

United States Department of the Interior
National Park Service

Tacoma



The Union Depot District

Tacoma, Washington

1979 Rehabilitation Study

NPS Project Report

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Please note: In June 1981, the Heritage Conservation and Recreation Service was abolished and its functions transferred to the National Park Service.

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Cover photograph: Union Depot District, circa 1915.

Frontispiece: Union Depot District today, photograph by **Paul Macapia**.

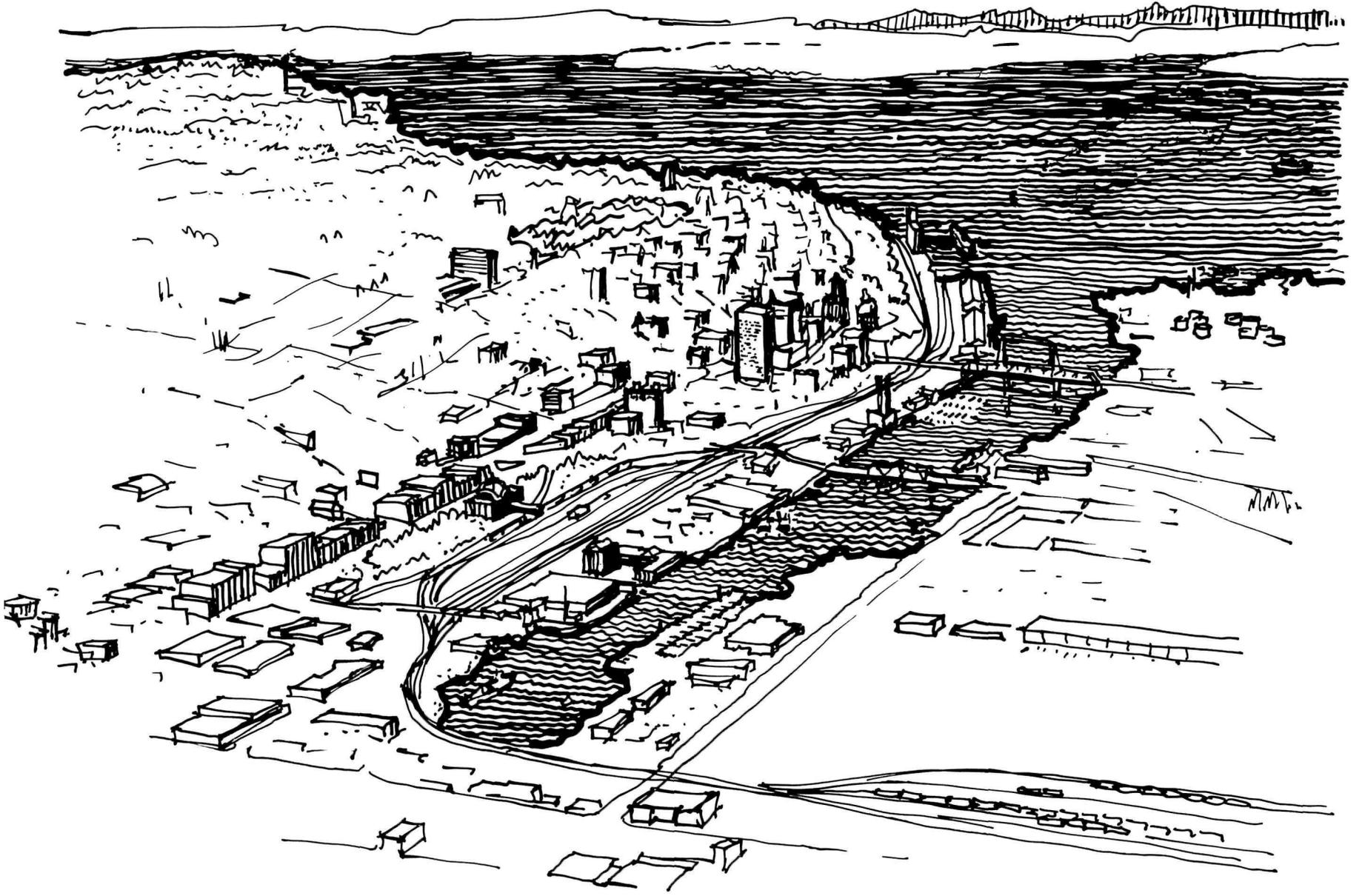
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During the summer of 1979, the Heritage Conservation and Recreation Service fielded a team of twelve student and professional historians, planners, architects, and landscape architects to study the rehabilitation potential in Tacoma's Union Depot District. The goal of the team was to develop recommendations and suggestions regarding the revitalization and rehabilitation of the district.

This publication, the culmination of the team's efforts, is intended to serve as a suggestive model for the city, its citizens, and interested groups concerned with the revitalization of the depot district; final decisions regarding the revitalization and rehabilitation process rests entirely with these groups and individuals. Some of the recommendations suggested by the team could be quickly and easily implemented, others will require additional study and consideration. The thrust of this report provides a solid planning base from which new ideas may be generated and, where necessary, additional studies developed.

The functions of the Heritage Conservation and Recreation Service were transferred to the National Park Service in June 1981.



Commencement Bay and City Waterway.

The natural resources of the Northwest are rich and abundant. The inland saltwater sea of Puget Sound, bounded by the Olympic Peninsula on the west and the coast of western Washington on the east, has dominated the economy of the region for centuries. The vast beauty of the cold, deep waters of the sound is matched by the Cascade Mountain Range to the east and the Olympic Mountain Range on the peninsula. Towering over the entire area, both metaphorically and physically, Mount Rainier rises out of the Cascades to an elevation of 14,410 feet above sea level. Some Indians of the Northwest called it “the mountain that was God.” Modern-day residents call it simply “the mountain,” and on a clear day, or on a cloudy day when the fog lifts momentarily, “the mountain is out,” and is an impressive reminder of the region’s riches.

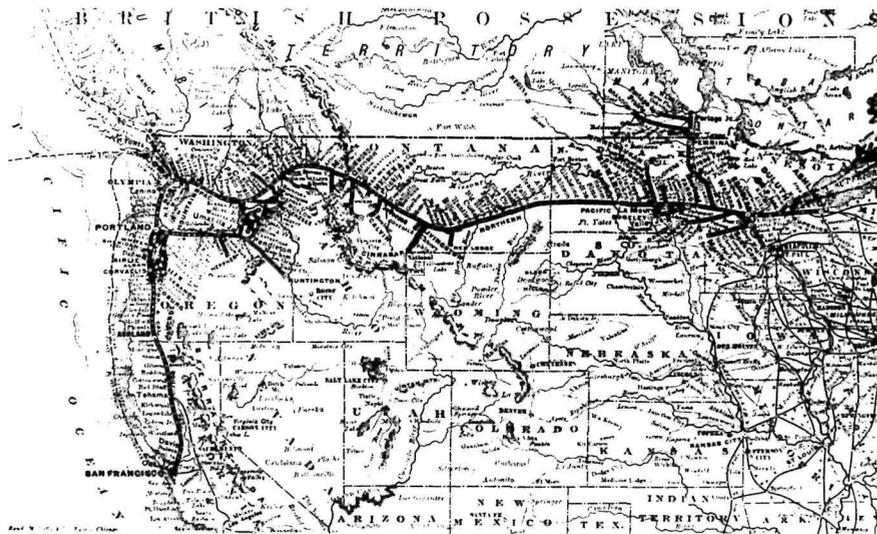
Lumber, from the shores of Puget Sound to the Cascades and the Olympics, was the first “crop” of the Northwest, and several industries developed around the abundance of cheap lumber. Paper mills still dot the landscape along the sound. Although in the nineteenth century shipbuilding was the major industry, and it continues to enrich the local economy, perhaps the most important resource in the Northwest was the sound itself.

The British explorer Captain George Vancouver discovered the sound in 1792, while searching for a passage between the Atlantic and Pacific Oceans. Despite its exclusive connection with the Pacific, the sound opened vast markets to the settlers who moved to its shores. The Alaska gold rush also increased the volume of trade in the sound.

Many towns and villages were built along Puget Sound. Port Townsend, on the northeastern tip of the Olympic Peninsula, was an active Victorian port and its fine old houses continue to reflect the genteel prosperity of an earlier day. Across the water, Seattle grew to a city of cosmopolitan proportions. The renovated Pioneer Square district, where late nineteenth and early twentieth century warehouses and commercial buildings have been converted into office and retail space, commemorates Seattle’s early history as a trading center.

On the southern end of the sound, Tacoma was an early and prominent port. Commencement Bay, on which Tacoma is situated, is a deep, natural harbor, a haven from the turbulent currents of Puget Sound. This was one of the sites Vancouver visited in 1792. Some years later, in 1841, Lieutenant Charles Wilkes began his survey for the United States government at the same point on Commencement Bay. General Morton Matthew McGarver platted the city in 1868 and named his creation Commencement City. The name was soon changed to Tacoma, the Indian name for Mt. Rainier.

In 1862, the United States Congress authorized a series of charters, land grants, and construction subsidies for a transcontinental rail line. The main line was to extend west from the Mississippi and east from San Francisco Bay, meeting at Promontory Point, in Utah. Only two years later Congress issued a charter for a northern line to connect the Great Lakes to Puget Sound. The Northern Pacific Railroad broke ground on 15 February 1870, twenty-three miles west of Duluth, Minnesota, heading west for an unspecified destination.



Northern Pacific Railroad lines map.

Along the sound, the new towns contended for the western terminus. Seattle, Tacoma, Port Townsend, Olympia, and other towns in Washington Territory, courted the eastern moneymen who were building the railroad. In Oregon, Portland made a strong claim for the honor. Finally, three years after the ground-breaking near Duluth, in the summer of 1873, Tacoma was chosen as the western terminus for the northern branch of the transcontinental railroad.

A nationwide depression, beginning in 1873, delayed the completion of the line until ten years later. During this interval Tacoma's population grew only modestly; the 1880 census reported a population of 1,098. The transcontinental rail connection of 1883, and the later completion of the Cascade Division of the Northern Pacific Railroad (1887-1888), gave Tacoma direct access to the rich hinterland that extended from eastern Washington to Montana. Tacoma became a classic boom town, its phenomenal growth nurtured by the railroad, and by 1890 the population had grown to 36,006.

When Tacoma was chosen as the western terminus, it was hailed as the "City of Destiny," certain to eclipse Seattle and Portland. City fathers predicted that Tacoma would rival the wealth and prosperity of San Francisco. They felt sure that the future belonged to the burgeoning "City of Destiny." In fact, they were only partially correct.

The decisions of the Northern Pacific and one of its subsidiaries, the Tacoma Land Company, shaped and determined the developmental pattern of early Tacoma. In turn, Tacoma's topography and geography helped to influence the

decisions of both the railroad and the land companies. When the Northern Pacific searched for a western terminus, it sought a port with a good harbor to facilitate the railroad's ocean-going commerce. Tacoma was the most convenient and fortunate intersection of rail and sail. On its way to Tacoma, the railroad passed through fertile, resource-rich regions and by 1900 Tacoma's economy reflected its fortuitous location.

Wheat came to Tacoma via the rail from eastern Washington, Idaho, and Montana. From Tacoma's warehouses ships carried it around Cape Horn to Liverpool. Lumber from the Cascades and the Olympics was processed in Tacoma mills on its way to California, New Mexico, South America, China, and Australia. Coal from the foothills of the Cascades went to San Francisco. To support all this trade, Tacoma developed an active jobbers' trade that delivered food, dry goods, furniture, hardware, and other wholesale items in exchange for the outward-bound wheat, lumber, and coal.

Tacoma is more than eighty miles from the Pacific Ocean, but it enjoys about twenty-five miles of waterfront. Nestled on Commencement Bay, the site of its early and current ocean trade, the city climbs steeply from tidewater flats to a plateau 300 feet high. The railroad and most industrial activities grouped themselves on the flats along the waterfront. Commercial activity developed on the side of the bluff that rises sharply from the harbor. Proximity to the waterfront made Pacific Avenue the main thoroughfare of Tacoma's downtown, but the steepness of the surrounding hills confined downtown's early business activity to within a few blocks of the water.

Although the town clearly depended on its port, the future of Tacoma's economy was too closely tied to the future of the railroad to be left to chance. Tacoma's growth in the late nineteenth and early twentieth centuries was tailored to the needs and interests of the Northern Pacific. The railroad's Tacoma Land Company owned more than 16,000 acres of land; in fact, one of the reasons for Tacoma's railroad victory over Seattle was the easy availability of that land. The railroad intended to protect its investment by increasing freight and passenger traffic. The Tacoma Land Company adopted a land policy that, instead of benefiting its own interest in the short-run profit, tended to serve the long-term interest of the railroad. It did this by keeping land speculation under control. Land was not sold simply for an agreed-upon price; rather, it was sold for a price and an agreed-upon use. An observer, writing in 1885 in *Tacoma, The Western Terminus of the Northern Pacific Railroad*, described this policy: "The Land Company sells on time, usually requiring purchasers to pay one-third cash and the remainder in a year, and to build during that a house [or building] to cost a specified sum. . . This policy of the company of requiring improvements to be made on all the lots sold has had the effect of preventing real estate speculation

The Tacoma Land Company not only specified the use of the lots it sold, it also specified improvements (a fence or a sidewalk) and building material (brick or wood). Exerting this control, the land company, and through it the Northern Pacific, determined the location and appearance of Tacoma's business, industrial, and jobbers' districts. Thus, for example, despite the abundance of lumber and the availability of a rich craft tradition, most of the buildings in downtown Tacoma were made of brick, at the insistence of the Tacoma Land Company. It was, no doubt, determined to protect its investment from the fires that ravaged so many wooden towns.

Several national economic crises punctuated development. A depression during the 1870s had delayed Tacoma's anticipated growth. Later, after the completion of the line in the late 1880s, Tacoma experienced a brief boom period. In 1887, 350 building permits were issued for construction totaling \$825,307. Only three years later, in 1890, 1,719 permits were issued for a combined total of \$6,273,430. The boom peaked in that year and the depression of the 1890s brought Tacoma's economic growth to a second dramatic halt. Business failed, building activity dropped, and population growth stagnated. By 1894, only 253 building permits were issued for construction for a total value of \$102,545.

Tacoma did not begin to recover from this economic setback until 1900, and the urban landscape reflects this early pattern of boom and bust. Nevertheless, the structures that were built after 1900 tended to follow the lines established by the initial growth of the late 1880s. The city's commercial and industrial activity continued to depend on the Northern Pacific, and the architecture of the first decade of the 1900s, despite an increase in building scale, reflected the same economic functions as the buildings of the late 1880s.

Even as Tacoma recovered from the depression of the 1890s, as ancillary activities continued to gravitate toward the rail lines and the waterfront, the technological developments of the early 1900s threatened the stability of the Tacoma Land Company's plans. In 1906, an estimated 100 residents of Tacoma owned automobiles; they used them primarily for Sunday drives. By 1912, the automobiles and trucks in Tacoma were decreed to be no longer mere "playthings." In these six years they had become necessary to the conduct of business.

At first, automobile and truck transportation seemed to be a convenient substitute with which to continue familiar patterns of business and industrial activity. Soon, however, it became apparent that the automobile necessitated, indeed, made possible, a whole new set of patterns and activities. As the economy recovered, trade and traffic increased and, with the convenience of road transportation, businesses and services began to move

TACOMA

— THE —

WESTERN TERMINUS

OF THE NORTHERN PACIFIC R. R.

IF YOU WANT

A Home or An Investment

IN THE NORTHWEST

GO TO TACOMA.

BECAUSE:

1. Tacoma is the western terminus of the Northern Pacific Railroad, the greatest of the transcontinental roads.

2. Tacoma is at the head of navigation on Puget Sound, the "Mediterranean of America," whose Port of Entry enters and clears more shipping than any Port of Entry in the United States, except New York and San Francisco.

3. Tacoma will be the shipping port for all the wheat raised in Eastern Washington, and for much of that raised in Oregon.

4. Tacoma ships more lumber and coal than any other port on Puget Sound, and has tributary to it vast deposits of coal—the best in the Pacific Northwest—and is in the heart of the finest timber in the world.

5. Tacoma is destined, from its location, to be the great distributing point for Eastern Washington, Idaho, and a great part of Oregon.

6. Tacoma has never been "boomed," but has steadily grown since 1880, when the population (by census) was 720, to the present time, when the population is about 25,000.

7. Tacoma's climate is excellent, the average temperature in winter being 41 degrees above zero, and in summer about 65 degrees. The summer climate is mild, dry and salubrious; the rain fall is in winter, which is quite as healthful as the summer.

For lots in Tacoma, or information, apply or write to

ISAAC W. ANDERSON,

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N. P. R. R. Hdqrs. Bldg. Pacific Ave. and 7th St.,
TACOMA, WASH.

Study will push historic building reuse

By **CARL LIZBERG**
TNT Building Writer

A federal team scrutinizing the historic industrial district surrounding Union Station may enable owners to realize economic benefits from rehabilitating their buildings.

The study is being performed by a 14-member team from throughout the United States, put together by the Historic American Engineering Record (HAER) Division of the Heritage Conservation and Recreation Service of the U.S. Department of the Interior.

The HAER "rehab action team" combines the work of historians, architects and planners, focusing on the historic Union Station district, said its leader, senior historian T. Allan Comp, Ph.D., of Washington, D.C., who is heading similar teams in other Western cities.

The HAER study team was invited to conduct the study by the Tacoma City Council. The study is paid for by the state Office of Historic Preservation.

THE TEAM IS composed primarily of architects, planners and architectural historians, with many from the Washington, D.C., area. Comp's assistants are Stuart Rogel of Washington, D.C., senior planner, and Mary Lee Jefferson of Arlington, Va., a Tax Reform Act specialist.

The team is in its fourth week of a 12-week study.

The team will inventory, document and assess the rehabilitation options available to building owners and the city. The goal is to develop methods for retaining and enhancing current uses of buildings while bolstering them with new and busy neighbors, Comp said.

COMP SAID the preservation provi-

sions of the Tax Reform Act of 1976 puts the rehabilitation of existing structures on an equal basis with new construction. Although these provisions apply to buildings listed on the National Register of Historic Places or similar local registers, owners of buildings such as those located in the Union Station Historic District could invest in rehabilitation and receive rapid tax write-offs.

They may amortize, or deduct from their gross taxable income over a five-year period, any capital expenditure incurred in the certified rehabilitation of an income-producing historic structure, he emphasized.

A second tax advantage allowed owners of commercial buildings eligible for rehabilitation is accelerated depreciation. The cost of a substantially rehabilitated structure can now be depreciated at a faster than usual rate, the same rate already possible for new construction.

Under provisions of the Revenue Act of 1978, Comp continued, a 10 percent investment tax credit is available to property owners who rehabilitate buildings which are more than 20 years old. In addition, long-term lessees who rehabilitate certain buildings now have the same options as property owners — they may either amortize the costs of their rehabilitation over a five-year span or depreciate the cost of heavily rehabilitated structures at an accelerated rate.

"TO STUDENTS of American history, this Union Depot-Warehouse District is a significant site, an area that illustrates with brick and mortar the pride and the success of Tacoma's early laborers and leaders," Comp said.

"While many of the historic uses have changed, the buildings contain



Union Depot District near South 16th Street

the flexible spaces needed for successful adaptive use.

"In addition, the historic preservation provisions of the Tax Reform Act of 1976 provide strong incentives for commercial use in certified historic buildings."

The team, he added, is committed to "this task of careful and historically sensitive rehabilitation planning."

COMP LISTED other benefits which further illustrate the attractiveness of investment in rehabilitation:

- Generally, construction costs in a new structure are much higher than those for a rehabilitated facility slated for the same use.

- Reduced construction time is a major consideration to developers since money financed in a construction loan bears a higher interest rate than the later long-term financing a project receives when it is finished.

- With the essential structural elements — walls and roof — already in place, rehabilitation work can be completed more quickly than new construction. Moreover, inclement weather will bring work on new construction to a standstill; it will not disrupt work going on inside existing structures.

- The resale value of rehabilitated structures often proves to be higher than the resale value of completely new structures. Many older buildings have

character that cannot be duplicated in a new building.

- The favorable effects of rehabilitation can be seen in energy usage. Energy savings of 23 percent can be realized in rehabilitated structures. Older buildings have less window area for heat loss and gain. Heavier walls and greater insulation result in lower transmission of heat. Operable windows characteristic of these structures allow for greater natural ventilation eliminating the need for expensive air conditioning units.

- Utilities installation is avoided because buildings eligible for rehabilitation come already tied into utility

lines, with access to sidewalks streets and police protection.

- Several states have made private investment in rehabilitation attractive through exempting or abating property taxes on certain historic structures.

- The tax base in once-declining areas broadens. Buildings which were underused or poorly maintained and paying very low taxes are able to return a greater tax payment with less drain on city services. So the entire community tends to prosper through rehabilitation efforts.

- Protective criteria established by the Interior Department can ensure continual life and use of historic buildings. The criteria protect buildings' architectural integrity.

"TACOMA IS FORTUNATE in the quantity, often first-rate quality and relatively sound condition of its aged building stock," Dr. Comp said.

"Rehabilitation in Tacoma's Union Station Historic District can serve to answer pressing contemporary needs and provide a tangible visual reminder of the city's proud and unique maritime and commercial tradition."

Still standing, in remarkably good condition, he noted, are the old mills, warehouses, breweries, port facilities and railyards left over from Tacoma's old industrial and transportation center.

"We want to find the ways to make historic buildings both meaningful and useful to contemporary life."

To do this, the team is seeking new options tied to existing market analyses, architectural studies and to heavy reliance on private-sector initiatives.

All of the team's activities and information is open to the public, he said. Offices are at 1301 Commerce St. in the historic Luzon Building, constructed in 1891. It forms the northern boundary of the district.

away from the early district that had grown up along the rail lines. Pacific Avenue continued to be the main thoroughfare, but, as horse stables were demolished or turned into auto garages, development spread far away from the core and symbol of the city's earliest commercial district, the Union Station Depot. Tacoma's city fathers had been right when, in 1873, they predicted that their fair town would grow as the railroad grew. Unfortunately, neither they, nor the Northern Pacific, had foreseen the powerful and seemingly irrevocable impact of the automobile.

In 1920, the Northern Pacific moved its traffic department to Seattle. Not long after, the rest of the western headquarters followed. For the next decade, Tacoma's future seemed to flounder, but World War II precipitated another boom period for the area with the expanded presence of Fort Lewis and McChord Air Field in Pierce County.

Because of the particular pattern of development, with firms moving away from the historic central business district after the advent of truck transportation, Tacoma's Union Depot District remains largely intact.

Although the buildings in the district are underused, they still reflect the energy and optimism of the two boom periods in Tacoma's history. At the same time, they display evidence of the bust periods—a stern, though not grim, lesson in the consequences of industrial progress.

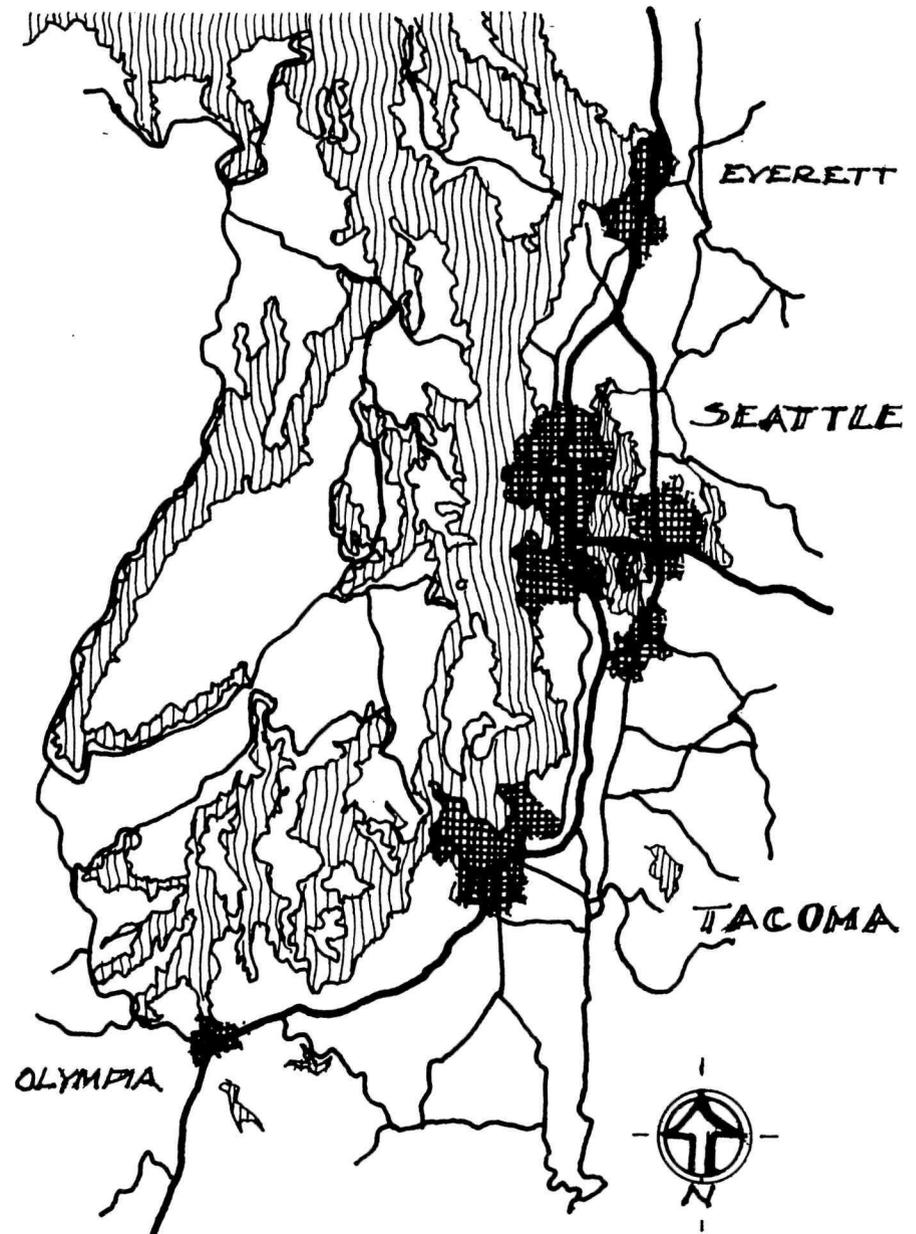
In 1979, the City of Tacoma, recognizing the economic and social promise implicit in these grand structures, invited the Heritage Conservation and Recreation Service (HCRS) to conduct a rehabilitation action study of the area surrounding the Northern Pacific's Union Station Depot. HCRS responded with one of the largest teams it has ever fielded: three planners, four architects, four historians, and one landscape architect cooperated with the city, the state, and the Northwest regional office of HCRS. The combined efforts of this group produced a number of suggestions for the continued and, in some cases, renewed use of this district. The team planners, architects, and landscape architect made recommendations for improvements, but perhaps the most significant recommendations came from the work of the historians.

Any study of Tacoma's history reveals the critical role played by the Northern Pacific in the economic and architectural development of the city. Although the trade and traffic generated by the railroad was vital to the town's growth, historical analysis also shows that Tacoma's destiny was ultimately dependent on its residents. Today, Tacoma has an unique opportunity to renew its commitment to the "destiny" that was predicted for it over 100 years ago.

An assessment of Tacoma's current status reveals that the town's location remains a significant factor in its development potential. Tacoma is located in the central portion of the Portland-Vancouver, British Columbia, urban corridor. With a population of over five million, this corridor dominates the economy of the Northwest. Tacoma, along with Seattle and Everett, is centrally located in this urban complex that includes over fifty-two percent of the population of Oregon and Washington and, with the exception of Boise and Spokane, all the major cities in the Northwest.

Tacoma is serviced by Interstate 5, a major north-south highway that provides easy access to Portland, Seattle, Everett, and Vancouver, B.C. Trucks using the interstate have a convenient exit to the deepwater port of Tacoma and its ocean-bound trade. Likewise, rail access also provides steady freight service along the same north-south axis.

Tacoma has expanded from its original development along Commencement Bay, so its present concerns are not easily separated from those of Pierce County. Tacoma is the county seat and eighty-two percent of the county's population (365,145 people) live in Tacoma's urban area. Historically, Tacoma's employment was based on manufacturing and transportation-



Regional map.



Current view south on Pacific Avenue.

related activities. Since World War II, however, the military has been the major employer in the county.

Statistics for the years between 1970 and 1978 indicate that the composition of the county's employment has shifted slightly. Service and trade sectors became more significant to the regional economy, while manufacturing and civilian government sectors declined somewhat in importance. Nearly half of all jobs in Pierce County are located in Tacoma. The Port of Tacoma, an independent port authority, and the central business district of Tacoma are the city's major employers. In the county, Fort Lewis and McChord Air Force Base are the major commercial employers: approximately 31,000 military personnel work at both bases. The presence of major government employers insures a certain stability to the Pierce County work force. The Port of Tacoma, larger and more modern than Seattle's, is clearly important to the city's development. A recent decision by the Mazda Company to locate its enlarged shipping facility in Tacoma is indicative of the port's attractiveness to major businesses. The Mazda facility is expected to bring \$6 million to the Tacoma economy.

Tacoma's population is expected to grow at a rate of three percent between 1980 and 1990. For the same period, Pierce County is projected to experience a growth rate of nineteen percent. This suggests that while the city will more or less stabilize, the county will grow, creating a demand for jobs, housing, and services.

Tacoma's greatest concern may be that, like many urban areas in the United States, it could become a central city surrounded by rapidly growing bedroom communities—a place to work but not to live. In the future the growth sectors of the economy—services, finance, insurance and real estate, and retail and wholesale trade—may choose not to locate in Tacoma but along the I-5 corridor where access is better and land is cheaper and more abundant. If this happens Tacoma would be left with older manufacturing concerns who will eventually leave the city.

In order to avoid this situation in the future it is important that the city diversify its economic base by expanding the industrial sector to release itself from dependence upon port activities, and by encouraging a variety of financial and professional services and retail and wholesale trades to locate in Tacoma rather than in suburban areas.

Tacoma's Union Depot District is one of the oldest urban industrial areas still standing in the Northwest. As the terminus for the Northern Pacific, the district played a critical role in the development of the entire northwest region. The financial and commercial dominance of Tacoma during the railroad era is reflected in the built environment still surrounding Union Station.

Although the district remains largely intact, the bustle of the railroad era is gone; the excitement of the early automobile days has faded. Driving or walking north along Pacific Avenue towards downtown Tacoma, the visitor sees a deserted district. Buildings vanish behind flat, monochromatic paint

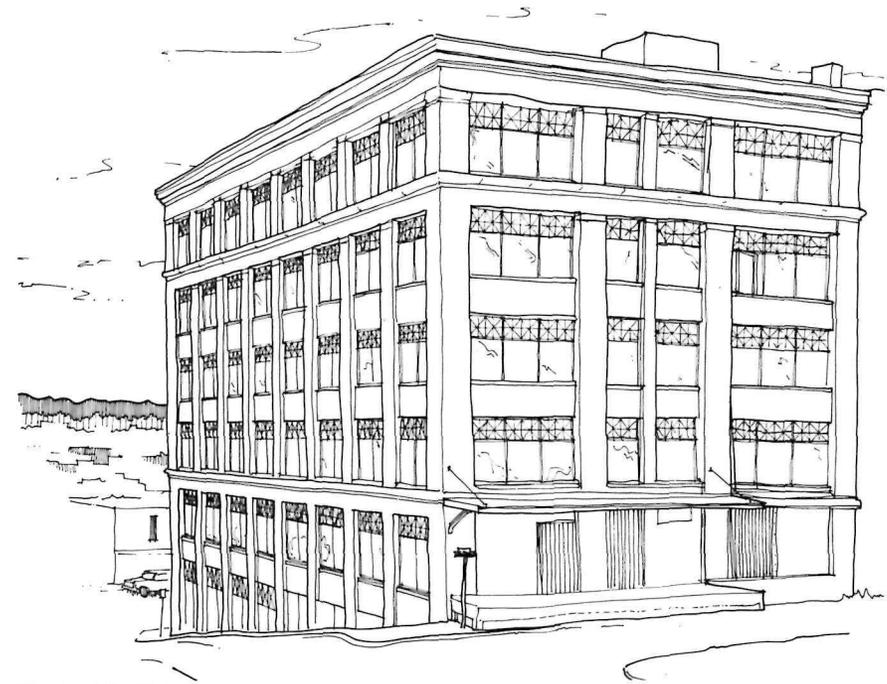
jobs. Gaudy advertisements obscure the elegance of old hotels. Warehouses appear empty; their current occupants, for the most part, a collection of specialized firms with little need for a strong public appearance. Most of the pedestrian activity centers on the 1200 block of Pacific Avenue, in a string of nightclubs, adult bookstores, taverns, and tattoo parlors.

Despite this negative impression, the district could be a prime site for investment. The district has approximately 390,000 square feet of vacant space. Size and style vary; 7,200 square feet in the abandoned Salvation Army Hotel on Commerce Street; 13,000 square feet in the Swift and Company meat packing factory on Twenty-Sixth Street; 54,000 square feet of space is available in the six-story Morris-Miller building. Most of the district structures have large empty spaces, and being primarily warehouses, they have an architectural flexibility with minimal intervention by their large-span structural systems.

The growth of the district is clearly reflected in the extant building stock. The varied functions of the original firms provide the district with a diverse choice of architectural styles and types. This variety assures a flexibility that would allow the buildings' adaptation to a number of different uses, thus continuing the historical mix of services. Many of the smaller spaces would be suitable for locally oriented retail shops, while the larger spaces, like the Morris-Miller building, might suit the needs of a small manufacturing firm.

The district's location next to the downtown is most opportune for new investment. Traditionally, developers have constructed new buildings on raw land to supply space for expanding markets. World-wide economic and energy circumstances have made traditional development methods less attractive; money is more expensive to borrow and undeveloped land is far from city centers, making travel too expensive for many uses. The downtown, north Tacoma, and Old Town have recently attracted new investment primarily for the above reasons. The development is diverse: Old City Hall has mixed commercial space, downtown has new office space, and a number of apartments and condominiums have been developed to take advantage of the dramatic view across Commencement Bay. As more demand is met for these uses through in-town investment, there should be more opportunities to use the Union Depot District (listed on the National Register of Historic Places, 1980).

Economically, the district could be most attractive to development. Usually, structures can be acquired at reasonable costs; rehabilitation costs can be less than new construction; construction time in rehabilitation is usually less than new construction, saving money at the high interest rates used in construction financing; the economic benefits available through the Tax Reform Act of 1976 for rehabilitation are attractive. A property owner



Morris-Miller Building.

rehabilitating an historic structure in the district can use the accelerated depreciation provisions that were previously available only to new construction, giving rehabilitation an equal tax treatment. A second option in the tax act allows a quick five year write-off of rehabilitation costs, a tax treatment that can be very useful in assembling capital for a development project.

The economic opportunities that exist in the district are not only for private developers, however. Newer and better uses in warehouse structures would bring a higher property tax return to the city. Existing public facilities such as streets, water supply, sewers, electricity, and police protection already exist. Although some of these facilities need upgrading for more intensive use, that is usually less expensive than new construction. On the whole, all these factors indicate that Tacoma is in a fortuitous position to take advantage of projected growth through reuse of the district.



View north on Pacific Avenue from Hunt & Mottet Building in 1929.

History

In December 1887 Thompson, Pratt & Company opened a grocery jobbing business in Tacoma. The company was Tacoma's first exclusively jobbing, wholesale business and started amid speculation as to whether such a business could be profitably conducted in the city. This firm ushered in a type of business which soon constituted a major part of the Tacoma economy. The substantial buildings built to accommodate the jobbers soon reflected the importance of this new economic activity. The buildings were among the most impressive and expensive ones constructed during Tacoma's building boom of the late 1880s and early 1890s.

The jobbers' district developed during two periods of intensive building; 1888-1892 and 1902-1912. These periods, separated by the severe economic depression of the 1890s, coincided with the intensive expansion of Tacoma's wholesale trade. The aggregate sales of Tacoma's wholesale trade was slightly more than \$500,000 in 1888; sales rose to \$10,860,000 in 1890; and reached \$18,096,000 in 1892. As many wholesale businesses failed during the depression and recently completed wholesale buildings became vacant, annual wholesale figures slumped to about \$10,000,000 annually. It took ten years, until 1902, for the volume of wholesale trade to surpass the 1892 figure. Annual wholesale business was \$21,233,000 in 1902, \$44,160,000 in 1907, and \$54,151,000 in 1912. The increased jobbers' activity after 1900 quickly filled the existing wholesale buildings and spurred a new wave of construction in the jobbers' district.

In 1889, reviewing Tacoma's early progress as a wholesale center, the *Tacoma Daily Ledger* (15 July) stated: "There are certain lines of commerce in every state and county that will be followed and developed just as naturally as water gravitates downhill. These lines of trade and commerce in this section of the country—by nature—center at Tacoma. Tacoma could not, in the nature of things, be other than a great distributing port for a vast stretch of county. With the coming of railroads and establishing of Sound railroad lines, the wholesale trade—just as naturally as . . . ducks swim—began to center at Tacoma."

Aside from such notions of natural determinism, Tacoma developed as a jobbers' center for many reasons. The reasons were related primarily to the regional development of the Northwest and to the rail and ocean trade routes which met at Tacoma.

Reviewing the possibilities for regional development, Thomas F. Oakes, vice-president of the Northern Pacific Railroad, reflected on Tacoma's growing prosperity and linked it with that of the surrounding region. He wrote in the *Daily Ledger* (24 June 1888): "Few people, I think, have a conception of what is in store for the Pacific Northwest. Its advantage in the way of climate, fertility of soil, and resources in lumber, metal and coal are only just becoming known to the outside world. The country is only in the very first stage of development, and the next few years, in my opinion, will bring about changes and progress in every direction, which will surprise the most sanguine."

In the 1880s, Captain J.C. Ainsworth, one of the commissioners who chose Tacoma for the western terminus of the Northern Pacific Railroad, certainly ranked among the “most sanguine” concerning the prospects for Tacoma’s growth. Ainsworth kept in mind the important link between rail and waterborne commerce. In 1889 he reviewed the most remarkable growth occurring in Tacoma and commented in the *Ledger* (14 June 1889): “Tacoma has a vast empire at its back from which to draw. Not less than 150,000 tons of wheat will be grown [in] the present year east of the Cascades and this must naturally seek an outlet on the coast. I believe Tacoma will get a greater portion of this immense crop. . . Think what a magnificent thing for Tacoma the arrival and departure of so numerous a fleet [will be].”

In 1890, the major products serviced by the jobbers’ trade were foodstuffs: groceries (with some \$3,000,000 worth of sales), cured meats, and dairy products, were the principal items. In terms of aggregate sales, hardware and dry goods and manufactured products were some distance behind. By 1905, in the midst of Tacoma’s second surge of economic growth, sales for groceries and cured meats followed sales for lumber and shingles.

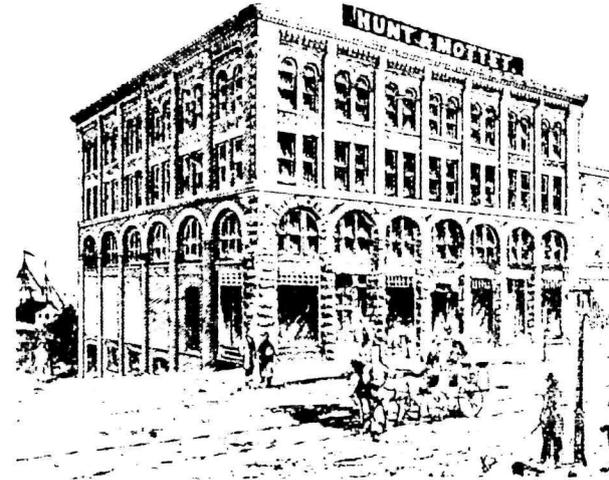
A convenient way to examine the pattern of Tacoma’s Union Depot District is to observe the pattern of spur tracks in the district. Since the Tacoma Land Company and the Northern Pacific Railroad cooperated closely in developing Tacoma, the land company was able to plan the jobbers’ district to make the most efficient use of spur track development. The land company never sold land to a buyer outright; it insisted upon a specific use for the land sold. This policy created a specialized district within a small geographic area. This type of development would probably not have occurred in an area of fragmented land ownership. The Northern Pacific Railroad laid two important spur tracks in connection with the Tacoma Land Company’s development of a jobbers’ area. The first spur track ran north from Seventeenth Street to the rear of the buildings on the east side of Pacific Avenue. The track continued across Fifteenth Street and cut behind the buildings on the east side of A Street. The second, and more important spur track ran south from Seventeenth Street along Commerce Street to Twenty-Fifth Street.

Tacoma’s pioneer wholesale firm, Thompson, Pratt & Company, constructed its building at A and Fourteenth Streets in 1889. Undoubtedly, the most impressive wholesale building in the first year of the Tacoma jobbers’ area was General Sprague’s 1889 building, a three-story and basement, brick and masonry flatiron building with a frontage of over 400 feet on Pacific Avenue between Fifteenth and Seventeenth streets. Hunt & Mottet, a wholesale hardware firm, was one of the building’s original tenants. The building was used for the firm’s offices and a warehouse for its stock of heavy hardware, mill, logging, and railroad and ship supplies. The spur track ran behind the

HUNT & MOTTET

IMPORTERS AND JOBBERS OF

HARDWARE



Polk's, 1893.
NOS. 1501, 1503, 1505 PACIFIC AVENUE

NOS. 1501, 1503, 1505 PACIFIC AVENUE

Hunt & Mottet advertisement.

building and permitted loading and unloading of stock directly from rail cars into the building’s basement. Another advantage of location in the Sprague Building, and most other wholesale buildings in the jobbers’ district, was the close proximity to Tacoma’s waterfront where shipments and receipts could be made on Puget Sound steamers with a minimum of expense for hauling goods.

The Tacoma Grocery Company occupied another section of the Sprague Building when it was completed in 1889. With plans to establish the largest wholesale grocery house north of San Francisco, the company was capitalized at \$100,000 in 1888. The perceptions of the principal stockholders of the Tacoma Grocery Company reveal some of the conditions that influenced the growth of the jobbing industry in Tacoma in the late 1880s. The three principal stockholders, M. M. Sloan, Charles E. Hale, and Thomas G. Campbell, had earlier been associated in the Hale-Sloan Grocery Company in Peoria, Illinois. After selling out his interest in the business, Hale



Sprague Building.



Boland Collection.

Younglove Grocery Company employees in 1927.

left the “malarial districts” of Illinois in search of healthier climes. In the *Tacoma Daily Ledger* (14 June 1889) Hale states: “I simply came here on a vacation, and had no intention of again embarking in the business; but I have found such a fine field here that I have again been induced to engage in it. . . I have found a country remarkable for the fine inducements it offers to businessmen.”

With the completion of the Sprague Building in 1889, the basic pattern of development was well established. Several familiar characteristics of the Sprague Building were incorporated in later developments of the jobbers’ area. Buildings were located along a rail spur for shipping. The hilly Tacoma topography meant that in nearly all cases the loading dock onto the rail spur was located on a different level of the building from the building’s main entrance. In the Sprague Building the rail line connected to the basement, and the main Pacific Avenue entrance was on the floor above. In the main jobbers’ district south of Seventeenth Street the shipping and receiving rooms and the rail spur were on the second floor of the building, above the street level entrance.

Like the Sprague Building, nearly all Tacoma jobbers’ buildings were made of brick, with load-bearing walls, interior mill (heavy timber) construction, and wood floors. Post-and-beam construction divided the interiors into sixteen- to twenty-foot wide bays.

Several factors helped to concentrate the jobbers’ area, including convenience to pedestrian and equestrian intra-urban travel. Likewise, proximity to rail links was critical to the efficient and economical movement of freight cars from rail spurs to car assembly hump yards. This concentration led almost inevitably to multistory buildings, and these were made possible by the increasing use of electric freight elevators in the late nineteenth century. The average jobbers’ building of the 1888-1892 period was four stories high, and this gave the district a uniform scale.

The construction of the rail spur at the rear of the jobbers’ building tended to give the building a highly visible public facade on Pacific Avenue, where the firms had their offices, and a less visible working facade at the rear with loading docks. Pickles & Sutton, one of Tacoma’s major early architectural firms, handled numerous Tacoma residential and commercial building commissions, and designed the Sprague Building. Following this early precedent of architect-designed jobbers’ buildings, other Tacoma jobbers and investors hired established architects to design buildings in the area. This practice gave the district a high level of design and architectural quality. Like most buildings of this type facing a major thoroughfare, the public facades were decorated and the rear facades were left unembellished.

The masonry detail of the Sprague blocks, the terra cotta panels, the carved stone work, the relief moulding, brick courses and corbelling, the decorative parapets and cornices, and the cast iron fronts of many other jobbers’ buildings all tended to be absent from the architecture of the rear of the buildings. Many of the components of General J.W. Sprague’s earliest development of the jobbers’ area carried over into later extensions of the district.

During 1889, within one year of moving into the Sprague Building, the Tacoma Grocery initiated plans to build its own building in an area that became the focus of the major extension of the area. The district was located between Pacific Avenue and Commerce Street south of Seventeenth Street. In June, 1889, the Tacoma Grocery Company made a down payment of \$5,000 to the Tacoma Land Company for the purchase of four adjacent lots on Pacific Avenue between Seventeenth and Nineteenth Streets. The total price for the land was \$32,000. The grocery company agreed, as part of its contract with the land company, to construct a brick building on its lots within twelve months, to be used as a wholesale grocery building. The land company’s deed restrictions were similar to the conditions of sale presented to other land



Hunt & Mottet, Tacoma Grocery Company, and Morris-Miller Buildings.

purchasers in the area—the land company's intention was clearly to develop a separate jobbers' area.

In preparation for the emergence of a distinct jobbers' district south of Seventeenth Street, the Tacoma Land Company replatted some of its land holdings to better accommodate the jobbers' buildings. The land company changed the width and orientation of the blocks and streets in this area, making the length of the block parallel to Pacific Avenue rather than the main railroad track along Jefferson Street. The original 1875 Tacoma Land Company plat of "New Tacoma" had not anticipated a specific jobbers' district, and in December, 1888, the board of trustees accepted the altered subdivision of land as a planned extension of the jobbers' area.

The land company entitled these changes "Tacoma Land Company's Fifth and Sixth Addition to Tacoma, Washington Territory." When filed in the county

Tacoma Grocery Building. Immediately to the south of the Morris-Miller Building, at 2110 Pacific Avenue, the Tacoma Grocery Building is another vacant warehouse. Hunt & Mottet, the current owners of the building, have moved to Seattle and are looking for new uses for both the Tacoma Grocery Building and the old company headquarters immediately adjacent to the south. Both buildings are of brick and mill construction, but the Tacoma Grocery Building was refaced with concrete in the 1940s.

The Tacoma Grocery Building is only six stories tall, but has a total interior space of approximately 50,000 square feet. Like the Hunt & Mottet headquarters, and the Morris-Miller Building on its northern side, the building was intended to provide a mix of office, warehouse, and wholesale space.

Morris-Miller Building. Many buildings in the warehouse district afford similar opportunities for full scale rehabilitation. The Morris-Miller Building, a handsome red brick building with tan stone stringwork and revolving metal-framed windows, remains in excellent condition and is a prime site for rehabilitation. A six-story building with windows on three sides, the old warehouse enjoys both a good view of the waterway and optimal natural lighting.

The building has a new sprinkler system as well as fire doors separating each floor. Its massive post-and-beam construction can support a variety of uses and its freight elevator can be used to move either passengers or goods. The current owner, Lile Moving and Storage Company, uses only two of the six stories for furniture storage and has recently expressed an interest in selling the Morris-Miller Building.

Hunt & Mottet Company Building. The Hunt and Mottet Company headquarters, at 2114-2116 Pacific Avenue (and 2110-2114 Commerce Street) is an eight-story building, originally built for a combination of warehouse, wholesale, and office space. The structure has 45,000 square feet of space and a two-story reinforced concrete warehouse on the Commerce Street side supplements this capacity.

registrar's office in July, 1889, the land company donated the streets to the public, but protected its district by "expressly reserving to itself, its successors and assigns the right to construct, maintain and operate upon Railroad Street. . . one or more railroad tracks of at least the width of the tracks of the Northern Pacific Railroad." Thus the company insured their plans to open the area to the jobbers' trade by building a spur track along Commerce (Railroad) Street. Land was quickly purchased after the opening of the area south of Seventeenth Street to jobbers; by 1892, many substantial buildings and businesses had been completed in the new district.

The economic depression of the 1890s stopped building development in the jobbers' area and also precipitated the failure of several of the businesses in the district. The vacancies created by business failures did not last very long as firms in better financial condition moved into the buildings and continued to supply the essentials of life.

As business and growth in the region picked up again after 1900, many of the new buildings in the jobbers' district maintained the earlier brick and mill construction design even when the buildings were pushed to new heights for the district. A very significant, but relatively under-represented style of construction in the district was the use of reinforced concrete. The complex of buildings Bullard & Hill designed for Hunt & Mottet in 1907 included a two-story reinforced concrete warehouse on Commerce Street behind the main building. It was built strongly enough to support three additional floors if the space was later required.

Four buildings on Pacific Avenue, on both sides of Twenty-First Street, constructed between 1906 and 1908, drastically altered the visual and architectural character of the jobbing district. The buildings accommodated



Sears, Roebuck & Company Building.



Medosweet Dairy.

jobbing businesses along the pattern already established in the area, yet their six- to eight-story design overshadowed even the largest buildings in the district. In 1906, architect Frederick Heath designed the Morris-Miller dry goods jobbing building and the adjacent Tacoma Grocery wholesale building at the southwest corner of Pacific Avenue and Twenty-First Street. Both buildings were six stories of brick and mill construction and contained nearly 50,000 square feet. The following year Bullard & Hill designed the next building to the south, an eight-story brick and mill construction structure, for Hunt & Mottet, the wholesale hardware firm which since 1889 had occupied part of the Sprague Building, one of Tacoma's earliest exclusively jobbing buildings. The new building accommodated Hunt & Mottet's rapidly expanding business and tripled the space for accommodating its stocks and supplies.

The development of Tacoma's jobbers' area culminated with the suggestion of an innovative structural system and several massive highrise jobbers' buildings constructed between 1906 and 1909. The increasing use of trucks and the development of a less concentrated truck-oriented jobbers' area, accommodated in one- and two-story buildings, represented the next pattern in Tacoma wholesale building development—and it focused largely in areas outside of the original district.

The jobbers' area continued to be occupied by businesses similar to the ones for which it was originally designed. In many cases the active, high-volume trade of the jobbers was replaced by longer-term storage. Many of the buildings have made a flexible transition to truck freight transportation. The rail loading docks on Commerce Street now receive trucks. The trend, however, to single-story, more flexible, higher technology, and less labor-intensive warehousing is causing a growing problem of vacant and underutilized buildings in Tacoma's historic district.



Typical mill construction warehouse interior.

Current Conditions and Opportunities

The historic buildings in the district offer a flexible arrangement of interior spaces that can be adapted to a number of downtown uses. For the most part, they are multistory structures featuring brick and mill construction. Facing Pacific Avenue to the east, they front to the west on Commerce Street and, because of the incline between the two streets, the Pacific Avenue facade has one more story than the higher Commerce Street side.

Because they were built to store bulk goods, the surviving warehouses provide an unencumbered, shell-like, interior space, with high ceilings and uniformly placed columns. The only walls are the structural brick walls; ceilings have exposed joists. Flooring is generally concrete on the first floor and unfinished wood on the upper stories. This arrangement of open space can easily accommodate modular units designed to serve a variety of uses. Heating and mechanical systems can be tucked against the high ceilings and either left exposed or covered with a partition. The presence of several successful rehabilitations should serve as an encouraging example to investors interested in the district.



All of the buildings shown here are vacant, or underused, and all are available for rehabilitation under the 1976 Tax Reform Act. The successful examples of European Antiques and the Pacific National Bank of Washington should provide encouragement to investors. The proximity of these buildings to each other means that an investor could rehabilitate an entire corner on a site that is visually forceful and centrally located, with access to both Interstate 5 and the Union Depot District.



Boland Collection.

Columbia Brewery employees in 1921.

History

In the 1880s the Tacoma Land Company developed a small industrial district west of the jobbers' area. Many industries clustered along Jefferson Avenue south of Seventeenth Street. In 1888, the *Daily Ledger* (22 May) called the area the "undoubted industrial center of Tacoma." In 1889, with the rapid sale of lots in the area and the construction of many new factories, Isaac Anderson, manager of the Tacoma Land Company, claimed in the *Ledger* (17 April) that the land company had "exhausted" its sites for industrial location: "People who mean business have been filing in here so fast of late that it has kept all of us busy to locate them. And it is a fact that the business locations of the company's old plat have been exhausted, and we have to turn to the new plat to place them, for they still keep coming."

After the filling of this initial industrial district the land company started to place industries further south along the Northern Pacific track but also, and more importantly, on the land lying toward the Commencement Bay tide flats. The land company petitioned the city council for the vacating of four alleys running east toward the tide flats from Pacific Avenue. The railroad planned to build spur lines in the alleys and to open up these blocks, none of which would be sold or leased for any other purpose than manufacturing.

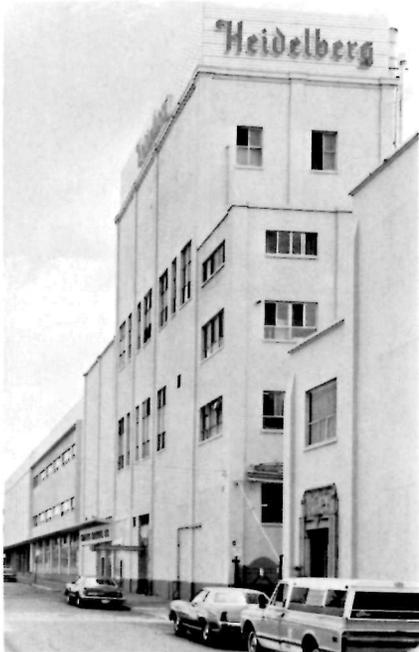
By 1890, a variety of industrial concerns had located in the original industrial area along Jefferson Street west of Pacific Avenue: a mattress factory, an oatmeal and feed mill, the Tacoma Ice Factory, a cracker factory, a cement pipe plant, three breweries, and several shingle mills and wood working plants. Some of the wood working plants were devoted exclusively to turning

out sashes, doors, mouldings, and ornamental architectural details used primarily in the hundreds of buildings being constructed all over Tacoma. Some of Tacoma's largest manufacturing businesses, such as St. Paul and Tacoma Lumber Company and Wheeler & Osgood, maintained part of their operations in this district while making substantial plant expansions in the tide flats industrial area.

After about 1900, Tacoma's most substantial industrial development focused in the tide flats area and along the railroad toward south Tacoma. In 1892, the Northern Pacific Railroad established a major railroad repair shop in south Tacoma. The hilly topography and the increasing scale of industrial operations discouraged the continued development of the original Jefferson Street industrial area for most extensive industry. Nearly all of the area's original industrial buildings have been demolished. Large vacant lots in the district and the sprawling Columbia/Heidelberg Brewery complex cover most of the original Jefferson Avenue industrial district.

The rich agricultural lands surrounding Tacoma, particularly in the Puyallup Valley, supplied Tacoma breweries with an abundant crop of hops. In the 1880s several breweries were established in Tacoma. Unlike other early industries in the Jefferson Avenue industrial district, the breweries stayed in their original locations and expanded.

A separate area of industrial activity developed after 1900, around the corner of A and Twenty-Sixth Streets. Two meat wholesale and processing plants were built about 1910. The industrial use of one of the wholesale meat



Columbia Brewery Company Complex.

Columbia Brewery. The Columbia Brewery, established here in 1900 grew substantially before Prohibition; it then produced a near beer for many years. The plant again expanded substantially in the 1930s. The majority of the present brewery complex dates from the 1950s and 1960s and expansion removed all evidence of both the earlier brewery and the earlier industrial site in the immediate vicinity.



Swift & Company Warehouse and Northwest Brewing Company Complex.



Pacific Brewing & Malting Company Complex.



Pacific Brewing & Malting Company Complex.

companies changed in 1931 when Northwest Brewing Company took over the building and expanded into a brewery. These buildings all had connections with the Tacoma Eastern and the Chicago, Milwaukee, and Puget Sound railroad lines.

The district's industrial structures were all designed for fairly specific industrial processes. Consequently, despite the successful adaptation of some of these plants to different uses, they lacked the overall flexibility of the jobbers' buildings. The jobbers' buildings housed successive firms in different lines of the jobbers' trade and storage. In contrast, many of the industrial buildings are vacant and present substantial possibilities for adaptive reuse. All three breweries, the old Swift & Company warehouse, and the Lindstrom-Berg and Harmon Mattress plants are all vacant.



Pacific Brewing & Malting Company Complex, rear view with spur tracks.



Lindstrom-Berg Cabinet Works.



Stilson-Kellogg Shoe Factory.



Aubry Wagons Works.

Pacific Brewing and Malting Company Complex. Unlike the Columbia/Heidelberg complex, the Pacific Brewing and Malting plant at south Twenty-Fifth, Jefferson, Hood, and Holgate Streets, still includes thirteen buildings dating from 1891-1913. By 1910, the brewery employed 125 men, produced 200,000 barrels of beer and 300,000 bushels of malt annually.

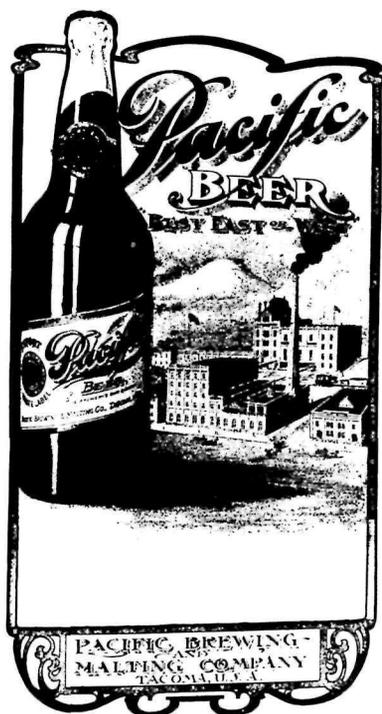
Prohibition caused the brewery owners to convert the plant to soap manufacture; the process was easily accommodated in the old buildings relying on gravity flow, heat exchange, and large batch processing. The soap plant, National Coconut Products Company, marketed its leading brand of Playmate Soap throughout the Northwest. The buildings remain intact and some of the soap processing machinery is still in place.

Designed in three tiers, the buildings ranged in height from one to six stories. The complex was erected between 1891 and 1913, with most of the construction taking place after 1900. All of the buildings are masonry and many are framed in wood, iron, or steel-reinforced concrete.

Lindstrom-Berg Cabinet Works. In 1908, the architect Carl August Darmer designed a three-story brick building, 75 feet by 100 feet, for the Lindstrom-Berg Cabinet Works, a company which specialized in the manufacture of hardwood interior fixtures for offices, stores, banks, and bars.

Stilson-Kellogg Shoe Factory. The Stilson-Kellogg Shoe Company built a three story wood-frame factory at 110-116 East Twenty-Sixth Street in 1902. In 1907, Stilson-Kellogg spent \$35,000 to expand the factory to five stories; a five-story wood-frame warehouse, 25 feet by 100 feet, was also added.

Aubrey Wagon Works. Across Twenty-First Street from Lindstrom-Berg is the brick building built in 1905 for J.E. Aubrey Wagon Works, a local carriage maker. Both of these buildings reflect the modernization of the original 1890s building located at the same site.



Polk's, 1895.

Pacific Beer advertisement.

Lindstrom-Berg Cabinet Works

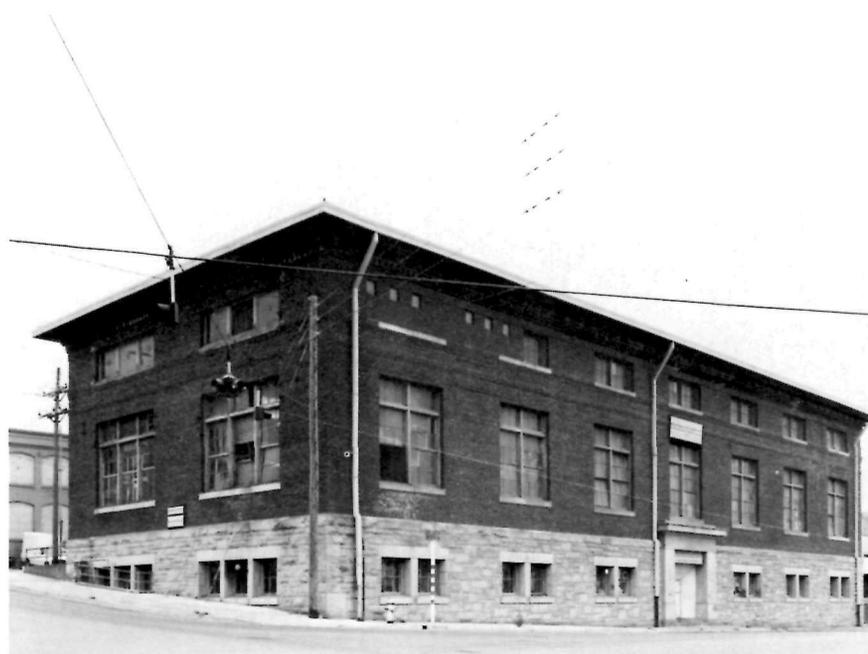


**Corner 21st and
Commerce Streets**

G. W. LINDSTROM . . . President
GUST BERG . . . Vice President

Polk's, 1909.

Lindstrom-Berg advertisement.



Nisqually Power Plant Substation.

Current Conditions and Opportunities

The Pacific Brewing and Malting Company built a complex of brick structures at the southwest corner of the district at the intersection of Twenty-Fifth Avenue and Jefferson Street. Brewco Associates, the current owners, have expressed an interest in rehabilitating some of the buildings in the complex. Their plans include a biergarten/restaurant in the malting tower, with office space on the top floor. This use could be supported by the forty-five parking spaces immediately adjacent to the tower. Likewise, the vacant space around the building could be landscaped to provide an attractive contrast to the site's massive masonry.

The siting of this group of buildings, on top of a hill and along an east-west entry into the city, makes the complex a visual landmark to those who enter downtown Tacoma. The attractive architectural features of the complex could be combined with its dramatic setting to create an exciting unit of retail and commercial activity. The series of interior and exterior spaces afforded by the complex are well suited for a variety of retail uses. With a sensitive treatment some of the remaining machinery can also be incorporated into the building's interior design.



Boland Collection.

F.S. Harmon & Company Building, Pacific Avenue facade in 1919.

F.S. Harmon & Company Building. In 1908, the architectural firm of Darmer & Cutting designed a new wholesale furniture building on Pacific Avenue for F.S. Harmon & Company. Harmon's A Street building was demolished for site preparation for Union Station. The new eight-story brick building mea-

sured 150 feet by 120 feet, and continued the use of mill construction found in the district's earlier buildings; however, in symbolizing the new scale of Tacoma jobbing after 1900, the building represented a block-busting eclipse of the scale both of the wholesale business and of buildings found in the earlier period of jobbing.

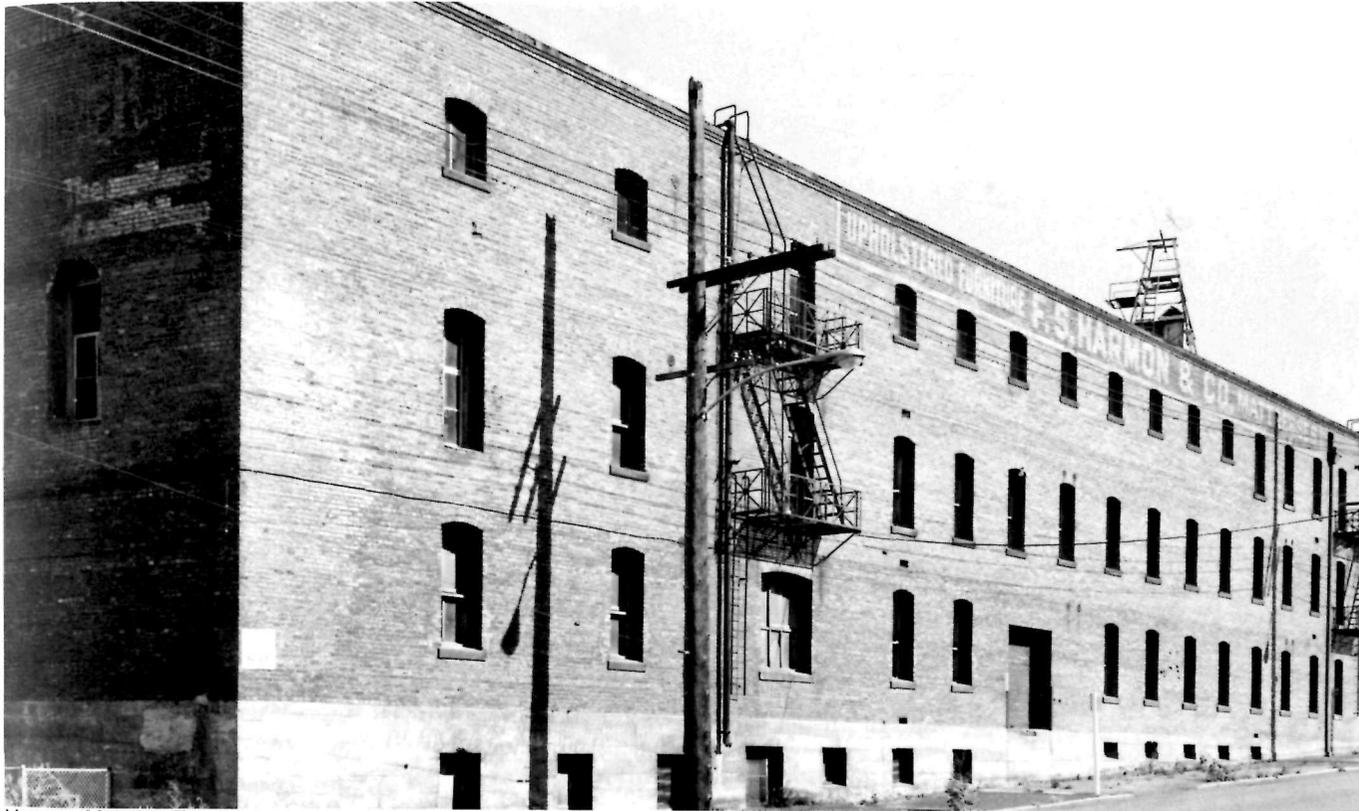
The old Harmon Mattress Factory is located near Twenty-First Street, between Commerce and Jefferson. Built in 1912, it was originally used to manufacture furniture and 'serta' mattresses for the F. S. Harmon & Company retail outlet that was near Twenty-First Street and Pacific Avenue. A later addition of an overhead passageway on Commerce Street connected the two buildings.

The building is currently vacant, but its location makes it an excellent choice for a commercial reuse. It is located across from the European Antiques building with its thriving commercial activity, and is adjacent to Twenty-First Avenue, one of the few access routes to the waterfront, with close proximity to the Morris-Miller and Hunt & Mottet Buildings at Twenty-First and Pacific. This location, combined with the building's sound structural condition and unencumbered floor spaces, make the Harmon Mattress Factory suitable for demonstrating how to improve the exterior appearance of a basic warehouse building and adds appeal to shoppers.

A small vacant lot, immediately north of the building, could be converted into a vest-pocket park. At present no public open space exists in the immediate vicinity, and the proposed park would be an attractive addition for workers and visitors in the area. Parking should not be a problem for any of these uses since there are sixty-three on-street parking spaces either adjacent to, or close by, the site.

The transformation of the old warehouse/industrial area into a district used by local pedestrian and vehicular traffic will depend on the sensitive treatment of the existing architectural fabric; however it cannot be accomplished solely as a result of changes in these structures. It is also important to improve the existing street level environment to attract pedestrians, make them more comfortable and secure, and provide a visually pleasing scene. The city should take the initiative to provide landscaping, parking, and street improvements. This will serve two purposes. First, it will visibly demonstrate the city's commitment to making something happen in the historic district. Second, it should encourage private investors to commit funds to new projects that will improve the district, encourage pedestrian activity, and rehabilitate historic buildings. People in Tacoma, residents and visitors alike, will need to be assured of the city's strong commitment to the district's continued viability. This can be effectively expressed by a careful landscaping policy that would serve to enhance the district's massive brick buildings.

Landscaping and other minimal street improvements are an overt and effective sign of city commitment to rehabilitation. These improvements can do more to change public impressions of the economic state of the district and to visually enhance the architectural strength and character of the area than almost any other single improvement.



Harmon Mattress Factory.

Harmon Mattress Factory. The four-story triangular building is located on a triangular site and measures roughly 200 feet by 80 feet. It contains 10,149 square feet per floor, for a total of 40,456 square feet for the entire building. The building has a freight elevator near the center of the Commerce Street side. In the typical Tacoma style, which resulted from the topographic configuration, the building has two first floors. One of these faces Commerce Street and the railroad tracks while the other opens on Jefferson Street.

The "after" treatment of the factory enhances its plain exterior by highlighting the window sills in bold color, as well as using bold graphics and colorful awnings to make the building more visually appealing. The Jefferson Avenue facade also illustrates how pedestrian access into the building can be provided.



Harmon Mattress Factory after rehabilitation.



Sprague Block in 1924 (demolished).

History

During the nineteenth and early twentieth centuries most people traveling to Tacoma arrived in the city either by railroad or steamboat. The train lines carried passengers from the north, south, and east. Steamboats traveled daily between Tacoma and Seattle, Port Townsend, Victoria, Olympia, and other ports around Puget Sound. Ocean steamers departed weekly for San Francisco and Alaska. Passengers arriving by water landed at the wharves below the bluff on the northern end of downtown. Approaching the downtown from the wharf, Pacific Avenue was framed in the early 1890s by the city hall and the headquarters building of the Northern Pacific Railroad's western division. This approach represented the monumental gateway to Tacoma. It visually symbolized the historical connection between the city and the railroad.

When the railroad first arrived in Tacoma in 1873 the passengers got off the train at the wharf. The Tacoma Land Company had reserved the block of land bordered by Broadway, Ninth, Eleventh, and Commerce Streets for the construction of a grand railroad station in the midst of the developing downtown. In 1883, instead of building that station, the railroad built a second, and fairly modest, wood depot at Pacific Avenue and Seventeenth Street. Railroad passengers could still continue to the wharf and enter downtown from the northern end of Pacific Avenue.

As Tacoma's population, economy, and building boomed during the late 1880s and early 1890s, the lower, or southern, end of Pacific Avenue received

an increasing amount of attention from developers and businessmen. Office, financial, and commercial activity rapidly developed the 1300 and 1500 blocks of Pacific Avenue. In 1888, when questioned by the *Ledger* (4 July) concerning their views on the future location of Tacoma's business district, most Tacoma businessmen pointed to the empty and developing land on the lower end of Pacific Avenue at Fifteenth Street and further south and concurred that: "The Seventeenth Street station would be the great pivotal center."

About five months later a "well-known businessman" wrote to the *Ledger* (1 December 1889) concerning these views: "I have been closely watching and studying the growth of the future business center of this city. The great majority, I remember, located that important center at some point between the Seventeenth Street station and the intersection of Pacific and Puyallup Avenues. At the time I thought they were mere random guesses, but, after a close analysis of the subject, I can see the predictions were based upon good grounds. Since that time, the Sprague block, the largest block in the city, has gone up, right at the Seventeenth Street station."

Confidence in the southward-moving downtown helped focus development in the railroad station area around Seventeenth Street and Pacific. This area emerged as an extension of the older downtown, forming a new gateway to Tacoma. Substantial office, bank, and commercial buildings filled the 1300 and 1500 blocks of Pacific Avenue. Office and storefront buildings were

Massasoit Hotel.

European Plan.
Restaurant
in
Connection.



Rooms per week,
\$1.25, \$2.50
Rooms per night,
25 and 50 cts.

J. W. NEEDHAM, Proprietor.

Corner 17th and C Streets, one block from Pacific Ave. Depot.
TACOMA, WASH.

Massasoit Hotel advertisement.

constructed along the western side of Commerce Street in these blocks. The area around the railroad depot of Seventeenth and Pacific Avenue was one of the areas in Tacoma where the standard grid street pattern was cut diagonally by the railroad track and the streets lying parallel to the track. This pattern of intersection created several flatiron shaped blocks making for an oddly shaped, but dynamic landscape of streets and buildings in the vicinity of the station.

In the late 1880s, as more people moved into Tacoma by railroad, and more stores opened for business, the area surrounding the Seventeenth Street station developed as a hotel and commercial area. The commercial area served railroad workers and passengers at both the station and the surrounding hotels. In 1889 two brick buildings, the Fales and the Fife Buildings, filled two of the flatiron blocks around the station to accommodate businesses oriented to this railroad station district.

In 1884 the Tacoma Land Company's attempt to create a prosperous aspect in downtown Tacoma led it to construct a lavish hotel on the bluff overlooking Commencement Bay at Ninth and A Street. McKim, Mead & White, the prestigious New York architectural firm, designed the \$267,000 hotel. During

the boom years of the 1880s the hotel accommodations grew scarce, leading the *Ledger* (13 June 1889) to comment: "Tacoma has the best hotels north of San Francisco, but has she enough of them? The influx of strangers into the city has never been greater than at the present time. Each morning trains and each evening steamboats daily deposit hundreds of newcomers. Scores are turned away nightly by the hotel clerks." The Tacoma, Rochester, Massasoit, Villard, Halstead and Fife hotels "were filled to overflowing." W. H. Fife who had recently completed the five-story Fife Hotel regretted that he had not added two or three more stories to the building.

The shortage of hotel rooms and the increasing number of visitors to Tacoma touched off a hotel building boom, some of which focused on the area surrounding the Seventeenth Street station. The Central Block, a five-story frame building filling still another flatiron shaped block between Hood and Jefferson streets, adjacent to the station, was built in about 1890. The first floor, very much like the Fife and Fales flatiron buildings had small storefronts. In 1892, the first floor included three stores, two taverns, and a restaurant. The Portland Hotel occupied the upper floors. The three-story, frame building to the south of the Central Block was the Western Hotel. Both the Central Block and the Western Hotel building have been demolished.

In the late 1880s and early 1890s, there was the continuing expectation that the Northern Pacific would build a monumental railroad depot in Tacoma. In 1889, discussing the ongoing improvement schemes for Pacific Avenue, the *Ledger* (1 January 1889) wrote that among the improvements anticipated was the "establishment of a grand union railroad depot and the removal of the car shops preliminary to the devotion of the entire length of Pacific Avenue to business purposes."

In 1891 and 1892 the railroad removed its shops to south Tacoma and terminated passenger rail service to the wharf, thus consolidating all of its passenger traffic in the Seventeenth Street station. Rather than building a grand union railroad depot on the site of the old car repair shops, the railroad simply moved the entire depot building from Seventeenth Street and Pacific Avenue to the vacated land between Seventeenth and Nineteenth Streets. On 28 January 1892, the *Ledger* reported, "the Northern Pacific depot . . . will be found this morning back of the [old] car shop on the east side of Pacific, and will be in use again before the week passes. Men were kept busy yesterday arranging to move the depot, and late yesterday afternoon the structure was on the avenue."

The 1892 relocation of the railroad depot had a peculiar effect on Tacoma's evolving urban landscape. It extracted the centerpiece, the railroad station, from what had been built as the railroad hotel and commercial area. The Fales Building, the Pinkerton Building, the Central Block and other buildings which



Massasoit Hotel.

Massasoit Hotel. In March 1889, Proctor and Dennis, architects of the Fife Building across from the railroad station, designed the J.W. Pinkerton Building at 1708 Broadway, also adjacent to the railroad station. The three-story brick and terra cotta panel building with its elaborate corbelled brick work represents the transition in both the railroad station area, and in the larger downtown, between wood and brick construction. The Pinkerton Building was designed with three storefronts facing Broadway and hotel rooms on the upper floors. The building included an elegant two-story lobby and grand staircase. As it turned out, the Pinkerton was incorporated as part of the earlier woodframe hotel on the adjacent site and operated as the Massasoit Hotel, which advertised as "...not only a good transient, but the best family hotel in town." Rooms in the new hotel cost fifty cents a night, \$1.50-\$3 per week.

The building is an extremely fine example of the early railroad hotels built in Tacoma. Work has been proceeding since 1973 to return the old Massasoit Hotel, vacant for many years, to some form of residential and commercial accommodation. To date, earthquake improvements, plumbing additions, and interior partitions have been installed. This repair effort is concentrated on the upper two floors, with minimal or no improvements underway on the first floor. As in the case of the Fales and Teamsters' & Chauffeurs' Buildings, the Massasoit Hotel historically accommodated small retail space on the first floor. This space could once again be adapted for retail and commercial space which would contribute to the district as a place of residence and work.

As part of its market study, the HCRS team identified a need for student and moderate income housing in the district. The planners selected the Massasoit as a likely location for student housing and studied the development costs and tax benefits of rehabilitating this building (see Appendix).

were formerly adjacent to the railroad station they served, were now two blocks from the station, with little or no visual connection. The economic depression of the 1890s as well as the Tacoma Land Company's land policies and plans, prevented the development of a new hotel and commercial district adjacent to the station's new location.

Railroad passengers arriving in Tacoma now found themselves on Tacoma's main street. However, unlike the old station, and unlike most large American cities with railroad stations, passengers now arriving in Tacoma no longer walked directly into a railroad hotel and commercial area. As passengers left the station their first experience of the city was the row of jobbers' buildings



Teamsters' & Chauffeurs' Building.

Teamsters' & Chauffeurs' Building.

The three-story brick building has remained largely vacant for several years except for the space used by Alcoholics Anonymous Round Table. The building has two main storefronts, one on Pacific Avenue and the other on Commerce Street. The upper floor could be adapted to an attractive office. Parking space is available for six automobiles at the south-

east corner of the building and an additional thirty-six spaces are available in the municipal parking lot across Jefferson Street. The building requires modest exterior work to adapt it once again to a commercial use. Two arched windows which have been closed with concrete block could be opened to admit more light to the interior.

that lined the west side of Pacific Avenue opposite the station. These buildings had little functional connection with the railroad station; in fact, the Union Depot District and the station are visually and physically juxtaposed but largely unrelated. The Tacoma Land Company had designated this area a jobbers' district. All buildings in the area had to accommodate jobbers' trade and attempts to develop this part of Pacific Avenue for commercial or hotel businesses were not in accordance with the Tacoma Land Company's plans for Tacoma. By the time the railroad depot was moved to the new location, most of the land on the west side of Pacific Avenue had already been built on by jobbers anyway.

The old business and hotel buildings that had developed around the station when it was at Seventeenth Street continued to be the gateway hotels and commercial area for the station despite the broken link between the buildings and the station. A new and attractive three-story flatiron building, popularly known as the Teamsters' and Chauffeurs' Building, was added to this area in the mid-1890s; it was built on the site formerly occupied by the railroad station. At first the building accommodated a wholesale butter, cheese, and eggs business. It later housed a metal works and then more traditional retail businesses, similar in many ways to the other businesses in the railroad commercial area.

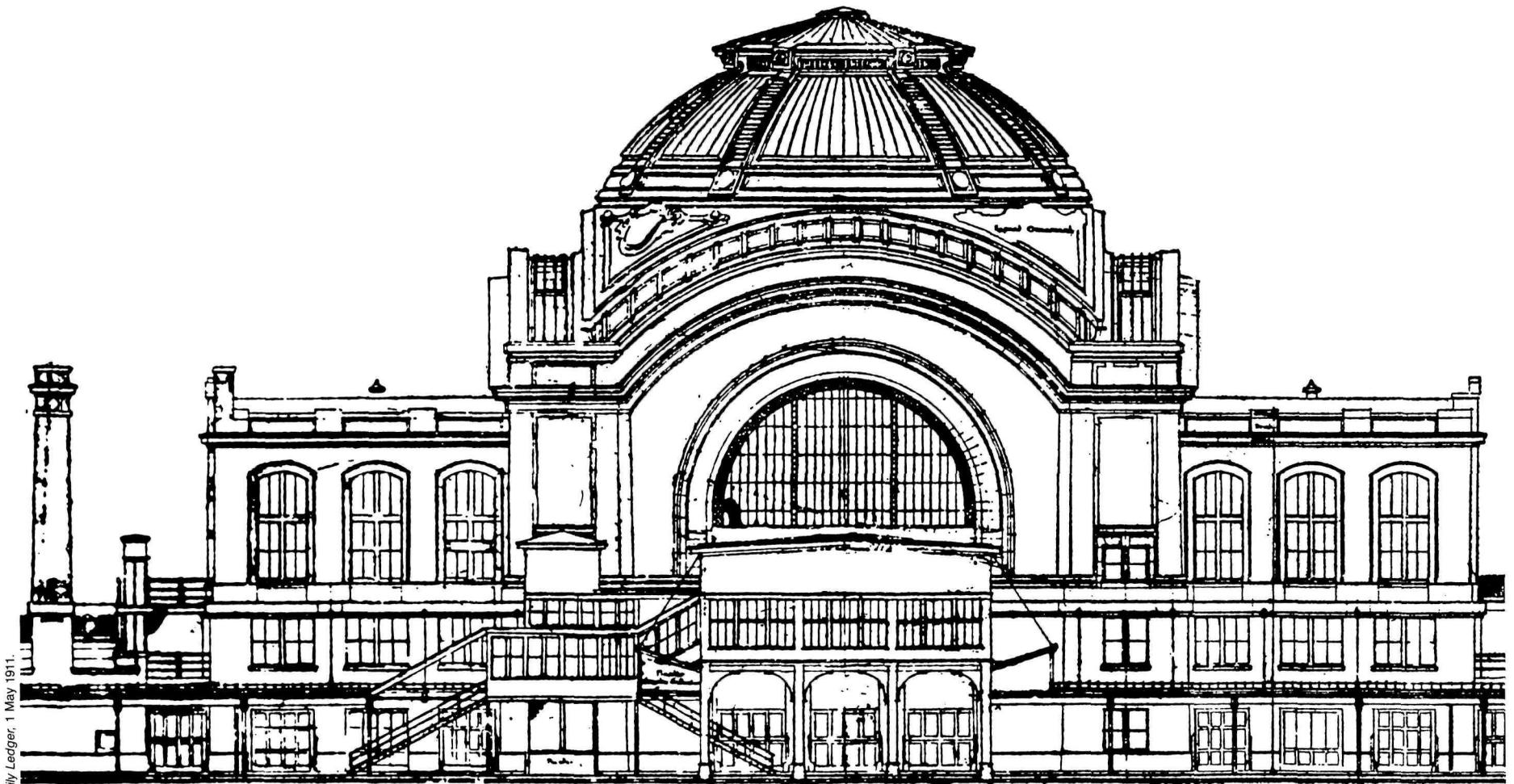
Like most of the other built-up sections of Tacoma during the depression years of the 1890s, the hotel and commercial area in the vicinity of the railroad station did not change nor were new buildings added in the late 1890s. After 1900, when the population growth and building activity once again resumed, significant additions were made to what developed as the second truly monumental gateway to Tacoma.

In 1907, after years of talk about a grand union railroad station, the Northern Pacific Railroad finally announced plans to build a monumental passenger station on Tacoma's Pacific Avenue between Seventeenth and Nineteenth Streets, in place of the earlier frame depot. The station was meant in part to symbolize Tacoma's position as the terminus of a great transcontinental railroad line. The Northern Pacific Railroad hired Reed and Stem, a St. Paul architectural firm that specialized in railroad station design, to design Tacoma's Union Station. Reed and Stem had designed several stations for the Northern Pacific along its main line. The firm also collaborated with the New York architectural firm of Warren and Wetmore in the design of the Michigan Central Station in Detroit and New York's Grand Central Station.

After four years of design, planning, and construction, Union Station opened to the public on the first of May, 1911. An estimated 20,000 people lined Pacific Avenue and crowded into the station on opening day to look at the new building and hear dedication speeches. The building was viewed as a



Union Station.



Daily Ledger, 1 May 1911.

Union Station, Dock Street elevation.

Union Station. Reed and Stem of St. Paul designed a station that cost \$750,000 to construct in a domed, symmetrical, beaux arts style of grand classical architecture. The station was built with concrete walls, red brick, and Bedford sandstone and had overall dimensions of 120 feet by 200 feet. The copper dome rose 90 feet above the general waiting

room and rested on the station's four 43 foot high barrel vaults. The dome's interior walls were built of coffered stucco and the interior walls of Italian marble.

A track concourse 43 feet by 116 feet extended from the east side of the station over the tracks and gave access to the trains. The main Pacific Avenue floor contained the

men's, women's, and general waiting rooms; a dining room and kitchen; and the ticket, baggage, and station master's office. The basement floor, at track level, housed all the baggage department, and the floor between the basement and main floor provided office space for railroad freight agents and dispatchers.

The station design incorporated several innovative features including pneumatic tubes for sending baggage checks between the baggage office and the basement baggage handling room. A central vacuum plant provided vacuum outlets along the tracks for easy and speedy cleaning of the railroad cars.

keystone of Tacoma's youthful boom period and a cherished symbol of its metropolitan status. The *Daily Ledger* (30 April 1911) challenged its readers to name another city "as young as this that has such a costly and capacious passenger station. After years of waiting, Tacoma has a magnificent new railway passenger station... This commodious and beautiful passenger station evinces the fact that Tacoma is now a metropolis, a great railroad terminal. No longer will citizens of Tacoma apologize to visitors for poor station facilities. We now have the best." Electric lights extended Union Station's magnificence into the night as over one hundred lights covered the dome and lights extended around each arch.

Upon its completion Union Station was immediately adopted as a new symbol of Tacoma's prosperity—extensively mentioned in chamber of commerce and other booster promotions of the city. The building quickly gained prominence equalling that of Tacoma's earlier monumental entrance and architectural composition formed by the city hall and the Northern Pacific Railroad headquarters. The *Ledger* (1 May 1911) stated, "Tacoma is proud of it... A railroad passenger station is a city institution, a good deal like a post office, a court house or a city hall. Thousands of people will pass through it every day and many millions will come and go in the center of a park, completing the setting for the structure, and making it a beautiful front door yard for the city of Tacoma." Although the passenger station had no real direct importance for the surrounding Pacific Avenue jobbers' area, it provided and continues to provide the district with a monumental focus.

The scale and grandeur of the Union Station especially in comparison with the earlier station was matched in the construction of the Carlton Hotel. In 1908, Carl August Darmer designed the Carlton Hotel for Anton Huth on yet another flatiron block at the junction of Seventeenth Street and Pacific Avenue. The six-story brick, concrete, masonry, and mill construction building towered over the earlier buildings constructed previously in this area. The Carlton Hotel and the Union Station represented two substantial additions to the facilities which accommodated and served the people arriving in Tacoma by railroad.

When Union Station opened in 1911 the *Ledger* (1 May) declared that its "dimensions will be adequate for many years to come. Wisely the Northern Pacific built for the future as well as the present." The observation is not without certain irony, for passenger travel on the Northern Pacific was at its peak in 1910 and soon began to decline precipitously as private automobile and bus transportation competed with train travel. The railroad never kept precise figures on the number of passengers using Tacoma's Union Station; however, the decline in the number of railroad passengers arriving in Union Station undoubtedly paralleled the decline in the number of passengers using



Carlton Hotel.

Carlton Hotel. The building took on a dramatic trapezoidal shape, 86 by 96 by 83 by 48 feet, to fit the flatiron block it occupied and the design incorporated three large decorative bay windows. Tacoma's Davis, Smith and Company provided the rosewood and oak furniture for the rooms, all of which had telephone and electric service. Thirty-two of the 120 rooms were equipped with private baths. The hotel's gala opening took place on 7 August 1909; the newspapers declared the Carlton "Will Be Ranked with the City's Leading Hotels... The Best of Every thing." The hotel interior included a restaurant, bar, barbershop, office rental space, and a grand

lobby finished in marble, tile, ornamental wrought iron, terra cotta, chandeliers, and polished wood.

The Carlton is a fine example of a small-scale renovation which adds tremendously to the public's visual impression of both a building and a district. The exterior stone and cast-iron work has been painted and the lobby, bar, and restaurant areas of the hotel are being restored. In accordance with the small-scale, inexpensive improvements, the hotel's 120 rooms are being slowly remodeled and an attempt has been made to retain the building's present tenants.



Dougan and Blake, Moffitt & Towne Company Buildings.

Dougan Building. In 1890 the architectural firm of Pickles and Sutton designed the Dougan Building just south of the Western Hotel. The building suggests something of the intensive mixed use which characterized this railroad hotel and commercial area. The top floor of the four-story brick building, 50 feet by 120 feet, was used as a public meeting hall, primarily by the International Order of Oddfellows; the lower floors were used for jobbers' storage space, but the Jefferson Street storefronts, easily accessible to the station, were rented as a tavern and for retail space.

Blake, Moffitt & Towne Company Building. In 1972, the Old Spaghetti Factory restaurant moved into one floor of the former Tacoma Paper Company Building at 1735

Jefferson Avenue. The four-story brick building was built in 1910. The basement is used by a laundry equipment supplier. The first floor provided the restaurant with 10,000 square feet of extremely flexible open space in which to design an unusual and spacious restaurant interior which has been filled with antiques and even a vintage trolley car. This sort of space would have been difficult to find in the traditional downtown of Tacoma.

The parking lot across the street, leased to the restaurant by the city, has helped overcome the perceived problem with parking around downtown. The coat of ochre yellow paint has obscured the red brick of the original Tacoma Paper Company Building, yet, with its proximity to Union Station and prominence when viewed from Broadway Plaza helps it stand out as a successful reuse of an old jobbers' building.

the entire railroad system. In 1900, 2,342,785 passengers traveled on the Northern Pacific lines. In 1910, the number was 9,639,994. Through the 1910s the number declined slightly; however, it remained about 8,500,000. The substantial decline in passenger traffic came in the 1920s and 1930s. In 1925 the number was 3,151,767, in 1935 it was only 983,205. The rationing and mass movement of soldiers and workers in World War II led to a brief revival of passenger travel, yet the end of the war witnessed the decline of rail traffic to a point even lower than the 1930s.

The decline in railroad passenger traffic converted the Union Station and surrounding hotel and commercial area from a vibrant, active, monumental part of the city to a quiet, lonely, vacant reminder of the glory that was passenger rail service in its heyday of 1910. In the 1930s the old Fife Building, which had contained eleven small storefronts catering to the business of the railroad station, was demolished to make way for an automobile, gasoline, and service station. The Fales Building eventually lost all of its tenants. The Carlton and Massasoit Hotels were converted from active transient hotels to residential hotels. Most of the area's hotel and commercial businesses declined with the decline of both rail passenger traffic and the intensive use of Union Station.

Current Conditions and Opportunities

After the many years of economic decline, deterioration, and vacancy in the railroad hotel and commercial area, some hopeful signs of resurgence and rehabilitation have appeared since the early 1970s. The HCRS team focused on this area because there were hopeful signs of a revival of awareness and interest in the area's historic character. The area also offered possibilities of relatively small-scale rehabilitation work in a highly visible part of the district—an area where several striking flatiron buildings frame the views of many of the district's major streets. It is hoped that the small beginnings here will serve as a foundation for expanded rehabilitation work throughout the Union Depot District.

If plans and recommendations for increased office and residential use in the district are followed there will be some need for mixed-use development in the area to provide for the small-scale retail and commercial businesses attracted to such an area. Several old commercial buildings in this area are now vacant and, with modest rehabilitation, could be returned to commercial use to support the larger developments in the adjacent area. The flatiron K. G. Fales Building at the intersection of Commerce, Jefferson, and Seventeenth



Swiss Hall.

Streets, was built in 1889 and housed nine small retail businesses. It could easily be brought back into use in connection with the redevelopment of the area for office, residential, and certain types of retail businesses. The Fales Building's historic character was obscured in the 1960s when the original brick and woodwork was covered with stucco and stone chips. A facade restoration of this building, located in such a prominent position in relation to the old railroad station, hotel, and commercial area could significantly contribute to restoring some of the historic character of the area as well as supporting and spurring further redevelopment in the vicinity.

The six-sided, flatiron-shaped Teamster's & Chauffeurs' Building is another example of a very distinctive building, from an architectural and urban design point of view, which could easily accommodate the retail and commercial space which will be necessary to support the surrounding developments. Part of the retail and commercial space developed in the Fales and Teamsters' & Chauffeurs' Buildings could undoubtedly support the renovation and residential rehabilitation work initiated in the Carlton and Massasoit Hotels (see Appendix for Massasoit rehabilitation model).



Snoqualmie Falls Power Company Transfer House.



Tioga Building.



West Coast Grocery Building

The Burlington Northern Railroad has suggested the possibility of a new, income-producing use for the Union Station as a new regional shopping center. The company is seeking as major tenants either two department stores or a hotel and a department store. The proposal has been considered for several years, yet the continued growth in the region may help in the realization of the plan. The success of this development would greatly benefit the surrounding district by providing a substantial retail and commercial foundation for further office and residential development. A regional shopping center in the Union Station would draw customers from the surrounding region in a fashion similar to a suburban shopping center and unlike the local shopping in the Tacoma downtown commercial district. The Union Station would thus complement the existing retail patterns in the traditional downtown commercial district while spurring more intensive development of the vacant buildings in the Union Depot District.

Landscaping and open space development along Jefferson Avenue would redefine this important area and provide an appropriate setting for the historic buildings in the area. The Jefferson Avenue area has perhaps the finest buildings in the district. The Massasoit Hotel is an architectural gem. Unfortunately, these buildings stand alone, cut off from other buildings, with nothing but vacant space on three sides. These buildings need a landscaped setting to show off their elegance.

Approximately 100 to 150 residents now live or are anticipated to live in the Jefferson Avenue area. These residents and shoppers coming to the Old Spaghetti Factory, the West Coast Grocery Building and other shopping facilities would be the primary beneficiaries of these improvements. Three types of landscape improvements are recommended: development of

West Coast Grocery Building. One block north of European Antiques and almost directly across from the Union Station is the West Coast Grocery Building, a large brick warehouse built in 1890 by the Tacoma Grocery Company for the storage and wholesale distribution of canned and other food goods. In the mid-1890s, the Tacoma Grocery Company went out of business and West Coast Grocery purchased the building and occupied it until 1970.

The HCRS team chose the building for a full rehabilitation study to serve as a model for development and tax savings under the 1976 Tax Reform Act in similar warehousing structures throughout the study district (see Appendix). The building's prominent location presents an excellent opportunity

for linking the Union Station on Pacific Avenue with other significant structures in the district.

The West Coast Grocery Building contains approximately 12,000 square feet per floor, with a total of 60,000 square feet for the building. Like most of the buildings in the district, it has few interior partitions, giving it an open plan easy to develop and reuse. It was designed in the renaissance style of brick masonry and heavy timber. A two-foot thick wall divides the structure vertically. This wall has five arched openings per floor linking the north and south portions of the building. The spaces are characterized by massive timber columns with high ceilings, giving the building a design load of over 150 pounds per square foot.



Jefferson Street with landscaping.

parking, open space development for neighborhood parks, and tree and shrubbery plantings to screen parking and provide a definition and character to the district.

Vacant lots should be assembled and developed for parking to serve new development in nearby buildings. The city should pay the initial cost of developing these parking areas. This would demonstrate the city's commitment to the area and would alleviate some of the start-up costs that private developers of the buildings would incur if they had to improve parking themselves. The city could lease the parking to building owners in order to recoup the one-time costs of making parking improvements.

Open space and vacant lots not used for parking should be developed to improve pedestrian access in the district and to provide neighborhood park space. A good opportunity exists to improve the lots south of the Carlton Hotel for a small park. Right now this small space is used by residents of the Carlton for park space and recreation. Street benches, tree plantings, and grading would make this small lot very attractive and very usable.

Tree plantings along Jefferson Avenue, Commerce Street, and Broadway from Twenty-First Street to Fifteenth Street would create a boulevard effect. This work would be a logical extension of landscaping already completed in downtown. The Old Spaghetti Factory and the Dougan Building at the intersection of Broadway and Jefferson Avenue act as a visual backdrop for Broadway. These buildings are visible from Broadway Plaza and provide an attractive and appealing end to the street. Landscaping could enhance this effect and attract people to the district.

These are relatively low cost improvements that could provide a great deal of visibility to the area. The city should pay for these improvements from their own funds for landscaping and street improvements.



Boland Collection.

Pacific Avenue facades at 1500 block in 1920.

History

As Tacoma leaped into its first decade, the downtown expanded to accommodate the rapid growth. In the process its physical and visual character changed substantially. The muddy streets lined by one- and two-story buildings of the 1870s were replaced by graded streets, sidewalks, and substantial brick business blocks, that rose to six stories by 1890. In 1888 the *Daily Ledger* reported: "In the earlier days of New Tacoma the question of the ultimate business center was much discussed. Until 1880-1881, the bulk of the mercantile business was either confined to the railroad wharf or confined to one or two blocks of Pacific Avenue. For two or three blocks Pacific Avenue was a fair roadway, with sidewalks, but south of Eleventh Street it was a poor wagon road, ornamented with stumps and subdivided by a deep gulch."

Businesses tended to concentrate at the northern end of Pacific Avenue, near the wharf where railroad and steamboat passengers arrived. Because of its prominent location, Pacific Avenue had been platted to a width of 100 feet, twenty feet wider than surrounding streets, and this width, plus the location, made it Tacoma's main business thoroughfare from the days of the earliest development. In addition, several other factors helped to focus business activity towards the northern end of Pacific Avenue. The Tacoma Land Company's opulent Tacoma Hotel, designed by the prestigious New York firm of McKim, Mead, and White, was completed. The hotel was located at the corner of Ninth and A Streets, only one block away from Pacific Avenue.

Northern Pacific Railroad built its headquarters at Seventh Street and Pacific Avenue. Finally, the railroad's early plan to build a large passenger station between Ninth and Eleventh streets and Commerce and Broadway, also encouraged the establishment of commercial activities in the vicinity.

By the late 1880s, however, Tacoma was growing so fast that residents and developers alike wondered where the city's business district might expand in the future. In 1888, the *Ledger* claimed that such a question would have to be "relegated to the future. The city is growing in all directions and business establishments springing up at points that no one would have foreseen five years ago."

Despite the appearances of random development, Tacoma's commercial business district followed a fairly definite pattern; the business section in the late 1880s and early 1890s moved south along Pacific Avenue. Topography and the Pacific Avenue street improvements combined with the general developments in the south-end jobbers and industrial section to impart a southward movement to business center development. In fact, Tacoma's steep topography influenced both the pattern of development and the form of the buildings in the district.

In the first decade of New Tacoma, wood buildings of one or two stories lined Pacific Avenue. Generally the buildings extended only part of the distance to the back lot line. When the population and business activity began to increase, land prices rose, and the lots were more intensively developed. As a



Citizens' Bank and Branson Buildings.

Citizens' Bank and Irving Buildings.

In 1888-1889, Carl August Darmer designed the four-story Citizens' Bank and the Irving Buildings at 1338-1342 Pacific Avenue. As Pickles and Sutton did with the Baker and Wolf Buildings, a uniform design, Italianate in this case, gave a much more substantial character to the building than it would have if adjacent owners had not cooperated.

In the case of the Citizens' Bank and the Irving Buildings, three separate property owners cooperated to produce a harmonious design. In 1888, O.B. Hayden, a Tacoma real estate dealer and president of the Citizen's Bank, declared that "Pacific Avenue and Fifteenth Street will be the business center within two years." The location of the bank represented faith in this belief.

result, a new building form developed. The buildings were extended into the hillside with storefronts on two levels. The first floor opened onto the street that bordered the downhill or east side of the block—the second floor storefront opened onto the uphill or west side of the street. The topography was also seen as a formidable obstacle to the westward expansion of the business district up the hill. The Tacoma Land Company's original plat for New Tacoma developed the blocks in relation to the hill and the waterfront—the blocks lengths, and thus business activity—was oriented north-to-south and very few lots were platted for business activity on the

east-west streets. Consequently, during the building boom of the late 1880s and early 1890s, business center expansion focused much more intensively southward than it did westward, even though the heart of the business blocks was constructed uphill of Pacific Avenue on Commerce and Broadway Streets.

The perception of the southward moving business district proved extremely important for development during the late 1880s and early 1890s. Most real estate developers and businessmen expected that at least the 1300 and 1500 blocks of Pacific Avenue and Commerce Street would be developed more intensively as part of the business district. In July, 1888, the *Ledger* interviewed twenty-two prominent Tacoma businessmen concerning their opinion on where the future business center would be located. The overwhelming majority of the people interviewed pointed to the area north of Thirteenth Street. Many felt it would be located in the undeveloped land south of Seventeenth Street and around Tacoma's second railroad depot, built in 1883, at Pacific Avenue and Seventeenth Street. As Major Grattan stated, "the Seventeenth Street station would be the great pivotal center."

The 1300 and 1500 blocks of Pacific Avenue and Commerce Street were viewed as peripheral sections of Tacoma's business district at the outset of the late 1880s building boom. After five years of steady improvement the two blocks emerged as fairly substantial extensions of the downtown. In 1883, the brick Olds Building and the Ouimette-Littlejohn Building, both two stories, were built on the west side of Pacific Avenue in the 1300 block. They extended only sixty feet back from Pacific Avenue and thus had no Commerce Street storefront. A dry goods, boot and shoe, drug, and grocery store were located in the four storefronts. In 1888 F. F. Runge, who had operated a shoe and boot store in the Ouimette-Littlejohn Building, moved out to the Chamber of Commerce Building at Pacific Avenue and Twelfth Street "with a view to putting in one of the largest stocks of footwear carried by any city dealer." The *Daily Ledger* reported, "... this is a case of progression, Mr. Runge started in business at a lower point on Pacific Avenue than any of his competitors, and he has now moved up in obedience to the demands of his increasing customers."

By 1890, the "case of progression" seemed quite the reverse. While catering almost exclusively to the wholesale trade, the Sprague block with a frontage of over 400 feet on Pacific Avenue between Fifteenth and Seventeenth Streets represented one of the most monumental and distinguished buildings in downtown Tacoma. This development presented positive proof to one observer that the projections of the southward growth of the city were more than mere guesses. The *Ledger* reported, "The building by General Sprague of a large block for wholesale mercantile stores, has turned the attention of

businessmen and speculators to these lower blocks, and the coming year will witness some large improvements here that will greatly accelerate this tendency." Other substantial business blocks, many of which are extant, were constructed in this area.

In the early 1890s many of the other buildings in the 1300 and 1500 blocks of Pacific Avenue housed retail businesses such as clothing shops, stationery shops, and drug stores. The offices in the two blocks were occupied by many small businesses, as well as offices for professionals such as architects, doctors, and lawyers. The offices in the bank buildings had a concentration of related financial businesses such as real estate and insurance agents, notary publics, and lawyers. The block also housed wholesale and commission merchants in the Sprague block and the Baker and Cogswell block. C. A. Stokes, a wholesale liquor dealer was the first tenant of the 1891 Branson Building at 1336 Pacific Avenue, an elegant renaissance style, three-story building designed by Farrell and Darmer. Thus in the early 1890s, the 1330 and 1500 blocks of Pacific Avenue were well on their way to becoming a vibrant and essential extension of Tacoma's business district.

In the mid-1890s, with Tacoma and the country deep in economic depression, it became clear that many of the office buildings constructed in the 1300 and 1500 blocks of Pacific Avenue had been built in anticipation of the continued growth in the city. The growth failed to materialize during the 1890s and many building owners were left with unrented office space. The storefront tenants also had some difficulty remaining through the depression. Many banks closed in Tacoma in the 1890s and by 1898 none of the four banks which occupied the 1300 and 1500 blocks of Pacific in 1892 remained. The Citizen's Bank merged with the Pacific National Bank and in 1898 moved back to the traditional financial district around Eleventh Street and Pacific Avenue. In 1895, the Union Savings Bank moved from the Waddell Building to a building at Eleventh Street and Pacific Avenue where it remained for a short time longer before failing. Although the Pacific National Bank moved out of its building in 1898, a bank did continue in business there, at the southwest corner of Pacific Avenue and Thirteenth Street, until 1920.

The failure of business to expand more substantially to the south and the actual contraction of Tacoma's financial and office district established a pattern of use in the downtown which continues today. During the late 1890s and 1900s, one office building after another in the 1300 and 1500 blocks of Pacific Avenue was converted from office space into both transient and residential hotel rooms. In 1893, the Waddell Building, constructed in 1890 as an office and bank building, converted its upper floors to residential quarters known as the Waddell House, which advertised "First class rooms for respectable people." Even the Waddell's sanguine expectations of a



Pacific National Bank Building.

Pacific National Bank Building. In February 1891, the Pacific National Bank became the fourth bank to open in the 1300 and 1500 block of Pacific Avenue in a little over two years. Burnham and Root, a Chicago architectural firm with a national reputation in early commercial and skyscraper buildings, designed a six-story brick building costing \$100,000.

The lower floor on Pacific Avenue served as

the bank's offices, A.H. Anderson and Company of Chicago designed the bank's interior with ornamental wrought iron, marble, mahogany, and mosaics. The upper floors were divided into office space. Two substantial buildings, which have been demolished, the four-story 1889 Thompson block at 1506-1508 Pacific Avenue, and the five-story 1890 Zinram block at 1520-1522 Pacific Avenue, also were built for stores and offices.



Waddell Building.



Walsh & Gardner Company and Shaub-Ellison Company Buildings.



Boland Collection

Dillon & Fisher Building in 1925.

Stevens and Walsh & Gardner Buildings. The 1904 Stevens Building, a three-story hay, grain, and feed warehouse at 2128-2139 Pacific Avenue, and the Walsh & Gardner Building, a four-story pipe valves and fittings jobbing house at 1908-1910 Pacific Avenue, were both designed by Carl August Darmer in a style and scale found in the earlier development of the jobbers' district.

Grays Harbor Hotel, Dillon & Fisher, and Satterlee Buildings. In 1901, Carl August Darmer designed the three-story Grays Harbor Hotel at 1510 Pacific Avenue. The four-story Dillon & Fisher Building constructed in 1902 at 1330-1332 Pacific Avenue was built for hotel and store purposes, as was the four-story Satterlee Building constructed in 1908 at 1324-1326 Pacific Avenue, which originally housed the Alaskan Hotel.

first-class lodging house faded as a drug store replaced the bank on the first floor and in 1897 was followed by the Delmonte Billard Parlor and Saloon. In 1903, August H. Harden, the proprietor of the Delmonte Billiard Parlor, took over the upper floors and operated them as the Delmonte Hotel. The other substantial office buildings, of four and five floors, built between 1888 and 1891 have histories similar to Waddell. The Baker, Wolf, Thompson, and Zinram Buildings were converted into inexpensive lodging houses, hotels, and bordellos. In 1904, the Citizen's Bank Building and the adjacent Irving Building were also converted to residential use.

In about 1900, the pace of Tacoma's building activity and population growth again increased. Between 1900 and 1910 several new buildings were added to the 1300 and 1500 blocks of Pacific Avenue. These buildings, however, tended to enhance the pattern of transient and residential hotels established during the 1890s. The original character and use of the blocks as part of Tacoma's office and financial district did not return with new construction after 1900.

In concert with the 1890s transition from office and financial occupancy to transient and residential hotels in the 1300 and 1500 blocks of Pacific Avenue, the concentration of saloons, cafes, and pawnshops was established. Several clothing stores also moved in and out of these blocks. In 1900, three of Tacoma's four pawn shops were located in the 1300 block of Pacific Avenue. The 1300 and 1500 blocks of Pacific Avenue had eight restaurants and twelve saloons in 1900. A vaudeville theater also operated in the 1300 block in 1910. The Commerce Street storefronts carried over some of the business located on Pacific Avenue, but also has an impressive concentration of second-hand stores, barber shops, and merchant tailors.

With the exception of increased vacancy in both storefronts and the residential quarters above street level, the character of the west side of the 1300 and 1500 blocks of Pacific Avenue has remained fairly constant since about 1910. The "strip" or adult entertainment district which fills these blocks has deep historic roots. From a preservation point of view, this area's historic character—or peripheral relation to the traditional downtown—has some advantages. Although the urban landscape north of Thirteenth has been recycled, altered, demolished and reused through the years, the west side of Pacific Avenue particularly in the 1300 block, has remained in fairly stable condition. One of Tacoma's two Burnham and Root designed buildings provides a good example of the difference. The Pacific National Bank Building, despite, several coats of paint and twenty years of brightly colored signs advertising the Fun Circus Amusement Arcade, still possesses much of its original character. The forcefulness, austerity, and dignity of the original office building remains quite apparent.



Garretson-Woodruff-Pratt Building.

Garretson-Woodruff-Pratt Building.

Like the Tacoma Grocery Company, Garretson-Woodruff-Pratt, a wholesale dry goods firm, started business in a leased building on Pacific Avenue. Within a year, however, they took advantage of the land available in the developing jobbers' district and decided to build their own building.

In 1891, Frederick A. Sexton designed their five-story brick building, 90 feet by 120 feet, in the Romanesque style with highly decorative terra cotta details. It boasts a grand interior staircase which offers views of Mt. Rainier from its landings. This building, and several others in the district, echo the massing and detail of Chicago school commercial buildings. The company's business soon ex-

tended to Oregon, Idaho, and Alaska, but Garretson-Woodruff-Pratt also shared the Tacoma Grocery Company's fate during the economic depression of the mid-1890s when both companies failed.

Since 1976, the Pacific National Bank of Washington has rented the building as its administration services center. The bank renovated the entire building to make use of the full 55,000 square feet of available space. The first floor office space, originally located on the Nineteenth Street side of the building, has been expanded to take up the entire first floor. The second floor housed the bank's print shop, and the upper stories are used for storage.



F.S. Harmon & Company; McDonald & Smith; Reese, Crandall & Redman; Campbell; and Wiegel Candy Company Buildings.

McDonald & Smith Building. The McDonald & Smith Building, at 1932-1936 Pacific Avenue, represented the coordinated design of architect Louis C. Houser who joined the investments of three separate lot owners into a single building design. In 1890, E. A. McDonald and F. C. Smith built the first two wholesale hay, grain, and feed businesses. The third section of the building was constructed a few years later, but it was vacant in 1896.

Reese, Crandall & Redman Building. Reese, Crandall and Redman, a wholesale grocery firm originally located in the Sprague Building, built a structure similar to the Campbell Building, at 1928-1930 Pacific Avenue. It is a four-story structure, 50 feet by 100 feet, of brick and mill construction, with an early electric elevator connecting the floors. In 1978, European Antiques bought the building and began extensive improvements to upgrade both the facade and the interior. The firm's purchase was motivated by several factors, perhaps the most critical of which was the relatively low purchase price of \$50,000. In addition, the building, because of its original function, provides the kind of open space needed to store and move large pieces of furniture. Furthermore, the building fronts on both Pacific Avenue and Commerce Street, giving its current owners truck access in the rear and easy parking in front for retail customers. All of these factors contributed to the firm's decision to locate in the district. Several improvements were made by the company to enhance the building's attractive features. The ornamental cast iron facade was cleaned and the arched windows were repainted. European Antiques uses the first floor for its retail trade and the upper stories for its wholesale traffic. An elegant European-style cafe was also added on the ground floor and it is open for lunch. The addition of a lunch-time restaurant is a good example of the kinds of amenities needed when an area expands its business and commercial activity. People working in the vicinity need a restaurant that they can conveniently walk to and, as the European An-

tiques' Vienna Room illustrates, the old warehouses in this district can provide space for just such a use.

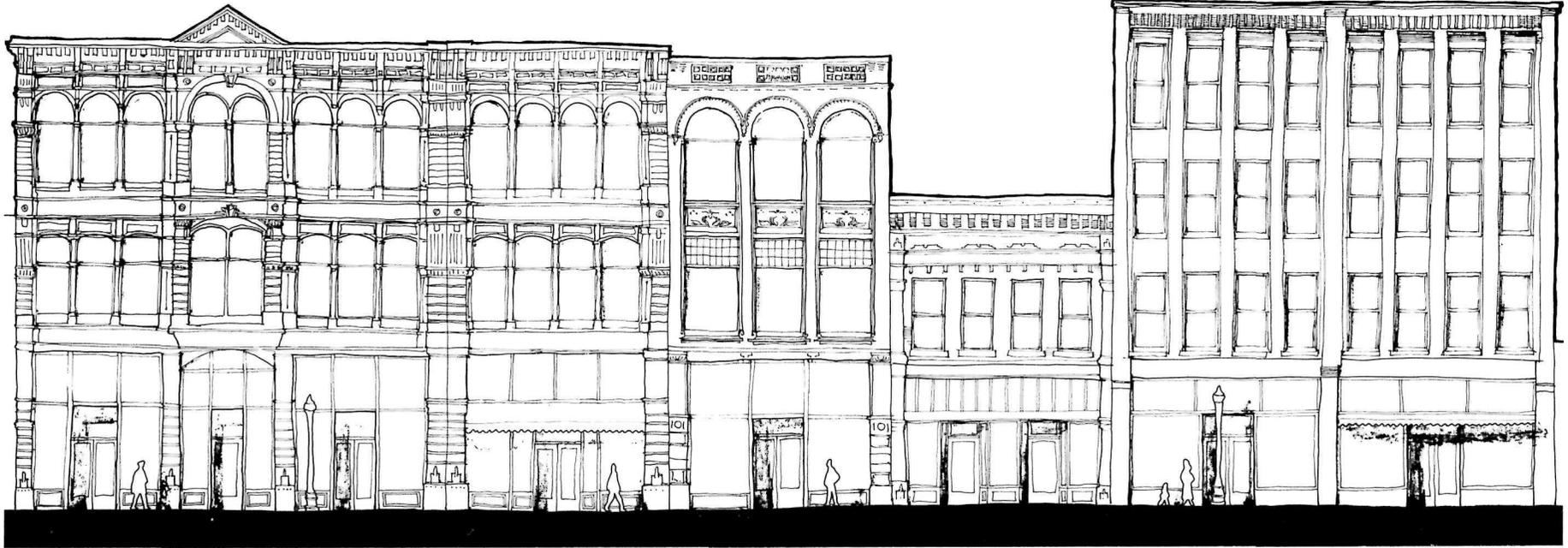
Campbell Building. Three adjacent buildings in the 1900 block of Pacific Avenue were developed for jobbers' business in 1890 and 1891. John G. Campbell, who came to Tacoma with the founders of the Tacoma Grocery Company, went into business for himself in 1890. Campbell operated the Anchor Coffee and Spice Mills, processing coffee, tea imported directly from China and Japan, a variety of spices, extracts and baking powder, and bluing. Campbell intended to make an effort to secure the trade of Washington, Idaho, Oregon, and Montana. Campbell built a four-story brick and mill construction building, 50 feet by 120 feet, with an ornamental cast iron facade.

Parks and Landscaping. The city could acquire vacant lots in the district and turn them into neighborhood parks and landscaped parking areas. The placement of benches, wheelchair ramps, and other street furniture would provide public access to these open spaces once they are developed. Trees and shrubs can be planted along the street from Twenty-First Avenue north to Fifteenth Avenue to enhance the major commercial artery, Pacific Avenue. Tree planting in this district is a logical extension of the landscaping that has already been done in the downtown. As an extra enhancement, the median on Pacific Avenue can be removed and replaced by small, flowering trees.

Parking. The Union Depot District has 757 developed parking spaces and 1,606 additional parking spaces that could be developed. In addition, there are 1,051 on-street parking spaces. This is very important for developers and investors wishing to locate retail spaces in the district. The opportunity to park close to and on the same street level with a shop is inducement for attracting shoppers and making retail projects viable. The Union Depot District has this opportunity, and it should be marketed to encourage new development.



Campbell Building, rear view.



Pacific Avenue facades rehabilitation.

Current Conditions and Opportunities

Structural problems related to earthquake damage have led to the unfortunate removal of several stories from the Baker, Wolf, Waddell, and Rowland and Williams Buildings. Despite the removal of stories and the obscuring of the facades of these buildings with marble crete and false fronts added during the 1950s and 1960s, the 1300 block of Pacific Avenue merits attention of historic preservationists on several grounds. The block includes several buildings, particularly Burnham and Root's Pacific National Bank Building, and Farrell and Darmer's Citizen's Bank, Irving, and Branson Buildings, which are among the finest remaining examples of Tacoma's commercial buildings constructed during its first commercial boom in the late 1880s. Although the facade of the Olds and Ouimette-Littlejohn Buildings are now obscured with marble crete, which could be removed, these buildings represent two of the very earliest brick commercial structures in Tacoma, built at a time when nearly all other buildings were constructed of wood. The block contains fine examples of the work of Carl August Darmer. It is possible, in a single glance, to see twenty-five years of the work of this leading Tacoma

architect. Perhaps more importantly, the block as a whole is composed of the only group of commercial buildings in Tacoma which capture the 1910 streetscape uninterrupted by later intrusive structures.

It is in the hopes of giving a sense of this original streetscape and suggesting the possibility of restoring these facades to their original design, that the HCRS architects studied the Pacific Avenue and Commerce Street facades. The maintenance and restoration of these facades could immeasurably improve the block linking the traditional downtown and the Union Depot District. It could also enhance, very favorably, the impression of the downtown area perceived by those approaching it along Pacific Avenue.

Several changes have occurred in the original facades. At present, of the fifteen buildings on the block, two have had upper floors removed to comply with earthquake safety codes that were applied after the 1965 earthquake. The remaining buildings had either cornices or parapets removed to comply with the new codes. Six of the buildings had their facades completely covered with marble crete. The upper level facades of the remaining buildings have not been covered and they are an attractive remainder of the former glory of



Pacific Avenue facades rehabilitation.

this block, as well as its potential for restoration or rehabilitation.

The detailing of the bricks on some of the buildings is a fine example of the craftsmanship that went into architectural construction at the turn of the century. The fact that the detailing remains in such good condition is a testimony to that craftsmanship. The major changes to the facades are the architectural treatments. This treatment has, in most cases, retained the modules and spacing of the entrances as they occurred in the past but the modules have been filled with cheap materials and gaudy graphics that directly relate to the activities that occur on the block. These changes are in direct contrast to the high quality craftsmanship in the upper level facades. It is chiefly the street level facade treatment that most detracts from the integrity of this block. Because the modules and spacings of the entrances have remained intact, it would be possible to replace the gaudy architectural elements of the facades with a design treatment that is more compatible with the upper levels of the buildings.

The historical treatment of these facades consists of uniformly spaced modules that are distinguished by three main elements: an indented entrance

Baker and Wolf Buildings. In 1889, Pickles and Sutton, the architects of the Sprague Block, designed two adjacent four-story brick buildings for John S. Baker and Samuel Wolf at 1306-1310 Pacific Avenue. Both buildings were designed with storefronts on Pacific Avenue and Commerce Street and for offices on the upper floors.

Rowland & Williams Building. The five-story Rowland and Williams Building at 1508 Pacific Avenue, was designed by Tacoma architect George W. Bullard. It provided warehouse space on the upper floors and a saloon on the lower floor.

Joy Building. In 1892, Tacoma architects Russell & Babcock designed the flatiron Joy Building at 1716-1730 Pacific Avenue to house a number of wholesale and commission merchants.

Birmingham Block. In 1893, William Birmingham & Company, a wholesale hay, grain, and feed business, built a two-story brick building, 50 feet by 120 feet, at 1746-1748 Pacific Avenue. In 1903, Proctor and Farrell designed a three-story brick building, 75 feet by 120 feet, which harmonized easily with the adjacent building.

Banker-Dickson Building. The newest building on the west side of these two blocks is the three-story Banker-Dickson Building designed in 1912 by Bussell and Babcock to house the McCormack Brothers department store. The department store firm remained only until 1916 when it moved to Broadway and Thirteenth, the more traditional shopping and department store district. The Baker-Dickson Building was then divided into several small shops.

with a glass door, a glass transom above the door where the building's street address was often located, and large window areas on the indented sides. These elements provided an area of transition from the street activity to the interior of the shop. The large window areas on the street side often contained signs and advertisements providing a place for merchants to display their wares. Plate glass was used throughout. The display windows were placed on a stone base that varied from fifteen inches to thirty inches in height and was often decorated with tile or stucco. The clerestory placed above the display windows unites the street level facade treatments of this era. These clerestories are divided into modules that relate to the spacing of the windows below.

An extensive photographic collection at the Northwest Room of the Tacoma City Library made it possible for the team to see what the covered buildings used to look like, and these original facades have been drawn accordingly. Marble crete finishes can be removed in some cases and their removal from the Pacific Avenue facades would greatly reinforce the existing integrity of this block and of the district. The accompanying drawings illustrate the possibilities of a facade restoration on that block.

The 1300 block of Pacific Avenue is an important link between downtown and the Union Depot District. Although most of the street's architectural fabric is obscured by signs, much of its economic potential is likewise hidden by the preponderance of adult bookstores, taverns, and transient hotels. This is Tacoma's honky-tonk and it has long been neglected by both private and public developers.

Although business in the bookstores and loanshops is still active, it is declining, and an interview with a spokesperson from the Tacoma Police Department determined that most of the area's activities are slowly moving out of the city into other parts of the county where massage parlors and topless dancing are legal. The only police problems on the strip are drunkenness and vagrancy; the crime rate on the 1300 block of Pacific Avenue is actually lower than the city-wide average.

What is perhaps most encouraging for future development is the current tax status of the 1300 block. Although several establishments recently changed hands, and three left during the summer of 1979, building owners are paying the highest property taxes in the Union Depot District. While rents may reflect the dying honky-tonk strip that once flourished, owners may be forced to sell or improve in order to collect rents that will support the taxes they pay. The building owners are being taxed higher because they are located close to downtown. Given the incentives for rehabilitation provided by the tax and revenue acts (see Appendix), it is reasonable to expect greater interest in rehabilitation as the downtown expands.



Boland Collection.
Sandberg Building in 1928.



Sandberg Building.

Sandberg Building. Constructed in 1907, the Sandberg Building at 1423 Pacific Avenue represented a major departure from the prevailing brick and mill construction style and was a significant reinforced concrete design with an exposed structural system. Designed as a retail and wholesale furniture building, first occupied by Davis, Smith & Company, the Sandberg is the oldest reinforced concrete skyscraper on the west coast. The ten-story building measures 75 feet by 120 feet and is 194 feet tall. The architect designed the building to support fourteen additional stories. Rather than following the southward progression of the jobbers' district, the Sandberg Building was built in close proximity to the downtown area to facilitate its retail trade. Schoenfeld's has occupied the building since 1924.



History

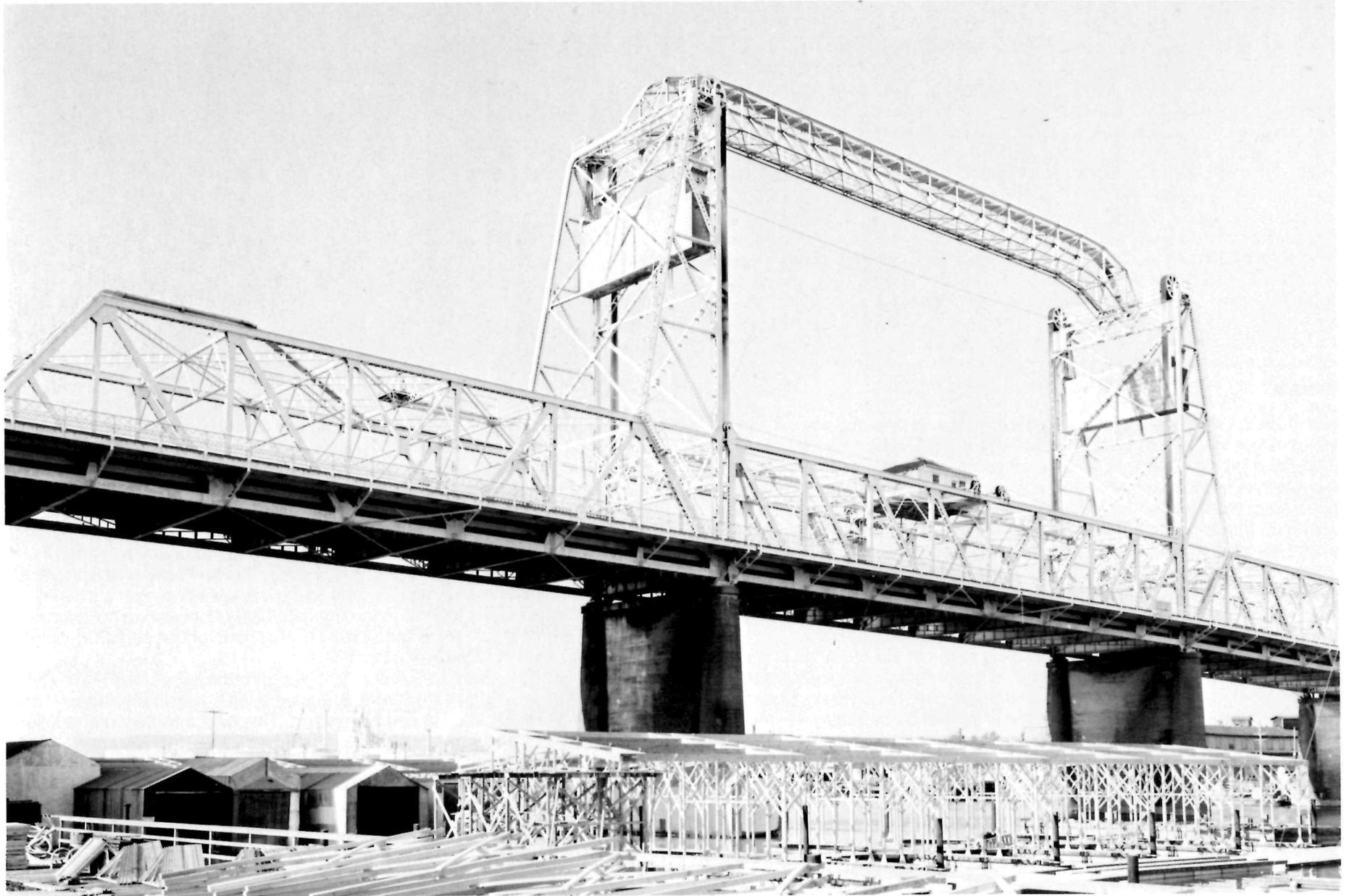
Prior to 1902, City Waterway as such, did not exist. Only a long narrow arm of Commencement Bay ran parallel to the bluffs upon which downtown Tacoma stood. Navigable by barge and lighter, this branch of the bay was lined by several small warehouses which supplied their products to the merchant ships anchored in the harbor. At the south end of the branch stood several fairly substantial industrial sites. These lumber and flour mills shipped their products by both rail and sea. The only firms from this period which remain along the waterfront are two building supply companies; the predecessors to the George Scofield Company and C.S. Barlow & Sons. They currently occupy small complexes of sheds and storage areas, primarily erected since 1920, and received their materials by barge. Their bricks, mortar, and cement undoubtedly were important in constructing many of the buildings in the district. The railroad also serviced the developments along the waterfront. The small warehousing centered between Fifteenth and Twenty-First Streets received and shipped their products by rail as well as by sea.

In 1902, the Corps of Engineers embarked on an improvements program for what would become known as City Waterway. Both the Northern Pacific Railroad and the Tacoma Land Company had previously engaged in improvement construction, building docks and warehouses, and dredging channels. However, most of this work centered on the west side of the waterway between its entrance to Commencement Bay and Eleventh Street. This area became the site of Tacoma's vast grain warehouses, the hub of the city's commerce by 1901. The corps' activities, completed in 1905, turned the

entire mile-and-a-half-long arm of the bay into downtown waterfront. From the entrance of the waterway to Eleventh Street, the work resulted in a 500-foot-wide ship channel, having a minimum of twenty-five feet of water at low tide. From Eleventh Street to Fourteenth Street, the channel's depth is eighteen feet. Beyond Fourteenth Street the channel gradually narrows to a width of 250 feet. This lower portion of the waterway has a minimum of fifteen feet of water. Even with these improvements, City Waterway was the shallowest of Tacoma's six navigable basins. This prevented the shoreline along the water-front south of Eleventh Street from developing into a heavy industrial area similar to that on the tideflats east of downtown, or a major maritime commercial transit center such as that north of Eleventh Street and along the shore of Commencement Bay.

Two bridges now span the waterway. The northernmost of these is a 1912 vertical lift span at Eleventh Street designed by the prominent Kansas City contracting firm of Waddell and Harrington. This bridge replaced an earlier swing bridge at the same site. At Fifteenth Street is a swing bridge built for the Union Pacific Railroad in 1914 by the American Bridge Company. Until about 1975, a third bridge, also of the swing type, crossed the waterway at Fourteenth Street. Known as the Oregon-Washington Railway Bridge, this span was jointly owned by the Northern Pacific Railway Company and the Oregon-Washington Railroad and Navigation Company.

With the development of the waterway, industrial activity increased along Dock Street which paralleled the shoreline. About 1910, a number of machine shops



City Waterway Bridge.

and boiler works began to concentrate in the area immediately south of the Eleventh Street Bridge. These firms, of which the Coast Iron and Machine Works Building, a single-story, wooden, mill construction structure is the only surviving example, provided repair facilities for the ships in the harbor. Purchasing their fittings from firms such as Walsh & Gardner, located on Pacific Avenue across from Union Station, these machine shops rebuilt boilers, straightened propellor shafts, and performed a whole variety of marine oriented repair work.

Like the machine shops, the Pacific Coast Coal Company, located on the site now occupied by the small office of its successor firm, the Pacific Coast Oil Company, serviced the ships in the harbor. Coal, delivered by rail, was taken in lighters and barges to the waiting vessels. The firm also developed a business with the landmen of Tacoma, located on the bluffs above the waterway. Log rafts had been boomed in the waterway for many years, as evidenced by the early lumber mills at the head of the channel, and by the founding of the Northwestern Woodenware Company in a large, wooden, mill construction factory building at Twenty-First and Dock Streets in 1899. The widening of the channel made it easier to float rafts into the waterway. The establishment of the Tacoma Veneer Products Company in 1923, in buildings similar in construction to Northwestern Woodenware's, certainly benefitted from the wider channel. Both of these woodworking industries had close ties to the railroad. Northwestern Woodenware shipped much of its finished products by rail. Tacoma Veneer Products also shipped by rail, though a share of its product also reached the market via ship or truck.

Another major industry along the waterway which exhibited dependencies on both water and rail transportation was the Albers Brothers Milling Company, located north of Twenty-First Street in a substantial five-story brick building and neighboring warehouses. Established in 1904, as the improvements to the channel were nearing completion, Albers shipped a share of its product by sea, though rail transportation probably delivered the majority of the mills' output to market. Railroads also supplied the grain which the firm milled.

The last major face of City Waterway and Dock Street can be seen as an extension of the warehousing activities so evident in the remainder of the district. Firms such as West Coast Grocery; Garretson, Woodruff & Pratt; and Hunt & Mottet, were dependent upon waterborne transport in order to reach a large portion of their market. The Alaska trade, in particular, upon which so many of Tacoma's hopes rested in the 1890s, and in which all of the above firms had a large stake, depended entirely upon shipping.

Just north of Fifteenth Street, a number of warehouses were built in the early 1900s, of which the Pacific Fruit & Produce Company Building, a wooden mill construction warehouse, is the only surviving example. Like the heavy industry along the waterway, and, to some extent, like their more prestigious cousins on Pacific Avenue, these firms received goods by rail and reshipped them by sea.



Boland Collection.

Tacoma Veneer Company Complex in 1924.



Tacoma Veneer Company Complex.

Built solely as warehouses, with no intention of impressing the general public with their appearance, these buildings are far more simply and plainly constructed than those of the prominent Pacific Avenue firms. Most of the companies based along the waterway dealt in either fruit and produce, or seafood. Their location on City Waterway contributed to Tacoma's position as an entrepot for the entire Northwest and Alaska.

Current Conditions and Opportunities

Until recently the businesses along Dock Street remained largely in their original uses. Currently, the area is in a period of transition. A variety of factors are leading to a decline in the industrial and commercial aspect of the waterway. The leading factor in this decline is probably the growth in scale of ships and terminal facilities. The City Waterway is inadequate for modern shipping needs. The emphasis on terminal facilities shifted to newer and larger capacity port facilities which have developed in the tide flats of the Puyallup River delta.

Trucks have also become increasingly important in the movement of goods, resulting in major reorientations in the business strategies of a number of these firms. The Albers Brothers Milling Company complex now serves as warehousing and as a garage for a trucking firm.

Because of environmental concerns and the growth of marine development, log rafting, which dwindled in the late seventies, is unlikely to be resumed on the waterway. This means the cessation of the basic milling operations at the lumber-oriented plants. North Pacific Plywood, the successor to Tacoma Veneer Products, has lost one of the major advantages of its location because of this change. Raw veneer is no longer peeled at the site from logs pulled from the waterway; instead, it is brought in by truck.

Accompanying this reorientation of the waterway's industrial sites has been the burgeoning development of marina complexes on both sides of the channel. Most of these are the result of private investment, and their pattern to date has been to house their facilities in new construction. The challenge for the future will be to continue the development of this invaluable recreational resource while preserving the character of the rich industrial and maritime heritage of City Waterway. Its importance historically, for both Tacoma and the entire Northwest, suggests a co-mingling of the industrial past and the recreational future.

The city recognizes the valuable resource lying at the foot of downtown and has made a strong commitment to preserving and enhancing the waterway's historic character while developing it into a recreation area. The city has committed over \$8 million for improvements to streets, sewerage, sidewalks,



Current view from the south end of City Waterway.

and landscaping. A small public moorage has been provided for visiting boats and seaplanes. Harbor lines have been established and permits for boat moorage on the east side of the waterway have been secured from the state. The city's efforts have already triggered an additional \$8 million in private projects completed or in progress.

Despite its historical link to the Union Depot District, City Waterway does not enjoy good physical access to either downtown or the district. The railroad yards on the west side of the waterway and the steep grade between Dock Street and Pacific Avenue cut off City Waterway from the rest of downtown. Pedestrians can walk from downtown to the west side of City Waterway using bridges on Eleventh Street, Fifteenth Street, and Twenty-First Street. The bridges are old with narrow sidewalks and foot travel on them is treacherous when automobile traffic is heavy.

The Fifteenth Street swing bridge accommodates from ten to twelve trains and approximately 5,400 automobiles and trucks daily. The Union Pacific Railroad, the bridge's owner, is building a new yard and current plans call for abandoning this bridge when the new yard is completed. If this happens, access between the east and west sides of the waterway will be even more limited. To avoid the loss of the bridge connection, the city might explore the possibility of maintaining the bridge for use by automobiles and pedestrians. As long as the bridge is in good structural condition, it might remain a functioning symbol of Tacoma's historic relation to sea and rail traffic, providing a unique link between City Waterway and a rejuvenated downtown.

Access between downtown and Dock Street is critical, but a number of solutions can be applied to the problem. All points of access between downtown and the waterway could be upgraded. For the aid and comfort of pedestrians, the city could add signs and crossing stripes on the roads between the districts.



Fifteenth Street Swing Bridge.

Johnny's Dock Restaurant and Marina

Johnny's Dock Restaurant and Marina typifies the type of development the city is encouraging for the waterway. The restaurant, prominently located on the east side of the waterway, is a popular spot for lunch and dinner. The restaurant has an impressive view of Union Station and the downtown. The marina includes guest moorage for visiting boaters. The restaurant and marina together create a special environment that is attractive and pleasing.



Current view of City Waterway from Johnny's Dock Restaurant and Marina.

At the south end of the waterway, the railroad grade crosses Dock Street and East D Street. This is a difficult crossing for both pedestrians and cars because of the frequent train movements from the yards east of the waterway. To eliminate this problem, the city has proposed to connect Dock Street and East D Street with a new road at the south end of the waterway. As a bonus, it may be possible to develop a small park in conjunction with this road project. In fact, the end of the waterway is the area with significant potential for public park development. Recreational development there would not interfere with marina development on the east and west sides of the waterway. Instead, a landscaped recreation area would enhance the marinas by creating a dramatic and attractive southern entrance to the waterway.

This park setting could be linked to restaurants and marinas around the waterway, so that people could move freely to different parts of the waterway. The waterfront quay proposed for the length of the waterway would provide this connection. Developers could donate an easement of the waterfront land to the city. The value of the land might be used by the developer as a charitable donation for tax purposes, and by the city as a match for an HCRS land and water conservation fund grant for development of the quay.

Marinas, restaurants, and waterfront recreation are natural activities for the waterway. Marina development in Washington state is limited to areas that are permitted or zoned for marinas. These areas are scarce and demand for boat moorage is high. Because the waterway is already urban in character, locating marine development there would not damage natural areas unsuitable for marine development. Restaurants and other commercial activities can take advantage of the waterway's location, access, and ambience. Waterfront recreation can draw from downtown employees, residents, and visitors.

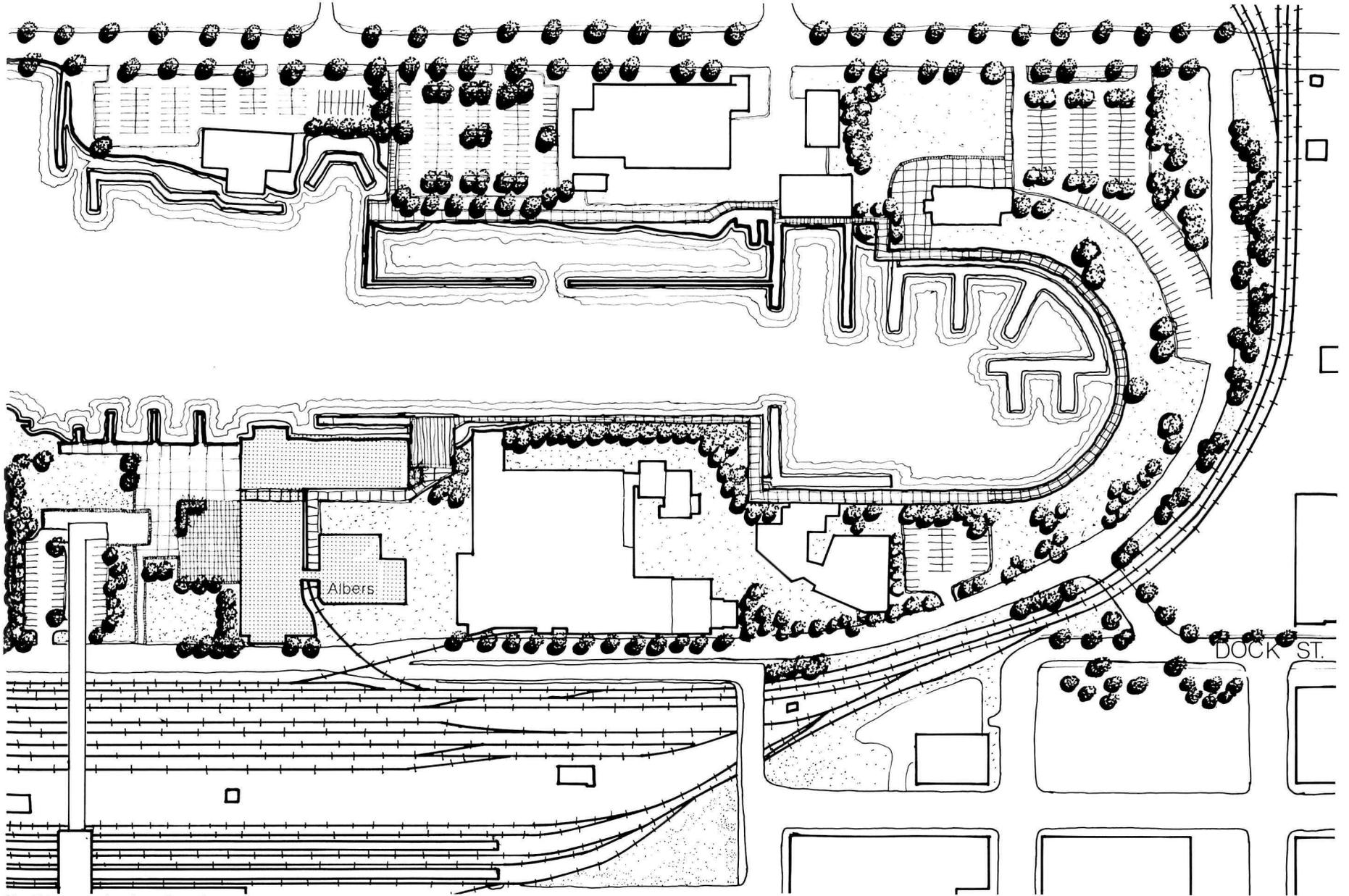
As industrial establishments on City Waterway shut down or relocate, it is

important that Tacoma's historical reference to the waterway be encouraged. Uses that complement and relate to the waterway can continue to develop along its shore. New uses can be integrated into the existing fabric, serving to preserve and enhance the history and character of the area. As industry becomes less dependent on the waterway, the potential for recreational use is growing. The waterway has always served the needs of Tacoma and its adaptation to a recreational use continues an historic process.

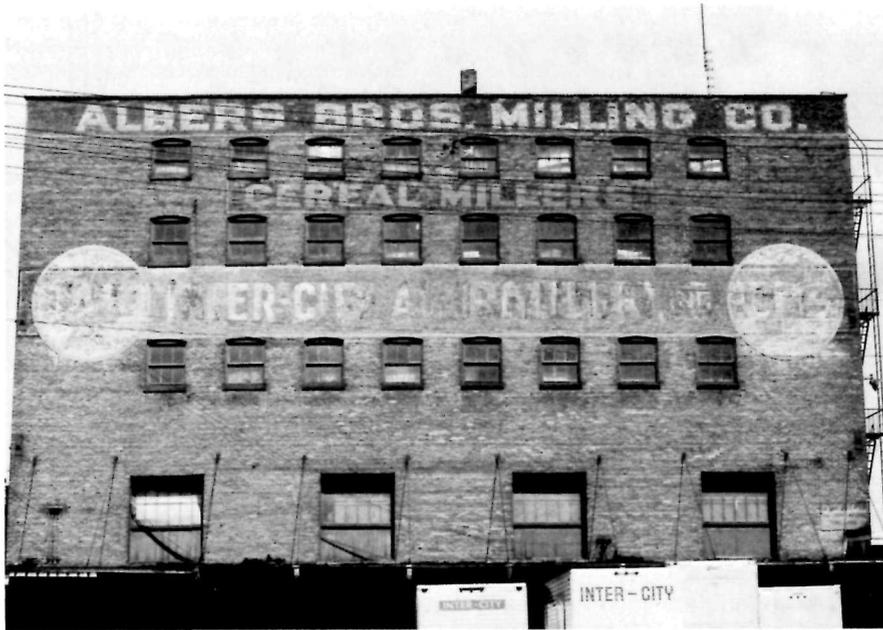
The City Waterway is undergoing a period of transition. Private marine facilities are being located on both sides of the waterway. Development is occurring rapidly as berth space is limited in this region. Marina development is an apt use of an already urban waterfront. But, for the waterway to achieve its full potential as a recreational resource, it must represent a multiplicity of public uses and commercial opportunities. Because of its proximity to an intensely developed urban environment, it has the potential to become an active and dynamic waterfront.

Public access is a key to ensure the maximum development of the recreational aspects of the waterway. At present, there exists limited public access to the waterfront, primarily at City Park. To encourage intensive public use, visual and physical access to the water must be actively developed and pursued. The creation of public open space would be an appropriate tie-in to a pedestrian link. Open-space amenities, landscaping, and on-site parking will focus attention on the waterway and add to the much needed public access to the shoreline. As boat moorage begins to create a more visually exciting atmosphere, the favorable combination of open spaces and marina development will draw people to the area.

Open space development would not only enhance public accessibility, but could spur private development as well along the waterway. Private



City Waterway landscaping plan.



Albers Brothers Milling Complex.

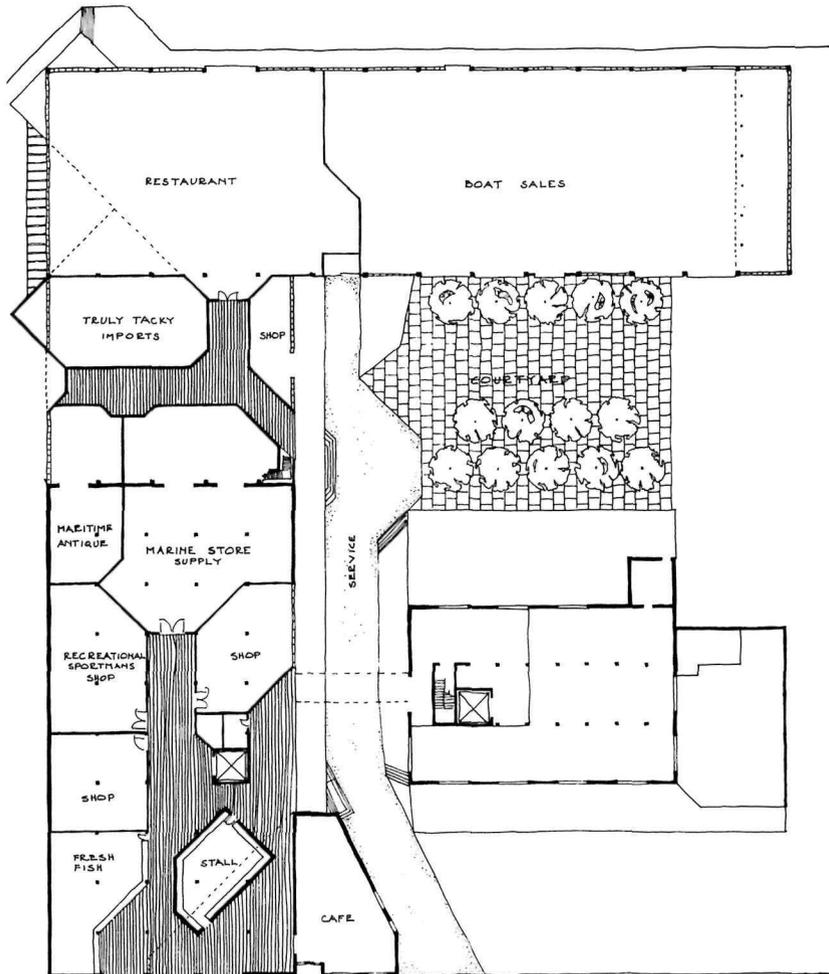
development that could offer varying degrees of accessibility and add to the variety of urban uses envisioned would be appropriate for reuse of the remaining historic structures. The historically significant Albers Brothers Cereal Mill and surrounding warehouse complex located on Dock Street could be ideally suited for reuse development. It is now used as a storage warehouse by a moving company which also uses a portion of the complex for its truck maintenance and repair facility. The owner has expressed some interest in adaptive use of this property.

As a public access to the waterfront is increased, underused buildings such as this could be developed by private interests and again realize the potential of the waterway. The potential for development is enhanced by the location on the waterway, and together with pedestrian and park linkages could serve as a focal point for the planned recreational development.

The Albers Brothers Milling Company Complex can thus be seen as a prototypical project. A mixed-use potential exists that relies to an extent on the maritime features of the waterway orientation, and the flexibility of buildings themselves. Boat sales, for example, are well suited to the clear spans, floor loads, and high roof shed space. The symbolic proximity to water, and the actual proximity to marinas makes it an even more apt reuse. A specific use such as this could provide an anchor for mixed-use development that focuses on maritime activities and qualities. As an initial prototype development, it would not have to depend strictly on walk-in trade. Complementary retail/commercial activity could be installed in the adjacent spaces. These could include a marine supply store, restaurant, import store, lunch time cafe, maritime antiques and art, fish store, recreation water sports shop, and even a bait shop. The opening bays of the warehouse lend themselves to a minimal complex creating identity for individual shops. Amplifying those activities could be sailmakers, marine architects, and boat storage. Large space appropriate for sailmaking and more activity exists on the second floor. The mill building could house office and resident space. Attractive loft spaces on the upper floors of the mill, with good views of Union Station, the city, and the waterway could be very appealing.

Ties with the pedestrian quay, a courtyard between the buildings, suitable for boat display, landscaping, and parking could convert the set of buildings into an attractive complex. A maritime complex is not a definitive use, but as a prototype, is well suited to the exigencies, character, and needs of the waterway.

Development such as this and open spaces around the waterway need to be effectively linked in some manner. Visual proximity to the water is very important in order to create a unified development along the shoreline. Recognizing that past and present development seems to preclude this, a promenade or quay could offer the desired link. Development on the east side with marinas has resulted in construction of riprap bulkheads. A decked quay



Albers Brothers Milling Complex Rehabilitation.

Albers Brothers Milling Company Complex. The complex of buildings consists of the mill, a five-story masonry and heavy timber building linked by an overpass to a lower two-story structure, again a masonry and timber building. The mill, no longer housing machinery except for a well shaft, offers high-ceilinged, bright, and airy spaces. Attached to the lower building is a

large truss-roofed shed of wide, clear space. Allowable floor loads of 600-1500 pounds per square foot exist in the shed area which extends out over the waterway. Clear, unobstructed floor areas lend the building flexibility for most any use. What would make sense, though, is to utilize these spaces just for their inherent openness.



could be built over and along these steep banks, minimally disrupting the marina use or future development on the land above. It could also be fitted in among the other structures. Some pedestrian linkage is a necessity to any overall scheme and must be actively pursued by the city in the form of easements, design, and implementation. A bike path could be integrated in such a scheme. A promenade would take into account current and past development along the waterway, using the existing shoreline conditions. The historical orientation and dependency of the waterway would continue with historic fabric of buildings and structure, resulting in a dynamic waterfront that would enhance the city of Tacoma.



KUNIHOLM '79
Union Depot District.

The Union Depot District is a warehousing and commercial district in a state of change. The district could become an area of vacant old buildings, or it could be rehabilitated into a new and exciting part of downtown Tacoma. The first alternative will occur without any assistance. It will leave behind a decaying, unpredictable area that will provide only a negative impression of Tacoma. The tax base will erode, the buildings will erode, and eventually this blight could spread to erode other areas of downtown.

Redevlopment of the district is more difficult, but many times more profitable. Not only will successful redevelopment allow the district to pay for itself through an increased tax base and increased profits for private investors, it will also attract people back into downtown to work, to shop, and to live. This will provide a new definition—a new purpose—to downtown. The rehabilitation of the Union Depot District depends on a concerted public and private partnership formed to guide decisions and to implement projects in the district.

The Union Depot District's historic and cultural contribution to Tacoma is clearly significant and it should be recognized and enhanced further. The district's link with Tacoma's industrial and commercial development is its major attribute to both residents and investors. Although the district is physically separate from downtown, it serves as an attractive complement to the central business district. Its location at the southern end of the downtown area provides a potentially elegant entrance to downtown. Improved linkages, especially the 1300 block of Pacific Avenue and Commerce Street, between downtown and the district would encourage pedestrian movement between the two areas.

The Union Depot District is likewise a visual and physical complement to the City Waterway. Because of its historical associations, as well as its proximity, the district could make a significant contribution to the City Waterway development that has already begun. Access, both pedestrian and vehicular, between the two areas must be explored and developed. The existing Fifteenth Street and Twenty-First Street connections should also be maintained.

The purpose of recommending improvements in the district is to create an improved climate for private development. The responsibility for carrying out these recommendations rests with the City of Tacoma's Community Development Department, Planning Department, and Public Works Department because they have the administrative apparatus and technical expertise to carry out these improvements.

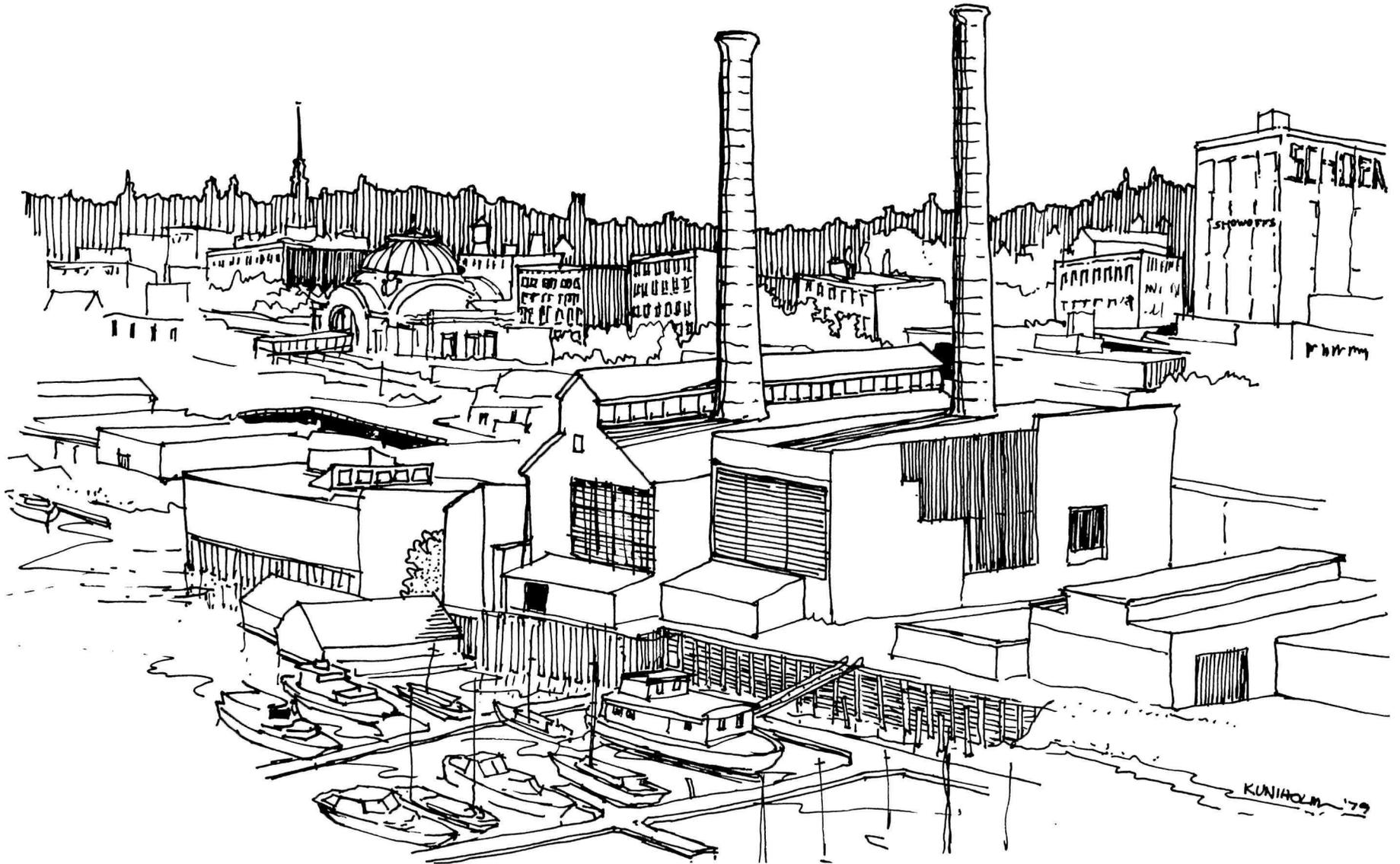
The recommended redevelopment process can be classified into three general categories: public improvements; private sector development; and planning, administration, and technical assistance. Each has a critical path that must be followed (see Appendix for Guide for Decision Makers). It is essential that one individual or group be directly responsible for carrying out each step at the time they are required. This will assure that the proper coordination is taking place between the various governmental agencies involved and the private sector will know who to contact for questions, assistance, and advice.

To take advantage of the opportunities presented by the redevelopment of the entire district will require a special blend of both private and public initiative and

cooperation. With the tax incentives offered by the historic preservation provisions of the Tax Reform Act as a base, the city must work to find other ways to prove its commitment to the district and to the entrepreneurs willing to invest here. At the same time, those entrepreneurs must fulfill the role the term suggests, that of risk-taker. Although it is clear that the historic precedent for economic success exists in the district, it is also clear that contemporary Tacoma possesses many opportunities outside the Union Depot District. Which way new investment may turn in Tacoma, and which way

redevelopment will move in this historic city, are matters well beyond the scope of this study.

What is known is that none of these efforts involve a quick or easy solution to Tacoma's present needs. But we also know that the past served the city well—Tacoma inherited a rich and flexible architecture as well as a living tradition of commercial and industrial activity in the heart of the city. With a renewed partnership between the varied interests of its community, the "City of Destiny" can fulfill the promise of its early days.



Tacoma Steam Plant.

Tax Reform Act. Important tax incentives for the preservation and rehabilitation of historic structures were established by Section 2124 of the Tax Reform Act of 1976. The act amended the Federal Income Tax Code with provisions to:

1. Stimulate preservation of historic commercial and income-producing structures by allowing favorable tax treatments for rehabilitations.
2. Discourage destruction of historic buildings by reducing tax incentives both for demolition of historic structures and for new construction on the site of demolished historic buildings.

The Tax Reform Act allows an owner of a certified historic structure to amortize the costs of a certified rehabilitation over a five-year period, even if the expected life of the improvement exceeds five years. Or, if a property qualifies as a substantially rehabilitated historic property, the owner instead may take accelerated depreciation by depreciating the adjusted basis of the entire rehabilitated structure at a faster rate than he or she otherwise would be allowed to use. A substantially rehabilitated historic property is any certified historic structure for which the cost of certified rehabilitation exceeds either \$5,000 or the adjusted basis of the property, whichever is greater. The adjusted basis is generally the owner's initial cost of the property plus the cost of prior improvements less amounts previously allowed to the owner as depreciation.

To qualify for the tax incentives, property owners must complete a two-part Historic Preservation Certification Application and secure certification from the Secretary of the Interior concerning the historic character of the structure,

and the quality of the rehabilitation work performed on the structure. Owners of properties listed in the National Register of Historic Places either individually or within districts are eligible to apply for certifications. Many of the buildings within the Union Depot District are already listed on the National Register. Historic Preservation Certification Applications are available from the State Historic Preservation Office.

Once a building is certified as an historic structure, a property owner seeking certification of rehabilitation work must complete Part 2 of the Historic Preservation Certification Application. Part 2 may be completed at any time during the course of the rehabilitation work, although owners are strongly encouraged to submit proposed work for approval prior to construction. The application must be signed by the property owner and submitted to the State Historic Preservation Office which reviews the information and forwards it with a recommendation to HCRS.

All rehabilitation projects that owners wish certified for purposes of the Tax Reform Act are reviewed and evaluated in accordance with the Standards for Rehabilitation (see below). Notice of approval of proposed work or certification of completed work is sent directly to the property owner.

Investment Tax Credit. The Revenue Act of 1978 provides an investment tax credit of up to ten percent of allowable rehabilitation expenses to encourage the rehabilitation of older buildings. The tax incentive contains the following provisions:

1. The building must have been in use for twenty years or more and seventy-five percent or more of the existing external walls must remain in place as external walls after the rehabilitation.
2. The credit applies to buildings used for industrial or commercial purposes including factories, shops, and hotels, but it cannot be used in connection with rehabilitation of residential rental properties such as apartment houses.
3. The tax credit applies to expenses made after October 31, 1978. Acquisition costs do not contribute to the amount on which the credit is figured. The rehabilitation improvements must have a life of five years or more.
4. If the tax credit is to be used for a certified historic structure, the taxpayer must have the rehabilitation certified by the Department of the Interior.
5. The investment tax credit cannot be used with the historic preservation amortization provision; however, it *can* be used with the historic preservation accelerated depreciation provision.
6. An investment tax credit can be used by certain lessees as long as the owner of the property consents to the use of the tax credit by the lessee. Lessees of government-owned buildings are not eligible for the tax credit. Unlike the tax incentives of Section 2124 of the Tax Reform Act of 1976 which are deductions from gross income to reach taxable income before figuring actual taxes owed, the investment tax credit is figured as ten percent of qualified rehabilitation expenses and deducted directly from the taxes owed by the taxpayer. The attractiveness of the investment tax credit as compared with that of the Tax Reform Act provisions will depend entirely upon the taxpayer's individual situation.

Standards for Rehabilitation. The Secretary of the Interior's ten Standards for Rehabilitation are broadly worded to guide the rehabilitation of all historic buildings, such as industrial complexes, warehouses, schools, commercial buildings, residences, and other structures. The underlying concern articulated in the standards is preservation of the significant historical and architectural characteristics of a structure in the process of rehabilitation.

1. Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.
2. The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
3. All buildings, structures, and sites shall be recognized as products of their

own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.

4. Changes that may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.
6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.
7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.
8. Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent to, any project.
9. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural, or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood, or environment.
10. Wherever possible, new additions or alterations to structure shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

Standards for Evaluation. A structure within a registered historic district is evaluated for certification according to the Secretary of the Interior's Standards for Evaluation as follows:

1. A structure contributing to the historic significance of a district is one which by location, design, setting, materials, workmanship, feeling, and association adds to the district's sense of time and place and historical development.
2. A structure not contributing to the historic significance of a district is one which detracts from the district's sense of time and place and historical development; or one where the integrity of the original design or individual

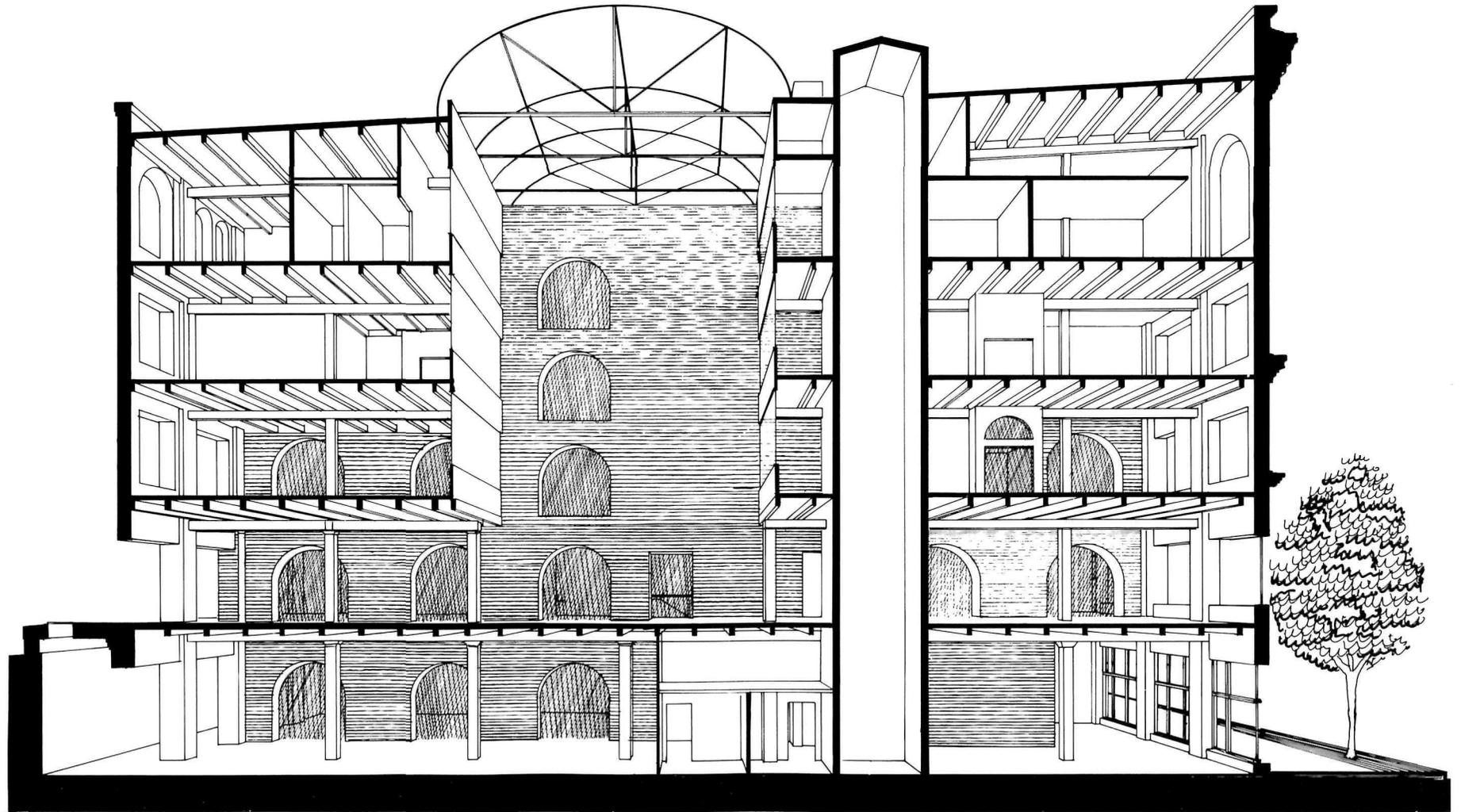
architectural features or spaces have been irretrievably lost.

3. Ordinarily structures that have been built within the past fifty years shall not be considered eligible unless a strong justification concerning their historical or architectural merit is given or the historical attributes of the district are considered to be less than fifty years old.

Additional Information. The Economic Recovery Act signed by President Reagan on 13 August 1981 incorporates new tax incentives for preservation and rehabilitation, which are effective 1 January 1982. Because the tax aspects of the Tax Reform Act, the Revenue Act, and the Economic Recovery

Act are complex, individuals should consult legal counsel or the appropriate local Internal Revenue Service office for assistance in determining the tax consequences of the provisions. The descriptions of tax consequences outlined above are for general informational purposes only.

Additional information on the certification processes and guidelines for applying the Secretary of the Interior's Standards for Rehabilitation is available from the Washington State Historic Preservation Office, 111 West Twenty-First Avenue, KL-11, Olympia, Washington, 98504. Or you can contact the National Park Service, United States Department of the Interior, Westin Building, Room 1920, 2001 Sixth Avenue, Seattle, Washington, 98121.



West Coast Grocery Building perspective section of rehabilitation.

The HCRS team chose two buildings, the West Coast Grocery Building and the Massasoit Hotel, for full rehabilitation studies to serve as models for development in similar structures throughout the district. The following pro forma analyses of these buildings are hypothetical. They serve as reasonable estimates but not as exact reflections of the Tacoma market. Although the analyses are not complete compilations of rehabilitation costs, they do reflect the tax benefits available by rehabilitating these buildings.

The 1976 Tax Reform Act benefits provide investors with the opportunity to convert income from the building into tax-free income. Other sources of income may be sheltered as well. The model for the West Coast Grocery Building straight line depreciation allows \$100,318 tax-free income in the first year. Accelerated depreciation allowed under the tax act provides \$155,930, and the five-year amortization of improvements provides \$499,251 of tax-free income during the first year of operation. For the Massasoit Hotel, straight line depreciation in the first year allows for \$14,392 tax-free income. Accelerated depreciation under the tax act allows \$22,279, and the five-year amortization provides \$69,299 tax-free income during the first year. In addition, either write-off treatment provides investors with substantial tax shelter for income received from other sources.

Since the tax aspects of Section 2124 of the 1976 Tax Reform Act are complex, individuals should consult legal counsel, tax advisors, or a local Internal Revenue Service office for assistance in determining the tax consequence of any development project.

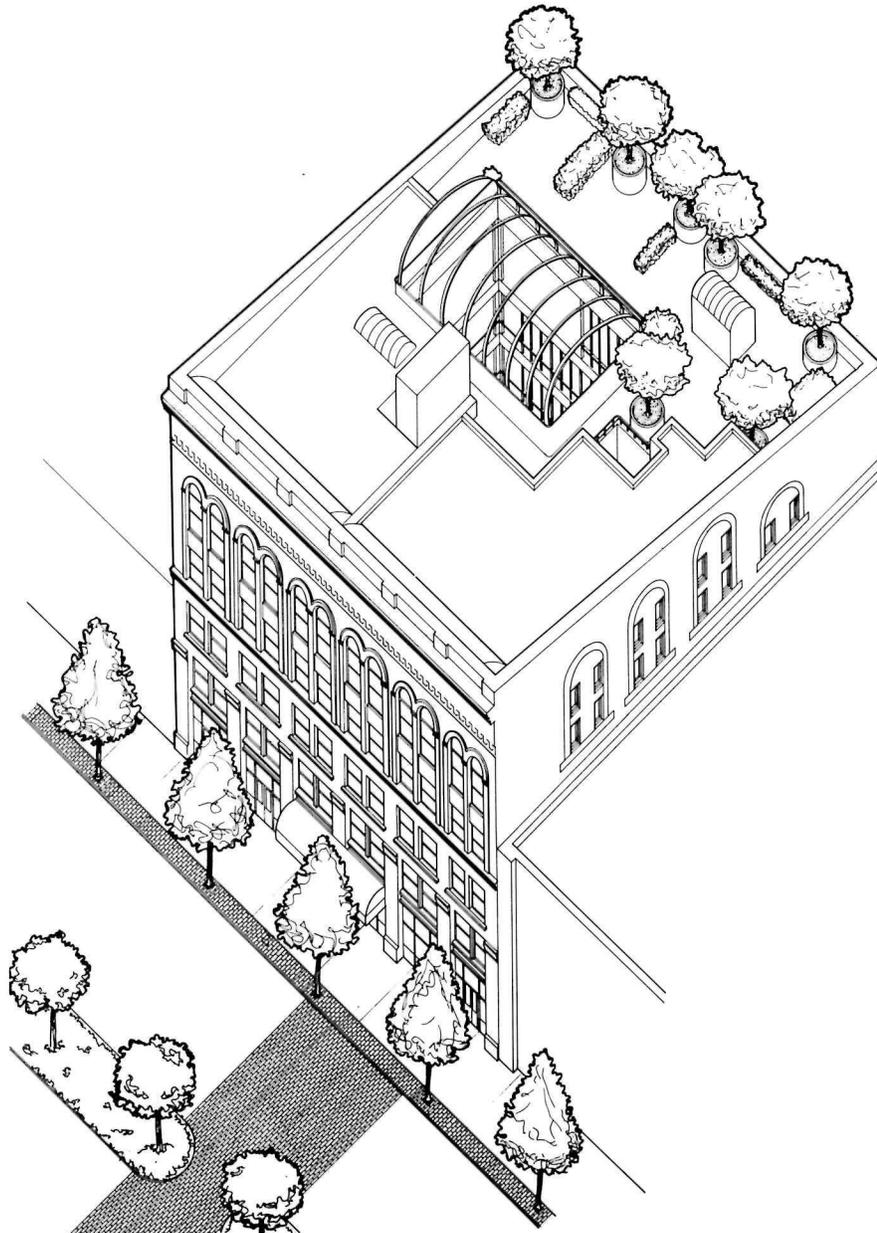
West Coast Grocery Building Rehabilitation

The HCRS team chose the six-story West Coast Grocery Building for a rehabilitation study to serve as a model for commercial development of similar warehousing structures throughout the district. The plan calls for mixed-use rehabilitation including retail, office, and residential space. Each floor has 12,000 square feet except for Floor 6 which has 7,000.

The first two floors house retail shops with low backroom storage requirements, restaurants and food shops that cater to lunch and dinner clientele, and other shops which could possibly sell items manufactured on the premises. Floor 1 would have access from Pacific Avenue and contain public toilet facilities. Floor 2 would have entry from Commerce Street and connect with the first floor via escalators. Construction costs for each floor are \$38 per square foot.

Floors 3 and 4 have general office space to be leased as individual suites or as full floors. Both floors' construction costs are \$34 per square foot. Toilet and vertical circulation facilities would be centrally located.

Residential use is assigned to Floors 5 and 6. One and two bedroom apartments, with or without skylights, would be leased to tenants. Floor 6 is a loft area which takes advantage of 17-foot ceilings at the front of the building. Construction would cost \$30 per square foot on these floors.



West Coast Grocery Building isometric elevation of rehabilitation.

Pro Forma Analysis

24,000 gross square feet at \$38/ sq.ft.	\$912,000
24,000 gross square feet at \$34/sq.ft.	816,000
19,000 gross square feet at \$30/sq.ft.	570,000
Total gross footage construction costs	2,298,000
Contractor's contingency at 10%	229,800

Construction costs **2,527,800**

Architect and engineer fees at 10% of construction cost	252,780
Insurance at 2%	50,556
Taxes at \$1.96/\$100 assessed value of \$45,000	441
Developers overhead at 8%	202,224

Nonconstruction costs **506,001**

Finance (2.5% service charge, 11.25% interest for 6 months) **205,384**

Total development costs **\$3,239,185**

Before Tax Cash Flow Projections

1 shop at 24,000 square feet at \$6.50/sq.ft.	\$156,000
10 shops at 2,400 square feet at \$5.50/sq.ft.	132,000
10 shops at 1,900 square feet at \$2/sq.ft.	38,000

Annual gross rents **326,000**

Less vacancies at 5% 16,300

Net rents **309,700**

Less real estate taxes at \$1.96/\$100 assessed value 882

Less operating expenses at 20% of gross rents 65,200

Less management, leasing, promotion at 5% of gross rents 16,300

Annual net income **227,318**

Capitalized at 11.4% = \$1,994,018

Loan at 65% 1,296,111

Less debt service (11.25% for 25 years,
annual payment is 12.09% of loan)

156,717

Before tax cash flow **\$70,600**

Tax Savings without Tax Reform Act Benefits

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Before tax cash flow	\$70,601	\$70,601	\$70,601	\$70,601	\$70,601	\$70,601
Plus mortgage/amortization*	10,905	12,132	13,496	15,015	16,704	18,583
Less depreciation	111,223	111,223	111,223	111,223	111,223	111,223
Taxable income	29,718	28,491	27,126	25,608	23,919	22,040
Less taxes at 48%	0	0	0	0	0	0
After tax cash flow	70,601	70,601	70,601	70,601	70,601	70,601
Additional income sheltered	29,718	28,491	27,126	25,608	23,919	22,040
Total tax-free income	100,318	99,092	97,727	96,209	94,519	92,640
Total taxes saved at 48%	48,153	47,564	46,909	46,180	45,369	44,467

*Mortgage amortization is separate from, and should not be confused with, the amortization of Section 2124 of the Tax Reform Act. In the annual income stream table, the total debt service (interest and principle of the mortgage) is subtracted from the annual net income to find the before-tax cash flow. The interest is deductible for income tax purposes only. As more of the mortgage is retired each year, this amortization figure increases.

Tax Savings Using Substantial Rehab Provision of Tax Reform Act*

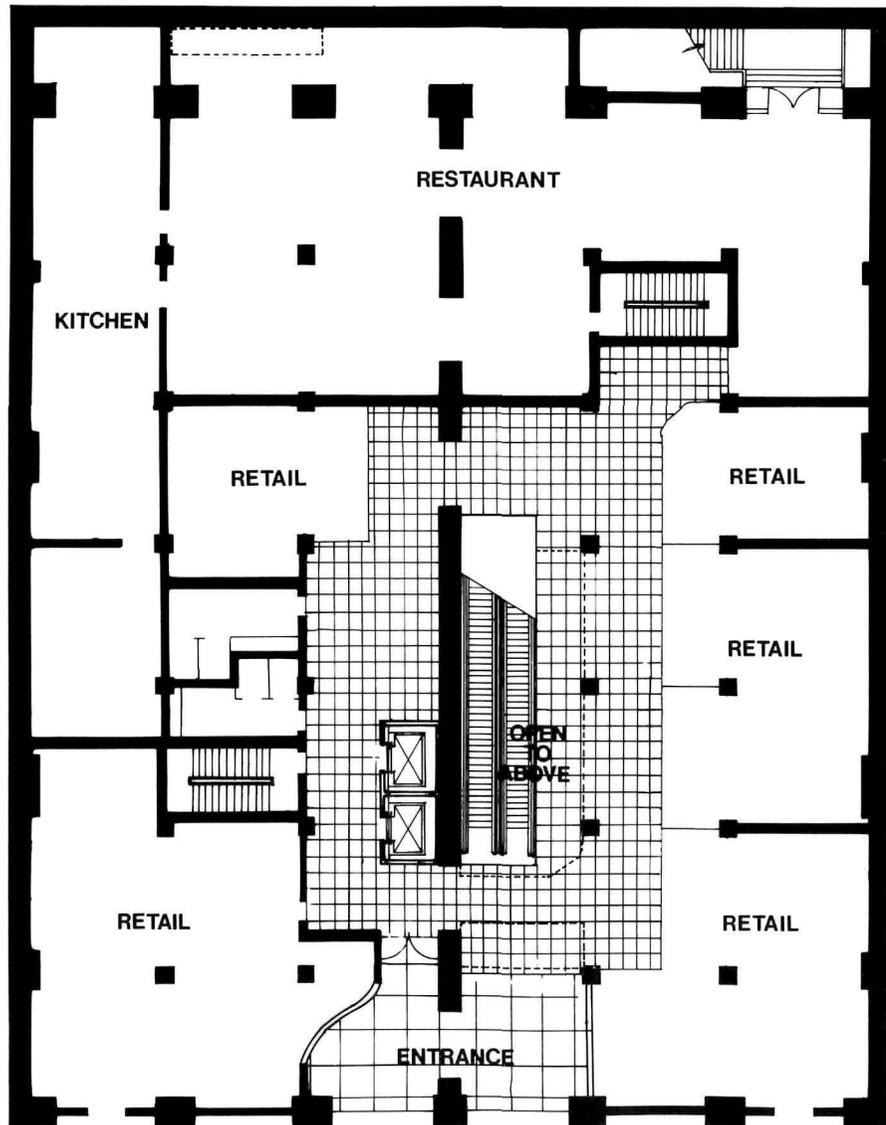
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Before tax cash flow	\$70,601	\$70,601	\$70,601	\$70,601	\$70,601	\$70,601
Plus mortgage/amortization	10,905	12,132	13,496	15,015	16,704	18,583
Less depreciation	166,835	155,923	145,725	136,194	127,286	118,961
Taxable income	85,329	73,191	61,628	50,578	39,981	29,777
Less taxes at 48%	0	0	0	0	0	0
After tax cash flow	70,601	70,601	70,601	70,601	70,601	70,601
Additional income sheltered	85,329	73,191	61,628	50,578	39,981	29,777
Total tax-free income	155,930	143,791	132,228	121,179	110,582	100,378
Total taxes saved at 48%	74,846	69,020	63,470	58,166	53,079	48,181

*150% accelerated depreciation on adjusted basis after construction.

Tax Savings Using Five-Year Write-Off Provision of Tax Reform Act

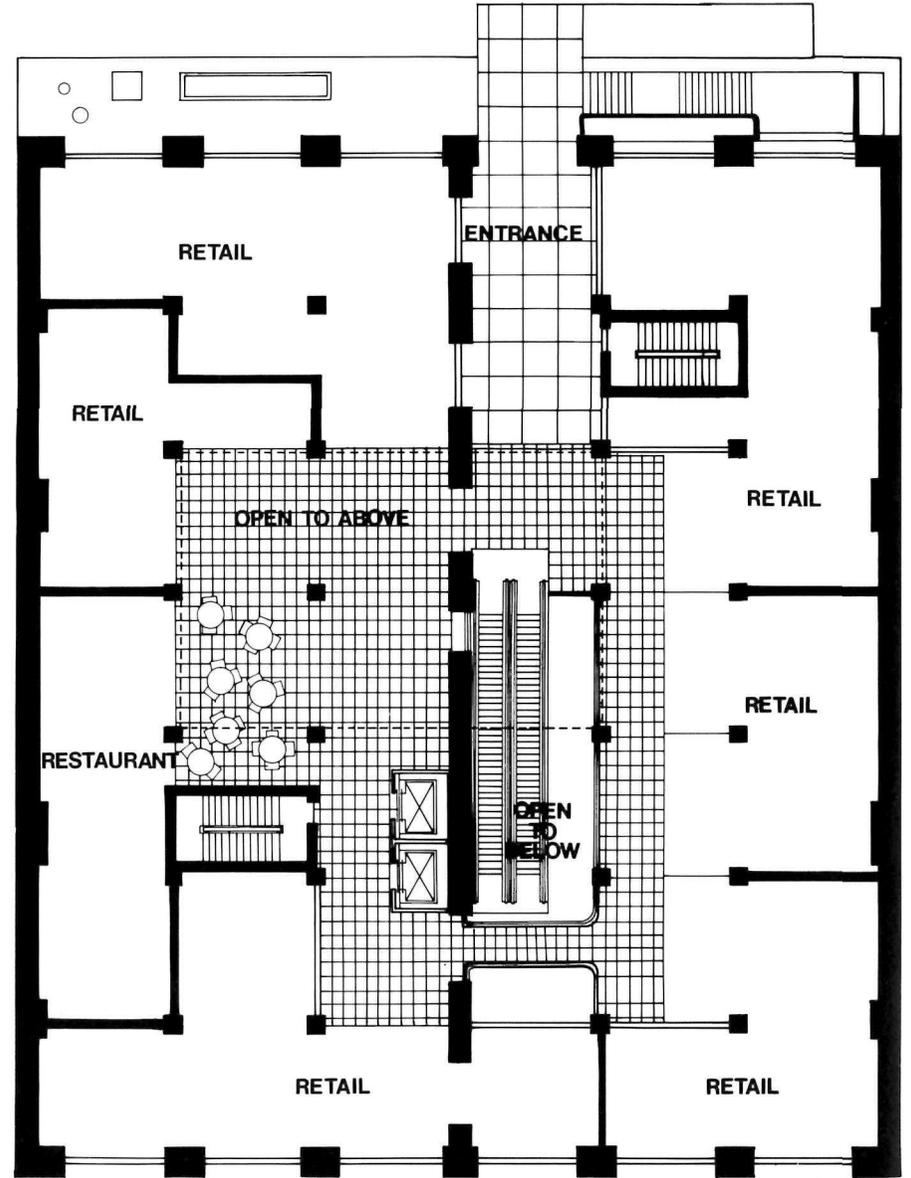
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Before tax cash flow	\$70,601	\$70,601	\$70,601	\$70,601	\$70,601	\$70,601
Plus mortgage/amortization	10,905	12,132	13,496	15,015	16,704	18,583
Less improvement amortization	510,156	510,156	510,156	510,156	510,156	0
Less depreciation	0	0	0	0	0	0
Taxable income	428,651	427,424	426,059	424,541	422,852	89,184
Less taxes at 48%	0	0	0	0	0	42,808
After tax cash flow	70,601	70,601	70,601	70,601	70,601	27,793
Additional income sheltered	428,651	427,424	426,059	424,541	422,852	0
Total tax-free income	499,251	498,024	496,660	495,141	493,452	27,793
Total taxes saved at 48%	239,641	239,052	238,397	237,668	236,857	13,340

Since the tax aspects of Section 2124 of the Tax Reform Act are complex, individuals should consult legal counsel, tax advisers, or a local Internal Revenue Service Office for assistance in determining the tax consequences of a development project. Description of tax benefits in this demonstration are for general information only.

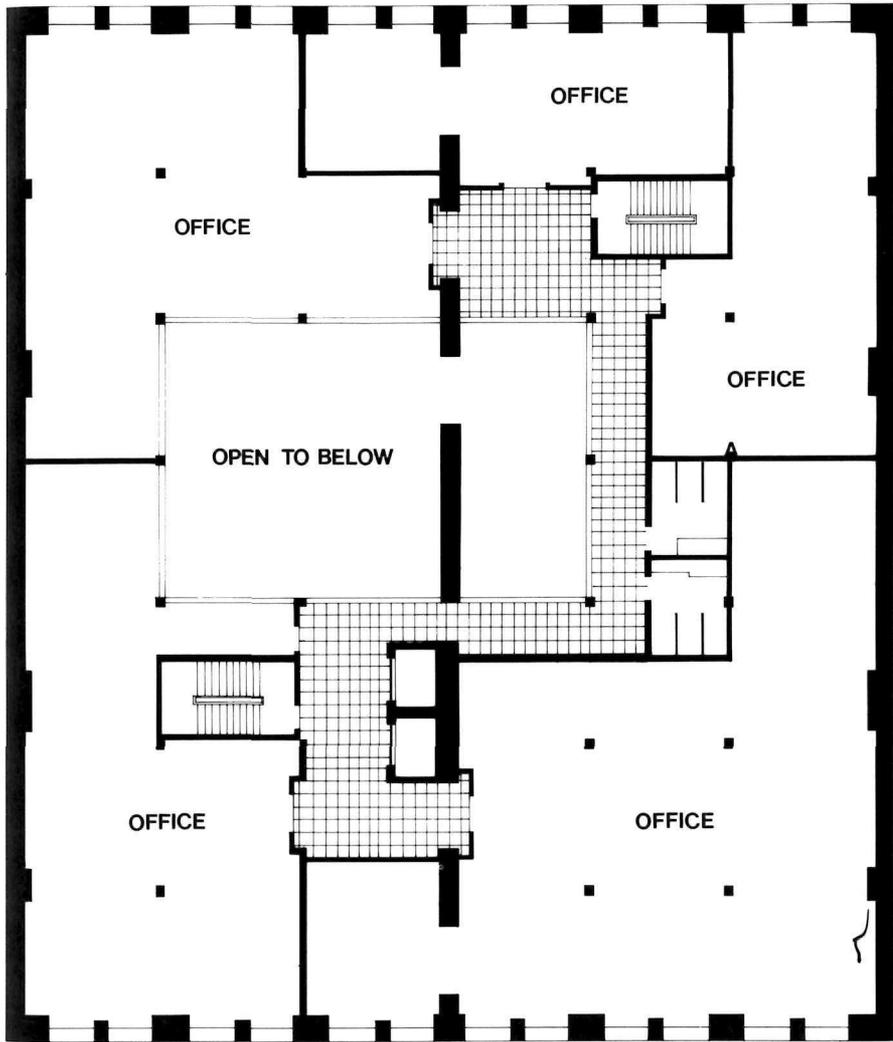


West Coast Grocery Building floor plans of rehabilitation.

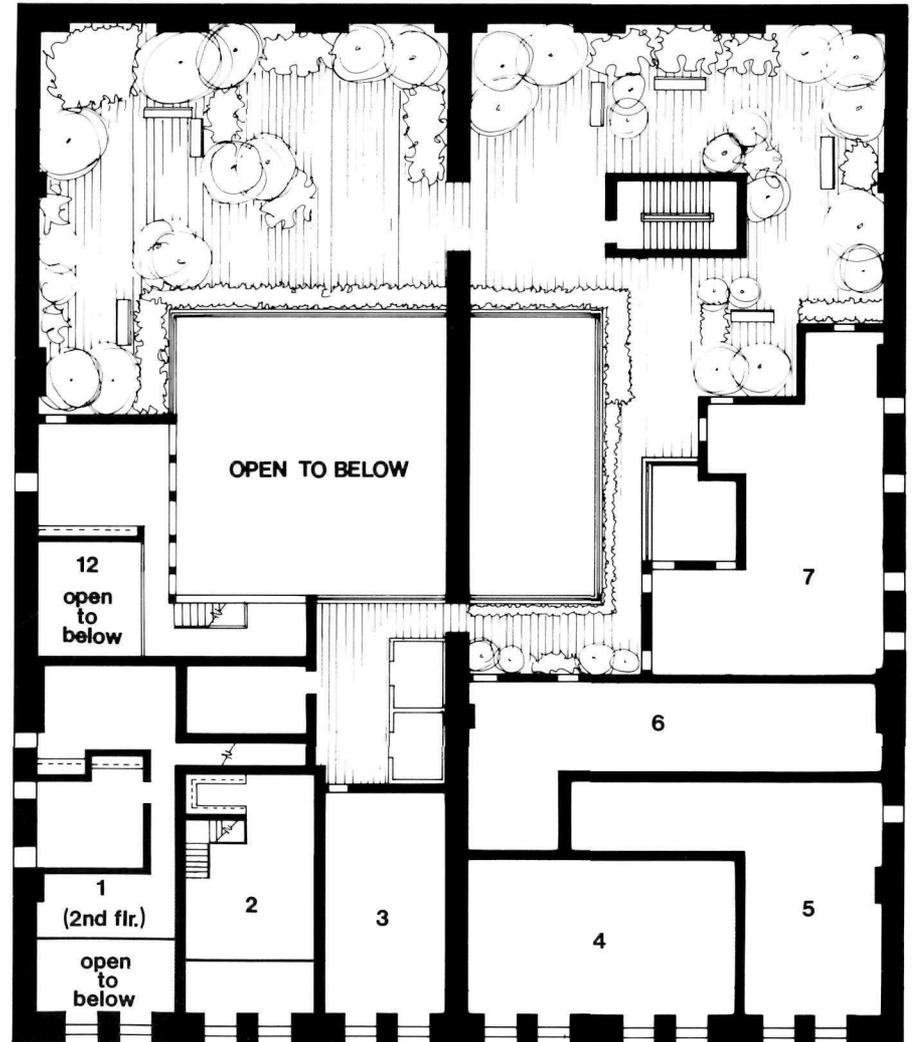
1st Floor



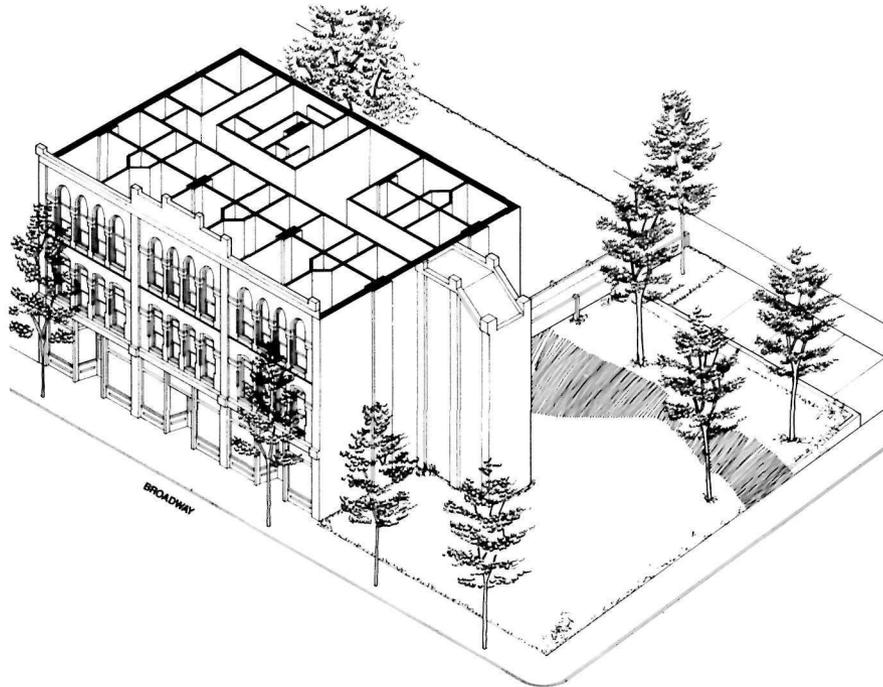
2nd Floor



West Coast Grocery Building floor plans of rehabilitation. 4th Floor



6th Floor



Massasoit Hotel rehabilitation.

Massasoit Hotel Rehabilitation

The HCRS planners selected the Massasoit Hotel, at Seventeenth Street and Broadway Avenue, as a likely location to provide housing for students attending the University of Puget Sound Law School which is located in the central business district at Eleventh and Broadway. The university enrolls 700-800 students in the law school during the fall semester. According to the dean of the law school, approximately 400 of these students seek housing near campus. One half of these students are married. The university does not want to build housing for law students but encourages the private sector to develop housing for the students as the need arises.

The Massasoit Hotel could easily suit the housing needs of these students. It could be converted into ten student apartments, five on the second floor and five on the third floor, with 4,125 square feet of retail space on the first floor. The hotel is only six blocks from the new location of the law school, and could contain individual kitchen facilities, common areas for studying and lounging, and laundry facilities.

Pro Forma Analysis

12,375 gross square feet at \$25/sq. ft.	
Total gross footage construction costs	\$309,375
Contractor's contingency at 10%	<u>30,937</u>
Construction costs	340,312
Architect and engineer fees at 10% of construction cost	34,031
Insurance at 2%	6,806
Taxes at \$1.96/\$100 assessed value of \$37,575	368
Developers overhead at 8%	<u>27,225</u>
Nonconstruction costs	68,430
Finance (2.5% service charge, 11.25% interest for 6 months)	27,650
Total development costs	\$436,393
Project costs: \$436,393/12,375 square feet = \$35.26/sq. ft.	

Before Tax Cash Flow Projections

1 shop at 4,125 square feet at \$5.50/sq. ft.	\$22,687
10 shops at 825 square feet at \$2.76/sq. ft.	<u>22,770</u>
Annual gross rents	45,457
Less vacancies at 5%	<u>2,272</u>
Net rents	43,184
Less real estate taxes at \$1.96/\$100 assessed value	736
Less operating expenses at 25% of gross rents	11,364
Less management, leasing, promotion at 5% of gross rents	<u>2,272</u>
Annual net income	28,810
Capitalized at 11.4% = \$252,727	
Loan at 65% = \$164,272	
Less debt service (11.25% for 25 years, annual payment is 12.09% of loan)	<u>19,862</u>
Before tax cash flow	\$8,948

Tax Savings without Tax Reform Act Benefits

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Before tax cash flow	\$8,948	\$8,948	\$8,948	\$8,948	\$8,948	\$8,948
Plus mortgage/amortization*	1,382	1,538	1,711	1,903	2,117	2,355
Less depreciation	15,774	15,774	15,774	15,774	15,774	15,774
Taxable income	5,444	5,288	5,115	4,923	4,709	4,470
Less taxes at 50%	0	0	0	0	0	0
After tax cash flow	8,948	8,948	8,948	8,948	8,948	8,948
Additional income sheltered	5,440	5,288	5,115	4,923	4,709	4,470
Total tax-free income	14,392	14,236	14,063	13,871	13,657	13,418
Total taxes saved at 50%	7,196	7,118	7,032	6,935	6,828	6,709

*Mortgage amortization is separate from, and should not be confused with, the amortization of Section 2124 of the Tax Reform Act. In the annual income stream table, the total debt service (interest and principle of the mortgage) is subtracted from the annual net income to find the before-tax cash flow. The interest is deductible for income tax purposes only. As more of the mortgage is retired each year, this amortization figure increases.

Tax Savings Using Substantial Rehab Provision of Tax Reform Act*

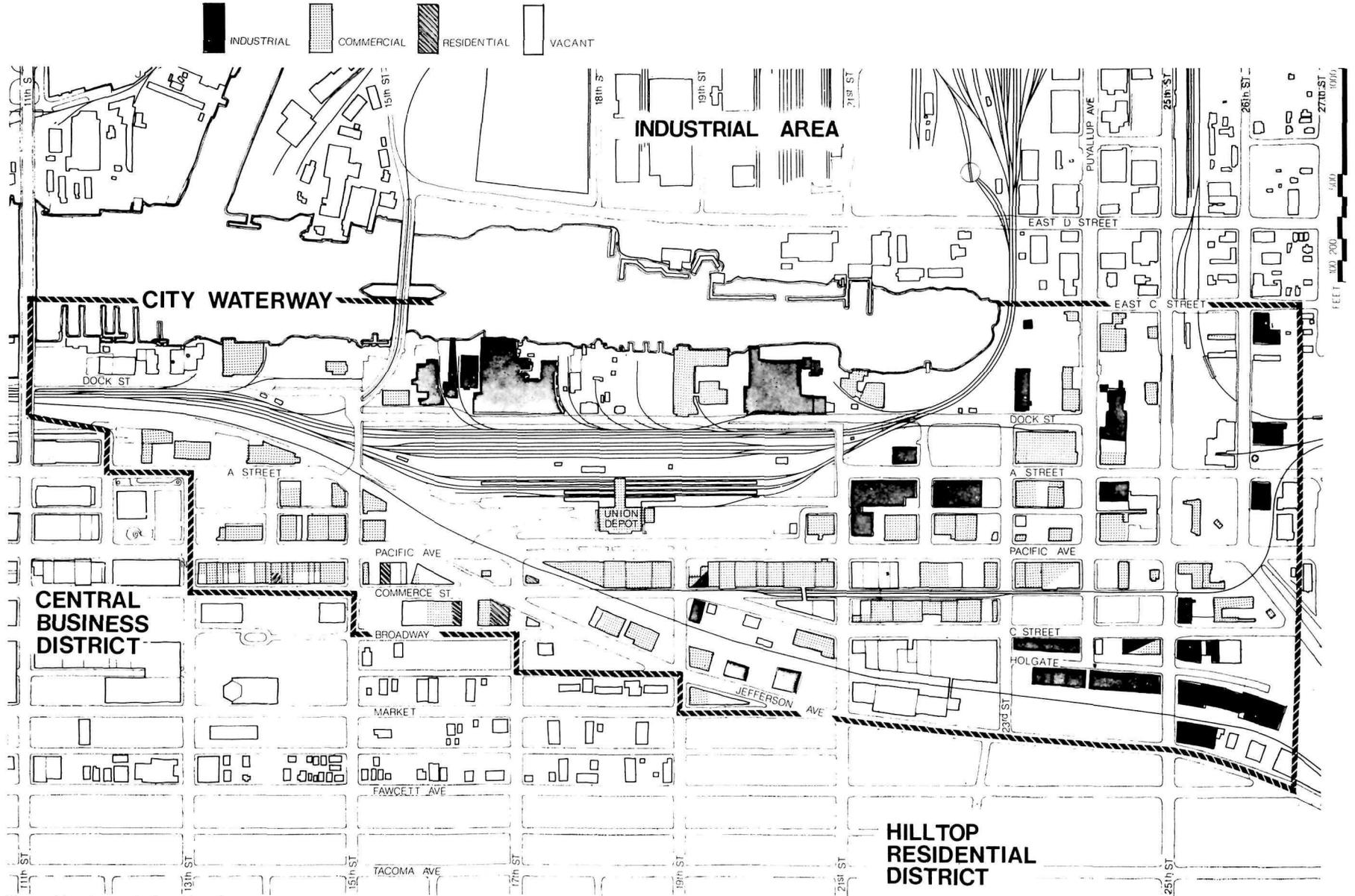
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Before tax cash flow	\$8,948	\$8,948	\$8,948	\$8,948	\$8,948	\$8,948
Plus mortgage/amortization	1,382	1,538	1,711	1,903	2,117	2,355
Less depreciation	23,661	22,120	20,680	19,334	18,075	16,898
Taxable income	13,330	11,634	10,021	8,482	7,010	5,595
Less taxes at 50%	0	0	0	0	0	0
After tax cash flow	8,948	8,948	8,948	8,948	8,948	8,948
Additional income sheltered	13,330	11,634	10,021	8,482	7,010	5,595
Total tax-free income	22,279	20,583	18,969	17,431	15,958	14,543
Total taxes saved at 50%	11,139	10,291	9,485	8,715	7,979	7,271

*150% accelerated depreciation on adjusted basis after construction.

Tax Savings Using Five-Year Write-Off Provision of Tax Reform Act

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Before tax cash flow	\$8,948	\$8,948	\$8,948	\$8,948	\$8,948	\$8,948
Plus mortgage/amortization	1,382	1,538	1,711	1,903	2,117	2,355
Less improvement amortization	68,681	68,681	68,681	68,681	68,681	0
Less depreciation	2,000	2,000	2,000	2,000	2,000	2,000
Taxable income	60,351	60,196	60,023	59,830	59,616	9,303
Less tax at 50%	0	0	0	0	0	4,652
After tax cash flow	8,948	8,948	8,948	8,948	8,948	4,296
Additional income sheltered	60,351	60,196	60,023	59,830	59,616	0
Total tax-free income	69,299	69,144	68,971	68,778	68,564	4,296
Total taxes saved at 50%	34,650	34,572	34,485	34,389	34,282	2,148

Since the tax aspects of Section 2124 of the Tax Reform Act are complex, individuals should consult legal counsel, tax advisers, or a local Internal Revenue Service Office for assistance in determining the tax consequences of a development project. Description of tax benefits in this demonstration are for general information only.



Current land use at street level.

All too often the hope of rehabilitating older buildings is shattered by the poor market potentials of the city or region. Successful rehabilitation is also often impossible because the best buildings are in the worst locations.

The Union Depot District study team found none of these disadvantages. The Tacoma/Pierce County area, upon which the district would draw for support of retail and housing establishments, is expected to add 100,000 new jobs and 260,000 new residents in the next twenty years, making it one of the fastest growing areas in the nation. The Union Depot District's location at the southern entrance to downtown and its easy access by Interstate Five to towns and cities to the north, south, and east make it a good location.

The demand, or potential, for development of the Union Depot District clearly exists. This potential, however, will not be realized immediately. Like the gradual process that created the variety of uses— industrial, wholesaling, commercial, automotive, residential— the redevelopment of the district will be a slow process. It will begin with a few small projects, like the Old Spaghetti Factory and European Antiques, and gradually increase in number and size in response to the growing demand.

This is the real significance of rehabilitation. No individual or corporation can successfully turn around an entire district. The assistance and cooperation of many different groups— building owners, investors, developers, city leaders— is needed to preserve and revitalize the significant cultural and historical resources of the community.

Housing Market Analysis

Future Market Housing Requirements. Tacoma and Pierce County are expected to require 40,000 new market-rate housing units by the year 2000 to accommodate new household formation in the area. The Union Depot District, if developed with the amenities necessary to service a residential population, might capture between 200 and 400 units of this housing demand. This represents a .5-1% capture of total area housing demand.

Methodology. The analysis of demand for market rate housing in the Tacoma/Pierce County area is based on projected growth of households, and expected household income levels according to the following methodology:

1. The number of households to year 2000 were projected for Tacoma and Pierce County, and used to estimate total housing demand.
2. Households able to form market-rate new housing were estimated.
3. The net increase in "market" households was used to determine the number of new market-rate housing units needed to accommodate population growth in Tacoma and Pierce County until 2000.

This market study analyzes only the housing needs that will be required because of new household formation. Housing needs required because of demolition, conversion and deterioration of existing units have not been calculated.

Union Depot Capture Rate. The extent to which the Union Depot District can capture future demand for new market-rate housing in the Tacoma/Pierce County area depends on two factors. First, the prices must be competitive with those in other areas of Tacoma, and second, people must perceive the area as a desirable residential environment. Currently discussions with developers indicate that condominiums in Tacoma must be on the water or have a good view to be successful. Although there are many sections of the city that have one or both of these qualifications, zoning restricts the areas within which high-rise condominium development can take place. Recently, North Tacoma and the Old Town area have been favorable for developing in-town condominium housing. These areas appear to be the chief competitive areas for the type of housing that could be developed in the Union Depot District.

The district's strongest marketing tools are its historical associations, its location to downtown, and its location to the City Waterway. The district's strategic location creates excellent opportunities to develop specialized housing with an in-town and water-related atmosphere. For example, the district could be an ideal location for student housing or waterfront housing for boaters and the retired, provided there are adequate retail and commercial concerns to service the residents.

In the future, proximity to downtown, impressive views of the City Waterway and Commencement Bay, and a unique historic atmosphere should make the district increasingly attractive to developers. In addition, energy costs may alter commuting patterns, requiring people to live closer to their work in the downtown or in the Port of Tacoma. The area could capture .5-1% of the total future demand for housing in Tacoma/Pierce County. This is a total of roughly 200-400 units between 1978 and 2000.

Subsidized Housing. According to the Housing Assistance Plan prepared by the city's Community Development Department, 3,150 owner households

and 8,444 renter households will need some form of housing assistance by 1982. Also, 3,591 elderly and handicapped individuals will need assistance. The remaining households requiring assistance are small and large family households. The Union Depot District could be an appropriate area in which to locate elderly and family housing. Its convenient location close to the Tacoma Transit Center at Twelfth and Commerce would enable residents to travel throughout Tacoma by public transit. More services, especially a drugstore, would be essential in order to develop an appropriate neighborhood setting. The success of the elderly apartment developments at 1400 Market Street and in the Winthrop Hotel at 776 Commerce are evidence of the desirability of this location for subsidized housing.

Currently, the Housing Assistance Plan rates the Union Depot District as an area of low desirability for locating both elderly and family subsidized housing. This rating is based upon the area's lack of community facilities and services and compliance with existing plans. However, because of the district's close location to the Tacoma Transit Center, downtown shops and services, and St. Joseph's Hospital, certain buildings in the district may be very suitable for private subsidized housing.

Conclusions. As the tables that follow indicate, Tacoma can absorb roughly 490 units per year until 1990 and 500 units per year between 1990 and 2000. Pierce County can absorb 1,444 units per year until 1990 and 1,702 units per year between 1991 and 2000. Combined Tacoma/Pierce County will need 1,919 units per year until 1990 and 1,697 units per year between 1990 and 2000.

Given the rising cost of single-family housing, the housing market will be increasingly oriented towards condominiums, apartments, and townhouses. These units may compose 35-50% of all new construction in the county and city.

Projected Households in Tacoma*

	Low Income Households	Low Middle Income Households	Upper Middle Income Households	Upper Income Households	Unrelated Persons in Households	Total Households
1970	8,117	14,611	9,741	3,680	17,912	54,061
1978	8,532	16,021	10,926	4,051	21,852	61,382
1980	8,617	16,265	11,075	4,078	22,133	62,168
1990	9,195	17,977	12,790	4,828	27,449	72,239
2000	10,377	20,966	14,761	5,400	33,752	85,261
1978-2000 Increase	1,845	4,945	3,835	1,349	11,900	23,879

*Source: Puget Sound Council of Governments

Projected Households in Pierce County*

	Low Income Households	Low Middle Income Households	Upper Middle Income Households	Upper Income Households	Unrelated Persons in Households	Total Households
1970	10,880	21,414	16,286	6,999	13,722	69,301
1978	13,136	25,854	19,633	8,451	16,567	83,671
1980	12,055	26,928	21,676	8,337	19,550	88,546
1990	14,678	35,563	29,983	10,704	27,550	118,478
2000	17,012	42,869	36,921	12,732	33,890	143,451
1978- 2000 Increase	3,876	17,015	17,288	4,281	17,323	59,780

Projected Housing Units Needed to Accommodate Growth*

	Tacoma	Number Per Year	Pierce County	Number Per Year	Total	Number Per Year
1978-1980	237	119	3,460	1,730	3,697	1,849
1980-1990	4,890	489	14,442	1,444	19,332	1,933
1990-2000	4,947	495	12,023	1,202	16,970	1,697
Total	10,074	458	29,925	1,360	39,999	1,818

*Source: Puget Sound Council of Governments

Retail Market Analysis

A detailed market feasibility analysis for prospective retail development in the Union Depot District suggests that the district could support, at a medium level of capture, 22,000 square feet of convenience goods, 78,000 square feet of shoppers' goods and 84,000 square feet of specialty goods to 1990. Combined, the district can support 184,000 square feet of retail space. This figure represents a middle range of potential sales that could be captured and can be considered a conservative estimate of supportable retail space.

Methodology. The HCRS planners used the following methodology to develop projections of future retail sales and additional supportable square footage in Tacoma:

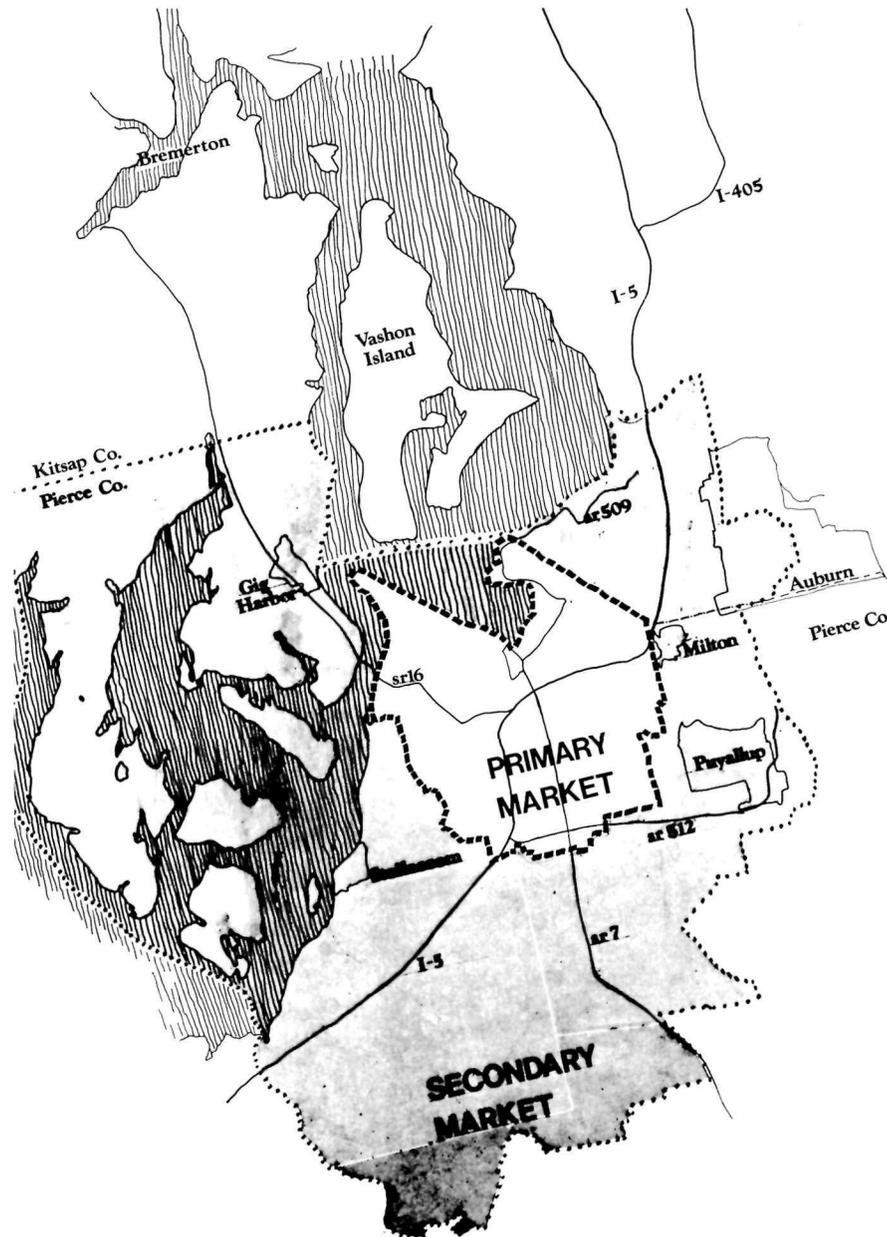
1. Per capita income and population for the market area were forecasted in light of post growth trends and current and prospective economic conditions to obtain gross income available for retail expenditure in 1975, 1980, 1985, and 1990.

2. Retail expenditure patterns were identified using data specific to the Tacoma region. Comparisons were made with data from previous years to determine the income available for expenditure by specific retail category.

3. Existing competition, location, and access were analyzed to determine capture rates for the proportion of total sales that might accrue at stores in Tacoma.

4. Store productivity standards from the Urban Land Institute's *Dollars and Cents at Shopping Centers* (1978) were used to determine the amount of additional square footage that could be supported in Tacoma by the year 1990 for each retail category.

Conclusions. Tacoma could support nearly 4,000,000 additional square feet of retail space by 1990. Most of this additional space will be absorbed by new and expanded shopping malls, community shopping centers, and neighborhood facilities. Increased population growth and housing construc-



Tacoma Union Depot District retail market area.

tion in Pierce County and on the Olympic Peninsula will spin off new retail and commercial facilities in these areas. The lack of population growth in and near downtown Tacoma combined with the recent decline of retail sales and businesses in much of downtown requires careful consideration of future types of retail facilities that can be supported in downtown.

The nature of the retail market in downtown Tacoma has a number of important implications for future retail development in the Union Depot District. Based on a 2.5% capture of available dollars for convenience goods (hardware, drugs, food) in Tacoma, the district can support only 21,943 square feet of convenience goods to 1990. A 5% capture of shopper's goods (general merchandise, apparel and accessories, furniture and home furnishings) supports 78,097 additional square feet of shopper's goods space in the district. A 10% capture of specialty goods (eating, drinking, and miscellaneous) supports 83,711 additional square feet of specialty goods in the district. Combined 183,751 square feet of additional retail space could be supported in the district.

In order to avoid competing with the downtown, the Union Depot District should develop uses that are especially suited to industrial and warehousing buildings. The historic buildings in the district were originally designed for uses quite different than those generally associated with a downtown. However, over the years as industrial technology changed, downtown developed and expanded and different needs arose; these buildings have also changed and in many cases have been adaptively used. In many instances, industrial and warehousing buildings have been used for hotels, offices, restaurants, tire and auto repair facilities, delicatessens, groceries, and more recently furniture, antique, and office supply stores. These buildings still possess the flexibility to house these and many other types of retail uses. The advantage of flexibility allows these buildings to evolve into other uses as the need arises.

Retail development should be oriented towards specialty and shopper's goods that require flexible spaces. Because of the current lack of residents in the district, convenience goods cannot be supported. In time, if retail or office development occurs, convenience stores should be developed to service worker and resident needs. Examples of the type of retail uses that would be successful in the district include restaurants, athletic facilities, furniture and home furnishing stores, discount clothing stores, a center for import and export goods, and entertainment facilities.

Restaurants would be a very appropriate retail use for the Union Depot District. Industrial and warehousing buildings with large open floors make it easy to place kitchen facilities, lobbies, cocktail lounges, and dining rooms in buildings that provide atmosphere and ambience. At the same, restaurants attract people into the district, familiarizing them with the area and encouraging them to shop at other stores.

Another use suitable for the district would be a boat center and water-related retail development in the industrial buildings along the City Waterway. These sturdy buildings were originally designed for heavy industrial uses that included loading and unloading products into the City Waterway. These buildings could easily be adapted to current recreational needs along the waterway.

Tacoma Market Population Projections*

	Primary Market	Secondary Market	Total Population	Growth
1970	197,886	239,268	437,154	
1975	202,585	264,353	466,938	1.3%
1980	207,285	289,437	496,722	1.3%
1985	224,699	329,305	594,004	2%
1990	244,029	369,166	613,195	1%

Real Per Capita Income and Real Income Growth Rate* Primary Market Area

	Real Income ⁺	Annual Growth
1976	\$6,057	4.2%
1977	\$6,208	2.5%
1978	\$6,363	2.5%
1979	\$6,522	2.5%
1980	\$6,685	2.5%
1985	\$7,379	2.0%
1990	\$8,047	1.75%

Income⁺ Available to Retail in Tacoma*

	Primary Market	Secondary Market	Total Available to Retail
1970	\$548,494,000	\$663,191,000	\$1,211,680,000
1975	585,277,000	763,729,000	1,349,000,000
1980	688,692,000	961,635,000	1,650,320,000
1985	824,050,000	1,207,680,000	2,031,730,000
1990	975,958,000	1,476,420,000	2,452,370,000

+ 1975 dollar millions

*Sources: U.S. Department of Commerce
U.S. Bureau of the Census
Puget Sound Council of Governments
U.S. Bureau of Labor Statistics
HAER Estimates and Projections

Supportable Retail Space by 1990 Union Depot District*

	Additional Gross Supportable Square Footage in Tacoma	District Capture Rate	Gross Supportable Square Footage in District
Convenience Goods			
Hardware	195,903	High—5% Medium—2.5% Low—1.0%	9,795 4,898 1,950
Drug Stores	134,100	High—5% Medium—2.5% Low—1.0%	6,705 3,353 1,341
Food Stores	547,733	High—5% Medium—2.5% Low—1.0%	27,387 13,693 5,477
Total Convenience Goods	877,736	High—5% Medium—2.5% Low—1.0%	43,887 21,943 8,777
Shopper's Goods			
General Merchandise	1,123,384	High—10% Medium—5% Low—2.5%	112,338 56,169 28,085
Apparel	182,961	High—10% Medium—5% Low—2.5%	18,296 9,148 4,574
Furniture	255,585	High—10% Medium—5% Low—2.5%	25,559 12,777 6,390
Total Shoppers Goods	1,561,930	High—10% Medium—5% Low—2.5%	156,930 78,097 35,048
Specialty Goods			
Eating & Drinking	410,409	High—15% Medium—10% Low—5%	61,561 41,041 20,520
Miscellaneous	426,696	High—15% Medium—10% Low—5%	64,004 42,670 21,335
Total Specialty Goods	837,105	High—15% Medium—10% Low—5%	125,565 83,711 41,855
Total Retail Space	3,366,775		

Available Dollars for Retail Goods by Catalog*

	1970		1975		1980		1985		1990	
	Primary	Secondary								
Hardware—4%	21.94	26.53	23.41	30.55	27.55	38.47	32.96	48.30	39.03	59.06
General Merchandise 15.5%	85.01	102.79	90.72	118.38	106.75	149.05	127.73	187.19	151.27	228.84
Food Stores—20.2%	110.79	133.96	118.23	154.27	139.12	194.25	166.46	243.95	197.14	298.24
Automotive Dealers—20.7%	113.54	137.28	121.15	158.09	142.56	199.06	170.58	249.99	202.02	305.62
Gasoline Service Stations—7.8%	42.78	51.73	45.65	59.57	53.72	75.00	64.28	94.20	76.12	115.16
Apparel & Accessories—4%	21.94	26.53	23.41	30.55	27.55	38.47	32.96	48.30	39.04	59.05
Furniture & Home Furnishing—5.1%	27.97	33.82	29.85	38.95	35.12	49.04	42.03	61.59	49.77	75.29
Eating & Drinking Places—9.2%	50.46	61.01	53.85	70.26	63.36	88.47	75.81	111.10	89.79	135.83
Drugstores—3.3%	18.10	21.88	19.31	25.20	22.73	31.73	27.19	39.85	32.20	48.72
Miscellaneous—10%	54.85	66.32	58.53	76.37	68.87	96.16	82.40	120.77	97.59	147.64

Comparative Analysis of Retail Spending Patterns for 1977*

	Tacoma	Seattle	Olympia	Bremerton	King County	Pierce County	Thurston County	Washington State	Metropolitan Areas
EBI	\$919,507	\$3,785,705	\$210,710	\$299,626	\$4,812,229	\$1,613,397	\$470,754	\$23,434,436	\$18,673,402
Food %EBI	124,505 13.5%	555,154 14.7%	34,708 16.5%	44,412 14.8%	685,966 14.3%	156,460 9.7%	46,225 9.8%	3,196,445 13.2%	2,543,377 13.6%
Eating & Drinking %EBI	86,717 9.4%	312,110 8.2%	16,523 7.8%	19,857 6.6%	205,041 4.3%	76,271 4.7%	18,141 3.8%	1,315,114 5.6%	1,045,384 5.6%
General Merchandise %EBI	115,580 12.5%	338,742 8.9%	14,887 7.1%	36,662 12.2%	311,461 6.5%	94,414 5.8%	24,842 5.3%	1,540,085 6.6%	1,346,005 7.2%
Furnishings %EBI	36,685 4%	90,238 2.4%	15,513 7.4%	12,691 4.2%	89,421 1.9%	31,361 1.9%	2,816 1%	564,167 2.4%	458,981 2.4%
Automotive %EBI	153,651 16.7%	395,595 10.4%	46,190 21.9%	42,705 14.3%	480,172 10%	113,861 7%	10,987 2.3%	2,276,801 9.7%	1,854,945 9.9%

*Source: Sales Marketing & Management Magazine, "Survey of Buying Power," 1978.

Office Market Study

Future Office Space Requirement. Downtown Tacoma is expected to require a total of 1,431,946 square feet of new office space between 1980 and 2000. Annually, the demand for new office space should equal 71,597 square feet per year. The total of 1,431,946 square feet of new office demand is based on a series of tabulations and analyses including:

1. Estimates and projections of office employment in downtown Tacoma using Puget Sound Council of Government and Downtown Tacoma Association Annual Downtown Data System Survey estimates.
2. Evaluation of past office construction trends, future development plans, and typical employee space requirements in Tacoma.
3. Conversations with developers, real estate agents, company representatives, and city officials.

Methodology. To develop projections of future office employment and the future demand for new office space, the following methodology was used:

1. Puget Sound Council of Government employment projections were analyzed and used as employment projections for the downtown.
2. A local standard of 194 square feet of office space per employee was used to determine the total amount of office space that will be required to year 2000.
3. Existing vacant office space and proposed future office construction in downtown was determined in order to remove it from total demand for new office space.

Conclusions. The future demand for new office space in Tacoma is reasonably large. However, the feasibility of developing office space in new or renovated buildings is limited. So much office space remains vacant in downtown that average rents are too low to convince developers to build new space or rehabilitate existing space.

Future demand for new office space should come from finance, insurance, real estate activities, government and, to a smaller extent, lawyers, accountants, and architects looking for a downtown location. Smaller companies with business in the Northwest could be recruited, encouraged, and interested in locating regional headquarters in downtown. A good opportunity exists to attract companies that use the Port of Tacoma in order to encourage them in locating a branch or operations center in the district. This location would be attractive because it would be close to the port as well as to downtown.

Because of its close proximity to downtown the Union Depot District should be able to capture some of the future demand for new office space. The ability to assemble entire floors in large, open warehouse buildings makes these buildings attractive to companies looking for large amounts of office space. The flexible interior spaces make them well-suited for companies that expect

to expand their office space needs in the future. These buildings are especially attractive for corporation headquarters because they can be adapted to fit the needs of the company while providing them with a "prestige" historic location. More important, the buildings in downtown serve the needs of small office space users very effectively. These kinds of office space users are most appropriately located in the downtown. The Union Depot District, because of the large, open and available spaces in the district buildings, is best suited for larger companies seeking large office space for operations and expansion. Ample parking, especially in those buildings on Jefferson Avenue and around Union Station allows employee on-site parking without constructing large parking structures. Many buildings command views of Commencement Bay, Mt. Rainier, and downtown Tacoma.

Because of the large amount of vacant space in the downtown, the relatively small demand for office space and the low average rental rates for downtown office space, development of new office space in the Union Depot District should be small to be successful. Minimum rehabilitation of buildings so that tenants can design their own spaces is suggested. Also, staged development in a larger building may be a good way to provide office space as demand requires.

Projected Demand for All Office Space*

	Number of New Employees	Square Footage	Total Demand	Annual Demand
1980-1985	2,271	194	440,574	88,115
1985-1990	2,271	194	440,574	88,115
1990-1995	2,133	194	413,802	82,760
1995-2000	2,134	194	413,996	82,799
Total	8,809	194	1,708,946	85,447

Projected Demand for New Office Space*

Total demand 1980-2000	1,708,946 square feet
Less vacant office space	219,000
Less new construction	58,000
Total demand	1,431,946 square feet
Annual demand	71,597 square feet

*Downtown Tacoma Census Tract 616.01
Source: HAER Estimates and Projections



Redevelopment Step	Initiating Agencies	Scope	Assisting Agencies
Nominate district to National Register of Historic Places.	THPO	Use HAER draft to make submission for nomination to SHPO.	HCRS SHPO
Promote and market private investment opportunities in the district.	Realtors TCDD	Advertise and demonstrate Tax Reform Act benefits for investors, bankers, accountants, realtors, and district property owners. Market vacant and for sale buildings in the district. Promote historic qualities of the district using the HAER building inventory and history.	HCRS SBA SHPO
Provide ongoing technical assistance to encourage private investment in the district.	TCDD	Build capabilities into current TCDD to assist property owners in applying for Tax Reform Act benefits; and provide technical assistance to aid rehabilitation work in meeting the Secretary of the Interior's Standards for Rehabilitation.	HCRS SBA SHPO
Administer rehabilitation loans and grant programs.	TCDD	Target existing city rehabilitation loan and grant programs to the district.	HCRS HUD
Incorporate historic preservation development policies into Tacoma's comprehensive plan revision.	TPD TPC TCC	TPD incorporates and expands HAER development policies for inclusion in comprehensive plan. TPC reviews and approves historic preservation policies for comprehensive plan. TCC reviews and approves comprehensive plan.	HUD
Review and amend zoning and building codes to encourage historic preservation and rehabilitation.	TPD TPWD THE	Amend zoning to allow mix of compatible uses in the district. Planning Department amends and hearing examiner reviews and approves. TPWD becomes versed on Application to Existing Building section of Uniform Building Code to allow proper code interpretation for rehabilitation.	EDA HUD
Include the district in the city-wide bikeway plan.	TCDD TPRD	Establish new routes and reroute bikeways to include the district and other significant district sites. Provide signs, bikeway markers, and other information to identify significant features of the district.	DOT HUD
Develop City Waterway.	CWC TCDD TPRD	Acquire property north of railroad tracks, east of Dock Street, and west of D Street. Develop parks, fishing pier, and parking.	HCRS HUD

Develop City Waterway Quay.	CWC TCDD TPRD	Acquire easements of land for right-of-way from property owners on City Waterway south of 15th Street. Develop quay to connect marina, park, and commercial developments along City Waterway.	HCRS HUD
Provide parking in the Massasoit Hotel area and the Harmon Mattress Factory area.	TCDD TPWD	Acquire and prepare parking areas for lease back to developers.	EDA HUD
Improve streets, sidewalks, and landscaping.	TPWD	Landscape Pacific and Jefferson Avenues between 15th and 21st Streets.	EDA HUD
Develop recreation and open spaces.	TCDD TPRD	Acquire sites adjacent to Carlton Hotel and Harmon Mattress Factory for miniparks.	
Maintain 15th Street Bridge.	TPWD	Repair, repaint, and regularly maintain bridge if railroad discontinues use.	
Rehabilitate West Coast Grocery Building.	Private developers	Use HAER plan to develop commercial space on Floors 1 and 2, office space on Floors 3 and 4, and private market-rate housing on Floors 5 and 6.	HCRS HUD
Rehabilitate Massasoit Hotel.	Private developers	Use HAER plan to renovate hotel into ten suites of student housing on Floors 2 and 3, and to develop storefronts for commercial use on Floor 1.	HCRS HEW HUD
Rehabilitate Albers Brothers Milling Company Complex.	Private developers	Use HAER plan to develop boat and nautical store, private offices, and market-rate housing in appropriate portions of the complex.	HCRS HUD SBA
Rehabilitate Harmon Mattress Factory.	Private developers	Renovate the building for light industrial development.	EDA HCRS SBA

This Union Depot District redevelopment guide is included to demonstrate how and by whom the recommendations for the district can be achieved. Although a few particulars of the guide may be out-of-date by the time of publication, the direction, sequence, and agencies it suggests remain valid.

Key

CWC—City Waterway Coordinator
 DOT—Department of Transportation
 EDA—Economic Development Administration
 HAER—Historic American Engineering Record
 HCRS—Heritage Conservation and Recreation Service
 HEW—Health, Education, and Welfare
 HUD—Housing and Urban Development
 SBA—Small Business Administration

SHPO—State Historic Preservation Officer
 TCC—Tacoma City Council
 TCDD—Tacoma Community Development Department
 THE—Tacoma Hearing Examiner
 THPO—Tacoma Historic Preservation Officer
 TPC—Tacoma Planning Commission
 TPD—Tacoma Planning Department
 TPRD—Tacoma Parks and Recreation Department
 TPWD—Tacoma Public Works Department

Alber Brothers Milling Company Complex, 1821 Dock Street.
American Paint & Varnish Company Building, 2411 Pacific Avenue.
Aubry Wagon Works, 2105 South C Street.
Baker Building, 1306-1308 Pacific Avenue.
Baker-Dickson Building/McCormack Brothers, 1348-1356 Pacific Avenue.
Banford & Newsome Building, 2302 Pacific Avenue.
Barlow & Sons Plant, 1715 Dock Street.
Bertelson Building, 2140 Pacific Avenue.
Betz Building, 102-110 Fifteenth Street.
Birmingham Block, 1746-1748 Pacific Avenue.
Birmingham Hay & Seed Company Warehouse, 1740-1744 Pacific Avenue.
Birmingham/Tullis Building, 1334 Pacific Avenue.
Blake, Moffitt & Towne Company Building, 1735 Jefferson Avenue.
Bone Dry Shoe Manufacturing Company & Factory, 2111 Pacific Avenue.
Branson Building, 1336 Pacific Avenue.
Broadway Transportation Company Office, 2322 Holgate Street.
Buck & Sons Building/Sam's Tire Building, 114-124 Puyallup Avenue.

"C" Street Cafe, 2101 South C Street.
Cammarano Building, 2101-2307 A Street.
Campbell Building, 1924-1926 Pacific Avenue.
Carlton Hotel, 1549-1555 Broadway.
Central Bus Terminal, 1401 Pacific Avenue.
Citizens' Bank Building, 1340-1342 Pacific Avenue.
City of Tacoma Storehouse, 2348 South Holgate Street.
City of Tacoma Storehouse and Shops, 2326-2340 South Holgate Street.
City Shops, 2314 South Holgate Street.
City Shops Addition, 2308 South Holgate Street.
City Shops and Stable, 2300 C Street.
Coast Iron & Machine Works/Tacoma Steam Boiler Works Shops, 1131 Dock Street.
Cogswell & Meath Building, 1344-1346 Pacific Avenue.
Columbia Brewing Company, 2120 South C Street.
Consumer's Central Heating Plant, 1147 Dock Street.
Contractors' Warehouse, 212 East Twenty-Sixth Street.
Crane Building, 1209 A Street.

Cunningham Electric Company/American Manufacturing Company Plant, 2119 Pacific Avenue.
Custom Photo Service Building, 1910 Commerce Street.
D & D Plastics Inc., 2301 Dock Street.
Dairy Dell Restaurant, 2420 Pacific Avenue.
Dave Levin Building, 1312 Pacific Avenue.
Dayton's Super Service Station, 102 South Twenty-Fourth Street.
Dillon & Fisher Building, 1330-1332 Pacific Avenue.
Dougan Building, 1721 and 1725 Jefferson Avenue.
Engine House No. 4, 220-224 East Twenty-Sixth Street.
Fales Building 1508-1516 Jefferson Avenue.
Fawcett Wagon Company Factory, 1401 A Street.
Frederick Wild Block, 1906-1930 Jefferson Street.
Frye Meats Company Building, 1546-1548 Commerce Street.
Gamble Manufacturing Company Plant, 2101 Dock Street.
Garretson-Woodruff-Pratt Building, 1754 Pacific Avenue.
George Scofield Company Yard, 1543 Dock Street.

Goodrich Silvertown Building, 1955 Pacific Avenue.
Grays Harbor Hotel, 1510 Pacific Avenue.
Greyhound Bus Terminal, 1319 Pacific Avenue.
Hamilton Candy Factory, 2310 A Street.
Harmon & Company Factory, 1953 South C Street.
Harmon & Company Warehouse, 1938 Pacific Avenue.
Hickey Garage, 2202-2218 A Street.
Hotel Goodwill, 1407 Pacific Avenue.
Hotel Grand, 1514-1516 Pacific Avenue.
Hotel Merkle, 2405½-2409 Pacific Avenue.
Hunt & Mottet Building, 2114-2116 Pacific Avenue.
Hunt & Mottet Warehouse, 2100-2114 Commerce Street.
Hunt & Petrich Building, 2209-2215 Pacific Avenue.
International Harvester Company of America Building, 102 Puyallup Avenue.
Irving Building, 1338 Pacific Avenue.
Johnny's Sea Food Company Store, 1199 Dock Street.
Kean's Standard House Furnishing Company Store, 1411 Pacific Avenue.
Kentucky Liquor Company Warehouse, 102-112 Fourteenth Street.

- Kenworth Motor Truck Company Building, 2302 A Street.
 Keown Building, 1512 Pacific Avenue.
 Kona Koffe Building, 2312 A Street.
 Lewis Machinery Company, 221 Puyallup Avenue.
 Liberty Finance Company Building, 2301 Pacific Avenue.
 Lindstrom-Berg Cabinet Works Plant, 1953 South C Street.
 McDonald Building, 2316 A Street.
 McDonald & Smith Building, 1932-1936 Pacific Avenue.
 McKenzie Pharmacy, 2401-2403 Pacific Avenue/118 South Twenty-Fourth Street.
 McLean the Mover Warehouse, 109 Fifteenth Street.
 Massasoit Hotel, 1708 Broadway.
 Medosweet Dairy, 2413 Pacific Avenue.
 Memorial Art & Granite Company Building, 2508 Pacific Avenue.
 Miller Brothers Creamery, 1532 Commerce Street.
 Morris-Miller Building, 2102-2106 Pacific Avenue.
 Motor Parts Building, 1745 Jefferson Avenue.
 Motor Truck Service Company, 2306 A Street.
 Nic-o-Ray Battery Sales, 112-116 Southeast Twenty-Third Street.
 Nisqually Power Plant Substation, 2422 C Street.
 Northwest Brewing Company Brewery, 105 East Twenty-Sixth Street.
 Northwestern Woodenware Company Plant, 1933 Dock Street.
 Oil Filter Service Company Building, 1741 Jefferson Avenue.
- Olds Building, 1318-1320 Pacific Avenue.
 Ouimette-Littlejohn Building, 1314-1316 Pacific Avenue.
 Pacific Brewing & Malting Company Brewery, 2500 Holgate Street.
 Pacific Coast Coal Company Yard, 1801 Dock Street.
 Pacific Fruit & Produce Company Warehouse, 1179 Dock Street.
 Pacific Machine Shop, 1133 Dock Street.
 Pacific National Bank Building, 1302-1304 Pacific Avenue.
 Pacific Storage Warehouse, 2320-2324 South Holgate Street.
 Pagni & Lenti Grocery Store, 1706-1708 Pacific Avenue.
 Panama Hand Laundry Building, 2409 Pacific Avenue.
 Patten Building, 1328 Pacific Avenue.
 Pease Brothers Building, 216 East Twenty-Sixth Street.
 Peoples National Bank Building, 2317 Pacific Avenue.
 Piggly Wiggly Market, 2306 Pacific Avenue.
 Pink Elephant Car Wash Building, 2501 Pacific Avenue.
 Precision Machine Works Plant, 2101 Pacific Avenue.
 Puget Sound National Bank Building, 1301 A Street.
 Railway Express Agency, 1737 Pacific Avenue.
 Reese, Crandall, & Redman Building, 1928-1930 Pacific Avenue.
 Robinson Building, 2136-2138 Pacific Avenue.
 Rowland & William Building, 1518 Pacific Avenue.
- Russell T. Joy Building, 1716-1730 Pacific Avenue.
 Safety Building, 2201 Pacific Avenue.
 Salvation Army Industrial Store, 2406 Pacific Avenue.
 Sampson & Uzaforage Building, 1322 Pacific Avenue.
 Sandberg Building, 1423 Pacific Avenue.
 Satterlee Building, 1324-1326 Pacific Avenue.
 Sears, Roebuck & Company Department Store, 2314 Pacific Avenue.
 Shaub & Ellison Building, 1902 Pacific Avenue.
 Siler Building, 1520-1522 Commerce Street.
 Smith-Western Company Building, 1534-1536 Commerce Street.
 Snoqualmie Falls Power Transformer House, 250 South Nineteenth Street.
 Sprague Building, 1501-1507 Pacific Avenue.
 Sproule Meats Store, 1504-1506 Jefferson Avenue.
 Star Stables, 224 Puyallup Avenue.
 Stevens Company Warehouse, 2128-2134 Pacific Avenue.
 Stilson-Kellogg Shoe Factory/Brown & Haley Candy Factory, 108-112 East Twenty-Sixth Street.
 Sullivan Service Building, 101 Puyallup Avenue.
 Sunnen Crane Service, 217 East Twenty-Fifth Street.
 Sussman Building, 2156 Pacific Avenue.
 Swift & Company Warehouse, 103 East Sixteenth Street.
 Swiss Hall, 1902-1904 Jefferson Avenue.
 Tacoma Glass Company Building, 1526-1530 Commerce Street.
- Tacoma Grocery Company Building, 2110 Pacific Avenue.
 Tacoma Ice & Cold Storage Plant, 2602 Holgate Street.
 Tacoma Steam Plant No. 1, 1145 Dock Street.
 Tacoma Steel & Equipment Company Plant, 2134 Commerce Street.
 Tacoma Steel & Equipment Company Warehouse, 1905 Jefferson Avenue.
 Tacoma Veneer Products Company Factory, 1549 Dock Street.
 Teamsters' & Chauffeurs' Building, 1702 Pacific Avenue.
 Temple Motors Building, 117-119 Puyallup Avenue.
 Tioga Building, 1901 Jefferson Avenue.
 Travelodge Motel, 2512 Pacific Avenue.
 Twenty-First Street Garage, 1942-1950 South C Street.
 Union Station, 1713 Pacific Avenue.
 Waddell Building, 1502-1504 Pacific Avenue.
 Wallts Store & Residence, 2223 Pacific Avenue.
 Walsh & Gardner Company Warehouse, 1908 Pacific Avenue.
 Washington Cigar Box Factory, 209 East Twenty-Sixth Street.
 Waterhouse Motors, 2501 South C Street.
 West Coast Grocery Building, 1732-1738 Pacific Avenue.
 West Coast Wagon Works Factory, 1950 Pacific Avenue.
 Western Fish & Oyster Company Store, 1137 Dock Street.
 Wickersham Triangle Building, 1702-1704 Jefferson Street.
 Wiegel Candy Company Factory, 1920 Pacific Avenue.
 Wolf Building, 1310 Pacific Avenue.

A Street

- 1209 Crane Building, 1910, Frederick A. Heath, wholesale plumbing supplies.
- 1301 Puget Sound National Bank Building, ca 1965, E.L. Mills, bank and computer services center.
- 1401 Fawcett Wagon Company Factory, 1906, wagon works.
- 2202- Hickey Garage, 1928, truck garage and dealership.
- 2218 Cammarano Building, 1936-1937, 2307 Lance & Muri, bottling plant.
- 2302 Kenworth Motor Truck Company Building, ca 1936, garage.
- 2306 Motor Truck Service Company, ca 1920, garage.
- 2310 Hamilton Candy Factory, 1923, candy factory.
- 2312 Kona Kaffe Building, ca 1920, wholesale coffee and peanut store.
- 2316 McDonald Building, 1926, bottling plant.

Broadway

- 1549- Carlton Hotel, 1909, Carl August
- 1555 Darmer, hotel, restaurant, saloon and offices.

Commerce Street

- 1518 1920, butcher supply store and lodgings.
- 1522- Siler Building, 1889, G.C. Clement, stores and offices.
- 1524 1889, grocery, restaurant and hotel.
- 1526- Tacoma Glass Company Building,
- 1528 1936, glass factory, wholesale store.
- 1530 Tacoma Glass Company Building, ca 1940, glass factory.
- 1532 Miller Brothers Creamery, 1888, junk store and saloon.
- 1534- Smith-Western Company Building, ca
- 1536 1890, farmer's and mechanic's supply store.
- 1538 1888, restaurant, coffee dealer, and laundry.
- 1546- Frye Meats Company Building, 1905,
- 1548 Carl August Darmer, wholesale butcher.
- 1910 Custom Photo Service Building, 1975, photography lab.
- 2100- Hunt & Mottet Warehouse, 1907,
- 2114 Bullard & Hill, wholesale hardware warehouse.
- 2134 Tacoma Steel & Equipment Company Plant, 1930, steel warehouse.

Dock Street

- 1131 Coast Iron & Machine Works/Tacoma Steam Boiler Works shops, 1914, machine shops.
- 1133 Pacific Machine Shop, 1964, machine shop.
- 1137 Western Fish & Oyster Company store, 1963, retail fish store.
- 1145 Tacoma Steam Plant No. 1, 1922, steam electric generating plant.
- 1147 Consumers' Central Heating Plant, 1919, steam heating plant.
- 1179 Pacific Fruit & Produce Company Warehouse, 1909, Carl August Darmer, produce warehouse.
- 1199 Johnny's Sea Food Company store, 1975, wholesale and retail seafood store.
- 1543 George Scofield Company yard, ca 1940, building materials supplier.
- 1549 Tacoma Veneer Products Company Factory, ca 1920, plywood manufacturing plant.
- 1715 C.S. Barlow & Sons Plant, ca 1915, building materials supplier.
- 1801 Pacific Coast Coal Company Yard, 1967, coal company.

- 1821 Alber Brothers Milling Company Complex, 1904, cereal mill.
- 1933 Northwestern Woodenware Company Plant, 1899, woodenware factory.
- 2101 Gamble Manufacturing Company Plant, ca 1929, wood flour manufacturing plant.
- 2301 D & D Plastics Inc., 1966, plastics firm.

East Twenty-Fifth Street

- 217 Sunnen Crane Service, ca 1953, office.

East Twenty-Sixth Street

- 103 Swift & Company Warehouse, 1910, meat packing and warehouse.
- 105 Northwest Brewing Company Brewery, 1910, brewery.
- 108- Stilson-Kellogg Shoe Factory/Brown & Haley Candy Factory, 1902, shoe factory and candy factory.
- 112 Washington Cigar Box Factory, 1904, cigar box factory.
- 209 Contractors' Warehouse, ca 1930, contractors' warehouse.
- 212 Pease Brothers Building, 1952, truck and tractor company.
- 216 Engine House No. 4, 1911, Frederick
- 220- Snow, fire station.
- 224

Fifteenth Street

- 102- Betz Building, 1915, retail and small manufacturing.
 110 manufacturing.
 109 McLean the Mover Warehouse, 1923, moving and storage warehouse.

Fourteenth Street

- 102- Kentucky Liquor Company
 112 Warehouse, ca 1907, liquor warehouse and lodgings.

Jefferson Avenue

- 1504- Sproule Meats Store, ca 1910, meat market.
 1506 market.
 1508- Fales Building, 1888, F.A. Sexton, retail stores.
 1516 retail stores.
 1702- Wickersham Triangle Building, ca 1704 1887, shoe repair shop and fruit stand.
 1721- Dougan Building, 1891, Pickles & Sutton, IOOF Hall and wholesale store.
 1725 Sutton, IOOF Hall and wholesale store.
 1735 Blake, Moffitt, & Towne Company Building, 1910, wholesale paper warehouse.
 1741 Oil Filter Service Company Building, 1957, retail store.
 1745 Motor Parts Building, 1949, automotive parts dealer.
 1901 Tioga Building, 1889, Rothe & Company, paper factory and wholesale outlet.
 1902- Swiss Hall, 1913, Heath & Gove, 1904 tavern, social hall, and residence.
 1905 Tacoma Steel & Equipment Company Warehouse, ca 1952, warehouse.
 1906- Frederick Wild Block, 1889, H.J. Hefty, 1930 retail stores and lodgings.
 2523 1927, garage and service station.

Pacific Avenue

- 1302- Pacific National Bank Building,
 1304 1890-1891, Burnham & Root, bank offices.
 1306- Baker Building, 1889, Pickles & Sutton, boot and shoe store, offices.
 1308 Sutton, boot and shoe store, offices.
 1310 Wolf Building, 1889, Pickles & Sutton, wholesale liquor and cigar store, offices.
 1312 Dave Levin Building, 1909, retail stores.

- 1314- Ouimette-Littlejohn Building, ca 1883, 1316 clothing and shoe stores, offices.
 1318- Olds Building, 1883, drug store and 1320 offices.
 1319 Greyhound Bus Terminal, 1958, bus depot.
 1322 Sampson & Uzaforage Building, 1887, Farrell & Darmer, stationery store and offices.
 1324- Satterlee Building, 1908, hotel and 1326 shell theatre.
 1328 Patten Building, ca 1920, retail store.
 1330- Dillon & Fisher Building, 1902, hotel and restaurant.
 1332 and restaurant.
 1334 Birmingham/Tullis Building, 1889, Carl August Darmer, grain and feed warehouse.
 1336 Branson Building, 1891, Farrell & Darmer, wholesale liquor dealer.
 1338 Irving Building, 1889, Farrell & Darmer, retail and wholesale grocery.
 1340- Citizens' Bank Building, 1888, Farrell & Darmer, bank, shoe store and 1342 offices.
 1344- Cogswell & Meath Building, 1908, 1346 Darmer & Cutting, restaurant and saloon.
 1348- Baker-Dickson Building/McCormack 1356 Brothers, 1911, Russell & Babcock, department store.
 1401 Central Bus Terminal, 1923, stores converted to bus terminal.
 1407 Hotel Goodwill, 1912, store and hotel.
 1411 Kean's Standard House Furnishing Company Store, 1928, furniture store and garage.
 1423 Sandberg Building, 1907, furniture store and warehouse.
 1501- Sprague Building, 1889, Pickles & 1507 Sutton, wholesale hardware store.
 1502- Waddell Building, 1890, bank and 1504 offices.
 1510 Grays Harbor Hotel, 1901, Carl August Darmer, store and hotel.
 1512 Keown Building, 1907, Carl August Darmer, retail store.
 1514 Hotel Grand, 1908, store and hotel.
 1518 Rowland & Williams Building, 1906, Bullard & Hill, saloon and billiard parlor, liquor warehouse.

- 1702 Teamsters' & Chauffeurs' Building, ca 1894, wholesale butter, eggs, and cheese store, lodging.
 1706- Pagni & Lenti Grocery Store, ca 1903, 1708 grocery.
 1713 Union Station, 1911, Reed & Stern, railroad passenger terminal.
 1716- Russell T. Joy Building, 1892, Russell & Babcock, retail and wholesale 1730 stores.
 1732- West Coast Grocery Building, 1890, 1738 wholesale grocery.
 1737 Railway Express Agency, 1947, express agency office.
 1740- Birmingham Hay & Seed Company 1744 Warehouse, 1903, Proctor & Farrell, grain and feed warehouse.
 1746- Birmingham Block, 1893, furniture 1748 store.
 1754 Garretson-Woodruff-Pratt Building, 1890, Frederick A. Sexton, wholesale dry goods store.
 1902 Shaub & Ellison Building, 1931, tire store and service station.
 1908 Walsh & Gardner Company Warehouse, 1911, Carl August Darmer, wholesale plumbing store and warehouse.
 1920 Wiegel Candy Company Factory, 1904, candy factory.
 1924- Campbell Building, 1890, wholesale 1926 coffee, tea, and spice store.
 1928- Reese, Crandall & Redman Building, 1930 1890, wholesale grocery.
 1932- McDonald & Smith Building, 1890, 1936 wholesale machinery, grain, and feed stores.
 1938 F.S. Harmon & Company Warehouse, 1908, Carl August Darmer, furniture warehouse.
 1950 West Coast Wagon Works Factory, 1906, Jay Knapp, wagon works.
 1955 Goodrich Silverton Building, 1930, William Mellema, tire store and service station.
 2101 Precision Machine Works Plant, 1945, machine shop.
 2102- Morris-Miller Building, 1906, Frederick 2106 Heath, wholesale dry goods store.

- 2110 Tacoma Grocery Company Building, 1906, Frederick Heath, wholesale grocery and warehouse.
 2111 Bone Dry Shoe Manufacturing Company & Factory, ca 1920, work shoe factory.
 2114- Hunt & Mottet Building, 1907, Bullard & 2116 Hill, wholesale hardware store.
 2119 Cuningham Electric Company/American Manufacturing Company Plant, 1927, electrical repair shop, plywood manufacturing machinery.
 2128 J.C. Stevens Company Warehouse, 1904, Carl August Carmer, grain and feed warehouse.
 2136- Robinson Building, ca 1895, 2138 wholesale grain and feed store.
 2140 Bertelson Building, 1892, warehouse.
 2156 Sussamn Building, 1929, John Chalmers, new and used machinery dealer.
 2201 Safety Building, ca 1939, gas station, auto body repair shop, auto repairs.
 2209- Hunt & Petrich Building, gas station, 2215 auto body repair shop, hardware store.
 2223 Wallts Store & Residence, 1900, fruit stand and shoemakers.
 2301 Liberty Finance Company Building, 1938, finance company.
 2302 Banford & Newsome Building, 1924, garage.
 2306 Piggly Wiggly Market, 1928, Landberg & Ekral, grocery and drug store.
 2314 Sears, Roebuck & Company, 1928, department store.
 2317 Peoples National Bank Building, 1967, bank.
 2401- 118 South 24th Street McKenzie 2403 Pharmacy, 1927, pharmacy, restaurant, barbershop, and lodgings.
 2405- Hotel Merkle, 1912, Carl August 2409 Darmer, hotel, saloon and box factory.
 2406 Salvation Army Industrial Store, 1912, Salvation Army store.
 2409 Panama Hand Laundry Building, ca 1910, Japanese laundry.
 2411 American Paint & Varnish Company Building, ca 1908, retail store.

- 2413 Medosweet Dairy, 1922, dairy.
 2420 Dairy Dell Restaurant, 1963, restaurant and dairy bar.
 2501 Pink Elephant Car Wash Building, 1963, car wash.
 2508 Memorial Art & Granite Company Building, 1934, tombstone carving shop.
 2512 Travelodge Motel, 1957, Travelodge Construction Company, motel.

Puyallup Avenue

- 101 Sullivan Service Building, 1929, Silas E. Nelson, tire store and service station.
 102 International Harvester Company of America Building, 1930, truck sales and service.
 114- Buck & Sons Building/Sam's Tire Building, 1940, gas station, tire store and tractor store.
 124

- 117- Temple Motors Building, 1964, automobile dealership.
 119
 224 Star Stables, ca 1904, stables.
 221 Lewis Machinery Company, 1928, machine tool supplier.

South C Street

- 1942- Twenty-First Street Garage, ca 1928,
 1950 1950, garage.
 1953 Harmon & Company Factory, 1912, Carl August Darmer, furniture factory.
 1953 Lindstrom-Berg Cabinet Works Plant, 1908, Frederick Heath, cabinet works.
 2120 Columbia Brewing Company, ca 1949, brewery.
 2101 "C" Street Cafe, 1939, restaurant.
 2105 J.E. Aubry Wagons Factory, 1905, wagon works.
 2300 City Shops and Stable, 1910, municipal stables and manufacturing plant.

- 2422 Nisqually Power Plant Substation, 1912, electric power substation.
 2501 Waterhouse Motors, 1964, automotive shop.

South Holgate Street

- 2308 City Shops Addition, 1949, municipal vehicle repair shop.
 2314 City Shops, 1927, municipal vehicle repair shop.
 2320- Pacific Storage Warehouse, 1956,
 2324 storage warehouse.
 2322 Broadway Transportation Company Office, ca 1955, office and storage warehouse.
 2326- City of Tacoma Storehouse and
 2340 Shops, 1938, storage warehouse and electrical shop.
 2348 City of Tacoma Storehouse, 1926, municipal vehicle repair shop.

- 2500 Pacific Brewing & Malting Company Brewery Complex, 1891-1913, Carl August Darmer, brewery, malting, bottling, and ice company.
 2602 Tacoma Ice & Cold Storage Plant, 1925, artificial ice factory and cold storage.

South Nineteenth Street

- 250 Snoqualmie Falls Power Transformer House, 1902, electric power substation.

South Twenty-Fourth

- 102 Dayton's Super Service Station, 1927, service station.
 112 1915, laundry and glove factory.

Southeast Twenty-Third Street

- 112- Nic-o-Ray Battery Sales, ca 1957,
 116 automobile battery sales.

Tacoma

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Tacoma Planning Commission

Tacoma/Pierce County Economic Development Board

Union Depot District property owners

