

Members

Duke York, *Chair*
Katie Chase, *Vice-Chair*
JD Elquist
Chris Granfield
Jonah Jensen
Lysa Schloesser
James Steel
Jeff Williams

Ross Buffington, *Wedge Neighborhood Ex-Officio*
Marshall McClintock, *North Slope Ex-Officio*



Agenda

Landmarks Preservation Commission Planning and Development Services Department

Staff

Reuben McKnight, *Historic Preservation Officer*
Lauren Hoogkamer, *Historic Preservation Coordinator*

Date: September 24, 2014
Location: 747 Market, Tacoma Municipal Bldg, Conference 248
Time: 5:30 p.m.

1. ROLL CALL

2. CONSENT AGENDA

- A. Excusal of Absences
- B. Administrative Review
 - i. 720 N I Street (foundation) 9/4/14

3. TACOMA REGISTER OF HISTORIC PLACES PRELIMINARY REVIEW

- A. Point Defiance Streetcar Station (5801 Trolley Lane) Melissa McGinnis 20 m

4. BOARD BRIEFING

- A. Federal Building (1102 A Street) Jon Hunt 5 m
- B. West Slope Neighborhood Conservation District (Proposed) Staff

5. PRESERVATION PLANNING/BOARD BUSINESS

- A. Events and Activities Updates Staff 10 m

6. CHAIR COMMENTS

Next Regular Meeting: October 8, 2014, 747 Market Street, Tacoma Municipal Bldg., Rm. 248 5:30 p.m.

This agenda is for public notice purposes only. Complete applications are included in the Landmarks Preservation Commission records available to the public BY APPOINTMENT at 747 Market Street, Floor 3, or online at <http://tacomaculture.org/historic/resources.asp>. All meetings of the Landmarks Preservation Commission are open to the public. Oral and/or written comments are welcome.



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STAFF REPORT

September 24, 2014

NOMINATIONS TO THE TACOMA REGISTER OF HISTORIC PLACES - PRELIMINARY

General Procedural Notes:

The property on today's agenda is nominated to the Tacoma Register of Historic Places.

Tacoma Register listing follows procedures defined in 13.07.050, and consists of a minimum of two separate Commission meetings. The initial meeting determines whether the property meets the threshold criteria in the ordinance for age and integrity. If the Commission finds that the age and integrity standards are met, then the Commission may move to have the nomination scheduled for a public hearing and comment period, at which the public may enter comments into the record for consideration. Following the comment period, the Commission may deliberate on the nomination for up to 45 days before recommending to City Council listing on the register, or denying the nomination.

The purpose of this review is to determine whether the nominated property meets the threshold criteria and should be scheduled for public testimony at a public hearing.

AGENDA ITEM 3A: 5801 Trolley Lane (Point Defiance Streetcar Station)

Melissa McGinnis, Metro Parks Tacoma

BACKGROUND

This nomination is for the 1914 Point Defiance Streetcar Station (5801 Trolley Lane), which is an eclectic, Japanese-inspired, 20th Century American Movement building with an American Arts and Crafts interior. The Asian-inspired design was suggested in Hare & Hare's 1911 Master Plan for Point Defiance Park and executed by Tacoma architect Luther Twichell.

The building is nominated under the following criteria:

- A. *Is associated with events that have made a significant contribution to the broad patterns of our history;*
- C. *Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction;*
- F. *Owing to its unique location or singular physical characteristics, represents an established and familiar visual feature of the neighborhood or City; as a visually unique building due to its architectural style and character in the industrial area.*

REQUESTED ACTION

Determination of whether the building nominated to the Tacoma Register of Historic Places appears to meet the threshold criteria for nomination, and if so, scheduling the nominations for public hearing. The commission may forward all or part of the nomination for future consideration.

EFFECTS OF NOMINATION

- Future changes to the exterior will require approval of the Landmarks Preservation Commission prior to those changes being made, to ensure historical and architectural appropriateness.
- Unnecessary demolition of properties listed on the Tacoma Register of Historic Places is strongly discouraged by the municipal code, and requires approval of the Landmarks Preservation Commission.

- Future renovations of listed on the Tacoma Register of Historic Places may qualify for the Special Tax Valuation property tax incentive.

STANDARDS

The threshold criteria for Tacoma Register listing are listed at 13.07.040B(1), and include:

1. Property is at least 50 years old at the time of nomination; and,
2. The property retains integrity of location, design, setting, materials, workmanship, feeling, and association such that it is able to convey its historical, cultural, or architectural significance.

ANALYSIS

The 100-year-old Point Defiance Streetcar Station meets the age threshold criteria. The building also retains a high degree of integrity and character defining elements. Exterior changes include a bank of windows on both the south/southwest corner and the east/northeast corner which were filled in 1983 and replaced roof tiles due to a fire in 2011. Interior changes include an altered kitchen, basement, and restrooms, an added dressing room and new equipment to bring the building up to code.

RECOMMENDATION

Recommended language for scheduling a public hearing:

*I move that the Landmarks Preservation Commission adopt the analysis as findings and schedule the **Point Defiance Streetcar Station** nomination for a public hearing and future consideration at the meeting of **October 22nd, 2014**.*

Recommended language for declining to schedule a public hearing for one or more components of the nomination:

I move that the Landmarks Preservation Commission find that [cite specific elements or properties that should be excluded] do not meet the threshold criteria (describe) and deny the nomination for said property(ies).

Recommended language for deferral:

I move that the Landmarks Preservation Commission defer consideration of the nomination for the [cite specific elements or properties for which additional information is needed] so that additional information (specify) can be presented for consideration to the Commission.

BOARD BRIEFINGS

AGENDA ITEM 4A: FEDERAL BUILDING (1102 A Street)

Jon Hunt, Power Property Consultants, Inc.

BACKGROUND

The owners of the Federal Building (listed individually on the Tacoma Register of Historic Places) received a grant from the Pierce County Landmarks Commission to renovate and restore the 4th floor courtrooms. A condition of the grant was that the project be reviewed by the Tacoma Landmarks Preservation Commission.

Included in the packet is a scope of work and photographs of the project.

AGENDA ITEM 4B: WEST SLOPE CONSERVATION DISTRICT

BACKGROUND

In December 2013, the West Slope Neighborhood Coalition submitted a request to the City for an “area-wide rezone” to begin the process of establishing a Conservation District Overlay in the West Slope Neighborhood, for the purposes of protecting neighborhood architectural character. The proposed conservation district includes four plats, the first of which was filed in 1941, encompassing approximately 300 homes, constructed predominantly during the 1940s through the 1960s. Most of the original houses are simple one story homes with two habitable levels (the lower floor being a daylight basement) oriented to maximize views of the Tacoma Narrows.

In order to preserve the neighborhood's views and character, and to ensure quality and compatibility of future construction activities, the original developer established covenants placing restrictions on design, construction, and land use within the plats. It is important to note that the original covenants included racially exclusionary language, which is no longer in use and which the neighborhood association rejects (according to the neighborhood, this language has been redacted from contemporary title reports).

The conservation district proposal arises from the neighborhood's difficulties in ensuring new development is consistent with the perceived character and design intent of the neighborhood. The neighborhood points to several examples of new housing that are out of scale, of incompatible architectural design, or sited in a manner that is contrary to the historic development pattern.

PROPOSAL HISTORY

In 2007, at the request of the West Slope Neighborhood Coalition, former Mayor Bill Baarsma and the City Council provided funding to the Historic Preservation Program to conduct a study of the feasibility of creating a new midcentury historic district in the West Slope Neighborhood. In 2009, the consultant, retained by the City, released a report that recommended not designating a historic district in the neighborhood due to lack of historic integrity and lack of neighborhood consensus. The report recommended revising the City's "conservation district overlay" to allow for standalone conservation districts.

In 2011, with the support of the neighborhood, the City modified both the comprehensive plan and regulatory code to allow the conservation district overlay to be used as a standalone district (previously it was only used as a buffer zone around historic districts).

PREVIOUS DISCUSSIONS

On May 28, 2014, the Landmarks Preservation Commission was briefed on the proposal. Staff provided a summary and stated that the neighborhood appears to meet the code criteria for designation as a conservation district, but that the proposed controls are not consistent with the design review requirements in code (13.05.047.A.3, 4 and 5). Major points of the discussion included:

- The neighborhood coalition seems to be primarily concerned with maintaining views through height control. There was concern with the Landmarks Preservation Commission being tasked with the role of reviewing heights for view protection, and whether this was an appropriate function of the commission. Neighborhood representatives responded that character of the neighborhood is their concern and the design intent of the neighborhood does account for maximizing views.
- The proposed controls (design guidelines) included in the neighborhood's proposal are vague, minimal, and difficult to enforce. Neighborhood representatives stated that although the proposed controls and guidelines were developed through consensus, there was every expectation that they would be changed or modified by the Landmarks and Planning Commissions during the review process.
- The Landmarks Preservation Commission noted that Criterion 7 in the Conservation District Designation Criteria states, "*The objectives of the community cannot be adequately achieved using other land use tools.*" The Commission questioned whether the protection of views, if this is the primary objective, can be achieved through a modification of the View Sensitive Protection Overlay or some other means, rather than creating a conservation district overlay with design review requirements. The neighborhood representatives responded that this proposal is intended to preserve character as well as views.

On June 2, 2014, Staff briefed the City Council Neighborhoods and Housing Committee on the proposal. Major discussion points included:

- Whether the proposal, especially with regard to large minimum lot sizes, is consistent with the City's housing policies on affordable housing. Since the area already has high land values, increasing minimum lot size would have the effect of decreasing affordability.
- Whether the City can or should create any legislation in support of, or related to, neighborhood covenants that historically were racially discriminatory, whether or not that language remains in effect.

ACTION REQUESTED

Feedback and direction regarding next steps for review of the conservation district proposal.

KEY ISSUES

Does the neighborhood appear to meet the criteria of a conservation district?

The following criteria are excerpted from TMC 13.07.060 for the designation of historic and conservation districts:

- | | |
|---|---|
| <p>1. Appropriate documentation of eligibility is readily available. Survey documentation is already prepared or could be easily prepared by an outside party in a timely manner.</p> | <p>In 2009, the City contracted with a consultant to survey and make recommendations regarding a potential historic district in the West Slope Neighborhood. The resulting "Painter Study" documented the development history of the neighborhood and made a series of recommendations, including the consideration of a conservation district as a land use tool that was consistent with both the neighborhood's significance and the resident' desires. In 2012, the West Slope Neighborhood Coalition also retained the planning services of Baseline Engineering, which also completed a survey of the neighborhood.</p> |
| <p>2. For proposed conservation districts, preliminary analysis indicates that the area appears to have a distinctive character that is desirable to maintain.</p> | <p>Both the Painter Study and the Baseline survey indicate that there is a prevailing character, that taken as a whole, is distinctive from other areas in the city.</p> |
| <p>3. A demonstrated substantial number of property owners appear to support such a designation, as evidenced by letters, petitions, or feedback from public workshops.</p> | <p>The West Slope Neighborhood Coalition has sought feedback from residents on numerous occasions, primarily through mass mailings, public meetings, and workshops, beginning in 2009. The neighborhood voted to initiate the application for a conservation district in 2011, mailing surveys were taken in 2012. However, the extent of neighborhood support for land use controls beyond those proposed in the application is not known.</p> |
| <p>4. Creation of the district is compatible with and supports community and neighborhood plans.</p> | <p>Among other policies, the Neighborhoods Element of the Comprehensive Plan states: Explore the potential designation of two historic districts in the Ruston/Jane Clark Park and West Slope (Titlow/Day Island) areas (WE-1.4).</p> |
| <p>5. The area abuts another area already listed as a historic district or conservation district</p> | <p>This criterion is not applicable.</p> |
| <p>6. The objectives of the community cannot be adequately achieved using other land use tools.</p> | <p>As stated previously, this point was specifically discussed at the Landmarks Commission meeting of May 28. The position of the neighborhood association is that modification of the height restrictions to a lower height (for example, 18'), while beneficial for protecting some views, would not address all of the issues (such as preserving the lot layout) that are critical to the look and feel of the neighborhood.</p> |

In summary, the proposal appears to meet the criteria for a conservation district.

Is a Conservation District the correct tool for the objectives of the neighborhood?

The application states that the objective of the proposal is to “preserve and protect the views and special character” that define the West Slope Neighborhood. Critical aspects of that character include building height, lot layout and size, site planning and locations of structures on the lots, building orientation, and form and scale.

While a View Sensitive District (VSD) addresses height, there are few other land use tools that address specific neighborhood character within the zoning code to the level of detail that appears to be desired by the neighborhood. While the proposal, as submitted, does not address design elements such as window patterning and exterior cladding, it does generally address architectural compatibility and directly discuss building form, site planning, and lot configuration. The historic and conservation district is the primary land use tool for protecting/preserving key historical characteristics in designated areas in the city based upon the public benefit of preserving such character.

Are the proposed regulations adequate or sufficient?

According to code, a conservation district is a design review district. TMC 13.05.047 requires review by the Landmarks Preservation Commission for additions, new construction, and proposed demolition within conservation districts.

The proposal does not address demolition review, but demolition review is clearly a critical element in the controls of a conservation district. Without some measure of protection for historic buildings, the conservation district tool is essentially useless.

TMC 13.07.120 requires that design guidelines be adopted and maintained for conservation districts and that the design guidelines address height, scale, massing, exterior cladding and materials, building form and shape, fenestration pattern and window materials, architectural details, additions, parking, main entrances, rhythm of openings, accessory structures, and sustainable design (recommended scope for design guidelines and preliminary recommendation below).

As proposed, there is no design review by the Landmarks Preservation Commission; moreover the proposed controls/design guidelines lack many of the required elements according to the municipal code. It is staff's opinion that to meet the requirements for a conservation district, both of these areas must be addressed (see table below).

Design Guidelines Summary

Required Element (TMC 13.05.120)	Neighborhood Proposed Language	Comments, Key Questions
Height	“Building heights in the Narrowmoor additions shall be restricted to no taller in height than the existing ridgelines and or rooflines for reconstruction, remodels, and additions. New construction shall be no higher than the average roofline of the primary structures on adjacent properties so long as those structures are representative of original Narrowmoor construction. If an adjacent structure has been altered in a manner that increased its roof height or it consists of 3 levels inclusive of daylight basement, the nearest residence representative of original construction shall be used for the measurement. Exceptions to the height limit may be possible through the city’s variance application process. ¹ Applicant must show no	This is a relational height determination, meaning that the allowed height would be determined by the adjacent buildings. This could be a yes/no determination based on a building height survey. Another approach could be to control height through low roof pitch requirements and disallowing habitable stories above the entry level.

¹ A variance would not be needed if it is a design review application through landmarks, but exception language could be included.

	obstruction on marine, mountain and bridge views.” ²	
Scale	“Residential structures shall not exceed a single, main level, and a daylight basement.”	
Massing	<i>Not addressed</i>	A key characteristic of houses in the neighborhood is that they are horizontally massed, often asymmetrical, with an at grade entry on the uphill/eastern side, and that there are no stories above the entrance. The design guidelines should note this.
Exterior cladding and materials	<i>Not addressed</i>	Typical materials in the neighborhood include board and batten, brick and masonry veneer, striated siding, and some metal siding. The design guidelines should include an appropriate exterior material palette for new construction.
Building form and shape	“New and remodeled structures shall be consistent and compatible with existing structures in style and features. A-frames; flat roofed, unmodulated “commercial looking” structures, and similar, unsympathetic construction should be considered inappropriate for the area.”	It is difficult to quantify “commercial-looking.” This language should be further developed. Additionally, there are modernist structures with flat roofs in the neighborhood. Design guidelines could note massing and roof shapes/types.
Roof Shape	“Low pitched gable roofs shall be the norm, and may vary in degrees of pitch depending on various factors, including: where the structure is sited on the sloping topography of the lot, its roofline height and orientation, comparative height of adjacent homes, etc. Roof pitch shall not exceed 5:12.”	This language should be expanded to further describe materials and details. For example, to avoid “commercial –looking” structures, it could be noted that flat roofs should not have parapets.
Fenestration patterns and window materials/rhythm of openings	<i>Not addressed</i>	Window patterning is a key element in houses in the West Slope and should be reflected in the guidelines. Typical patterning was horizontally oriented. Western (view) side of house commonly has sliding glass doors and large expanses of glass. Eastern (uphill) windows tend to be minimized and placed high in the wall. Types common include fixed pane picture window, combination fixed pane and casement. Fixed pane for public areas, fixed and casement for bedrooms

² This is an extremely high standard to meet and difficult to evaluate.

Architectural details	<p>“No cupolas, railings, decorative railings, or accessory items such as roof mounted solar panels, wind energy devices, or the like shall extend the allowable roof height, nor shall such items be allowed if they are reflective of the sun and disruptive to the view.³</p> <p>Normal and necessary items, such as vent stacks, chimneys, and safety railings on decks are exempted so long as they are designed to be of minimal impact on the view, consistent with their essential functions.”</p>	Chimneys tend to be broad, either on end walls or interior. Large back decks often functioned as outdoor space.
Additions	<i>Not addressed.</i>	The placement of additions could be addressed in the guidelines. For example, discouraging or prohibiting additions above the main first level of house. According to original covenants, additions should be located at least 30’ from the front lot line and 7’ from side lot line, which is very similar to present zoning.
Main entrances	<i>Not addressed.</i>	Entrance configuration is a key design element in the district, especially if residents want to ensure that the structures appear residential in character. Entrances are typically at grade, asymmetrically placed, and subtly emphasized with architectural features such as a change in roofline or a skylight.
Landscaping/vegetation	“Trees or other tall growing vegetation shall not obstruct views and shall not exceed the rooftop height of the residential structure on the property.”	There are two primary concerns with this provision. Regulation of existing trees is beyond the scope of a conservation district per code. Furthermore, the regulation of trees for the purposes of protecting private views is not consistent with general public welfare.
Accessory structures and parking	“Minimal, detached accessory buildings may be allowed, to include garages, so long as their cumulative footprint does not exceed 1,000 square feet and do not exceed 15’ in height or otherwise impair views. ⁴ Detached buildings shall be of similar materials and colors to the residence (with the exception of all-glass greenhouses).”	<p>It should be noted that some Ranch houses were designed with prominent garages.</p> <p>Often, parking is accessed from the east (uphill) side of the lot, but it was not required by the Narrowmoor covenants.</p>

³ These items are generally out of the authority of a conservation district for existing buildings but could be reviewed on new construction.

⁴ These regulations for square footage and height are the same as R-1 zoning.

<p>Site plan and layout</p>	<p>“The cumulative footprint of the residence, garage and outbuildings shall not exceed 25% of the square footage of the residential lot.</p> <p>No residential lot shall be less than 12,500 square feet, to include individual existing lots, plots, assessor segregations, short plats or re-plats.⁵</p> <p>Where an original lot extends street to street, so shall any lots subdivided from the original.”</p>	<p>The minimum lot width in the Narrowmoor 1 covenant was 60’, which, combined with the through lot requirement, may achieve the objectives of the neighborhood in avoiding “stacked lot” shortplats.</p> <p>Homes should be sited on the upper (east) end of the lot and oriented on long axis toward west and northwest.</p>
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Are the proposed regulations within the scope of the conservation district tool?

There are several aspects of the proposal that exceed the scope of the conservation district authority.

- Vegetation. The conservation district only regulates the design of new buildings, additions to existing buildings, and demolition of existing buildings. There is no precedent in conservation districts for regulating trees or tall vegetation, although a landscaping plan could be required for new construction. Because it is also the City’s position that private views are not regulated, staff does not support the inclusion of vegetation in the regulatory authority of the conservation district.
- Creating a minimum lot size in an overlay zone that is more restrictive than the base zoning (R-1, 7500 SF) is problematic. Please refer to housing notes below.

Is the proposal consistent with City housing policies?

The comprehensive plan states that every neighborhood needs affordable housing (H-HA-6), and that the local housing market be fair and non-discriminatory (H-HF-1).

The proposal to have a minimum lot size of 12,500 square feet may not be compatible with the city housing policies, the typical lot size of the Narrowmoor Additions was 9,000 square feet. The quality of housing spacing/siting could be addressed by requiring minimum lot width of 60 feet (the typical lot width historically in Narrowmoor) as well as retaining the requirement that subdivided lots be through lots if the original lot was a through lot.

Based on feedback from the City Council, the West Slope Neighborhood Coalition must make every effort to remove the racially discriminatory language from its covenants. The West Slope Neighborhood Coalition transmitted a letter on this topic to the Mayor and Council indicating that the language has not been included in title reports for many years (see attached correspondence).

NEXT STEPS

Staff is seeking concurrence that the scope of the proposal, as modified, meets the minimum requirements for a conservation district. If not, staff seeks feedback on the items that have been either overlooked, or conversely, unnecessary elements.

Following feedback from the Commission, the City would like to engage with the neighborhood to discuss the changed scope of regulation, and proceed with further development of draft design guidelines.

RECOMMENDATION

1. Concur that the West Slope Neighborhood appears to meet the criteria for the establishment of a conservation district, per TMC 13.07.060.

⁵ See notes below under housing.

2. Concur that, within a conservation district, there must be review by the Commission for new construction, additions to existing houses, and demolition per TMC 13.05.047.
3. Concur that regulation of trees and vegetation is beyond the scope and authority within conservation districts.
4. Develop guidelines, to facilitate design review appropriate to the West Slope Neighborhood, which include guidelines for height, scale, massing, exterior cladding and materials, building form and shape, fenestration pattern and window materials, architectural details, additions, parking, main entrances, rhythm of openings, and accessory structures.
5. Remove minimum lot size requirement and address the lot size and subdivision issue through other guidelines.
6. Authorize staff to proceed with community engagement with a modified proposal as outlined above.

PRESERVATION PLANNING/BOARD BUSINESS

AGENDA ITEM 6A: Events & Activities Update

Staff

Staff will discuss the following events and activities:

Recent events

1. Maritime Fest Recap

Upcoming events/mark your calendars

1. Nitty Gritty Tacoma Salvage & Industrial Art Show-October 18th, 1-5pm @ Earthwise

Events planning

1. 2015 Preservation Month Planning
2. 2015 US Open Walking Tour Series
3. November Event Ideas (field trip, discussion/presentation, film, photo contest)
4. Holiday Mixer Planning-December 5th
5. January Board Retreat

Agenda Item 3A

Point Defiance Streetcar Station



August 27, 2014

Landmarks Preservation Commission
747 Market Street, Room 1036
Tacoma, WA 98402

Dear Landmarks Preservation Commission,

Attached is a Tacoma Register of Historic Places nomination form for the Point Defiance Streetcar Station, now called the Pagoda.

The Point Defiance Streetcar Station was built in 1913/14. It meets several of the eligibility criteria for inclusion on the Tacoma Register of Historic Places. It is associated with events that have made a significant contribution to the broad patterns of our history. Its history reflects national trends in transportation as it transitioned from streetcars to buses to obsolescence as a transportation hub with the rise in popularity of private vehicle ownership. The building also embodies the distinctive characteristics of a type, period, or method of construction with its Asian inspired roof atop an Arts and Crafts-styled main floor. Finally, the Pagoda, owing to its singular physical characteristics represents an established and familiar visual feature of Point Defiance Park.

Metro Parks Tacoma welcomes your review of our application and hopes that you agree that the Point Defiance Streetcar Station is worthy of listing on the Tacoma Register of Historic Places.

Sincerely,

Melissa S McGinnis
Historic and Cultural Asset Manger
253-305-1003
melissam@tacomaparks.com

Board of Park Commissioners:
Larry Dahl
Erik Hanberg
Aaron Pointer
Tim Reid
Andrea Smith

Executive Director:
Jack C. Wilson



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

**TACOMA REGISTER OF HISTORIC PLACES
NOMINATION FORM**

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

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

Property Name	
Historic <u>Point Defiance Streetcar Station</u>	Common <u>Point Defiance Pagoda</u>
Location	
Street Address <u>5801 Trolley Lane, Tacoma, WA</u>	Zip <u>98407</u>
Parcel No(s). <u>0221103000</u>	Legal Description and Plat or Addition: Section 10 Township 21 Range 02 Quarter 31 : & 4 GOVT LOTS 1, 2 & 3 14 21 2E D 2, 3 & 4 GOVT LOTS 1, 2 & 3 & S 1/2 OF SW ALSO 15 21 2E D 1, 2, 3 & 4 GOVT LOT 1, 2, 3, 4, 5 & 6 & E 1/2 OF SW BEING POINT DEFIANCE PARK 647.86 ACS M/L
Nominated Elements	
Please indicate below significant elements of the property that are included in the nomination by checking the appropriate box(es) below. These elements should be described specifically in the narrative section of this form.	
<input checked="" type="checkbox"/> Principal Structure	<input type="checkbox"/> Site
<input type="checkbox"/> Historic Additions	<input type="checkbox"/> Historic Landscaping, Fencing, Walkways, etc.
<input type="checkbox"/> Ancillary Buildings/Outbuildings	<input type="checkbox"/> Interior Spaces/Other (inventory in narrative)
Owner of Property	
Name <u>City of Tacoma</u>	
Address <u>747 Market Street</u>	City <u>Tacoma</u> State <u>WA</u> Zip <u>98402</u>
Is the owner the sponsor of this nomination?	Yes No <input checked="" type="checkbox"/>
Form Preparer	
Name/Title <u>Melissa McGinnis, Historic and Cultural Resource Manager</u>	Company/Organization <u>Metro Parks Tacoma</u>
Address <u>4702 S 19th Street</u>	City <u>Tacoma</u> State <u>WA</u> Zip <u>98405</u>
Phone <u>253-305-1003</u>	Email <u>melissam@tacomaparks.com</u>

11/2008

Landmarks Preservation Commission

Tacoma Community and Economic Development Department



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

Nomination Checklist—Attachments

- x \$100 Filing Fee (payable to City Treasurer)
- x Site Map (REQUIRED)
- x Photographs (REQUIRED); *please label or caption photographs and include a photography index*
- x Last Deed of Title (REQUIRED); *this document can usually be obtained for little or no cost from a titling company*
- Continuation Sheets
- x Historical Plans
- Other (please indicate): _____

FOR OFFICE USE

Date Received _____

Fee Paid _____

Narrative (continued)

PART 2: PHYSICAL DESCRIPTION

Extent of Changes

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

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

Physical Description Narrative

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

The Point Defiance Streetcar Station or Pagoda is a one-story building with a daylight basement on the northwest and southwest elevations. The building has two primary entrances- one on the northeast façade, and one on the southwest façade. The building occupies the far northeastern end of Point Defiance Park, at the end of Trolley Lane. The building sits on a rectangular poured concrete dais. Perimeter edges are marked with poured concrete piers. Directly to the east of the building is a large concrete patio which transitions to a formal Asian-inspired garden surrounded by the end loop of Trolley Lane; to the west is another larger Asian-inspired garden. Constructed in 1913/14, the building is representative of the 20th Century Historic Period Styles, with Far Eastern exterior details and American Arts & Crafts interior details. Key design features are the Irimoya tile roof with flared corners, omogegyo gable decorations, a curved roofline over the main entries similar to a Japanese Noki karahafu (or kara hafu) gable, flared exterior rafters, exposed interior rafters and the interior Arts & Crafts tiled fireplace surround.

To help explain these Japanese architectural terms: an Irimoya roof is called a “hip and gable” or a “gable on hip” roof in the United States. Gegyo are decorative roof boards used to cover ridge and purlin ends on a gable roof in Japanese architecture and often work in junction with verge boards. They were introduced to Japan from China and are thought to have existed in Japan as early as the 7th century. Omogegyo is the specific term for gegyos that cover the ridge end of a building. Karahafu is an undulating verge board, an iconic design detail in Japanese architecture. Hafu is the Japanese term for verge board. When it appears on the eave ends of a building, as opposed to the gable ends, it is called Noki karahafu.

The stretcher brick bond building is rectangular in plan with a green ceramic mission tiled roof. Eaves are deep with upturned exposed rafter tails. The foundation is poured concrete. The northeastern elevation has a large poured concrete patio that connects the building with the formal Asian gardens to the east. This is the main entrance for people that currently arrive by car, and was originally used by those that arrived by streetcar or trolley. The main entrance on the southwest façade is accessed by a large ornamental staircase, which descends down a level to a second Asian-styled garden, providing access to the rest of the park through walking trails.

The building’s footprint is larger for the basement level than the main floor, and extends below grade on the northeast and southeast elevations. On the northwest and southwest elevations the extended basement provides patio space for the main level. The patio perimeter is surrounded by poured concrete balustrades. Metal inserts were added between the balustrades in 2012 to ensure that the railing met building safety codes. On the northeast and southeast perimeters the transition is marked by evenly spaced concrete piers, which match the balustrade piers in scale and design.



Northeast Elevation

The northeast elevation faces an Asian-inspired park to the east. This small park area is surrounded by the end loop of Trolley Lane which streetcars used from 1914 to 1938 and buses utilized from 1938 to 1962. Within the loop at the end of Trolley Lane is a small Asian-inspired garden first developed in 1963 as a Japanese Garden by the Capital District of Garden Clubs.

A large poured concrete patio transitions from the park to the pagoda. The elevation has seven bays, a center bay with two pairs of double doors flanked on either side with three bays. The southern-most bay was filled in with brick during the 1988 remodel and now showcases a stucco wall treatment. Each of the remaining window bays has a series of three ganged triple-hung wood windows. The top sash has six lights, while the middle and bottom sashes are one-over-one units. The upper sash is no longer operable, and essentially functions as a transom. The lower two sashes are operable. With the exception of concrete sills, the windows do not have exterior trim. The center entry doors are wood, single light units with brass kick-plates, hand-plates and hardware. The brick arch over the entry door bay is articulated with radiating bricks. Above the doors is a large arched transom, filled with 33 lights. Exterior wall-mounted lights are located on either side of the entry doorway and on each end of the elevation. The lights are copies, cast from the original units in 2010, after a number of the original light fixtures were stolen. A single glass globe is topped with a metal pagoda-styled top and an oval back plate. All of the exterior building lights showcase this design.

The roof flares at the corners and large exposed rafter tails extend to the end of the roofing deck. The roof directly above the entry door is curved, similar in styling to a Japanese karahafu gable. A gable dormer is located directly above the entry door and is filled with wood lattice. An omogegyo gable decoration, highlighted by a bright red rosette, accents the dormer end. Exposed gutters and copper downspouts are copper until they reach the top of the window opening. At this point they change to cast-iron, providing more strength and accommodating vandalism concerns.

Northwest Elevation

The northwest elevation's two bays are not evenly spaced on the wall; the center portion of the wall is brick, to accommodate the large interior fireplace. Each bay has two ganged triple-hung windows. The top sash in each unit has six lights while the bottom two sashes are single light units. The flared exposed rafter tails and copper gutters visible on the main elevation are continued. The gable end is bisected by a large brick chimney. The chimney is capped with a tile gable roof. Gable ends are perpendicular to the northwest wall. The top of the chimney is open, similar to a belfry. Exterior wall-mounted lights are located on each end of the elevation.

The daylight basement portion of the elevation is banked into the landscaping and tapers into the earth at the northwest portion of the site. This level serves as the "pedestal" that lifts the pagoda out of the ground, and it extends several feet beyond the perimeter of the main floor, serving as a patio. True to Japanese donjon architecture, the pagoda's basement level flares out slightly at grade, although instead of meeting at an angle, the corner is curved and undulates.

The basement level of the elevation has five bays. The northeast most bay has a hopper window with twenty-seven lights. The bay to the southwest has a single door, set to the southwest side of the bay. The door has a new metal and glass unit, with false muntins creating eighteen "lights." The door is accessed by six poured concrete steps that



lead from the sidewalk down to the entry. To the northeast of the door is a wall mounted light fixture, identical to those on the rest of the structure. To the southwest of the door are three bays, each with a large hopper window with twenty-seven lights. The window in the first bay has frosted glass to provide privacy for the bathroom it serves.

The perimeter of the basement elevation has an ornate concrete and metal balustrade where the basement ceiling becomes a patio for the main level of the pagoda. Large poured concrete piers taper in at the top and are capped with a thin rectangle. Two horizontal poured concrete rails connect the piers. The upper rail is connected to the lower rail with two vertical struts while the lower rail is connected to the patio with a single vertical strut. The open space between the railings is latticed with a series of connected metal rectangles, creating an Asian-inspired fretwork. Although the concrete balustrade is original, the metal work was added in 2012 to address building code requirements.

Southwest Elevation

The southwest elevation is identical to the northeast elevation. It has seven bays, a center bay with two pairs of double doors flanked on either side with three bays, most of which are filled with ganged windows. The southernmost bay was filled in with brick during the 1988 remodel (the original bay opening is visible due to different brick and mortar colors.) A new glass door with false muntins occupies the north end of the bay. The door opening has a brick header jack arch. Each of the other window bays has three ganged triple-hung wood windows. The upper sashes have six lights, while the lower sashes are one-over-one units. The center entry doors are wood, single light units, with brass kick-plates, hand-plates and hardware. Above the doors is a large arched transom, filled with 33 lights. Exterior wall-mounted lights are located on either side of the entry doorway and on each end of the elevation.

The roof flares at the corners and large exposed rafter tails extend to the end of the roofing deck. The roof directly above the entry door is curved, similar in styling to a Japanese karahafu gable. A gable dormer is located directly above the door and is filled with a dark brown wood lattice. An omogegyo gable decoration, highlighted by a bright red rosette, accents the dormer end. Exposed gutters and copper downspouts are copper until they reach the top of the window opening, where the material changes to cast-iron.

The daylight portion of the southwest elevation, like the northwest portion, serves as a "pedestal" that lifts the pagoda out of the ground, and extends a patio out from the main floor of the building. The basement level of the elevation has eight bays. Additionally, a wide staircase, centered on the façade, descends from the main patio level of the building down to the garden level on the southwest elevation. The staircase is centered on the façade, with four bays flanking each side. The bay pattern, starting from the northwest end of the elevation is window, double doors, window, window, large staircase, then window, window, double doors, and mechanical vent. All windows are hopper units with twenty-seven lights. The double doors are new metal and glass unit with false muntins. The double doors on the north end of the elevation have a larger left unit with eighteen "lights" while the unit to the right is smaller and has twelve "lights." The doors to the south have the smaller twelve "light" unit to the left with the larger eighteen "light" unit to the right. Both sets of doors are accessed by a poured concrete sidewalk running parallel to the building, with additional sidewalk leading off to the entries. The doors on the north end are handicap operable. The push pad is located on a large pier several feet away from the door. To blend in with the site this new pier mimics those of the main floor balustrade. The large center staircase has eleven steps, a wide landing, and then ten additional steps. The staircase has a solid concrete banister wall on either side, terminating in a tapered pier at the base of the stairs. A metal pipe railing divides the center of the stairs.

The perimeter of the basement elevation continues the ornate concrete and metal balustrade from the northwest

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elevation. The balustrade makes a 90 degree turn to the southwest at the end of the building and continues for three additional units before ending by a poured concrete staircase with eighteen stairs. The staircase connects the grade at the daylight basement with the road and higher park elevation above.

Southeast Elevation

The southeast elevation has two bays, evenly spaced on the wall. Each bay has three ganged four-over-one, double-hung windows. These windows, smaller than those on the other elevations, are set higher in wall and divulge the utilitarian nature of the southeast end of the building, that provides support services for the main portion of the building which is a large public meeting room. The flared exposed rafter tails and copper gutters visible on the main elevation are continued. The gable end is filled with a dark brown stained wood lattice and a scroll-cut gable end is highlighted with a bright red rosette. Exterior wall-mounted lights are located on each end of the elevation.

Interior:

Main Floor:

The main floor of the building is predominately occupied by one large meeting room, which has a heavy Arts & Crafts design influence noted in the exposed brick, art tile fireplace, terra cotta tile floor, and the series of articulated king trusses. Exterior walls are untreated brick laid in a stretcher pattern, while the bottom course of brick is a darker glazed soldier row. All window and door trim is stained a dark brown. Wall-mounted light fixtures, identical to those on the outside of the building, are located between each window and door bay and additional up-lighting is hidden at the top of the trusses.

The open roof visually dominates the building with six large king post trusses. The dark-stained trusses are unusual since the king post is not wood, but is a slender metal tie-rod with cast-iron scroll-work ornamenting the center. The intersections of the lower chord with struts, and the struts with the tie-rod and principal rafters are ornamented with simple scroll saw cutouts. The tongue and groove ceiling is painted white, providing a high contrast with the trusses.

The northwest elevation is anchored by a fireplace with a brick and tile mantle. The fireplace has no hearth, and rests directly on the tile floor. The fireplace box has a jack arch and is covered with a cast iron grill, custom made by a Metro Parks Tacoma welder during the late 20th century. The mantle is made from two corbeled brick courses, with a brick drop spindle on each end, formed by two rows of corbeled brick. The bottom three rows are stretcher bricks, while the top row has vertical headers. The mantle is made from poured concrete inlaid with fifteen square Arts & Craft tiles evenly spaced across the front, and two additional tiles on each end. The tiles alternate between a geometric piecework design and images of seagulls, the ocean, a deer, a lion, a Robin Hood attired hunter complete with long bow, a rabbit and a dog. Blue and green are the dominate tile colors. Above the mantle is a large rectangular inset mosaic composed with square and rectangular art tile. The square tiles comes in two sizes, both have a piecework design. The plain tiles are green while those with piecework are green and cobalt blue. Each of the four corner tiles has a landscape design. On either side of the tile mosaic is a wall-mounted light fixture, identical to those on the outside of the building. While all of the exterior light fixtures are reproductions, the interior wall-mounted lights are the original. The floor is covered with the original hand-made terracotta tiles, which extend through the entire main level, into the kitchen and bathroom portions of the building. The tile was manufactured by the British company Dennis Ruabon Tiles. In operation from 1878, the company still uses local Welsh Clay. A few of the original tiles needed replacement during the 2012 remodel. The replacement tiles were ordered from Dennis Ruabon Tiles.

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The southeast end of the building, less than 25% of the floor's square footage, provides space for a commercial kitchen and accessible restroom. This space is divided from the main room by a partial wall, which rises just to the top of the window lintel, a few feet below the bottom of the king posts. The wall is paneled on the bottom third, while the upper third has a smooth coat drywall finish. Most of the commercial kitchen fixtures line the southeast wall. This portion of the building can be independently accessed by the new door on the southwest elevation. The galley kitchen is open at the east and west ends to the main portion of the building. The east end of the galley kitchen also provides access to a single restroom with three telescoping rooms: a changing room, a toilet room, and a storage closet.

Access to the basement is provided by stairwells along the northeast and southwest walls, towards the north end of the building. These staircases are divided from the main floor with brass railings. The southeastern staircase has a new stair lift on the far southeast side. Both stairwell walls are lined with large white marble slabs. The brass railings are reconstructions based on historic photographs. The original railings are thought to have been removed during a 1960s remodel or the 1988 remodel.

Downstairs:

The downstairs provides meeting space, food service support, restroom facilities and substantial storage areas. Twichell's original floor plan shows the location of two large restrooms, a women's retiring room, a first aid room, and storage area for the concession area on the main floor and generalized storage. The smoking room for men mentioned in a January 18, 1914 article in *The Daily Ledger* does not appear on Twichell's blueprints and its location within the basement area is not known. The 1988 remodel moved the location of the women's bathroom from the current commercial kitchen to the northwest, where the multipurpose room is now located. The 1988 remodel converted the original women's restroom to a storage area but left the white subway tile walls, hexagonal white tiles on the floor and marble stall dividers. The northeast perimeter of the floor, which currently serves as storage and mechanical space, was originally a dirt floor storage area.

Almost all finishes for this level are new. Floor coverings in the commercial kitchen and bathrooms are tile; interior hallways, meeting rooms and multipurpose rooms have carpet flooring. The hall between the two staircases has a cut stone floor. Marble originally used in the restrooms was recut in the 2012 remodel and now serves as baseboards for the main entry vestibule and the hallway between the two staircases. The ceiling in this area has a suspended wood plank surface, made from original tongue and groove ceiling on the main floor which was damaged by the fire. The timbers were re-milled and cut for the downstairs. Wherever possible, the original concrete foundation walls were left exposed.

There are two main entry doors on the southwest façade. Entering the southern-most door there is a small vestibule, with a large storage room to the south, accessed by a pair of double doors. This storage area leads into another storage room to the southeast, which then leads into a mechanical/electrical room. On the northwest vestibule wall a single door provides access to a small meeting room. The vestibule has a hallway at the northeast end which runs to the northwest. Parallel to the hallway is a large meeting room, which is accessed by a door at the northeast end of the vestibule and a door at the northeast end of the hall. The meeting room has an accordion divider running along the northeast-southwest axis, which can partition the space into two smaller rooms. Two small storage rooms can be accessed from the northeast wall and the northwest wall. The hallway outside the large meeting room continues northwest, past a storage closet under a staircase, through a door accessing a serving kitchen and ends in the southwest vestibule. The southwest vestibule has a double-door entry on the southwest wall. This entry has an access door to the serving kitchen on the southeast wall. The vestibule continues northeast and provides access on the northwest wall to a large multipurpose room (typically used for bridal parties as staging/changing areas). This

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room has a doorway leading to a unisex restroom, which leads to a small west entry vestibule. The west entry vestibule has an exterior door on the northwest wall and provides access to a small multipurpose room to the northeast, which is also utilized by bridal parties. The west and southwest entry vestibules connect into a hallway that serves as a landing for both the staircases that access the main floor of the structure, and provides access to a men's restroom to the northeast. Between the two staircases are a large woman's restroom and the hallway that connects back to the northeast portion of the building with the serving kitchen and large multipurpose room.

Changes:

In spite of its age and damage caused by a 2011 fire, the building retains a remarkable degree of integrity. Brick walls and chimney, windows, marble stairwells, most terracotta floor tiles, and three-quarters of the roof tiles are original. Secondary metal restraints were added to the concrete balustrade to address modern code requirements. The tops of the balustrades were also removed and six inches of concrete was added to the top of the balustrade at which time the tops were replaced to meet modern height codes for guard rails. A small tiled cupola missing since the mid-1930s was reconstructed based on historic photographs and placed atop the chimney as seen in historic images. During the repairs it was discovered that the concrete staircase on the southwest elevation was structurally unsound. It was replaced with a new staircase matching the original in size, scale and design.

The main floor interior still retains original tile work, wall finishes, light fixtures and the majority of the original trusses. Due to the extreme smoke and fire damage all wood on the roof of the building was replaced including the main floor interior tongue-in-groove ceiling which was cleaned and re-milled for use in the basement area. The entire commercial kitchen and restroom portion of the main floor is also new as is the new interior wall dividing the kitchen from the main hall area. The woodwork design on this interior wall is based on a historic photograph of the interior showing a concession counter at the south end of the building.

Changes to the building have primarily occurred in secondary spaces. The entire basement area was gutted following the fire and waterproofed. The entry doors on the basement level are new; their dimensions support contemporary code requirements. One replacement window was built based on the design and dimensions of the originals for the window to the south of the grand staircase. The original was removed during a remodel in the 1960s. The arrangement of the basement, which provides support services for the main floor, was completely reconfigured during the 2011 remodel. Historic materials that were salvageable were repurposed and reused, including marble from the original restrooms and re-milled lumber from the original main floor ceiling.

PART 3: HISTORICAL OR CULTURAL SIGNIFICANCE

Criteria for Designation

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

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

Historical Data (if known)

Date(s) of Construction	<u>1913/1914</u>	Other Date(s) of Significance	<u>1938, 1962, 2013</u>
Architect (s)	<u>Luther Twichell</u>	Builder	<u>Michael J Westerfield</u>
		Engineer	<u>N/A</u>

Statement of Significance

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

The Point Defiance Streetcar Station was completed in 1914 replacing an earlier rustic streetcar shelter in the same location in Tacoma's Point Defiance Park. Its significance relates to the transportation history of the community which, in turn, reflects national trends in transportation. As American cities expanded and developed in the later part of the 19th century and early 20th century, streetcar lines to popular destinations helped real estate developers expand farther from the city center and entice residents to move further away. The Streetcar Station's conversion to a Bus Station in 1938 is typical of many cities across the country that eliminated their streetcars for buses as the primary form of public transportation. The rise of personal vehicle ownership and falling public transportation revenue in the 1950s led to the bus station's closure in 1962. The building's Asian-inspired design was suggested by Sydney Hare and his son, Herbert, who was a student of Frederick Law Olmsted's at Harvard. Hare & Hare's 1911 Master Plan for Point Defiance Park suggested the use of Asian architecture for any new construction in the park. The final design by Tacoma architect Luther Twichell is a unique blend of Arts and Crafts styling for the building with an Asian-inspired roofline and unlike any other building in Tacoma.

The Point Defiance Streetcar Station (renamed the "Pagoda" in 1960) is associated with events that have made a significant contribution to the broad patterns of our history in the areas of Transportation and Architecture. As one of the city's more substantial streetcar stations, the Point Defiance Station's history tells the story of Tacoma's transportation history from the era of streetcars to the transition to buses and finally closure of the station in 1962 when private vehicle ownership rendered the route no longer profitable. The building's unique Asian-inspired architecture was suggested by the work of the prominent landscape architectural firm of Hare & Hare. With its unique Asian-inspired roof lines and Arts and Crafts main floor and interior, the streetcar station also embodies the distinctive characteristics of a type, period, or method of construction and represents a significant and distinguishable entity. The streetcar station's significance dates from 1914, the year it was complete, to 1962, the

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year in which its service as a stop for public transportation in Point Defiance Park ended with the closure of the bus line.

The Streetcar Station is located in Point Defiance Park, a peninsula at the northwest end of Tacoma, Washington. It is surrounded on three sides by the waters of Puget Sound. The peninsula was named Point Defiance when Charles Wilkes of the U.S. Exploring Expedition described its defensive potential for protection of Puget Sound. This led to President Andrew Johnson setting aside 640 acres of Point Defiance as a federal military reservation in 1866¹; just one year after Tacoma's first settler Job Carr staked his claim on Commencement Bay.

Due to its federal designation, Point Defiance remained undeveloped as the city of Tacoma continued to grow following the establishment of Tacoma as the western terminus of the Northern Pacific Railroad in 1873. Along with the railroad came speculators and real estate developers who purchased large tracts of land outside the city center for future home sites. These developers partnered with streetcar line builders to provide the necessary public transportation to access these new home sites. In 1888 Isaac Anderson, Allen C Mason and Hugh Wallace spearheaded a move to petition the U.S. Congress to let the city use the undeveloped Point Defiance military reservation as a park. It was seen as the ideal terminus for their new streetcar line running from downtown Tacoma through their new housing developments in Tacoma's north and west ends of town.²

Once President Grover Cleveland signed the bill allowing use of the land for a park, Mason began constructing the Point Defiance Tacoma and Edison Railway Line. On March 1, 1890 Mason drove the final spike at an opening day ceremony.³ A rustic wooden station was built for riders to await the arrival of the next steam-powered streetcar. Just two years later, the Point Defiance Tacoma and Edison Railway changed from steam-power to electric streetcars. The twelve mile trip from Point Defiance to Edison (South Tacoma) took one hour and twenty minutes.⁴

With the streetcar came rapid development of the park by private investors working in partnership with the City of Tacoma's appointed Park Board. Soon the streetcar line had to add extra routes to accommodate the weekend traffic. The Point Defiance Tacoma and Edison Railway merged with the Tacoma Railway and Power Company (TRPC) in 1899. The TRPC acquired many of the smaller streetcar companies in an effort to provide more reliable streetcar service to the community.⁵

As Point Defiance developed and the city acquired other large tracts of land for parks, several community leaders foresaw the need for greater financial support for the growing park system. They successfully lobbied for state legislation to allow the formation of separate taxing districts just for parks. In 1907 Tacoma's Metropolitan Park District of Tacoma was the first such "Park District" in the state. Even with the establishment of the Park District, Point Defiance Park continued to be owned by the City of Tacoma while it was managed and operated by the Park District. This situation is still in place today. One of the early objectives of the elected Board of Commissioners was to hire a professional landscape architecture firm to develop a Master Plan for Point Defiance Park. In 1911 they hired the Hare & Hare firm of Kansas City, Missouri.⁶

Sidney Hare is recognized, along with other notable pioneer landscape architects such as Frederick L. Olmsted and Henry Wright for building on landscape architecture's dual heritage as a fine art and a profession of social environmental reform.⁷ Their philosophy was that the improvement of American society through harmonious landscapes and public spaces, which would be open to all people and would serve as an antidote to the increasing urbanization of post-Civil War America. Parks were to be graceful, democratic, pastoral and rejuvenating, separate from the intrusions of daily life, and sheltered as much as possible from conflicting uses. Their vision was to make nature the focus of their design with the buildings and manmade objects often in the background. Since the land

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dictates the design, each project is an experiment, an innovation in response to the specific site.⁸ Sidney Hare's son, Herbert, studied landscape planning at Harvard University with Olmsted as his principal instructor. In fact, Herbert was one of the first six students in the United States to formally prepare for the new profession of landscape architect.⁹ Later, Hare & Hare collaborated with George Kessler and J.C. Nichols on the plan for the new town of Longview, Washington in 1922. It was the largest pre-planned city of its time outside Washington, D.C.¹⁰

Hare and Hare spent two weeks in Tacoma exploring the park, taking measurements and photographs. Included in their recommendations was the concept that any future buildings within the park should have a unified theme. They recommended the use of Japanese-style architecture and provided preliminary drawings of how these buildings would look and fit into the natural contours of the park. As examples, their report included photographs of the Japanese-influenced Camel House at the Washington Zoo which was designed by Olmsted, numerous postcards of Japanese architecture, as well as, postcards showing other American parks such as San Francisco's Gold Gate Park and Chicago's Jackson Park both of which contained Japanese Tea Houses.

From the mid-19th century to the early 20th century there was great interest in eclecticism in architecture with influences from Greek, Roman, Egyptian, Middle-Eastern and, to a lesser degree, Asian design. The Japanese exhibit at the 1893 Columbian Exposition drew great interest from American architects. The buildings erected by the Japanese Government were one of the few architectural diversions from the then-popular Beaux Arts style that dominated the exposition. These Japanese buildings were reportedly the inspiration for Frank Lloyd Wright's Prairie Style of architecture featuring flat roofs with broad overhangs, windows grouped in horizontal bands and solid construction. The joinery in Japanese architecture and emphasis on wood construction also made it a natural influence for the popular Arts and Crafts movement in the United States. Japanese influence in architecture at the turn of the century can be seen in Greene and Greene's Gamble House (1908) of Pasadena, California but it is not common in the United States nor can it be found in other Tacoma buildings of the time. Only one other building in Point Defiance Park, the Pheasantry (1914) had a similar Japanese-styled tile roof.

Included in the Hare & Hare report was a recommendation for a new streetcar station to replace the existing small rustic shelter. They also recommended that improved comfort stations were needed for the growing park visitation, also in the Japanese-style. These suggestions were not without controversy. When Hare & Hare's designs were shown to the public, some people questioned the use of Japanese-style architecture in Point Defiance Park. At the time, all of the other major buildings in the park were made of wood and based on rustic styles of architecture.

The President of the Park Board, architect Frederick Heath, responded; "The selection of a permanent style of architecture was given much serious thought by both Mr. Hare and the members of the board...it was thought best not to use formal or classic motifs, but some more akin to the natural treatment of the grounds, derived directly from nature. The rustic style was considered, but discarded because of its perishable nature and of the expense of doing such work really well. It I was finally decided to use the Japanese style because of its being more permanent and taking its ideas directly from natural forms more than any other expression of construction...The Japanese, in their treatment of park architecture...aim to fit their work to natural conditions and to not force anything artificial."

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Hare & Hare's report also noted that "...the car line is well located. The car service, however, could be much improved and the loading and unloading station changed to meet the demand. The present system of poles and trolley wires, which mar the entrance, should be replaced with central poles, having arms carrying the trolley wires."¹² As the streetcars began switching from steam dummies to electrical power in 1892, the proliferation of

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poles and wires did distract from the natural beauty of the park and the scenic vistas near the entry.

In 1913 the Park District hired Tacoma architect Luther Twichell to design a new "Unloading Station" for Point Defiance Park to replace the aging streetcar shelter. He was requested to base his design on the guidelines and sketches from Hare & Hare's plan and to include comfort stations for men and women.¹³

Twichell (1867–1939) graduated from the University of Minnesota in 1888 and served as head of the architectural department of the Minneapolis Machinery & Steel Company from 1901 to 1908 before coming to Tacoma.¹⁴ In 1908 he formed a partnership with Frederick H. Heath that lasted only two years. Heath and Twichell were former associates in the drafting department of the Warren H. Hayes architectural establishment in Minneapolis, Minnesota. The firm of Heath and Twichell became one of Tacoma's most prominent architectural firms. Even though their partnership was short-lived, it can be presumed that the partnership disbanded amicably since Heath was the President of the Board of Park Commissioners when Twichell was hired to design a new Pheasantry for the zoo in 1912 and the new streetcar station in 1913. Twichell became the founder and first president of the Architect's Club of Tacoma. In 1920 the *The Daily Ledger* reported that the Wilbur R. Todd home at 502 N Stadium Way, a Dutch colonial which Twichell completed in 1911, was voted one of Tacoma's three most beautiful houses.¹⁵ For reasons unknown, Twichell returned to Minneapolis in 1916 where he retired in 1932. He died just seven years later in Tacoma while visiting his daughter and son-in-law who had remained in the Tacoma area.

Six of the Twichell designed buildings in Tacoma are still standing, including the Todd residence on Stadium Way. In addition, the 1912 Colonial Hotel and 1916 Dr. H. J. Whitacre Building are still in existence. None of these designs were inspired by Japanese architecture. However, Twichell did also design a new Pheasantry for the Point Defiance Park Zoo in 1912. Based on the recommendations of Hare & Hare, the Pheasantry had a Japanese-inspired tile roof. The Pheasantry no longer stands and the exact date of its demolition is not known. The only known Twichell projects based on Japanese design are the Pheasantry and the Streetcar Station indicating that he relied upon Hare & Hare's drawings for his inspiration for both projects.

After Twichell's design for the streetcar station was presented to the public, a February 9, 1913 article in *The Daily Ledger* stated that, the Park Board is building an "oriental pavilion" in Point Defiance Park to replace the existing streetcar station. It is to be built in a "pagoda design".¹⁶ This may be the first use of the word "Pagoda" to describe the new Streetcar Station or Unloading Station; the term used on all formal documents describing the building.

On April 20, 1913 another article in *The Daily Ledger* described the building plans in more detail. "The new streetcar station will be a modern building, original in design. It will be of permanent construction of concrete and tile (60x120) and have two stories. There will be a woman's room with an attendant in the summer and easy chairs and couches to lie upon if they are tired with a tramp through the long areas of the park. There will also be a first aide hospital room and a medical chest with all the tinctures, pills and bandages necessary. There will be a hospital room on the first floor but no attendant will be employed as generally in crowds when accidents happen there are doctors near at hand. The equipment will even include an operating table and a small set of surgical instruments. Estimated cost \$16,000."¹⁷ The hospital room was relocated to the bottom floor as plans developed and the Park District decided to add a carpenter shop and room for the working men to the bottom floor or basement.

On April 22, 2013, when bids were opened for construction of the new streetcar station, the costs were much higher than the Park Board had anticipated. The Board asked Twichell to revise his design to help reduce the cost. It is not known if Twichell's existing blueprints (in the collection of the Tacoma Public Library's Northwest Room) are the original or the revised drawings but they do not reflect the more ornate roof design originally suggested by

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Hare & Hare.

General Contractor Michael J. Westerfield (1863 – 1951) was awarded the contract to construct the new streetcar station on May 6, 1913. Originally from Norway, Westerfield came to Tacoma in 1901. The 1903 Tacoma City Directory lists his occupation as carpenter. By 1905 he is listed as a contractor. He continued building homes and other public buildings in the area until the late 1920s. Examples of his work may be found at 2901 North 29th Street (1906), 3202 North 29th Street (1907), 502 North I Street (1904) and the Pierce County hospital. None of his other known projects reflected the Japanese influence of the Point Defiance Streetcar Station.

As construction progressed, on January 18, 1914 *The Daily Ledger* reported that “the anticipated cost is now up to \$30,000. There will also be a large smoking room for the men and the lavatories will be finished in marble.”¹⁸

The new Streetcar Station opened to the public on June 14, 1914.¹⁹ Large crowds rode the streetcar to Point Defiance Park to view the station with its Japanese-inspired roof and substantial brick first floor with windows all around and a large tiled fireplace inside to warm the building on cold days. A small concession area located in the southeast end of the room offered souvenirs of the park such as postcards and rental rackets for those wanting to enjoy a game of tennis. There were also water fountains on either side of the room. The new comfort stations or restrooms on the bottom floor with their marble lined stalls were a welcome addition to park amenities. Since the new Streetcar Station was in the same location as the original shelter, the Tacoma Railway & Power Company was able to use the same streetcar lines.

As streetcar riders exited the cars they entered the Station through two sets of double doors on the northeast side of the building where they found comfortable rocking chairs, a tiled fireplace and two separate marble staircases leading to the comfort stations in the basement. Upon exiting the building on the southwest side, they proceeded down a broad concrete stairway to pathways leading to the other areas of the park – the gardens and zoo to the south and the waterfront and boathouse to the north. At the intersection of the pathway leading to the waterfront a monument to the *U.S.S. Maine* was placed in 1913.

In 1898, the Park Board had petitioned the U.S. Secretary of War for a relic from the *U.S.S. Maine*, whose sinking in Havana Harbor had just occurred on February 15, 1898. It was an event that shocked the United States, resulting in the loss of 260 American lives and marking the beginning of the Spanish American War.²⁰ Many American communities sought to memorialize this tragic loss of life with a memento from the sunken battleship. It resonated with the American public then in a way that we might equate with the September 11, 2001 tragedy. In 1912, the Park District obtained a shell donated by veterans of the Spanish-American War and installed it on a base with a commemorative bronze tablet at a grand unveiling on Memorial Day 1913.²¹ The monument remains in the same spot today at the head of the path to the waterfront.

It was not until December that light fixtures were installed, “...fine large lights in the main waiting room, a row of specially designed bracket lamps all around the outside of the Station, and the necessary lights in comfort stations, women’s rest rooms, emergency hospital, work shop, etc.”²² The original light fixtures still hang in the interior of the building. Unfortunately, most of the original fixtures on the exterior of the building were stolen over time but reproductions were made from a cast of one of the original lights.

The Point Defiance Station served Tacoma’s streetcars until 1938. By this time, many new roads had been constructed in the city and the streetcars found it harder to operate in an environment increasingly dominated by personal automobiles. The first of a fleet of 85 buses purchased by the Tacoma Railway & Power Company arrived

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on February 9, 1938. The company hoped that by switching from streetcars to buses it would have the most modern mass transit system on the West Coast.²³ City buses were seen as more economical and flexible. Buses could carry a number of people similar to that in a streetcar without tracks and the associated infrastructure. The last streetcar ran in Tacoma on April 8, 1938. In October of that year all old streetcar rails had been removed and loaded aboard ships for sale as scrap metal. To accommodate the new rubber-tired buses all streetcar tracks leading up to the Point Defiance Station were removed and the roadway was paved but the turn-around loop in front of the station remained in the same shape and configuration. Even though the loop at the end of the line remained consistent, the route from the entry of the park was altered in 1957 when the roads were redesigned to accommodate additional parking and a new ferry landing on the waterfront.

The name "Pagoda" must have been a popular common name for the Bus Station because on May 9, 1960 the Board of Park Commissioners voted to officially change its name to the Pagoda Bus Station.²⁴ Even though Point Defiance remained a popular destination for Tacoma residents and visitors, ridership on the bus line continued to fall throughout the 1950s and early 1960s as more people chose to use their own personal vehicles rather than public transportation. The Tacoma Railway and Power Company, a private company providing bus service to the community, was struggling to survive financially. The City of Tacoma purchased the company in 1961 and renamed it Tacoma Transit. Ridership throughout the system continued to decline, employees were laid off and many routes were discontinued. In 1962 the Pagoda Bus Station was closed ending a 72 year history of streetcars/buses pulling into Point Defiance Park and circling around the final loop at the end of the line as they dropped off passengers and picked up those waiting to head home.

Once the Pagoda Bus Station closed, the Park District entered into a partnership with the Capital District of Washington's State Federation of Garden Clubs to operate the old streetcar station as the Pagoda Garden Center for flower shows, floral arrangement demonstrations, and a variety of social gatherings.²⁵ The Garden Clubs added an interior wall on the main floor to house a kitchen facility and remodeled one of the downstairs rooms for a private meeting space. In 1963 they developed a small Japanese Garden within the loop of the old streetcar/bus turnaround road, now called Trolley Lane, to beautiful the entry to the Pagoda and compliment the Japanese-style roof on the building. The garden was further improved in 1982 when a Torii Gate and Shinto Shrine from Tacoma's sister city, Kitakyushu, Japan was placed in the garden. The gate and shrine were received in 1961 and had been on display on the grounds of the Washington State Historical Society until their relocation in 1982.²⁶ A third piece of art was added in 1984 when Nikkei Jin Kai, a Tacoma-area community service organization donated a Yukimi-doru, or Japanese hand-carved granite lantern for the Japanese garden.²⁷

In 1983, the Park District ended its partnership with the Garden Clubs and began utilizing the Pagoda as a rental facility. Five years later the building underwent a significant repair project. Broken roof tiles were replaced; the building, which had been painted several different colors in recent years, was returned to its original shade of green based on analysis of original paint discovered during repairs; the kitchen facility was reduced in size and the wall separating it from the main portion of the room was relocated further to the southeast; a bank of windows on the south/southwest corner was removed and an accessible door installed; a second bank of windows on the east/northeast corner was filled in with brick, and, an accessible restroom was also added to the main floor. In the basement, the women's restroom was relocated; a small room was remodeled for a dressing room; the men's restroom was completely remodeled; and, all equipment brought up to modern codes. The remainder of the basement was then used for storage.

This was the situation until April 15, 2011 when a fire set by an arsonist caused significant damage to the building. As described in the earlier narrative detailing the physical characteristics of the building; despite the fire damage,

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the Pagoda retains a remarkable degree of integrity. Even though all of the wood underneath the tile roof and approximately 25% of the roof tiles had to be replaced, the Pagoda's brick walls, windows and roof design remain as they were in 1914. The great majority of the changes occurred in the secondary spaces of the basement. Effort was also made to tie the building's Streetcar Station history into the repairs by installing metal rails in the concrete patio around the end of Trolley Lane designating where the streetcars first traveled in 1890. The Point Defiance Park Pagoda is one of only four streetcar stations still remaining in Tacoma. The station at 702 A Street was converted to an office building in 1974. The one at 3902 South 12th Street is used as an antique store and the third is an empty brick building at 8060 Yakima Ave. South that was the powerhouse for the Tacoma & Fern Hill Line.²⁸

Since re-opening in January 2013, the Pagoda continues as a premier rental facility for events of all kinds and stands as a testament to the designers, builders and early Park Board who explained that; "While the building was expensive, the board members thought it the wisest economy to build permanently" so that "it will be in excellent condition for use by the 4th generation."²⁹

Endnotes:

- ¹ Charles Wilkes, U.S.N., *Western America, Including California and Oregon, with Maps of Those Regions and of "The Sacramento Valley,"* Philadelphia: Lea and Blanchard, 1849.
- ² Herbert Hunt, *Tacoma: Its History and Its Builders,* Chicago, The S.J. Clarke Publishing Company, 1916 Vol. 1, 132.
- ³ *Ibid,* Vol. 1, 476.
- ⁴ "From Horse Cars to Stream Lined Buses...It's Only a Matter of 50 years." *Tacoma Times.* June 10, 1938.
- ⁵ "Tacoma Railway and Power Company," *Tacoma Tribune,* February 12, 1918.
- ⁶ Minutes of the Metropolitan Park District Board, October 31, 1910.
- ⁷ William H. Tisler, editor. *American Landscape Architecture, Designers and Places,* (Washington, D.C., The Preservation Press, 1989, 68.
- ⁸ Doug Blonsky, Lucy Lawliss, Catherine Nagel, "Olmsted Ramble: a look at the legacy of Frederick Law Olmsted, Sr.," *Common Ground.* Spring 2008, 12 – 21.
- ⁹ Cydney Millstein, "History of Landscape Architecture Firm of Hare & Hare," State Historical Society of Missouri Research Center-Kansas City. October 4, 2011. (www.umkc.edu/whmckc/hare/hare%20history.htm.)
- ¹⁰ Mel Scott, *American City Planning Since 1890,* (Berkeley, University of California Press, 1969, 234.
- ¹¹ Judith Kipp, "The Pagoda", unpublished manuscript, June 22, 1987.
- ¹² "Architect Revises Point Defiance Park Plans," *The Daily Ledger,* August 13, 1911.
- ¹³ Minutes of Metropolitan Park District Board, January 7, 1913.
- ¹⁴ "Albert R Van Dyck Papers," Northwest Architectural Archives, University of Minnesota Libraries, Minneapolis.
- ¹⁵ "New Honor Captured by Heath and Twichell," *Tacoma Tribune,* February 28, 1909.
- ¹⁶ "Parks Beauty is Being Enhanced," *The Daily Ledger,* February 9, 1913.
- ¹⁷ "First Aid Hospital at Point Defiance," *The Daily Ledger,* April 20, 1913.
- ¹⁸ "Park Board Orders Station Finished," *The Daily Ledger,* January 18, 1914.
- ¹⁹ Minutes of Metropolitan Park District Board, June 15, 1914.
- ²⁰ Allan, Keller, *The Spanish-American War: A Concise History,* New York: Hawthorn Books, Inc. 1969.
- ²¹ "Naval Officer Tells of Men on "Maine", " *Tacoma Daily News,* May 30, 1913.
- ²² Judith Kipp, "The Pagoda", unpublished manuscript, June 22, 1987.
- ²³ "New Bus is Put into Service," *Tacoma News Tribune,* February 9, 1938.
- ²⁴ Minutes of Metropolitan Park District Board, May 9, 1960.
- ²⁵ *Ibid,* March 13, 1962.
- ²⁶ Metro Parks Archives, dedication program, May 8, 1982.
- ²⁷ "Lantern Illuminates Betterment of Garden," *Tacoma News Tribune,* July 6, 1984.

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²⁸ Tacoma-Pierce County Buildings Index, Tacoma Public Library, Northwest Room.

²⁹ "Changes at Point Defiance Park Give Public New Vistas and Service," *The Daily Ledger*, May 30, 1915.

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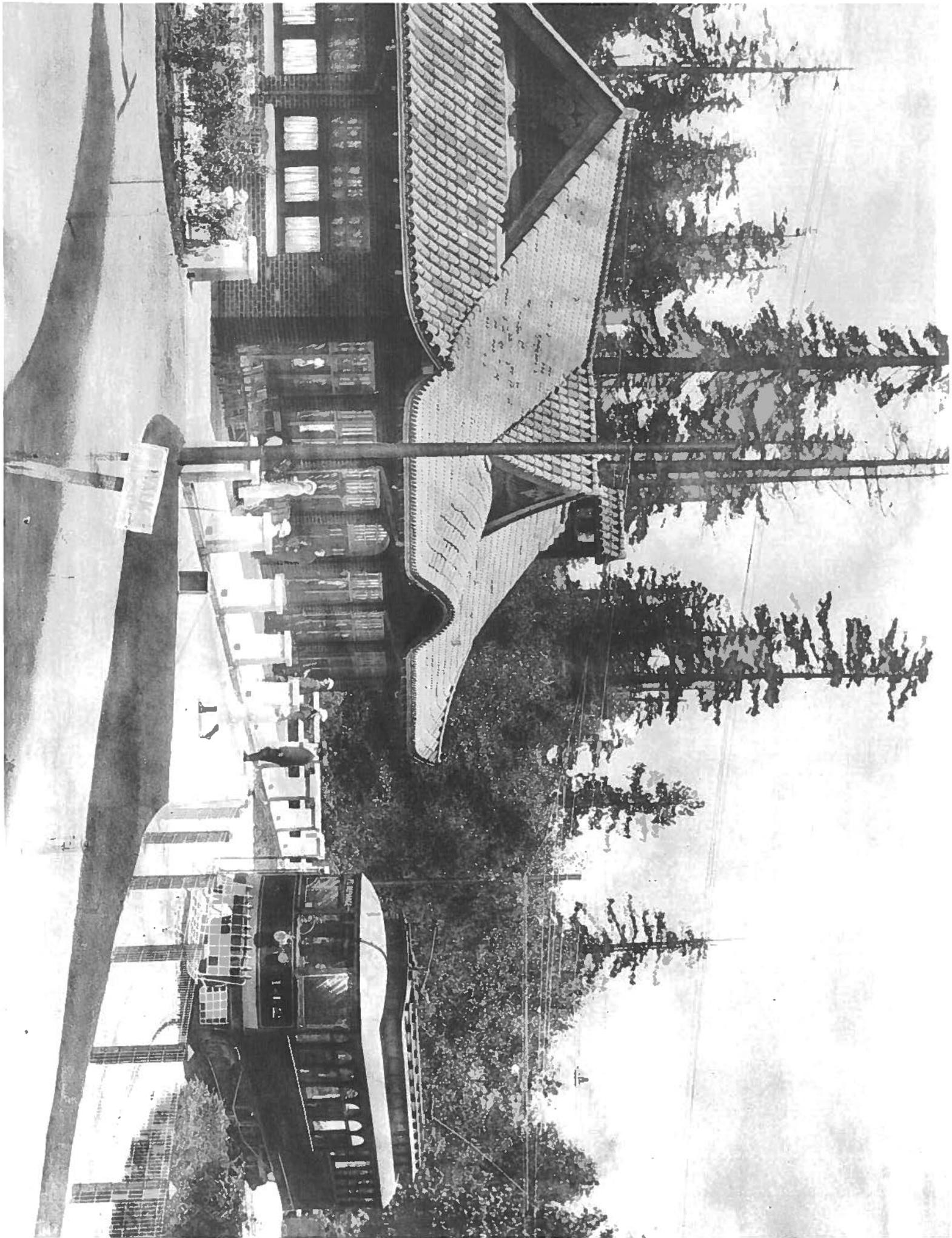


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Song, John. "Lantern Illuminates Betterment of Garden." *Tacoma News Tribune*. July 6, 1984: B-1.

"Tacoma Railway and Power Company." *Tacoma Tribune*. February 12, 1918.





INTERIOR OF STEVENSON
PARK DISTRICT PARK,
TACOMA, WA

Point Defiance Streetcar Station

Photograph #6

Interior of station looking toward the southwest - 1914



Point Defiance Streetcar Station

Photograph #7

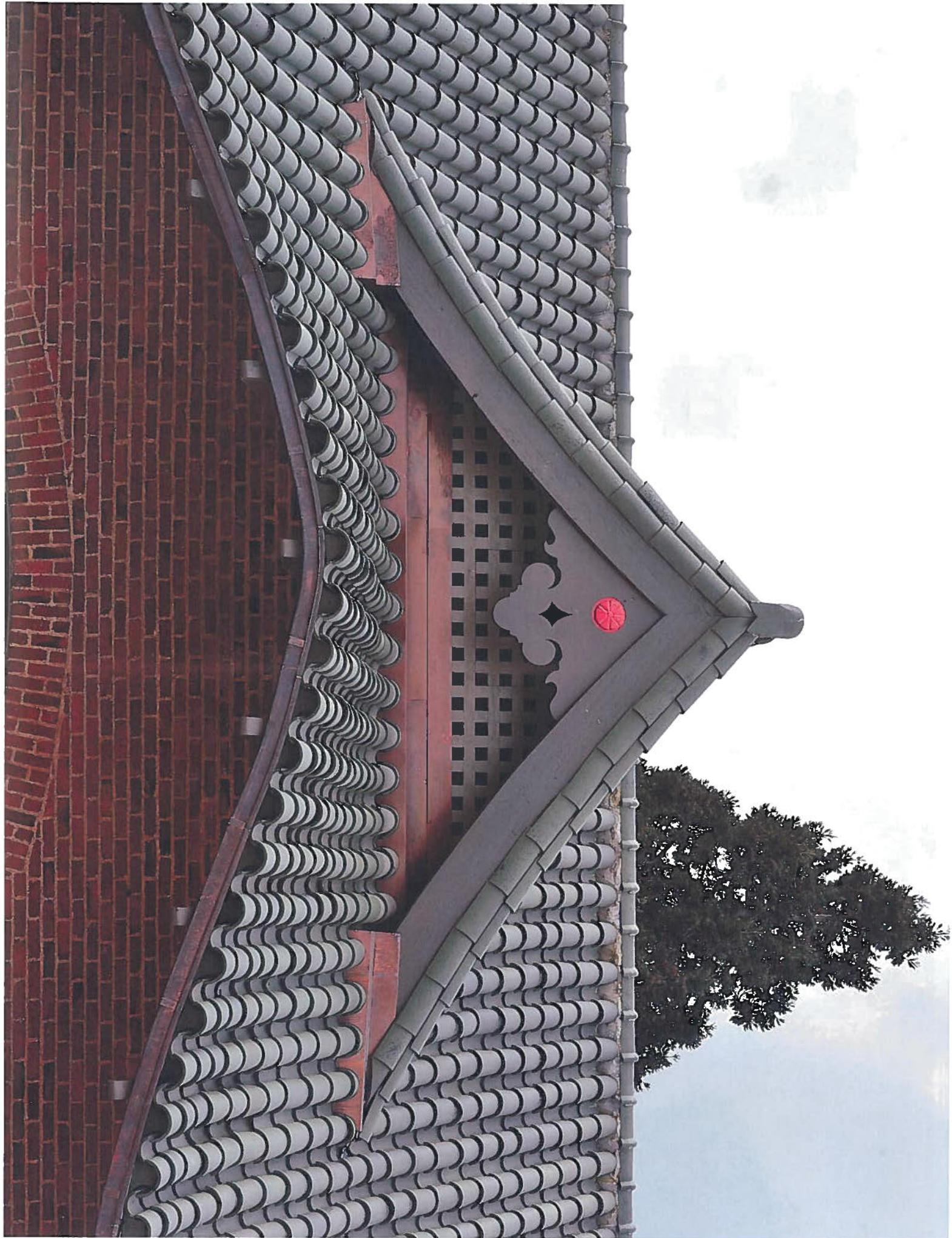
Northeast side of station from Japanese Garden



Point Defiance Streetcar Station

Photograph #8

Northeast side of station



Point Defiance Streetcar Station

Photograph #9

Roof detail above northeast entry



Point Defiance Streetcar Station

Photograph #10

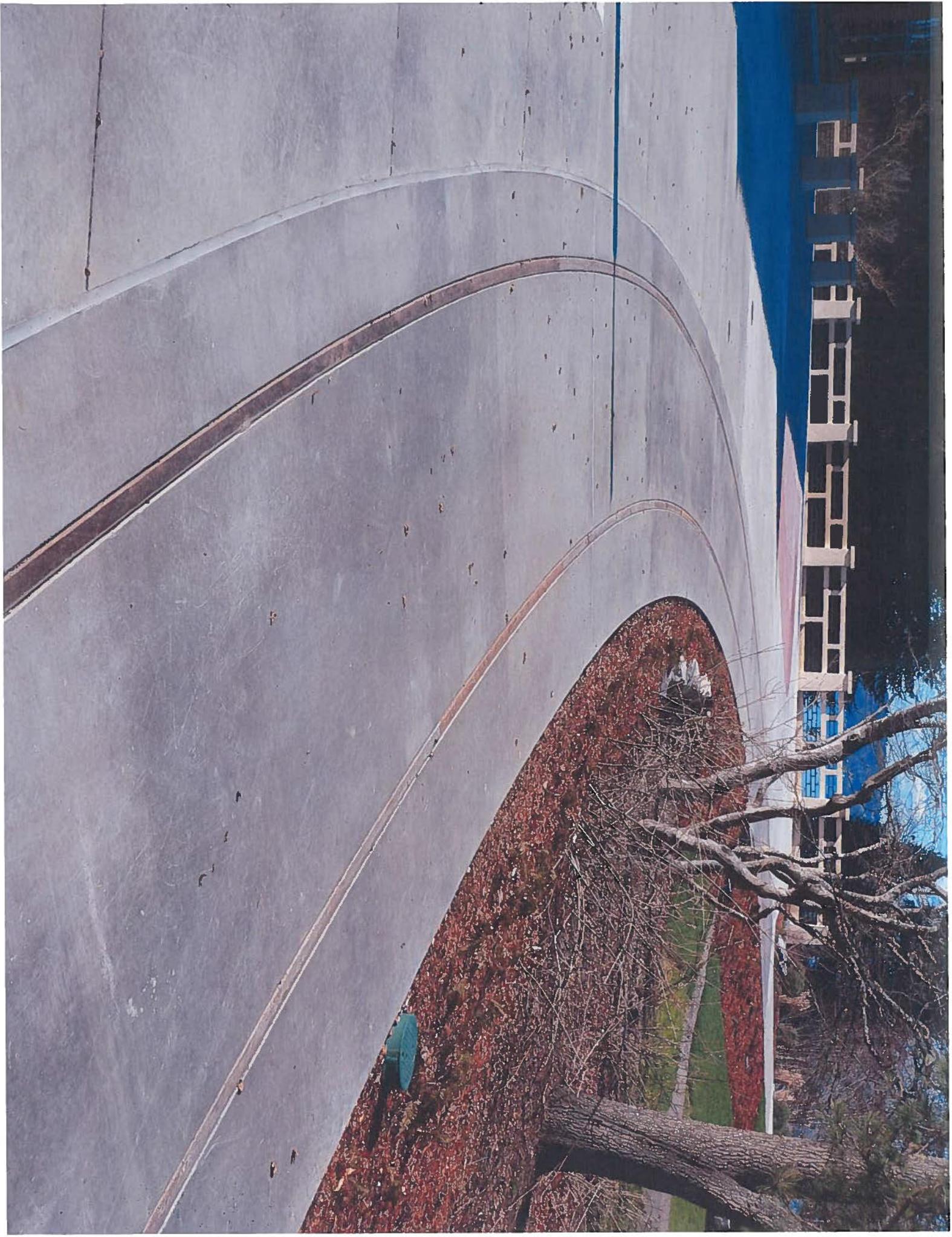
Restored cupola atop chimney



Point Defiance Streetcar Station

Photograph #11

Copper downspouts transition to cast iron to deter vandalism



Point Defiance Streetcar Station

Photograph #12

Metal tracks inlaid into concrete on northeast side of station reflective of streetcar era



Point Defiance Streetcar Station

Photograph #13

Norwest side of station



Point Defiance Streetcar Station

Photograph #14

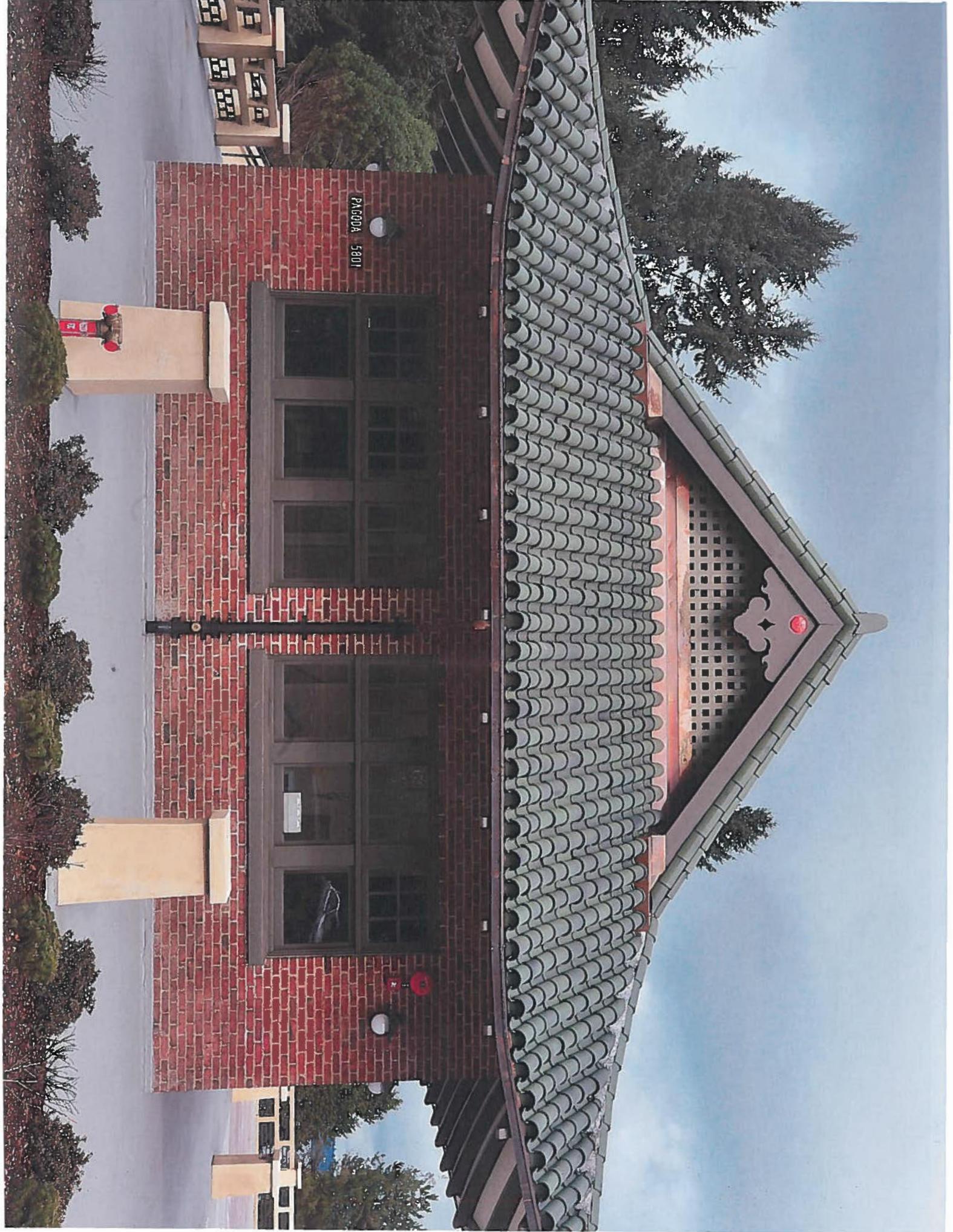
Daylight basement are of northwest side of station



Point Defiance Streetcar Station

Photograph #15

Guard rails with new metal inserts to meet modern building code



PAGODA 5801

Point Defiance Streetcar Station

Photograph #16

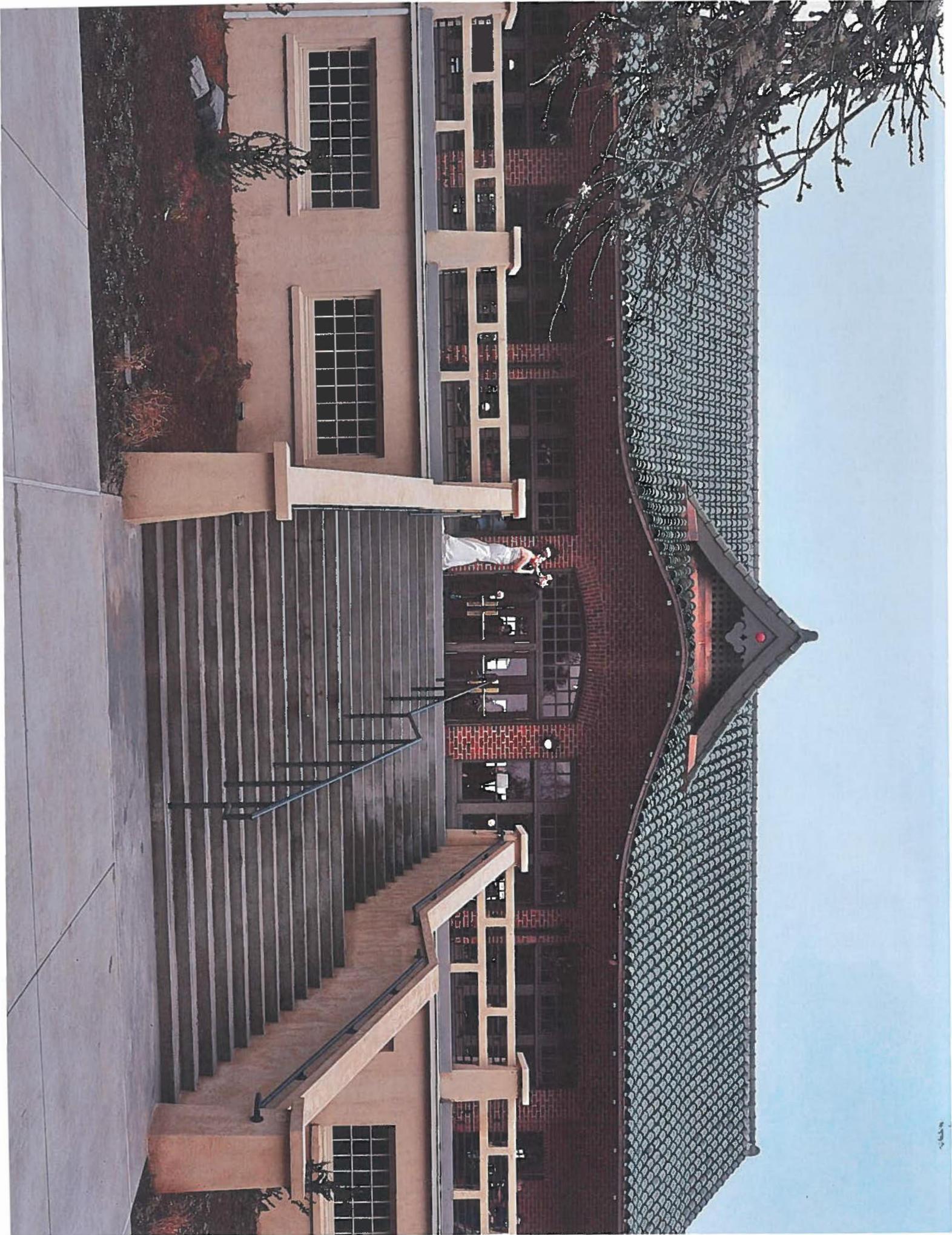
Southeast side of the station



Point Defiance Streetcar Station

Photograph #17

Roof detail of southeast side of station



Point Defiance Streetcar Station

Photograph #18

Southwest side of station



Point Defiance Streetcar Station

Photograph #19

Interior of station looking to the northwest

Point Defiance Streetcar Station

Photograph #20

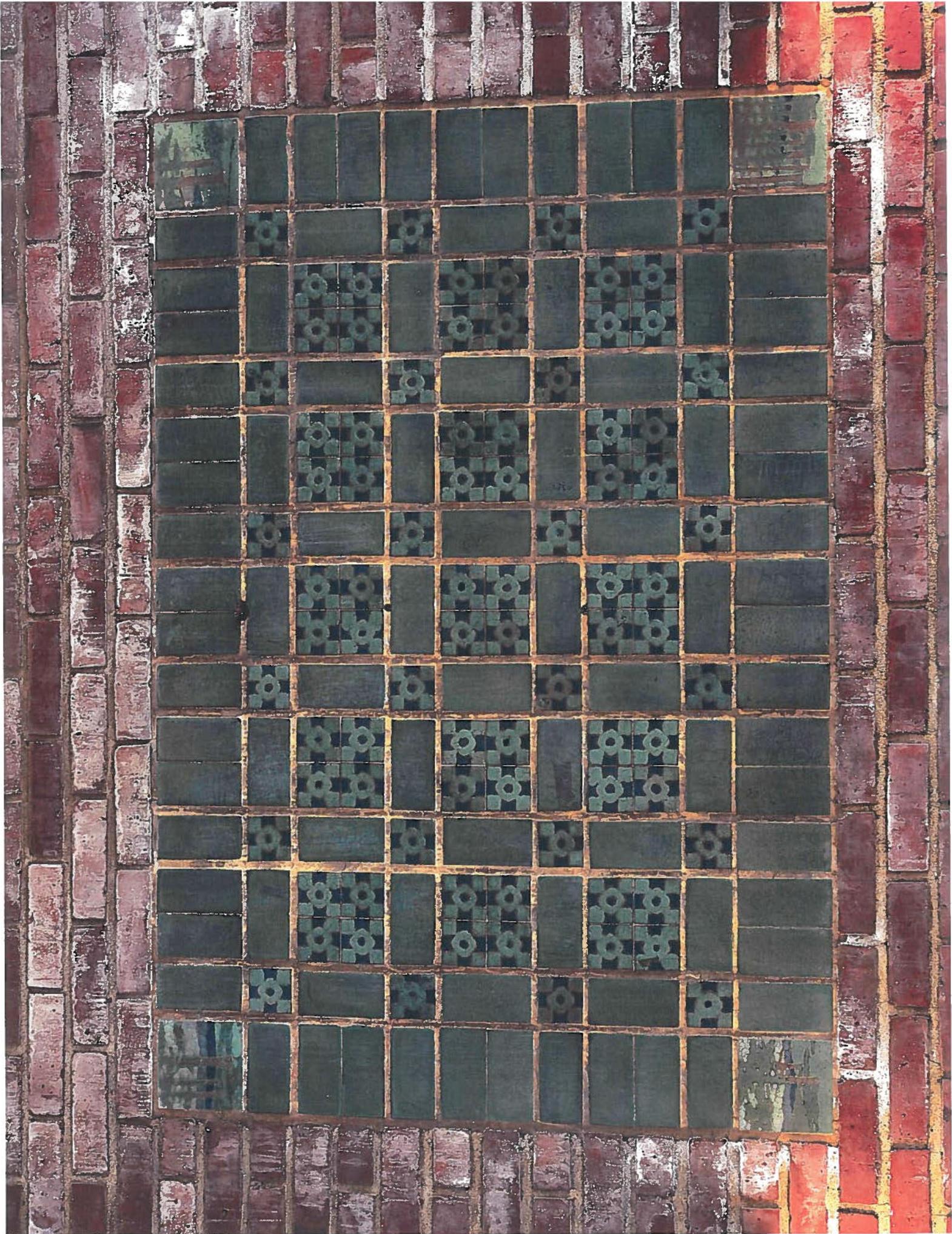
Fireplace, screen and mantle



Point Defiance Streetcar Station

Photograph #21

Close up of mantle tile



Point Defiance Streetcar Station

Photograph #22

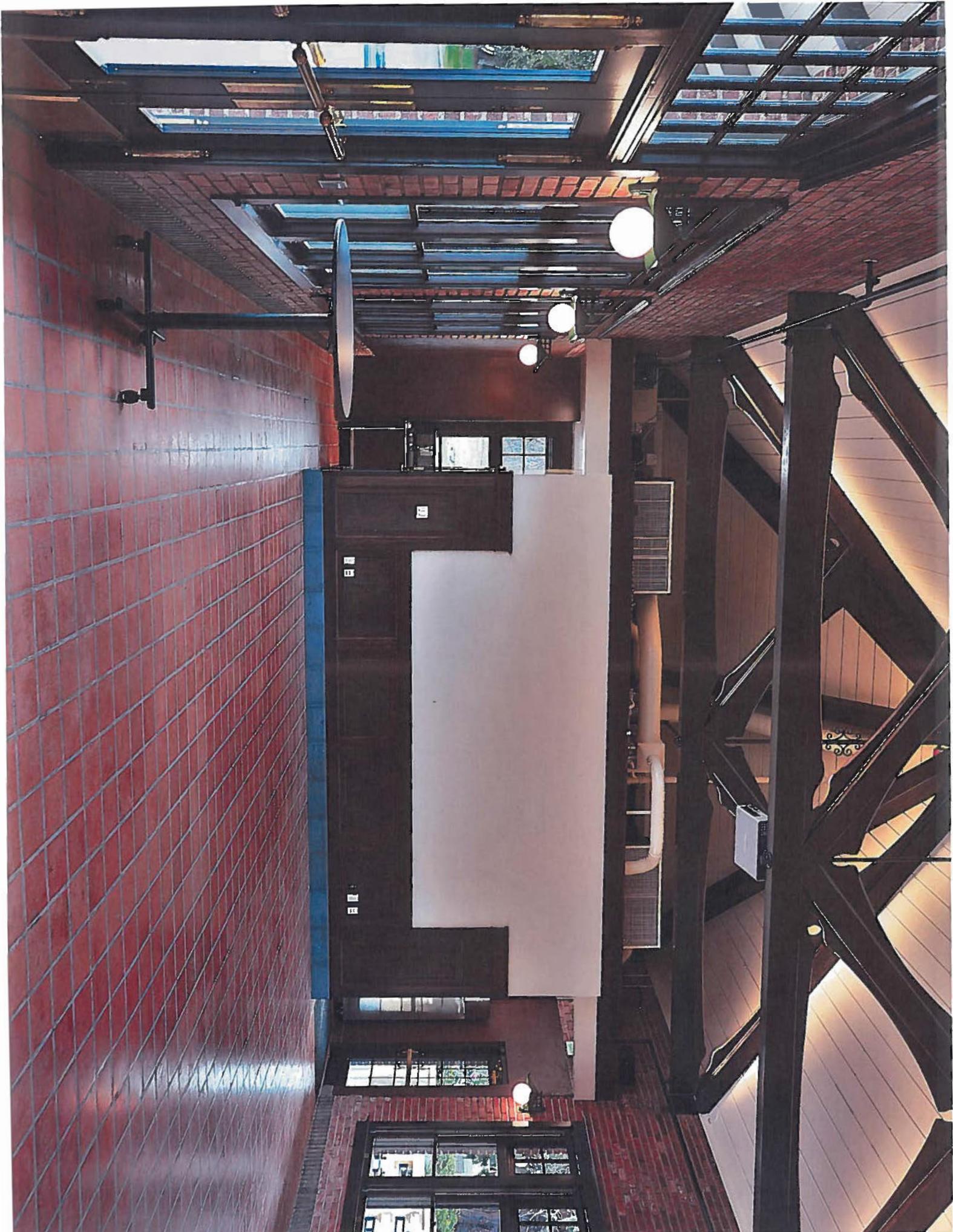
Tiles above fireplace



Point Defiance Streetcar Station

Photograph #23

Southwest stairwell with wheelchair ramp



Point Defiance Streetcar Station

Photograph #24

Interior of station looking to the southeast



Point Defiance Streetcar Station

Photograph #25

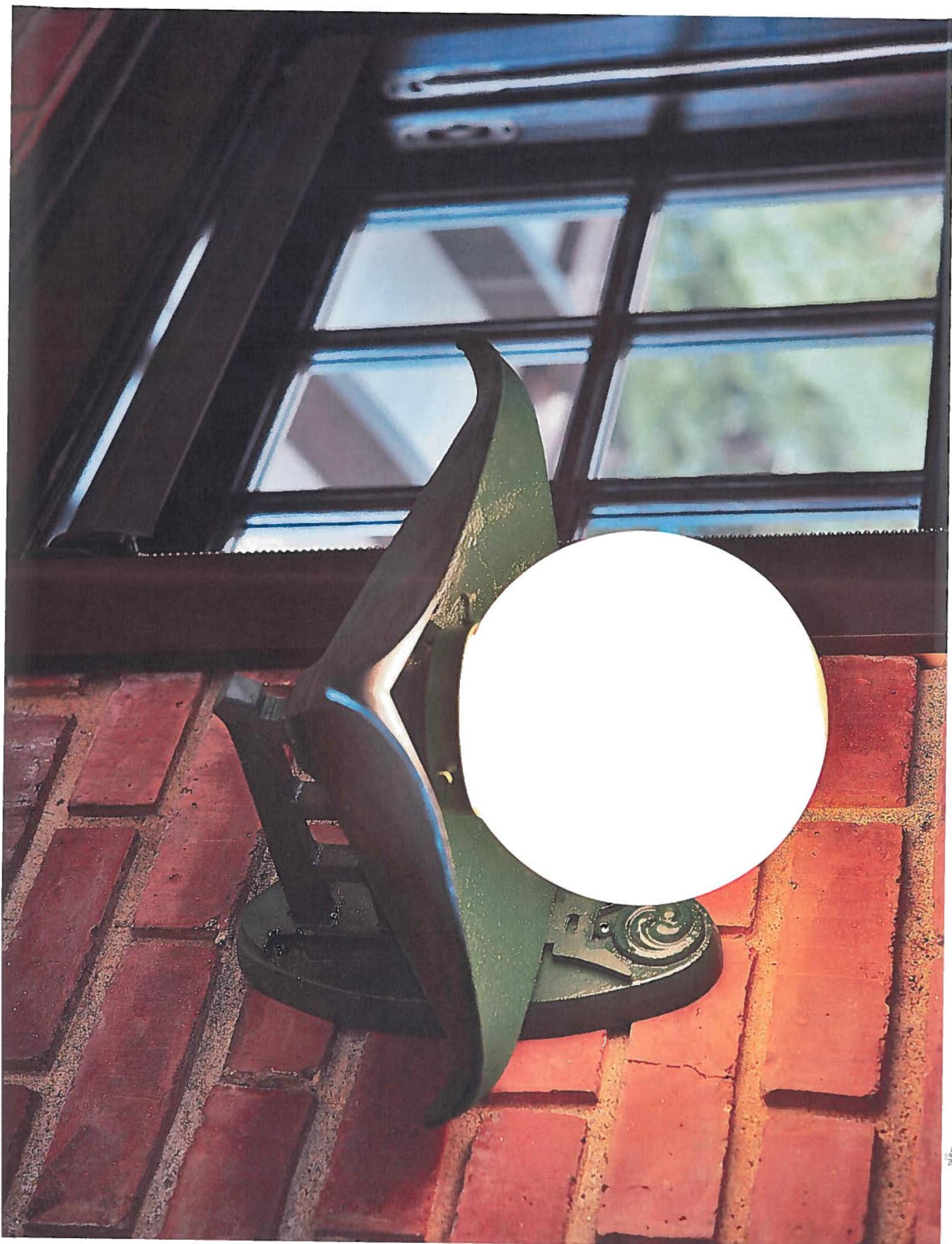
Accessible restroom at southeast end of station



Point Defiance Streetcar Station

Photograph #26

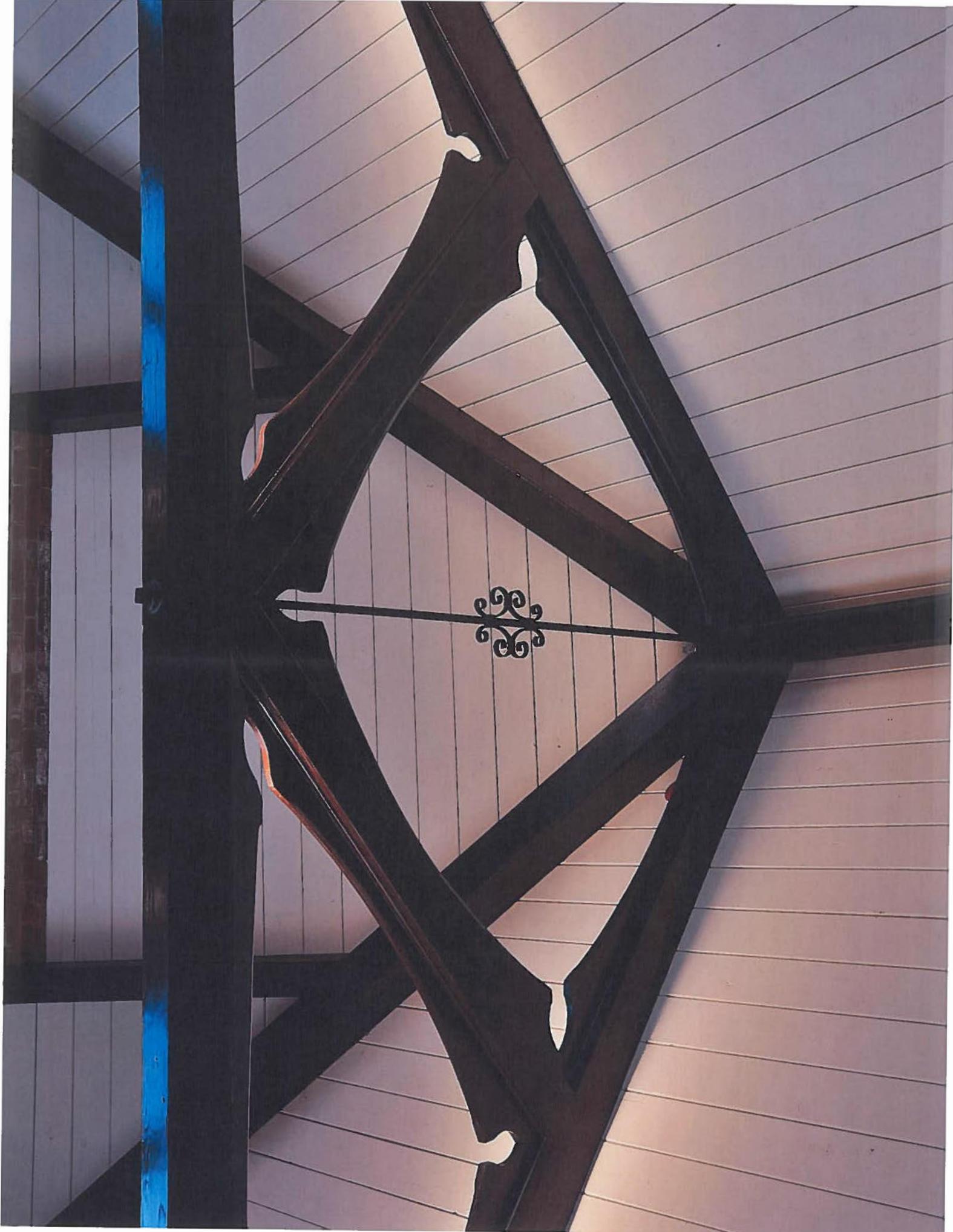
Catering kitchen at southeast end of station



Point Defiance Streetcar Station

Photograph #27

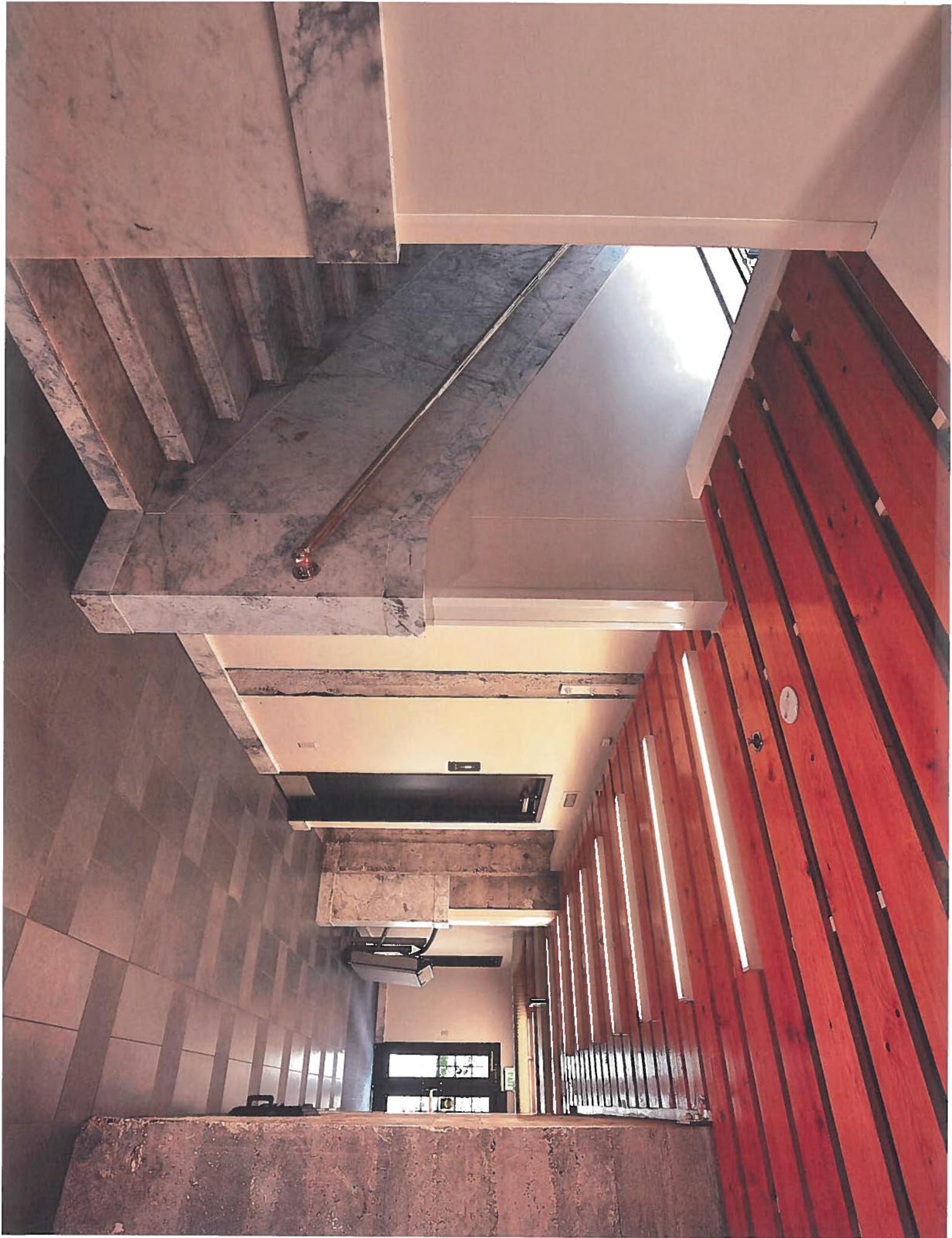
Original light fixture



Point Defiance Streetcar Station

Photograph #28

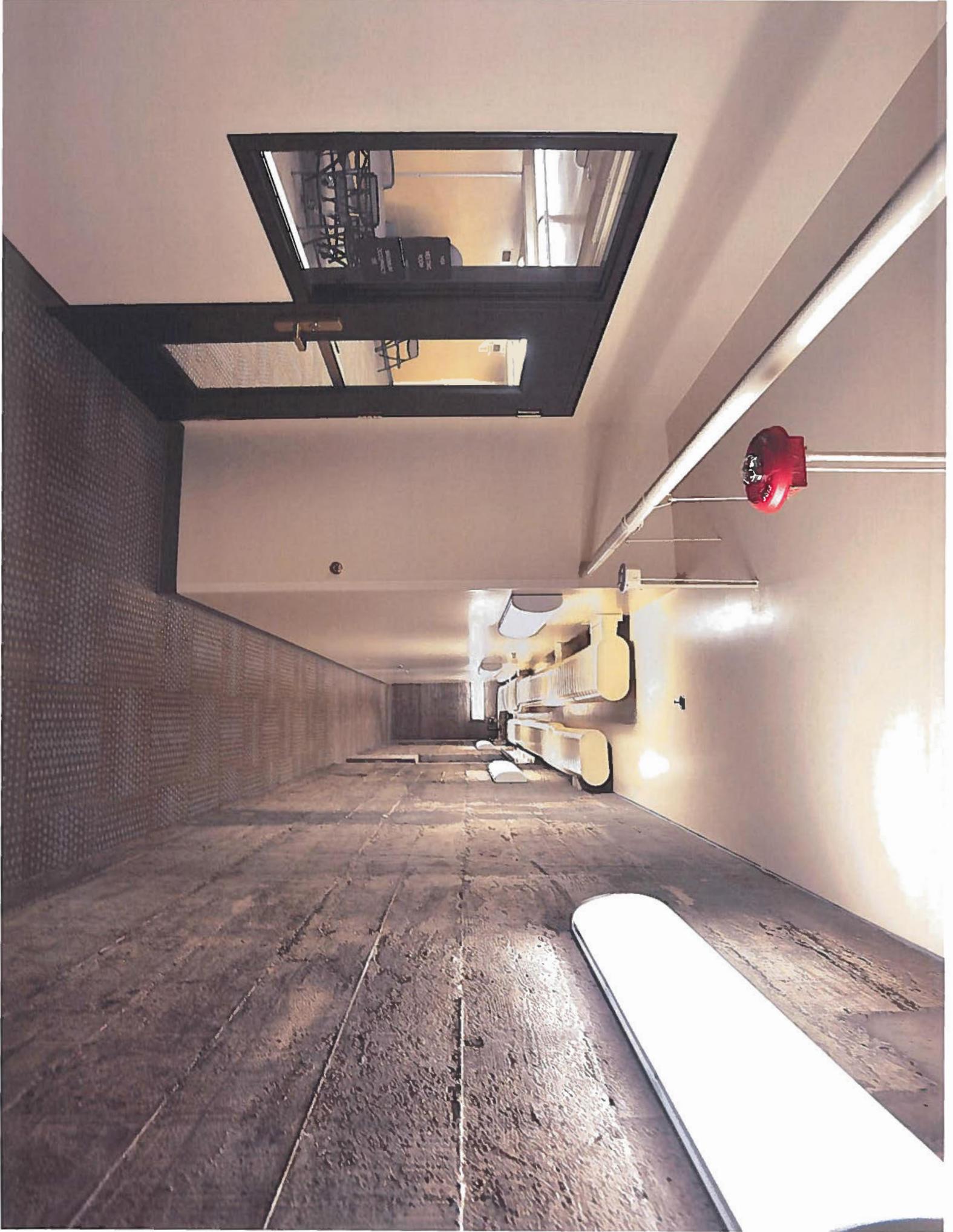
King post trusses and tongue-in-groove ceiling



Point Defiance Streetcar Station

Photograph #29

Basement with ceiling made from salvaged wood from main floor



Point Defiance Streetcar Station

Photograph #30

Basement interior



Point Defiance Streetcar Station

Photograph #31

Restored basement window

Tacoma Register of Historic Places Nomination
Point Defiance Streetcar Station
Point Defiance Park, Tacoma



USGS topo map detail showing the location of the Point Defiance Unloading Station.

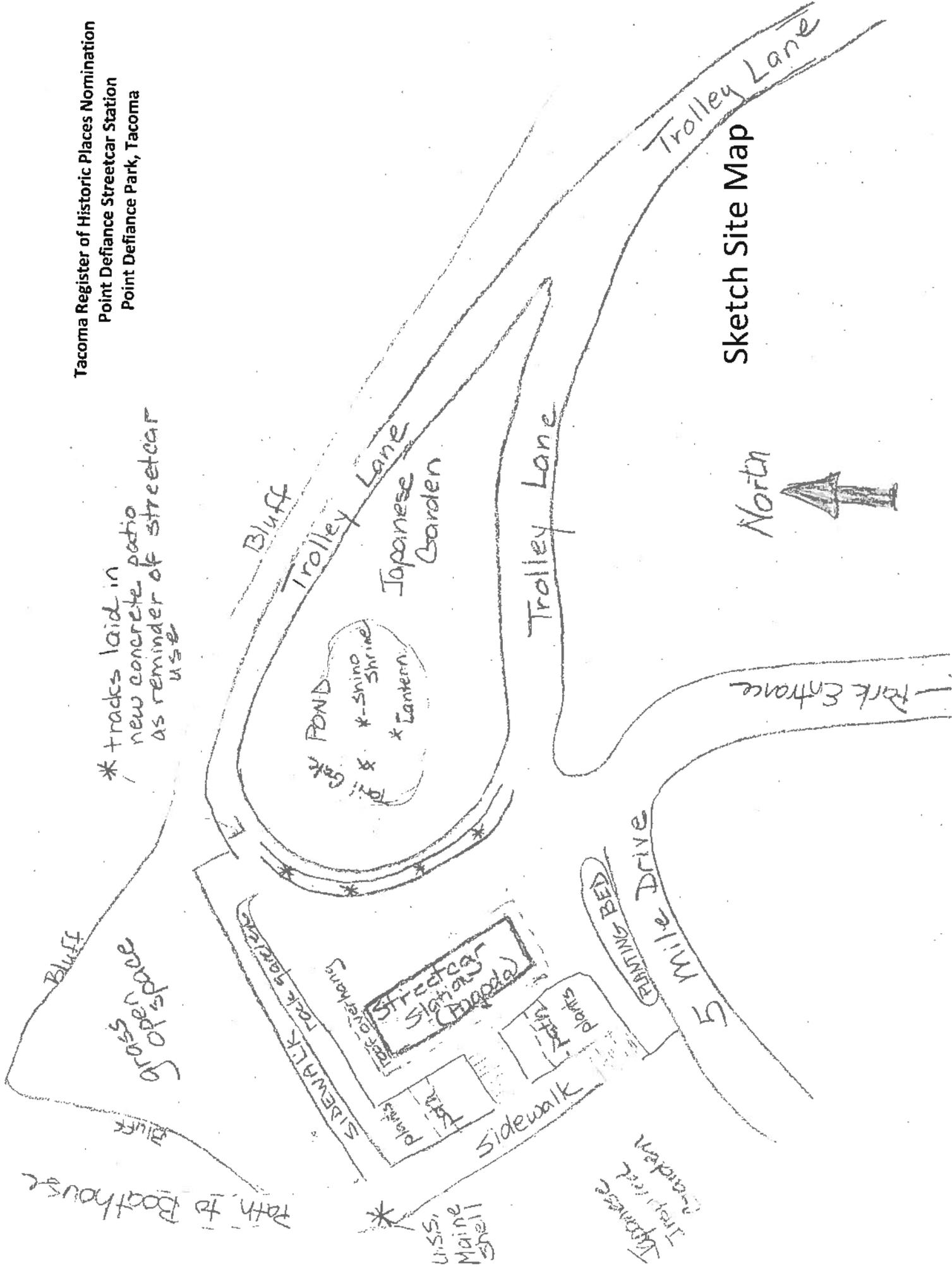
**Tacoma Register of Historic Places Nomination
Point Defiance Streetcar Station
Point Defiance Park, Tacoma**



Site map showing the UTM reference for the building. 10 0536498 E, 5239265 N
Base map courtesy of ESRI Bing maps, 2012.



Tacoma Register of Historic Places Nomination
 Point Defiance Streetcar Station
 Point Defiance Park, Tacoma



* tracks laid in new concrete patio as reminder of streetcar use

Deed of Title

The Point Defiance Streetcar Station is located in Point Defiance Park. The park is owned by the city of Tacoma and operated by the Metropolitan Park District of Tacoma. A formal Deed of Title has not been located.

In 1888 the city of Tacoma was granted use of the Point Defiance property by the Congress of the United States. This act (Senate Bill #3475) allowed the city to use the property for park purposes but the federal government reserved the right take possession of the property if need be without compensation.

“An Act granting the use of certain lands in Pierce County, Washington Territory, to the city of Tacoma, for the purpose of a public park.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, that there is hereby granted to the City of Tacoma, in the County of Pierce, in the Territory of Washington, a license to occupy, improve and control for the purpose of a public park for the use and benefit of the citizens of the United States and for no other purposes whatever, the following described pieces or parcels of land, situated in the county of Pierce and Territory of Washington and described as follows, namely:

Lots one, two, three, four, five and six and the east half of the southeast quarter, and the north-east quarter of the north-west quarter, and the south-west quarter of the northeast quarter of Section 15, Township 21 north, of range 2 East; and, lots one, two and three and the south half of the south-west quarter of Section 14, same Township and Range, and lots one, two and three in Section 10 of the same Township and Range, containing six hundred and thirty-five acres, more or less:

Provided; that the United States reserves to itself the fee of all said lands and that this license is granted up on the express condition that the United States may take possession of and occupy said lands or any part thereof for military or other purposes whenever its property officials see fit to order the same, and without any claim for compensation or damage on the part of said City of Tacoma.”

Approved – December 17, 1888

In 1905, President Theodore Roosevelt signed into law an act (House of Representatives 17019) “granting certain lands to the city of Tacoma, in the State of Washington, for use as a public park” and reversing the 1888 proviso allowing the federal government to reclaim the land. A copy of this act is attached from the United States Statutes at Large Volume 33 – the records of the 58th Congress.

given, containing the original name and the new name of the corporation, if the same has been changed, and the term of corporate existence as continued shall be subscribed and acknowledged by the president or vice-president and by the secretary or assistant secretary of such corporation, and shall be filed with such consent or consents in the office of the recorder of deeds, to be recorded by him. Upon the filing of such certificate all the rights, powers, property, and effects of such existing corporation subject to existing liabilities shall vest in and belong to the corporation so reincorporated, continued, or renamed."

Approved, March 8, 1905.

Rights transferred.

CHAP. 1446.—An Act Granting certain lands to the city of Tacoma, in the State of Washington, for use as a public park.

March 8, 1905.
[H. R. 17019.]

[Public, No. 178.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the title and fee to lots one, two, and three of section ten, and lots one, two, and three, and the south half of the southwest quarter of section fourteen, and lots one, two, three, four, five, and six, and the east half of the southeast quarter, and the northeast quarter of the northwest quarter, and the southwest quarter of the northeast quarter of section fifteen, of township twenty-one north, range two east, Willamette meridian, in the State of Washington, be, and the same are hereby, granted to the city of Tacoma, in the county of Pierce in said State, for its use as a public park: subject, however, to the right of the United States to at any and all time and in any manner assume control of, hold, use, and occupy, without license, consent, or leave from said city any or all of said lots for any and all military, naval, or light-house purposes, freed from any conveyances, charges, encumbrances, or liens made, created, permitted, or sanctioned thereon by said city: *And provided,* That the United States shall not be or become liable for any damages or compensation whatever to the city of Tacoma for any future use by the Government of any or all of the above-described land for any of the above-mentioned purposes: *And provided further,* That if said lands shall not be used as a public park the same or such parts thereof not so used shall revert to the United States.

Public lands,
Tacoma, Wash.,
granted lots for public
park.

Reversion.

Proviso.
Nonliability for
damages.

To revert if not used.

Approved, March 8, 1905.

CHAP. 1447.—An Act To extend the time within which actions for the recovery of duties paid in Porto Rico may be brought in the Court of Claims under the Act of April twenty-ninth, nineteen hundred and two.

March 8, 1905.
[H. R. 17102.]

[Public, No. 180.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time within which actions may be brought in the Court of Claims for the recovery of customs duties paid to the military authorities in the island of Porto Rico upon articles imported from the several States and entered at the several ports of entry in Porto Rico from and including April eleventh, eighteen hundred and ninety-nine, to May first, nineteen hundred, under the Act of April twenty-ninth, nineteen hundred and two, chapter six hundred and forty of the laws of the Fifty-seventh Congress, first session, be, and it is hereby, extended until six months from the date of the passage of this Act.

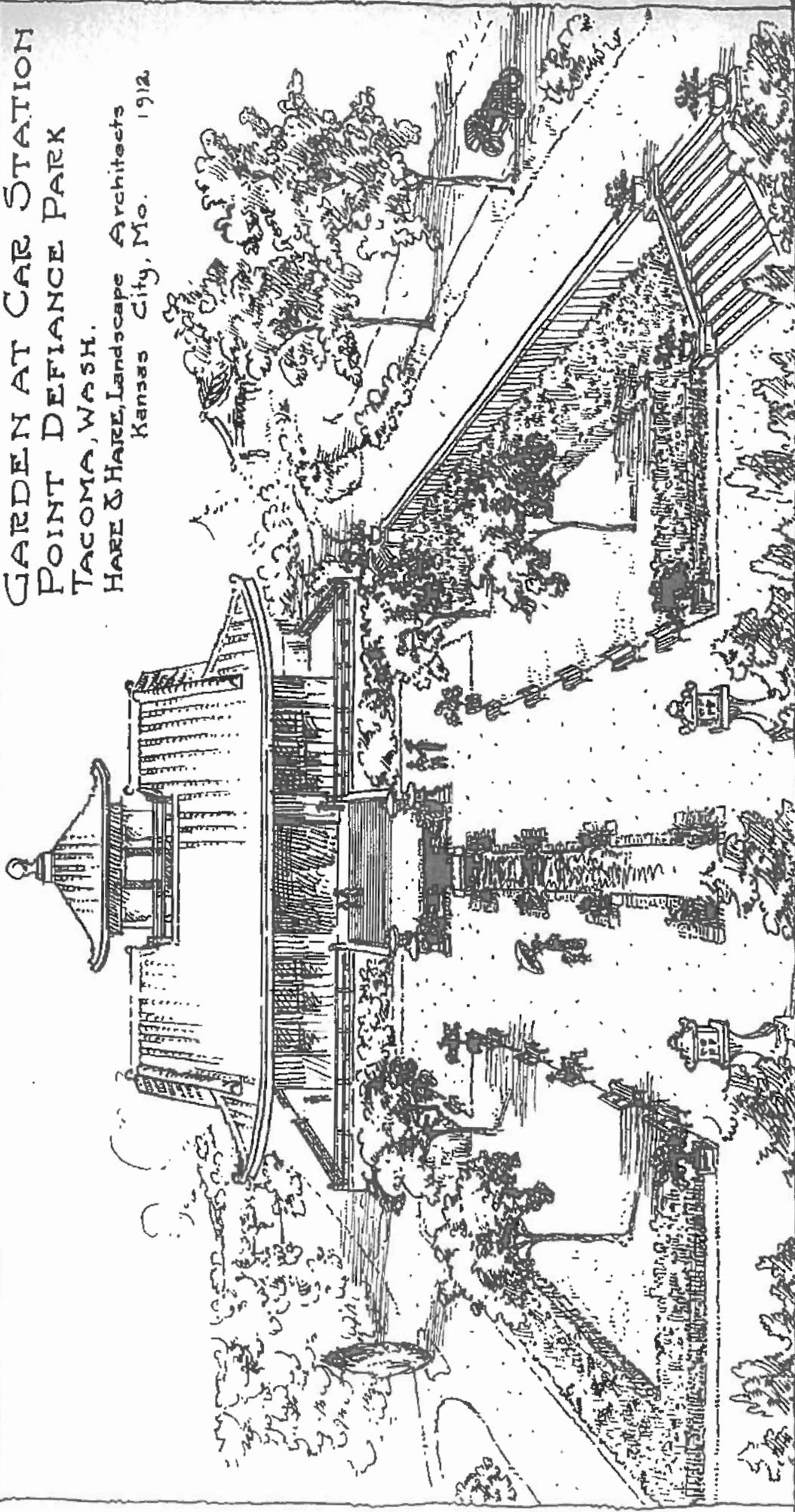
Porto Rican duties.
Time extended to
file claims for refund-
ing.

Vol. 82, p. 178

Approved, March 8, 1905.

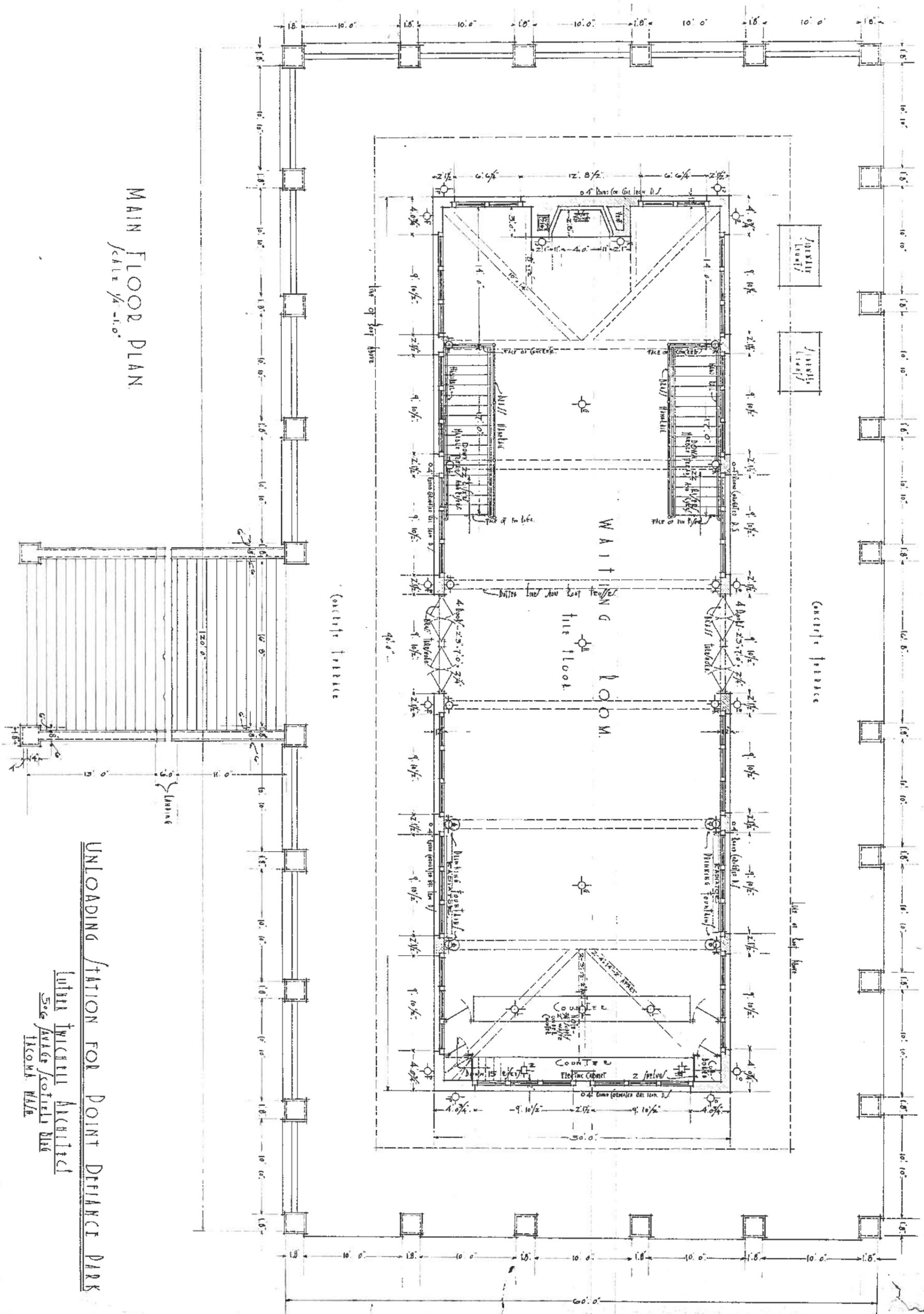
GARDEN AT CAR STATION
POINT DEFIANCE PARK
TACOMA, WASH.

HARE & HARE, Landscape Architects
Kansas City, Mo. 1912.



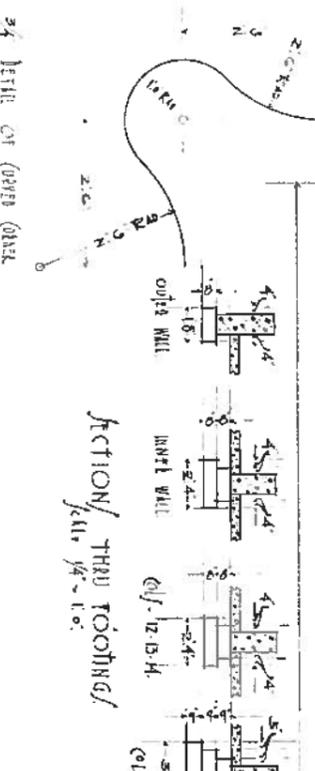
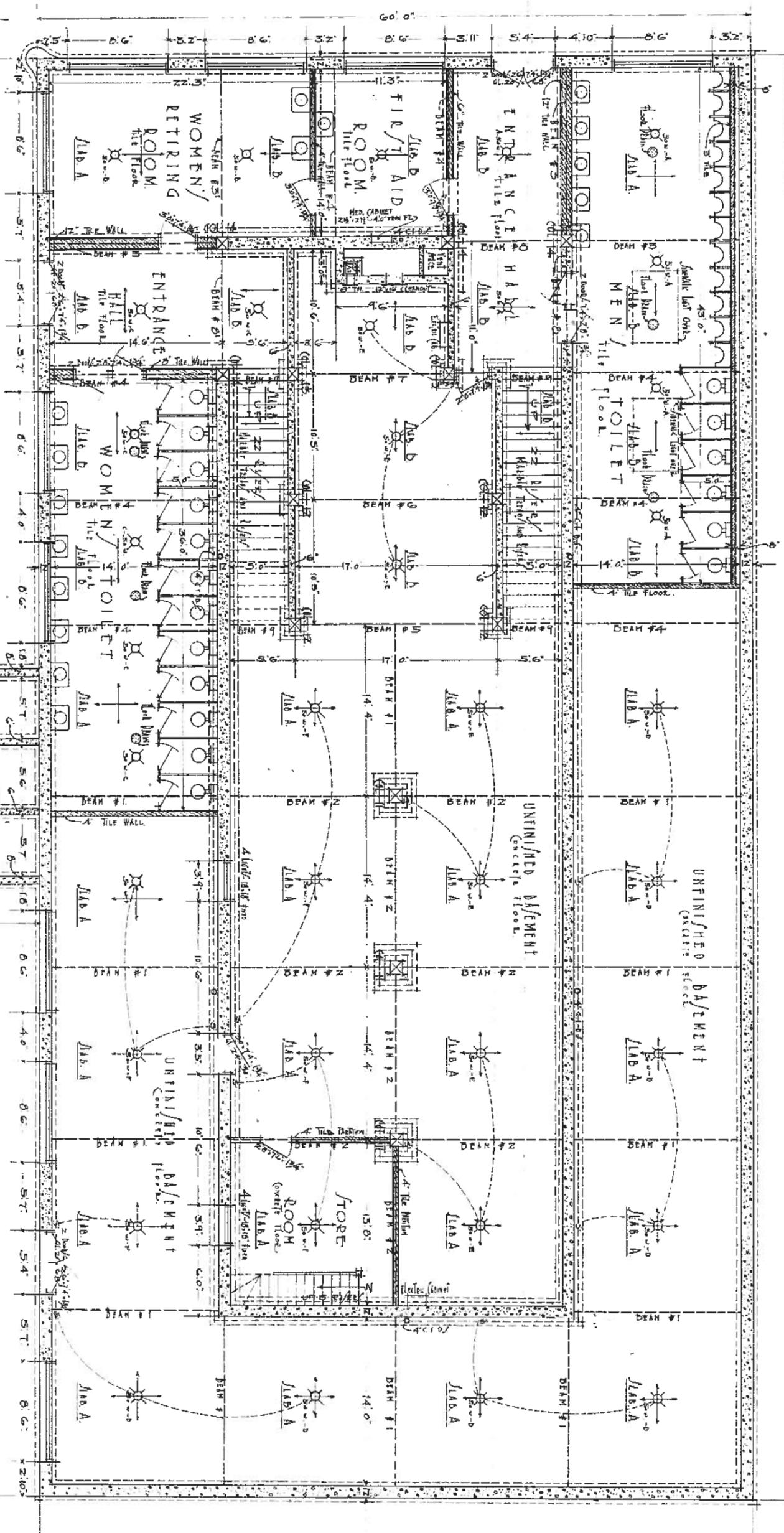
Inspiration for Point Defiance Streetcar Station from the Hare & Hare Master Plan for the park

MAIN FLOOR PLAN
Scale 1/4" = 1'-0"



UNLOADING STATION FOR POINT DEFENSE PARK

Luther Twichell Architect
506 AVENUE SCOTFIELD BLDG
TACOMA WASH



BASINMENT PLAN
Scale 1/4" = 1'-0"

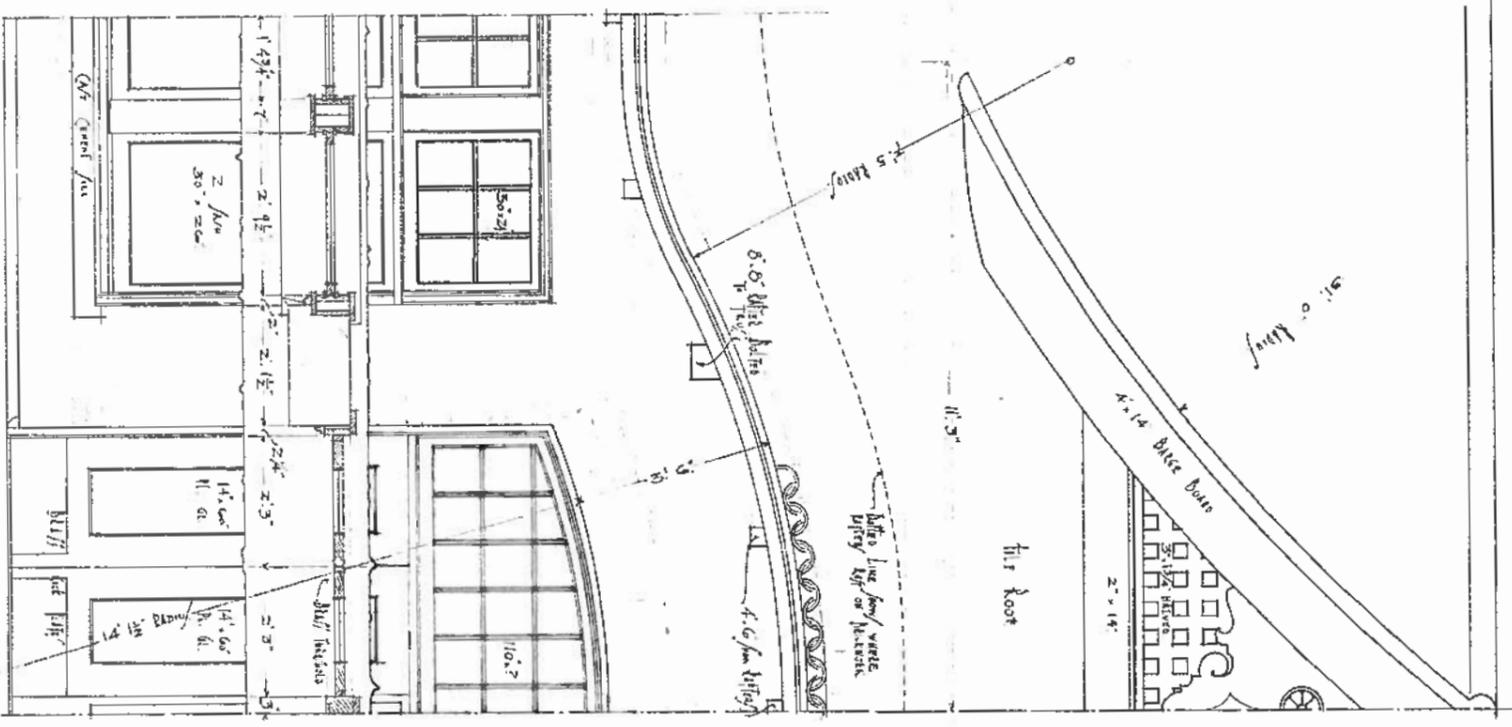
UNLOADING STATION FOR POINT DISTANCE PARK

LUHER TWICHELL ARCHITECT
500 AVENUE SCOTFIELD BLDG
TICONA, WIS.

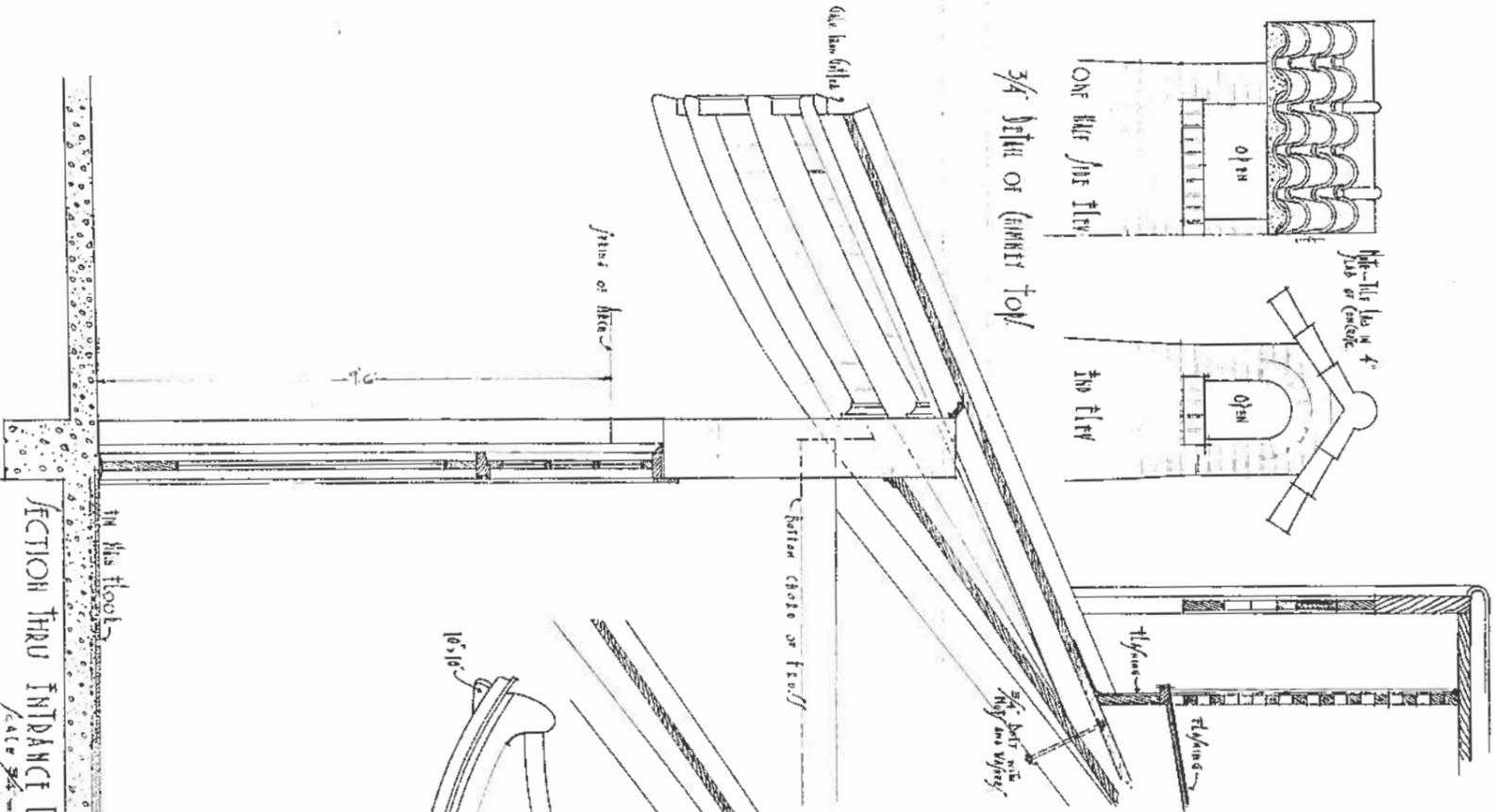
LAB A - One Just A / Jan N. G. N. 59 tonnage Hg. was var
LAB B - One Just A / Jan N. G. N. 59 Tonic One var
For Detail of Col. and Beam / see sheet No.
Beam # 10 is over 'know' in general.

24 DETAIL OF COVER OVER

ONE HALF ELEVATION INTRANCE DOOR AND GABLE
SCALE 3/4" = 1'-0"



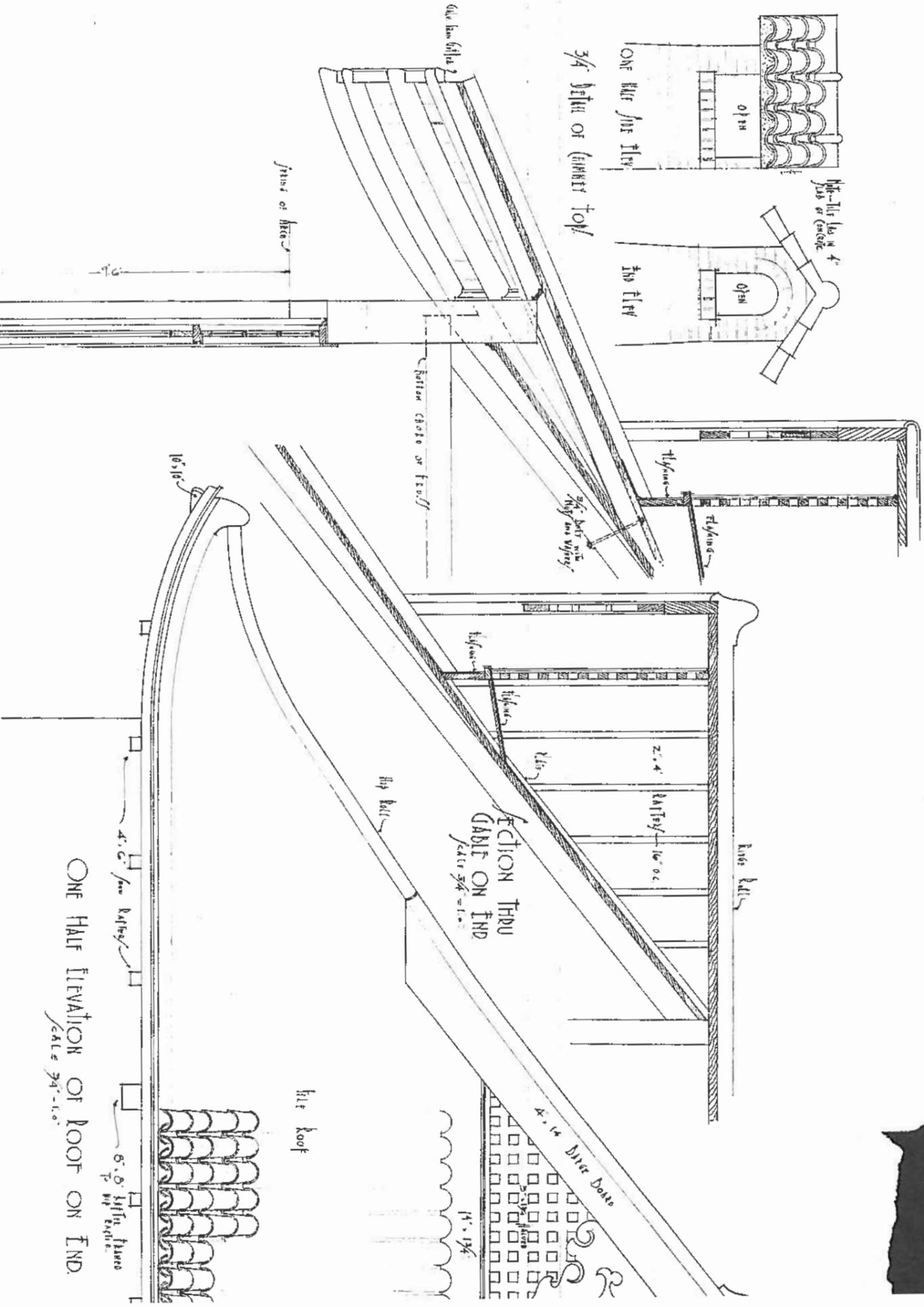
SECTION THRU INTRANCE DOOR AND GABLE
SCALE 3/4" = 1'-0"



UNLOADING STATION FOR POINT DEFILANCE PARK

WALTER TRICHELL ARCHITECT
505 AVENUE CONTINENTAL BLDG
TICOMM WVA

ONE HALF ELEVATION OF ROOF ON END
SCALE 3/4" = 1'-0"

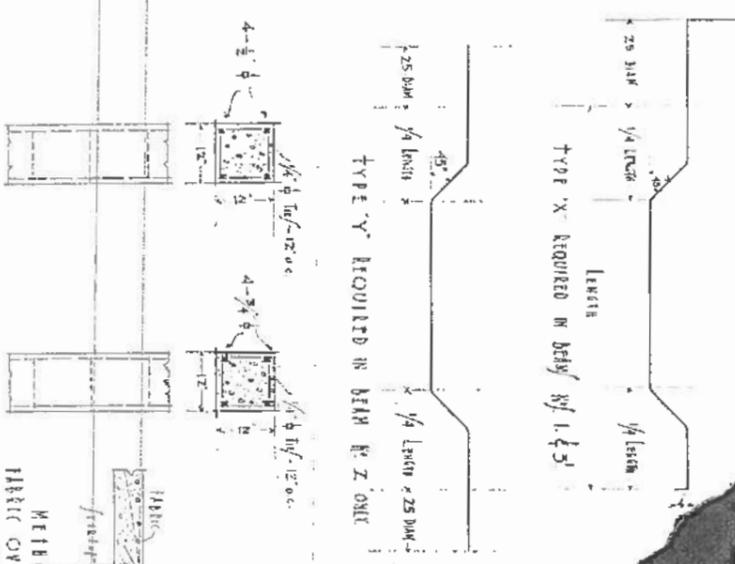


PLAN / SCHEDULE

No. REQUIRED	FIN	SIZE	TYPE	FINISH	TYPE
1	15' 0"	10' 1/2"	Z	7/8" φ	FRIGHT BENT
2	14' 6"	10' 1/2"	1	7/8" φ	FRIGHT BENT
3	15' 0"	10' 1/2"	1	7/8" φ	FRIGHT BENT
4	15' 0"	10' 1/2"	1	7/8" φ	FRIGHT BENT
5	17' 0"	14' 2 1/2"	3	1-1/4"	FRIGHT BENT
6	17' 0"	14' 2 1/2"	3	7/8" φ	FRIGHT BENT
7	12' 6"	12' 1/2"	2	1-1/4"	FRIGHT BENT
8	14' 6"	12' 2 1/4"	2	7/8" φ	FRIGHT BENT
9	14' 6"	12' 2 1/4"	2	7/8" φ	FRIGHT BENT
10	12' 0"	12' 2 1/2"	1	7/8" φ	FRIGHT BENT

COLUMN SCHEDULE

No. REQUIRED	FIN	SIZE	TYPE
11	3	12' 1/2"	4 5' φ
12	4	14' 1/2"	4 5' φ
13	2	12' 1/2"	4 5' φ
14	4	12' 1/2"	4 5' φ



METHOD OF FABRIC OVER ALL AND IF INNER WALL

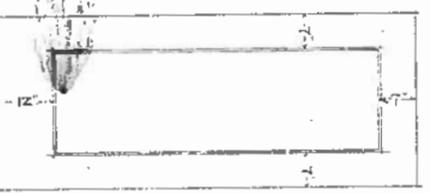
SECTION

SECTION

ELEVATION OF CURBORY / IN/OUT OF CURBORY

NOT HALF OF CURBORY. ELEV. AND CURBORY / SUBJECT TO CHANGE.

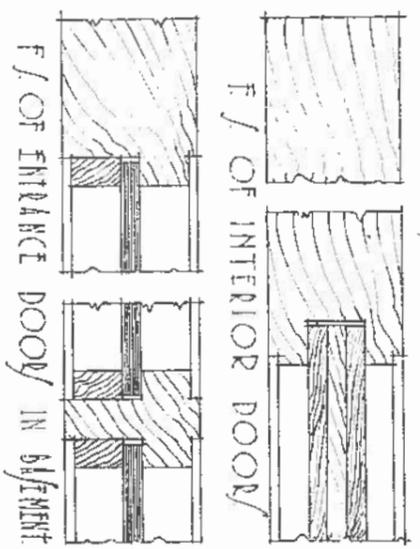
ELEVATION OF CURBORY / IN/OUT OF CURBORY



ALL INTERIOR DOORS / HAS MINIMUM 2 1/2" RISE / 3/16" 3/4" x 1 1/2"



ENTRANCE DOOR / IN BASEMENT



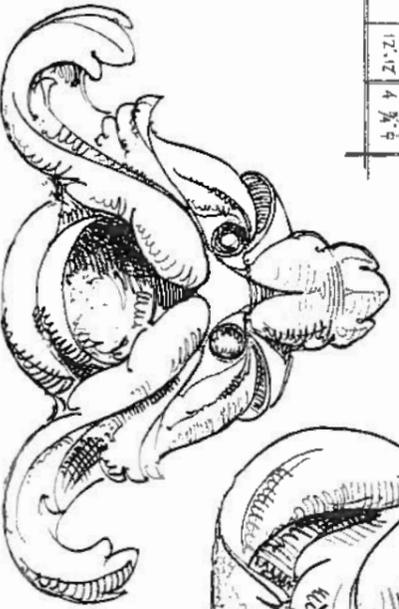
F / OF INTERIOR DOOR

F / OF ENTRANCE DOOR IN BASEMENT HALLS.

F / OF CURB

F / OF PICTURE MOLD

F / OF (M) M



FRONT ELEVATION

SIDE ELEVATION

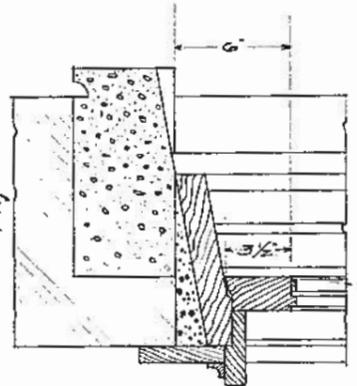
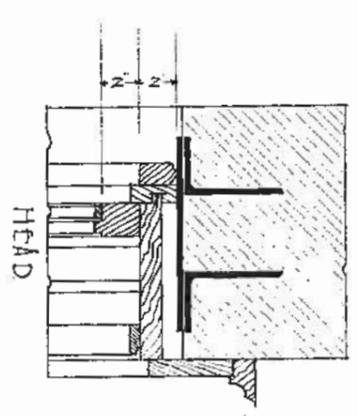
ONE HALF FULL SIZE. CAST IRON HEAD / FOR ANDRION / SUBJECT MATTER

UNLOADING STATION FOR POINT DETAILS

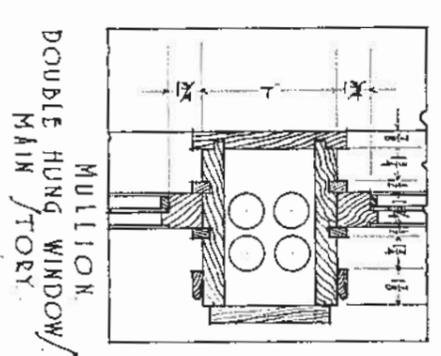
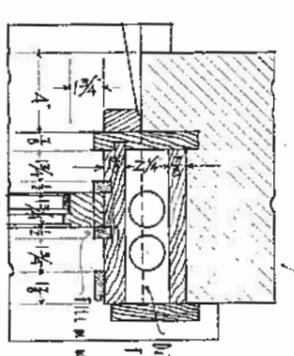
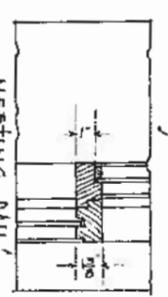
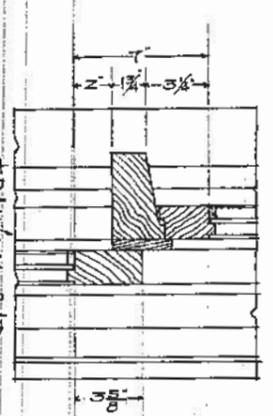
Label Twicell Head

9" x 1 1/2" x 1 1/2" x 1 1/2" x 1 1/2"

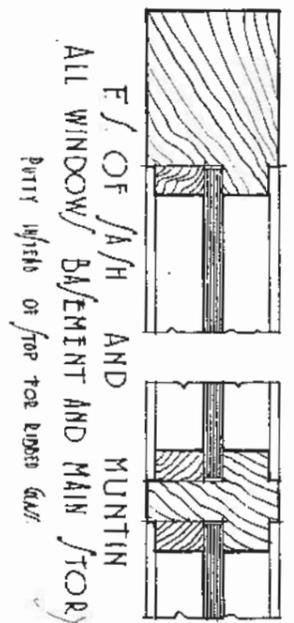
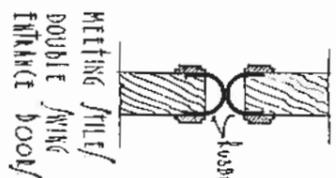
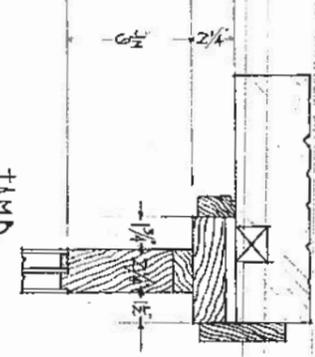
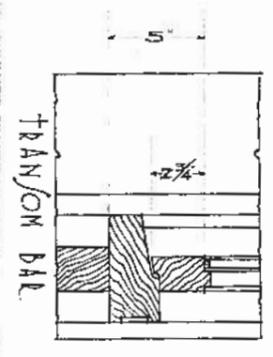
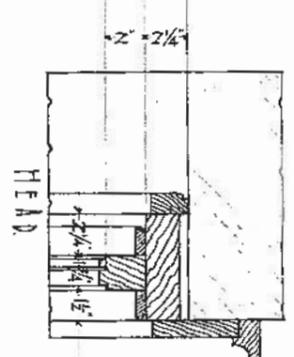




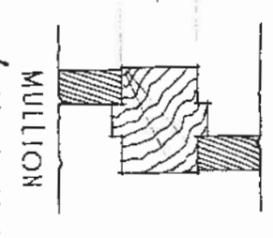
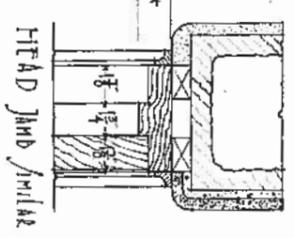
DOUBLE HUNG WINDOW / MAIN STORY



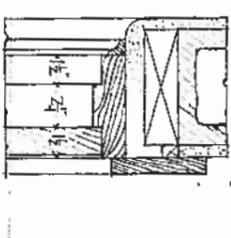
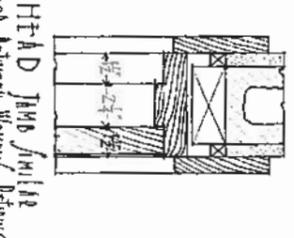
DOUBLE HUNG WINDOW / MAIN STORY



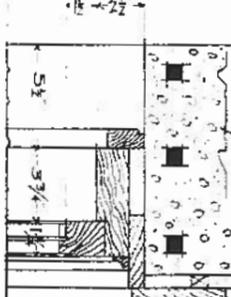
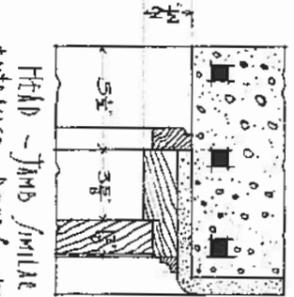
F / OF SA/H AND ALL WINDOW / BASEMENT AND MAIN STORY
PUTTY INFIELD OF FOR TOP EDGE GAW



DOOR / FROM WOMEN / TOILET TO HALL
DOOR MEN / TOILET TO HALL / AVE

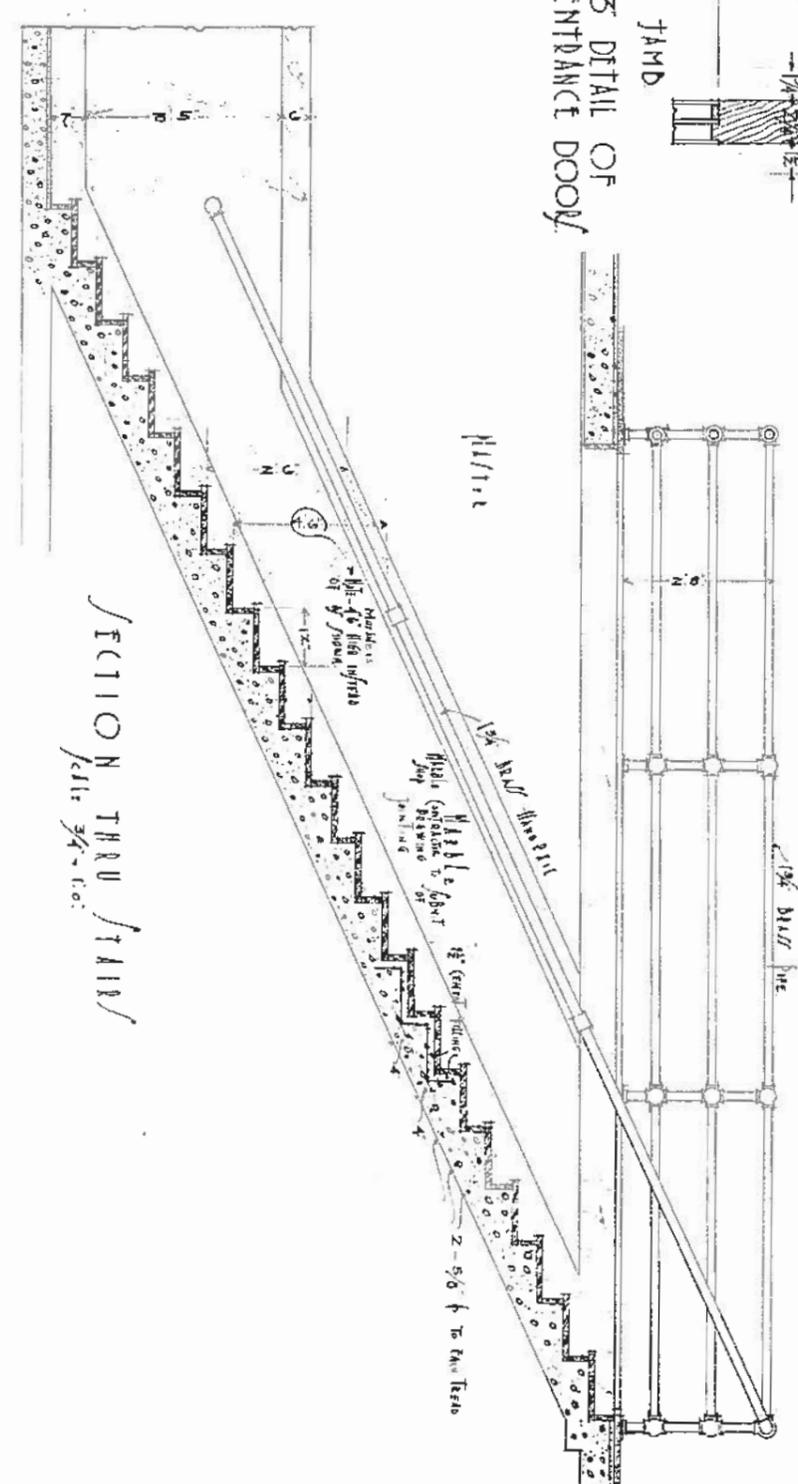


HEAD - JAMB / SIMILAR
DOOR - BETWEEN MEN / AND ROOM
DOOR FROM HALL TO WOMEN / BEHIND ROOM / AVE



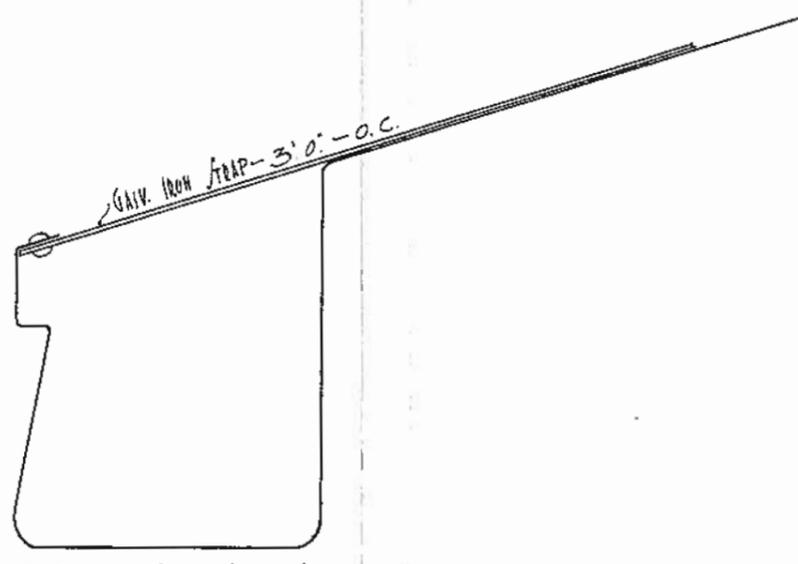
HEAD - JAMB / SIMILAR - SILL
JAMB / OF ONE B / WINDOW / IN MEN'S / BEHIND ROOM AND HALL / ROOM

3 DETAIL OF ENTRANCE DOOR

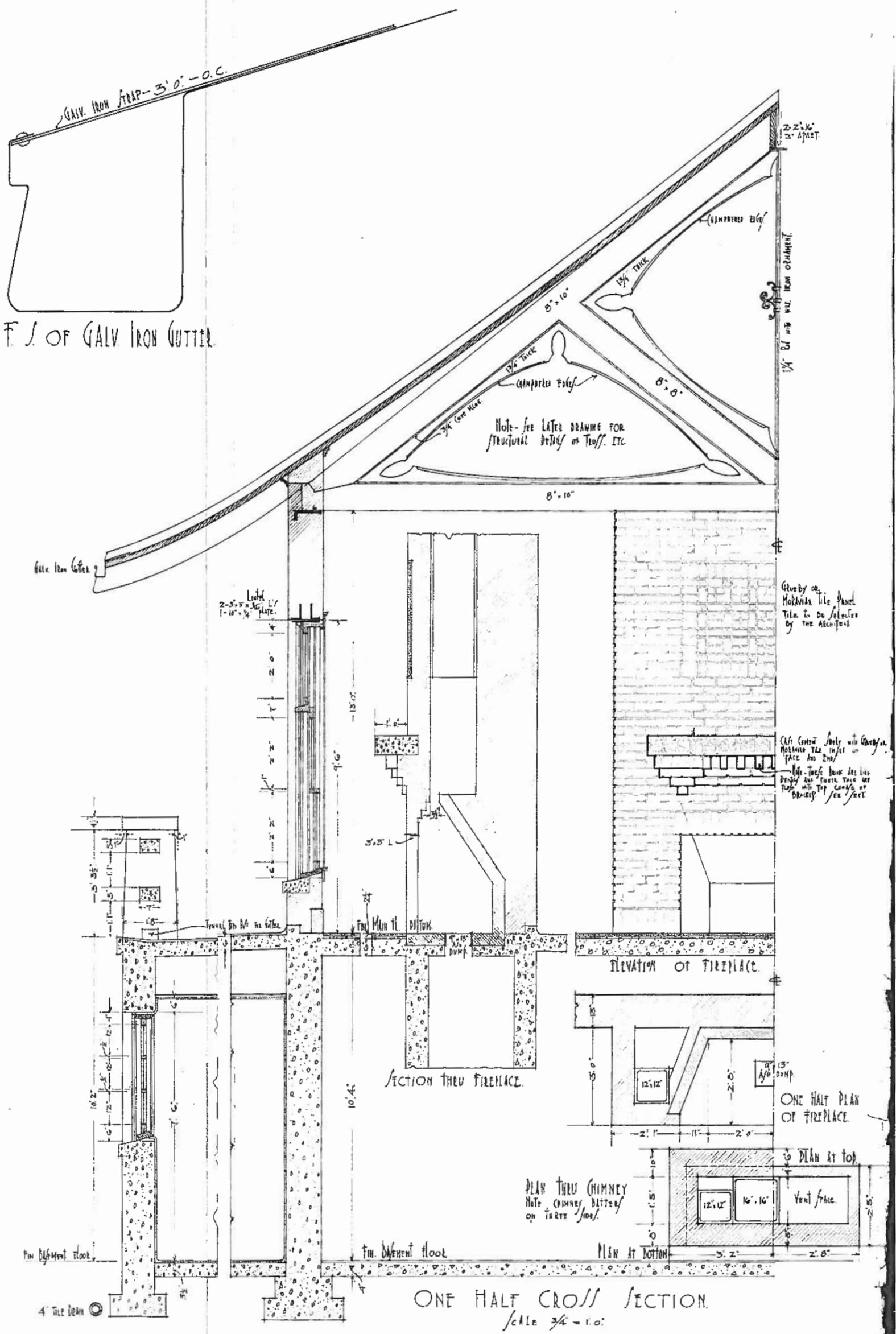


UNLOADING STATION FOR POINT DISTANCE PIER

White Faceted Acoustical
50c Angle Acoustical Disc
TICOMAT W/5



E. I. OF GALV IRON GUTTER.



UNLOADING STATION FOR POINT DEFLECTOR BAR
 When Installed Attached
 5" 0" AVERAGE / Cast Iron Dia
 THROUGH W/ 1/4"

Agenda Item 4A

Federal Building

**SCOPE OF WORK NARRATIVE
And
PROJECT UPDATE**

Describe the project and its goals

The 4th Floor of the Building was home to the Federal Circuit Courtroom and District Courtrooms. The District Courtroom located at the south end of the Building is flanked a judge's chamber with lobby and library to the east and the Grand Jury Room to the west. The project is to create a flexible, event space in the District Courtroom, a smaller breakout room in the judge's chamber and office space and catering/prep kitchen in the Grand Jury Room.

Event Space

The District Courtroom belonged to the federal district court system from the time the Building opened in 1910 until the court system vacated the Building in 1992. Federal District courts held trials, with one judge and a jury. This Courtroom overlooks 12th Street and affords views of the Thea Foss Waterway, Mt. Rainier and the Tacoma Dome. The Courtroom has wood pediments and entablatures over the interior doorways, modillions, plaster cornice and cove at the ceiling line. There is also wood wainscot, chair rail, base and trim. Acoustic wall and ceiling tiles and contemporary light fixtures (as of the 1970's/1980's) have been installed during renovations over the years.

Our plan is repair damaged plaster cornice (~20 feet), install missing wood wainscot, chair rail, base and trim consistent with the existing style and materials. We are going to paint the cornice, walls and cove in light, muted gray and off white tones. We are also going to stain the wood wainscot, chair rail, base, trim and door and window moldings in light shade of clear coat. The original fir floor is buried below carpet and layer of cork underlayment. We are going to refinish the original floors, also using a light shade of clear coat stain. The lighting will be upgrades to LED efficiency and will include up lighting at the ceiling cove and ceiling can lights to replace the outdated and inefficient light fixtures. The Acoustic wall and ceiling tiles will be wrapped in a gray tone fabric to match the new wall colors.

We hope to create a space appropriate for all types of events from wedding receptions to corporate speaking events to performing arts rehearsals to dance and yoga classes. The Building is bringing together creative and artistic individuals and organizations and we believe this Event Space can be a flexible arena for the community to congregate, celebrate and perform.

Judge's Chamber and Library/Lobby

Adjacent to the east of the Courtroom was a judge's chamber and library. Originally the room had wainscot, chair rail, base and trim. The wainscot is no longer in the room, likely lost to a renovation at some point. We would like to replace the wainscot similar to the look and feel of the Courtroom and consistent with the original room. This space also has original fir floors below the carpet and cork tile underlayment. We plan to refinish the floors with the same light shade of clear coat stain as used in the Courtroom.

We plan to use this room as a breakout room for events in the Events Space. We also believe this space will have use as a space for smaller, private dance or music instruction, a greenroom/dressing room for

Power Property Consultants, Inc.
31620 23rd Avenue South, Suite 200
Federal Way, WA 98003

performing arts in the Events Space and a dressing room for the wedding party when the Events Space is used for a wedding reception.

Grand Jury Room

This room was the deliberation room for the District Courtroom and is located adjacent to the west. The walls have a wood base, chair rail, picture molding and trim. The doorway has a marble threshold and hopper transom. A prior renovation of the space built a wall and created a small office in the space.

We plan to use the office for Events Space management and the remainder of the room as a food prep area for caterers involved with food service for the Events Space. There is an existing sink and cabinet in the room. We are planning to extend the cabinet and upgrade the sink, install additional island counter space and a refrigerator/freezer set. The flooring will be a commercial type of tile, appropriate for kitchen use. This space will be used for support of the food and beverage needs of the Event Space activities.

Project Update – Spring 2014

The project is about 80% complete with the flooring, wall and molding repair and painting completely finished in the Event Space and Judge's Chamber. The Grand Jury Room has most of the wall finishes done. We have a punch list of remaining tasks such as modification to the acoustic tile system in the Event Space, improvements in the Grand Jury Room and light systems throughout. We anticipate project completion during June 2014 with a Grand Opening of the space in July.











Agenda Item 4B

West Slope Neighborhood Conservation District



WEST SLOPE NEIGHBORHOOD COALITION

P.O. Box 64321 Tacoma, WA 98464-0321

<http://www.westslopeWSNC.com>

WSNC BOARD – 2014

OFFICERS

Co-Chairmen

David Zurfluh davidzurfluh@msn.com

678-0718 1253 S. Fernside Avenue

Dean Wilson dewilson064@gmail.com

312-2858 1401 S. Sunset Drive

Vice-Chair

Nancy Fleming nanfleming@netzero.net

565-3698 1520 S. Fairview Drive

Recording Secretary

Judy Manza pjmanza@harbornet.com

564-3596 1526 S. Ventura Drive

Treasurer & Leader of area's CERT (Citizen Emergency Response Team)

Mike Fleming mnfleming@netzero.net

565-3698 1520 S. Fairview Drive

Membership Chair

Gail Cline clinetg@comcast.net

460-6786 7535 Hegra Road

TRUSTEES (Area Reps)

Narrowmoor 1 (6th Ave to S 12th St)

& WSNC Rep on West End Council

Tom Cline clinetg@comcast.net

460-6786 7535 Hegra Road

Narrowmoor 2 (S 12th to Suspension)

Joan Christensen jochris@nventure.com

565-4565 1205 S Fairview Dr.

Narrowmoor 3 (Suspension to S 19th)

Martanne Russell russellzurfsell@aol.com

566-8711 1746 S. Karl Johan

Narrowmoor 4 (SR16 to 6th Ave)

Ted Turner ted.turner@weyerhaeuser.com

(cell) 541-912-6664 636 N. Fairview Dr

Mt. Narrowmoor (East of Jackson St)

Vacant

Rep At-Large

Karen Kelly kmkelly916@gmail.com

759-4214 916 S Mt. View Ave

Sunset & Titlow (West of S. Mt. View)

Ron Talcott ron@talcott.org

564-9779 1320 S. Sunset Drive

July 25, 2014

Mayor Marilyn Strickland and Members of the City Council

City of Tacoma

747 Market Street

Tacoma, WA 98402

Subject: Discriminatory Language in Narrowmoor Covenants

Dear Mayor Strickland and Members of the City Council,

On behalf of the entire Board of Directors of the West Slope Neighborhood Coalition, my Co-Chair and I wish to relate our deep concern that there has apparently been an inference that our Narrowmoor Conservation District application (now in process) might somehow perpetuate the abhorrent, racially discriminatory language that was included in some of the original covenants.

We wish to assure the Mayor and Council that we wholly reject any such language, a sad vestige of a bygone era when even Japanese-American citizens in Pierce County were unconstitutionally confined to internment camps. We understand that the discriminatory provisions were invalidated on constitutional grounds as well they should. In fact, in the contemporary versions of the covenants, conditions and restrictions (CCRs) provided by title companies (copy attached) the offending language has been stricken. So far as we know, that language can only be found with the original plat plans, approved and registered by the City of Tacoma some 30 years before the WSNC was formed.

Please be assured that the only provisions we have proposed under our application relate strictly to the lot layout and structural design elements specifically intended to preserve the general design character of the neighborhood. These are in full accordance with the city's stated policies of the Tacoma Comprehensive Plan and the criteria for a conservation district.

As fellow citizens of Tacoma we do share your sensitivity to the fact that such language and sentiments ever existed in this city and it is most certainly not reflective of the values we hold as a community. It should be noted that when we formed the West Slope Neighborhood Coalition in 1987 we specifically stated in our bylaws that one of our central purposes is, "[T]o encourage and promote the diversity of our social and cultural vitality." We continue to strongly hold to that statement. (See attached information sheet on WSNC).

We do not know if, or by what means, you might expunge or redact such language from the historic city or county records, but the WSNC would fully support any efforts to ensure it remains eradicated from any contemporary CCR's in the unlikely event that any such language should reappear in any manner.

Sincerely,



Dean Wilson
Co-Chair



Dave Zurfluh
Co-Chair

cc: Reuben McKnight, Historic Preservation Officer

Enclosures:

1. Information sheet on WSNC
2. Copy of current CCR's (Note the deleted paragraph, F.)



WEST SLOPE NEIGHBORHOOD COALITION

P.O. Box 64321 Tacoma, WA 98464

What is the W.S.N.C.?

The West Slope Neighborhood Coalition was formed during the summer of 1987 by friends and neighbors in the area generally east of Jackson Street to Meyers and west to Titlow Park, and south of the Narrows Bridge to the Tacoma City limits at 19th St. It was organized to provide a neighborhood network to better communicate concerns to one another and to local government officials.

The general objectives of the W.S.N.C. are:

1. To encourage and promote the economic health, physical attractiveness, and public safety of our West Slope Neighborhood.
2. To encourage and promote the diversity of our social and cultural vitality.
3. To work with the City of Tacoma in any future planning determinations which affect the West Slope neighborhood.
4. To establish and maintain an inter-communication network that informs and promotes cooperation among the coalition members and neighbors.

Some of the specific concerns and activities of the W.S.N.C. include support of view preservation ordinances that limit building and foliage heights; tree trimming programs; underground utility lines (accomplished); Titlow Park planning; and neighborhood safety through crime and speed watch programs (we have a full-time mobil crime watch patrol run by member volunteers—dues waived for those drivers). We also have representation in the city-sponsored Neighborhood Councils, and maintain close liaison with our local city council members and key city officials.

A general membership meeting is held at least once annually, and a neighborhood picnic conducted each summer at Titlow Park. The officers and trustees meet monthly to address the issues important to the membership and activities are reported to the members via the "Westscope" newsletter. Membership fees are \$25 the first year and \$20 for annual renewal.

We believe the most important aspect of the W.S.N.C. is the opportunity for members to work together and to develop a sense of community, that intangible asset that separates exceptional neighborhoods from the mediocre. We hope you will consider joining the coalition and help us preserve and improve the special qualities of the West Slope that make it a great place to live.

If you have any questions, just use the P.O.Box and write them, addressed to the Chairman, W.S.N.C.

DECLARATION OF BASIC AND LOCAL PROTECTIVE RESTRICTIONS,
 CONDITIONS, COVENANTS AND AGREEMENTS FOR NARROWMOOR THIRD
 ADDITION, RECORDED JUNE 29, 1948 UNDER AUDITOR'S FEE NO. 1488481,
 AS FOLLOWS:

KNOWN ALL MEN BY THESE PRESENTS THAT THE OWNERS OF THE ABOVE
 MENTIONED TRACT OF LAND HEREBY PROMULGATE, CERTIFY AND DECLARE
 THAT THERE IS AND SHALL HEREBY BE ESTABLISHED PROHIBITIVE AND
 OPERATIVE RESTRICTIONS, RESERVATIONS, PROHIBITIVE AND PERMITTED
 USES OF SAID LAND AS HEREINAFTER SPECIFICALLY SET FORTH BY
 SECTIONS A TO H INCLUSIVE HEREOF.

AND THAT ALL COVENANTS THEREOF SHALL RUN WITH THE LAND AS A
 CONDITION BINDING ON ALL PARTIES AND ALL PERSONS HERETO OR
 ANY OF THEM OR THEIR HEIRS OR ASSIGNS SHALL VIOLATE OR ATTEMPT
 TO VIOLATE ANY OF THE COVENANTS HEREIN, IT SHALL BE LAWFUL FOR
 ANY OTHER PERSON OR PERSONS OWNING ANY REAL PROPERTY IN SAID
 SUBDIVISION TO PROSECUTE ANY PROCEEDINGS AT LAW OR IN EQUITY
 AGAINST THE PERSON OR PERSONS VIOLATING OR ATTEMPTING TO VIOLATE
 ANY SUCH COVENANTS AND EITHER TO PREVENT HIM OR THEM FROM
 SO DOING OR TO RECOVER DAMAGES OR OTHER DUES FOR SUCH VIOLATION.
 INVALIDATION OF ANY ONE OF THESE COVENANTS BY JUDGMENT OF COURT
 ORDER SHALL IN NO WISE AFFECT ANY OF THE OTHER PROVISIONS WHICH
 SHALL REMAIN IN FULL FORCE AND EFFECT.

A. EXCEPT AS OTHERWISE THEREIN SPECIFICALLY STATED, NO STRUCTURE
 SHALL BE ERRECTED, PLACED OR PERMITTED TO REMAIN ON ANY
 RESIDENTIAL BUILDING PLOT OTHER THAN ONE DETACHED SINGLE-FAMILY
 DWELLING NOT TO EXCEED TWO STORIES IN HEIGHT AND A PRIVATE
 GARAGE. ←

B. NO BARNs, COOPS, SHACKS, TENTS, TRAILERS OR QUONSET TYPE
 OF CONSTRUCTION SHALL BE PERMITTED WITHIN THE SUBDIVISION. NOR
 SHALL ANY SPECIES OF LIVESTOCK, SUCH AS GOATS, CATTLE, SWINES,
 HORSES, POULTRY OR RABBITS BE KEPT OR MAINTAINED FOR COMMERCIAL
 PURPOSES OR OTHERWISE. THIS IS NOT INTENDED TO INCLUDE HOUSEHOLD
 PETS NOT CALCULATED TO BECOME AND NOT BECOMING A NUISANCE TO
 OWNERS OF, OR INHABITANTS OF SAID SUBDIVISION.

C. NO RESIDENTIAL BUILDING SHALL BE LOCATED NEARER THAN 30
 FEET TO THE CITY STREET LINE AT FAIRVIEW DRIVE, FERNSIDE DRIVE
 AND VENTURA DRIVE, NOR NEARER THAN 20 FEET TO STREET LINE AT
 AURORA AVENUE OR KARL JOHAN AVENUE. BUILDING SETBACK LINE ON
 SUSPENSION DRIVE AND ON SUNRAY DRIVE SHALL BE NOT LESS THAN 15
 FEET. ANY OTHER BUILDING SET BACK NOT COVERED HEREIN SHALL BE
 AS PROVIDED BY CITY ORDINANCE. WHENEVER NECESSITATED BY NATURAL
 CONTOURES OF GRADE CONDITIONS OF THE SITE, A PRIVATE GARAGE MAY
 BE LOCATED WITHIN 10 FEET OF THE STREET LINE. A GARAGE SO
 LOCATED SHALL BE OF MASONRY, EXTERIOR CONSTRUCTION AND FINISH IN
 LIGHT COLORED STUCCO UNLESS CONSTRUCTED FROM STANDARD CLAY BRICK.

D. NO TALL GROWING TREES, SUCH AS SOUTHERN POPLAR, MAPLE OR ANY OTHER SIMILAR SPECIES THAT WOULD OBSTRUCT THE PANORAMIC VIEW OF THE SOUND SHALL BE PLANTED OR PERMITTED TO GROW WEST OF FAIRVIEW DRIVE, NOR SHALL ANY COMMERCIAL BILLBOARD BE SO LOCATED.

E. ALL CONSTRUCTION IN BLOCKS NO'S 2, 3, 4, 8, 9, 10 AND 14 SHALL BE LIMITED TO ONE RESIDENTIAL DWELLING AND A PRIVATE FAMILY GARAGE UPON EACH LOT, TOGETHER WITH SUCH LOT FENCING AND OTHER GARDEN NOVELTIES AS THE OWNER THEREOF MAY ELECT, NOT IN CONFLICT WITH SPECIFIC RESTRICTIONS HEREIN.

FOR THE PURPOSE OF FURTHER COMMUNITY INTEREST AND PROTECTION, NO DWELLING STRUCTURE HAVING LESS THAN 1200 SQUARE FEET OF GROUND FLOOR SPACE, EXCLUSIVE OF OPEN PORCHES AND GARAGE, SHALL BE ERECTED OR PLACED ON THE FOLLOWING RESIDENTIAL LOTS:

LOTS 1, 2, 3 AND 4 OF BLOCK 2, LOTS 1 AND 8 OF BLOCK 10,
ALL OF THE LOTS IN BLOCK 3, LOTS 1 AND 2 OF BLOCK 15,
LOTS 5, 6 AND 7 OF BLOCK 9.

NO DWELLING STRUCTURE HAVING LESS THAN 1280 SQUARE FEET OF GROUND FLOOR SPACE, EXCLUSIVE OF OPEN PORCHES AND GARAGE, SHALL BE ERECTED OR PLACED ON ANY LOT OF BLOCK 4 OR

LOTS 1, 2, 3 AND 4 OF BLOCK 9, OR
LOTS 1 AND 2 OF BLOCK 14.

NO DWELLING STRUCTURE HAVING LESS THAN 1150 SQUARE FEET OF GROUND FLOOR SPACE, EXCLUSIVE OF OPEN PORCHES AND GARAGE, SHALL BE ERECTED OR PLACED ON BLOCK 1 AND 7, OR

LOTS 5, 6 AND 7 OF BLOCK 2.

NO DWELLING STRUCTURE HAVING LESS THAN 980 SQUARE FEET OF GROUND FLOOR SPACE, EXCLUSIVE OF OPEN PORCHES AND GARAGE, SHALL BE ERECTED ON LOTS 2, 3, 4, 5, 6 AND 7 OF BLOCK 10 OR

LOT 3 OF BLOCK 14

NO DWELLING STRUCTURE HAVING LESS THAN 1100 SQUARE FEET OF GROUND FLOOR SPACE SHALL BE ERECTED OR PLACED ON ANY OF THE REMAINING LOTS IN THE SUBDIVISION. THE MINIMUM REPRESENTATION COST OF RESIDENTIAL DWELLINGS AS HEREIN REFERRED TO SHALL BE ESTIMATED ON BASIS OF CONSTRUCTION COST OF SIMILAR STRUCTURE IN THE YEAR OF 1940 AS FOLLOWS:

1280 SQUARE FEET ZONE - \$6,500. 1200 SQUARE FOOT ZONE - \$6,000. 1150 SQUARE FOOT ZONE - \$5,700. 1100 SQUARE FOOT ZONE - \$5,200 AND 980 SQUARE FOOT ZONE - \$4,800.

ANY RESIDENTIAL DWELLING ERECTED IN THE SUBDIVISION SHALL BE COMPLETED WITHIN 6 MONTHS FROM DATE OF COMMENCEMENT AND MAINTAINED IN GOOD REPAIR AT ALL TIMES THEREAFTER, INCLUDING ROOFS AND EXTERIOR PAINTING. WHERE PUBLIC SEWERS ARE NOT AVAILABLE SANITARY DISPOSAL SHALL BE MADE BY SEPTIC TANK AND FIELD TILE

3rd

DISPOSAL SYSTEM IN ACCORDANCE WITH THE REGULATIONS OF THE CITY DEPARTMENT OF PUBLIC HEALTH. THE ZONING RESTRICTIONS AND REGULATIONS OF THIS PARAGRAPH ARE NOT INTENDED TO PRECLUDE, SUBJECT TO THE APPROVAL OF CITY AUTHORITIES FROM BLOCKS 1, 7, 15, 5, 6, 11 AND 12 SUCH STRUCTURES OF SEMI-RESIDENTIAL DESIGNS KNOWN AS DUPLEXES, APARTMENTS AND APARTMENT COURTS, OR SUCH OTHER STRUCTURES COMMONLY ADOPTED TO COMMUNITY CENTERS, PROVIDED, HOWEVER, THAT NO SUCH CONSTRUCTION SHALL BE PLACED OR PERMITTED TO BE PLACED BY ANY OWNER OF TRACTS OR LOTS IN THE HEREIN REFERRED TO BLOCKS OF LAND UNLESS COMPLETE BLUE PRINTS AND SPECIFICATIONS SHOWING AND DESCRIBED IN DETAIL SUCH PROPOSED CONSTRUCTION TO BE PLACED THEREON, SHALL HAVE BEEN SUBMITTED TO AND APPROVED BY EIVIND ANDERSON (ONE OF THE PROMOTERS OF THIS SUBDIVISION) HIS HEIRS OR ASSIGNS. ANY OTHER PUBLIC REGULATION OR CONTROL THEREOF NOTWITHSTANDING.

F. DELETED Deleting restrictions herein, if any, based on race, color, religion or national origin.

G. NO NOXIOUS OR OFFENSIVE TRADE OR ACTIVITY SHALL BE CARRIED ON UPON ANY LOT, NOR SHALL ANYTHING BE DONE THEREON WHICH MAY BE OR BECOME AN ANNOYANCE OR NUISANCE TO THE NEIGHBORHOOD.

H. THE COVENANTS HEREINABOVE SET FORTH SHALL IN NO WAY SUPERSEDE OR MODIFY ANY OF THE COVENANTS REGULATING THE USE OF BLOCK 13 CONTAINED IN THAT CERTAIN WARRANTY DEED TO BURTON W. LYON, JR. AND FRANCIS E. ASH, DATED MAY 17, 1947 AND NOW OF RECORD IN THE OFFICE OF THE AUDITOR OF PIERCE COUNTY, WASHINGTON.

- THE END -