows removed are to be salvaged and to be used to repair the similar constructed windows on levels two through 8 and the roof level. (Refer Number 6)

Number 15

Architectural feature **Exterior-Steel Ventilation Louvers Below Loading Docks on North & South Elevations**

Approximate Date of feature **1931**

Describe existing feature and its condition:
Under every fourth overhead rolling door on the north side and some locations on the south side, steel framed ventilation openings of approximately 20" high and 60" wide penetrate the concrete basement walls to provide light and ventilation for the basement. The closure is made up of a heavy diamond pattern 2" wire mesh backed by a heavy insect screen. The opening is divided vertically by heavy steel mullions. Originally there were two sets of hand operated louvers in the openings behind the wire mesh. They are protected by the deep north and south canopies. Most of the louvers have been broken out and are missing.

Photo no. **15.1, 15.2, 15.3, 15.4, 15.5**

Drawing no **D02.101, D02.501-506, A02.100, A10.412**

Describe work and impact on existing feature:
These ventilation louvers into the basement are to be removed to make way for the new construction on the south side and for the new ventilation systems required in the new building and to allow the basement area to be weather protected. The protective wire and insect screening will remain or be duplicated where it is damaged or missing. New operable louvers will be installed for the new basement parking powered ventilation system which will be activated by carbon dioxide sensors.

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Number 16

Architectural feature Exterior-Accent Tile

Approximate Date of feature 1931

Describe existing feature and its condition:
The tile accents on the facades occur identically on all four faces of the building. The densest pattern form a belt course at the second floor level just above the canopies and is combined with an extended face brick pattern capped with a limestone course. Additional accents occur at the head of the second floor windows and in the tower elements. In the towers, the area below the third floor window and at the top of the tower there are blue tile panels setting off the tower detailing. This same blue tile occurs on the roof level building elements. The tile is 1"x1" integrally colored porcelain set into the brick face and flush with the mortar pointing. Colors used are blue, white, red and black. Some of the blue tiles are diagonally halved forming right triangles allowing diagonal details. The tile work is in very good shape other than being soiled.

Photo no. 16.1, 16.2, 16.3, 16.4, 1.3, 2.1, 2.2, 2.3, 6.1, 7.4, 13.1, 13.2, 16.1

Drawing no D02.501-507, A05.101 & 102

Describe work and impact on existing feature:
The 1" x 1" integrally colored porcelain tile is to be cleaned in the same manner as the face brick, refer Number 1.
Where tile is physically damaged or discolored and cannot be cleaned, it may be replaced with a tile that matches the color closely and shall be set and grouted in the same manner that the original tile was set, utilizing cement based grout and setting mortar.

Number 17

Architectural feature Exterior-West Ventilation Holes

Approximate Date of feature 1940 – 1960?

Describe existing feature and its condition:
Sometime after the original building was finished, three vertical rows of 14 holes were cored through the west façade in the freezer storage area of the building. These holes are 12"' in diameter and originally were lined with galvanized ducting with an exterior galvanized sheet metal rain cap. These were not well coordinated and do not line up well either vertically or horizontally. Some are cut through brick and/or tile detailing. All of the metal ductwork or rain caps are missing except one duct still in a hole and one rain cap on the canopy.

Photo no. 17.1, 17.2, 17.3, 17.4, 17.5, 17.6, 29.1

Drawing no D02.102-105, D02.507, A02.102 & 103, A05.102, A06.102

Describe work and impact on existing feature:
On this west elevation, new windows are to be cut in which eliminate three of these post-construction vent holes on each floor.
For the remaining vent holes, fill the holes with brick on the interior and fill with a contrasting color brick.
For the three holes which were cut through the second floor ceramic tile and brick detailing, reconstruct the holes by filling with common brick and the face brick in the same detail configuration as original and finally reset the missing ceramic tile to reestablish the detailing band around the building. Refer Number 16.

Number 18

Architectural feature Exterior-Steel Flue & Supports

Approximate Date of feature 1931

Describe existing feature and its condition:
At the southeast end of the building, at the southwest corner of the tower element, a two story steel flue with associated steel support arms is mounted. This flue runs down through the building in a chase just west of the passenger elevator to the basement where it served the fuel oil fired boiler which supplied heated water to the original hot water heating system. Heat was then circulated throughout the building via steel pipes to fan/coil unit heaters. The flue has no use in a building utilizing a split DX A/C system.
The aluminized paint has mostly worn off of the steel, allowing rust corrosion to start to work on the steel. Some areas are heavily corroded.

Photo no. 18.1, 18.2, 18.3

Drawing no D02.101-105, D02.506

Describe work and impact on existing feature:
Remove the steel flue, its associated brackets and associated piping, support arms and bolts from the brick face. Repair the face brick.
Fill the holes in each floor with concrete to match the adjacent surfaces.

Number 19

Architectural feature Exterior-Flagpole

Approximate Date of feature 1931

Describe existing feature and its condition:
At the center of the east elevation up next to the east parapet wall is a steel flag pole approximately two stories high topped with a round ball. The silver aluminized paint is in relatively good shape. The mechanism for securing the flag seems to be in good shape, except for the line itself.

Photo no. 19.1, 19.2, 19.3, 2.3

Drawing no D02.105, A02.103, A05.102, A06.104

Describe work and impact on existing feature:
Clean, remove any rust and repaint the flagpole with alkyd primer and two coats of aluminized alkyd paint. Lubricate the pulley and replace any missing hardware. Replace the flag line as required.
The new roof deck area is planned to surround this area of the roof and is to be coordinated with the pole and its support structure.

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Number 20	Architectural feature **Exterior-Main Roof – Roofing, Expansion Joints & Flashings & Parapet Walls** Approximate Date of feature **1931**	Describe work and impact on existing feature:
Describe existing feature and its condition: The roof of the building is relatively flat with three cross expansion joints across the building north to south. There is a high parapet (Refer Number 21) around the whole roof interspaced with small culmination buildings (Refer Number 22) which terminate each tower design element. Also there are several elevator mechanical, fire sprinkler, and cooling tower constructions along the south side of the roof area. The roofing assembly was built-up tar and gravel, which looks to be original, which terminated at each parapet wall and roof building with a vertical flashing detail. The roofing and flashings are badly deteriorated and missing in several locations. In many locations grass and trees are growing in the roof membrane. Under the roof membrane is the concrete structure. At the west four structural bays the portion of the building utilized as a cooler occurs. The original cork insulation penetrated all four sides of the area and covered the roof under the roof membrane. Photo no. **20.1, 20.2, 20.3, 20.4, 20.5, 20.6, 20.7, 20.8, 20.9, 20.10, 20.11, 20.12, 20.13, 20.14, 20.15** Drawing no **D02.105, A02.103, 510-512, A04.401,A06.101-104**	**Roof, Expansion Joints & Flashings:** **Existing built-up bitumen and gravel roof will be removed down to concrete deck. Patch concrete deck as required and install rigid insulation and a modified-bitumen roof as specified. At the west cooler bays the void space left by the earlier removal of the cork insulation will be filled with concrete prior to reroofing.** **Replace metal and membrane flashings as specified up under new counter flashings at all parapet walls and roof building walls.** **Replace flexible membrane expansion joints in the three locations they occur. Transition to the parapet walls as detailed.**	

Number 21	Architectural feature **Exterior-Roof Parapet Walls** Approximate Date of feature **1931**	Describe work and impact on existing feature:
Describe existing feature and its condition: Parapet walls occur on all four sides of the building roof. Walls are a minimum of 6-feet high and rise to form the culmination of the tower elements of all four elevations. They are capped with Indiana Limestone detailing. The walls themselves are made up of multi-wythe brick with a detailed face brick on the exterior and common brick interior with concrete structural framing integrated into the wall. At the tower elements the parapet walls form part of the exterior walls of the roof buildings. The interior surface of the parapet walls is covered in 3/4-inch minimum concrete plaster with a white skim coat. The plaster overlays the counter flashing. In many instances the plaster is cracked and has crumbled away from the underlying brick. Photo no. **21.1, 21.2, 21.3, 21.4, 21.5, 21.6, 21.7, 21.8, 21.9, 21.10, 21.11** Drawing no **D02.105 , D02.501-507 & 510-512, A04.401,A06.101-104**	**Remove all loose plaster on the inside vertical surface of the parapets, repair damaged mortar and common brick. Repair any concrete spalling caused by corroding reinforcing steel and clean and repair or replace reinforcing steel. (Refer Number 3 for Concrete Repair)** **Rework the sheet metal counter flashings to match the original copper.** **Reinstall the cement plaster with skim coat to match the original thickness, texture and color.**	

Number 22	Architectural feature **Exterior-Roof Buildings** Approximate Date of feature **1931**	Describe work and impact on existing feature:
Describe existing feature and its condition: There are three sets of structures on the roof or 9th floor: At the four corners of the building the tower elements extend up to form the outside walls of buildings which are exactly one structural bay in dimension. Identical detailed construction forms the remaining two walls with steel framed doors and steel pivot windows which match those elsewhere in the warehouse. Another four identical buildings occur at the north parapet culminating the intermediate tower elements. The two buildings at the west end have had the brick removed from the roof down when the cork was removed. The building at the southeast corner contains the stair access to the roof and the single personnel elevator equipment. One structural bay north of the south parapet wall is a row of four structures which occur over the stairs, chases and freight elevators. The freight elevator equipment is mounted on a concrete deck approximately 6-feet above the roof deck. The two larger center buildings also contain two steel tanks which originally contained water for the fire sprinkler system. These buildings are constructed with concrete framing and roofs with the same type infill brick as the rest of the building. The walls are capped with a simple linear limestone cap matching the rest of the project. Access is provided through steel framed doors on the north faces via steel ship ladders. In addition there are steel framed pivot windows at the center which match those used in the warehouse. The western building has had the brick walls removed and only the concrete frame remains. The third structure is in the same structural bay line as the others and was the refrigeration system for the cooling section of the building. The equipment has been removed and only the galvanized steel support beams remain. Photo no. **22.1, 22.2, 22.3, 22.4, 22.5, 22.6, 22.7, 22.8, 22.9, 22.10, 22.11, 22.12, 20.1, 20.4, 20.6, 20.9, 20.10, 20.11, 20.12, 21.5, 21.6, 21.7** Drawing no **D02.105, D02.501-507, & 510-512, A02.103, A04.401, A05.103 & 4, A06.101-104**	**Generally the roof buildings are to be refurbished like the rest of the building with the brick, limestone, concrete, roofing, flashings, etc. being cleaned and repaired. The buildings associated with the tower elements are to be utilized for various uses, some of which will connect with spaces below via new stairwells. The two buildings at the west will have the brick enclosure walls rebuilt to match the original structures and finishes. In some cases, due to the low door heads on the two buildings at the east end, additional opening height will be cut to facilitate useful and legal access to the spaces. New doors and frames will be added.** **The elevator equipment/water storage buildings are also to be refurbished and converted to useable space associated via new stairwells to the spaces on the floor below. In addition, new constriction will be added between the existing buildings to add useable square footage. The floors will remain at 4-feet above the roof deck with a new access deck installed along the north side of both the existing and the new construction. The new construction will be stucco, sympathetic to, but will not duplicate the original brick construction in appearance.** **The existing water storage tanks are to be cut in half lengthwise and mounted on the roof as planters.** **The cooling equipment support framing remaining is to be removed.** **At the east end a new swimming pool will be installed with a raised deck around it for the use of the tenants.** **Between the south parapet wall and the line of existing & new building, the air conditioning compressors are to be located. Some of the A/C compressors will be also located on other areas of the main roof and the roof of the Roof Buildings.** **At the west end a new elevator/stair access building will be added at the third structural bay from the west and the second from the north.**	

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Number 23

Architectural feature **Exterior-South Concrete Loading Dock**

Approximate Date of feature **1931**

Describe existing feature and its condition:
Originally a concrete loading dock approximately 42" above grade, at the same level as the ground floor of the warehouse extended the full width of the south elevation to serve the overhead rolling doors and was protected by the canopy above. The floor surface of this dock is paved with the same compressed asphalt brick paver as the ground level of the warehouse (Refer Number 33) This concrete dock was partially removed starting at the west end to the fourth overhead door east. The storm water drains from the canopy above were cut off flush to the face of the building and left open.
The concrete deck is in relatively good structural shape.

Photo no. **23.1, 23.2, 23.3, 23.4, 23.5, 23.6, 23.7, 23.8, 23.9, 23.10, 23.11**

Drawing no **D02.101, D02.504-506, A02.101, A05.101, A06.101**

Describe work and impact on existing feature:
The concrete loading dock is to be saw-cut at the face of the basement concrete foundation and removed.
A new pedestrian deck will be located at the same location vertically as the original concrete dock, but will not be continuous for the full face of the south elevation. At the center of the building it will be interrupted with the new driveway penetrating through the center of the building from the north side.
At the west end the new deck will be stopped to allow the ramp for access to the parking and services to the building.
The asphalt brick wearing surface is to be salvaged and utilized to patch the floor on the ground level warehouse floor.

Number 24

Architectural feature **Exterior-Overhead Doors-New Auto Access Through the Center of the Building**

Approximate Date of feature **1931**

Describe existing feature and its condition:
Refer to Number 8 for Basic Overhead Door Discussion and Number 1 for Basic Brick Wall Discussion on the Ground Floor

Photo no. **features 1 and 8**

Drawing no **D02.101, D02.504-506, A02.101, A05.101, A06.101 & 103**

Describe work and impact on existing feature:
The overhead rolling doors at the north and south elevations, the center six on the north side and the center two on the south elevation will be removed along with the brick pilasters between the doors on the north side. On the south side the brick walls in addition to the overhead doors will be removed to match the overall openings on the north side.
The overhead rolling door units will be salvaged and reused elsewhere in the building to replace missing units or components.
At the north side driveway ramps will raise the automobiles from the street grade up approximately 3'-6" to the finish floor level of the ground floor.
At the south side the driveways are at close to the first floor grade and lead on back to the south surface parking area.
The structural columns are to remain.

Number 25

Architectural feature **Exterior-Brick Walls & Steel Pivot Windows at Ground Floor-South Elevation**

Approximate Date of feature **1931**

Describe existing feature and its condition:
Refer Number 1 for Basic Brick Wall Discussion & Number 14 for the Steel Pivot Windows on the Ground Floor

Photo no. **features 1 and 14**

Drawing no **D02.101, D02.504-506, A02.101, A05.101, A06.101**

Describe work and impact on existing feature:
The brick walls and the steel pivot windows between the overhead rolling doors, centered on the structural column bays are to be partially removed (Refer Number 14) on the south side of the building ground floor at the concrete loading dock.
The two new openings in the structural bys between the original overhead rolling doors will provide spaces for new windows or pedestrian passages. The openings mimic the spacing of the smaller overhead rolling doors on the north side, but do not copy them in size.
The new windows will be an extruded aluminum with a frame section of similar size to the steel pivot windows.
The unframed openings will be faced with the saw-cut brick.

Number 26

Architectural feature **Exterior-Basement Concrete Wall & Interior Basement Area**

Approximate Date of feature **1931**

Describe existing feature and its condition:
The original basement is structured with a concrete wall which is below grade except for the 42" raised first floor. Ventilation was originally provided by the operable louvered openings just below the ground floor concrete structure (Refer Number 15 and Number 38).

Photo no. **features 15 and 38**

Drawing no **D02.101, D02.501-507, A02.100, A05.101, A06.101, 102, 104**

Describe work and impact on existing feature:
Approximately 15 years ago a portion of the south basement wall in the second structural bay east of the west end was uncovered and a large opening from floor to concrete structural beam was cut out to provide vehicular access. This has allowed significant water access into the basement. This opening will be closed up to allow the excavation to be backfilled.
When the new below grade parking garage is installed, this south basement concrete wall will be exposed. At three structural bays a vertical opening will be cut to provide vehicular and personnel access into the basement, which will be used primarily for additional parking area.
The unused elevator shaft basement floor penetrations and the lowered floor areas (old mechanical equipment) will be filled to make the basement floor all at the same grade. Two of the original elevator shafts out of the original six freight elevators will remain and be reused for the new passenger elevators and the new exit stairwells and a third will be used for a third stairwell.
All structural columns are to remain.
There will also be a new stairwell access cut into the west end for access from the new service court above.

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Number 27

Architectural feature Site-North

Approximate Date of feature 2005

Describe existing feature and its condition:
Original 1931 north site was utilized as a truck maneuvering area between the building and a spur railroad track and east west automobile access. The paving was red brick over compacted base.
Within a few years the railroad track was relocated and the West Lancaster street was established, still with no curb between the building and the street to allow access to the overhead freight doors. The paving was still the red brick for the street and the building paving.
In the 1960's a raised overhead section of Interstate 20 was built with West Lancaster below it and between the building and the freeway structures. Lancaster was then paved in asphalt. The freeway was demolished approximately 2000. Full access was still possible from W. Lancaster to the north side of the building over the red brick building paving.
In 2005 the City of Fort Worth in a revitalization effort to reutilize the old raised freeway corridor built a streetscape which provided parallel parking, new 6" concrete curbs, concrete sidewalks, lighting, landscaping and installed a landscaped median in West Lancaster. This closed vehicular access to the north side of the building from West Lancaster. The property line was moved back several feet by the City. The red brick paving remains between the building and the new City installed sidewalks at the right-of-way line.

Photo no. 27.1, 27.2, 27.3, 27.4, 27.5, 27.6, 27.7, 27.8, 27.9, 27.10, 28.7

Drawing no A01.101, A02.101, A05.101, A06.101

Describe work and impact on existing feature:
Working with the City to reestablish vehicular access to the north site from West Lancaster, permission has been granted to cut the recently constructed median to provide west bound access to the site and a new curb cut and concrete drive approach at the center of the building across the red brick paving to the face of the building. Refer Number 24 for a discussion of the drive penetration from north to south through the ground floor of the building.
The new drives from West Lancaster to the building are accomplished with a pair of concrete ramped drives to make up the dock high grade difference between the grade at the building and the ground floor level. The new drive through the building is approximately at the same grade as the finish floor of the ground floor.
At each side of the new driveways is an exterior concrete stairwell for pedestrian use at the east and west sides of the driveways with simple industrial type steel handrails. These tie into the new pedestrian walks which are being installed the full width of the north elevation at the ground floor finish floor level.
The brick paver pedestrian walk is provided to accommodate public access to the retail uses anticipated for this level of the building. The guardrails and handrails on all stairs is a simple industrial type steel designed to meet the accessibility requirements of current building codes and Federal Standards. To the east and west of the new central drives are five sets of concrete steps with matching handrails to facilitate the pedestrian access to the building. The center set leads to a new personnel access corridor being created through the building from the north to the south.
The original red brick paving is to remain in all areas remaining between the City right-of-way and the building and the deck/stair construction.

Number 28

Architectural feature Site-East

Approximate Date of feature 1931 & 2005

Describe existing feature and its condition:
Original 1931 east site was utilized as automobile parking and truck 'drive-around' paving as well as public access from the bordering street South Jennings Avenue.
At the northeast corner of the site there is a drive approach just south of the West Lancaster and South Jennings intersection. Immediately to the south of this concrete drive approach South Jennings ramps down to an underpass under the railroad tracks. The original formed concrete guardrails remain separating the site grade from the street below.
At the east building face is an original sidewalk raised 6" above the brick parking paving. This sidewalk provides access to the original office portion of the building at the southeast corner of the building on the east face under a decorative canopy. (Refer Number 5).
At the east end of the raised freight dock at the south side of the building is an original concrete stair with a simple industrial type steel handrail.
The original red brick paving is in place between the east sidewalk and the City underpass guardrail.

Photo no. 28.1, 28.2, 28.3, 28.4, 28.5, 28.6, 28.7

Drawing no A01.101, A02.101, A05.102, A06.104, A07.101

Describe work and impact on existing feature:
The east side of the site will maintain its historic use as a parking area and access drive off of South Jennings Avenue.
The South Jennings drive approach will remain, but be replaced and widened slightly to the south to facilitate current traffic standards.
The original South Jennings underpass formed concrete guardrails will remain.
The concrete sidewalk and the 6" high concrete curb will be replaced to match the original in location and configuration with provisions made for accessibility requirements.
The concrete stair to the south freight dock at the south east corner of the building will be removed to allow for code prescribed accessibility sloped ramps up to the main ground floor finish floor level. Ramps will utilize the simple industrial type steel handrails and guardrails as utilized on the north side of the Project.
The red brick parking area will remain as the parking surface.

Number 29

Architectural feature Site-West

Approximate Date of feature 1931 & 1980

Describe existing feature and its condition:
Original 1931 site utilized this west end of the building as a loading dock for the freezer/cooler portion of the building through the overhead door. This door was bricked up early in the life of the building. (Refer Number 4)
The only other use for this narrow portion of site was as a driveway for trucks from the south side of the building loading docks.
The original paving was red brick to match that used on the rest of the site.
Currently this section of the site is unpaved as the brick paving was removed by a previous building owner in approximately 1980.

Photo no. 29.1, 29.2, 29.3, 29.4, 29.5

Drawing no A01.101, A02.101, A05.102, A06.102

Describe work and impact on existing feature:
The west side of the building will now be utilized for the electric services portion of the building locating the several transformers and switch gear now required.
There is a new stairwell down to the basement level as well as an accessible ramp up to the new north deck at the ground floor finish floor level.
Trash pickup, electrical transformers and loading/unloading are located here.
All paving in this area of the site will be new concrete providing access for the service trucks.
The City is planning a new four lane divided street to connect the Near Southside portion of the City (Hemphill Avenue) to the south of the railroad tracks to the main Central Business District to the north of West Lancaster (Lamar Street). The new street will be separated from the west end of the building by City installed concrete curbs, sidewalks and minimal landscaping.

Texas & Pacific Inbound Warehouse
Property Name

401 West Lancaster Av
Property Address

HISTORIC PRESERVATION CERTIFICATION APPLICATION – PART 2

NPS Office Use Only
Project Number:

Number 30

Architectural feature Site-South

Approximate Date of feature 1931 & 1980

Describe existing feature and its condition:
Currently the site south of the 'Inbound' freight warehouse is empty and weed covered as the 'Outbound' terminal and the array of outgoing loading and incoming unloading tracks were removed by a previous owner in approximately 1980. At the same time the red brick paving between the buildings, allowing trucks to drive over the tracks was removed. A portion of this to the east, next to South Jennings remains.
In a Texas Monthly article dated 1 August 1931 this area is described as: *"Just to the south of the warehouse building is the one-story outbound freight depot, 600 feet long. Running parallel between these two buildings are the outgoing loading and incoming unloading tracks which serve them. The loading tracks have a capacity of 60 cars and the unloading tracks hold 32 cars.*
A high speed pneumatic tube system connects all departments of the two buildings, for the quick conveyance of orders and records.
The Coach Yards, with a capacity of about 55 cars, lie to the south of the outbound freight depot. ..." Currently, just to the south of the site, the main rail yards connecting from the Intermodal Transportation (T&P Station Building) pass through connecting to points west. The City of Fort Worth Transportation Company, the "T" is in the process of acquiring property at the Site south property line for a new extension for the Trinity Railway Express, a local commuter train.

Photo no. 30.1, 30.2, 30.3, 30.4, 30.5

Drawing no A01.101, A02.101, A05.101, A06.101

Describe work and impact on existing feature:
The site south of the Incoming Freight Warehouse is the area the project has available to utilize as parking and access for Code required fire lane as well as suppliers, tenants and patrons of the building.
At the east and west sides of the building, the site will ramp up from the existing grade to the ground floor (dock) elevation, providing accessible access to the 2/3 of the building and the new drive through vehicular and pedestrian access off of West Lancaster. Deliveries and truck access is provided for at the west end of the south elevation at the original grade level which provides a dock high unloading area as originally provided.
Matching the vehicular penetration of the North Side Elevation, the center 5 structural bays are opened below the concrete canopy and tie into the parking to the south. All the original concrete columns remain in this area, with only the brick infill and overhead doors being removed. Brick and overhead doors will be salvaged and utilized to repair other portions of the building.
All of the area to the south, between the building and the recently adjusted railroad right-of-way and west to the new Hemphill/Lamar major thorofare street and the remaining existing brick paving to the east will be taken up by at-grade parking over a single-level below grade parking structure.
The access ramp to the below grade parking level is provided by a new two direction ramp down to that level which starts just south of the western section of the building.
The existing red brick paving to the east of the site will continue to provide access to the railroad overpass over South Jennings to serve an existing access easement and to provide access to the southeast corner of the grade-level parking.
The concrete parking area will be interspaced with Code required landscaping islands.

Number 31

Architectural feature Interior-Office Area Entrance-Foyer

Approximate Date of feature 1931

Describe existing feature and its condition:
At the southeast corner is the only main personnel entrance to the building. This serves the area which was utilized for office uses. The narrow foyer is floored in red quarry tile and bounded by plaster a half wall/rail to the north and plaster walls at the east and south and a portion of the west sides with a plaster ceiling. To the west the stairs from the entry level up to the first floor level rise four risers to an area of red quarry tile floor which apparently was in an original corridor. The base in the corridor area is a glazed black ceramic tile which at the lower entry extends down to the floor to form a partial wainscot. The ceramic tile is 4"x4" with a high gloss glaze.
To the east (Refer Number 5) remain the steel framed entry, but the pair of doors has been removed by a previous owner. The frame half of the pivot hinges still remain on the steel frame. The current opening closure is accomplished by two pieces of plate steel welded to hinges and the original metal frame.

Photo no. 31.1, 31.2, 31.3, 31.4, 31.5, 31.6

Drawing no D02.101, A02.101, A06.104, A10.411

Describe work and impact on existing feature:
The plaster in the foyer is weather and vandal damaged and has been painted black. Plaster will be repaired and repainted.
The wood wainscot chair rail trim will be refurbished or replaced with a matching wood trim and painted.
The base is a black gloss ceramic tile and is intact and will be cleaned and maintained.
The quarry floor tile is intact and in good shape, but the stair nosing quarry tile is badly chipped. This tile is to be removed and replaced with a matching quarry tile tread with nosing to match existing. The existing tile is to be cleaned and any damaged area replace with a matching tile.

Number 32

Architectural feature Interior-Exterior Wall Finish

Approximate Date of feature 1931

Describe existing feature and its condition:
At the east two structural bays, for all eight floors, the space was used for office space and the north, south and east brick walls were surfaced with a smooth plaster and simple quarter round wood base.
The rest of the building to the west for all eight floors (except for the cooler/freezer area) left the common brick of the multi-wythe wall exposed from ceiling to floor.
The western four structural bays for all eight floors (freezer/cooler) were insulated by several inches of cork. As this was removed almost 30-years ago by a previous owner, the finish on the cork, if any, is unknown. Currently this area is covered by the black adhesive residue left from the cork application.

Photo no. 32.1, 32.2, 32.3, 32.4, 32.5, 32.6, 32.7, 32.8

Drawing no D02.101-105, A02.101, A06.101-104

Describe work and impact on existing feature:
The smooth finish plaster over the brick in the original office area of the building will be cleaned and any loose or deteriorated plaster removed. The remaining plaster will be painted.
The ground floor is to be used for retail. The seven floors above are to be used for residential uses.
In main warehouse area the exposed common brick will be cleaned and repointed where necessary and left exposed. Refer Number 6 for window treatment.
At the west freezer/cooler area, the adhesive and paint will be removed from the brick and the exposed brick repaired and repointed as needed.

Texas & Pacific Inbound Warehouse
Property Name

401 West Lancaster Av
Property Address

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NPS Office Use Only
Project Number:

Number 33

Architectural feature **Interior-Floor Finishes**

Approximate Date of feature **1931**

Describe existing feature and its condition:
At the ground floor office area the floor was 2-3/4" wide by 5/8" thick wood (oak) laid running north/south, set on wood grounds grouted to the concrete structural floor. Other floors of the office area were covered in VAT (Vinyl Asbestos Tile). All other floors of the warehouse were exposed structural concrete except the ground floor, occasionally overlaid with insulation and a non-structural wearing concrete surface where the cooler/freezers were originally or where cooler capable spaces were added at later dates. At the ground floor the warehouse was floored in a 2" thick compressed asphalt brick paver (12" x 5") that was designed to cut out most of the noise of the forklift traffic through this area. Almost all of this paving is still in place and extends out onto the south loading dock.

Photo no. **33.1, 33.2, 33.3, 33.4, 33.5, 33.6, 33.7, 33.8, 33.9, 33.10, 33.11, 33.12, 33.13, 33.14, 33.15, 33.16, 33.17, 33.18, 31.5, 31.6**

Drawing no **D02.101-105, A02.101, A04.101-103, A06.101-104**

Describe work and impact on existing feature:
The upper seven floors of the office area and the rest of the warehouse (except for the ground floor) are to be sealed concrete with occasional other surfaces in certain areas of the residential apartments. The asphalt paving brick flooring at the ground floor is to be utilized where it remains and missing areas are to be filled with salvage material from removal of the loading dock and the new center vehicular access.
In several locations topping slabs will have to be removed and in the cooler/freezer western section the floor is several inches below the rest of the building. All floors will be leveled by removing the topping slabs and installing a new topping slab at least 2" thick throughout the upper seven floors.
In some cases the concrete floors have been damaged by water induced corrosion of reinforcing bars too close to the surface. Refer other discussions of concrete repair outlined in other areas for technical approach to cleaning and refinishing the reinforcing steel and patching the concrete.
At the west cooler/freezer bays, there is an 8" space around the four structural bays from the second floor through the roof where the cork insulation has been removed. This space will be infilled with a concrete patch at the same planes as the floor and ceiling.

Number 34

Architectural feature **Interior-Ceiling Finishes**

Approximate Date of feature **1931**

Describe existing feature and its condition:
At the office portion at the east end of the building, all eight floors were finished in smooth finished painted plaster suspended with wire hangers. Some spaces then had glue applied 8" x 8" acoustical tile. The wire hangers are corroded and pose a collapse threat.
All other floors of the warehouse are board formed concrete, showing the lines and textures of the forming boards in the exposed concrete.
In general the exposed concrete ceilings are in good shape, but in some locations water incursion has induced corrosion spalling of the surface.

Photo no. **34.1, 34.2, 34.3, 34.4, 34.5, 35.1, 25.2, 35.5**

Drawing no **D02.101-105, A06.101-104**

Describe work and impact on existing feature:
The suspended plaster ceilings in the office area are to be removed and the newly exposed concrete ceiling cleaned and patched as necessary to remove the suspension hanger system.
The warehouse concrete ceiling structure is to be repaired. Repairs will duplicate as closely as possible the original construction, both physically and aesthetically, the surrounding concrete finish. Where form lumber marks occur in exposed concrete areas, these should be imprinted into the patch. Spalled concrete caused by "corrosion jacking" is to be removed back to solid substrate and exposed, corroded reinforcing bars are to be cleaned of all corrosion and immediately apply an epoxy coating to the cleaned reinforcing. Replace any corroded steel which has lost more than 15% of its original dimension to corrosion. Patch the area with an approved compatible material, matching the original in strength, aggregate, color and texture to the surrounding area. Selected areas of the concrete ceilings are to be painted.

Number 35

Architectural feature **Interior-Concrete Columns**

Approximate Date of feature **1931**

Describe existing feature and its condition:
The main structure of the building is cast-in-place concrete with 5 structural bays of approximately 20" north to south and 30 structural bays east to west at approximately 22'-6". The building is divided into four sections with double columns and beams at the expansion joints between sections.
The columns are round cast concrete with spiral reinforcing and mushroom caps at the capital area just below a thickened square of concrete in the floor above. Most of the concrete columns are intact, but some on the lower levels exhibit stress induced and/or corrosion spalling in a few instances.

Photo no. **35.1, 35.2, 35.3, 35.4, 35.6, 35.7, 35.8, 35.9**

Drawing no **D02.101-105, A02.101-1103, A06.101-104**

Describe work and impact on existing feature:
The concrete columns will be repaired as necessary (refer Number 34) and painted. The concrete columns are to remain exposed as much as possible inside the residential units.

HISTORIC PRESERVATION CERTIFICATION APPLICATION – PART 2

Texas & Pacific Inbound Warehouse
Property Name

401 West Lancaster Av
Property Address

NPS Office Use Only
Project Number:

Number 36

Architectural feature **Interior-Freight Elevator/Stair Shafts**

Approximate Date of feature **1931**

Describe existing feature and its condition:
In six locations between the second and third structural bays were located the eleven 10,000 pound freight elevators which operated at 350 feet/minute from the basement to the 8th floor. The cars were 9-feet by 17-feet in dimension. Located next to the freight elevators are the steel personnel stairways, which are just wide enough for a single person to utilize and also connected from the basement to the 8th floor.
These vertical shafts, except for the two westernmost (which were removed by a previous owner) are enclosed with a common brick fire wall.
Except for the two shafts to the west, the elevators, the stairs and the surrounding brick fire walls are intact, although the elevators are long inoperable and the equipment located on the roof has largely been removed.

Photo no. **36.1, 36.2, 36.3, 36.4, 36.5, 36.7, 36.8, 36.9, 36.10, 36.11, 36.12, 36.13, 36.14, 36.15, 36.16, 20.10, 20.11, 20.12, 35.9**

Drawing no **D02.101-105, A02.101-103**

Describe work and impact on existing feature:
Two of the original shafts will remain and be utilized for the new personnel elevators and stairwells. The others will be reworked with the equipment removed and the holes in the floors filled with concrete structure. The brick shaft walls will remain in the locations of the new vertical circulation equipment. In all floors other than the basement and the ground floor the remaining brick shaft walls will remain and the space utilized for other purposes.
At the roof level, where the equipment for the freight elevators was located, the spaces will be converted to apartments.
The new personnel stairs will maintain an 'industrial' appearance as much as possible and still meet the accessibility standards.
The elevator equipment has had all salvageable metal components stolen. This equipment is unusable and will be removed from the building.
An effort has been made to find equipment which can be used as an 'artifact' exhibit, but none of it is intact enough to salvage.

Number 37

Architectural feature **Interior-Fire Walls and Expansion Joints**

Approximate Date of feature **1931**

Describe existing feature and its condition:
At all floors the building is divided into four sections arrayed east to west with three expansion joints. At each the columns are double and originally had a brick fire wall at each location which was penetrated at the center by an overhead rolling fire door. Under previous ownership, the brick fire wall at the freezer/cooler area at the west end of the building was removed when the cork insulation was removed.

Photo no. **37.1, 37.2, 37.3, 37.4, 37.5, 37.6, 37.7, 37.8, 32.5, 32.7**

Drawing no **D02.101-105, A02.101-103, A06.103 & 104**

Describe work and impact on existing feature:
The two remaining brick fire walls will remain at all levels. A section in the center structural bay will be removed in floors 2 through 8 to facilitate the corridor and residential apartment conversion. Doors will be cut in several locations to accommodate the apartment circulation. The exposed brick will remain exposed. The missing west brick firewall will not be replaced.

Number 38

Architectural feature **Interior-Basement & Building Equipment**

Approximate Date of feature **1931**

Describe existing feature and its condition:
The partial basement (66% below grade) is made of structural concrete exterior walls with some ventilation provided on the north and south sides above the exterior grade level. (Refer Number 15). A large hole was punched into the south wall by a previous owner (Refer Number 23 & 26) for vehicular access. Floors are concrete with recesses at each elevator location and at two mechanical equipment locations. One toward the west end along the north wall was for the refrigeration equipment serving the cooler/freezer area. The other, under the east entry extends out under the east sidewalk and provided the area for the fuel oil fired boiler and storage tank which provided the heating system for the building. The refrigerant equipment is all gone and the heating equipment has been underwater and is quite corroded and unusable.

Photo no. **38.1, 38.2, 38.3, 38.4, 38.5, 38.6, 38.7, 38.8, 38.9, 8.5**

Drawing no **D02.101, A02.101, A06.101-104**

Describe work and impact on existing feature:
The concrete structural perimeter walls will be retained except for portions of the south wall which will be removed to provide access to and from the below grade parking garage (Refer Number 30) which will be constructed to the south.
The concrete floor recesses (pits) for the freight elevators will be closed with structural concrete. The new elevator locations will have new pits installed as detailed.
The concrete floor recesses for the refrigerant equipment and the heating equipment will be removed and filled with structural concrete at the main basement floor level.
The refrigeration equipment on the north side of the west basement area was removed long ago by a previous owner and the oil fired heating boiler equipment at the east end of the basement has been under water for a good portion of the last 25 years and is badly corroded. None of this equipment is salvageable for use as part of an 'artifact' exhibit.
The west 4 structural bays will be used for electric and fire services as well as trash and elevator/stair access.
The rest of the basement is used for parking, elevator/stair access and mechanical.

Number 39

Architectural feature **Interior-Personnel Stair at Office Area**

Approximate Date of feature **1931**

Describe existing feature and its condition:
The stair in the southeast corner, next to the office main entry is the only stair which connects from the basement to the roof. It is also the only stair which was adequate for more than one person at a time to utilize. At the roof level it emerges in the roof building at the southeast corner, where the single personnel elevator equipment was located.
The stair is an early steel pan concrete system with steel risers. The stair to the basement level has rust deteriorated enough to be dangerous and has suffered serious damage from the elements on the upper levels.
The simple pipe handrails do not meet any current code criteria and certainly not the Texas Accessibility Standards or the Americans with Disabilities Act

Photo no. **39.1, 39.2, 31.3, 31.4**

Drawing no **D02.101-105, A02.101-103**

Describe work and Impact on existing feature:
The stair and its surrounding plaster wall is to be removed on all levels except the ground floor, where the walls next to the entry foyer will remain.
The hole in the floor remaining after the stair removal will be filled with structural concrete.

Attachment 8

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

February 3, 2010

Ola Assem
Cleopatra Investments, Limited
P.O. Box 191103
Dallas, TX 75219

PROPERTY: **Texas and Pacific Inbound Warehouse, 401 West Lancaster, Fort Worth, TX**
PROJECT NUMBER: **21988**

Dear Ms. Assem:

The National Park Service (NPS) has completed its review of your Historic Preservation Certification Application - Part 2, which has been revised by additional information submitted with Geoffrey Reiner's letter of January 21, 2010. Based on this review, the NPS has determined that the proposed rehabilitation project described in the submitted documentation will meet the Secretary of the Interior's Standards for Rehabilitation, provided that the following conditions are met:

1. The proposed double-hung windows in the existing openings (which will be elongated per the drawings revised January 20, 2010) must have: a) a 4/1configuration (4-light upper sash, 1-light lower sash); b) slender dimensions and flatter profiles to more closely match those of the existing 4-light pivot windows; and c) window sills, incorporating existing stone sills to the maximum extent possible and matching new ones where the existing ones are damaged beyond repair. Detailed drawings of the windows should be submitted for review and approval before proceeding with the work. *Please be advised that the proposed elongation of existing window openings is not recommended under the Secretary's Standards, and it has been accepted only because of the special circumstances of the project. The NPS would not expect to approve this or a similar treatment for any other projects.*

2. The proposed 1/1 double-hung windows for the newly punched openings must have simple profiles. The openings themselves must also be simple or "punched," without any added features such as sills, to be distinguishable from the historic openings described in the previous condition. We note that the window opening details in Detail 01, Sheet A10.411 (revised January 20, 2010) meet this requirement.

3. Any new construction on the site to be undertaken during the tax credit recapture period must be submitted for review and approval prior to construction.

4. Areas in the eastern office end of the building on all floors must retain their historically finished character:

    a. Historic plaster must be preserved to the greatest extent possible. Where plaster is missing or deteriorated, new plaster must be applied. Masonry walls that were historically covered in plaster must be so at the completion of the project.

b. Extant historic trim in the office section of the building must be retained and reused. Exterior walls must have historic trim installed in addition to the plaster finish. This includes baseboard and chair rail. If there is not sufficient historic trim, new trim must match the historic in profile and dimension. The section of office partition wall to remain on the first floor must be finished similarly.

c. The first-floor office area must have a wood floor to match the historic condition.

5. The corner stair in the office end of the building must be retained to at least a full flight. Consideration should be given to retaining the opening in the floor to the second floor to capture the volume of the stair. This could be utilized as a private entry to the second-floor unit to accommodate design concerns.

6. The new boardwalk on the north/Lancaster Avenue side of the building must not be finished with the same pavers as the south sidewalk/loading dock since it did not historically exist. Previous proposals for wood construction are appropriate.

This letter is a **preliminary** determination, since a formal "certification of rehabilitation" can be issued only to the owner or qualified lessee of a "certified historic structure" after the rehabilitation work is completed. To request certification upon completion of the project, a Request for Certification of Completed Work, interior and exterior photographs of the completed work, and documentation of fulfillment of the above conditions should be returned to this office through the State Historic Preservation Office. An onsite inspection of the completed work by an authorized representative of the Secretary of the Interior may be undertaken prior to issuance of the final certification of rehabilitation.

If you have any questions, please do not hesitate to call Gary Sachau of this office at 202-354-2044.

Sincerely,

H. Bryan Mitchell, Chief
Heritage Preservation Services

cc: IRS
TX SHPO

Attachment 9

STAFF REPORT
HISTORIC AND CULTURAL LANDMARKS COMMISSION
CITY OF FORT WORTH, TEXAS

DATE: 19 October 2009 **COUNCIL DISTRICT: 9**

GENERAL INFORMATION

REQUEST	Certificate of Appropriateness
APPLICANT/AGENT	Geoffrey Reiner (Gromatzky, Dupree & Associates)
LOCATION	401 West Lancaster Avenue (Texas & Pacific Warehouse)
ZONING/ USE (S)	PD/HSE
NEIGHBORHOOD ASSOCIATION	Downtown Fort Worth, Inc.

ANALYSIS OF PROPOSED WORK

CERTIFICATE OF APPROPRIATENESS

Applicant requests a certificate of appropriateness for rehabilitation of the Texas & Pacific Warehouse building to include the following:

1. 343 residential spaces on floors 2-8 with additional residential space on the roof (floor 9) that includes removal of current mechanical equipment
2. Commercial space on the ground floor
3. Cleaning and rehabilitation of the existing brick façade and decorative elements
4. Restoration of existing steel frame windows in select locations
5. Installation of sympathetically designed windows into new, elongated window openings that will be cut into the existing brick walls
6. Restoration of existing overhead loading dock doors on the ground floor
7. Installation of new storefront windows within the existing overhead loading dock door openings on the ground floor
8. Restoration of the existing concrete canopies and iron tension rods on the north elevation
9. Restoration of the existing metal fascia on the canopy at the southeast corner entry
10. Restoration of the exterior scupper covers
11. Installation of new membrane roofing
12. Addition of a retail walkway and seating areas on the north elevation below the existing canopy
13. Addition of new accessible ramps, stairs, and ground floor entries on the north elevation
14. Removal of overhead doors and adjacent brick pilasters in the central block of the north elevation for first floor vehicular traffic and pedestrian sidewalk through access
15. Addition of a bi-level parking garage (below and at grade) located to the rear of the building

APPLICABLE DOWNTOWN URBAN DESIGN GUIDELINES:

1. Use proper standards to guide the design and construction for historic rehabilitation and to guide additions to historic buildings

3. When adding signs to historic buildings be sure to use a style, scale, and location that complements the historic lines and facade of the building.

APPLICABLE STANDARDS FOR REHABILITATION FROM THE SECRETARY OF THE INTERIOR:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will 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 elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

FINDINGS/RECOMMENDATIONS

History:
According to the Tarrant County Resource Survey, the Texas & Pacific buildings were constructed from 1930-1931 with the architectural firm of Wyatt C. Hedrick winning contracts for the terminal and the warehouse. Both structures were listed on the National Register of Historic Places in 1978. The warehouse was designated HSE by the City of Fort Worth in 1995. (See figures 1-6.)

Rehabilitation/Restoration:
With this important landmark building care and caution must be undertaken when any work is done to the building. The gentlest means possible should always be used in order not to damage the building's historic fabric. This is particularly true in the case of the exterior brick and masonry. "Cleaning" should not consist of any abrasive materials or solutions that will cause harm to the surface. In addition, the intent of cleaning the exterior surface of the building should not be to make it look "new" and should only be done to remove surface dirt or organic matter that may cause further deterioration if not treated. (See figures 7 and 8.)

Restoration of the existing windows and the first floor overhead doors should also be done in the same manner as the masonry. These elements are character defining parts of the building and should be retained and protected. (figure 9) The introduction of new windows to replace those missing or too damaged to be repaired will be done "sympathetically," which is in-keeping with the Secretary of the Interior's Standards for Rehabilitation. In areas where the windows must be enlarged to meet City code, the openings will be elongated, not widened by removing a portion of the wall inline with the existing windows. (figure 10) The current window sills should be re-used in these locations for consistency. In the western block of the building additional windows will be cut into the walls on the north, south, and west elevations. (figures 11 and 12) This is a change from the original, historic design. However, it will be compatible with existing openings on the building. As proposed, new windows/window openings will maintain the verticality of the original design intent while permitting adherence to current building codes. The style and material of the windows has not been detailed, but should mimic the divided pane steel-look of the existing window stock. This is especially important where new windows will be adjacent to historic windows. Any differences will be even more obvious in these locations.

In order to introduce commercial space into the first floor of the building, windows and entry doors are being proposed where the current overhead doors are located. (figures 13 and 14) The historic overhead doors will be retained, restored (as noted above), and left in the open position, which serves to keep the historic character of the first floor. The proposed windows and doors have not been detailed, but should be completed in a material, finish, and color in-keeping with existing windows and overhead door frames.

Restoration of the existing canopies and iron tension rods, the metal fascia on the canopy at the southeast corner entry, and the exterior scupper covers should also be done with the gentlest means possible so as not to damage the historic fabric of the building. (figures 14-16) These items are also integral parts of the structure and should be treated as such. As noted earlier, no extreme measures should be taken to clean or repair the items that may cause damage such as acidic solutions, high pressure water or sand-blasting, or other abrasive means. Replacement pieces that are necessary (as in the case of the southeast entry door canopy) should be replicated in a manner that is sympathetic to the existing historic fabric. As noted and in-keeping with the Secretary of the Interior's Standards for Rehabilitation, the preservation and replication of these items will serve to maintain the structure's historic integrity.

New Construction/Alterations: (refer to applicant's elevations/plans for details in this section)
New construction and additions should be done sympathetically in order to maintain the historic character of the building. This is especially important when a building is transitioning to a new use.

A major change to the building will be the opening of the first level central block overhead doors to allow pedestrian and vehicular traffic to pass through to the rear parking area. Historic fabric of the exterior walls will be removed to create larger openings. The two central door openings will be removed as will the center brick pilaster supports between them. Similar treatments will occur to the sets of overhead door openings immediately to the left and right. Following this same pattern, the next left and right sets will be opened; however, the brick pilasters in these locations will not be removed. The plans provided by the applicant have noted that bricks will be re-used to make repairs in other locations of the building.

The addition of a retail walkway with (seven) stairways, and accessible ramps on the north elevation below the existing canopy will not have a negative affect on the appearance of the front façade. The area along the first level was historically used for truck loading. Projecting a concrete platform to make a walkway will serve to mimic the look of the loading dock platforms thereby not destroying the historic context at the street level. The stairways are not obtrusive and will not overpower the public entry level. A metal railing has been proposed along the walkway (as well as on the adjacent ramps and stairs). A simple railing is the most appropriate and lessens any interference with the historic character of the building. The color has not been detailed, but should be in-keeping with the existing historic structure and other proposed metal exterior elements.

Ramps will be located on the front elevation near the northeast corner of the building and along the west elevation near the northwest corner of the building. Their design is incorporated into the historic character of the building. Staff is not opposed to an additional ramp nearer to the main central entrance of the building for better accessibility. It should maintain the historic character of the building as the others do.

Seating areas along the first level walkway have been proposed, but have not been noted on the plans. They should be detailed to show location and type. As with other components of the project, these should be done sensitively to the historic character of the building and site.

Installation of new membrane roofing as well as the re-use of the mechanical rooms on the roof does not alter the historic character of the building. These items, however, should be done with care as to not diminish or change the view of the building from the public right-of-way.

A proposed two-level parking deck will be located at the rear of the property. The first level will be underground; the second level will be at ground level. Approaches will be from the proposed central openings through the first level of the building (West Lancaster approach), and also from areas along the east and west sides of the building. The secondary approaches will not affect the historic character of the building or the site. Elevations for the Phase 1 or Phase 2 parking deck have not been supplied and should be reviewed by the HCLC upon receipt by City Staff. In addition, parking requirements for both Phases 1 and 2 should be reviewed and verified by appropriate City Staff members.

The proposed rehabilitation of the Texas & Pacific Warehouse will not adversely affect the character of Downtown Fort Worth and will revitalize this important local and national landmark relating to railroad culture.

Requested items in this application are consistent with the Downtown Fort Worth, Inc. design guidelines and the Secretary of the Interior's Standards for Rehabilitation. In addition, the Texas Historical Commission has reviewed and approved all work proposed by the applicant. (Documents have been also supplied to the National Park Service for review.) Staff recommends approval for the certificate of appropriateness *if*:

1. All cleaning and restoration work is done according to the Secretary of the Interior's Standards for Rehabilitation
2. Proposed first level entry doors and windows detailed with style, finish, and color; in addition, railings on this level should be detailed with finish and color
3. Proposed replacement windows are detailed with style, finish, and color
4. Removal of brick pilasters to create the proposed pedestrian and vehicular walkways as well as creation of larger, elongated window openings are done in accordance with the Secretary of the Interior's Standards for Rehabilitation and re-used or stored for future repair work
5. Seating areas along the first level entry walkway are detailed with location, style, finish, and color
6. The proposed parking garage (Phases 1 and 2) is reviewed by the HCLC with appropriate documentation to include detailed elevations

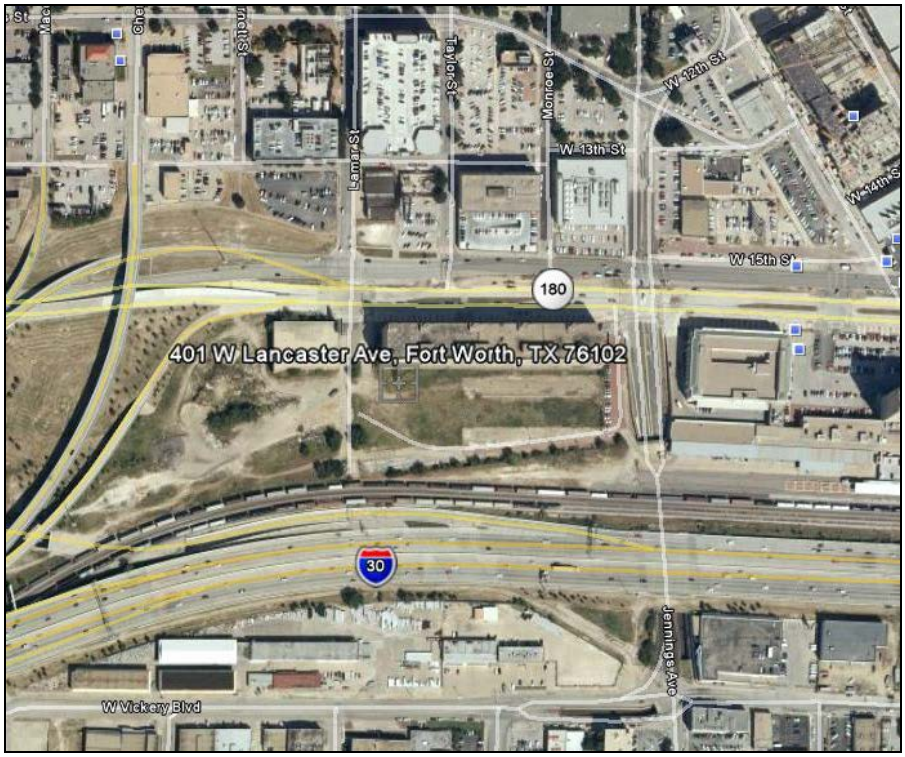

Figure 1. Aerial view

Figure 2. Aerial, close view

Figure 3. North elevation, 2009

Figure 4. South elevation, 2009

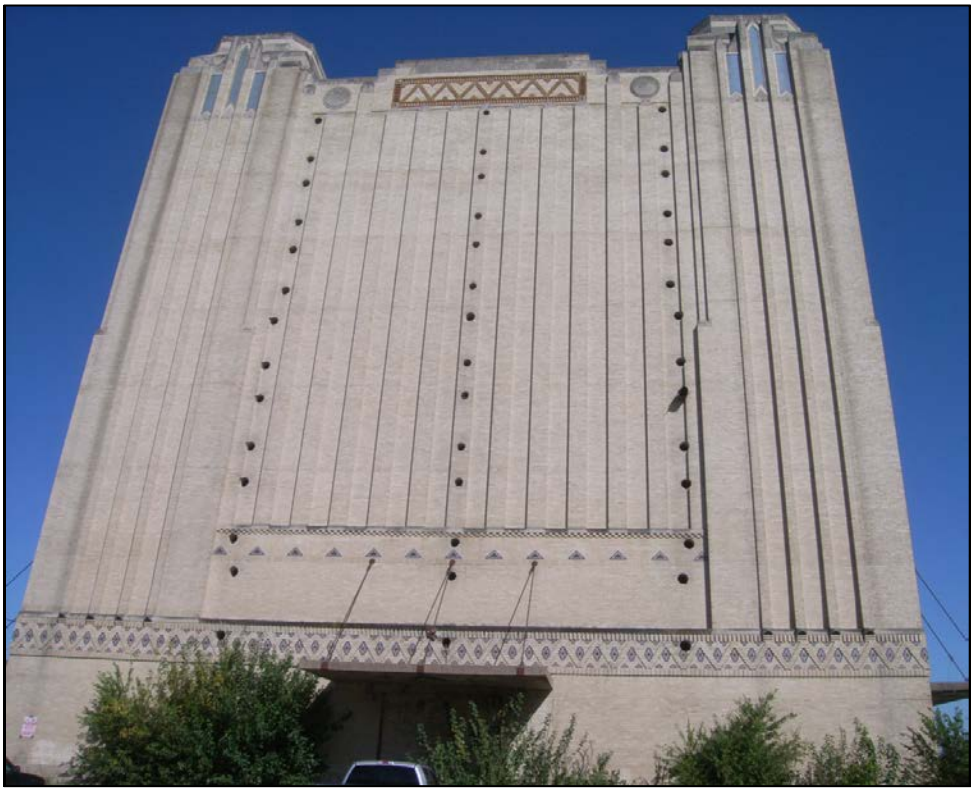

Figure 5. West elevation, 2009

Figure 6. East elevation, 2009

Figure 7. North elevation showing organic growth and staining

Figure 8. North elevation showing dirt and staining

Figure 9. Detail of windows to be restored

Figure 10. North elevation- a selection of window openings that will be elongated

Figure 11. South elevation- western end of building, window openings will be cut into this area of the building on all sides

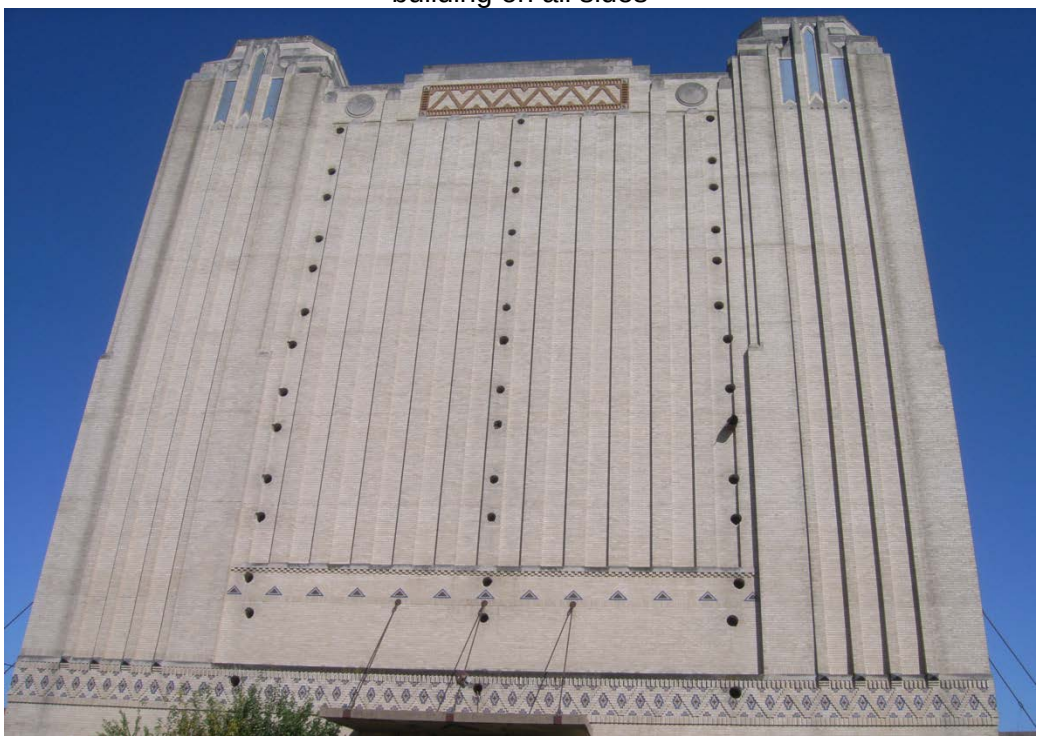

Figure 12. West elevation- western end of building, window openings will be cut into this area of the building on all sides

Figure 13. North elevation- first level, existing overhead loading doors

Figure 14. North elevation- doors and pilaster to be removed and reconfigured

Figure 15. East elevation, canopy on the southeastern corner entrance

Figure 16. East elevation, canopy on the southeastern corner entrance

Attachment 10

Approved by the City of Fort Worth's Historic and Cultural Landmarks Commission

Signature 10 22 09

FORT WORTH

Certificate of Appropriateness

Historic and Cultural Landmarks Commission

401 W Lancaster Avenue

On **October 19, 2009**, the Historic and Cultural Landmarks Commission **APPROVED** the Certificate of Appropriateness for:

The rehabilitation of the Texas & Pacific Warehouse building to include the following:
1. 343 residential spaces on floors 2-8 with additional residential space on the roof (floor 9) that includes removal of current mechanical equipment
2. Commercial space on the ground floor
3. Cleaning and rehabilitation of the existing brick façade and decorative elements
4. Restoration of existing steel frame windows in select locations
5. Installation of sympathetically designed windows into new, elongated window openings that will be cut into the existing brick walls
6. Restoration of existing overhead loading dock doors on the ground floor
7. Installation of new storefront windows within the existing overhead loading dock door openings on the ground floor
8. Restoration of the existing concrete canopies and iron tension rods on the north elevation
9. Restoration of the existing metal fascia on the canopy at the southeast corner entry
10. Restoration of the exterior scupper covers
11. Installation of new membrane roofing
12. Addition of a retail walkway and seating areas on the north elevation below the existing canopy
13. Addition of new accessible ramps, stairs, and ground floor entries on the north elevation
14. Removal of overhead doors and adjacent brick pilasters in the central block of the north elevation for first floor vehicular traffic and pedestrian sidewalk through access
15. Addition of a bi-level parking garage (below and at grade) located to the rear of the building

Approve with the following stipulations, and all suggestions by the THC:
1. All cleaning and restoration work is done according to the Secretary of the Interior's Standards for Rehabilitation
2. Proposed first level entry doors and windows detailed with style, finish, and color; in addition, railings on this level should be detailed with finish and color
3. Proposed replacement windows are detailed with style, finish, and color
4. Removal of brick pilasters to create the proposed pedestrian and vehicular walkways as well as creation of larger, elongated window openings are done in accordance with the Secretary of the Interior's Standards for Rehabilitation and re-used or stored for future repair work
5. Seating areas along the first level entry walkway are detailed with location, style, finish, and color
6. The proposed parking garage (Phases 1 and 2) is reviewed by the HCLC with appropriate documentation to include detailed elevations

The Historic and Cultural Landmarks Commission or Historic Preservation Officer must approve work not included in this Certificate of Appropriateness prior to the issuance of a building permit. Approval of your case *does not* negate you from any other applicable requirements needed to obtain required permits. If necessary, you must obtain all required variances *before* a Certificate of Appropriateness or building permit will be issued.

An appeal to this decision may be submitted to the Appeals Board by written request to the City Secretary and the undersigned within 10 days of the hearing decision described above. No hearing shall be scheduled before the Appeals Board until the required filing fee of $295 has been paid to the Planning and Development Department.

Questions regarding this case may be forwarded to the Planning and Development Department at (817) 392-8000.

PLANNING AND DEVELOPMENT DEPARTMENT
THE CITY OF FORT WORTH ★ 2ND FLOOR ★ 1000 THROCKMORTON STREET ★ FORT WORTH, TEXAS 76102
817-392-8000 ★ FAX 817-392-8016

Printed on recycled paper

Attachment 11

NOTICE OF NOMINATION
OF HISTORIC STRUCTURE
(HIGHLY SIGNIFICANT ENDANGERED)

Robert Holmes II, Trustee
900 Jackson Street, Suite 770
Dallas, TX 75202

Re: 401 W. Lancaster (T & P Warehouse) Meets Criteria: A B C D E F G H I J

Hearing Date: July 31, 1995 at 3:00 p.m.

Dear Mr. Holmes:

The City of Fort Worth's historic preservation ordinance provides for the designation of historic properties within the City in order to encourage preservation and to discourage the destruction of significant historic structures. Your historic property described above has been nominated by the City's Historic and Cultural Landmarks Commission for designation as Highly Significant Endangered.

Tax Incentives: Structures designated Highly Significant Endangered are eligible for the following tax incentives to encourage preservation and restoration of the structure:

- When a structure is designated, it will be exempt from City taxes on the structure beginning January 1 of the following year. The owner will continue to pay City taxes on the land and county and school taxes on the land and building.

- If an owner takes action to stabilize the structure, such as repairing or replacing structural elements, plumbing or wiring, the owner can recover the cost of the work by reducing his City taxes by up to 50% per year for the five years after the work is completed. A complete list of the work eligible for this tax exemption is included in the historic preservation ordinance.

- If an owner rehabilitates the property, by spending an amount equal to at least 30% of the appraised value of the structure, the improved structure is exempt from City taxes for ten to fifteen years after the work is completed, and the value of the land for calculation of City taxes is frozen at its pre-rehabilitation value for ten to fifteen years. All rehabilitation projects will receive these incentives for at least ten years. If the work is completed by the end of the year after the structure is designated, the term of the incentives will be extended to fifteen years; the term will be reduced by one year for

CRITERIA FOR DESIGNATION OF HISTORIC STRUCTURES

The criteria to be applied in order to determine whether sites or structures qualify for designation as Highly Significant Endangered, Historic and Cultural Landmark, Historic and Cultural Landmarks District and Demolition Delay are as follows:

A. Is distinctive in character, interest or value; strongly exemplifies the cultural, economic, social, ethnic or historical heritage of the City of Fort Worth, State of Texas or the United States.

B. Is an important example of a particular architectural type or specimen in the City of Fort Worth.

C. Has been identified as the work of an important architect or master builder whose individual work has contributed to the development of the City of Fort Worth.

D. Embodies elements of architectural design, detail, materials or craftsmanship which represent a significant architectural innovation.

E. Bears an important and significant relationship to other distinctive structures, sites or areas, either as an important collection of properties of architectural style or craftmanship with few intrusions, or by contributing to the overall character of the area according to a plan based on architectural, historic or cultural motif.

F. Possesses significant archeological value which has produced or is likely to produce data affecting theories of historic or prehistoric interest.

G. Is the site of a significant historic event.

H. Is identified with a person or persons who significantly contributed to the culture and development of the City of Fort Worth, State of Texas or the United States.

I. Represents a resource, whether natural or man-made, which greatly contributes to the character or image of a defined neighborhood or community area.

J. Is designated as a Recorded Texas Historic Landmark or State Archeological Landmark, or is included on the National Register of Historic Places.

Z-94-054 AMERICAN HOUSING FOUNDATION
by James Schell
401 West Lancaster Avenue

From "J" Light Industrial to "H" Business District

Mr. Jim Schell, representing the applicant, stated that the applicant desires to use the subject property for affordable housing. The upper floors of the complex would involve a cooperative form of ownership. Mr. Schell noted that the subject structure has been described as one of the purest forms of art deco architecture in Fort Worth, if not the country. The applicant intends to place 400-450 units in the building. The target income level of tenants would be $20,000 to $35,000 per year.

Mr. Philip Brosseau, agent for the applicant, presented the development scheme for the subject project. He explained the proposed building design.

Responding to a question from Mr. Jessie Torres, Mr. Brosseau stated that the present sprinkler system would be reconfigured. Three fire exits are currently planned for the building.

No one appeared in opposition to the subject request.

Following a brief discussion, the Commission, on a motion by Mr. Jennings, seconded by Ms. Atherton, on a vote of 6-0, unanimously

VOTED: To recommend that the City Council **APPROVE** Z-94-054, the request of American Housing Foundation, to rezone Lots 1, 2, and 3, Block 17, of the Texas & Pacific's Railway Company Addition, located at 401 West Lancaster, from "J" Light Industrial to "H" Business District.

The Fort Worth architectural firm of Wyatt C. Hedrick received the commissions for the terminal buildings. Hedrick was a major architect of his day who was involved in the design of numerous important buildings in Fort Worth and Texas. The chief designer for the terminal building was H. P. Koeppe; chief engineer was P. M. Geren.

Bids were advertised for in early 1930 and contracts awarded in April. Total bids amounted to $1,342,899 for the passenger terminal and $1,720,000 for the freight terminal buildings. P. O'B. Montgomery of Dallas was the general contractor. Work commenced that summer. The passenger terminal opened formally on November 2, 1931, with a gala Rail-Banquet. The freight buildings were completed presumably about the same time.

The passenger terminal followed the precedent of earlier British and American train stations, with an office block rising above the station. It is of reinforced concrete and steel-frame construction, clad in yellow-buff brick, with polished red granite and limestone base and limestone trim. In plan, it is a rectangle measuring approximately 70' by 222'. The building's design incorporates a three-part vertical composition. From the high ground floor with mezzanine base rises a ten-story shaft, the top two stories of which are slightly recessed. Major frieze bands of carved limestone are set above the base and eighth story and at the cornice. Projecting end bays at each corner of the building step back at the eighth story and terminate above the roof level in peaked octagonal towers. Recessed spandrel panels and continuous piers emphasize the impression of verticality. The high ground floor, lit by panels of small-paned windows, is comprised primarily of waiting rooms, restaurant, and an elevator lobby, all richly finished. Interior and exterior ornament exhibits abstract geometric and plant motifs in the Art Deco style. Train sheds and a trucking platform were built at the same time.

The freight terminal is situated west of the passenger terminal building, across Jennings Avenue. It consists of two buildings. The infreight warehouse is an enormous 8-story masonry block measuring 100' by 600', of reinforced concrete and steel-frame construction, clad in yellow-buff brick with limestone trim. As with the passenger terminal building, projecting end bays terminate the octagonal towers; unlike the former, these are squat and elongated, with flat tops. Each long facade is divided into five bays by paired piers, with minor piers and recessed spandrel panels in each bay accentuating the verticality suggested by the corner towers. Continuous loading docks covered by metal canopies extend along the long sides. Ornament is restricted primarily to patterned red brick friezes above the ground floor, similar frieze panels along the cornice, and limestone coping along parapets. The outfreight warehouse, with similar materials and trim, is a long one-story structure terminated by a two-story block at each end. It is situated behind the larger structure. The dominance of the infreight warehouse suggests Fort Worth's importance as an importer of goods for local distribution. The region's primary export items — oil, meat and grain — generally were shipped via separate rail facilities.

The complex of buildings is an architecturally impressive monument to the importance of the railroad in Fort Worth's development. However, the automobile has dominated passenger travel since the 1950's; train service to the passenger terminal ceased in 1967. The building was sold by the Texas & Pacific Railroad in 1977, and today is occupied by federal and private offices. Similarly, trucks haul most freight today, and the freight terminal buildings are under-used. The location of the elevated I-30 freeway next to the buildings, visually severing them from downtown, is symbolic of the ascendancy and dominance of the new mode of transportation.

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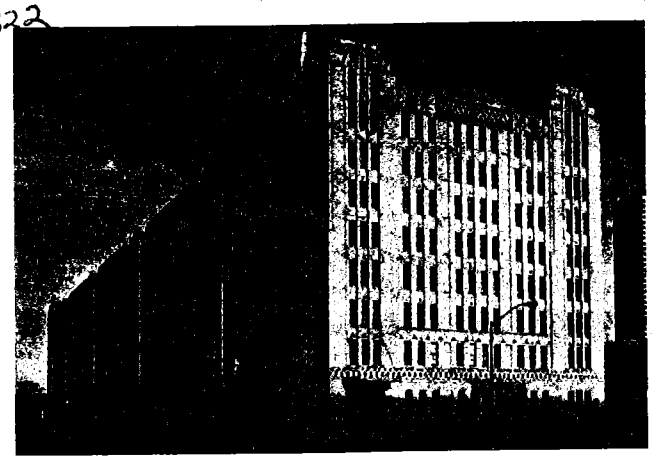

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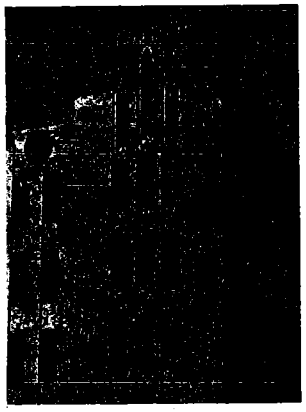

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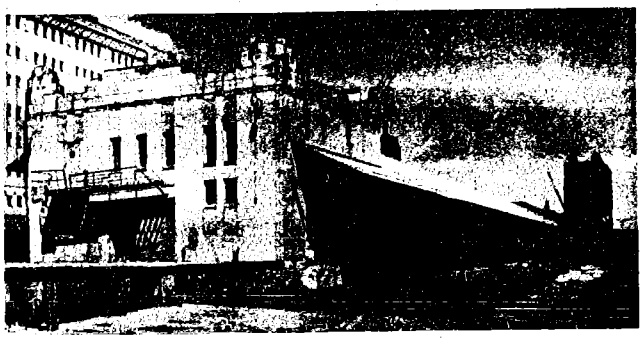

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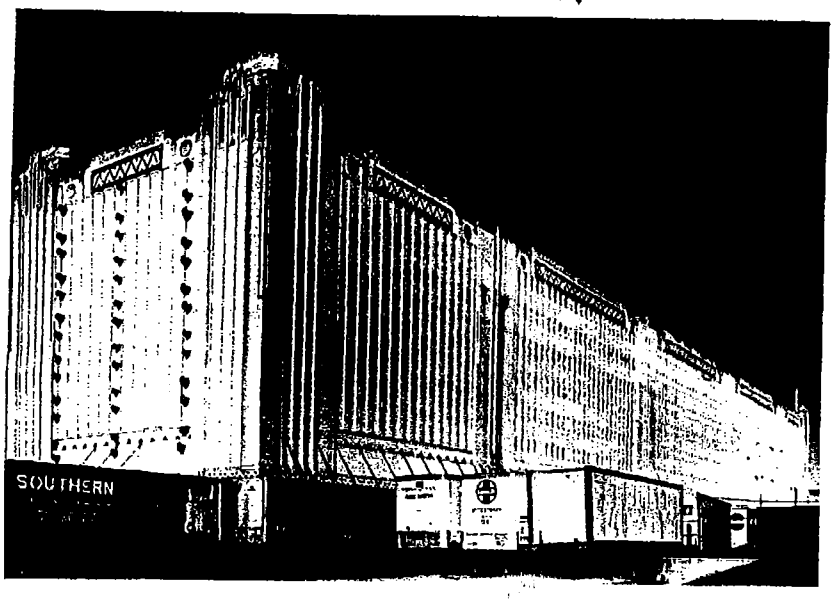
In 1978, all three structures were placed on the National Register of Historic Places, and in 1980, the passenger terminal building was designated a Recorded Texas Historic Landmark.

Attachment 12



The design of the massive Texas & Pacific Warehouse is coordinated with that of the companion passenger terminal structure. Courtesy Donald M. Cohen.

luxuriously crafted materials, Moderne motifs, and varied colors and textures recalls the extravagance of such early New York City Art Deco projects as the Chanin Building and the Waldorf-Astoria Hotel.

Located directly west of the main waiting room is the lobby of the Texas & Pacific Terminal Office Building. Here, again, Koeppe fully captured the theatrical eclecticism that characterized the Zigzag phase of the Art Deco Style. The lobby of yellow marble walls and black marble trim brims with encrusted silver and gold ornamental bands and ceiling decorations, embellished elevator doors, chandeliers, and cubistic nonstructural corbels.

The Texas & Pacific Warehouse (separated from the Texas & Pacific Passenger Terminal by a distance of five hundred feet) fronts on Lancaster Avenue at Jennings, just west of the Main Post Office Building. Modeled after the famous market halls of New York and Chicago, the mammoth structure gave Fort Worth a modern plant with ample space (488,000 square feet) for the storage, distribution, and refrigeration of all types of agricultural produce and merchandise. Office and salesroom facilities were also available on the premises, enabling distributors to consolidate their warehouse and showroom under one roof, with the added convenience of adequate railroad trackage. Intent upon making Fort Worth a central distribution point for the entire Southwest, the railroad and the chamber of commerce advertised the building's proximity to the newly completed Texas & Pacific Railroad yards, which afforded shippers nineteen railway outlets radiating to all points in the region.[74]

The Texas & Pacific Warehouse is an immense eight-story reinforced-concrete structure that measures 611 by 100 feet. The exterior façade is faced with cream brick and cut white stone in combination with inlaid panels of blue tile. Textured ornamental brickwork and polychrome brick arrangements of zigzags, ziggurats, triangles, and American Indian motifs decorate the huge plant at the second-floor level and appear at regular spaced intervals between medallions on the parapet. The blocklong bulk of the building is divided into five large sections of vertically recessed window panels, which are set off by six towerlike projections that jut above the roofline. Large octagon-shaped drums crown these towers.

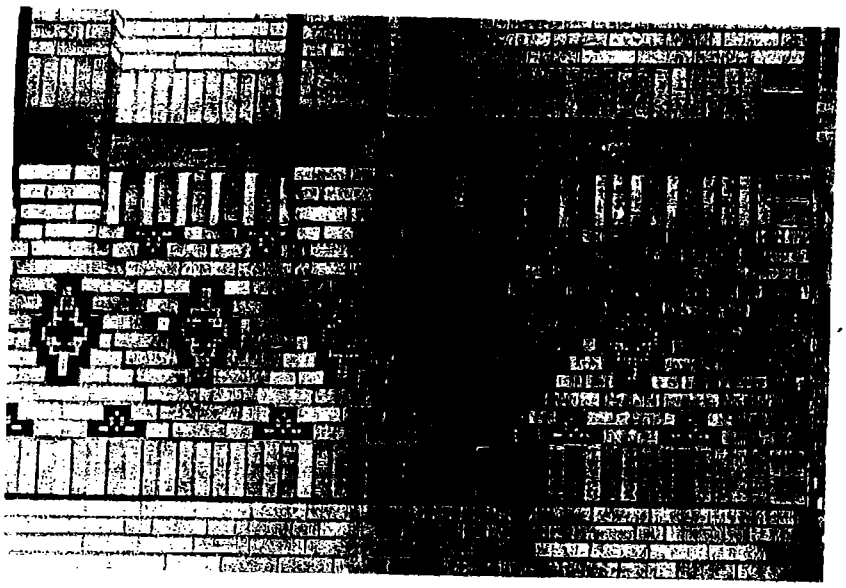
Despite the disparity in the size and extent of exterior decoration of both the Texas & Pacific Passenger Terminal and its companion structure, the Texas & Pacific Warehouse, it is apparent that Hedrick and Koeppe modified some of the same architectural and ornamental components to create a coordinated design scheme for both projects. The buildings employ similar basic compositional units: base, core of vertical recessed window panels, corner towers, and octagonal roofline projections. Zigzag design motifs appear in ornamental friezes at the second-floor level and at the roofline of both edifices; textured brickwork arranged in the same ziggurat and American Indian patterns are an integral part of both design schemes.

The Texas & Pacific Passenger Terminal closed on March 22, 1967, when the railroad's Eagle passenger train made its final run from El Paso to Fort Worth. In 1978, the Merchants Terminal Corporation purchased the property and began actively restoring the interior and exterior and readapting the structure's use. Joint owners Halden Connor and John O'Hara, partners in the Merchants Terminal Corporation, dissolved their combined interest in the buildings in 1981. Connor retained ownership of the terminal, while O'Hara assumed control of the warehouse. In 1980, the terminal was occupied by offices of the Department of Housing and Urban Development (HUD), Missouri Pacific and Chicago Rock Island Railroad Offices, other individual tenants, and a restaurant operator. Currently, all but two of the Texas & Pacific Office Building's twelve floors are occupied by HUD's offices, with more federal government personnel expected after remodeling is completed on the remaining floors. The terminal was placed on the

National Register of Historic Places in 1978 and received an official Texas Historical Marker in 1981.

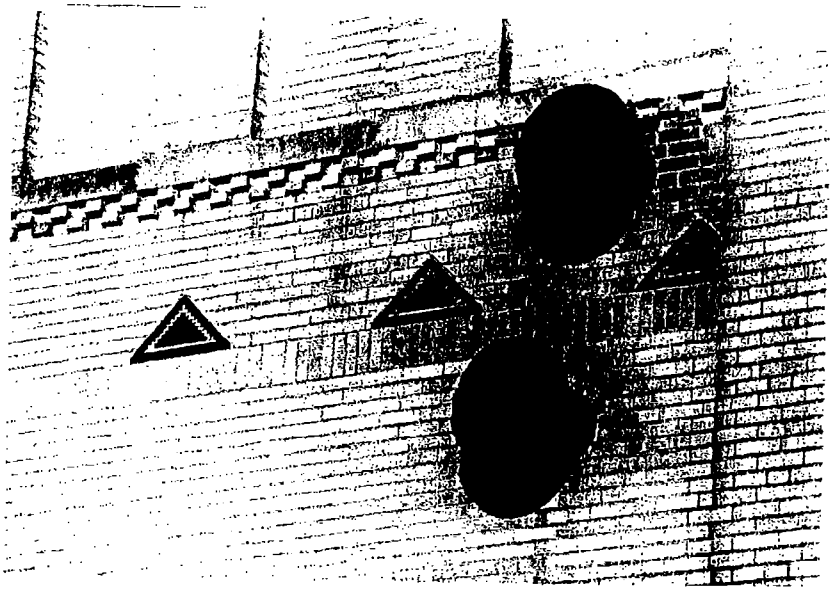
The Texas & Pacific Warehouse served merchandisers for fifty years as a combined freight terminal, warehouse, sales facility, and cold storage plant. In 1983 plans were considered for the building's restoration and renovation into a mixed-use development called Merchants Plaza, with recreational and entertainment attractions, shops, offices, condominiums, and a parking garage.[75] In 1985, O'Hara sold the warehouse to American Diversified Corporation, which planned to convert the building into luxury office suites and a shopping mall under a three-story, glass-roofed atrium. Initial phases for the ambitious $90-million conversion project, known as "Fort Worth Town Square," were begun under the direction of CRS-Sirrine Inc., Fort Worth architects. In May, 1986, redevelopment activities at the warehouse were put on hold.[76]

Since 1980, Texas Highway Department plans to expand the overhead Interstate-30 expressway in front of the Texas & Pacific buildings and Main Post Office have caused concern among area preservationists. Fearing that the historical integrity of the structures would be compromised by the widening of the expressway to within several feet of the buildings, interested citizens moved to block the proposed expressway construction. Several alternate plans for the expansion of the highway have been proposed by civic groups (such as I-Care [Citizen Advocates for Responsible Expansion, Inc.]) in the hope that the terminal, warehouse, and the nearby Main Post Office can be preserved. At this writing, no final decisions have been made as to the widening of Interstate 30 and the fate of the adjacent historic buildings.

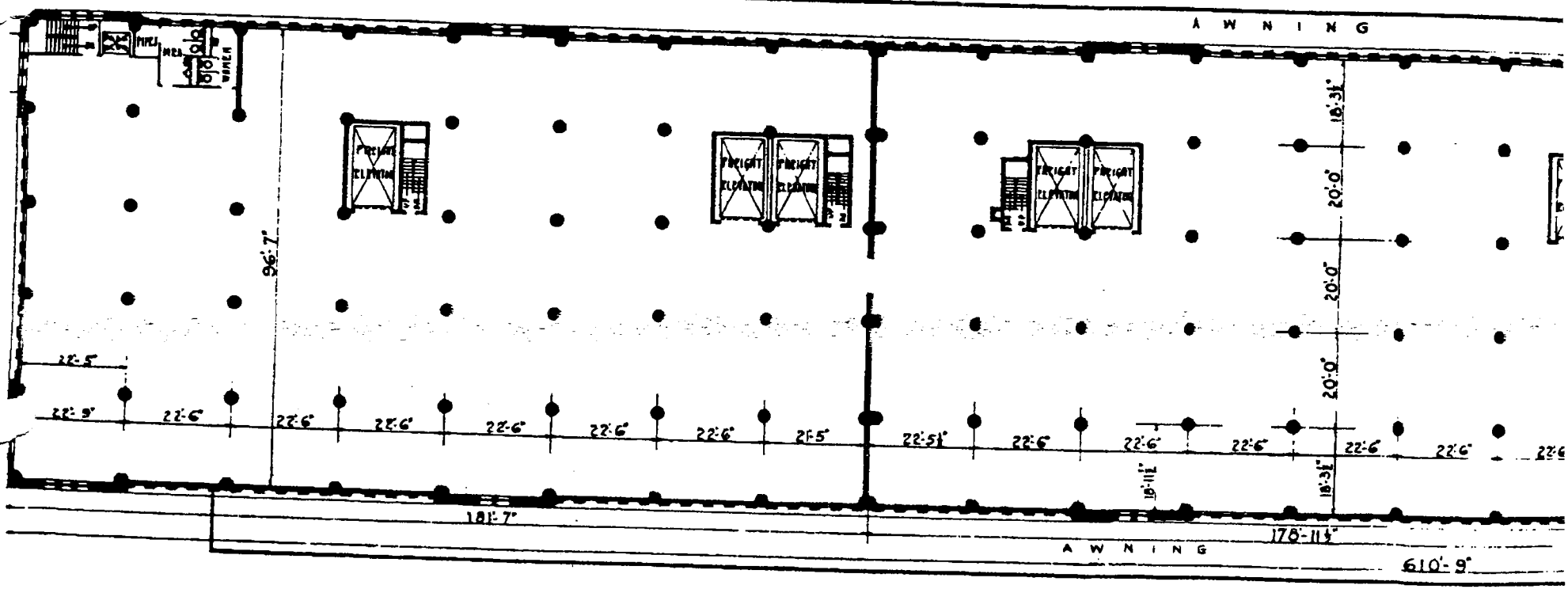


American Indian designs and zigzag brickwork on the second-floor frieze of the Texas & Pacific Warehouse. Courtesy Donald M. Cohen.

Black tile triangles outlined in bright blue with tan inner borders make up the decorative band encircling the Texas & Pacific Warehouse at the third-floor level. Courtesy Donald M. Cohen.



MERCHANTS TERMI



• TYPICAL FLOOR PLAN •

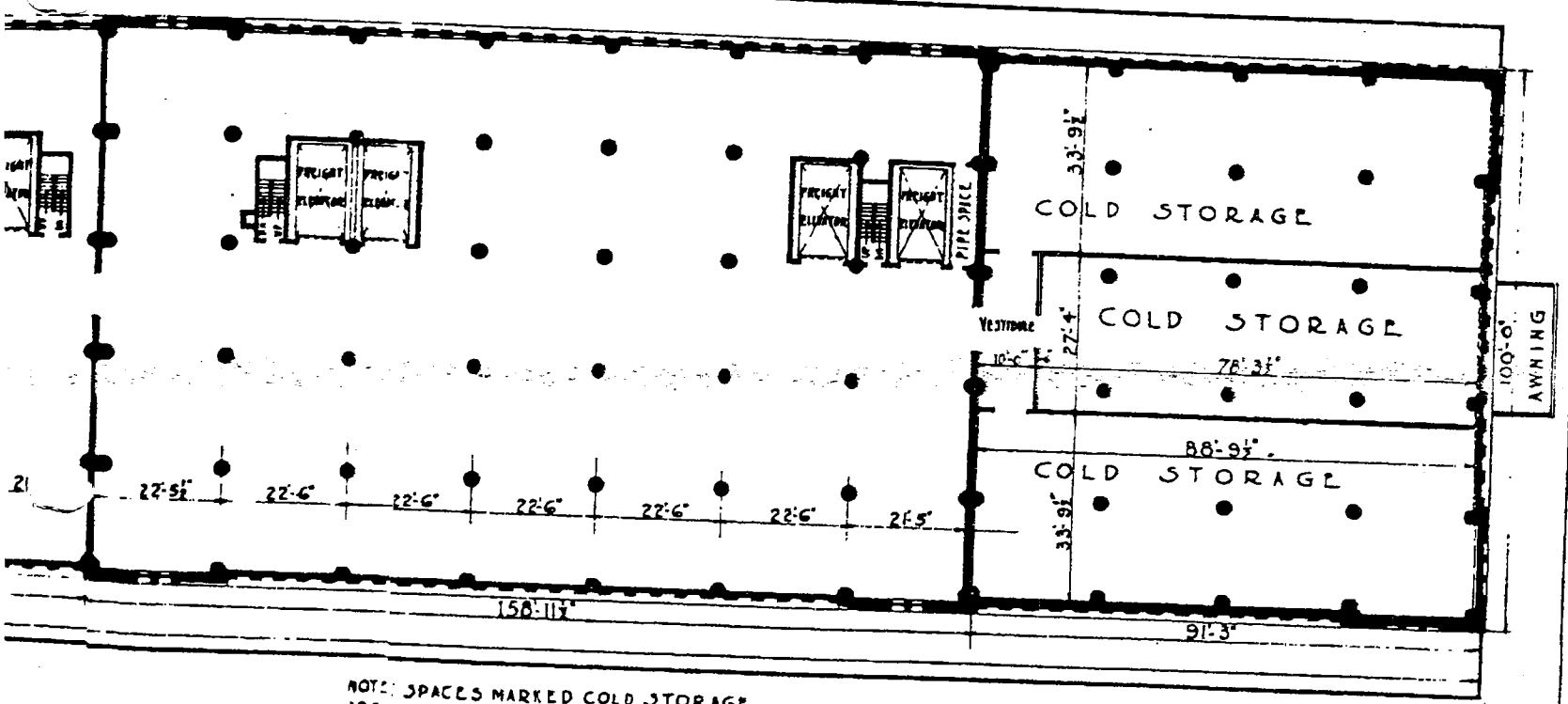
SECOND TO SEVENTH FLOOR INCL.

SCALE 0 4 8 16

EIGHTH FLOOR SIMILAR EXCEPT ALTERNATE COLUMNS OMITTED

A844-SB 0470651

. CORP.



NOTE: SPACES MARKED COLD STORAGE ARE TO BE COOLER ROOMS ON SECOND, THIRD, FOURTH AND FIFTH FLOORS, COOLER OR FREEZER ROOMS ON SIXTH FLOOR AND FREEZER ROOMS ON SEVENTH AND EIGHTH FLOORS.

STORAGE WAREHOUSE
FOR
THE TEXAS & PACIFIC RAILWAY CO.
FORT WORTH TEXAS

Attachment 13

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1128 S. Jennings Avenue, Crockett-Taylor House, c. 1906. This is a fine example of a recurring residential type in turn-of-the-century Fort Worth, the one-story wood-frame house with hipped central mass and gabled bays projecting to the front and side. The surfaces are finely textured with narrow clapboard siding and decorative shingles. Jigsaw brackets grace porch posts and support a front window hood. Built around 1905, the house's earliest recorded owner was Samuel A. Crockett, a real estate agent. Green Taylor, a carpenter, lived in the house with his wife, Mary, from about 1919 until 1957.

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200 Block, W. Lancaster Avenue (SE corner S. Jennings Ave.) [RTHL/NR], Fort Worth Main Post Office Building, 1931-33. One of the major monuments of civic design in Fort Worth, the City's main post office since its opening on Washington's Birthday in 1933. Its site, adjacent to the Texas & Pacific terminal, was chosen to facilitate mail shipment. Groundbreaking for the $1,245,000 building was on August 11, 1931, as the railroad terminal complex neared completion. Wyatt C. Hedrick, designer of the T & P terminal complex (see N59) and a number of other major structures in Fort Worth, was the architect. Ralph Sollitt & Sons of Chicago were the contractors. In plan a rectangle (270' by 178'), of reinforced concrete construction, clad in Cordova limestone quarried near Austin, with foundation sheathing and steps of Texas granite, the four levels consist of a raised basement, main story, lower second story and U-shaped third story. Designed in the Beaux Arts classic mode. The major facade facing Lancaster Avenue is dominated by a colonnade of unfluted Indiana limestone columns, the capitals of which incorporate longhorn heads, symbolizing the importance of the cattle industry to Fort Worth. The denticulated cornice is adorned with lion heads. Public entrances at the front corners are via bronze doors to vestibules framed by immense columns of green marble. A wide public lobby runs the length of the building. It is richly finished in marble surmounted by bronze grilles. The ceiling is cross-beamed with ornamental plaster and gold leaf. Original furnishings survive, including glass-topped bronze writing tables. The building was isolated visually from downtown by the elevated I-30 freeway; the proposed widening of the freeway would bring it to within 20 feet of the facade. The Main Post Office Building was designated a Recorded Texas Historic Landmark in 1980. It is eligible for the National Register.

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200-300 Blocks (south side), W. Lancaster Avenue [NR/RTHL/Rail(NR)], Texas & Pacific Railroad Complex and Freight Buildings, 1930-31. The Texas & Pacific Railroad played a central role in Fort Worth's development, from the establishment of the city's first rail line in 1876 to the peak years of train service during World War II. Fort Worth's growth in the oil-boom years of the 1920's outstripped its transportation facilities. Beginning in 1928, Texas & Pacific President John L. Lancaster met with the Fort Worth City Council, under the leadership of Mayor William Bryce, to address the problem. In June of 1929, Lancaster and Bryce announced an ambitious joint plan in which the railroad and the city would, in essence, reconstruct the downtown rail and road system. The T & P proposed to expend $3,000,000 to construct new passenger and freight terminals. The city would spend a like amount for the construction of a network of street underpasses to accommodate relocated tracks; a municipal bond election secured these funds.

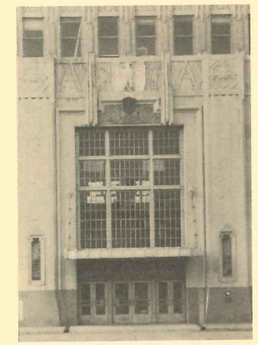
The Fort Worth architectural firm of Wyatt C. Hedrick received the commissions for the terminal buildings. Hedrick was a major architect of his day who was involved in the design of numerous important buildings in Fort Worth and Texas. The chief designer for the terminal building was H. P. Koeppe; chief engineer was P. M. Geren.

Bids were advertised for in early 1930 and contracts awarded in April. Total bids amounted to $1,342,899 for the passenger terminal and $1,720,000 for the freight terminal buildings. P. O'B. Montgomery of Dallas was the general contractor. Work commenced that summer. The passenger terminal opened formally on November 2, 1931, with a gala Rail-Banquet. The freight buildings were completed presumably about the same time.

The passenger terminal followed the precedent of earlier British and American train stations, with an office block rising above the station. It is of reinforced concrete and steel-frame construction, clad in yellow-buff brick, with polished red granite and limestone base and limestone trim. In plan, it is a rectangle measuring approximately 70' by 222'. The building's design incorporates a three-part vertical composition. From the high ground floor with mezzanine base rises a ten-story shaft, the top two stories of which are slightly recessed. Major frieze bands of carved limestone are set above the base and eighth story and at the cornice. Projecting end bays at each corner of the building step back at the eighth story and terminate above the roof level in peaked octagonal towers. Recessed spandrel panels and continuous piers emphasize the impression of verticality. The high ground floor, lit by panels of small-paned windows, is comprised primarily of waiting rooms, restaurant, and an elevator lobby, all richly finished. Interior and exterior ornament exhibits abstract geometric and plant motifs in the Art Deco style. Train sheds and a trucking platform were built at the same time.

The freight terminal is situated west of the passenger terminal building, across Jennings Avenue. It consists of two buildings. The infreight warehouse is an enormous 8-story masonry block measuring 100' by 600', of reinforced concrete and steel-frame construction, clad in yellow-buff brick with limestone trim. As with the passenger terminal building, projecting end bays terminate the octagonal towers; unlike the former, these are squat and elongated, with flat tops. Each long facade is divided into five bays by paired piers, with minor piers and recessed spandrel panels in each bay accentuating the verticality suggested by the corner towers. Continuous loading docks covered by metal canopies extend along the long sides. Ornament is restricted primarily to patterned red brick friezes above the ground floor, similar frieze panels along the cornice, and limestone coping along parapets. The outfreight warehouse, with similar materials and trim, is a long one-story structure terminated by a two-story block at each end. It is situated behind the larger structure. The dominance of the infreight warehouse suggests Fort Worth's importance as an importer of goods for local distribution. The region's primary export items — oil, meat and grain — generally were shipped via separate rail facilities.

The complex of buildings is an architecturally impressive monument to the importance of the railroad in Fort Worth's development. However, the automobile has dominated passenger travel since the 1950's; train service to the passenger terminal ceased in 1967. The building was sold by the Texas & Pacific Railroad in 1977, and today is occupied by federal and private offices. Similarly, trucks haul most freight today, and the freight terminal buildings are under-used. The location of the elevated I-30 freeway next to the buildings, visually severing them from downtown, is symbolic of the ascendancy and dominance of the new mode of transportation.



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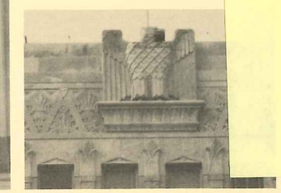

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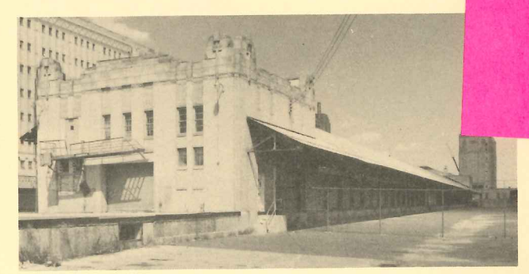

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In 1978, all three structures were placed on the National Register of Historic Places, and in 1980, the passenger terminal building was designated a Recorded Texas Historic Landmark.