United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name **Point Defiance Streetcar Station**

other names/site number Point Defiance Pagoda, Point Defiance Bus Station, Point Defiance Unloading Station

2. Location

street & number 5801 Trolley Lane ☐ not for publication

city or town Tacoma ☐ vicinity

state Washington code WA county Pierce code 053 zip code 98407

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this __X__ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property __X__ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide __X__ local

Applicable National Register Criteria

__X__ A ___ B __X__ C ___ D

Signature of certifying official/Title Date

WASHINGTON STATE SHPO
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

POINT DEFIANCE STREETCAR STATION
Name of Property

PIERCE COUNTY, WA
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [ ] private
- [X] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [X] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	district
0	0	site
0	0	structure
0	2	object
1	2	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Transportation – rail related
Transportation – road-related
Recreation and Culture – monument/marker

Current Functions
(Enter categories from instructions.)

Recreation and Culture -
Recreation and Culture – work of art

7. Description

Architectural Classification
(Enter categories from instructions.)

Late 19th & Early 20th Century American Movement

Materials
(Enter categories from instructions.)

foundation: Concrete
walls: Brick
roof: Ceramic tile, copper gutters
other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Completed in 1914, the Point Defiance Streetcar Station or Pagoda is a one-story brick building with a large day-light basement. It has an Asian-inspired tile roof and Arts and Craft style main floor. The station is located in Tacoma, Washington's Point Defiance Park with views of Commencement Bay to the north and surrounded by Japanese-inspired gardens on the northeast and southwest sides of the building. In spite of the damage caused by an arson fire in 2011, the building retains a remarkable degree of integrity. As part of the repairs/restoration all the wood on the roof had to be replaced and additional structural elements added throughout the building to address modern safety code requirements. The main floor still retains original tile work, wall finishes, light fixtures and the majority of the original trusses. Changes to the building have primarily occurred in secondary spaces in the basement.

Narrative Description

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 a former 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 a trolley lane; to the west is another larger Asian-inspired garden. Constructed in 1914, the building is representative of the 20th Century Historic Period Styles, with Asian exterior details and American Arts & Crafts interior details. Key design features are the Irimoya tile roof (gable-on-hip) with flared corners, omogegyo gable decorations, a curved roofline over the main entries similar to a Japanese Noki karahafu (or kara hafu) gable, 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 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. At the northwestern corner of the building's exterior walkways sits a monument with a shell from the *U.S.S. Maine* that was placed in Point Defiance Park on Memorial Day 1913. This location was chosen because it was the connecting point for a pathway that led from the Streetcar Station to the waterfront and the Point Defiance Boathouse Pavilion.

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. In 1938 the streetcar tracks were removed from the loop. The loop was paved to accommodate rubber-tired transportation. The size and shape of the tear-drop shaped loop at the end of Trolley Lane remains the same today as it was when streetcars were the main form of transportation to the park. Within the loop at the end of Trolley Lane is the 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 tapered 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 southern-most 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 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 grove 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 predominate 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 Raubon Tiles.

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. Documentation of the original floor plan is incomplete. Written records show that there were two large restrooms, a women's lounge, men's smoking room, small first aid hospital, and storage areas for the maintenance staff. Other than the restrooms, the locations of the other facilities are unclear. 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 damage 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 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.

Contributing Resources:
The two contributing resources described in the nomination are the Point Defiance Streetcar Station/Pagoda and the final 900 feet of the streetcar line or turn-around loop now called Trolley Lane. The Streetcar Station was completed in 1914 and retains much of its historic integrity with its Asian-inspired tile roof atop a one-story Arts and Crafts styled building. The Point Defiance Streetcar Station was the northern terminus of the streetcar line, and the final stretch of the line consisted of a tear drop shaped turn-around loop road, now called Trolley Lane. Based on aerial photographs, it is shown that this turn-around loop road has retained its same size, shape and scale from the days of streetcars to the present time. The primary change to the road occurred in 1938 when Tacoma replaced its streetcars with rubber tired buses and removed the streetcar tracks from the road.

Non-contributing Resources:
The non-contributing resources in the nomination are the *U.S.S. Maine* Shell Monument and the grouping of three Japanese objects located in the Japanese Garden surrounded by the end loop of Trolley Lane: the Torii Gate, Shinto Shrine and Yukimi-doru lantern.

- The *U.S. S. Maine* Shell Monument was placed near the streetcar station in 1913 at the crossroads of a major pathway leading from the streetcar station to the waterfront and Point Defiance Boathouse Pavilion. It sits at the westernmost corner of the boundary designation for this nomination. This path was heavily traveled by visitors to

the park in the days before road access to the Boathouse was made available in the 1930s. The monument consists of a shell from the *U.S.S. Maine* mounted above a plaque honoring the veterans of the Spanish-American War. Even though it is no longer the main pathway to the waterfront, the monument still sits at the head of the path leading to the waterfront. The monument is considered non-contributing since its installation falls outside of the period of significance for the nomination.

- The Torii Gate and Shinto Shrine were placed in the Japanese Garden in 1982. A Torii Gate traditionally marks the entrance to a shrine or sacred place. The Shino Shrine is a small structure whose purpose is to house or enshrine one or more Shinto kami. The gate and shrine were gifts to the City of Tacoma from their sister city, Kitakyushu, Japan. They were originally displayed on the grounds of the Washington State Historical Society from 1961 until their relocation to Point Defiance Park in 1982. A third Japanese element was added to the garden in 1984 when a Yukimi-doru or Japanese hand-carved granite lantern was added.

POINT DEFIANCE STREETCAR STATION
Name of Property

PIERCE COUNTY, WA
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [X] C Property 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 lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

TRANSPORTATION
ARCHITECTURE

Period of Significance

1914 - 1962

Significant Dates

1914
1938
1962

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Twichell, Luther (Architect)
Westerfield, Michael J. (Builder)

Statement of Significance
(Provide a summary paragraph that includes level of significance and applicable criteria.)

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. The station is eligible for listing under criteria A for its direct connection to the transportation network of Tacoma. 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 the1950s led to the bus station's closure in 1962. The Station is also significant under criteria C as a property that embodies the distinctive characteristics of its type and period of construction. The building's Asian- inspired design was suggested by the landscape architecture firm of Hare & Hare who in 1911 developed a Master Plan for Point Defiance Park. Furthermore the design represents the work of Tacoma architect Luther Twichell and is a unique blend of Asian and Arts & Crafts styling. The period of significance begins in the 1914, the date the building was constructed, and end in 1962 the year bus service was ended to the site.

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 1866[1]; 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 & Edison Railway merged with the Tacoma Railway & 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. 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 landscape architecture firm of Hare & Hare from Kansas City, Missouri.[6]

Sidney Hare is recognized, along with other notable pioneer landscape architects such as Frederick L. Olmsted and Henry Wright, is noted for building on landscape architecture's dual heritage as a fine art and as 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 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]

Once hired, the firm 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. 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.

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. 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.

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 in Chicago 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. Japanese pavilions and teahouses were particular hits at both the Seattle (1909) and Portland (1905) Fairs and they inspired a broad appreciation of Far-eastern design by fairgoers and local architects. The joinery in Japanese architecture and emphasis on wood construction also made it a natural fit for the popular Arts & Crafts movement in the United States. While Japanese influence in architecture at the turn of the century can be seen in some Arts & Crafts designs it is not common in the Pacific Northwest. The only other Tacoma buildings of the time to boast Asian inspired design was the Pheasantry Building (1914) at Point Defiance Park which had a similar Japanese-styled tile roof.

The President of the Park Board, architect Frederick H. Heath, commented that; "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 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." [11]

Hare & Hare's report also noted that "...the [sic: cable] 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 poles and wires did distract from the natural beauty of the park and the scenic vistas near the entry.

With plans in hand, 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 born in 1867 in Hastings, Minnesota had graduated from the University of Minnesota in 1888 and before his arrival in Tacoma had served as head of the architectural department of the Minneapolis Machinery & Steel Company from 1901 to 1908.[14] Presumably he moved to Tacoma in 1908 at the urging of Frederick H. Heath, whom Twichell had worked with at the offices of Minneapolis architect Warren H. Hayes. In fact, Twichell and Heath were close friends and each named their respective sons after their friend. In 1908 Twichell formed a short-lived partnership with Heath that lasted only two years. Together the two made quick names for themselves and quickly 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 but for reasons unknown returned to Minneapolis in 1916 where he formed another short-lived partnership with architect Albert Van Dyck. Twichell retired in 1932 and died while visiting the Tacoma area to see his daughter and son-in-law on December 19, 1939.

Known residential projects by Twichell after he left the partnership with Heath include the G.H. Raleigh House (1910); the Wilbur Todd House (1911); the E.A. Younglove House (1911); the Judge Reuben Laffoon House (1912); the Dr. S.W. Mowers House (1912); the Alexander Gardner House (1913); the J.B. Heiteshu House (1914); and the A.E. Grafton House (1914). Commercial project include the Tacoma Gas Co. Building (1910); the Colonial Hotel (1912); the Tenino Depot (1914); and the Dr. H. J. Whitacre Building (1916). The designs of these various projects ranged in style from Dutch Colonial to Tudor Revival and demonstrate the skill of Twichell in delineating a broad range of eclectic visions.

After Twichell's design for the streetcar station was presented to the public, a February 9, 1913 article in the local newspaper, *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. Neither Twichell's original design nor his revised plans have been located. It is possible that the design revisions required to reduce expenses resulted in a simpler design that did not include the more ornate multi-tiered roof design originally suggested by 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 can be found at 2901 North 29th Street (1906), 3202 North 29th Street (1907), 502 North I Street (1904) and the Pierce County hospital. 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. The new comfort stations 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 including the tear-drop shaped loop at the end of the line in front of the Station.

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, 2011 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 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, 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 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]

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[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.
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[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*, (Berkley, 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.
[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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"Changes at Point Defiance Park Give Public New Vistas and Service." *The Daily Ledger.* May 30, 1915.
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"From Horse Cars to Stream Lined Buses…It's Only a Matter of 50 years." *Tacoma Times*. June 10, 1938: 13-15.
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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.

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

POINT DEFIANCE STREETCAR STATION
Name of Property

PIERCE COUNTY, WA
County and State

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property 1.5 acres
(Do not include previously listed resource acreage.)

UTM References ____ or ____

(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

Or Latitude/Longitude Coordinates
(enter coordinates to 6 decimal places)

	Latitude	Longitude		Latitude	Longitude
1	47° 18' 20" N	122° 31' 2" W	3	47° 18' 15" N	122° 30' 56" W
2	47° 18' 20" N	122° 31' 0" W	4	47° 18' 17" N	122° 31' 0" W

Verbal Boundary Description (Describe the boundaries of the property.)
A map of the site is attached showing the location of the nominated building and associated landscape (Trolley Lane) outlined with dashed black lines. The boundary extends from the path on the southwest side of the building to Point Defiance Park's 5-Mile Drive on the southeast and continues to follow the path of the original streetcar line approximately 500 feet as it exited the park to the point where it intersects with the incoming original streetcar route. At which point the boundary continues along the incoming lane back to the perimeter path on the northwest side of the building.

Also attached is of the Pierce County Assessor-Treasurer's map of the area. All 702 acres of Point Defiance Park are listed under one parcel number – 0221103000. This nomination covers only 1.5 acres of that parcel as noted on the maps.

Boundary Justification (Explain why the boundaries were selected.)
These boundary lines were chosen because they include the footprint of the building; the corresponding pathways on the southwest and northwest side of the building including the point where they intersect; and, the portion of Trolley Lane that includes the turn-around loop road used by both streetcars and buses when the building was the park's public transportation station from 1914 to 1962. Aerial photographs illustrate that the shape and size of this teardrop-shaped loop have remained the same since streetcars started arriving at the station in 1914.

11. Form Prepared By

name/title Melissa McGinnis, Historic and Cultural Resource Manager (Edited by DAHP Staff)

organization Metro Parks Tacoma date 03/18/2013

street & number 4702 S 19th Street telephone 253-305-1003

city or town Tacoma state WA zip code 98405

e-mail melissam@tacomaparks.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Property Owner: (Complete this item at the request of the SHPO or FPO.)

name Metropolitan Park District of Tacoma

street & number 4702 S 19th Street telephone 253-305-1000

city or town Tacoma state WA zip code 98405

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

National Register Nomination
Point Defiance Streetcar Station
Point Defiance Park, Tacoma
Pierce County, Washington State

Maps

N

Site map showing the location of the nominated building and associated landscape (Trolley Lane), outlined with dashed black line. Base map courtesy of ESRI Bing maps, 2012.

Maps

① 47deg 18' 20" N
122deg 31' 2" W

② 47deg 18' 20" N
122 deg 31' 0" W

③ 47deg 18' 15" N
122deg 30' 56" W

④ 47deg 18' 17" N
122deg 31' 0" W

N

Site map showing the Latitude & Longitude of the site.
Base map courtesy of ESRI Bing Maps, 2012

National Register Nomination
Point Defiance Streetcar Station
Point Defiance Park, Tacoma
Pierce County, Washington State

Assessor-Treasurer electronic Property Information Profile

Parcel Map for 0221103000

04/08/2013 03:33 PM

Property Details		Taxpayer Details	
Parcel Number:	0221103000	**Taxpayer Name:**	METROPOLITAN PARK BOARD
Site Address:	5400 N PEARL ST	**Mailing Address:**	POINT DEFIANCE PARK 4702 S 19TH ST TACOMA WA 98405-1175
Account Type:	Real Property		
Category:	Land and Improvements		
Use Code:	7600-PARKS		

RTSQ Maps: Normal (200 Scale) | Detailed (100 Scale)
For additional mapping options, visit Public GIS

I acknowledge and agree to the prohibitions listed in RCW 42.56.070(9) against releasing and/or using lists of individuals for commercial purposes. Neither Pierce County nor the Assessor-Treasurer warrants the accuracy, reliability or timeliness of any information in this system, and shall not be held liable for losses caused by using this information. Portions of this information may not be current or accurate. Any person or entity who relies on any information obtained from this system does so at their own risk. ***All critical information should be independently verified.***

Pierce County Assessor-Treasurer
Mike Lonergan
2401 South 35th St Room 142
Tacoma, Washington 98409
(253)798-6111 or Fax (253)798-3142
www.piercecountywa.org/atr

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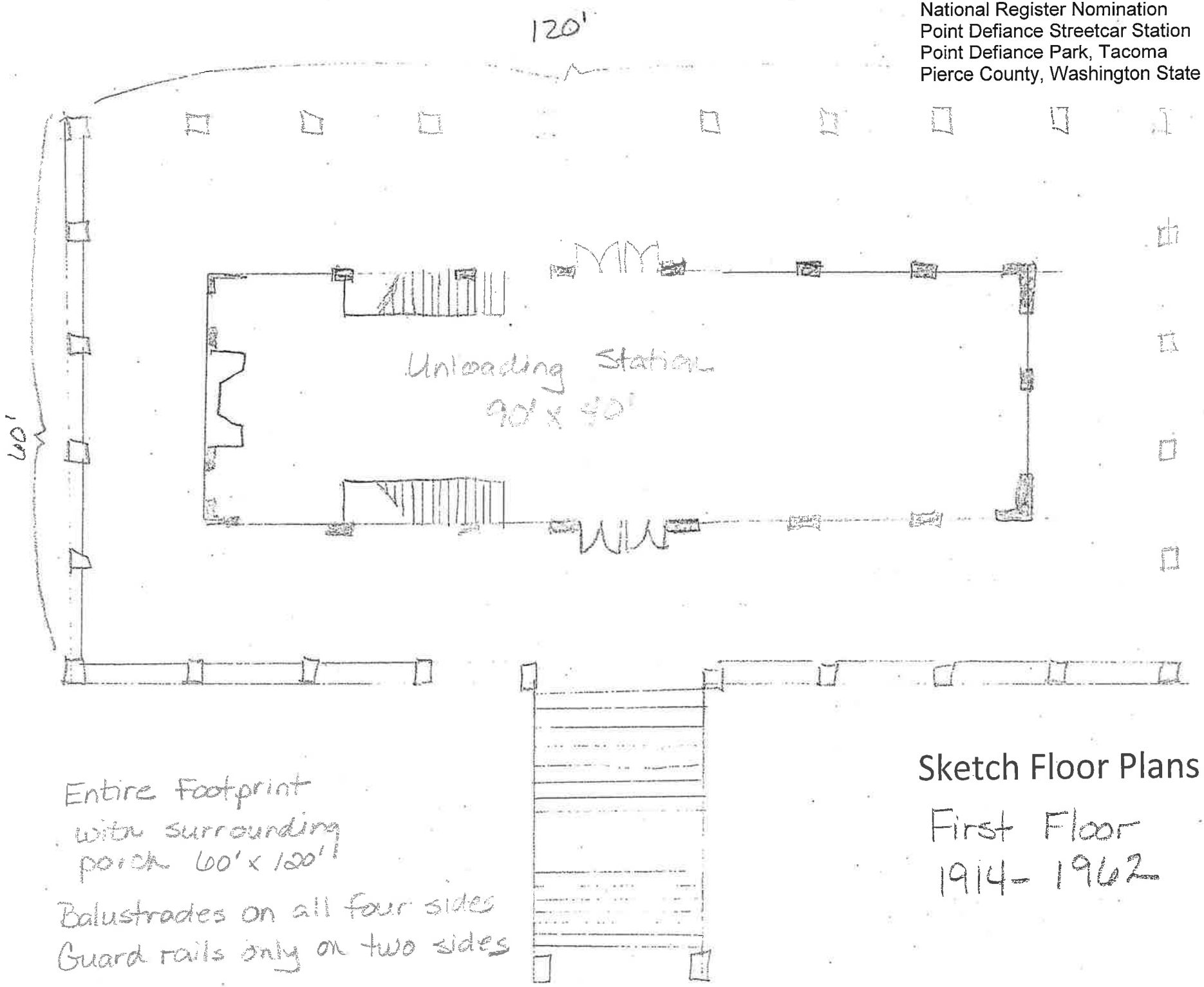
National Register Nomination
Point Defiance Streetcar Station
Point Defiance Park, Tacoma
Pierce County, Washington State



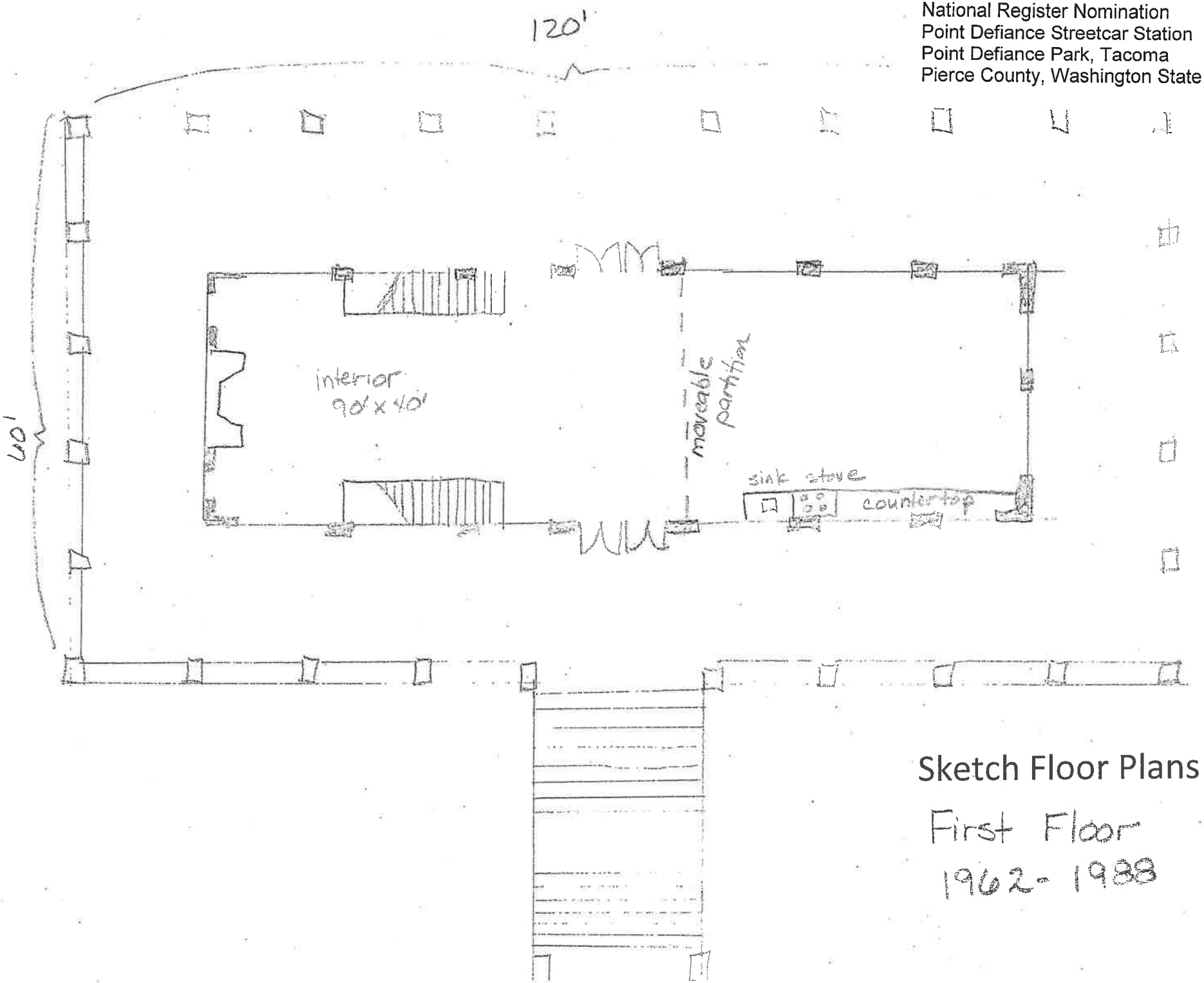
Entire Footprint
with surrounding
porch 60' x 120'

Balustrades on all four sides
Guard rails only on two sides

Sketch Floor Plans

First Floor
1914- 1962

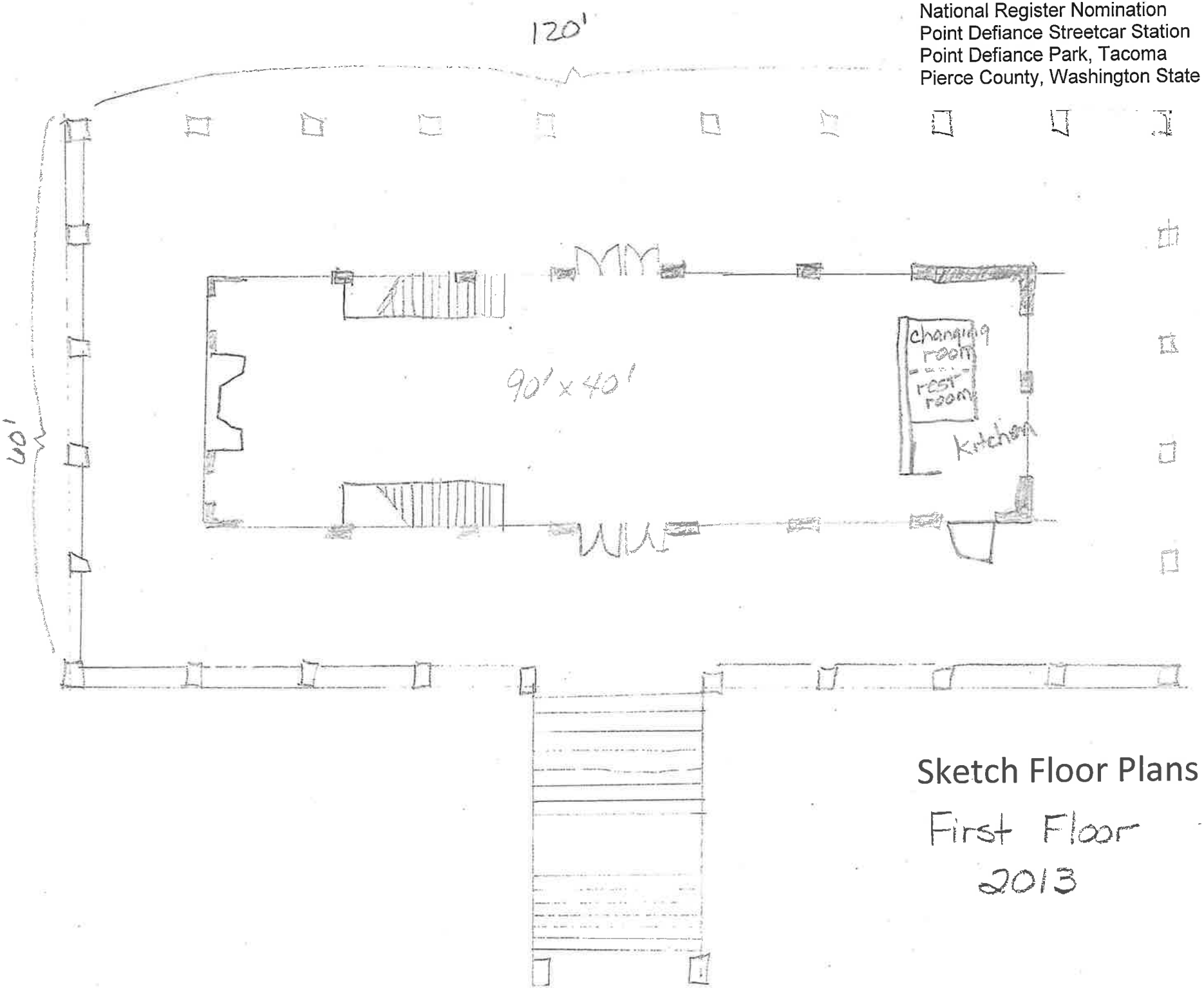
National Register Nomination
Point Defiance Streetcar Station
Point Defiance Park, Tacoma
Pierce County, Washington State



Sketch Floor Plans

First Floor
1962 - 1988

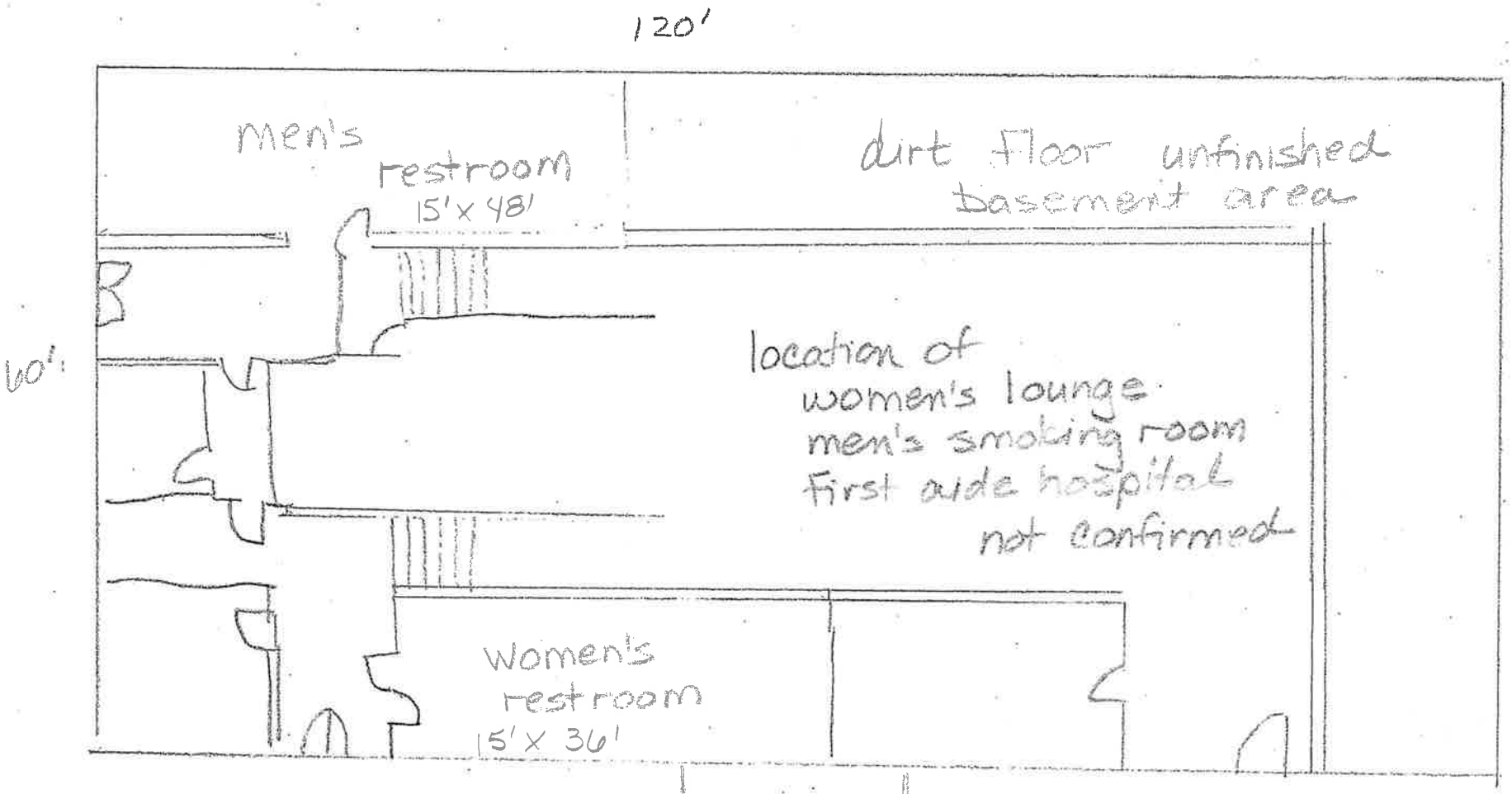
National Register Nomination
Point Defiance Streetcar Station
Point Defiance Park, Tacoma
Pierce County, Washington State



Sketch Floor Plans

First Floor

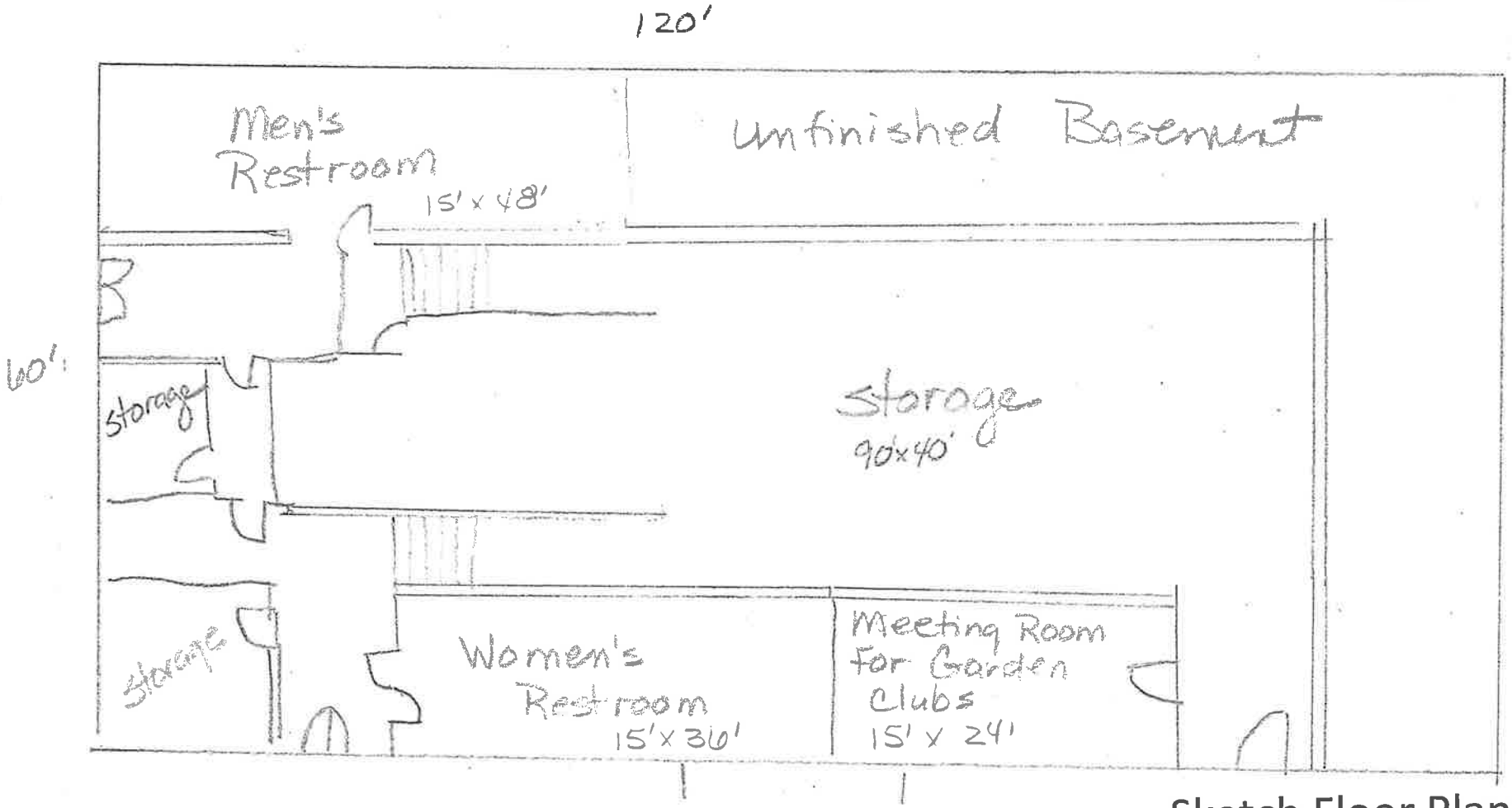
2013



Sketch Floor Plans

Basement Level

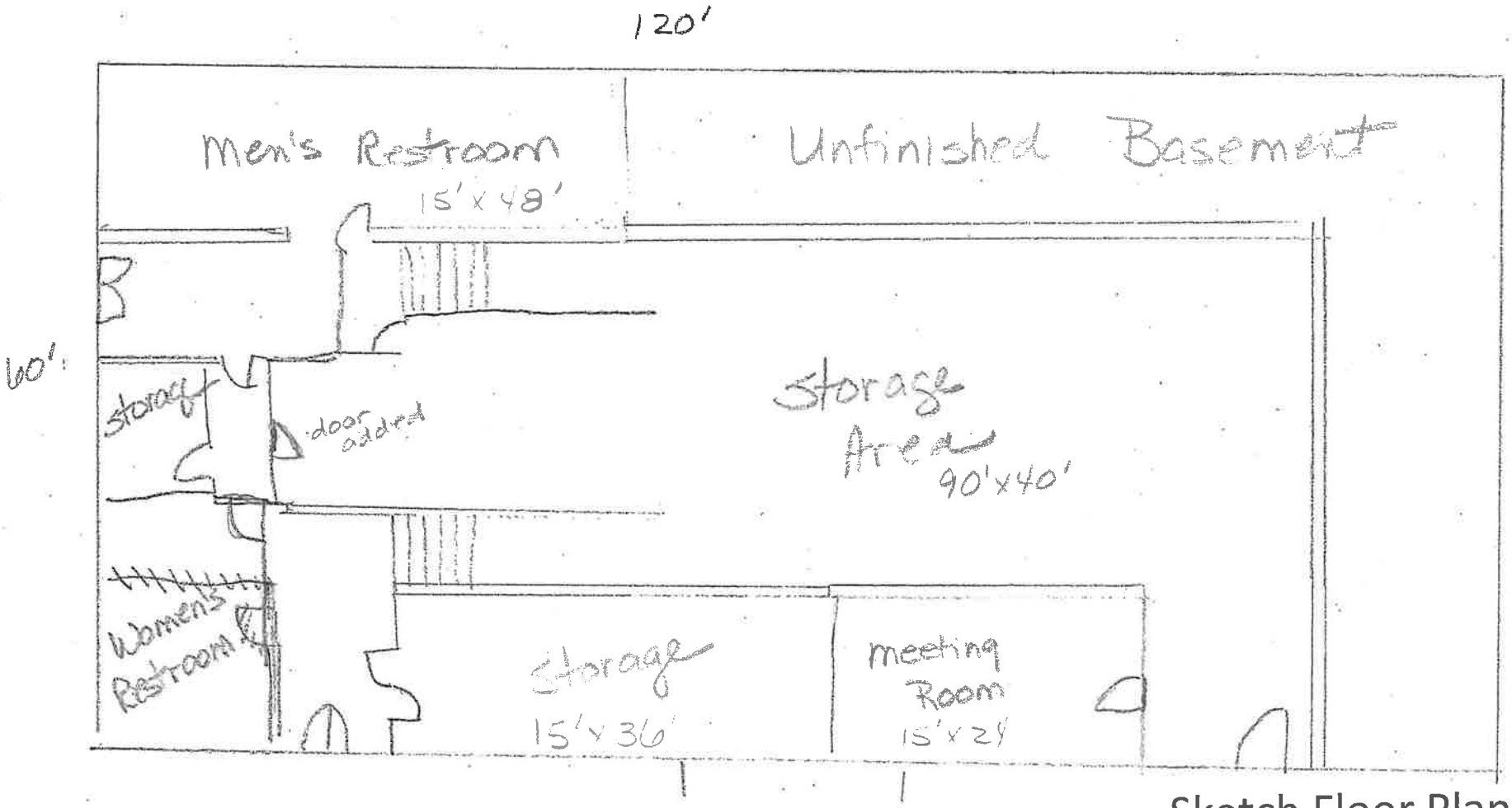
1914 - 1962



Sketch Floor Plans

Basement Level

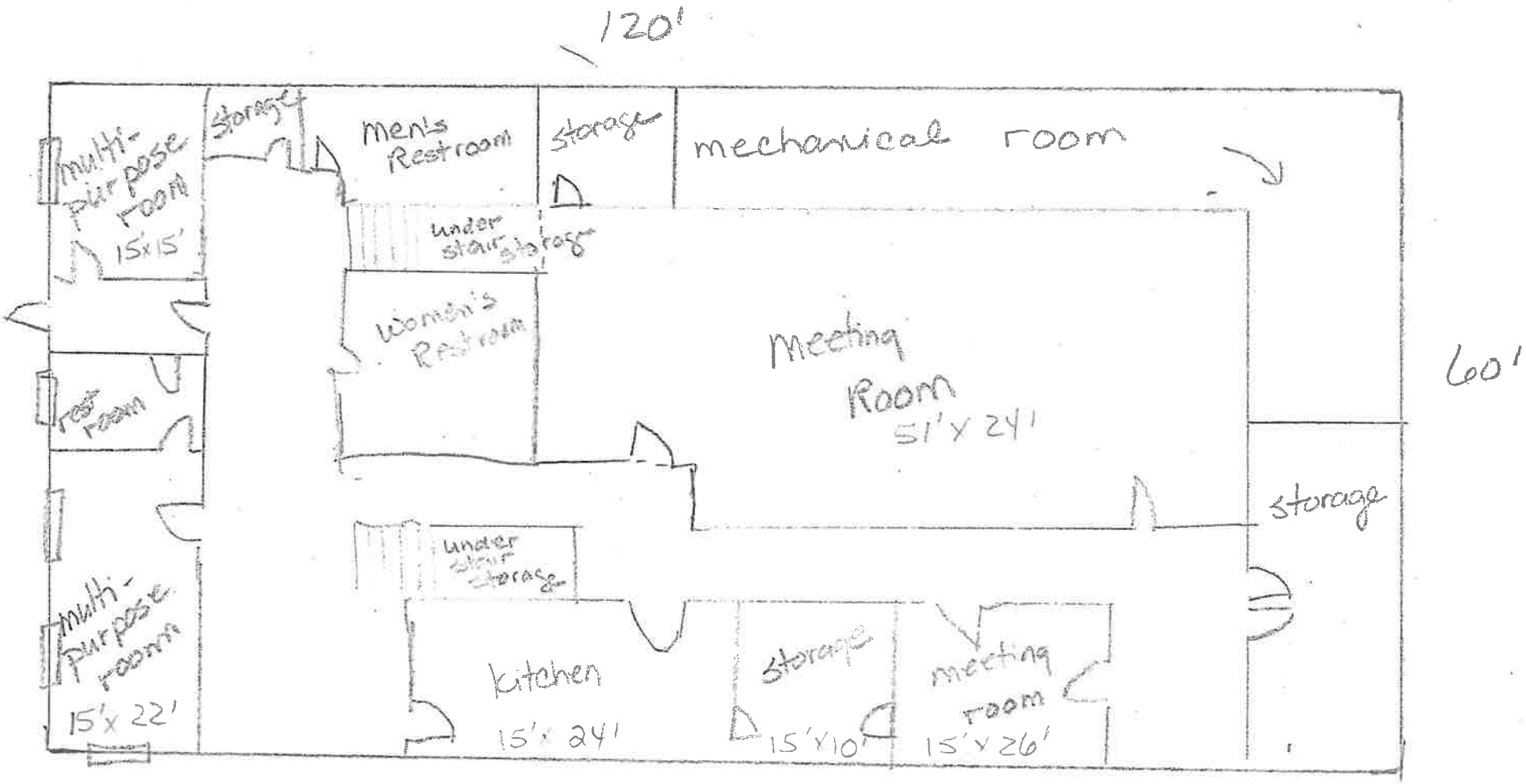
1962 - 1989



Sketch Floor Plans

Basement Level

1988 - 2011

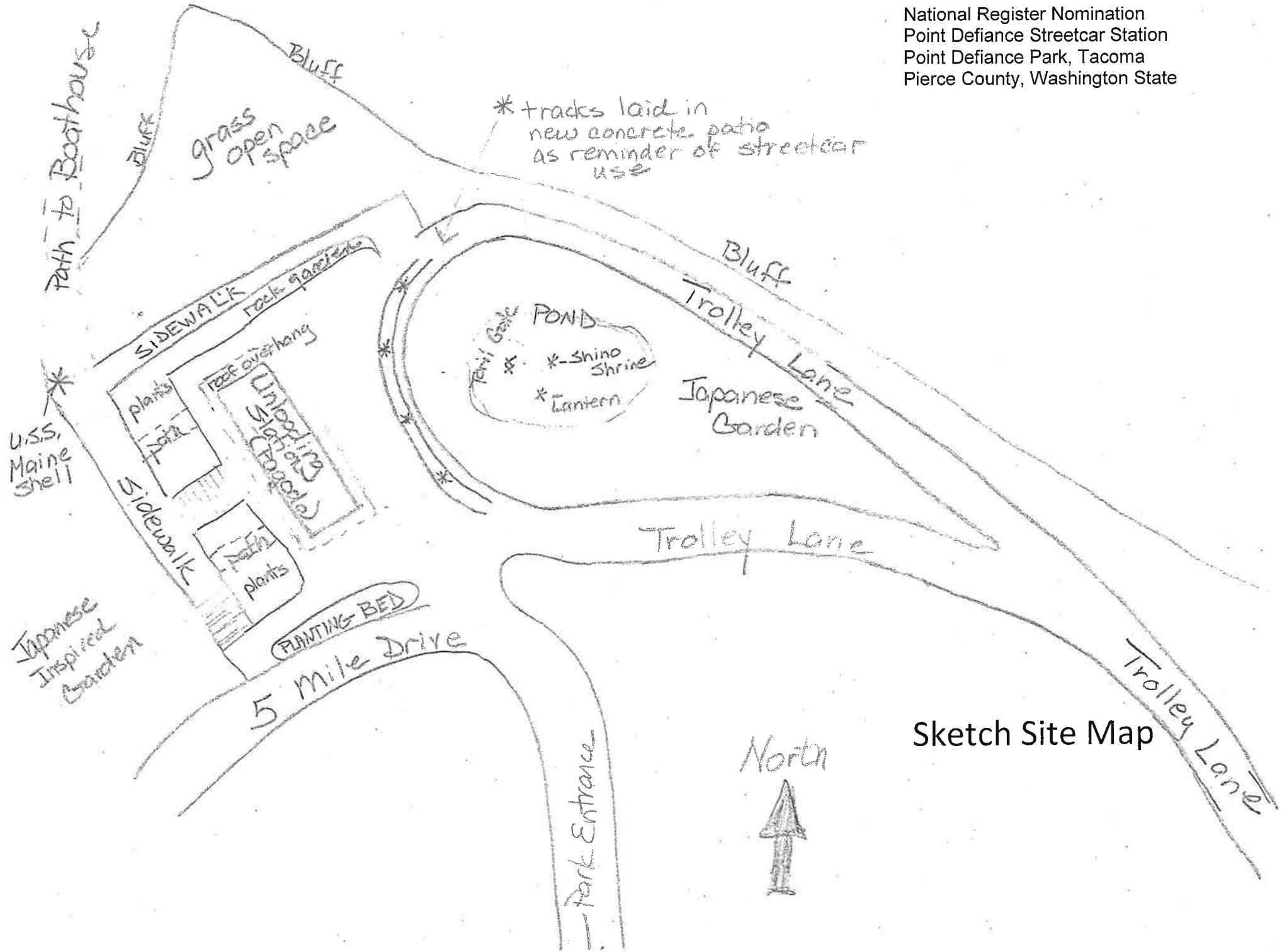


Sketch Floor Plans

Basement

2013

National Register Nomination
Point Defiance Streetcar Station
Point Defiance Park, Tacoma
Pierce County, Washington State



Sketch Site Map

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Boland

Date Photographed: ca. 1920

Description of Photograph(s) and number: **Northeast side of the Passenger Station**

1 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Boland

Date Photographed: ca. 1920

Description of Photograph(s) and number: West side of Station from vicinity of U.S.S. Maine Shell monument

2 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Unknown, Metro Parks Tacoma archives

Date Photographed: ca. 1915

Description of Photograph(s) and number: Northeast side of Station with streetcar

3 or 34_.

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Unknown, Metro Parks Tacoma Archives

Date Photographed: ca. 1930

Description of Photograph(s) and number:

4 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Unknown

Date Photographed: 1914

Description of Photograph(s) and number: **Interior of Station looking to the Northwest**

5 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Unknown

Date Photographed: 1914

Description of Photograph(s) and number: Interior of Station looking to the southwest, concession stand

6 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: January 2013

Description of Photograph(s) and number: **Northwest side of Station**

7 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Northwest face entry doors**

8 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Gable above northeast entry doors**

9 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Southeast face of the Station**

10 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Gable above southeast end of Station**

11 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: January 2013

Description of Photograph(s) and number: Southwest face of Station with grand staircase down to park and daylight basement doors and windows

12 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Northwest face of Station**

13 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Northwest face of Station (2)**

14 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

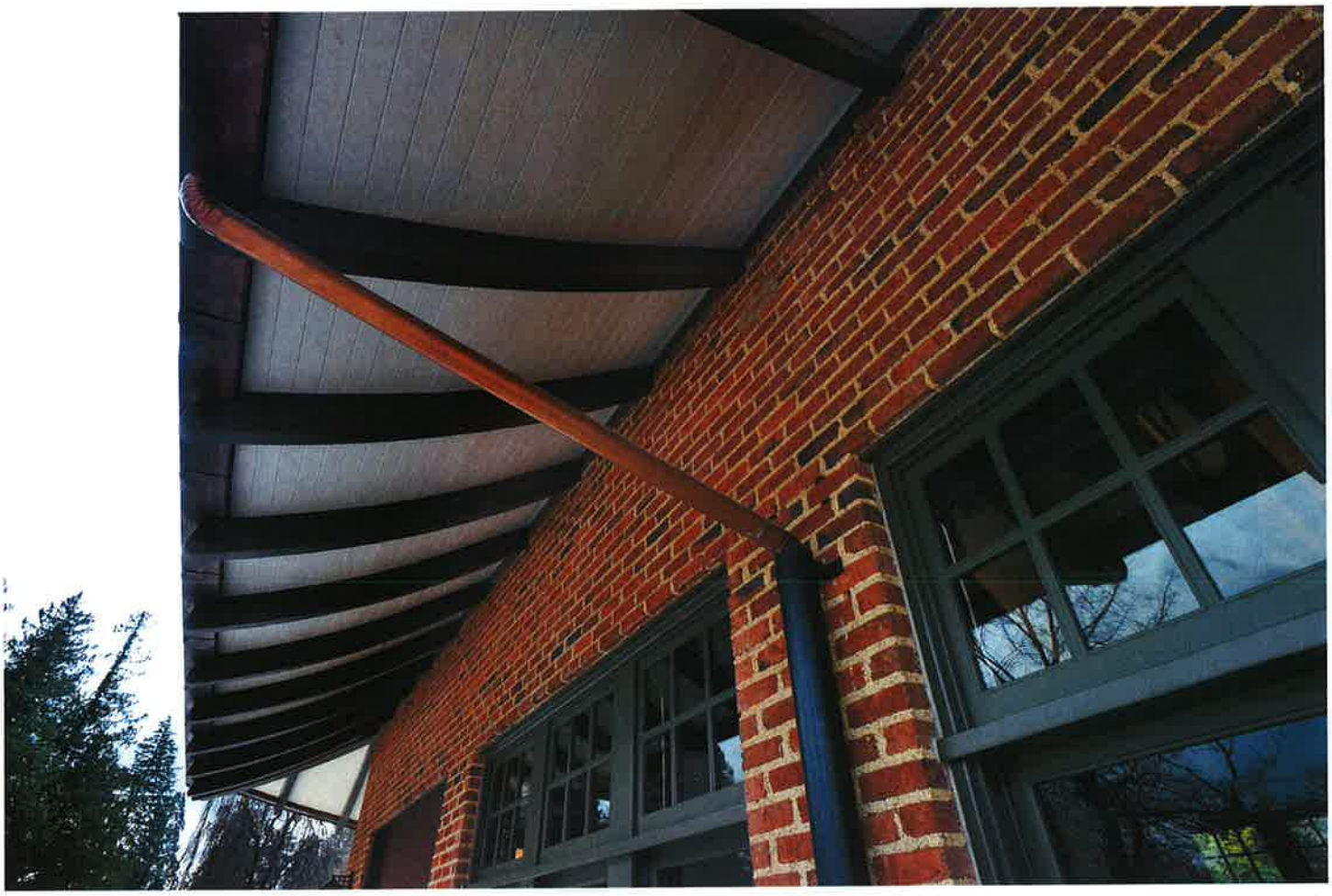
County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Cupola atop chimney on northwest end of the Station, restored 2013**

15 of 34



Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Copper downspouts transition to cast iron to prevent vandalism**

16 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: Metal inserts added to guard rails to meet safety code, northwest side of the building

17 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: Rails inserted in concrete patio on northeast side as a reminder of the Station's original use as a streetcar station

18 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Interior of Station looking to the Northwest**

19 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

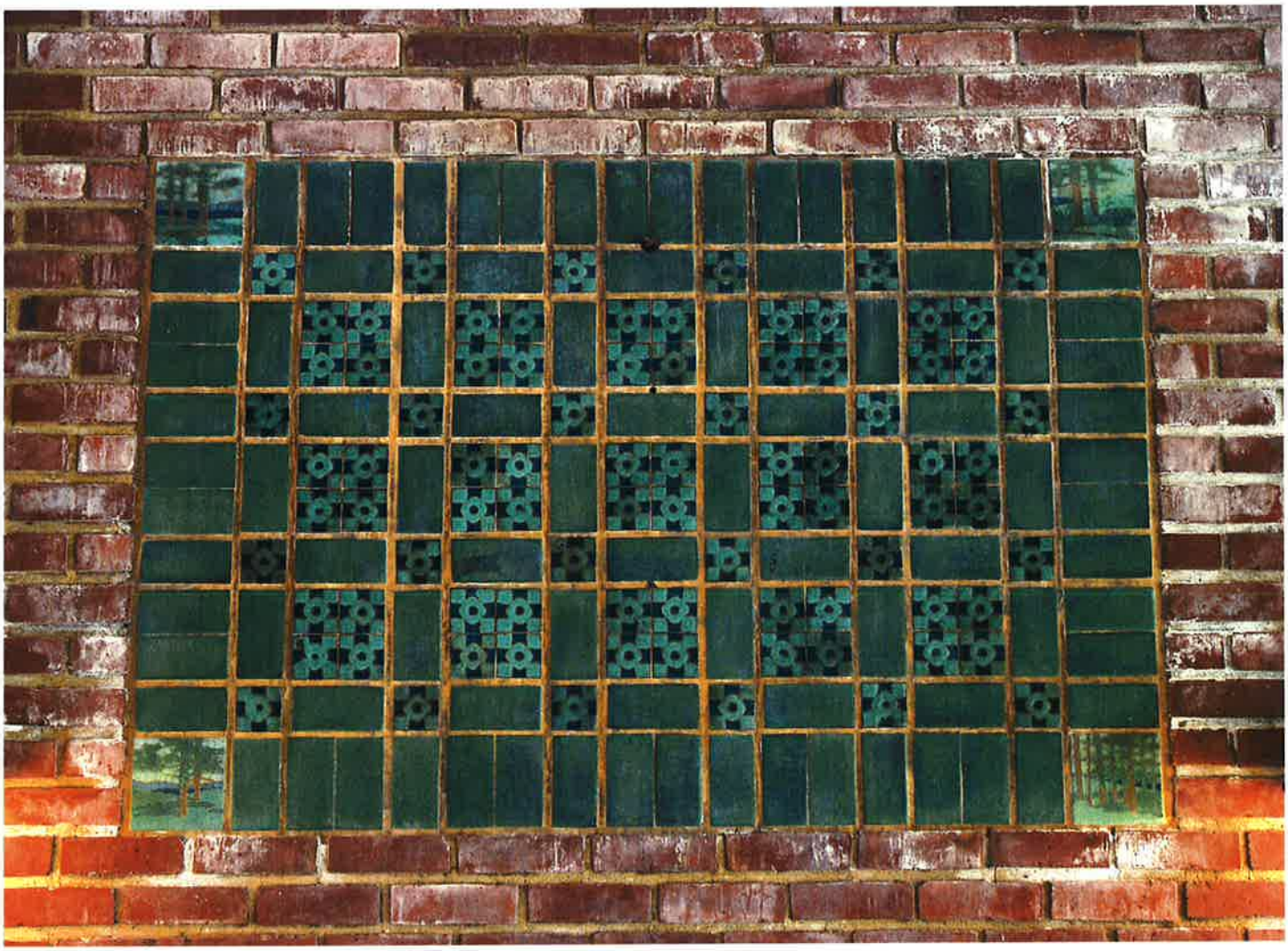
County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Mantle and fireplace screen on northwest end of the building**

20 of 34



Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Tiles above fireplace mantle**

21 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Interior ceiling truss with metal King post**

22 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Southwest stairwell with wheelchair lift**

23 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: northeast stairwell

24 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Interior looking to the southeast, interior wall added for restroom and kitchen**

25 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Interior – restroom on main floor**

26 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

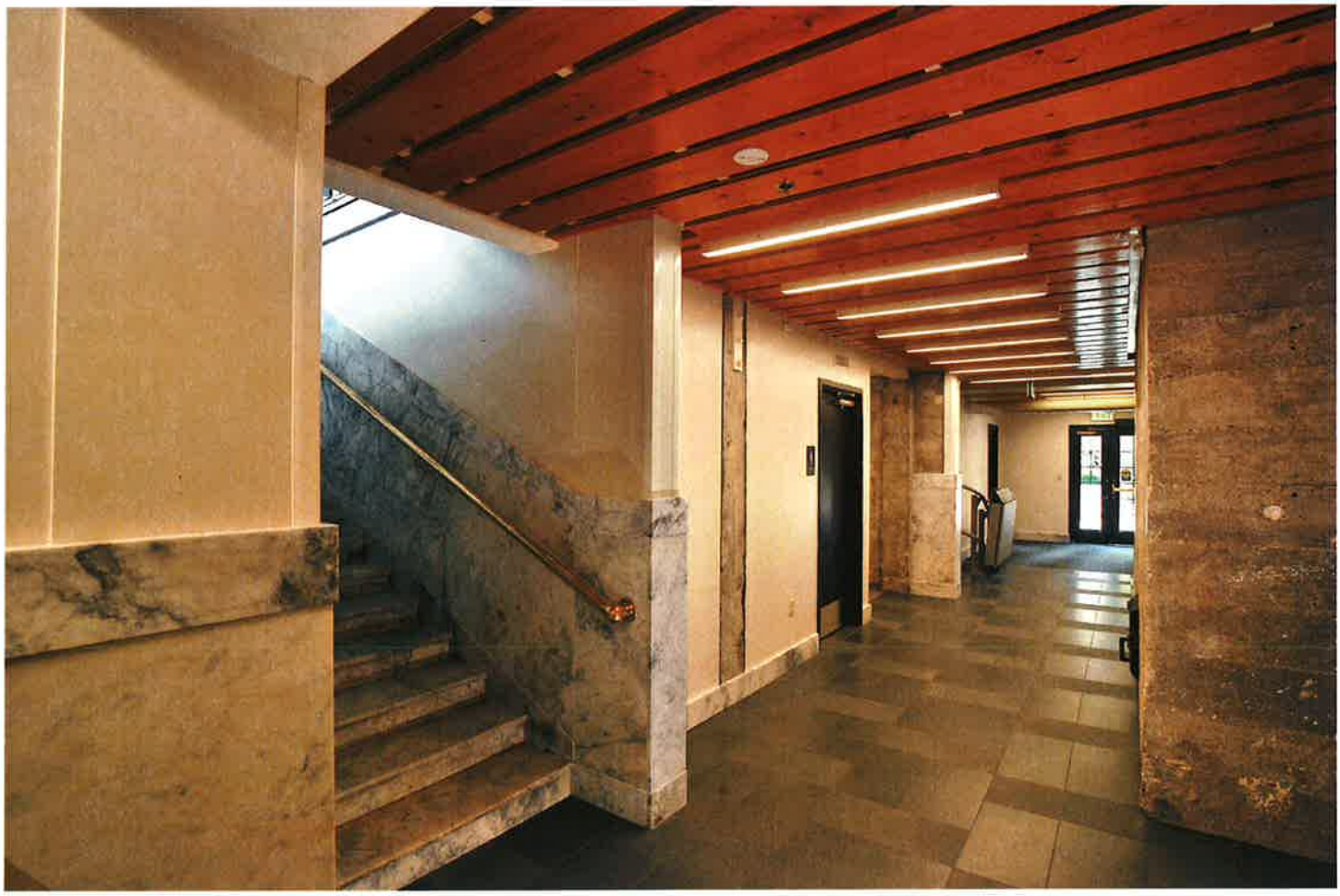
County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Kitchen on main floor**

27 of 34



Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: Basement landing at northeast stairwell – wood ceiling boards re-milled from upstairs ceiling damaged by fire – door at end of hallways exits to the southwest side of the building

28 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: **Basement interior, meeting room to the left and original concrete wall to the right**

29 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: Basement interior, window detail.

30 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: Restored basement window looking to the southwest with *U.S.S. Maine* shell monument in the distance

31 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: Restored basement window looking to the southwest with *U.S.S. Maine* shell monument in the distance

32 of 34

Name of Property: Streetcar Station

City or Vicinity: Tacoma

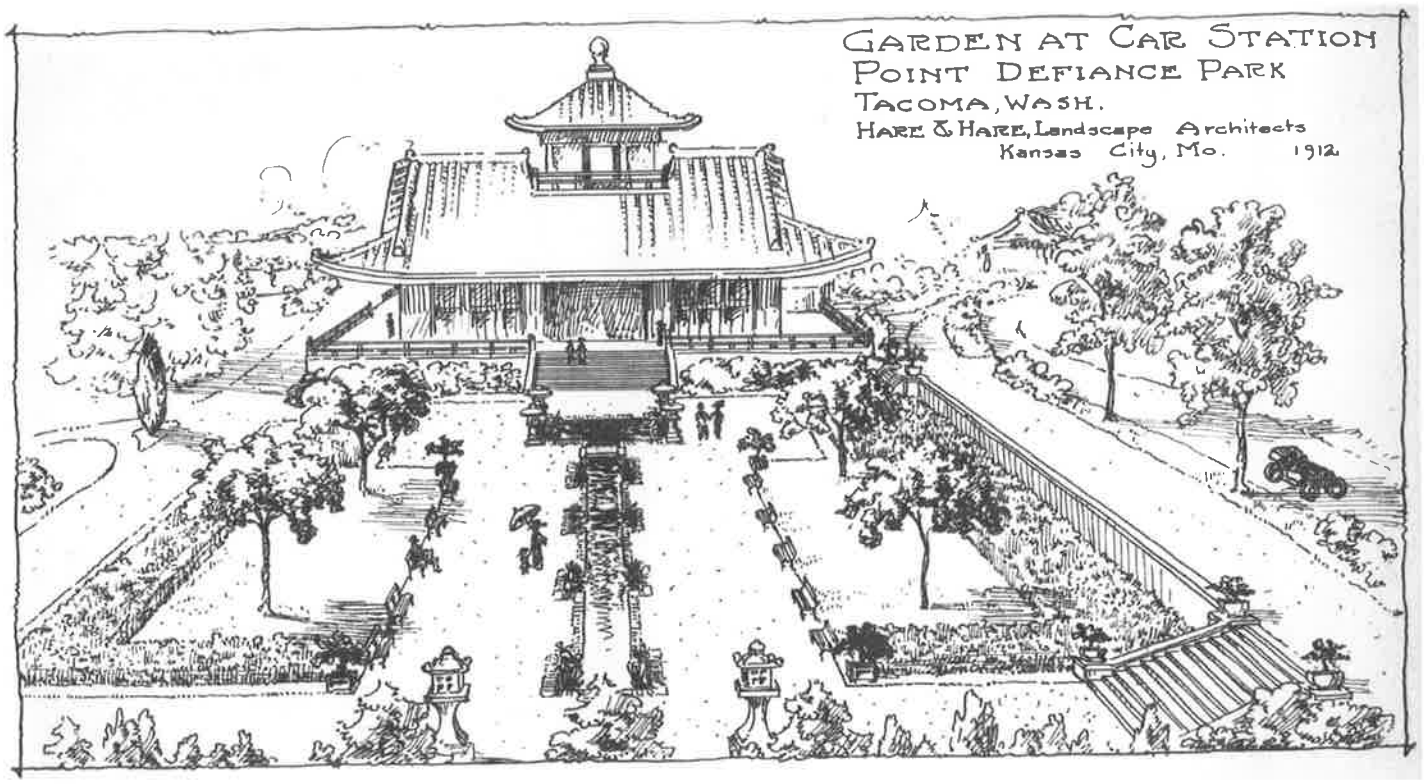
County: Pierce **State: Washington**

Photographer: Russ Carmack

Date Photographed: March 2013

Description of Photograph(s) and number: Restored basement window looking to the southwest with *U.S.S. Maine* shell monument in the distance

33 of 34



Name of Property: Streetcar Station

City or Vicinity: Tacoma

County: Pierce **State: Washington**

Photographer:

Date Photographed: 1912

Description of Photograph(s) and number: Hare & Hare rendering of "Garden at Car Unloading Area"

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