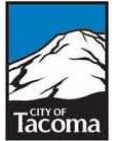


# Landmarks Preservation Commission

## Planning and Development Services Department



747 Market Street ❖ Room 345 ❖ 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 Office with any questions at 253-591-5220.

### PART 1: PROPERTY INFORMATION

Property Name	
Historic Name <u>COLLEGE PARK HISTORIC DISTRICT</u>	Common Name    COLLEGE PARK NATIONAL HISTORIC DISTRICT
Location	
Street Address <u>Refer to attached Map &amp; Data sheets</u>	Zip <u>98406</u>
Parcel No(s). <u>Refer to attached documentation</u>	Legal Description and Plat or Addition: : <u>Refer to attached documentation</u>
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 checked="" type="checkbox"/> Site
<input checked="" type="checkbox"/> Historic Additions	<input type="checkbox"/> Historic Landscaping, Fencing, Walkways, etc.
<input type="checkbox"/> Accessory Buildings/Outbuildings	<input type="checkbox"/> Interior Spaces/Other (inventory in narrative)
Owner of Property	
Name <u>Refer to attached supporting documentation</u>	
Address    _____	City    _____    State    ____    Zip    _____
Is the owner the sponsor of this nomination? If not, please provide evidence that the owner has been contacted.	
Yes <input type="checkbox"/> No <input type="checkbox"/>	
Owner Signature, if possible: <u>Refer to attached supporting documentation</u>	
Form Preparer	
Name/Title    Jeffrey J. Ryan, Architect	Company/Organization    Historic District Resident
Address    3017 North 13 <sup>th</sup> Street	City    Tacoma    State    WA    Zip    98406
Phone    253.759.0161	Email <a href="mailto:jjryan@harboret.com">jjryan@harboret.com</a>

**Narrative (continued)**

**Nomination Checklist—Attachments**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> \$100 Filing Fee (payable to City Treasurer) NENC Support Letter  | <input checked="" type="checkbox"/> Continuation Sheets            |
| <input checked="" type="checkbox"/> Site Map (REQUIRED)   | <input type="checkbox"/> Historical Plans                          |
| <input checked="" type="checkbox"/> Photographs (REQUIRED): <i>please label or caption photographs and include a photography index</i>            | <input checked="" type="checkbox"/> Other (please indicate): _____ |
| <input type="checkbox"/> Last Deed of Title (REQUIRED): <i>this document can usually be obtained for little or no cost from a titling company</i> |  |

FOR OFFICE USE	
Date Received	_____
Fee Paid	_____

**Tacoma Municipal Code**

**13.07.020 Landmarks and Historic Districts – Declaration of purpose and declaration of policy.**  
*(Tacoma Municipal Code 07/2022)*

*The City finds that the protection, enhancement, perpetuation, and continued use of landmarks, districts, and elements of historic, cultural, architectural, archeological, engineering, or geographic significance located within the City are required in the interests of the prosperity, civic pride, ecological, and general welfare of its citizens. The City further finds that the economic, cultural, and aesthetic standing of the City cannot be maintained or enhanced by disregarding the heritage of the City or by allowing the destruction or defacement of historic and cultural assets.*

*The purpose of this chapter is to:*

- A. Preserve and protect historic resources, including both designated City landmarks and historic resources which are eligible for State, local, or National listing;*
- B. Establish and maintain an open and public process for the designation and maintenance of City landmarks and other historic resources which represent the history of architecture and culture of the City and the Nation, and to apply historic preservation standards and guidelines to individual projects fairly and equitably;*
- C. Promote economic development in the City through the adaptive reuse of historic buildings, structures, and districts;*
- D. Conserve and enhance the physical and natural beauty of Tacoma through the development of policies that protect historically compatible settings for such buildings, places, and districts;*
- E. Comply with the state Environmental Policy Act by preserving important historic, cultural, and natural aspects of our national heritage; and*
- F. To promote preservation compatible practices related to cultural, economic and environmental sustainability, including: conservation of resources through retention and enhancement of existing building stock, reduction of impacts to the waste stream resulting from construction activities, promotion of energy conservation, stimulation of job growth in rehabilitation industries, and promotion of Heritage Tourism;*
- G. To contribute to a healthy population by encouraging human scale development and preservation activities, including walkable neighborhoods; and*
- H. Integrate the historic preservation goals of the state Growth Management Act and the goals and objectives set forth in the City’s Comprehensive Plan and regulatory language.*

**Narrative (continued)**

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**13.01.05. H – Land Use Permits and Procedures Definitions**  
(Tacoma Municipal Code, 07/2022)

**“Historic resource.”** Any property that has been determined to be eligible by the City Historic Preservation Officer or Washington State Department of Archaeology and Historic Preservation staff for listing in the Tacoma Register of Historic Places, the Washington State Heritage Register, or the National Register of Historic Places, or any property that appears to be eligible for such listing by virtue of its age, exterior condition, or known historical associations.

**“Historic Special Review District.”** An Overlay Zone with a concentration of historic resources that has been found to meet the criteria for designation as a Historic Special Review District under the provisions of TMC 13.07 and has been so designated by City Council.

**One Tacoma - Tacoma Comprehensive Plan**

***Criteria for Designating Historic Districts***

(One Tacoma Plan, Book Two, City of Tacoma Historic Preservation Plan, 2011, Chapter 3)

As recommended in Action HP-29A on page 3-42, specific criteria should be used to prioritize requests for designation of local Tacoma historic districts. Potential criteria are described below. The degree of priority given to designating local Tacoma historic districts would be influenced by the number of criteria met.

***Appropriate documentation of eligibility is readily available.***

*Survey documentation, including a statement of significance, description of key features, and evaluation of integrity of the properties in the area is already prepared, or can be prepared by an outside party in a timely manner.*

***The area is recognized as having a high level of historic significance.***

*An area that would be eligible for listing as a historic district in the National Register, or that is determined to be highly significant to Tacoma’s history would meet this criterion.*

***A substantial number of property owners in the area support designation.***

*Strong support may be indicated by letters or petitions, as well as information received in public workshops.*

***Designating the district would support other community plans.***

*If a neighborhood plan for the area seeks to attract reinvestment in properties, designation could help stimulate desired improvements. Designation could help create a climate for investment, and make other incentives and benefits available.*

***The area abuts another neighborhood that is already listed as a historic district.***

*This may be a locally designated historic or conservation district, or a National Register district. Designating the area could help encourage good stewardship of properties in the abutting neighborhood*

**Narrative (continued)**

**PART 2: PHYSICAL DESCRIPTION**

**Extent of Changes**

Please summarize the changes that have been made to the original plan, exterior, materials, 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 type="checkbox"/>	No <input type="checkbox"/>	Interior (woodwork, finishes, flooring, fixtures)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Original cladding/exterior materials	Yes <input 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 type="checkbox"/>	No <input type="checkbox"/>			

**Physical Description Narrative**

Describe in detail the original (if known) and present physical appearance, condition and architectural characteristics of the site (context, location), exterior (all four walls), and interior. Please include a list of known alterations and their dates (use additional sheets if necessary).

The following Summary was taken from the 2017 National Register Nomination for the district and updated based on additional research and discussions during the last five years. Refer to the full National Register documentation for additional documentation.

**Summary**

The College Park Historic District of Tacoma is principally a single family, working and middle class, residential neighborhood of one and two story homes, built primarily before the Second World War. With an average construction date of 1924. This district exhibits a character, scale, and setting that speak of the period in which it was built, a compact urban residential neighborhood. The neighborhood represents a cohesive group of homes conveying a unique feeling in place and time. It was developed during a series of economic peaks and valleys in home construction in Tacoma in the late 19th Century up to 1960. The District is dominated by a spike in home construction between 1910 and 1940, the heyday of Tacoma’s railroads and lumber industry. The area was originally developed and shaped by three main streetcar lines, Point Defiance, Sixth Avenue and the K Street to Point Defiance lines. It represents an early streetcar neighborhood of the period as well as the early arrival and impacts of the introduction of car as the new main mode of transportation. The district grew and spread into the undeveloped lands west of Tacoma’s first neighborhoods, a suburb at the time of scattered homes and farms when Union Avenue was the western city limits of Tacoma. During the mid to late 1920s and 1930s the district was influenced by its proximity to the new site of College of Puget Sound (1924), the present University of Puget Sound and the Cushman Power Project (1924-1930),. During this period, the college moved from its previous site at Sixth Avenue and Sprague Streets, the current site of the west side intermediate school, Jason Lee Middle School (1924), to its current site. The University grounds once included a residential development, known as Rose Park at 13th and N. Lawrence and the Tacoma Athletic Association fields and track known as the Tacoma Athletic Park. The Tacoma Athletic Park was used by Tacoma residents for club sports and the YMCA starting back as early as the late 1880’s, for track and field events as well as the earliest known soccer and La Cross Fields in the city. The Cushman Power project introduced an inexpensive supply of electrical power that supported expansive growth throughout the city, both commercial and residential development. The post-world war years of the 1940s and 1950s brought on a need for new housing for returning veterans which ushered in the final stages of growth, filling much of the remaining vacant or open lots. The district is a fine example of homes built for the burgeoning middle class and homes purchase on the installment plan.

The College Park Historic District exhibits a full range of residential architectural styles prevalent during Tacoma’s greatest period of the growth. Many of these styles are found in pattern books and kit home catalogs of the time, with a primary influence of Craftsman, Tudor Revival and Colonial Revival styles. Local lumber companies like Cavanaugh Lumber and Dower Lumber along with the Tacoma Daily Ledger and Federal Savings Bank each marketed home designs and plan sets during the 1920s through the 1940s. Many of the homes in the district were built for resale rather than a specific client or clients, built by resident builders, architects, real estate companies and investors. This helps

## Narrative (continued)

explain the change in ownership many homes experience within the first few years of a home's construction. Ads like "Buy at Home" "Rent to Buy" and "Rent to Own" were used in advertisements at the time to sell new homes to first time home owners, on a new payment plan system. A number of homes within the district were also advertised as having been designed by leading architects, with a design composition of even the simplest homes reflecting a clear level of design talent. Most of the districts residences are relatively modest structures, built for young professionals and the working class. Yet, there are also a few fine examples of higher-style architect designed homes and buildings present within the neighborhood.

The period of significance for the College Park Historic District begins in 1888 following the expansion of the streetcar lines along Sixth Avenue to approximately Union Avenue to the south of the neighborhood, the K street line to the east which ended just one block into the district near N 12<sup>th</sup> & Pine streets and its extension to Point Defiance prior to 1910 and the Point Defiance line to the north along N. 21st Street. The year 1890 coincides with the earliest contributing homes still found within the district and ends in 1960 with homes built on a combination of vacant lots and as replacements of earlier structures during the years following World War II. By 1938 the last year of Tacoma's Street car system, 87% of the homes in College Park were already in place, 97% of the homes you see today were built prior to 1960. With readily available transit lines and the power that first came with the streetcar lines, the homes represent modern home styles of the period and built within a relatively short period of time. With the introduction of the automobile these homes also represent homes that were built with an automobile in mind or homes that were adapted to function with the new form of transportation and the need to shelter them in garages. The district has retained a strong level of integrity of location, setting, design, materials, workmanship, feeling, and association. A high percentage of homes within the neighborhood contribute to the character of the historic district. Many individual buildings within the district demonstrate a high level of integrity but even those of less historic integrity support the cohesive feel of the district. This nomination represents a collection of homes of a character and scale that speaks to a period in history as a group, rather than as individual homes of distinction, as a district of historic homes. The numbers of contributing and non-contributing resources are as follows, as noted previously accessory structures, such as garages listing the National Register Nomination are not included in the local nomination:

### Buildings:

#### Primary Structures

Historic Contributing:	535
Historic Non-Contributing	36
Non-Contributing:	<u>12</u>

TOTAL: **583**

### Setting

The College Park National Historic District is located northwest of downtown Tacoma, between the University of Puget Sound Campus or Union Avenue to the west, the Buckley addition to the east, the commercial district along Sixth Avenue on the south, and North 21st Street on the north, a major arterial street through Tacoma's North End neighborhood. The land within the district boundaries was developed under a number of smaller platted additions to the city of Tacoma that developed on the western edge of the city between two large plats, the Buckley Addition to the east and the much larger Second School Land Addition to the west of Union Avenue. The neighborhood falls within the greater North End neighborhood of Tacoma, which includes four other National Historic Districts and one local district, the North Slope. The area has been known over the years by various names, West Side, North End and the College District within the College neighborhood as early as 1920s. In the 1950's much of what we know today as the North end was than noted on maps as the College Neighborhood.

The topography of the area is generally flat or a low rolling hill across the district with the exception of the Buckley Gulch that runs from roughly North 16th and Junett Streets across the northeast corner of the district and continuing down to Old Town and the waterfront many blocks away. The gulch once extended to at least North 12th and Junett Street but has been filled over time to its present appearance. The highest elevations in the district occur along Union

**Narrative (continued)**

Avenue to the west, the area in general could be considered a bowl or shallow valley between higher elevations to the east and west.

The street patterns in the district is a fairly uniform grid, with a few dead end streets caused by the topography of the Buckley Gulch and the occasional street grid shift found in much of Tacoma's North End between areas platted at different times and developers, as the residential neighborhoods expanded. Refer to the attached site plan for the layout of street, lot and building layout. The typical street grid in the district is an 80 foot wide right-of-way with a 20 to 24 foot wide street, with concrete curbs and sidewalks. Sidewalks are typically 5 feet in width and many were originally scored into 30-inch squares. Street names are inset into the concrete sidewalks at intersections and many homes have house numbers set into the concrete pathway of matching font, leading from the sidewalk to the front door of each home. Typical residential blocks are 300 feet long, individual parcels of land are typically multiples of 25 foot lots that are 120 ft. deep, with the exception of the east and west ends of blocks where some have been divided into squarer parcels for two homes facing a side street. A 25 foot wide alley with a 20 ft. paved or gravel surface runs up the middle of each block, with perpendicular lots on both sides. The major north - south arterial streets are North Alder Street and Union Avenue, the major east - west arterial streets are North 21st Street and Sixth Avenue two blocks south of the district. Additionally Pierce Transit bus service is available on N. 21<sup>st</sup> east of Alder, Sixth Ave. and through the district along N. 15<sup>th</sup> and Alder Streets. Each block typically has a mid-block alley accommodating garages and sheds at the rear of the lots. In the blocks without alleys, garages are located either directly behind the house, accessed by a driveway or on sloping lots, dug into the front of the lot at the sidewalk level into the basement. Some were originally designed into the basements with access from the street or if no alley access existed; other garages have been added over time where none existed due to the age of the home.

All the streets within the district are currently paved, some with concrete paving some with asphalt. Some of the earlier paved streets included brick gutters. Not all of the streets within the district were originally paved; some of the streets were not paved until as late as the 1950s. Prior to that many were gravel streets with wooden curbs and gutters, a common early street construction method found in Tacoma. Streetlights also vary by location, added over time through city Land Improvement District programs. Many streets have relatively new concrete fluted poles with acorn style shades/globes similar to the original poles found within the neighborhood in the 1920's. Some of the poles have been replaced with aluminum cobra head style streetlights over time.

Residential landscaping varies considerably however common shrubs from the time period such as pink Camellia's and Rhododendrons can still be found. A typical street has traditionally landscaped front yards with a small lawn, planting beds, shrubs and small trees. Some houses have large trees in either the front or rear yards. Some homeowners have opted to remove lawns and landscaped the front yard with groundcovers, shrubs and other plantings. In some blocks, houses sit above the street with rockeries or retaining walls. While a few houses have tall fences in front, these are relatively uncommon with rear fences being more common. Most blocks have some street trees, although there is little order or uniformity to their planting or species. The majority of the street trees have been planted over time by individual homeowners rather than a coordinated effort by the original developers or the City of Tacoma. In some blocks they vary considerably in location, size and species, while other blocks are lined with a single species of trees. Most lots are set up as traditional dense urban single family layouts with street parking, curbs, grass planting strips, street trees and concrete sidewalks. Most homes have landscaped front and side yards, with landscaped back yards with a garage, accessory dwelling unit or outbuilding off the alley.

Early land development standards were placed on many of the lots to establish a level of higher quality homes by builders. The Bullet Addition for example; required a minimum of two twenty five foot lots per home, requiring "Strictly first class residences" that did not allow for store buildings or apartment houses within its boundary. It was their hope that the platted Addition containing "only beautiful homes, unmarred by commercial buildings of any kind". These standards are not to be confused with covenants found in development of the 1940's on, there impact was only the initial construction on site and last for only four years following the first purchase. Other housing Additions also required a certain level of quality as a base line for construction to insure a good resale value on each home and its investor. This form of self-regulation of land use was common within the city, prior to the introduction of the more modern approach to land-use development through zoning code regulations. This basic threshold for quality construction within the district was intended to reduce the risks involved in building a home for resale, providing assurances that the neighboring home would be of equal quality.

## Narrative (continued)

No restrictions have been found within this district or the surrounding neighborhood that restricted ownership, lease of occupancy based on one's race or religion. Restriction of this kind occurred in new developments in Tacoma between 1938 and 1950; most of those kinds of restriction appear to have been written to meet the federal loan and insurance requirements of the Federal Housing Administration. The FHA was the leading source for segregated communities in the US even after these kinds of restrictions were deemed unaffordable by the US Supreme Court in 1948. The College Park neighborhood, having been significantly developed prior to 1938 was not directly impacted by this federal policy.

In the early 1950s with the introduction of "land-use zoning" and a desire by cities to reduce what they called "blight" at the time, referring to structures older than twenty five years of age. This issue began to directly impact investment in older residential intercity neighborhoods. In Tacoma, major streets like Sixth Avenue were zoned for multi-family use and expanded commercial use. The College Park Neighborhood was not immune to this redevelopment plan, the southern half of the district south of 17th Street was rezoned multifamily in the 1950's as was much of the Buckley and North Slope districts to the east, but unlike the North Slope and Buckley Addition districts, College Park did not experience the same level of destruction and dismantling of its historic fabric and continuity by the construction of significantly larger scale apartment buildings that have been attributed to Tacoma's land-use policy from that period in time. Instead the College District generally saw an increase in new two & three family homes that were more in keeping with the scale and character of the district or the conversion of existing homes for multiple families, most were built in the 1950's and 1960's.

### Contributing and Non-Contributing Resources

Contributing resources to the historic district constitute a substantial percentage of the total buildings. A relatively small number of buildings have alterations significant enough for them to be considered non-contributing historic structures within the district. The most common alterations are window replacement, additions to the rear of the home or an additional roof dormer. The presence of newer window sash or cladding was not necessarily considered significant if the overall character of the building remained intact to a level that the home still contributed to the district as a whole. Windows in some homes have been replaced overtime and while retention of the windows if possible is an important aspect of preservation of a home its impact on the overall district was of a lesser concern than a individually listed structure. Outbuildings such as garages and sheds are present on many sites but their date of construction can be allusive. Only a few homes built before the 1920s were built with a garage but many have been added over the years. Over sixty percent of the garages in the neighborhood appear to have been added since WWII. Some garages found in earlier homes may have been used as sheds or barns prior to their conversion for use as storage of automobiles. Determination of their age or an understanding of alterations that have occurred to the outbuilding is limited by the information available. As ancillary structures, outbuildings have been listed with their associated residence rather than as separate contributing structures on their own. The district has 535 historic contributing residential properties, primarily single-family residences, with a few two, three family homes and two multifamily apartment structures. Construction dates were derived from a combination of Pierce County Assessor's records, the Tacoma Public Library building records and the City of Tacoma permit records. The average year of construction of all the homes in the neighborhood is 1924. The majority of the homes were built prior to 1942, with about six percent of all resources built during or shortly after World War II. Less than three percent of buildings within the district were constructed after the period of significance (1960).

### Existing Home construction by Decade:

1890's	16	2.7 %
1900's	54	9.3 %
1910's	161	27.6 %
1920's	211	36.2 %
1930's	58	9.9 %
1940's	54	9.3 %
1950's	<u>17</u>	<u>2.9%</u>

**Total: 97.9 %**

**Narrative (continued)**

**Accessory Structures (Ancillary buildings)**

While accessory structures were reviewed for the National Register Nomination, only the primary structures are being submitted for consideration under this local nomination. Refer to the National Requester Nomination for information on the accessory structures reviewed in 2017.



### PART 3: HISTORICAL OR CULTURAL SIGNIFICANCE

#### Criteria for Designation

Tacoma Municipal Code recognizes seven criteria of eligibility for inclusion on the Tacoma Register of Historic Places. Please select any that apply to this property, for which there is documented 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 Abuts a property that is already listed on the Tacoma Register of Historic Places and was constructed within the period of significance of the adjacent structure; or
- F Is already individually listed on the National Register of Historic Places; or
- G 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 See 2017 N. R. Attached Other Date(s) of Significance \_\_\_\_\_  
Architect(s) \_\_\_\_\_ Builder \_\_\_\_\_ Engineer \_\_\_\_\_  
Architectural Style(s) \_\_\_\_\_ Material(s) \_\_\_\_\_

**Supplement: Architects & Builders:** (Refer to National Register Nomination for full list)

#### Edward L. Merritt (1881-1950)

Edward Lovering Merritt was born in Northfield, Minnesota, a graduate University of Minnesota with a degree in Architecture in 1900. Merritt moved to Seattle shortly after graduation to be with his parents and sister. Working first as a sign painter, he joined his father's successful construction firm in 1908 to form the Merritt -Hall Building and investment Company. With the retirement of his father in 1911, Edward and his partner & brother in law, Virgil Hall joined forces with Jud Yoho, one of Seattle's early prominent promoters of the Arts & Crafts esthetic in Pacific NW. Yoho was also the founder of the Craftsmen Bungalow Company as well as Bungalow Magazine a publication that reach over 40,000 nationally by 1914. While Hall appears to have left the firm by 1914, Yoho & Merritt continued the relationship until at least 1922. During this period, Yoho the avid promoter who was self-taught as a designer worked closely with Merritt to create a number of standard house plans and published catalogs of their designs in local newspaper and national magazines. Throughout the 1910's and 20's Edward Merritt was the author of a number of articles for both the Seattle Time and Post Intelligencer. Both men also promoted there work in "House and Garden", "House Beautiful" and "Keith's Beautiful Homes Magazine". As the two partners moved apart, Merritt began to publish home plan catalogs on his own, starting in the early 1920's. These catalogs including Colonial Homes (1920) and Merritt Homes (1923). He also designed homes for both the Tumwater Lumber Mills Company's; Ready Cut Homes and Stetson & Post Lumber Company both Lumber companies published home plan catalogs of their own displaying Merritt's work. In 1924 Merritt was elected as Chairman of the newly formed Seattle Master Builders Association and served two terms. Edward Merritt was active in the architectural community in Seattle until the late 1930's, retiring in 1942 to Allen, Washington. His works in the College Park district can be seen in his Plan No.795, 2008 N. Cedar (1917); and Plan No. 1029, 3114 N. 14th (1923) this home is also a possibly Tumwater Ready Cut Home; and Plan No. 1449, 3103 N. 13<sup>th</sup> (1928), a brick and stucco Tudor style home that can be seen in a number of locations in Tacoma and Gig Harbor. A Tudor design that was also featured in "Keith's Beautiful Homes" magazine, Minneapolis, in July 1928. Merritt's designs can be seen across Tacoma and in Pacific Northwest neighborhoods built during the 1910's though 1930's.

## Narrative (continued)

### 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 that lists the relevant criteria (use additional sheets if necessary). This section should include a thorough narrative of the property's history, context, occupants, and uses. If using a Multiple Property Nomination that is already on record, or another historical context narrative, please reference it by name and source.

Refer to attached supporting documentation found in the 2017 National Register Nomination for additional information. The following was principally taken from the National Register Nomination but has been updated to reflect the current conditions found within the district as well as questions and comments from the previous Nomination submittal to the Tacoma Register.

### District Goals

- To honor our districts past, as well as its place within the city's history and the districts character and qualities as a livable and sustainable community for over a century. A living and tangible reminder of our city's past.
- Building on our sense of community, history and pride of place, through greater community involvement and reexamination of the qualities of our neighborhood and the improvement yet to come. Building a stronger and more vibrant community through preservation of Tacoma's cultural heritage.
- To increase community involvement in our neighborhood, through on-going open public discussions available to local historic districts through the Landmark design review and demolition review process which promote quality design. and to promote, not unlike the North Slope and The Wedge neighborhoods.
- To promote invest in good stewardship, energy conservation and sustainable practices by preserving the embodied energy found within the historic built environment. Characteristics that improve quality of life and livability within the city.
- Expand the knowledge and resources available to promote good preservation practices and the financial incentives available to help fund and encourage preservation and conservation within our city. Preserving the historic and cultural fabric of our city.
- Promoting historic preservation policies by examining the qualities of walkable pre- WWII neighborhood planning and having fun while learning more about the history of this place and the city as a whole. Qualities that promote good design and quality construction in both streetscapes and buildings.

### District Name and Boundary

The "College Park" district was named in honor of the College District, first coined in the 1920's with the arrival of the **College** of Puget Sound on the former Tacoma Athletic **Park** grounds first created around 1890 which at the time was just east of the horse racing track west of the rail line that is today Union Ave. The "College District" and "College Community" was later used in the 1930-1950's by the City of Tacoma for this area prior to the more recent use of the terms "North End" or Proctor" and at its height the term was used to describe the district from Sixth Ave to N 21th and N Pine to N Proctor. The districts name honors both the history of both the Park and College and their connection to this community.

## Narrative (continued)

The College Park National Historic District represents the land area found between the Buckley Addition (1883) to the east and Union Avenue, the city's western boundary between 1884 and 1903. The district is further defined the three major trolley lines that served the west and north ends of the city prior to 1937, the Pt. Defiance Line on N 21st and the Sixth Avenue line or Glendale line to the district south. The third street car line end, the K Street line end at the West End Lumber and Fuel Co mill at N. 13th and Pine street in the Baker's First Addition (1889) near the center of the district

### Statement of Significance

#### Summary

The College Park Historic District is a cohesive and highly intact collection of early 20th to mid-century homes that reflect the architectural styles found during this period in Tacoma's development. It is significant at the local level and was listed on the National Register of Historic Places and the Washington Heritage Register in 2017, as a historic district under Criteria A, it relates to the unique development patterns found within the City of Tacoma and the people who lived within these homes, as well as Criteria C for the wealth of architectural styles and workmanship found within the district as well as the development trends within the city of Tacoma. As an existing National Historic District and State Heritage District this nomination also qualifies under Criteria F. The period of historic significance begins in 1890 the date of the first homes built within the district and earliest platted addition to the City of Tacoma as well as the extension of the streetcar line through and adjacent to the districts. The period of significance within the district ends by 1960 following the construction of the homes on the remaining available lots within the neighborhood. At the end of the post war housing boom, at which point 97% of the homes we see today were in place.

The College Park Neighborhood represents a diverse cross section of the citizens of the City of Tacoma and home ownership within the city. Early residents of the neighborhood included laborers, steamship captains, doctors, photographers, railroad workers, attorneys, streetcar engineers, clerks and business leaders. A full spectrum of life and professions found within the city, much as it does today. In a city in which was over 98.4% were listed as of European heritage, half of which were recent immigrants directly from their country of origin, according to the 1940 U.S. Census. Based on census information, most of the residents of this neighborhood were born in other states, most notably from the upper mid-west. This is not surprisingly the other end of the three main transcontinental rails lines in Tacoma, but there was good number of recent immigrants as well from all parts of Europe and Canada. The demographic of the districts prior to 1940 closely matched that of Tacoma as a whole and was predominantly listed as White, this district was also the home of a few Japanese families as well in the 1920's and 30's. A look at the surrounding neighborhood, within a few blocks, there were individuals and families listed in the U. S. Census that were noted as Black, Japanese and Filipino, but the US census unfortunately only shows one day in the life of a community every 10 years, this limits the ability for review of each residence on even a yearly bases, so an exact accounting of who lived in the district is not possible based on surnames alone as found in the Polk City Directory.

While the neighborhood is best known for its working and middle class character, examples of noted early residents include Alvin F. Muehler, President of the Washington State Hop Growers Association and leading outspoken opponent of prohibition, (3002 N. 21st Street). Ralph and Leo Teats, two prominent Attorneys and the sons of Govnor Teats, (3102 N.13th Street and 1603 N. Alder Street). Leo Teats was the City Attorney and The Tacoma Yacht Clubs regatta is names in Ralphs honor. Marvin Boland and Chaplin Bowen, both noted professional photographers who documented the early years of Tacoma's growth and whose work is well represented at both the Washington State Historical Society and Tacoma Public Library, (2913 N.19th Street and 3016 N. 10th street). John Dickinson a teacher, professor and later College Dean at the University of Puget Sound, (3001 N.12th Street), Arnie Strom a boat builder and later president of Tacoma Boat, (1819 N Union Avenue), Edger Eisenhower, a prominent local attorney and older brother of a young Lt. Colonel, stationed at Fort Lewis at the time, named Dwight Eisenhower, (3109 N. 20th Street). Lewis H. Snyder a homebuilder credited with building at least 11 homes within the neighborhood, (2921 N. 9th street). While these are just a few examples the inhabitants of this neighborhood

**Narrative (continued)**

they are a colorful example of life within the city when these homes were created that extends on to the present. For a full list of early residents of the College Park Neighborhood, refer to the attached descriptions for each home listing the occupants for the homes first 50 year along with their occupation.

Although the first plat in the district, Baker's First, was filed by John S. Baker in 1889 and early homes still found in the district date to 1890 to 1894, most home construction did not begin in earnest until almost twenty years later, a delay caused by the national financial panic of 1893. Home construction in the neighborhood took off after the turn of the century as the demand for housing in Tacoma increased with the expansion of timber production, port activities and the railroad traffic. This resurgent demand for housing lasted from the turn of the 20th Century up to and through the Great Depression and two World Wars. With the first streetcar line in 1888 that extended the K Street line up North 13th to Cedar Street and down North Cedar Street to north 21st Street, on its way to Point Defiance, the district began to change slowly. This line continued in service until the consolidation of the streetcar lines in North Tacoma in 1910 and the construction of the new concrete bridges on North 21st street and Yakima Avenue across the Buckley Gulch in 1912. At which point the new consolidated line running up N. 21st Street bypassing the middle of the district. The old Pacific Traction Company line was cut off, ending at the intersection of North Pine & 12th Street. The streetcar lines along Sixth Avenue, North 21st Street (Point Defiance line) and North 12th (K Street line), attracted early investment in the district only to be stopped by the depression, "panic", of 1893, the depression of the 1930s and the entry into World War I and II. Despite those hardships the district continued to develop even through those bumpy years. With the construction of the College of Puget Sound west of the district and the opening of the Potlatch power line from Cushman Dam, the Cushman Power Project, a new push for new homes and growth at the center of the neighborhood to the north of the college site began. The District's early fits and starts, booms and busts are represented in the varying mixture of architectural styles and dates of construction present today.

While construction occurred within the district over a seventy-year period, the majority was built between 1910 and 1940, with a variety of Craftsman and Revival styles ranging from modest cottages and builder houses for resale to higher styled architect-designed residences. The district's street grid and boundaries were generally developed by the late 1930s, with some homes residing on larger parcels. The results are a district relatively unchanged by the dramatic Post- World War II growth that occurred in many neighborhoods in the west and central areas of Tacoma. While a few modern house styles appeared in the district over time most of the original Craftsman and Tudor Revival residences have remained intact to the present day. Some of these newer structures are two-family homes built in the 1950's and 60's reflecting the post war demand for housing. Many of these two family structures were built as owner occupied homes with a second rental unit. The newer multifamily homes were built with materials and of a scale that fit within the context of the surrounding neighborhood. The age of the streetcar in Tacoma ended in 1938 when almost overnight the tracks were removed and the trolleys were replaced with rubber tire buses. Many of the bus lines to this day still follow the same original streetcar routes. The neighborhood retains its basic integrity as a Pre-World War II Tacoma streetcar neighborhood as well as having a unique neighborhood identity all its own. Each platted addition has further enriched the neighborhood with special qualities. The mixing of additions and architectural styles has created a district of homes that is as a whole greater than the sum of its parts, a district with homes of character and quality of design. A living reminder of the qualities of a densely populated walkable neighborhood.

**Narrative Statement of Significance****Historical Context**

The district is located within the ancestral homeland of the Coast Salish people. In particular the city of Tacoma is situated on the traditional homeland of the Puyallup Tribe of Indians, who have lived on and have been stewards of the land for many thousands of years, time immemorial. Little is known of this specific area and how it was used by the Puyallup's prior to the arrival of Europeans. To date no Native American archeological sites have been found within or near the site to date and none have been noted by the Puyallup Tribe during the previous review of this nomination.

**Narrative (continued)**

The district also lies within the original settlement of Commencement Bay township, which quickly changed its name to "Tacoma", a name given in honor of the perceived Salish name for the Mountain British Captain Vancouver named as Rainier in 1792. The earliest known map of the area is dated from around 1870 found within McCarver & Tacoma by Thomas Prosch, 1906 & Herbert Hunt's Tacoma, its History and its Builders, 1916, volume 1. According to this map, the College Park District falls within the J. W. Law land claim adjacent to the creek that flowed down through the Buckley gulch entering the bay at old town. With the announcement by the Northern Pacific Railway that Tacoma would become the western terminus of the line in 1873, hopes ran high for the new town, until the Railroad chose a site further south for their "New Tacoma" which slowed development in the area district for the next 20 years. .

**Early Development 1880's-1910**

In 1884 old and new Tacoma combined to form a single city with its new western city boundary extending west to Union Avenue. A heavy rail line was built near the district by the Lake City Railway in the late 1880's, but soon after its completion the line was sold and operated for a short period of time by the Union Pacific Railway. The route extended along what is now Union Avenue to approximately North 26th Street, but was discontinued as early as 1888 when it was acquired and sold for scrap by John S. Baker. In the early 1890's speculative land development was at its height in Tacoma and had again reached our neighborhood fueled by developers connected with the Northern Pacific Railway like John S. Baker, banker and former accountant for the NPRR and John Bullitt a Philadelphia attorney and, Chairman of the Board for both the NPRR, the Tacoma Land Company and promoter of the Olympian Hotel (Stadium High). In 1896 an athletic track and field operated by the Tacoma Athletic Club was built just west of Alder and north of N 13<sup>th</sup> street, noted in the Polk Directory as the "Tacoma Athletic Park" this park was later used by the YWCA as "The YMCA Athletic Park" now part of the present grounds of the University of Puget Sound. A large horse-racing track was located on the west side of Union Avenue just outside the city limits. Most areas within the College Park District had been logged by the late 1880's and was in use as small farms or left with stumps and debris until it was platted into residential city lots. One of these early farms was the Starr Berry and Poultry Farm (1907) owned by Governor Teats. Teats' farm included a house dating back to 1895 (1201 N. Alder St.) possibly the home of an earlier farmer and later used by the farm caretaker, as Governor Teats was an attorney and politician. There was a small lumber and firewood mill that started operations around 1896 near present day North 12th and Pine. The mill utilized the North K streetcar system which ended on the site to deliver wood for heating homes and lumber until 1936.

In 1887 it was reported that the Union Pacific Railway was preparing to make Tacoma the Northwest terminus for its line. This sparked a real estate movement of speculation and building that pushed new plats and land deals out from the center of town in all directions and rapidly increased the city's population. New plats were drawn up and sold almost as fast as they could be prepared. Many lots were sold to individuals who never saw them nor planned to build on them; they bought them as an investment. Cash poured into the city from the east and prices soared to three and four times what the land had been worth just a few years before. The impacts of the rapid influx of new plats can be seen today in the changing street grid and the changing street names found within the neighborhood on early maps. Little forethought of an overall plan for the city's layout was in place or worth reviewing in the rush to get the lots on the street for sale. The period of speculation and rising property values came to an abrupt end in the financial panic of 1893, when reality struck and land values plummeted and banks both locally and nationally failed. Both the Northern Pacific Railway and the Tacoma Land Company also failed and went into receivership during these trying years. In the end, prospects for the new rail line turned out to be more marketing than substance. The Union Pacific Railroad did not reach Tacoma in force until 1912, as a stop not a terminus city. Following the panic of 1893 the population dropped by half and little progress was seen within the city for the next ten years.

**Residential Development**

The first tract of land to be developed in the midst of the speculative years was John S. Baker's First Addition in 1888. John Sherman Baker (1861-1955) came to Tacoma with the Northern Pacific Railway in 1881 as a bookkeeper, helped found the Tacoma Grocery Company (West Coast Grocery) and then the Fidelity Trust

**Narrative (continued)**

Company in 1889. Baker became President of Fidelity Trust in 1904, a position he held for almost sixty years. Baker is best known as a banker but also for his funding of the first baseball team and field in Tacoma at 15th and Sprague Streets. He was one of the first State Senators to serve in Olympia after the state was added in 1889, (1889-1904) and friend of Allen Mason the prominent Tacoma real estate developer. Baker Middle School in the Fern Hill Neighborhood of South Tacoma was named in John Baker's honor. The second tract developed was the Badgerow Addition in 1909 by Gordon R. Badgerow (1846-1916) an attorney, Post Master and real estate developer from Sioux City, Iowa, who visited Tacoma in 1885 and built a summer home in Tacoma. Egbert M. Badgerow, son of Gordon and Adella Badgerow, opened an office at 3001 North 21 Street and managed the sales of the lots after his father's death in 1916. The third tract was the Bullitt's Addition also in 1909, built by the Fidelity Trust Company of Tacoma, John S. Baker, President, named in honor of the late John Christian Bullitt (1824-1902) of Philadelphia, Bullitt was a wealthy and prominent attorney and investor in real-estate, railroads, banks and insurance companies and a founding board member of the Fidelity Trust Company of Tacoma. A good friend and executor of Charles B. Wright's estate, Mr. Bullitt was also the Chairman of the Board of Directors for the Tacoma Land Company 1890-1895 and had served on the board of directors for the Northern Pacific Railway prior to 1889. Bullitt, rather than Wright, was the driving force behind the new Tourist Hotel project, today's Stadium High. The fourth tract was that of Muller-Lindahl Investment Company in 1912, John Anton Muller President (1843-1926) and J. Conrad Lindahl Secretary, a Tacoma based Land Investment Company. Lindahl was a real-estate agent by trade. Muller was an early settler in the area dating back before the 1870s, according to the US Census, from Steilacoom. The only occupation found for Muller was capitalist with the earliest listing in Tacoma from 1893. Muller lived for a short time in the District at 911 N. Alder (1919). The final tract of land developed within the district was developed by Govnor Teats (1858-1926) on his former berry and poultry farm, Star Berry Farm. Govnor Teats platting the College Addition in 1923. Govnor Teats was a prominent attorney with two sons at the firm of Teats, Teats and Teats. He served in the Washington State House of Representatives 1911-1913 and ran for a number of offices including Lt. Governor in 1913 for the Bull Moose Party. Later in life he was named a judge for Pierce County Superior Court. His home still stands at the corner of North 13th and Alder within the grounds of the University of Puget Sound. Both of his son's and his wife, following his death, lived in the district.

Other smaller plats or portions of plats that make up the district include the Andrews Bolcoms (1890), a small portion of the Coulter's Glyndon and Tibbal's Additions. The early additions to the City were platted during a period of optimism and expansion in Tacoma that ended with the panic of 1893 and subsequent loss of residents who left the City in search of work. It was a period in which few homes were built across the City and this district fared no better than most. The development pattern by which this district was founded followed the general speculative real estate nature of the founding of the City of Tacoma many by eastern concerns, using the terms of the day.

**Intensive Development: 1910-1940**

The College Park neighborhood's most intensive period of development occurred in the period from about 1910 to 1940, corresponding with a series of economic boom years Tacoma experienced after 1906 and just prior to and after World I, along with the years of the Great Depression and the start of the Second World War. For Tacoma these were vibrant years of logging, lumber and shipping along with the "heyday" of the railroads that helped build the City of Tacoma. This was the dominant period that shaped both the character of the City and the College Park neighborhood. This was the era of streetcar lines and early growth in automobile use for everyday life, the period of Craftsman Bungalows and English Tudor cottages, small functional houses on small garden lots built by carpenters based on common plans with unique individual exterior designs and homes for sale to the working middle class. This was also a period in urban design which established the uniform grid of streets and walkable neighborhoods with sidewalks and roads, based on the car rather than the cart. While many of the sidewalks in the district originally date back to this period, many of the streets were gravel with wooden curbs until after WWII. More than any other period in time the pre-war years shaped the district we know today.

By 1912 all three of the streetcar companies were owned and managed by a single corporation, Tacoma Power and Rail. With the end of competition amongst streetcar lines the less profitable lines were discontinued. Such was the fate the Pacific Traction Company line that ran through the middle of the district. By 1912 it appears to have been

## Narrative (continued)

discontinued and removed, leaving the Sixth Avenue line and the Point Defiance lines along the north and south of the district and the K Street line to the east. The Sixth Avenue line and the Point Defiance line both ran under the name of the Tacoma Railway and Power Company and operated until 1938, when the system switched to rubber tired buses. This coincided with the end of the company's franchise rights in 1939 to use the city streets, which would have allowed the City to purchase the rails.

Following the First World War the relocation of the College of Puget Sound in 1924 from its Sixth and Sprague campus to the former athletic park grounds and construction of the Cushman Power Project in 1924-1930, which provided inexpensive public power, new construction in the neighborhood and in the city as a whole was at its height just prior to the great depression. The opening of Tacoma Light and Power's Cushman Dam and Power House No. 1 on the Olympic Peninsula, with the construction of Cushman Substation at North 19th Street in 1926 and the second Cushman Dam & Power House in 1930, supplied abundance and a reliable source of electrical power to the city for both homes and business at a consistent and inexpensive price. The lack of reliable power had slowed and disrupted the growth in the city for a number of years prior to the construction of the new dams. The new source of power ushered in an expansion of home construction in the city as a whole and particularly in neighborhoods in close proximity to this new supply. The Cushman Substation, a National Register site, is located just two blocks west of the College District and has had a direct influence on the neighborhood's growth into the 1940s.

By the 1930's, as the great depression dragged on, things began to slow again in Tacoma. By 1938, the last year of Tacoma's streetcar lines, 87% of the homes in the district we see today were in place. The buildup of both Fort Lewis and McChord air field in the late 1930's started a new round of construction in Tacoma as we approached world war II. This sparked the construction of homes along N. Union, N. Pine and N 16<sup>th</sup> streets within the district. During the war years housing was at a premium and many homes housed multiple families, but little new construction occurred. Rooms for rent within homes, the precursors of accessory dwelling units, which had always been a part of the neighborhood, reached their peak during the war years.

### **Post-World War II Development: 1945 -1970**

During World War II, the City of Tacoma experienced period of significant growth, due to the need for worker housing for the shipyards and mills followed by the return of servicemen and women after the war. During this period the district was limited on expansion space but did experienced infill projects as large lot homes sold off portions of their land for smaller dwellings. With the end of the war Tacoma's population continued to grow with a new round of construction infilling many of the last few vacant lots within the district. By 1960, 97% of the homes we see today were in place. During this time period most of the new housing in the city was built quickly on large tracts of vacant land to the south, west and northeast of the established neighborhoods in Tacoma. As a result homes of the new modern style of the day did find their way into the district as vacant lots were sold off for redevelopment. With the opening of the new Narrows Bridge and the removal of the toll in 1965, more and more people moved out into the newer parts of town or the suburbs, leaving the district relatively unaltered from its original form.

### **Recent Development: 1970 to present**

As the years progressed more and more of the housing stock turned from owner occupied homes to rental units, in some ways this may have helped preserve the homes in an unaltered state however it did have a direct link to a lack of proper maintenance for some homes. The period of increasing rental housing appears to have peaked in the early 1980s. Since the 1990s with the rise of home prices in adjacent neighborhoods and neighboring cities along with resurgence in appreciation of these historic homes, the number of rentals has dropped off slightly but still accounts for about 20% of the homes in the district. As more homes have been purchased and restored, once again some rentals have changed back again to owner occupied properties. Very few homes have been built in the district since 1970 and in most cases an existing home or structure was removed to provide the land for the new use.

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**\*\*End of Nomination Form\*\***