



CITY OF TACOMA

WORKING TOWARDS EQUITY AND
INCLUSION THROUGH HISTORIC
DISTRICT DEVELOPMENT

UNIVERSITY OF WASHINGTON
DEPARTMENT OF ARCHITECTURE

ARCH 598/498: SPECIAL TOPICS

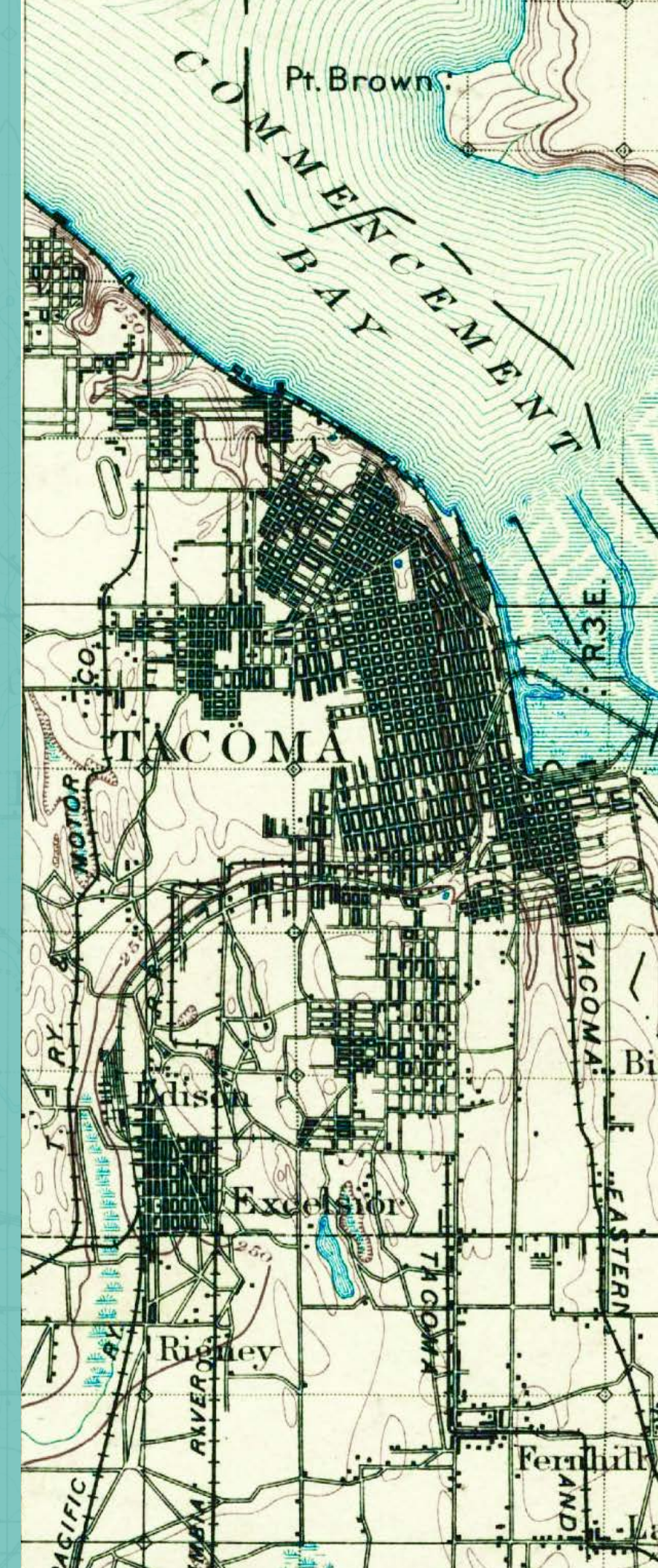
INSTRUCTOR: KATHRYN ROGERS MERLINO

CITY OF TACOMA PROJECT LEADS
REUBEN MCKNIGHT
LAUREN HOOGKAMER

STUDENT AUTHORS
MEAGAN SCOTT
IAN MACLEOD

LIVABLE CITY YEAR 2017–2018
IN PARTNERSHIP WITH
CITY OF TACOMA

WINTER – SPRING 2018





LIVABLE CITY YEAR 2017-2018
IN PARTNERSHIP WITH
CITY OF TACOMA

ACKNOWLEDGMENTS

We would like to emphatically thank the City of Tacoma Historic Preservation Department: Reuben McKnight, Lauren Hoogkamer, and Anneka Olson. We appreciate your support and guidance through the months we worked on this project. Additionally, we would like to thank Michael Houser of the Washington State Department of Archaeology and Historic Preservation, and Michael Sullivan of Artifacts Consulting for your input.

More than anything, we want to extend our gratitude to the community members of McKinley Hill and South Tacoma. The love and care you have expressed for your neighborhoods inspires us in our work.

CREDITS

For this report

- City of Tacoma Project Leads
 - Reuben McKnight
 - Lauren Hoogkamer
- Instructor: Kathryn Rogers Merlino
- Student Authors
 - Meagan Scott
 - Ian Macleod

For the City of Tacoma

- Mayor (2018 – Present): Victoria Woodards
- City Manager: Elizabeth Pauli
- LCY Program Managers
 - Tanisha Jumper
 - Stephen Atkinson
 - Lauren Flemister
- LCY Liaison: Chris Bell

For the University of Washington LCY Program

- LCY Faculty Co-Directors
 - Branden Born
 - Jennifer Otten
 - Anne Taufen
- Program Manager: Teri Thomson Randall
- Editors
 - Liza Highbee-Robinson
 - Anneka Olson
- Graphic Designer: Sakriti Vishwakarma
- Communications
 - Daimon Eklund
 - Claudia Frere-Anderson

TABLE OF CONTENTS

ABOUT LIVABLE CITY YEAR	01
ABOUT TACOMA	02
TACOMA 2025 STRATEGIC PLAN	03
EXECUTIVE SUMMARY	05
INTRODUCTION	07
METHODS	19
MCKINLEY HILL	23
SOUTH TACOMA	33
FINDINGS	45
CONCLUSION	55
REFERENCES	57
APPENDIX	59

Permission to use: This report represents original student work and recommendations prepared by students in the University of Washington's Livable City Year Program for the City of Tacoma. Text and images contained in this report may be used for not-for-profit purposes.

Recommended citation: Livable City Year 2018. *Working Towards Equity and Inclusion through Historic District Development*. University of Washington, Seattle, WA. Prepared for City of Tacoma.

ABOUT LIVABLE CITY YEAR

The University of Washington's Livable City Year (LCY) initiative enables local governments to engage UW faculty and students for one academic year to work on city-defined projects that promote local sustainability and livability goals. The program engages hundreds of students each year in high-priority projects, creating momentum on real-world challenges while enabling the students to serve and learn from communities. Partner cities benefit directly from bold and applied ideas that propel fresh thinking, improve livability for residents and invigorate city staff. Focus areas include environmental sustainability; economic viability; population health; and social equity, inclusion, and access. The program's 2017–2018 partner is the City of Tacoma; this follows a partnership with the City of Auburn in 2016–2017.

The LCY program is led by faculty directors Branden Born (Department of Urban Design and Planning), Jennifer Otten (School of Public Health) and Anne Taufen (Urban Studies Program, UW Tacoma), with support from Program Manager Teri Thomson Randall. The program was launched in 2016 in collaboration with UW Sustainability and Urban@UW, with foundational support from the Association of Washington Cities, the College of Built Environments, the Department of Urban Design and Planning, and Undergraduate Academic Affairs.

LCY is modeled after the University of Oregon's Sustainable City Year Program, and is a member of the Educational Partnerships for Innovation in Communities Network (EPIC-N), the collection of institutions that have successfully adopted this new model for community innovation and change.

For more information, contact the program at uwlcy@uw.edu.



ABOUT TACOMA

The third largest city in the state of Washington, Tacoma is a diverse, progressive, international gateway to the Pacific Rim. The port city of nearly 210,000 people has evolved considerably over the last two decades, propelled by significant development including the University of Washington Tacoma, the Tacoma Link light rail system, the restored urban waterfront of the Thea Foss Waterway, the expansions of both the MultiCare and CHI Franciscan health systems, and a significant influx of foreign direct investment in its downtown core.

Washington State's highest density of art and history museums are found in Tacoma, which is home to a flourishing creative community of writers, artists, musicians, photographers, filmmakers, chefs, entrepreneurs, and business owners who each add their unique flair to the city's vibrant commercial landscape. The iconic Tacoma Dome has endured as a high-demand venue for some of the largest names in the entertainment industry.

A magnet for families looking for affordable single-family homes in the Puget Sound area, Tacoma also draws those seeking a more urban downtown setting with competitively priced condos and apartments that feature panoramic mountain and water views. The city's natural beauty and proximity to the Puget Sound and Mount Rainier draws hikers, runners, bicyclists, and maritime enthusiasts to the area, while its lively social scene is infused with energy by thousands of students attending the University of Washington Tacoma and other academic institutions.

The City of Tacoma's strategic plan, Tacoma 2025, was adopted in January 2015 following unprecedented public participation and contribution. The plan articulates the City's core values of opportunity, equity, partnerships, and accountability, and expresses the City's deep commitment to apply these values in all of its decisions and programming. Each Livable City Year project ties into the principles and focus areas of this strategic plan. The City of Tacoma is proud of its 2017–2018 Livable City Year partnership with the University of Washington and of the opportunity this brings to its residents.



TACOMA 2025 STRATEGIC PLAN

The *Working Towards Equity and Inclusion through Historic District Development* project supports the Livability and Equity and Accessibility goals of the Tacoma 2025 Strategic Plan and was sponsored by the City's Historic Preservation Office.

- 

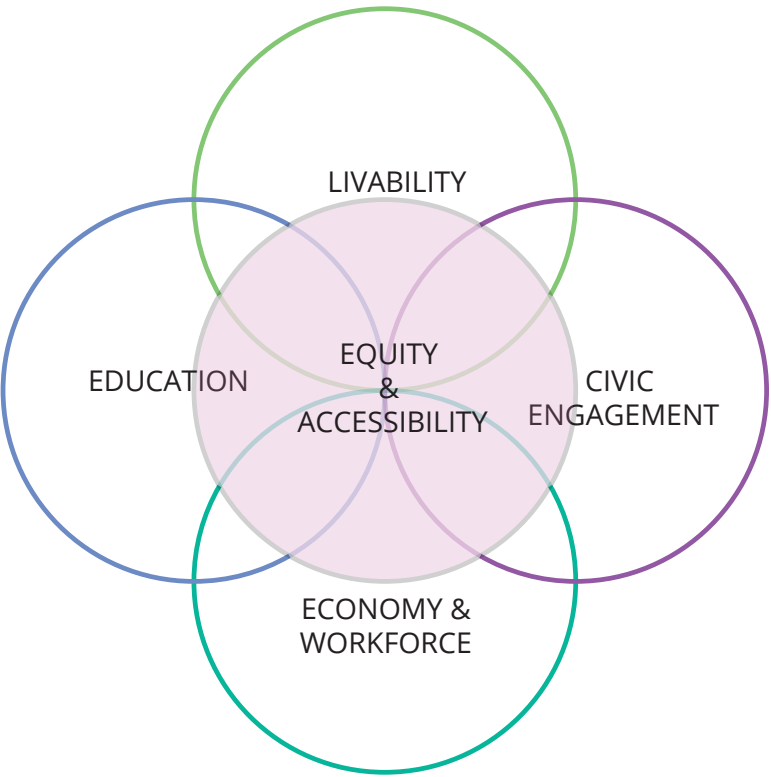
Goal #1 Livability
The City of Tacoma will be a city of choice in the region known for connected neighborhoods, accessible and efficient transportation transit options, and vibrant arts and culture. Residents will be healthy and have access to services and community amenities while maintaining affordability.
- 

Goal #2 Economy and Workforce
By 2025, Tacoma will be a growing economy where Tacoma residents can find livable wage jobs in key industry areas. Tacoma will be a place of choice for employers, professionals, and new graduates.
- 

Goal #3 Education
Tacoma will lead the region in educational attainment amongst youth and adults. In addition to producing more graduates from high school and college, more college graduates will find employment in the region. Lifelong learning and access to education will be prioritized and valued.
- 

Goal #4 Civic Engagement
Tacoma residents will be engaged participants in making Tacoma a well-run city. The leadership of the city, both elected and volunteer, will reflect the diversity of the city and residents and will fully participate in community decision-making.
- 

Goal #5 Equity and Accessibility
Tacoma will ensure that all residents are treated equitably and have access to services, facilities, and financial stability. Disaggregated data will be used to make decisions, direct funding, and develop strategies to address disparate outcomes.



RESOURCES

- Tacoma 2025 Strategic Plan:** https://www.cityoftacoma.org/tacoma_2025
- UW Department of Architecture:** <http://arch.be.washington.edu/>
- City of Tacoma Office of Historic Preservation:** <http://www.cityoftacoma.org/cms/one.aspx?objectId=67700>
- Livable City Year:** <https://www.washington.edu/livable-city-year/>

Since undertaking a Historic Preservation Program in the 1970s, Tacoma has established an impressive eight historic districts and added more than 160 individual properties to its Register of Historic Places. Two of Tacoma's historic districts occur in its downtown core and six border mostly contiguous residential neighborhoods; all occur in the northern half of the city and trace to Tacoma's unique history and origins as an important nexus for rail, shipping, and timber. Those who originally built these industries helped shape the modern city; and their legacy lives on to the extent that we acknowledge their contributions and preserve the remaining structures that tell of their time.

Despite efforts in historic preservation, the image of Tacoma captured by its historic districts offers an incomplete picture, leaving out all the neighborhoods of East Tacoma and South Tacoma. There is ample room and reason to expand Tacoma's Historic Preservation Program to include the stories and people of these other major districts. The City of Tacoma understands the landmark preservation process as a lengthy, labor-intensive, grassroots effort. Thus, to support the City's efforts, this Livable City Year (LCY) project provides much of the necessary legwork, including hundreds of hours of work by students, UW faculty, City staff, and community partners. The intent is to offer a boost for the City to broaden the reach of its Historic Preservation Program, to bridge the equity gap for Tacoma's underrepresented neighborhoods, predominantly located in East Tacoma and South Tacoma.

This project supports neighborhood project leaders in focusing their efforts on more comprehensive project elements, and it aims to reduce the time-intensive, but highly necessary, fieldwork required to successfully create new historic districts.

Over the course of the Winter and Spring Academic Quarters of 2018, our team, comprised of architecture and urban planning undergraduate and graduate students from the University of Washington (UW), identified and researched three Tacoma neighborhoods for potential, future designation as historic districts: McKinley Hill, South Tacoma, and the Lincoln District. Each of these areas possesses a rich social history; a unique,

modern, community identity; and cohesive architectural characteristics, very worthy of preservation. During the research phase, we met with preservation experts and community leaders to identify significant, historical people, places, and events of each neighborhood. Our learnings from these encounters inform the development of this final report.

To narrow the focus of our work, and to ensure a high-quality, complete set of district nomination packages, we selected McKinley Hill and South Tacoma for further investigation. We participated in walking tours, led by an independent company, Pretty Gritty Tours, of the McKinley Hill and South Tacoma neighborhoods. Additionally, we held public meetings to generate local awareness of our project and to glean feedback from community members. Ultimately, we surveyed and inventoried more than 700 properties throughout the McKinley Hill and South Tacoma districts. We found more than 60% of the structures surveyed to retain their physical integrity; this links them to their original appearances and means they qualify for National Register nomination right now. With restoration work, many additional sites could become eligible in the future.

Our final report includes narrative histories that represent the McKinley Hill and South Tacoma districts, and a complete inventory of each property, as required for National Register nominations. We are confident that after review of local and Washington State agencies both McKinley Hill and South Tacoma will join Tacoma's eight other registered historic districts.

Historic preservation is more than an exercise in nostalgia; it is a practice in continuing our collective social history and retaining our sense of place.

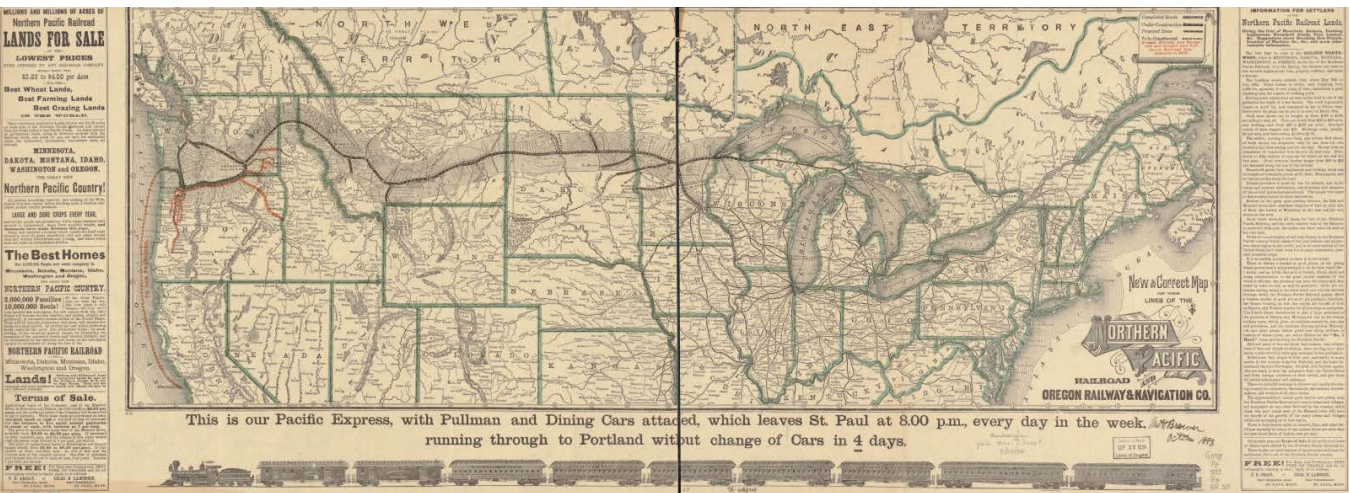
A BRIEF OVERVIEW OF TACOMA'S EARLY HISTORY

Prior to European settlement of the Puget Sound region, Coast Salish peoples inhabited the area, erecting their village and fishing sites along the waterways. Locally, the Puyallup people sustained their traditional way of life for thousands of years on the aquaculture-rich shorelines and rivers of modern-day Pierce County. Naval Commander George Vancouver led early-European exploration of the area in 1771. He named the unusual system of interconnected marine channels and basins that characterize this region, Puget Sound, in honor of an accompanying lieutenant. Many decades later, in 1841, during a boundary dispute between the United States and Great Britain, American Naval Officer Charles Wilkes further surveyed the Puget Sound around modern-day Tacoma. He dubbed the future city's waterway, Commencement Bay, as it marked the starting point of his expedition.

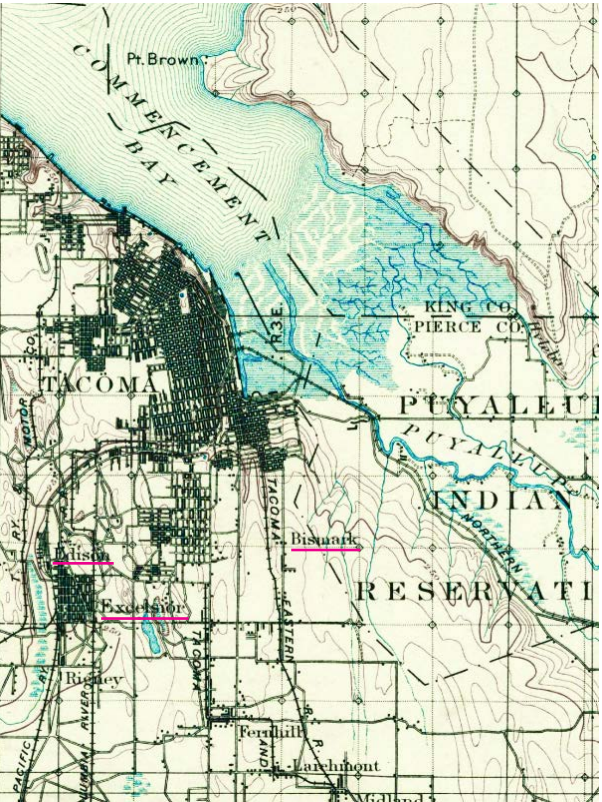
Early Euro-American settlement occurred in 1843 under British military control at Fort Nisqually in present-day DuPont, due south of Tacoma about fifteen miles. Fort Nisqually represented a strategic outpost for Hudson's Bay Company. After the Oregon Treaty of 1846 established present-day Washington as a Territory of the United States, droves of American settlers followed the Oregon Trail's route to the west, to populate the Puget Sound area.

Tacoma's very first white settlement centered around a small sawmill near the Puyallup River delta. The facility was operated by a Swedish immigrant, Nicholas Delin. After arriving to the Puget Sound from San Francisco, Delin viewed accurately the export potential of the region's timber resources. His mill attracted a handful of settlers who remained in the area for three

In 1841, American Naval Officer Charles Wilkes dubbed the future city's waterway, Commencement Bay, as it marked the starting point of his survey of the Puget Sound.



In 1873, the Northern Pacific Railway chose Tacoma as the terminus for its fifth transcontinental railroad route; this brought about a period of fast growth and transformation to the city. This 1883 map, commissioned by the Northern Pacific Railway shortly after completion of the route, depicts passenger service spanning the American West, from St. Paul, Minnesota, to Tacoma, Washington, and Portland, Oregon. LIBRARY OF CONGRESS



This map from 1897 depicts Tacoma just prior to explosive growth which united Old Town (upper-left corner) and New Tacoma (along Commencement Bay). US GEODETIC SURVEY, TOPOVIEW APPLICATION

brief years, from 1852 to 1855. These early, Euro-American inhabitants fled the scene when conflict and violence erupted during the Puget Sound War, with the Puyallup and Nisqually Tribes staking claims to their traditional lands and fishing sites. Contemporaneously, the Treaty of Medicine Creek established the reservation the Puyallup people would soon be relegated to.

Americans returned to the area shortly after the Civil War, when veteran Job Carr established a sawmill further up the shore from the Delin site. Carr's success led to the sale of his land to developer Morton McCarver, who formally platted "Old Tacoma" in 1868 (today, this record is marked in the Old Town neighborhood). Tacoma demonstrated its economic worth in 1873, when the Northern Pacific Railway (NPR) determined to make Commencement Bay the terminus of its fifth transcontinental railroad route. As NPR headed west, from St. Paul, Minnesota, the new, transcontinental route began building eastward from the Puget Sound, starting from the company town of "New Tacoma," located three miles south of McCarver's Old Tacoma. Today, the Union Depot/Warehouse Historic District is preserved within the original boundaries of New Tacoma.

New Tacoma soon proved itself as the economic and civic center of the area, becoming the seat of county government in 1880. In just a few years, its population swelled to 4,000 people— 10 times the size of Old Tacoma. Upon connecting the eastern and western segments of the railroad route, in 1883, the Washington Territorial legislature formally merged the two towns on the bay, making New Tacoma and Old Tacoma one municipality. By the time Washington achieved statehood, in 1889, NPR's rail line had unified Tacoma as an industrial and economic boomtown. By 1890, the town's total population reached 36,000. Development concentrated close to the rail facilities, in today's central business district. Streetcar service facilitated the city's outward expansion, with timber resources providing materials to develop new single-family dwellings. The Puyallup Tribe experienced another wave of incremental loss of traditional lands and fishing sites throughout the tide flats at the mouth of the Puyallup River as the Land Allotment Act of 1887 allowed Americans to purchase and develop lands within the Puyallup Reservation. The reservation soon dwindled to contain just a small tract of land south of the modern-day Port of Tacoma.

During this time, a subsidiary of NPR called the Tacoma Land Company

New Tacoma soon proved itself as the economic and civic center of the area, becoming the county seat in 1880.



The Northern Pacific Railway and Union Pacific Railroad jointly constructed the Union Station passenger terminal in 1912, marking the end of the Northern Pacific Railway's monopoly hold on Tacoma's economy. Passenger service continued to the Union Station until 1974, when the newly-nationalized Amtrak system moved to its modern station along Puyallup Avenue. The same year, Tacoma added the Union Station to the National Register of Historic Places. TACOMA PUBLIC LIBRARY NORTHWEST ROOM

The National Register of Historic Places formally attributes historical, architectural, archeological, engineering, and cultural significance to distinct districts, sites, buildings, structures, and objects throughout the country.

held and developed much of the city's land and infrastructure, including its port lands. Although the public generally distrusted the railroad company, NPR's success at figuratively and literally building Tacoma made them wary of challenging the company and its monopoly-hold on the local economy. By the turn of the 20th century, the company's grip on Tacoma began to erode, set off by municipal takeover of the city's water supply in 1893, and followed by the development of a City-owned, electric grid. In 1911, the City of Tacoma opened its Municipal Dock along the Thea Foss Waterway; this paved the way for private development along the waterways and to the eventual establishment of the Port of Tacoma (in 1918). One year following the City opening access to the waterway, the Northern Pacific Railway and Union Pacific Railroad jointly constructed the Union Station Passenger Terminal. This event marked the end of NPR's reign as the only railroad company in Tacoma, the town it had put on the map. Although NPR's hand in shaping city affairs diminished, rail and shipping, in general, continued to drive Tacoma's growth into the 20th century.

NATIONAL REGISTER DISTRICTS

The National Register of Historic Places (NRHP) is an honorary designation, administered by the National Park Service. It formally attributes historical, architectural, archeological, engineering, and cultural significance to distinct districts, sites, buildings, structures, and objects throughout the country. It is a common misconception that buildings on the National Register must be nationally significant. This is not true. In fact, there is a separate designation for nationally significant structures. Inclusion on the NRHP only requires significance at some jurisdictional level, be it local, state, regional, or federal. Another misconception of NRHP is that listed structures cannot be changed; in fact, no such legal framework applies as it is merely an honorary designation.

In addition to listing individual structures and buildings, the NRHP also recognizes the importance of collections of structures; this is where historic district nominations come into play. For an area to qualify as a historic district, not every building need contribute to the historic nature; however, the minimum threshold for structures within a National Register Historic District is 60%. Buildings, whether individual or part of a district, do not have to represent "high style" architecture in order to be eligible. Vernacular architecture, such as modest workers housing, considered contextually relevant to a particular time and place, can be included in the National Register.

For example, both Stonewall, the architecturally modest bar in Greenwich Village of New York City— also home of the 1969 Stonewall Riots—and Thomas Jefferson's home of Monticello are equally listed on the NRHP. Both sites are also National Historic Landmarks, which denotes their national significance.

National Register Historic District Nomination Process Neighborhood Context Statement

A National Register Historic District nomination includes a neighborhood context statement, or narrative, that connects the neighborhood to broader historical themes; pronounces the significance of the district to the city, state, or nation and its associated period(s) of significance; establishes the district's boundaries; and offers biographies of associated and significant individuals, families, businesses, architects, or builders.

Contributing Structures

At least 60% of the structures within any proposed district must be considered as contributing structures for the district to receive formal designation on the National Register. Contributing structures must have been built within the period(s) of significance and must maintain sufficient integrity. The period of significance refers to a discrete, chronological period of importance. Typically, all contributing structures of a district have been built during this period. The National Park Service provides detailed guidelines for determining integrity (see appendix A), but this qualification generally corresponds to whether sufficient original building fabric is present to convey the historical and architectural significance of the property. In other words, integrity is distinct from building condition; it refers to how much the building has been modified over time and not necessarily to the general maintenance and upkeep of a structure. No set checklist exists to help a surveyor determine what type or degree of alteration would be considered significant or non-significant.

Inventory Forms

Also required for the nomination is an inventory form for every building within the district's boundaries, no matter the designation (historic contributing, historic non-contributing, or non-historic non-contributing). These forms include, if known: address, parcel number, construction date, architect and/or builder, original and/or historic occupants, cultural significance, an architectural description, and historic and contemporary photographs.

Integrity is distinct from building condition; it refers to how much the building has been modified over time and not necessarily to the general maintenance and upkeep of a structure.

Preservation, by its very name, denotes that we, as a society, place enough value on something to deem it worth saving for the benefit of future generations.

Approval Process

In Washington State, nominations must be reviewed and approved by the Department of Archaeology and Historic Preservation (DAHP). DAHP often requests additional information prior to approving submission to the National Register of Historic Places. After approval, the State sends the nomination to the Secretary of the Interior for final approval and addition to the NRHP.

IMPACTS OF LISTING ON THE NATIONAL REGISTER

As mentioned previously, listing on the NRHP is honorary and does not entail any property restrictions. The exception to this rule is if there is federal oversight associated with the project, such as utilizing federal funds; however, the vast majority of NRHP properties do not fall into this category. Rather, local Historic Registers typically hold more power to regulate land use and other modifications for the structures listed within their jurisdictions. Some jurisdictions, including Tacoma, require the City take NRHP listing into consideration when planning for the future. For example, any time the City decides to rezone a section of Tacoma, planners must account for historically significant sites and neighborhoods.

HISTORIC DISTRICTS IN TACOMA

Beginning with the establishment of the Old City Hall Historic District in 1977, Tacoma boasts a decades-long history of historic preservation at the neighborhood level.

At the time of this writing, the City holds eight historic districts, all represented on the National Register of Historic Places (NRHP), the Washington Heritage Register (WR), and/or the Tacoma Register of Historic Places (TR).

Two of the eight districts are located downtown and honor the city's early civic and commercial success, brought about by the Northern Pacific Railway's operations. These are the Old City Hall and the Union Depot/Warehouse Districts; both are listed on all three registers. The remaining six districts— the Wedge (TR, WR, NRHP), North Slope (TR, WR, NRHP), Stadium/Seminary (NRHP), College Park (WR, NRHP), Buckley's Addition (WR, NRHP), and Salmon Beach (WR)—encompass primarily residential zones. With the exception of Salmon Beach, along the Narrows, these residential districts form a contiguous block that spans much of Tacoma's



Tacoma's first historic preservation efforts occurred in 1977 with the establishment of the Old City Hall District in downtown. TACOMA PUBLIC LIBRARY NORTHWEST ROOM

The Preservation of Place

Preservation, by its very name, denotes that we, as a society, place enough value on something to deem it worth saving for the benefit of future generations. The Atlas of ReUrbanism, headed by the National Trust for Historic Preservation, outlines this concept well: "We all have places that matter to us—places that define us, places that challenge us, places that bring us together and tell our story. These places help form our identity and our communities. They create opportunities for growth and help us feel at home. They explain our past and serve as the foundation of our future."

Northwest journalist and writer, Knute Berger, describes preservation at a more personal level: "Preservationists like to talk about the 'embodied energy' in old structures, arguing that repurposing an old structure is often greener than building a new one. But there is embodied energy that goes beyond electricity and insulation and what might or might not go into landfill or be recycled. There's the embodied energy of history and of place, of having touchstones and landmarks for our personal and civic lives"(2018, n.p.). While it is unproductive to primarily speak of buildings poetically, doing so often reminds us that buildings matter, both holistically and individually. The NRHP allows for a broad range of recognition, be it architectural, social, or cultural.

Most of Tacoma's residential districts form a contiguous block in the North End.

North End, northwest of downtown.

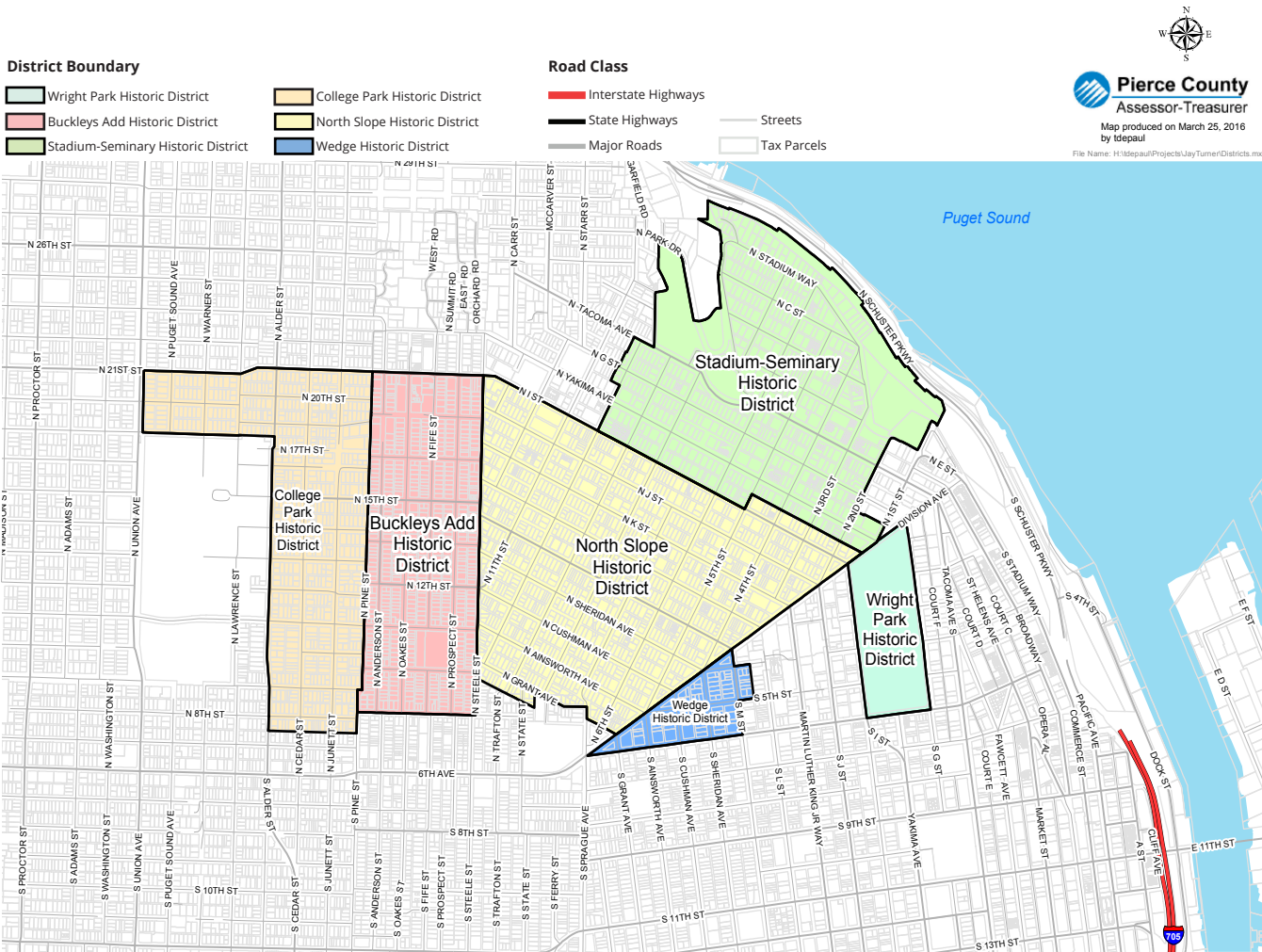
Historically, these neighborhoods have consisted of higher-valued real estate and have been home to higher-income households. For example, the average appraisal value for a home in the North Slope Historic District is \$504,900 and the North Slope's median household income is \$68,558. Compare this with data that represents Tacoma's Eastside (not listed as a Historic District), with an average property value of \$127,700 and a median household income of \$45,064, and a clear contrast becomes apparent (City-Data, 2018).

The nomination process for each of Tacoma's residential districts occurred through largely grassroots efforts, undertaken by residents who devoted their time and resources to the task. Make no mistake, the residents involved with these projects have made valuable contributions to the nomination process, carrying out the lengthy and resource-intensive process to preserve history. However, while home to numerous properties of equal cultural and architectural significance, Tacoma's less economically advantaged neighborhoods, of the Eastside and the South End, lack representation on the register. This creates an equity gap.

NEW EAST TACOMA AND SOUTH TACOMA DISTRICTS
Conducted by students from the UW College of the Built Environment, this LCY project documents a selection of the many historic resources and neighborhoods not yet listed on the National Register of Historic Places, Washington State Heritage Register, or Tacoma Register of Historic Places. The potential districts identified within this report, in the eastern and southern reaches of the city, share much of the same historical lineage as the structures found in already recognized districts of Downtown Tacoma and North Tacoma. Realizing this, the City requested students conduct a preliminary review and evaluation of these underrepresented sections of the city.

Students reviewed the history of three neighborhoods: McKinley Hill, located just south of I-5 and the Thea Foss Waterway; South Tacoma, along Old Highway 99 (modern-day South Tacoma Way); and Lincoln, just west of McKinley Hill and also south of I-5. The class conducted preliminary evaluations of each neighborhood, proposed district boundaries, and developed context statements. Following this phase

The potential districts identified within this report share much of the same historical lineage as the existing historical districts.



In addition to the presence of two commercial historic districts downtown, there are six residential historic districts in Tacoma. Several are clustered in a contiguous section of the North End, between the University of Puget Sound and Stadium High School. (Note: Although Wright Park Historic District is labeled on this map, it is technically a historic landmark, not a historic district.). TACOMA NORTH SLOPE HISTORIC DISTRICT

of their process, the City and class determined to conduct complete inventories for McKinley Hill and South Tacoma. They made this decision in the interest of time and due to the likely historic significance of the two selected neighborhoods.

The following sections outline the requirements for nomination to the National Register, general methods for determining district boundaries, and the specific work the team undertook for the two selected neighborhoods. Also included are historic context statements, drafted by the students, for proposed McKinley Hill and South Tacoma Historic Districts, as well as other findings. Individual inventory forms are included in the Appendices to this report.

MEETING DAHP REQUIREMENTS



The LCY team discusses the project with a neighborhood council in Stewart Heights Park in May 2018. TERI THOMSON RANDALL

Students reviewed the history of three underrepresented neighborhoods: McKinley Hill, South Tacoma, and Lincoln.



Students of Professor Kathryn Rogers Merlino (far left) present their findings to staff of Tacoma's Office of Historic Preservation. TERI THOMSON RANDALL

Requirements put forth by the Department of Archeology and Historic Preservation (DAHP), which administers the National Register of Historic Places (NRHP) nomination process for Washington State, guided our methods and the development of this project.

The NRHP requires that district boundaries encompass all significant structures. The boundary determination process can be based on significance, contributing properties, historic boundaries, topography, or a number of other factors. Similar to determining contributing/non-contributing status of a site, boundary setting for potential historic districts is unique in each occurrence.

Inventory Process

The complete survey process began with students acquiring a master list of addresses for the two proposed districts: McKinley Hill and South Tacoma. Using the Washington Information System for Architectural and Archaeological Records Data (WISAARD) application, students drew district boundaries and generated a table of contained properties for each neighborhood. This formed the basis of a master database for each site.

For each property within district boundaries, students completed an inventory sheet, recording the date of construction; the original architects, builders, and occupants; historical and cultural timelines; and an evaluation of contributing/non-contributing status for properties within the proposed district. These fields comply with requirements of DAHP for survey reporting for National Register Historic District nominations. Students compiled data for each property in master databases for future, district-wide analysis.

Resources used by students varied widely, from site visits, to Google Street View imagery, to newspaper archives, to government databases. The Tacoma Public Library's Pierce County Buildings Index database proved particularly valuable; in this resource, addresses are cross-referenced to historic imagery. In several cases, students found properties previously inventoried in the City's 1978 Cultural Resources Survey; these cases required minor updates and re-evaluation for their contributing or non-contributing status.

The most subjective determinations revolved around a site's architectural style and contributing/non-contributing status, the latter of which is based

CONTEXT STATEMENT



Top and Bottom: Following narrated neighborhood tours, students met with community residents to gather their input and oral histories and to inform the public about the project. TERI THOMSON RANDALL

upon a structure's construction having occurred during the period of significance and its faithfulness to original form, style, and context. Our team consulted with staff from the City's Historic Preservation Office and from DAHP to develop an understanding of architectural styles and signifiers of integrity; this facilitated our review and evaluation of each site.

Mapping Technology

Several publicly accessible web applications exist for residents to perform property research and to spatially visualize information contained in government databases. Over the course of our research, three databases proved their utility:

- 1. DAHP's Washington Information System for Architectural and Archaeological Records Data (WISAARD) helped us access preexisting survey data.
- 2. Pierce County Treasurer-Assessor's electronic Property Information Profile (ePIP) enabled our retrieval of historic build dates and building sketches.
- 3. The City of Tacoma's GovMe application included plat maps and other miscellaneous data.

Over the course of this project, we worked with Google G Suite to record our findings. This allowed for our easy integration of data into Google Custom Maps. Though we used this application internally for map generation and analysis, these tools may also be useful for generating public databases for this and future survey projects.

Once final surveying neared its completion, we transferred relevant data from our master spreadsheet to a series of Google Maps, which we populated with icons and sorted into layers that represent the decade of a site's original construction or its contributing/non-contributing status. Clicking individual icons over a property opens a dialog box which displays all other cataloged information, like architectural style and cultural data.

While the Google Custom Maps application helped us present interactive, spatial data, we found it deficient as a method for data entry. An alternative product, Google Fusion Sheets, allows for the creation of more powerful visualization while automatically updating as a survey progresses. Regardless, these free, off-the-shelf applications facilitated our work and demonstrate that public transparency can characterize future survey work.



Dozens of community members responded to the invitation to join students and share their knowledge on a walking tour of the McKinley Hill neighborhood in East Tacoma. KATHRYN ROGERS MERLINO



Students and community members gathered for a walking tour in McKinley Hill. This photo captures La Roca, originally the First Norwegian Evangelical Lutheran Church. KATHRYN ROGERS MERLINO

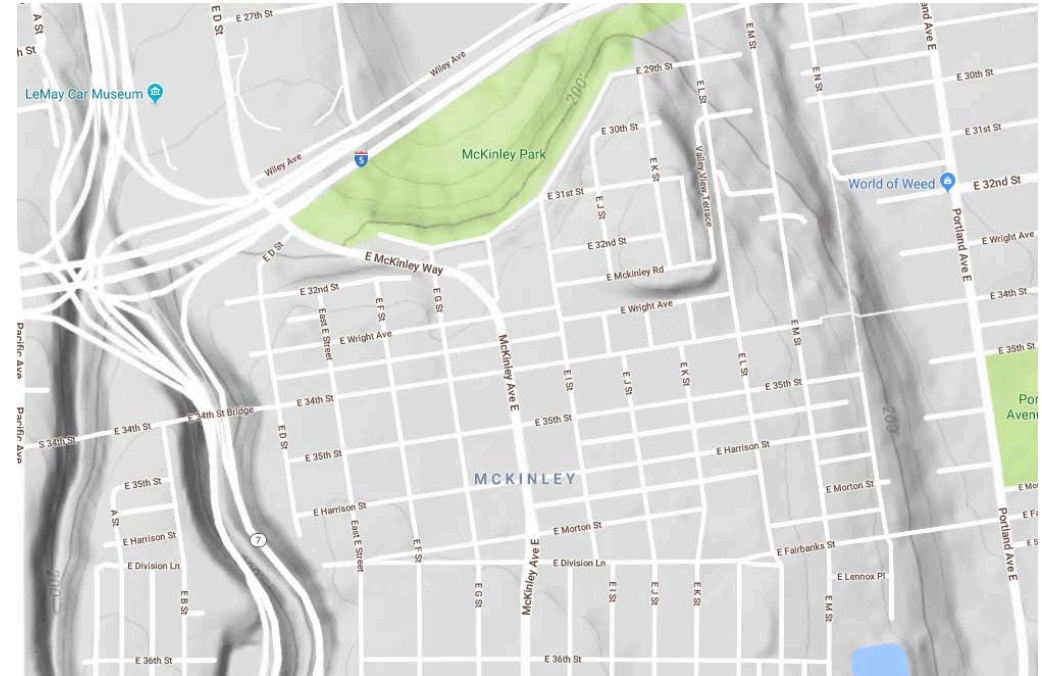
Located around the highest point of the city, the slope of McKinley Hill traditionally provides the topographic north and east boundaries of the neighborhood. Historically, the neighborhood's easterly edge runs along Portland Avenue E, at the foot of the hill. Prior to the construction of Highway WA-7 and I-5 in the 1960s, the boundaries of the McKinley Hill neighborhood were E 25th and E 26th Streets, E 38th Street, Portland Avenue, and the Milwaukee Gulch, as outlined in the 1947 Master Plan. Long-time residents of the neighborhood still refer to the western edge of the neighborhood as “the Gulch.”

McKinley Hill ranks among Tacoma’s oldest neighborhoods, with plats dating back to 1888. In 1888, the Northern Pacific Railway completed its fifth transcontinental railroad at the head of Commencement Bay, less than one mile from McKinley Hill. This linked together the Prairie Line Trail (developed in 1873) and the rest of the transcontinental line. The Tacoma Land Company subsequently platted a large swath of land, which extended from Commencement Bay to E Division Lane, along the city’s southern border, and from west of Pacific Avenue to the eastern edge of the city, near East R Street, where it abutted with land that belonged to the Puyallup Tribe. This street grid followed the slightly askew rail lines through the tide flats, whereas the later, southern School Addition, lies on a true, north-south grid. This transition is still clearly visible today both in maps and in person. Development was relatively sparse, however, until the beginning of the 20th century.

Early Development: 1886–1899

J.F. Hart and Company built a logging railroad in 1886 at the base of McKinley Hill; this preceded the development of Tacoma’s first permanent sawmill in the late 1890s. Later, the Tacoma Eastern Railroad would connect this sawmill to Bismark, a logging town with a railcar fabrication

Residential and commercial development of McKinley Hill began in earnest in 1903, after the Tacoma Railway and Power Company built streetcar lines throughout the city.



A topological map of the McKinley Hill neighborhood. GOOGLE IMAGES



McKinley Avenue ca. 1925 with a view of neighborhood surroundings. TACOMA PUBLIC LIBRARY NORTHWEST ROOM

Prior to creating the streetcar line, McKinley Avenue existed as a dirt road with wooden sidewalks.

plant located near present-day S. 64th Street and McKinley Avenue. Later, the rail line between Bismark and Tacoma would transport passengers further southeast to Mt. Rainier, an excursion that gained popularity after the mountain became the fifth US National Park in 1899. Through the end of the 19th century, little development occurred over McKinley Hill. Sanborn maps from 1896 show only four developed parcels, although some small commercial buildings were located near E. G Street and S. 35th Street. Around this time, timber companies logged the area to supply neighboring sawmills. The lush, evergreen nature of the neighborhood likely contributed to its sparse development in the early years.

Residential Development: 1900–1905

The McKinley Hill neighborhood received its name shortly after the assassination of President McKinley in 1901. That year, the Tacoma Land Company, then a remnant of the NPR's land grant, gifted the City 26.7 acres of land near the northwest ridge of McKinley Hill. This became McKinley Park, a defining feature of the neighborhood.

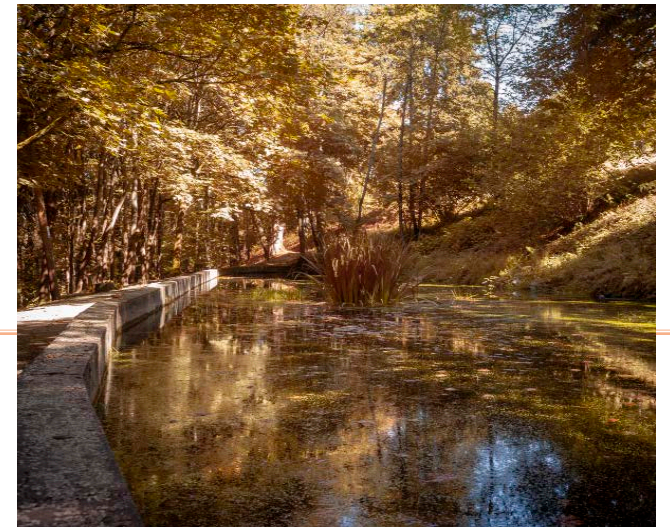
Residential and commercial development of McKinley Hill began in earnest in 1903, after the Tacoma Railway and Power Company built streetcar lines throughout the city. The McKinley Park line ran up McKinley Hill, initially terminating at S. 30th Street and McKinley Avenue. Later, this line extended to S. 36th Street and eventually terminated at S. 64th Street, in Bismarck. Prior to creating the streetcar line, McKinley Avenue, then known as H Street, existed as a dirt road with wooden sidewalks. Rapid development followed the McKinley streetcar line's establishment as the area attracted droves of workers from the nearby freight, lumber, and shipyards. Development increased even more in 1905, when the Northern Pacific Railway constructed the Northern Pacific Beneficial Association Hospital for its employees. Doctors and nurses employed at the hospital also moved into the area. Located east of McKinley Avenue, on E. Wright Street, the hospital operated until 1968.

Continued Growth and Change: 1906–1915

The first church on McKinley Hill was constructed ca. 1906, on E. G Street. Originally the Gospel Hall Church, this site has been passed along through a series of owners (most recently, it served as the Tacoma Indian Baptist Church). The following year, ca. 1907, the First Norwegian Evangelical Lutheran Congregation built a church one block away to serve the large



Left: According to historic Sanborn insurance maps, as early as 1896, McKinley Park existed noted on the maps, as East Park. Families used this park to recreate, picnic, and hold festivals and celebrations. TACOMA PUBLIC LIBRARY NORTHWEST ROOM



Right: Today, McKinley Park remains a mostly wooded oasis adjacent to the freeway with signed walking trails and playground space. Much of the eastern end is a designated wetland habitat with natural water features. IAN MACLEOD



Left: The Northern Pacific Beneficial Association Hospital was one of a handful of hospitals built by NPR. The hospital closed in 1968 and the building was demolished in 1973. TACOMA PUBLIC LIBRARY NORTHWEST ROOM



Right: Built in 1980 on the former hospital grounds, the McKinley Terrace Apartments provides 107 low-income housing units at the north end of the neighborhood. IAN MACLEOD

The City paved McKinley Avenue in the early 1920s, responding to the increasing availability of and demand for automobiles.

number of Scandinavians who lived in the neighborhood. McKinley Public School, at E. 37th Street and McKinley Avenue, was constructed in 1908, presumably to serve the neighborhood's steadily growing number of youth and children. By 1912, the McKinley Hill neighborhood had transformed from a sparsely developed, wooded area to a bustling neighborhood.

Sanborn maps of the McKinley Hill neighborhood from 1912 show very few vacant parcels. Most empty properties appear as the result of inhospitable topography. The vast majority of the buildings constructed at this time were wooden and residential. Most, if not all, roads were left unpaved. South of McKinley Hill, in Bismarck, sawmills still operated. On July 10, 1914, the area experienced a significant fire that began at the Comly-Kirk Planing Mill. Blazes could be seen for miles, and extra streetcars were even placed on the McKinley Park line, "to transport hundreds of spectators to the big blaze" ("Bismark is burning!" Tacoma Public Library Northwest Room). Significant construction in McKinley Hill continued into the following decade.

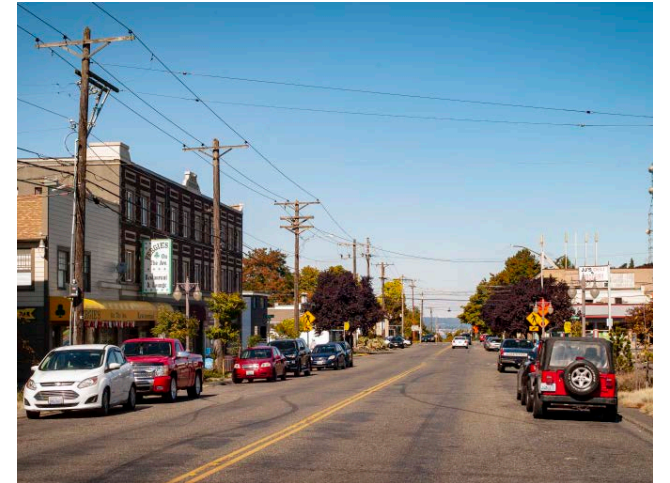
The Trinity Methodist Church (1913 – 1915), designed by Heath and Gove and located at E. F and E. 35th Streets, appears to have been the first church in the area with a bell tower. Later additions included community buildings which hosted daily activities. The congregation remained in the building until 2007. The building lay vacant until the Cavalry Methodist Church purchased it in 2008. Thereafter, the structure underwent rehabilitation and reopened as the Calvary United Methodist Church in 2009. Today, this church largely serves the Samoan community.

Forming a Commercial Center: 1920–1954

McKinley Avenue formed the commercial center of the neighborhood. The business district consisted of a narrow spine located between E. 34th Street and E. Division Lane. Small grocery stores occurred on almost every block, along with barber shops, variety stores, confectioners, drug stores, and bakeries. The Park Theatre, located on McKinley Avenue between E. 35th and E. Harrison Streets, stood out as a popular destination. The City paved McKinley Avenue in the early 1920s, responding to the increasing availability of and demand for automobiles. However, streetcars remained the dominant mode of transportation into the 1930s.



Left: In this 1925 photo, McKinley Avenue is decked out for the Improvement Club concert and street dance, one of the neighborhood's many celebrations. TACOMA PUBLIC LIBRARY NORTHWEST ROOM
Right: McKinley Avenue in 2018, facing north. No Longer an ad-hoc timber community, the streets are paved and commercial buildings from the 20th century line the district's main street. IAN MACLEOD



Left: The First Norwegian Evangelical Lutheran Church was among the first churches built in the McKinley Hill neighborhood, ca. 1907. It served the large number of Scandinavians who lived in the area at the time. TACOMA PUBLIC LIBRARY NORTHWEST ROOM
Right: While the structure retains its original appearance, the modern-day congregation represents Hispanic, not Scandinavian communities. Iglesia La Roca now holds services at the church on 702 E. Harrison Street. IAN MACLEOD

The City abolished its fleet of streetcars in 1937 and by April of 1938 all 96 miles of track throughout Tacoma had vanished.

A Tacoma architecture firm, Hill and Mock, built Gault Intermediate School, at E. Division Lane and E. K Street, in 1926. A branch of the Tacoma Public Library system (currently known as the Mottet Branch) was constructed in 1930, designed by Silas E. Nelsen (1894 – 1987). Nelsen worked for the celebrated architecture firm of Heath, Gove, and Bell from 1912 – 1917, at which time he started his own firm. Largely a residential architect, some of Nelson’s most significant projects included:

- Tacoma Mausoleum, built in 1910, located in South Tacoma; Nelson is credited along with George Gove
- McCormick Branch of the Tacoma Public Library system, built in 1927, known today as the Wheelock Branch, located in the Proctor District
- Johnson Candy Company, built in 1949, located in the Hilltop neighborhood
- Collins Memorial Library, built in 1954, located on the University of Puget Sound campus.

Leaving Behind Streetcars and Splitting Tacoma in Half: 1937–1964

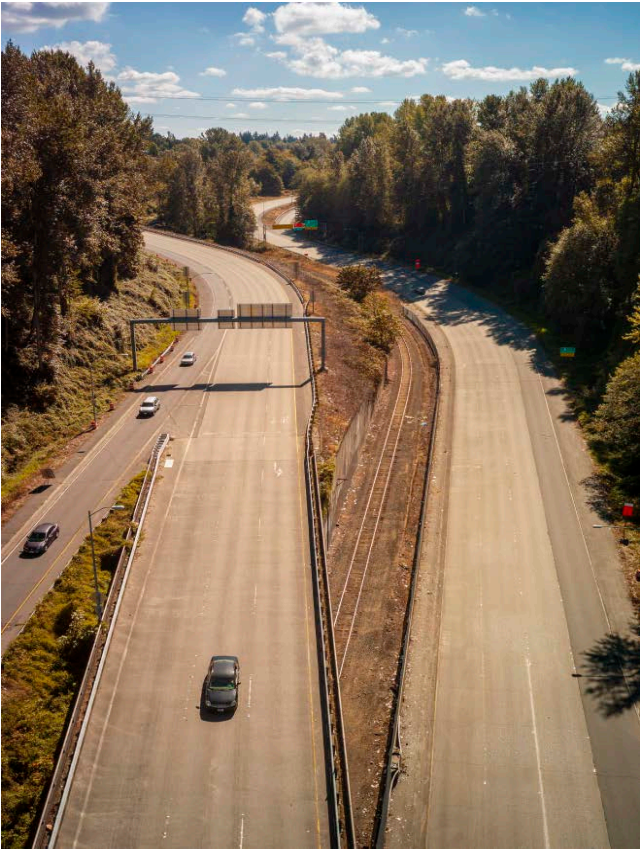
The E. 34th Street Bridge opened in 1937 and spanned the gulch between Pacific Avenue and A Street. During this decade, the City began investing in buses, purported as a smoother, quieter, and more flexible alternative to trolleys. The City abolished its fleet of streetcars in 1937, and the Works Progress Administration (WPA) began tearing up the tracks that year. By April of 1938, all 96 miles of track throughout Tacoma had vanished.

The first segment of I-5 to cut through Tacoma opened in December of 1960, with subsequent construction occurring over the course of a decade. While residents had known about the possibility of I-5 as early as 1948, it is unlikely they perceived the dramatic change it would bring to their neighborhood. McKinley Park lies only half a mile from Commencement Bay, but the construction of I-5 severed the neighborhood from downtown Tacoma. Prior to the construction of the interstate, the McKinley Hill area provided a midpoint between the railroads along the water and lumber mills farther south, and served as a convenient residential area to workers of both industries. After the interstate’s construction, the neighborhood became almost completely cut off from Commencement Bay, downtown, and the rail lines.

Prior to the construction of the interstate, the McKinley Hill area provided a midpoint between the railroads along the water and lumber mills farther south, and served as a convenient residential area to workers of both industries.



Left: Constructed by the Works Progress Association during the Great Depression. The E. 34th Street Bridges span a pair of gulches to connect the McKinley Hill neighborhood to Pacific Avenue, a major arterial that runs through the Eastside. IAN MACLEOD
Right: In the mid-1960s, freeway construction ostensibly improved automobile mobility in McKinley Hill and other Tacoma neighborhoods, but, geographically this infrastructural change isolated the McKinley Hill district from the rest of the city. IAN MACLEOD



The McKinley Boosters have organized themselves for many decades to carry out neighborhood improvement and historic preservation projects.

Construction of WA-7 took place in 1964; its route followed the contours of the Milwaukee Gulch. Early maps demonstrate Tacoma's original grid, uninterrupted by the gulch; yet, after WA-7's construction, directly over the gulch, the McKinley neighborhood became further isolated from the rest of the city.

Period of Decay and Dream of Revival: 1960s–Present

In the 1960s and 1970s, McKinley Hill, along with other parts of the city, experienced a period of urban decline. The local hospital closed its doors in 1968. In 1969, a couple of years prior to its demolition (in 1972), Tacoma-Pierce County Opportunity and Development Inc. proposed purchasing the building and converting it into office space and a center for narcotics recovery. The neighborhood's residents rejected this proposal. A Safeway appeared on the scene on McKinley Avenue in 1961, but closed its doors in the mid-1990s. The Tacoma Christian Center later purchased that site.

More recently, the neighborhood has experienced a wave of revival, with an influx of new residents. Today, several long-time community groups engage in highly varied projects. For example, the McKinley Boosters have organized themselves for many decades to carry out neighborhood improvement and historic preservation projects. On August 19, 1982, they staged the, "McKinley Hill Recognition Festival," and celebrated the first 'block party' on McKinley Avenue. The McKinley Hill Street Fair and Street Dance began in 1988 and has occurred every year since. Currently, the grassroots group, Dometop Neighborhood Alliance, meets monthly; they organize community members to create a safer, cleaner neighborhood environment. Their accomplishments include developing a walking tour, organizing park and street cleanup days, removal of graffiti, and hosting a neighborhood breakfast. In 2010, McKinley Hill was featured on the PBS show, "This Old House" as one of the country's best places to buy an old house.

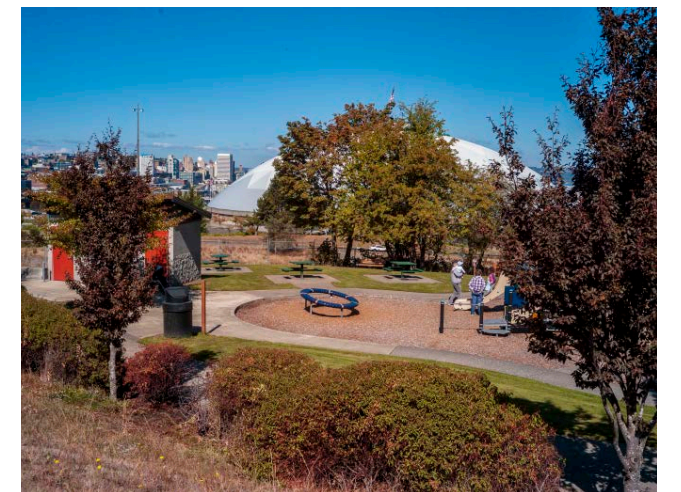
CONTEXT STATEMENT



Left: The architecture firm Hill and Mock operated continuously for 60 years in Tacoma. Many of the iconic structures they designed, including Gault Middle School (originally Gault Intermediate School), stand to this day. TACOMA PUBLIC LIBRARY NORTHWEST ROOM
Right: After talks of closure and replacement in the early 1990s, Gault was shuttered in 2009. The site's future use is yet to be determined. IAN MACLEOD



Left: The McKinley Hill Street Fair and Street Dance is organized by the Dometop Neighborhood Alliance and Tacoma Christian Center. It has occurred every summer since 1988. ALLEVENTS.IN
Right: In 2009, Metro Parks Tacoma celebrated the opening of a revitalized McKinley Park, designed by Seattle firm GGLO, including new playgrounds, an event space, and a skate park at the western end. Views from the park exemplify the neighborhood's alternative moniker, "Dometop." IAN MACLEOD



South Tacoma Before the Railroad: 1873–1891

The decision made by the Board of Directors of the Northern Pacific Railway to choose Tacoma as their terminus city in 1873 brought great promise to the fledgling settlement. At the time, the American West symbolized the frontier and an opportunity to start a new life, tap into new resources, and develop new industries, trade routes, and wealth. The west drew people from across the nation. Some arrived hoping to buy property and make a return on their investment. Others came to make an honest living and to purchase their first home. Tacoma's population exploded, leaving behind its early years as a small lumber town, to become a shipping and trading hub.

As Tacoma grew, the City required more space for the burial of its deceased, away from emerging neighborhoods. The flat, untimbered plain to the south of Tacoma's city limits appealed to the City for this purpose. Thus, Tacoma established its own municipally-owned Prairie Cemetery in 1874, near present-day S. 48th Street and South Tacoma Way. The first burial on record there was for one of the town's founders, Morton McCarver. The graveyard became the final resting place for many of the city's early, prominent, white residents. Later, in 1883, Pierce County purchased a small section of the cemetery, intending to use it as a potter's field. Through the early twentieth century, Pierce County interred some 2,000 bodies of the poor and unidentified there. In 1883, Pierce County turned over Prairie Cemetery to the families of the deceased who split the property into the separate cemeteries, Tacoma and Oakwood Hill.

Until the 1880s, South Tacoma endured as a rural scrubland, located

The decision made by the Board of Directors of the Northern Pacific Railway to choose Tacoma as their terminus city in 1873 brought great promise to the fledgling settlement.



Left: The Oakwood Hill Cemetery, pictured here, was originally named the Prairie Cemetery. This name referred to the flat, untimbered settings that surrounded Tacoma's first graveyard. TACOMA PUBLIC LIBRARY NORTHWEST ROOM



Right: In the background of this photo lies the Tacoma Mausoleum, the first crematorium constructed in the western United States. Founded in the 1870s, the burial grounds predate the development of South Tacoma as a neighborhood. IAN MACLEOD



South Tacoma remained agrarian until the arrival of the railroad. This log cabin in Manitou (southwest of original NPR site) typifies early white settlement. TACOMA PUBLIC LIBRARY NORTHWEST ROOM

South Tacoma's relatively flat, unwooded land sat in the shadow of a fast-growing city, anticipating urban development.

outside the incorporated city limits. It remained dotted with homesteads and modest cabins, as it had throughout the 19th century. Though not a particularly fertile area for farming, game hunting and ranching provided sustenance to early white settlers. Their way of life linked them to the area's original Salish name, which translates to mean "Elk Trap." South Tacoma's relatively flat, unwooded land sat in the shadow of a fast-growing city, anticipating urban development.

In 1883, a group of Tacoma businessmen began planning to create a gravel horse racing track on pasture land that belonged to homesteader, Thomas Kenevan. The site lay east of the present-day Edison District, which comprises just one portion of the large and sprawling area commonly referred to as South Tacoma. The track, known as the Tacoma Driving Park, opened in 1885, only to host three racing seasons before it closed. The track lost its lease in 1888, and its operator, Harry Morgan, relocated operations to north Tacoma, near the Proctor District. Investors sold the land, platted as the South Park Addition, west of today's Oakes Street.

In 1890, shortly before the arrival of NPR to South Tacoma, the American Foundry Company established a railway fabrication plant. Later, the Griffin Wheel Company acquired the plant. The same year, NPR made the decision to relocate its technical operations and moved out of the increasingly congested downtown area and into the open prairie lands further south. Ultimately, NPR settled on a site adjacent to Griffin Wheel, near present-day S. 56th Street.

The new NPR Shops quickly grew to become the largest of their type anywhere along the west coast. These shops employed nearly 1,000 workers when they opened in 1891; they provided full services for the company's northwest operations, with machine shops, a power plant, car barns, and even an on-site post office. During South Tacoma's early years, prior to any significant residential development, employees commuted to work by rail from Tacoma's more established neighborhoods.

A Neighborhood Emerges: 1891–1920

With employment in high demand, and open land in abundance, the NPR Shops District soon grew into a fully self-supported company town, with a small, yet growing, business strip along Union Avenue (present-day South Tacoma Way). New housing emerged beyond this strip to



Left: Pictured in 1950, the Griffin Wheel Shop made South Tacoma its original operations-base in 1890. The foundry was a crucial, independent supplier to the Northern Pacific Railway, providing railcar wheels and other cast-iron goods required for general maintenance. TACOMA PUBLIC LIBRARY NORTHWEST ROOM



Right: The Griffin plant both predated and outlasted the NPR Shops in South Tacoma. Located at the end of S. Proctor Street among more modern concrete warehouses, the plant is still in use by KML Industries. IAN MACLEOD

Naming South Tacoma

In the early years, there was some confusion over the district's name. What early pioneers had dubbed "Excelsior" became officially renamed "Edison" by the President of the Northern Pacific Railway, Henry Villard. He named the area for his friend and inventor, Thomas Edison. Coincidentally, rumors spread that Edison, the inventor, had established a research facility in the area. With a municipality already called Edison in Skagit County, the US Postal Service rejected this attempt at naming the area. A shop employee resolved the issue after installing a hand-painted platform sign, which read, simply "South Tacoma." Although this became the district's official name, Excelsior and Edison appear to this day on contemporary maps and as business names.

Soon, the City would pave its streets, install utilities, and develop a streetcar line to connect the neighborhood to downtown, Lakewood, and Manitou.

the east. Hotels and rooming houses catered to travelers and itinerant workers, and taverns provided social spaces for the young men employed by the railroad company. Many of this wave of settlers descended from Scandinavian ancestral lines and had migrated from the NPR's original outpost in St. Paul, Minnesota. During the early years of the twentieth century, people built modest bungalows for their families, in a stripped-down, Queen Anne fashion. Single family homes occupied deep, narrow lots. To the north, industries took advantage of their proximity to the new rail line.

The City of Tacoma annexed the village emerging in South Tacoma in 1891, bringing much needed municipal services to its businesses, workers, and residents. Soon, the City would pave its streets, install utilities, and develop a streetcar line to connect the neighborhood to downtown, Lakewood, and Manitou. Until the construction of the Edison School later that year, elementary school classes occurred at a feed store at S. 58th Street and South Tacoma Way. Gray Middle School occupied an outbuilding of the Edison School in 1910, and gained its own facility within a few decades.

A water flume originally occupied the land of South Park at the northern end of South Tacoma. It carried municipal waters from Spanaway Lake to Tacoma. As the South Tacoma/Edison area grew, underground piping replaced surface-level wooden lines. In 1905, Tacoma Power transferred a wedge of property between South Tacoma Way and the cemeteries to the municipal parks department for use as public recreation. Parks improvements over the next two decades included the addition of tennis courts, sprinklers, playground equipment, and a wading pool.

In 1909, the Tacoma Mausoleum Association chose the Oakwood Hill Cemetery to locate the first crematorium in the western US. The prominent, local architect, George Gove, designed an 850-crypt mausoleum and crematorium facility in a Tuscan architectural style, positioning it adjacent to the cemetery's chapel. Later expansion of these facilities took place in 1917 and 1925.

The same year, the North Pacific Bank opened on Union Avenue to serve South Tacoma's resident base. Peter Wallerich, a German immigrant and telegraph operator, purchased the small institution in 1912, after hearing



This 1907 photo shows a business district emerging along the eastern edge of the NPR Shops (a section of today's South Tacoma Way), with taverns and rooming houses catering to a mostly young and male clientele. TACOMA PUBLIC LIBRARY NORTHWEST ROOM



Left: Before underground plumbing, modern water wells, and Tacoma's municipal reservoir at Alder Lake, above-ground wooden flumes, like this one pictured in Yelm in 1935, transported the city's water supply. Drinking water flowed from Spanaway Lake to downtown through these conveyances until 1905, when Tacoma developed a system of underground pipes. TACOMA PUBLIC LIBRARY NORTHWEST ROOM



Right: The Water Flume Line Trail is a mixed-use path administered by Metro Parks Tacoma; it traces the historic, above-ground, wooden flumes that once transported municipal waters. TODD MATTHEWS

In the 1920s, South Tacoma began taking on its contemporary architectural and urban form, fully integrating as part of the City of Tacoma.

of its imminent financial troubles over the telegraph lines. Two years later the bank relocated to a more prominent location at S. 56th Street and South Tacoma Way; there, the bank shared space with the neighborhood post office. North Pacific Bank remained in this building under control of the Wallerich family until 1998. Wallerich and his descendants gained recognition as community leaders and pioneers in the automotive industry.

A Regional Destination: 1920–1963

In the 1920s, South Tacoma began taking on its contemporary architectural and urban form, fully integrating as part of the City of Tacoma. The federal government allocated resources to create US Highway 99 (Now State Route 99), a route that linked population centers of the west coast, from Canada to Mexico. In 1926, this route traversed the newly renamed South Tacoma Way (formerly Union Avenue). Substantial brick buildings, befitting a regional commercial destination, quickly replaced many of the wooden storefronts constructed hastily in past decades. Recreational and shopping opportunities diversified beyond what local taverns formerly provided. Movie theatre magnate, Randor Pratsch, opened the 500-seat Realart Theatre in 1920, to become touted as Tacoma’s largest picture house. The local architecture firm of Lundberg and Mahon designed the building, along with a number of ecclesiastical buildings in South Tacoma. Frank and George Southwell, early pioneers of Tacoma’s cycling community, expanded their bicycle shop in the original North Pacific Bank and sold radio merchandise there.

Businesses catering to long-distance motorists soon arrived along the highway as well. Automobile dealerships arrived in 1924, with the opening of Wallerich’s South Tacoma Motor Company and South Tacoma Dodge. A few years later, in 1929, Veterinarian Otis Button designed and built the unusually shaped “Coffee Pot Restaurant,” (later popularly known as Bob’s Java Jive), on the sparsely developed strip of highway between South Tacoma Way and downtown. Within a decade, the automobile proved popular enough to displace the streetcar, which the City removed by 1938 (the same year by which the City had removed all other streetcars). Residents of South Tacoma celebrated the removal of the streetcar with a parade.

With thousands of US troops stationed at nearby Fort Lewis during World War II, commercial activity in South Tacoma peaked. Soon, the area grew



Left: German immigrant and telegraph operator, Peter Wallerich, purchased the North Pacific Bank in 1912. Two years later, the bank opened a flagship branch at S. 56th Street and South Tacoma Way, sharing this location with the district’s post office. Pictured here, in 1957, the bank later took over the entire space and replaced the double doors with a single entrance. TACOMA PUBLIC LIBRARY NORTHWEST ROOM
Right: After a series of mergers in the 1990s, Olympia-based Heritage Bank South absorbed Tacoma’s North Pacific Bank. Heritage Bank continues to hold operations out of the site at S. 56th Street and South Tacoma Way. Aside from modern glazing and a drive-thru kiosk in the rear, the bank appears much as it did a century ago. IAN MACLEOD



Left: Radnor Pratsch built the Realart Theatre on South Tacoma Way in 1920. While the site was not South Tacoma’s first picture house, it gained a reputation as one of the city’s finest, with seating for 500 guests, an elegant pipe organ, and a nursery for patrons’ children. TACOMA PUBLIC LIBRARY NORTHWEST ROOM
Right: During the 1960s and 1970s, the Realart Theatre became repurposed as a dance hall. Later on, its ground floor played host to a series of restaurants while its upper levels became apartments. Today, the property is for sale and provides a restoration opportunity for an ambitious purchaser. IAN MACLEOD



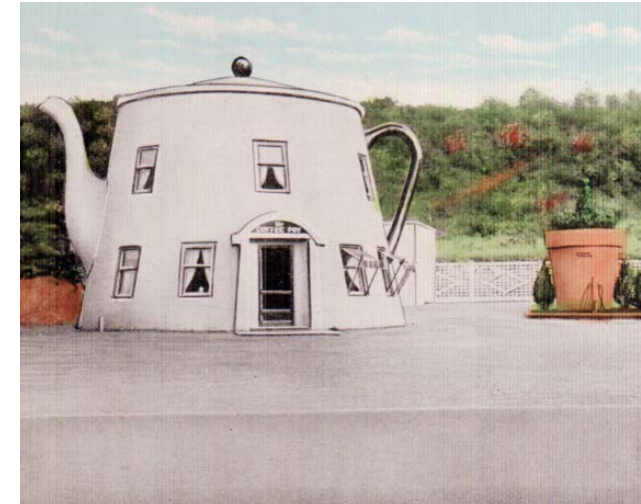
During World War II, commercial activity in South Tacoma peaked and the area grew to become the largest business district outside of downtown.

to become the largest business district outside of downtown. In 1942, several United Service Organizations Clubs opened throughout South Tacoma to entertain visiting soldiers, including one at South Park.

Entertainment promoters, Steve Pease and John Stanley, opened Steve's Gay 90s in 1941, a Victorian-era themed restaurant and bar, on South Tacoma Way near S. 54th Street. Known for hosting lively entertainment and can-can dancers, the restaurant expanded into an upstairs unit and into the two adjacent buildings. At the north end of the block, Safeway opened a modern, full-service supermarket in the Hillock Building (a former automobile showroom), replacing the neighborhood's smaller dry grocers and produce stands.

After World War II, the soldiers discharged from Fort Lewis sought housing further afield in modern suburbs. South Tacoma's momentum through the war years diminished. Regardless, the NPR shops and attendant industries kept the district afloat in the following decades. However, South Tacoma continued to change as its retail district experienced a period of slow decline and as sprawling, suburban development took hold. Modern stores, like the Food King, established in 1963 and located on S. 56th Street and South Tacoma Way, offered abundant parking for customers. This store, and others like it, opened further south, away from South Tacoma's original business core. Similarly, established car dealers, like Mallon Motors, moved their indoor showrooms to large, open-air lots south of S. 62nd Street. Other attractions, like the B&I variety store, established in 1946, and the Star-Lite Drive-In movie theatre, established in 1948, further shifted the district's center of gravity south, toward the growing suburb of Lakewood. Where South Tacoma's original commercial district had sprung up decades before, discount and surplus stores moved into vacated spaces.

The planned construction of I-5, a few blocks to the east of South Tacoma, excited business owners. The highway would be a boon to the local economy, bringing new customers to the old business district from near and far, much as Highway 99 had decades before. The segment of I-5 that cuts across South Tacoma, which runs between downtown Tacoma and Fort Lewis, opened in 1963. The hopes and dreams of revitalization were short-lived. Two years after this stretch of I-5 opened, in October of 1965, the fully-enclosed Tacoma Mall opened its doors to the public, just northeast of South Tacoma's original business core. The Tacoma Mall



Left: Designed and built by Veterinarian Otis Button, the Coffee Pot Restaurant emerged as one of the more iconic roadside attractions on busy US-99, between downtown and South Tacoma. Bob and Lylabell Radonich purchased the restaurant in 1955, renaming the place Bob's Java Jive and turning it into a music venue for Surf Rock and Grunge music genres. The Ventures of the 1960s and Nirvana of the 1990s held regular performances at this site. TACOMA PUBLIC LIBRARY NORTHWEST ROOM



Right: Today Bob's Java Jive is a live music venue that caters especially to punk rock enthusiasts. DAVID FISCHER



From 1941 to 1975, Steve's Gay 90s entertained and fed families in a complex that spanned three buildings. The neon-lit arrow sign still adorns the exterior. TACOMA PUBLIC LIBRARY NORTHWEST ROOM

With the Mall becoming Tacoma's prime shopping destination, and with suburbs opening their own shopping centers, too, shoppers effectively bypassed South Tacoma.

provided seemingly endless parking and two dedicated freeway entrances. With the Mall becoming Tacoma's prime shopping destination, and with suburbs opening their own shopping centers, too, shoppers effectively bypassed South Tacoma.

The following decade proved even more cruel to local businesses of South Tacoma. Northern Pacific Railway consolidated its operations and closed the NPR Shops in South Tacoma in 1971. People made attempts at urban revitalization, with projects to widen sidewalks, remodel the facades of storefronts, and update street signage. During this time, most of the district's buildings remained standing; however, numerous historic storefronts were covered up and many homes were altered or remodeled.

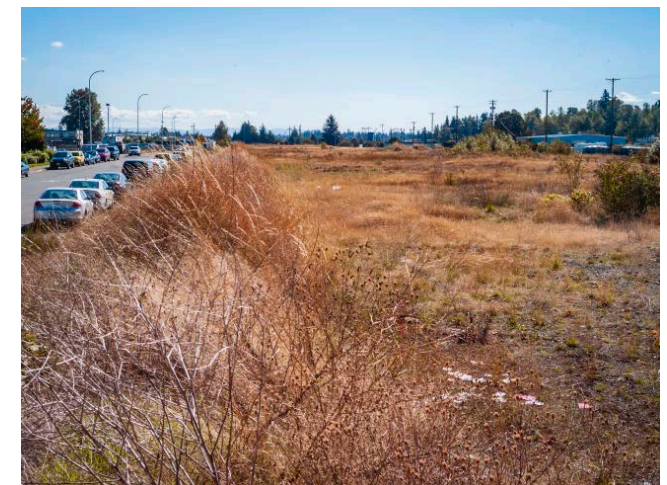
Today, the broader trend toward renewed interest in urban living benefits South Tacoma. The district experiences both public and private reinvestment and pedestrian life reappears along South Tacoma Way. While much of the old NPR site remains vacant, Metro Parks Tacoma opened the STAR Center recreation facility there in 2013, offering athletic fields and indoor recreation and education space to community members. The Asia Pacific Cultural Center made its permanent home in the old United Service Organization building in South Park, Metro Parks' previous community center. Some historic homes have been restored to their original appearances and new entertainment and dining establishments join longstanding businesses. Some establishments have chosen to revive the historic moniker of Edison in their names.



Left: Originally built in 1941 by the United Service Organizations as a recreation hall for soldiers, this building in South Park long served South Tacoma as a community center operated by Metro Parks Tacoma. TACOMA PUBLIC LIBRARY NORTHWEST ROOM
Right: Catering to the Puget Sound's trans-Pacific communities, the Asia-Pacific Cultural Center was formed in 1996, but lacked a home base for nearly 20 years. Today, the Center leases the former South Park Community Center as a hub for classes and events. IAN MACLEOD



Left: After the opening of the Tacoma Mall, South Tacoma struggled to stay relevant, and numerous storefronts, by then looking dated, were modernized. Shown in 1977, 5441 South Tacoma Way sports an ornate mid-century facade and a large glass entryway. Today, Dawson's Tavern still occupies the building, which has since been restored to its original appearance. TACOMA PUBLIC LIBRARY NORTHWEST ROOM
Right: Following the closure and demolition of the NPR Shops, little development has occurred on the now-vacant space near the rail line. A small number of industrial parks have sprung up on Burlington Way S. (left), named after the NPR's successor, Burlington Northern. In the 1970s, a municipal airfield existed on the site, and in recent years Metro Parks Tacoma constructed the South End Recreational Area and STAR Center below S. 56th Street. IAN MACLEOD



MCKINLEY HILL Boundaries

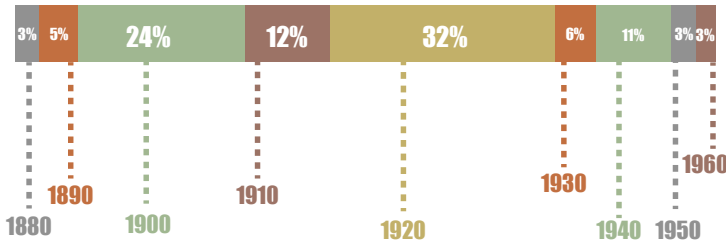
Identifying the potential boundaries of a McKinley Hill Historic District was largely predetermined by topography. The neighborhood sits at the top of a hill with land sloping down along the north, east, and west sides. The neighborhood's original platting is still visible in street and development patterns, particularly at E. Division Lane, along its southern edge. The neighborhood is bordered by the Milwaukee Gulch on the west, which limits access to the neighborhood from the west. Interstate-5 provides the district's current northern boundary. The neighborhood's original plat extended east to Portland Avenue at the bottom of the hill (this is also currently considered the eastern edge of the neighborhood). The gulch and I-5 provide obvious boundaries. Although the McKinley district technically extends to Portland Avenue, a site visit made it clear that everything east of the hill is functionally independent from the rest of the neighborhood. This is true largely because topography prohibits access between E. 28th Street, directly south of I-5, and E. Fairbanks Street, an extension of E. Division Lane. In light of these observations, the team of students propose an eastern boundary at E. L Street (note: the buildings between E. L and E. M Streets appear to have a significant loss of integrity and therefore this section of the broader area was also eliminated from final proposed boundaries). In our inventory of the different architectural styles, our findings suggest that the earliest development of this district began near the northern ridge of the hill and continued south. We considered extending the boundaries as far south as E. 38th or E. 64th Streets, but the sheer number of properties within those bounds and the original plat edges suggested E. Division Lane would serve as a better boundary.

Identifying the potential boundaries of a McKinley Hill Historic District was largely predetermined by topography.

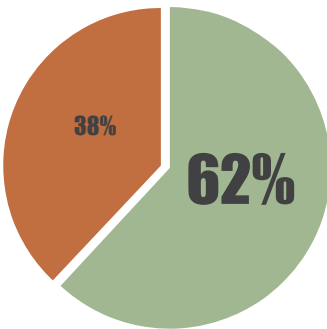


McKinley's proposed historic district boundaries are relatively straightforward, following the original neighborhood plat. GOOGLE IMAGES, MODIFICATIONS BY NIK RUNSTAD

Decade Built



McKinley Neighborhood



Left: The oldest homes in McKinley are clustered below E. 34th Street, though most blocks contain a mix of build dates. Right: More than 60% of the structures in the proposed McKinley District count as contributing structures. Most of the non-contributing designations result from multiple, smaller alterations, such as adding modern windows and doors, or replacing siding. LCY STUDENT RESEARCHERS

Decades Constructed

More than half of the buildings surveyed in the McKinley Hill District originated between 1900-1919 and 1920-1929. More than three quarters (77%) of the contributing buildings in the McKinley Hill District originated prior to 1929. This timing corresponds to the completion of the railroad lines and to the McKinley Hill neighborhood’s heyday. Unsurprisingly, construction fell off with the onset of the Great Depression. While the incidence of new construction increased slightly following World War II, only 23% of the contributing buildings were constructed after 1929.

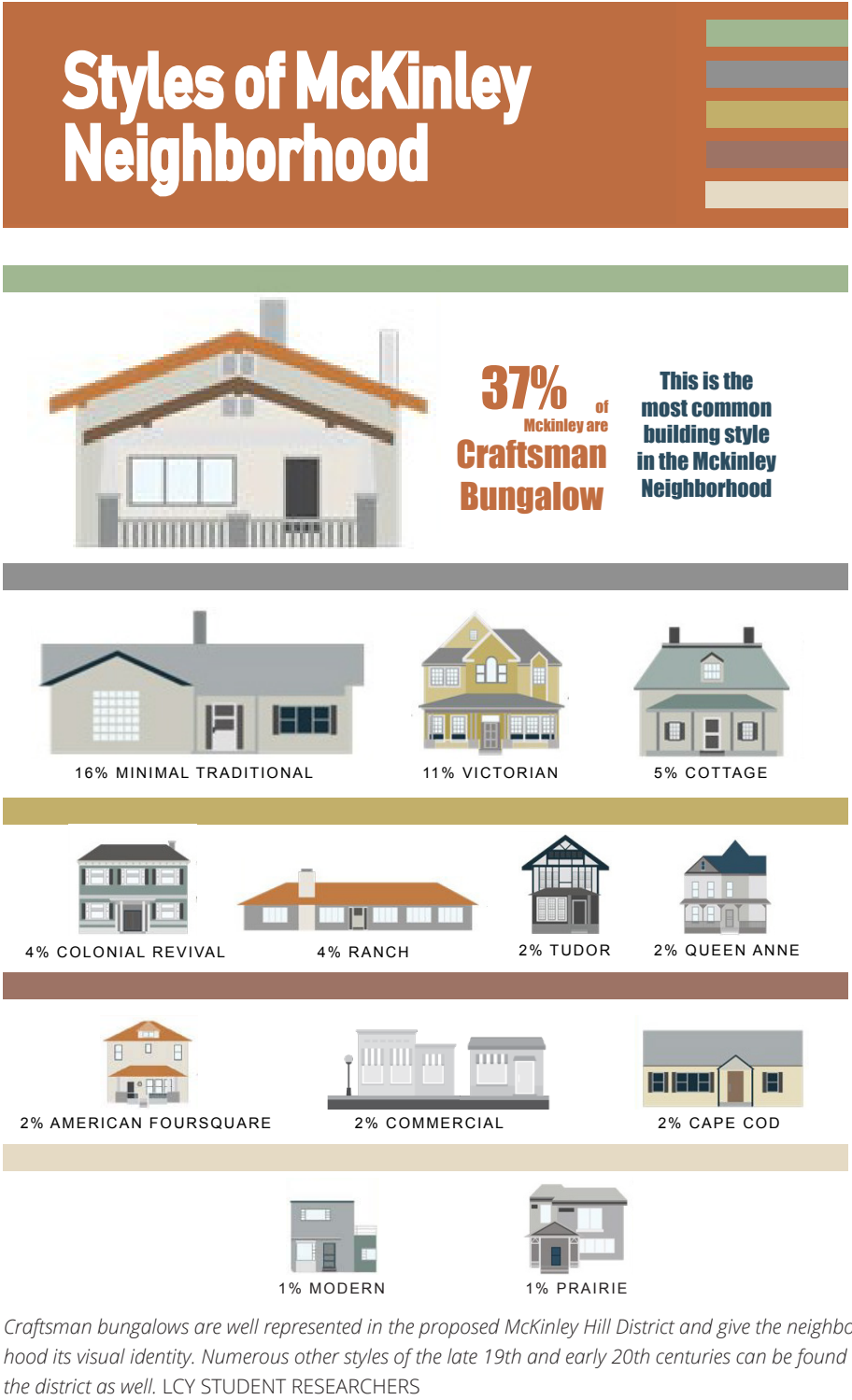
Building Styles

While a broad range of styles are evident throughout the McKinley Hill District, the most common building style is the Craftsman Bungalow. This was a common style during the 1920s, the most prolific decade for the neighborhood in terms of the construction of homes. Other styles include Minimal Traditional and Victorian.

Contributing vs. Non-Contributing Status

The proposed McKinley Hill Historic District is a fine representation of the diversity of housing that characterized Tacoma prior to the Great Depression, with a range of architectural styles and household income levels represented. Currently, the range of alterations that have been made to structures also varies. Several structures appear close to their original form. Some have experienced modern additions, window alterations, and new siding.

The proposed McKinley Hill Historic District offers a fine representation of the diversity of housing that characterized Tacoma prior to the Great Depression, with a range of architectural styles and household income levels represented.



Many of the remaining properties of South Tacoma are yet to receive any official acknowledgement of their historic significance.

SOUTH TACOMA Boundaries

South Tacoma is also referred to on maps and neighborhood signage as the Edison Neighborhood and as Excelsior. The area's rough borders include S. Tyler Street to the west, S. Oakes Street to the east, S. 48th Street to the north, and S. 60th Street to the south. The proposed South Tacoma Historic District covers a total area of approximately 3.5 square miles and contains within it approximately 1,000 properties, of which about 100 had been surveyed previously. Of those surveyed, DAHP already deems three properties potentially eligible for historic preservation:

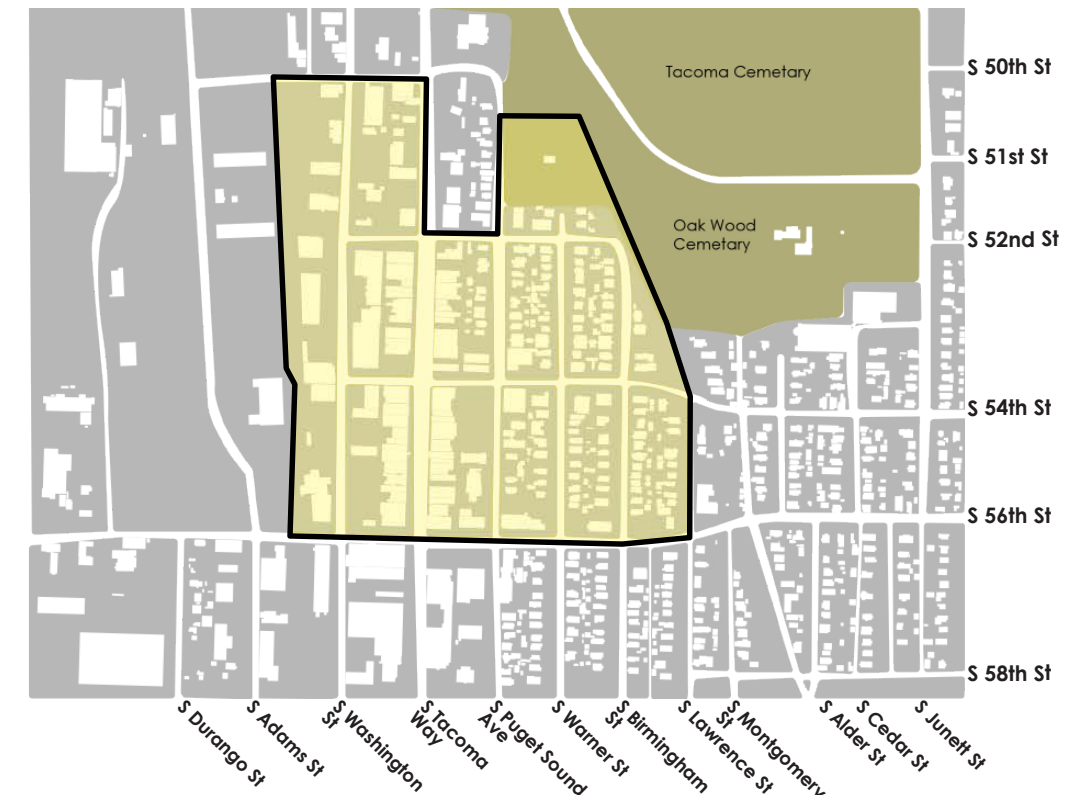
1. The Gray Middle School complex (3901 S. 60th Street, built 1910-1967)
2. The Henry E. Stiles House (5605 S. Warner Street, built 1902)
3. The Walter and Marion Jorgensen House (6028 S. Warner Street, built 1937).

These sites are not yet formally recognized on any historic register. The National Register of Historic Places and the Washington Historic Register currently list one of the neighborhood's properties, the Tacoma Mausoleum; the City of Tacoma also recognizes this structure as a Historic Landmark. Many of the remaining properties of South Tacoma are yet to receive any official acknowledgment of their historic significance.

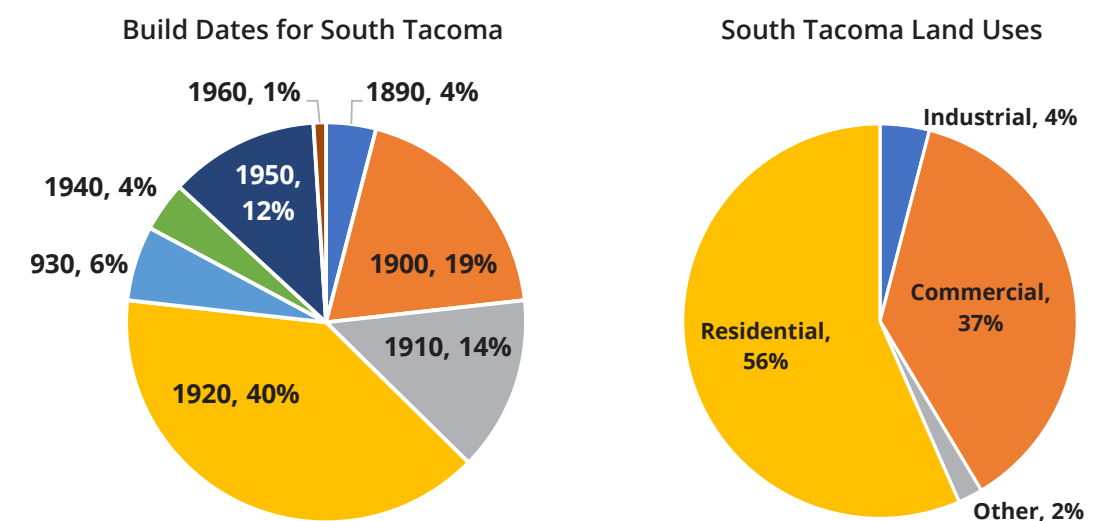
To the north of Edison, between South Tacoma Way and Center Street, lies an industrial and commercial district, referred to as the Nalley Valley. It extends in the direction of downtown to Yakima Avenue. While this area remains outside the scope of our research, it shares with the rest of South Tacoma similar railway and highway history. In addition, it contains a number of previously surveyed and newer, potentially historic structures. For these reasons, the area may be of interest for future investigation and inclusion as a historic district.

Decades Constructed

Overall, the busiest period of construction in South Tacoma occurred between 1900 and 1910; this decade corresponds to the origins of 32% of the structures throughout the proposed district. During this decade, shortly after the NPR repair facility opened, the neighborhood experienced the bulk of its residential development, which helped it meet the needs of a large and growing workforce. South Tacoma's commercial



The proposed district boundaries do not encompass the entirety of the original Edison town site, but were chosen as a cross-section to represent the neighborhood's industrial, commercial, and residential fabric. LCY STUDENT RESEARCHERS



Left: While many of the residential structures date back to the 1900s, most of the construction of commercial sites occurred in the 1920s, along South Tacoma Way. This coincided with the establishment of Highway 99. LCY STUDENT RESEARCHERS

Right: South Tacoma has historically been a regional commercial destination; as such, the business district is represented in the proposed Historic District. LCY STUDENT RESEARCHERS

Commercial structures along South Tacoma Way reflect the area's past as prominent business district.

strip dates back to a more recent period, with the largest share of its buildings originating during the 1920s. During this decade, which followed the development of the streetcar services that first connected the district to downtown Tacoma and to other communities to the south and west, South Tacoma transformed, with the routing of a national highway directly through it, and with the construction of larger, more substantial businesses to cater to a broader, regional clientele.

Typology

A significant portion of the surveyed buildings in South Tacoma consist of commercial structures along South Tacoma Way. They reflect the area's past as one of the region's most prominent business districts. We included some industrial structures, such as the Kenworthy Granary at S. 56th and S. Washington Streets, in our survey; however, much of the area's extant industry lies to the north of the boundaries we propose, in the Nalley Valley. The earliest of such facilities, the NPR Shops, have since been demolished. We surveyed a small number of ecclesiastical and cultural buildings, but, as previously mentioned, most of these sites that serve South Tacoma lie east of the proposed boundaries.

Building Styles

In contrast with some of Tacoma's other neighborhoods, South Tacoma's residential housing stock varies considerably. Though the ubiquitous Craftsman is well-represented, other late 19th and early 20th century styles are also present, including Folk Victorian, Queen Anne, and Foursquare. Most homes are modest in size, taking up fewer than 1,000 square feet in their total area, and rising only 1.5 stories.

The commercial zone represents an equally varied medley of styles, ranging from False-Fronts that date back to the first years of the neighborhood's development in the 1890s, to Modernist styles, more typical toward the end of the period of significance, during the 1960s. Many structures are difficult to classify; this owes to the eclecticism of their construction, and/or to decades of alteration.

Contributing vs. Non-Contributing

The residential section of South Tacoma is a unique example of turn-of-the-century, worker housing. With the exception of some envelope improvements, like roof, window, and siding replacements, homes throughout this district remain substantially similar in their appearances to their date of construction.

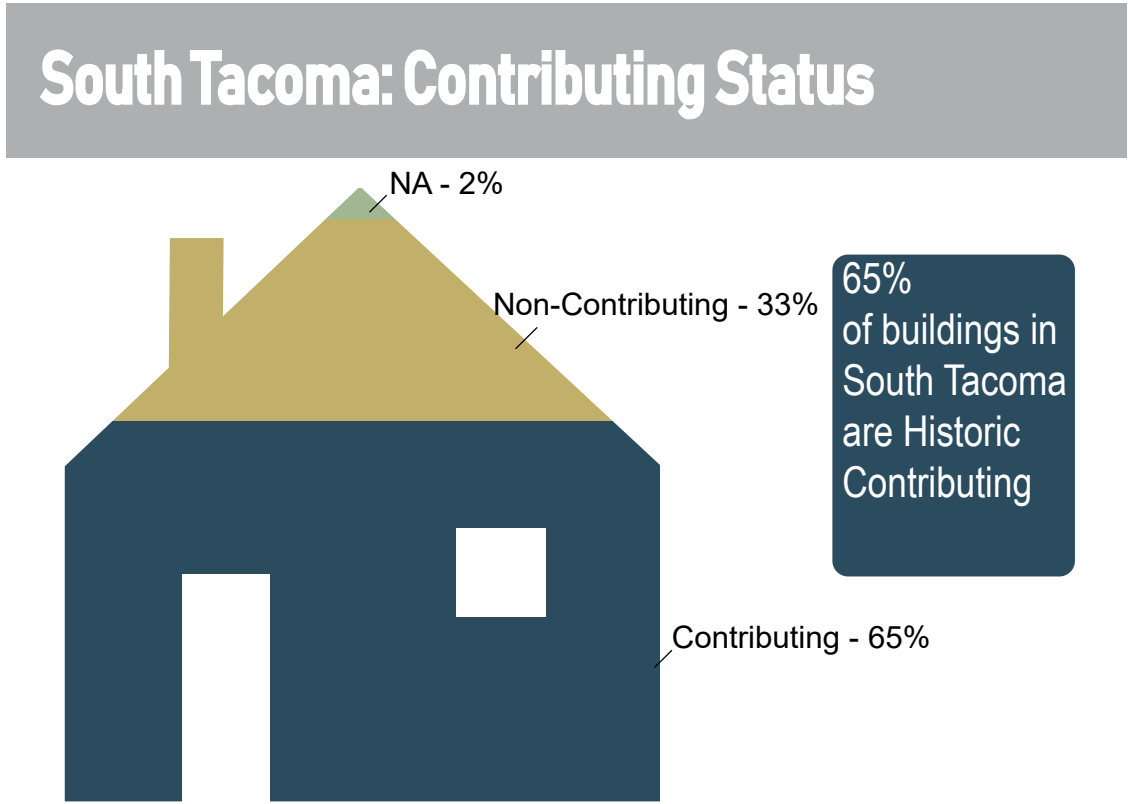


Residential styles in South Tacoma represent a variety of those popular in the early 20th century. Some of the district's larger homes, such as this Foursquare at 5814 S. Puget Sound Avenue, were built in ornately detailed modes. IAN MACLEOD

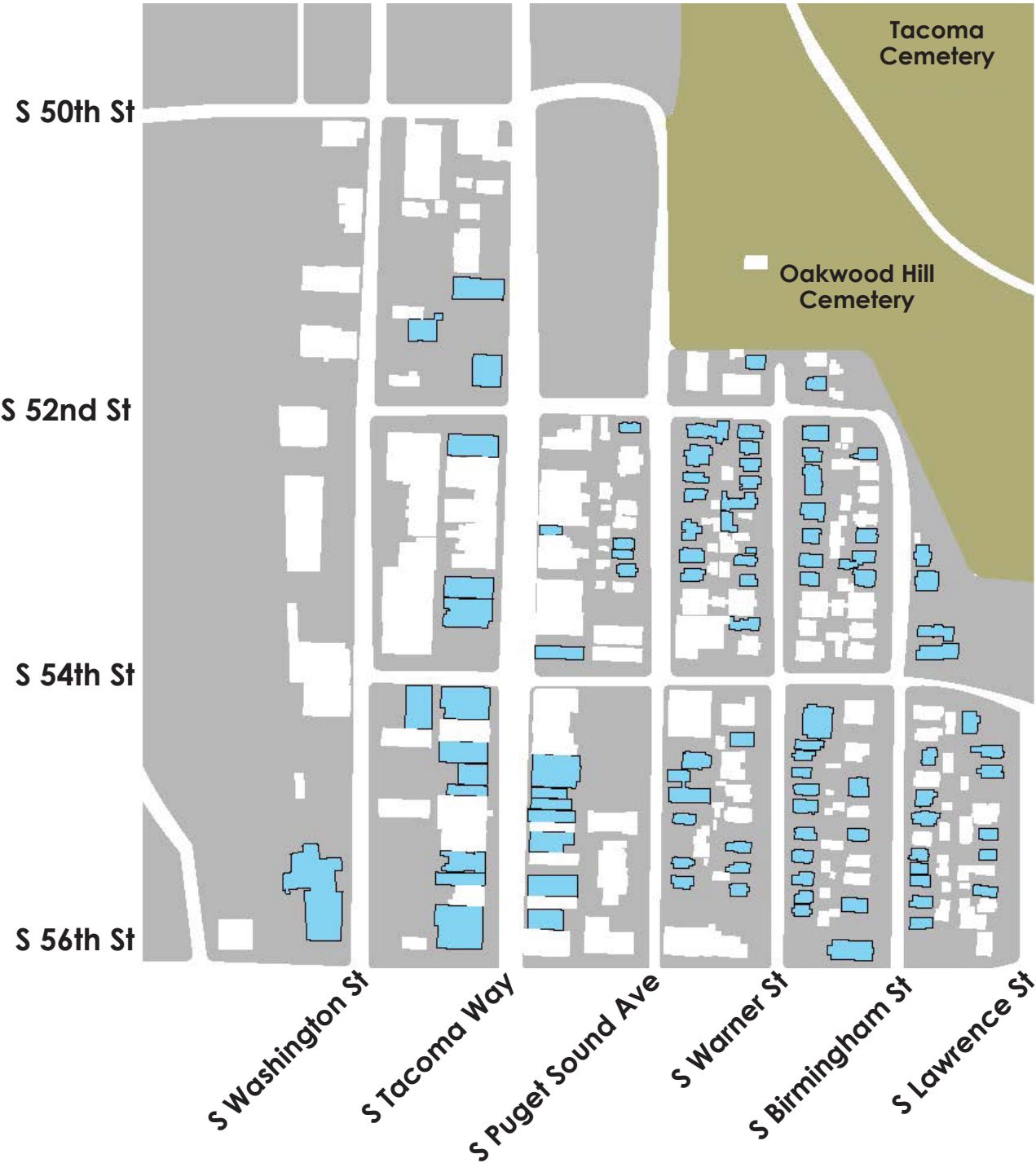


While Tacoma's ubiquitous Craftsman style can be found in South Tacoma, much of the housing stock is an unadorned Folk Victorian style, such as this structure at 6622 S. Lawrence St. IAN MACLEOD

Contributing status along South Tacoma Way is murkier. While several commercial buildings retain their original appearances, dating back to the first half of the 20th century, others received substantial facade makeovers in later decades. Of the latter category, some alterations present additional architectural or historic significance, others have been restored to their original appearance, and several have lost their architectural and historic integrity, in spite of their construction during the earliest years of the period of significance.



By narrowing the district boundaries to include areas with the greatest concentration of integrity, the threshold of contributing buildings was met. LCY STUDENT RESEARCHERS



Many of South Tacoma's oldest residential structures maintain their integrity, which makes them eligible to contribute to a historic district. The commercial area contains within it several buildings that have been updated or altered. While these sites would receive non-contributing status, many could be restored and eventually included within the historic register for South Tacoma. LCY STUDENT RESEARCHERS

The history of both the McKinley Hill and South Tacoma neighborhoods links them the arrival of the Northern Pacific Railway and to its transformation of Tacoma, from a small lumber mill village into a metropolitan city.

In particular, these neighborhoods tell the story of the working-class families whose hard work ensured the success of the railway, and of the city more generally, in the early decades of Tacoma. Much of the architecture is not high-style, but emblematic of these neighborhoods, and of sufficient quantity and integrity to illustrate the urban form of the city during the early 20th century. Despite the city's postwar decline and the construction of freeways, both districts have survived to tell their stories. The spirit of the City of Destiny, and of grit and perseverance, is alive in these neighborhoods, shaped by those who sought prosperity more than a century ago, and by those who continue in their legacy now in the 21st century.

Important for the success of their nomination as historic districts, both neighborhoods possess strong social and cultural identities. Residents express a high level of enthusiasm for their preservation. Their interest, in conjunction with the groundwork completed by the students involved in this project, provides sufficient momentum to preserve these areas which contribute to Tacoma's historic development and urban form.

The history of both the McKinley Hill and South Tacoma neighborhoods links them to the arrival of the Northern Pacific Railway and to its transformation of Tacoma, from a small lumber mill village into a metropolitan city.

The spirit of the City of Destiny, and of grit and perseverance, are alive in these neighborhoods, shaped by those who sought prosperity more than a century ago, and by those who continue in their legacy now in the 21st century.



The UW LCY team. Back, from left: Addison Peabody, Elijah Hansen-Lints, Katie Keller, Jansel Padilla, and Ian Macleod. Front, from left: Verónica Restrepo, Sue Vanasouk, Annie Chien, Elena Cortez, Tam Nguyen, and Meagan Scott. KATHRYN ROGERS MERLINO

Berger, Knute. "Hostel takeover: Adjusting to a new Seattle." Crosscut. 9 April 2018. Accessed April 28, 2018.

Atlas of ReUrbanism: ReUrbanism. National Trust for Historic Preservation. Accessed 19 April 2018. <https://savingplaces.org/reurbanism>

"Bismark is burning!," undated publication, available at the Tacoma Public Library Northwest Room in "McKinley" section of the clipping files.

"McKinley Hill Neighborhood In Tacoma, Washington (WA), 98404 Detailed Profile." City-Data, Urban Mapping, 2018, <http://www.city-data.com/neighborhood/McKinley-Hill-Tacoma-WA.html> (accessed December 12, 2017).

Washington State Department of Archaeology and Historic Preservation, "Frederick H. Heath," <https://dahp.wa.gov/bio-for-frederick-h-heath> (accessed August 18, 2018).

Appendix A: NPS INTEGRITY BULLETIN

U.S. DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE INTEGRITY

The National Register traditionally recognizes a property's integrity through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. These qualities should also be discussed under the Statement of Significance, Section 8 of the registration form.

Location

Location is the place where the historic property was constructed or the place where the historic event took place. Integrity of location refers to whether the property has been moved or relocated since its construction. A property is considered to have integrity of location if it was moved before or during its period of significance. Relocation of an aid during its active career if the move enhanced or continued its function is not a significant loss of integrity. For example, in 1877, the 1855-built Point Bonita Light was relocated from a high bluff to a rocky promontory to improve its visibility to mariners. Aids to navigation relocated to serve new purposes after being decommissioned suffer a serious loss of integrity of location, but are not automatically precluded from listing.

Design

Design is the composition of elements that constitute the form, plan, space, structure, and style of a property. But properties change through time. Lighthouses may be raised or shortened; buildings may be added or removed from a light station; sound signal equipment and optics may change to reflect advancing technology. Changes made to continue the function of the aid during its career may acquire significance in their own right. These changes do not necessarily constitute a loss of integrity of design. However, the removal of equipment that served as the actual aid to navigation--a fog signal, lens and lamp, or the distinctive daymarkings on a tower--has a considerable impact on the property. Removal of an optic from a lighthouse, a fog horn or bell from its building, or painting over a historic lighthouse's pattern has a serious adverse effect on its design integrity. The design integrity of light stations is reflected by the survival of ancillary buildings and structures. The decision to nominate a station should include an assessment of the design integrity of the property as a complex. The loss or substantial alteration of ancillary resources, such as keeper's quarters, oil houses, cisterns, and tramways, for example, may constitute a significant loss of design integrity.

Setting

Setting is the physical environment of a historic property that illustrates the character of the place. Integrity of setting remains when the surroundings of an aid to navigation have not been subjected to radical change. Integrity of setting of an isolated lighthouse would be compromised, for example, if it were now completely surrounded by modern development.

Materials

Materials are the physical elements combined in a particular pattern or configuration to form the aid during a period in the past. Integrity of materials determines whether or not an authentic historic resource still exists.

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period of history. Workmanship is important because it can furnish evidence of the technology of the craft, illustrate the aesthetic principles of a historic period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

Feeling

Feeling is the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time. Although it is itself intangible, feeling is dependent upon the aid's significant physical characteristics that convey its historic qualities. Integrity of feeling is enhanced by the continued use of an historic optic or sound signal at a light station. The characteristic flashing signal of a light adds to its integrity. While sounds themselves, such as the "Bee-ooooohhhh" of a diaphone, cannot be nominated to the National Register, they enhance the integrity of feeling. The mournful call of fog horns on San Francisco Bay is an integral part of experiencing life there.

Association

Association is the direct link between a property and the event or person for which the property is significant. A period appearance or setting for a historic aid to navigation is desirable; integrity of setting, location, design, workmanship, materials, and feeling combine to convey integrity of association.