

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

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SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

AND/OR COMMON

Union Depot/Warehouse Historic District

**2 LOCATION**

STREET &amp; NUMBER

Roughly bound by RR tracks, 15th, 23rd and  
Market Sts.

—NOT FOR PUBLICATION

CITY, TOWN

Tacoma

— VICINITY OF

CONGRESSIONAL DISTRICT

3rd-Donald L. Bonker

STATE

Washington

CODE

053

COUNTY

Pierce

CODE

053

**3 CLASSIFICATION****CATEGORY** DISTRICT BUILDING(S) STRUCTURE SITE OBJECT**OWNERSHIP** PUBLIC PRIVATE BOTH**PUBLIC ACQUISITION** IN PROCESS BEING CONSIDERED**STATUS** OCCUPIED UNOCCUPIED WORK IN PROGRESS**ACCESSIBLE** YES: RESTRICTED YES: UNRESTRICTED NO**PRESENT USE** AGRICULTURE MUSEUM COMMERCIAL PARK EDUCATIONAL PRIVATE RESIDENCE ENTERTAINMENT RELIGIOUS GOVERNMENT SCIENTIFIC INDUSTRIAL TRANSPORTATION MILITARY OTHER:**4 OWNER OF PROPERTY**

NAME

Multiple (see continuation sheet)

STREET &amp; NUMBER

CITY, TOWN

— VICINITY OF

STATE

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Pierce County Assessor

STREET &amp; NUMBER

2401 South 35th Street

CITY, TOWN

Tacoma

STATE

Washington 98409

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

A Survey of Cultural Resources Along SR 509 SR-5 Pacific Avenue Interchange to  
SR-5 Port of Tacoma Road Interchange. (David H. Stratton and Gordon B. Varey)

DATE

1978

 FEDERAL  STATE  COUNTY  LOCALDEPOSITORY FOR  
SURVEY RECORDSWashington Archaeological Research Center  
Washington State University

CITY, TOWN

Pullman

STATE

Washington 99163

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Tacoma is situated on the side of a bluff that rises steeply from the city harbor and waterway on the east. Because of the incline on which it is located, the city evolved longitudinally along a north-south axis, building its narrow blocks into a series of graded tiers which were parallel to the waterway and which stepped up the hill at regular intervals. Intersecting cross-streets fell away precipitously toward the water, forming a grid. The first commercially important structures were built along the bottom tiers, especially on Pacific Avenue. The Northern Pacific Railroad, which in 1873 had selected Tacoma as the terminus of its transcontinental connection, completed in 1887, contributed spatially and economically to the topographically dictated system. Thus nourished, the nearby wholesale warehousing or jobbing district of the city developed.

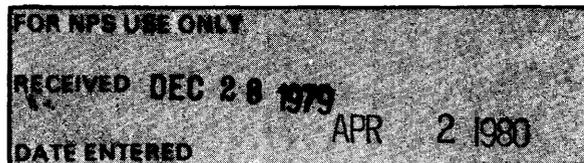
The Union Depot/Warehouse Historic District is bounded on the north by the heart of Tacoma's central business district. In the late 1880's when development began in the portion of the nominated district along lower Pacific Avenue, banking and commercial uses were already well established in the business section of the city. Seventeenth Street separates buildings which represent these uses from the manufacturing and warehouse function of the nominated area to the south. Beyond the southern boundary of the district are buildings which are largely automotive-oriented, reflecting their later construction in the twentieth century to house dealerships which serviced the automobile, which by then had revolutionized transportation. Water-dependent industrial and recreational uses located along the city waterway bound the district on the east. Earlier, when the Puyallup Indian Reservation limited development of the tideflats, a greater concentration of industrial properties was located in this vicinity. As the port expanded on the tideflats, changes along portions of the city waterway reflected its redevelopment for greater recreational use by the public. To the west of the district is a residential area which is largely contemporary with it.

Properties within the district exemplify two periods of construction. The first phase began with the completion of the transcontinental line of the Northern Pacific Railroad over Stampede Pass in the Cascade Mountains in 1887 and ended with the economic depression of 1893. The second period of construction extended from 1900 until 1915. This phase followed a recovery from the depression and coincided with a second period of railroad development. Properties which represent both periods of growth are found throughout the district, which was dominated by distribution firms, a large number of which were grocery wholesalers. Also included are several structures which, while not warehousing in their function, were inextricably linked physically and economically to the district (hotels, power station, fraternal hall, residential/retail block).

Visually, the district finds its focus in the Union Depot, an imposing domed structure of a classic Beaux Arts design and an appropriate symbol of the railroad's local prominence. The architecture of the surrounding buildings is cohesive in the predominant use of red brick mill or heavy timber construction, but it boasts within this framework a rich variety of modes, including Classical, Italianate, Romanesque, and Commercial. Structures dating from the first period of the district's growth

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Item 4: OWNER OF PROPERTY

European Antiques  
1928-1930 Pacific Avenue  
Tacoma, WA 98402

Service Vending  
1740 Pacific Avenue  
Tacoma, WA 98402

Hunt and Mottet Company  
2114 Pacific Avenue  
Tacoma, WA 98502

George A. Ritchie  
1933 Commerce Street  
Tacoma, WA 98402

Service Tobacco Company  
1748 Pacific Avenue  
Tacoma, WA 98402

Wendell Lile  
3602 South Pine Street  
Tacoma, WA 98411

Tacoma Moving and Storage  
Company  
2136-2138 Pacific Avenue  
Tacoma, WA 98502

Richard H. Shaw  
5909 Orchard Street West  
Tacoma, WA 98499

Joan Markley  
1763 Narrows Drive  
Tacoma, WA 98406

JET Equipment Tools  
1901 Jefferson Avenue  
Tacoma, WA 98402

Louis A. Denti  
1327 North Jackson Avenue  
Tacoma, WA 98406

American Plumbing and Steam  
Supply Company  
1908 Pacific Avenue  
Tacoma, WA 98402

Swiss Society  
1902-1904 Jefferson Avenue  
Tacoma, WA 98402

John B. McDougall  
1745 Jefferson Avenue  
Tacoma, WA 98402

Herbert Hermanson  
c/o Ken Kiesler  
Briarwood Brokers, Inc.  
6605-B-6th Avenue  
Tacoma, WA 98406

New Country Tavern  
1708 Pacific Avenue  
Tacoma, WA 98402

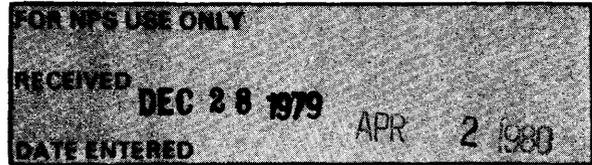
Robert Carlson  
10603 South Tacoma Way  
Tacoma, WA 98409

J.H. Galbraith Company  
725 American Federal Building  
Tacoma, WA 98402

Lee Ristick  
3318 Northeast Peerless  
Portland, OR 97209

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William Good  
3738 North 31st Street  
Tacoma, WA 98402

J.A. Sussman Company  
2138 Pacific Avenue  
Tacoma, WA 98402

Shaub-Ellison Company  
1902 Pacific Avenue  
Tacoma, WA 98402

Leonard Holden  
c/o Steilacoom Support House  
6402 North 48th Street  
Tacoma, WA 98407

Pacific Mountain Corporation  
1950 Pacific Avenue  
Tacoma, WA 98402

Albert D. Denti  
4015 South "G" Street  
Tacoma, WA 98408

W.S. Walters Company  
1716 Pacific Avenue  
Tacoma, WA 98402

Bill Hardisty  
13843 S.E. 10th Street  
Bellevue, WA 98003

Pacific National Bank  
1754 Pacific Avenue  
Tacoma, WA 98402

Richard L. Vincent  
Manager of Development  
Burlington Northern Development  
Corporation  
600 Central Building  
Seattle, WA 98104

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Item 6: REPRESENTATION IN EXISTING SURVEYS

HAER Inventory (form FHR-8-260 1/79)  
June-August, 1979 Federal Survey  
Heritage Conservation and Recreation Service/Department of the Interior  
Washington D.C. 20243

National Register of Historic Places (Union Depot)  
March 15, 1974 Federal Survey  
Heritage Conservation and Recreation Service/Department of the Interior  
Washington D.C. 20243

Tacoma Register of Historic Places (Union Depot)  
November 12, 1974 Local Survey  
Community Development Department/Office of Historic Preservation  
Tacoma, WA 98402

Federal Register. Vol. 44, No. 85 (May 1, 1979): Properties determined eligible for inclusion in the National Register (p. 25520).  
First Industrial Center of Tacoma, bounded by Jefferson and Pacific Avenues; South 17th and 21st Streets

Item 7: DESCRIPTION

generally have three or four stories and revert to historical precedents in their detailing, while the more functional looking representatives of the second period are five or more stories, as well as wider, deeper, and of more massive construction. The latter examples show the visual influence of the Chicago School and steel frame construction in the opening up of their window bays. With their straightforward fenestration and minimal embellishment, they provide a context of simplicity and dignity for the textured surfaces of their more flamboyant neighbors. The older buildings make especially frequent use of the varied arch sequence derived from Italian Renaissance palazzo prototypes, but the interpretation of this and other ornamental devices is individually distinctive.

One key to the physical appearance of the Union Depot/Warehouse Historic District is the railroad spur tracks found within it. The Northern Pacific Railroad owned and developed the area through its subsidiary, the Tacoma Land Company, with the objective of making the most efficient use of spur trackage, which permitted the railroad to economically move freight cars from warehouse rail spurs to train assembly yards. Consequently, the Tacoma Land Company did not sell land to a

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buyer outright, requiring instead that it be put to a specifically jobbing use. A specialized pattern thus emerged within the geographically tightly knit area--a result which would not likely have occurred under fragmented land ownership. The Northern Pacific Railroad laid two important spur tracks in the district, facilitating concentration of the multi-story warehouse buildings which were made technologically feasible by the increasing use of electric freight elevators in the late nineteenth century. The spur system produced public facades on Pacific Avenue, where the firms had their offices, and less visible working facades at the rear for loading docks. Architects and builders frequently treated the fronts as unified architectural compositions to be enriched, leaving the back elevations bare. There, masonry detail, terra cotta paneling, and cast-iron elements were eliminated from the stark but nonetheless imposing brick fabrics, pierced by unadorned openings.

Of the thirty-nine properties in the district, only the Union Depot is considered pivotal in terms of site, design, and function as a symbol of the chief force which shaped the district, the railroad. Fifteen primary properties are included. These are strong architectural statements which have not been marred by alterations and which possess major historic associations. Thirteen properties are considered secondary (eleven) or altered historic (two). These contribute to the cohesiveness and integrity of the district but are minor architectural statements or possess a less significant historic association; also, their alterations may impact their degree of architectural significance. The remaining ten properties are considered intrusive in that they detract from the cohesiveness and integrity represented in the district.

The following inventory of properties lists historic name, address, architect (if identified), construction date, evaluation of significance to the district, and physical description.

(1) Union Passenger Station (Union Depot), 1714 Pacific Avenue (Reed and Stem, 1911). Pivotal structure. The Northern Pacific Railroad built the depot from a design by Charles Reed and Allen Stem, who earlier redesigned Grand Central Station in New York City and are recognized for revolutionizing railroad station planning. The central portion of the masonry structure is 108 x 123 feet and is flanked by two wings, each 47 x 106 feet. Influences from the Roman Pantheon and seventeenth-century Italian Baroque architecture are evident in the striking copper-sheathed dome with circular flattened cap. It rests on pendentives and rises almost 70 feet above the roof line. (Listed in Tacoma, Washington State, and National Registers of Historic Places.)

(2) Pagni and Lenti Grocery Store (New Country Grocery and Little Grocery Store), 1708 Pacific Avenue (c. 1903). ~~Intrusive structure.~~

Contributes

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iron building is constructed of brick and measures 85 feet on Pacific Avenue, 97 feet on Hood Street, and 45 feet (maximum) in depth. (Current use: tavern.)

(3) Russell T. Joy Building, 1716 Pacific Avenue (Russell and Babcock, 1892). Secondary structure. A variety of firms have occupied the building's eight store fronts, including Studebaker Wagons and the Great Western Stove Company. The three-story brick building is of mill construction, with wood floors and wood posts and beams. The posts rest on brick pylons. The first floor is presently concrete. It is a flat iron building which measures roughly 195 x 120 feet. (Current use: W.S. Walters Logging and Industrial Supply.)

(4) West Coast Grocery Building, (Tacoma Grocery Company), 1736 Pacific Avenue and 1733 Commerce Street (1891). Primary structure. One of the first Tacoma concerns to deal exclusively in grocery wholesaling was Thompson, Pratt and Company, which opened in 1888 at South Seventh and Pacific Avenue. Later, under the direction of Charles Hyde, a local merchant, the business was reorganized as the West Coast Grocery Company and moved to 1736 Pacific Avenue. The firm distributed its products in Washington, part of Oregon, and throughout Alaska. The building, built of brick and mill construction, measures 100 x 120 feet and is five stories high. It is divided in the center by a load-bearing fire wall, with two rows of wood posts on each side of the wall dividing the supporting structure system into 16-foot bays. The facade is an imposing composition of bays defined by pilasters and rectangular and arched openings, and surmounted by a boldly projecting cornice. (Current use: JET Equipment and Tools in rear portion.)

(5) Birmingham Hay and Seed Company Building, 1740 Pacific Avenue (Proctor and Farrell, 1903). Secondary structure. Besides its use as a hay and seed warehouse, the building was used by the West Coast Grocery as part of its warehouse facility from 1917 to 1947. The three-story brick building measures 75 x 120 and is of mill construction with two rows of wood posts. (Current use: Service Vending.)

(6) Birmingham Block/Caldwell Brothers, 1746-1748 Pacific Avenue (1893). Altered historic structure. The William Birmingham Company, a local grain and feed firm, erected the building in 1893. In 1900 it was occupied by Caldwell Brothers, dealers in machinery and supplies. The two-story brick building measures 50 x 120 feet. (Current use: Service Tabacco Company.)

(7) Garretson, Woodruff and Pratt Company Building, 1754 Pacific Avenue (Frederick A. Saxton, 1891). Primary structure. Garretson, Woodruff and Pratt constructed this building as a department store. The People's Store, which is still in business on the southeast corner of Eleventh Street and Pacific Avenue, acquired the building in 1895. After 1897 the building also served as a warehouse for other businesses.

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The five-story building features attenuated window arches, a corbeled cornice, and Romanesque columns at the entrance. It measures 90 x 120 feet and is of masonry construction with obsidian pressed brick and terra-cotta decoration. A fire wall divides the first and second floors into two separate rooms. (Current use: National Bank of Washington Administrative Services; print shop; office space.)

(8) Shaub-Ellison Company Building, 1902 Pacific Avenue (1931). The siting, scale, proportion, and Art Deco design of this structure, occupied by a tire firm, make it ~~intrusive~~ in the district context. Contributed.

(9) Walsh and Gardner Company Building, 1908 Pacific Avenue (Darmer, c. 1912). Secondary structure. The company was established in 1907 to supply pipe valves, fittings, and fixtures to Tacoma area shipbuilders. The Commercial style four-story brick structure has side walls of reinforced concrete. It measures 50 x 120 feet and is of mill construction with wood floors and wood posts and beams. (Current use: American Plumbing and Supply.)

(10) American Plumbing and Supply Company Building, 1910 Pacific Avenue (c. 1960's). Intrusive warehouse structure. Earlier these lots were used as a pipe yard and warehouse by the Walsh Gardner Company.

(11) Weigel Candy Company Building, 1920 Pacific Avenue (1904-1908). Secondary structure. Originally the first floor served as the firm's wholesale and retail outlets, with storage and shipping facilities on the second. The candy factory was located on the upper two floors. The building as erected in 1904 was a three-story brick unit at 1922 Pacific, the southernmost part of the existing structure. In 1908 a fourth story was added, and an identical four-story building was adjoined on the north. The completed building measures 50 x 120 feet and is of mill construction with wood floors. (Current use: Shaub-Ellison; American Plumbing and Supply Company storage.)

(12) Davies Building/John Campbell and Company, 1924 Pacific Avenue (1890). Primary structure. Campbell imported coffee, tea, and spices and distributed them wholesale to groceries around Puget Sound and throughout Washington State. The four-story brick, heavy-timber structure measures 50 x 120 feet. Its cast-iron facade elements were produced by Cherry and Parkes Puget Sound Iron Works, a Tacoma firm. (Current use: vacant.)

(13) Reese, Crandall and Redman Company Building, 1930 Pacific Avenue (1890). Primary structure. Constructed for an early Tacoma wholesale grocery firm, the building later housed the Younglove Grocery Company. A twin to the adjoining Davies Building on the north, the brick and mill construction building measures 50 x 120 feet and has an

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early electric elevator connecting its four floors. The interior and the ornamental cast-iron facade by Cherry and Parkes are notably intact. (Current use: European Antiques.)

(14) McDonald and Smith Building/Bradley, Morley and Company/John Burke and Company, 1932 and 1936 Pacific Avenue and 1933 Commerce Street (Louis C. Houser, 1890-1896). Primary structure. Early uses of the building included a wholesale grocery concern and a wholesale warehouse facility for hay, grain, and feed. Constructed by separate owners as three identical units in a single block, the four-story building measures 75 x 120 feet and is of brick and mill construction. (Current use: Alaska Iron and Metal; Paramount Supply Company; B and D Sales.)

(15) F.S. Harmon Furniture Manufacturing Company Building, 1938 and 1946 Pacific Avenue (Darmer, 1909). Primary structure. F.S. Harmon came to Tacoma in 1882 and became a silent partner in the A. Parker and Company furniture wholesale firm. In 1884, after a fire, he bought out Parker, moved the remnants to another location, and developed the furniture wholesaling and manufacturing company which eventually occupied the subject building. The eight-story Commercial style brick structure measures 150 x 120 feet and is of mill construction, although concrete posts are evident in the north section. The Pacific Avenue facade is ornamented with Vermont marble. (Current use: records storage; bulk mailing facility.)

(16) West Coast Wagon Works, 1950 Pacific Avenue (Jay Knapp, 1906). Intrusive structure. The company was established in 1901 by a former employee of the Fawcett Wagon Company, J.R. Turner. The building measures 90 x 120 feet and was originally mill construction. When a fire severely damaged it in 1969, the third floor was removed and the facade extensively altered. The brick and stone exterior has concrete brick facings. (Current use: vacant.)

(17) Morris-Miller Company/Love, Warren and Monroe Company Building, 2102 Pacific Avenue (Heath, 1906). Secondary structure. The Morris-Miller Company, an importer of dry goods, notions, and furnishings, remained in the building until 1908, when the Love, Warren and Monroe Company acquired it and continued in the dry goods trade. The six-story Commercial style building measures 65 x 120 feet and is of pressed brick and open mill construction. Elevators connect all the floors. (Current use: American Plywood Association in the rear elevation.)

(18) Tacoma Grocery Company Building, 2110 Pacific Avenue (Heath, 1906). Altered historic structure. The firm was one of Tacoma's early grocery wholesale concerns. The six-story building measures 75 x 120 feet and is of mill construction with wood floors and wood posts and beams. The exterior, refaced to its present condition in the 1940's, was originally buff brick with trimmings of Tenino cut stone. (Current use: vacant.)

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(19) Hunt and Mottet Company Building, 2112 Pacific Avenue (Bullard and Hill, 1907). Primary structure. First organized in 1885, Hunt and Mottet was a pioneer wholesale hardware firm in Tacoma. The company was located at this address for over seventy years. The eight-story Commercial style building with nearly 45,000 feet of space measures 50 x 120 feet and is of brick and mill construction with a concrete foundation. A two-story reinforced concrete warehouse on the west side of Commerce Street, behind the main building, served as a docking facility and was constructed so that it could receive an additional three stories if further expansion were required. (Current use: vacant.)

(20) Hunt and Mottet Company Building, 2114 Pacific Avenue (1955). Intrusive structure. The four-story reinforced concrete building measures 25 x 120 feet. (Current use: vacant.)

(21) J.B. Stevens Company Building, 2128 and 2132 Pacific Avenue (Darmer, 1904). Secondary structure. In 1926, wholesale grocer G. Cinelli acquired the building. For a time he operated his grocery business from the Commerce Street front and leased the Pacific Avenue front to a succession of used car dealers. The three-story brick building measures 100 x 120 feet and is of mill construction with wood floors and wood posts and beams. To minimize fire danger there were no wall or ceiling finishings, with the beams left exposed. (Current use: J.A. Sussman, General Hardware/Fireplace; TransAmerican Tire Company.)

(22) Robinson Building, 2136 Pacific Avenue (1895). Primary structure. In 1895 Byron A. Robinson started his wholesale flour, grain, and hay business in the building. From 1907 to 1924 it was occupied by the Rogers Company, a wholesaler and processor of coffee, tea, spices, and extracts. The three-story brick and mill construction building measures 70 x 120 feet and exhibits a harmonious facade of shop fronts beneath attenuated window arches and a prominent corbeled cornice. (Current use: Tacoma Moving and Storage.)

(23) Bertelson Building, 2138 Pacific Avenue (1892). <sup>Contributed</sup> ~~Intrusive structure~~. Named for Tacoma realtor Bertel Bertelson, the building was used by the Cudahy Packing Company in 1910 as a wholesale outlet. From 1912 until 1913 the Studebaker Wagon Company had its offices in the building. The four-story Commercial style brick structure measures 50 x 120 feet. It is of mill construction with wood floors and wood posts and beams. (The concrete ground floor has been radically altered.) (Current use: tavern.)

(24) Lindstrom-Berg Cabinet Works, 1953 South C Street (Heath, 1908). Secondary structure. The company specialized in hardwood interior fixtures for offices, stores, banks, and bars. Later firms which occupied the building included Swift

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and Company and the Lake Park Creamery Company. The three-story concrete and brick structure measures about 75 x 100 feet. In anticipation of additional expansion, the foundations of the building were made heavy enough to support six stories. It is of mill construction with wood floors and wood posts and beams. (Current use: vacant.)

(25) F.S. Harmon Furniture Manufacturing Company Building, 1935 South C Street (Darmer, 1912). Secondary structure. The four-story brick flat iron building, which measures roughly 80 x 100 feet, is of mill construction with particularly massive floors. (Current use: vacant.)

(26) Snoqualmie Falls Power Company Transformer House, 250 South 19th Street (1902). Primary structure. In 1902 the Snoqualmie Falls Power Company constructed the building to house the transformers which reduced the voltage arriving in the city from the hydroelectric plant at Snoqualmie Falls in the Cascade Mountains. The plant distributed most of the power to the city at the time; none of its original equipment remains. The one story and basement brick building measures 50 x 100 feet and is highly stylized in the Classical mode (pilastered and arched window bays beneath a gable roof with pediments defined by oculi and modillioned cornice). (Current use: Shaub-Ellison Company.)

(27) Teamsters' and Chauffeurs' Building, 1701 Commerce Street (c. 1894). Secondary structure. The building is near the site of Tacoma's first railroad passenger station. The Teamsters used the top floor (formerly an apartment) as a hiring hall from 1928 until 1977. Earlier uses of the storefronts below included a wholesale outlet for dairy products, a sheet metal works, and a bicycle shop. The three-story brick polygonal-shaped building has the overall dimensions of 35 x 60 feet. (Current use: Alcoholics Anonymous.)

(28) Dougan Block, 1721 and 1725 Jefferson Avenue (Pickles and Sutton, 1891). Primary structure. The Dougan Block, named for its contractor James M. Dougan, first served as the hall of the International Order of Odd Fellows. It was later remodeled for offices. The longest remaining tenant was the Pacific Storage Company, which used portions of the building as a warehouse from 1905 until 1969. The four-story brick building measures 50 x 120 feet and has wood posts and beams; its facade is a particularly successful expression of the palazzo form. (Current use: Reid Printer and Lithograph.)

(29) Tacoma Paper and Stationery Company (Division of Blake, Moffitt and Towne) Building, 1735 Jefferson Avenue (1910). Secondary structure. Used as the firm's warehouse from 1910 until 1955, the four-story brick Commercial style building measures 100 x 100 feet and is of mill construction. Each story is supported by four rows of heavy wood posts, wood beams and solid brick walls. (Current use: Old Spaghetti Factory.)

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(30) Central Recycling Building, 1741 Jefferson Avenue (1957). Intrusive structure. The one-story brick building measures 40 x 75 feet. (Current use: vacant.)

(31) Williams Oil Filter Service Company Building, 1745 Jefferson Avenue (n.d.). Intrusive structure.

(32) Tioga Building, 1901 Jefferson Avenue (Rothe and Company, 1890). Primary structure. The Richmond and Stoppenbach Paper Company occupied the building from 1890 until 1897, followed by the Pacific Broom Company and the Liberty Manufacturing Company. The four-story brick building of heavy timber construction is trapezoidal-shaped. It measures 110 x 100 x 65 x 40 feet and is outfitted with a c. 1900 freight elevator. A vaulted area exists under the sidewalk on the west side, where three large doors (now planked shut) mark what may have been a lower level entryway and loading area. The exterior is highly articulated with hood molds, spandrels, pilasters and corbeling. (Current use: JET Equipment and Tools.)

(33) Carlton Hotel, 1552 Jefferson Avenue (Darmer, 1909). Primary structure. After learning the brewing trade in Germany, Anton Huth immigrated to Tacoma in 1888, where he became president of the Pacific Brewing and Malting Company. He hired the prominent Tacoma architect, C.A. Darmer, to design the hotel, named after his son, Carlton Huth. It was ranked as one of the leading facilities in the city during its first decades, taking advantage of the strategic location near the Union Depot. It has continued as a hotel throughout its history, although catering to a more long-term and less transient clientele in the wake of declining railroad transportation. The trapezoidal six-story building measures 86 x 96 x 85 x 48 feet and is of heavy mill construction with framework and floor of reinforced concrete; facing is brick and stone. The walls were built fireproof with a two and a half inch layer of solid hard plaster. The exterior surface is enlivened by multi-story polygonal window bays at the corners, jack arches with keystones, and a monumental bracketed cornice. (Current use: hotel, apartment units, stores.)

(34) Unknown, 1701 Broadway and 1702 Jefferson Avenue (n.d.). Intrusive structure. The building may have once been a boarding house. (Current use: vacant.)

(35) Massasoit Hotel/Pinkerton Block, 1706 and 1710 Broadway (Dennis and Proctor, 1889). Primary structure. The building was erected by contractor James M. Dougan (who built the nearby Dougan Block) for Colonel Pinkerton, who was brought to the city by a mining venture in 1882 and stayed for a series of real estate projects. It was designed to accommodate two separate usages (businesses on the street level and hotel annex on the upper two levels) and accordingly has two fronts--one on Broadway and one on Court "C" Street--with no interior connection. The hotel to which the upper floors were annexed was the old Massasoit Hotel, destroyed in 1934.

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Initially the clientele was a transient variety and the early tenants of the three business bays included tobacco shops, saloons, a barbershop, and a bath operation. Later occupants were long-term boarders and retail stores benefiting from the nearby wholesalers. The three-story building measures 55 x 75 feet and is of masonry wall-bearing and pier construction. Its High Victorian Italianate facade is produced by brick and cast-iron detailing (rectangular and stilted segmental arches, over-scaled brackets, and pediment unrelated to the design below). (Current use: vacant.)

(36) Swiss Hall, 1904 Jefferson Avenue and 1903 Market Street (Heath and Gove, 1913). Primary structure. Designed for the local Swiss Society, the structure adjoined the already existing F. Wild Building. The Swiss Society, which still owns the property, was one of the several national organizations which erected their own fraternal halls in Tacoma. The building has always contained space for a variety of uses: small retail operations such as a tavern, a restaurant, a confectionary, and cigar and tobacco shops on the ground floor fronting Jefferson Street; offices and a large ornate auditorium on the second; and residential apartments on the third. The brick building measures 85 x 85 x 45 feet and is an imitative Swiss chalet design, complete with heavy interior and exterior timbering and a concrete and wood polygonal turret. (Current use: Swiss Hall, tavern, apartments.)

(37) F. Wild Building, 1906 Jefferson Avenue (H.J. Hefty, 1889-1890). Primary structure. Frederick Wild constructed this example of an early lodging-apartment house complex. Between 1905 and 1913 it was known as the Old Swiss Hall and Lodging House. The three-story flat iron brick building measures 87 x 60 feet. (Current use: vacant.)

(38) F. Wild Building (F. Wild Arcade Building), 1918 Jefferson Avenue (1889-1890). Secondary structure. Frederick Wild constructed this early arcade adjoining the F. Wild Building. The three-story flat iron brick building measures 87 x 60 feet. (Current use: vacant.)

(39) Delta Engineering/Publications West Building, 1920-1926 Jefferson Avenue (1889). Intrusive structure. Originally part of the F. Wild Arcade Building, the collection of six storefronts is a single-story flat iron brick structure with plastered walls. It measures about 195 x 60 feet.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1887-1915

BUILDER/ARCHITECT Multiple

## STATEMENT OF SIGNIFICANCE

Tacoma's Union Depot/Warehouse Historic District is one of the oldest and most nearly intact urban commercial landscapes in the Pacific Northwest. It is of national significance as a component in the transportation system created at the end of the nineteenth century by the railroad, linking Tacoma to the East Coast and, via shipping through Puget Sound, to the Orient, Alaska, and Europe. It played a regionally significant role as a marketing center for eastern Washington, Idaho, and points throughout the Northwest. Locally, it was both the cause and the result of major trends in Tacoma's financial and physical evolution. Finally, it derives intrinsic architectural value from its overall integrity and the stylistic and structural character of its individual buildings.

The pattern of Tacoma's early development was shaped by the Northern Pacific Railroad (which chose the city as its transcontinental terminus), the Tacoma Land Company (which was established by the railroad to develop the townsite), and the cycles of national and international economy. After the completion of the Northern Pacific line over Stampede Pass in the Cascade Mountains in 1887, the growth of Tacoma was assured. Specifically, the rise of its wholesale warehouse center was generated by wheat trade to the east and lumber trade throughout the Puget Sound region. Trains carried cargoes of wheat from eastern Washington, Idaho, and Montana, crossing the Cascades to Tacoma and waiting vessels generally bound for England and Europe. To avoid sending empty wheat cars back to the eastern areas, a return cargo was sought. Grocery goods, tools, and other supplies in the grain-producing regions had previously come almost exclusively from Portland, Oregon. Tacoma, however, became in many cases the more convenient and economical of the two cities in terms of rail shipping. The same pattern of return cargo and convenience occurred with the other major regional product, lumber, produced in the Puget Sound timber areas to the north. Thus despite competition from well-established centers such as Portland and nearby Seattle, Tacoma offered opportunities for jobbing houses which were unparalleled. The bulk of these concerns dealt in hardware, furniture, lime cement, wagons, paint and oils, rubber, drugs, books and paper, leather belting, crockery, groceries, coffee, tea, spices, and liquor. Most also operated on a retail as well as wholesale level, using one of their frontages as stores and the other as loading dock and transfer point between railroad spur and upstairs storage.

The warehouse district emerged during two periods of concentrated building--the first from 1887 to 1893 and the second from about 1900 to 1915. The years coincided with the intensive expansion of Tacoma's wholesale trade, broken by the severe national economic depression of the 1890's. A great many of the early firms were established along the west side of Pacific Avenue from Seventeenth to Twenty-first Streets,

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

David H. Stratton and Gordon B. Varey. A Survey of Cultural Resources Along SR 509 SR-5 Pacific Avenue Interchange to SR-5 Port of Tacoma Road Interchange. Pullman, Washington, Washington Archaeological Research Center, 1978.

HAER Inventory (form FHR-8-260 1/79), June-August, 1979.

City of Tacoma, Community Development Department/Office of Historic Preservation, Tacoma/Pierce County Cultural Resource Survey Files

# 10 GEOGRAPHICAL DATA **UTM NOT VERIFIED**

ACREAGE OF NOMINATED PROPERTY 26.5 (approx)  
 UTM REFERENCES

Quadrangle Name: Tacoma South, WA  
 Quadrangle Scale: 1:24,000

North	A	1,0	5,4,2,4,6,0	5,2,3,2,6,0	South	B	1,0	5,4,2,8,2,0	5,2,3,2,6,0
		ZONE	EASTING	NORTHING			ZONE	EASTING	NORTHING
East	C	1,0	5,4,2,4,6,0	5,2,3,1,8,6,0	West	D	1,0	5,4,2,8,2,0	5,2,3,1,8,6,0

VERBAL BOUNDARY DESCRIPTION

(See continuation sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Caroline Gallacci/Patricia A. Sias Edited by Dawn Maddox

ORGANIZATION

City of Tacoma, Community Development Dept./Office of Historic Preservation 10-10-79

STREET & NUMBER

740 St. Helens - 10th Floor

TELEPHONE

(206) 593-4960

CITY OR TOWN

Tacoma

STATE

Washington 98402

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X

STATE     

LOCAL     

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*James M. Welch* 12/14/79

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

*W. Ray Price*  
 DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

DATE

4/2/80

ATTEST:

*[Signature]*  
 KEEPER OF THE NATIONAL REGISTER

DATE

3/26/80

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

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forming the downtown jobbing hub of Tacoma and giving proof of her growing economic influence. Two of them, the Russell T. Joy Building, 1716 Pacific Avenue (3), and the West Coast Grocery Building, 1736 Pacific Avenue (4), stand today almost as they appeared in 1893, typical of the district in their massive mill construction and derivative brick ornament. In the adjoined Davies Building, 1924 Pacific Avenue (12), the Reese, Crandall and Redman Company Building, 1930 Pacific Avenue (13), and the McDonald and Smith Building, 1932-1936 Pacific Avenue (14), the repetition of four floors of straight, segmental, and round arches beneath overhanging cornices of pressed metal created an ensemble which combined substance and grace. Probably the finest detailed structure in the district was not a wholesale house but a building type nonetheless related to the original economy of the area: the Massatoit Hotel / Pinkerton Block, 1706-1710 Broadway (35). Its profusion of brick and cast-iron embellishment was High Victorian Italianate at its most exuberant. Of greatly different character was the Garretson, Woodruff and Pratt Company Building, 1754 Pacific Avenue (7), which in its massing and restraint anticipated the Commercial style structures erected in the district during the second phase of building activity.

Tacoma's dramatic overall growth came to a halt in the early 1890's with the world-wide depression of 1893, which also stopped building development in the warehouse district and precipitated the failure of several of its businesses. The vacancies thus created did not last long, however, as firms in better financial condition moved in and continued to supply the region with what in most cases were the essentials of life. Building activity soon resumed as well, with new construction following in some instances the patterns established earlier. The Birmingham Hay and Seed Company Building, 1740 Pacific Avenue (5), was erected ten years after the adjoining Birmingham Block, 1746-48 Pacific Avenue (6), but harmonized readily with it prior to later changes to the older structure. The J.B. Stevens Company Building, 2128-32 Pacific Avenue (21), echoed in its scale and facade composition the rhythmic unity generated a decade and a half earlier by the Davies Building (12), the Reese, Crandall and Redman Building (13), and the McDonald and Smith Building (14). The Tacoma Paper and Stationery Company Building, 1735 Jefferson Avenue (29), built in 1910, and the Walsh and Gardner Company Building, 1908 Pacific Avenue (9), erected the next year, departed more radically from the earlier trends, exhibiting the clean-cut, functional lines of the Commercial style. And while their own scale was that of the older building stock, the visual consistency of the area had already been altered several years earlier by four buildings put up between 1906 and 1908. These all accommodated jobbing businesses of the type already established in the district, but their dimensions overshadowed even their largest predecessors. The Morris-Miller Company/Lane, Warren and Monroe Company Building, 2102 Pacific Avenue (17), and the adjacent Tacoma Grocery Company Building, 2110 Pacific Avenue (18), were both six stories high and contained nearly 50,000 square feet each. The next building to the south, the Hunt and Mottet Company Building, 2112 Pacific Avenue (19), was eight stories high and tripled its owner's space for stock. At 1938 and

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1946 Pacific Avenue, the eight-story F.S. Harmon Furniture Manufacturing Company Building (15) also affirmed the new scale of Tacoma jobbing after 1900, although it continued the use of traditional mill construction found in its older neighbors on the block. A building which did utilize the current progress in structural technology was the Union Depot, 1714 Pacific Avenue (1), which was erected in 1911 with a steel-reinforced concrete frame. Since its exterior of conventional masonry (red brick and sandstone) was the city's last example of the type, the depot represented a watershed in local architecture. It was also the catalyst for a related nearby growth spurt which occurred just before its completion. Although the depot replaced another passenger station which stood on the same site, the prospect of a new facility encouraged the surrounding development of railroad-oriented concerns, best exemplified by the 100-room Carlton Hotel, 1552 Jefferson Avenue (33), built in 1909 two blocks to the northwest.

Over the years, Tacoma's warehouse district has continued to be occupied by businesses similar to the ones for which it was originally established. In many cases the active, high-volume trade of the jobbers has been replaced by longer-term storage. Some of the buildings have readily made a transition to truck freighting, and the rail loading docks on Commerce Street now receive trucks. However, the trend to lower or single-story, more flexible warehousing which requires higher technology and less labor is causing a growing problem of vacant and under-utilized buildings in the historic area.

Architects of the District:

Incomplete records and the utilitarian nature of the buildings make it difficult to determine all the architects who were involved in the construction of the Union Depot/Warehouse Historic District. Fourteen architects and architectural firms are identified, however, of which eight are recognized as having contributed significantly not only to the district but to Tacoma's overall built environment:

A.J. Russell and E.P. Babcock  
C.A. Darmer  
Frederick Heath  
John G. Proctor and William Farrell  
G.W. Bullard and Frank D. Hill  
James Pickles and Albert Sutton  
Oliver P. Dennis and John G. Proctor  
Frederick Heath and George Gove

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Whether their training was in the traditional nineteenth-century apprentice system or an academic curriculum such as the L'Ecole des Beaux Arts in Paris (as was the case with A.J. Russell), the architects possessed a full command of the Beaux Arts architectural vocabulary, which found varying degrees of expression in the buildings of the warehouse district. The architects whose works predominate therein are C.A. Darmer and Frederick Heath. Together their production comprises approximately one quarter of the properties listed in the district inventory. C.A. Darmer was born in Germany and received his architectural training there. He worked for architectural firms in San Francisco and Portland before arriving in Tacoma in 1884. The following year he and William Farrell became partners. Darmer became the official architect for Charles B. Wright, the Philadelphia-based Northern Pacific Railroad official responsible for much of Tacoma's early planning and construction. Darmer's work can be seen throughout Pierce County and western Washington State in residences, business blocks, and warehouses. Of all the architects working in Tacoma during its early years, he was the most prolific. Frederick Heath obtained his training through the traditional apprenticeship system: he entered the Minneapolis architectural office of Warren H. Hayes and worked up from office boy to head draftsman. He came to Tacoma in 1893 and in 1901 established his own firm. Through the quality and variety of his work, Heath established a reputation that extended far beyond Tacoma. He designed residences, business blocks, and public buildings, many of which were local schools commissioned by the Tacoma School District, including the redesign of Stadium High School and the design of Stadium Bowl. Other works included the Federal Penitentiary at McNeil Island, southwest of Tacoma, and the Communications Building on the University of Washington campus in Seattle, where he was principal architect.

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CONTINUATION SHEET

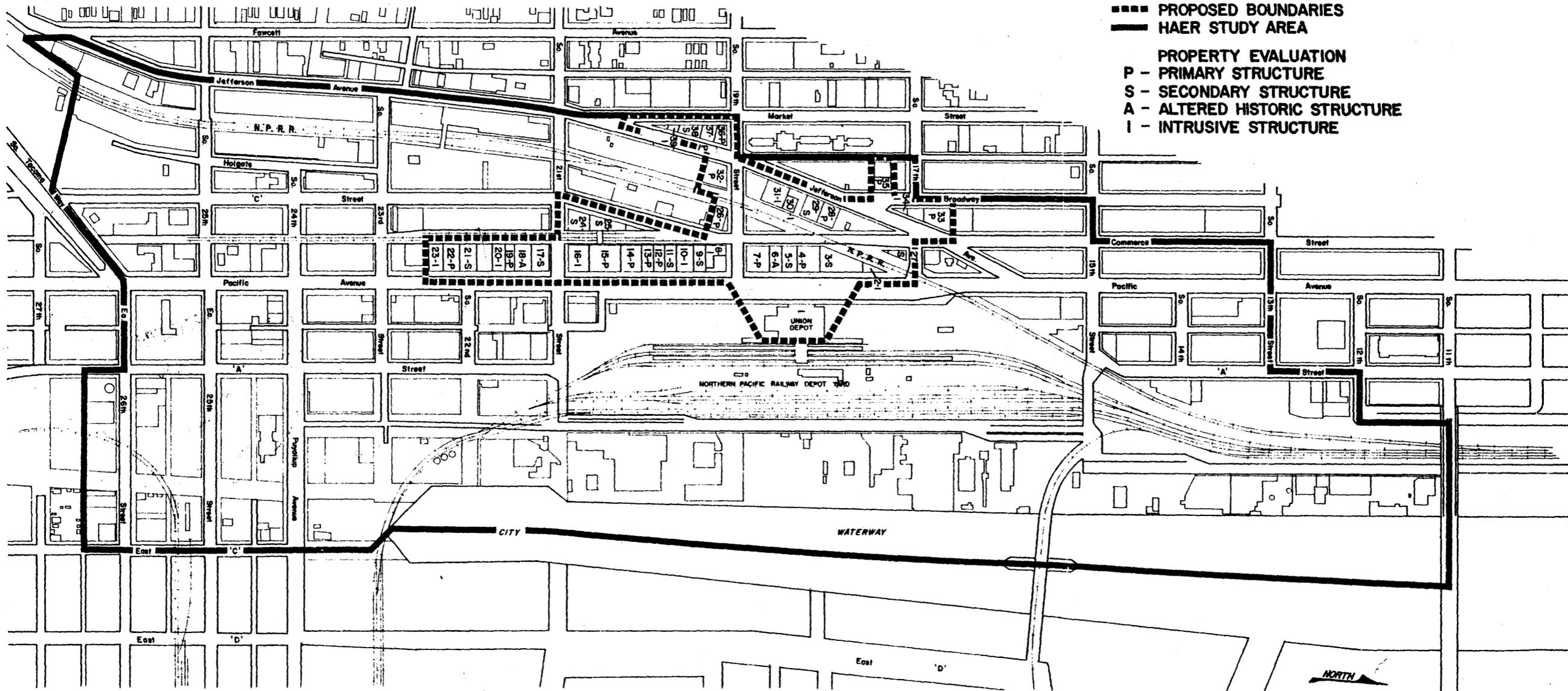
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Item 10: VERBAL BOUNDARY DESCRIPTION

Beginning at the intersection of the curb lines of Pacific Avenue and South 17th Street west on the southern curb line of South 17th Street to Commerce Street and then north and west to the eastern curb line of Broadway to include the Carlton Hotel. South along the eastern curb of Broadway and including the Massatoit Hotel, to the intersection with the eastern curb line of Jefferson; south along the eastern curb line of Jefferson to its intersection with the southern curb line of South 19th Street. The boundary then follows the curb line of the block bounded by South 19th Street, Market Street, and Jefferson Avenue; and then east along the southern walls of the Tioga Building and Transformer House to intersection with the eastern curb line of C Street. The boundary continues south on C Street, then east on the northern curb line of South 21st Street to the intersection of the rear property line at Commerce Street, then south to the southern party wall at 2138 Pacific Avenue, then east and north along the western curb line of Pacific Avenue to South 19th Street, then east to include the Union Depot, then returning to the western curb line of Pacific Avenue to the point of origin.

N →

# PROPOSED UNION DEPOT / WAREHOUSE HISTORIC DISTRICT



--- PROPOSED BOUNDARIES  
— HAER STUDY AREA

PROPERTY EVALUATION  
P - PRIMARY STRUCTURE  
S - SECONDARY STRUCTURE  
A - ALTERED HISTORIC STRUCTURE  
I - INTRUSIVE STRUCTURE



NORTH