

# **Attachment 4C**

## **Historic Property Inventory Forms for Properties at the Pontoon Production Sites**

Property ID Nos. 700 through 714 and 801





# Historic Property Inventory Report

## Location

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Field Site No. 1204-1

DAHP No.

Historic Name: Hylebos Bridge

Common Name: Hylebos Bridge

Property Address: Tacoma, WA

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R03E	26			Pierce	

## Coordinate Reference

Easting: 1168270

Northing: 712695

Projection: Washington State Plane South

Datum: HARN (feet)



# Historic Property Inventory Report

## Identification

Survey Name: Hylebos Bridge Rehab. Date Recorded: 12/09/2005  
Field Recorder: Heather Lee Miller  
Owner's Name: City of Tacoma  
Owner Address:  
City: Tacoma State: WA Zip:  
Classification: Structure  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing?  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Determined Not Eligible - SHPO  
Determination Date: 4/9/2008  
Determination Comments: DAHP Log # 020306-27-FHWA

## Description

Historic Use: Transportation - Road-Related (vehicular) Current Use: Transportation - Road-Related (vehicular)  
Plan: Rectangle Stories: Structural System: Steel  
Changes to Plan: Slight Changes to Interior:  
Changes to Original Cladding: Intact Changes to Windows: Intact  
Changes to Other: Moderate  
Other (specify): one approach re  
Style: Cladding: Roof Type: Roof Material:  
Other - Utilitarian Metal Other  
Foundation: Form/Type:  
Concrete - Poured Other  
Post & Pier

## Narrative

Study Unit Other  
Transportation  
Date of Construction: 1939 Built Date Builder: General Construction Company of Seattle  
Engineer: D. H. White  
Architect:

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local):

Statement of  
Significance:

At least two bridges historically occupied the current spot of the Hylebos Waterway Bridge in Tacoma, Washington. First was a simple sway bridge that provided access to the northern bank of the Hylebos Creek (Tacoma News Ledger [TNL] 1917a:11). Next was a Strauss heel-trunnion bascule bridge that opened October 15, 1925 (Tacoma News Tribune [TNT] 2005:B2). Tacoma newspapers heralded the opening of the bascule bridge as a gateway to the vast industrial area that was quickly developing beyond Hylebos Creek, one of a number of small waterways emptying into the Commencement Bay tidal flats that were quickly being dredged and straightened to provide deep-water harbors for the growing port (Tacoma Daily Ledger [TDL] 1918:B4; TNL 1917b:23).

Historic maps revealed that dredging and construction of the Hylebos Waterway (ca. 1910–1916) and its banks substantially altered the soil composition and historic land-use patterns of the area (Figure 4). According to Mackey Smith's 1977 Geologic Map of the City of Tacoma, the north bank of Hylebos Waterway/Commencement Bay and large portions of what are now industrial properties along Taylor Way on both the east and west sides of East 11th Street are composed of artificial fill; the channel itself, which once was tidal flats, was dredged to a depth of at least 35 feet.

In the State of Washington, the first bascule bridges to be proposed were located in Seattle, which began considering plans for four proposed bridges to span the also proposed Lake Washington Ship Canal. Three of the four Seattle bridges (Ballard, Fremont, and University) were built between 1917 and 1919, the same time that Tacoma engineers were discussing the construction of a bascule bridge over Hylebos Creek (Miller 2005; Waddell 1916).

This first bascule bridge across Hylebos Creek, which was designed by Pierce County engineer D. H. White, was 125 feet long and constructed entirely of steel, some of which was taken from the recently dismantled Spokane Street Bridge in Seattle. According to the Tacoma News Ledger on November 25, 1917, the new Hylebos Bridge was "to be the only bascule type in [Pierce] county" and would cost approximately \$80,000 to complete (the final figure was nearer to \$75,000). The City of Tacoma took over management of the bridge in the summer of 1927, when it annexed the surrounding land (TNL 1917b:23). Despite the fanfare and anticipation surrounding the first bascule bridge over Hylebos Waterway, the structure soon proved controversial. Between 1930 and 1935, the City of Tacoma and the U.S. War Department argued over who was responsible for repairing or replacing the bridge, which no longer provided sufficient clearance for the larger ships using the newly dredged waterway. In 1935, the city agreed to replace the bridge; demolition began in late 1935 (TDL 1935; TNT 1939g).

Funded by a combination of city, county, state, and federal Works Progress Administration funds, construction began on the new Hylebos Bridge in December 1937 (TNT 1939a). "Hurrah for Hylebos Bridge!" read the May 28, 1939, Tacoma News Tribune headline marking the bridge's dedication ceremony and parade, which was attended by "thousands" of Tacomans who had been "working and longing for a bridge across the Hylebos waterway." On June 1, 1939, the bridge officially opened to vehicular and marine traffic (TNT 1939g, 1939h; see also TNT 1938a, 1938b, 1938c, 1939a, 1939b, 1939c, 1939e; 1939f).

When it was built, the bridge was described as being 1,060 feet long, with the bascule span having a vertical lift of 135 feet and horizontal clearance of 150 feet. The roadway deck was built of reinforced concrete, 24 feet wide, with 5-foot-wide sidewalks. The bascule leaves themselves were made of steel, with steel grating on the roadway, and massive concrete counterweights for the leaves nestled into the bascule pits. The May 28, 1939, Tacoma News Tribune reported, "the draw is equipped with electrical operating controls, traffic gates, signals, and other devices for the safety of vehicular traffic and navigation" (TNT 1939g).

## Historic Property Inventory Report

Soon after the bridge's triumphant completion, however, trouble again arose with the structure. On November 9, 1941, journalists reported that the new bridge was sagging six inches and reported that many Tacomans, spooked by the Tacoma Narrows Bridge fiasco (which had occurred almost to a day the previous year on November 7, 1940), worried that another disaster was imminent—this time at the Hylebos Bridge (TNT 1941a:A1). Although the bridge was fixed by driving additional pilings through the approach deck to build an additional support system, accidents (for example, in November 1975, the Syuko Maru bulk-carrier ship collided with the bridge, causing it to remain stuck open for at least a month), and mechanical failures leading to closures and a continual need for maintenance have plagued the bridge ever since, negatively impacting both its safety and its reputation (McCurdy 1977:196; Seattle Times 1989:B3; TNT 1941b:1, 1997:B2, 1999:B2, 2001a:B1).

Hylebos Bridge had a brief brush with fame in August 2000, when a remake of *The Fugitive* was filmed at the span (TNT 2000:B1). Early in 2001, the bridge opened for a marine vessel and jammed (TNT 2001a:B1, 2001b:B1). More recently, a fire seriously damaged the interior of the east approach abutment and buckled some of the steel parts of the east bascule. The bridge leaves have been stuck in the upright position ever since, a glaring reminder to area residents of the bridge's continual failures. Currently, the bridge is surrounded in controversy, with various parties voicing their concerns about the need for a reliable (and environmentally friendly) span over the Hylebos Waterway to ensure citizens' safety (especially in the case of a volcanic lahar flow from Mount Saint Helens or Mount Rainier to Commencement Bay), to promote port and reservation-based commerce, and to protect the watershed and its nonhuman residents from pollution (TNT 2004a:B6, 2004b:B10, 2004c:B2, 2004d:A12).

### National Register Evaluation

The Hylebos Bridge was evaluated for the NRHP under Criterion A and C. The Hylebos Bridge is not associated with the life of a significant person, and was not evaluated under Criterion B. Also, given the significantly modified context of the land on which the structure resides (the channel banks and bottom) and the alterations made to the bridge itself, the bridge and its surrounds do not appear to have the potential to be eligible under Criterion D.

According to National Register Criterion A, a property may be eligible for listing in the NRHP if it is associated with a specific event marking an important moment or period in history or if it is associated with a broader pattern of events that contributed to the development of a local community, a state, or the nation as a whole. Under Criterion A, "mere association with historic events or trends is not enough, in and of itself, to qualify...the property's specific association must be considered important as well. For example, a building historically in commercial use must be shown to have been significant in commercial history." According to National Register Criterion C, a structure, such as a bridge, may be eligible for listing in the NRHP if it embodies distinctive architectural characteristics, is the work of a master builder or architect, represents "a significant and distinguishable entity whose components may lack individual distinction" (36 CFR 60.4), or contains a majority of the elements of its type or period of construction. Possessing these characteristics, however, is not enough to qualify for eligibility—rather, a structure must also be a distinctive example of or of superlative importance within its category. Under Criterion C, "A structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history...A property is not eligible, however, simply because it has been identified as the only such property ever fabricated; it must be demonstrated to be significant as well" (Andrus 2002).

The Hylebos Bridge is of questionable historic significance because its significance seems to stem largely from its history as an early bascule bridge in the State of Washington. Under Criterion A, there is no evidence to suggest that this particular bridge is an important example within this context. Its history generally can be described as a series of design problems, agency to agency controversies, failures, and modifications; however, none of these appears to rise to the level of NRHP eligibility at the local, state, or national level. Further, its integrity of design, workmanship, materials, feeling, and association have been compromised by the substantial alterations to its southwestern approach discussed above. Under Criterion C, though the Hylebos Bridge is an example of early bascule bridge construction in Washington State, it is not a good one due to the previously described changes to the southwestern approach. As with Criterion C, the questionable integrity of design, workmanship, materials, feeling and association due to alterations to its southwestern approach make the Hylebos Bridge a poor example within its historic context.

### Washington Heritage Register Evaluation

Though the Hylebos Bridge does not appear to be eligible for the NRHP, it is likely eligible for the WHR. The WHR has similar criteria for eligibility, but they are less stringent than the NRHP. The WHR does not specify specific criteria under which properties must be evaluated, only that they have "documented historical significance at the local, state or federal level." Most importantly, to qualify for inclusion in the WHR, a property must have a "high to medium level of integrity, i.e. it should retain important character defining features from its historic period of construction." Under these definitions of integrity, the Hylebos Bridge would qualify for the WHR because it does appear to have played a somewhat memorable role in the industrial history of the City of Tacoma and its integrity could be described as medium due to alterations to one approach only.

### Description of Physical Appearance:

Built in 1939 and located in what is known as the Tideflats area of the Port of Tacoma, the Hylebos Bridge is contiguous with East 11th Street and links East Blair Peninsula with State Route 509/Marine View Drive. The bridge structure consists of three principal elements: the northeast and southwest approaches, and the bascule (or draw-bridge) span, which crosses the Hylebos Waterway (Figure 5). Both approaches rest atop trussed wood footings and end at the concrete piers on which the bascule leaves sit, which also house the bascule pits, concrete counterweights, and drawbridge machinery.

The northeast approach, which is original, measures approximately 343 feet long and is constructed of sawn timber stringers supporting glue-laminated timber floor beams, which in turn support a concrete deck. The southwest approach, which was reconstructed in 1990, measures approximately 339.5 feet long and is also constructed of wood pilings that support a glue-laminated timber floor, which supports a wood deck covered with deteriorating asphalt. The double-leaf trunnion bascule span that links the approaches consists of a concrete base that supports a steel frame over which concrete decking is laid. The bascule spans approximately 216 feet from the center of each trunnion (290 feet between the outside surfaces of the bascule pier rear walls).

Each leaf measures 108 feet from centerline of trunnion to the mid-span, or 96 feet from the inside face of bascule pier to the mid-span. Horizontal clearance underneath the bridge is 150 feet between the bridge pier protections, and the navigation vertical clearance is 17.5 feet above the extreme high water level (32.4 feet above the mean low water level). The roadway width is 26 feet on the rebuilt southwest approach deck and 24 feet on the deck of the bascule span and the east approach.

The newness of the southwest approach is most obviously evidenced by its railing, which is not constructed of cast-in-place concrete as is the older approach. The new approach railing has two distinct levels: the lower of corrugated metal and the upper of wooden horizontally laid boards, secured on vertical steel I-beams that affix to wood floor beams below the deck. Sidewalks on the newer approach are of poured concrete lined with simple wood beam curbs (Figure 6). The northeast approach retains the original cast-in-place aggregate concrete arched railing, sidewalk, and raised curbs (Figure 7). Drilled circular holes in the sidewalks and evenly spaced rectangular drain openings in the curbs with corresponding metal grates in the roadbed provide drainage on the northeast approach. Cobra-head lights illuminate both approaches: three on the western side of southwest approach and four on the northeast approach staggered two on each side. Judging by the modern style of the light poles and the remaining bolt patterns on northeast approach railing pillars, bridge lighting has been altered since the structure was constructed. Most likely, fewer, taller lights now provide better illumination. The concrete arches of the northeast approach are replicated on both sides of the fixed portions of the bascule span. The leaves of the bascule span have poured concrete curbs and decorative metal railings with a distinctive XX pattern contained within horizontal and vertical dividers below a rounded metal pipe, which give a latticework effect on the bascule span (Figure 8). The metalwork is affixed with both circular rivets and square bolts, which add to the decorative touch. The bridge's control tower is located on the bascule span's southeast corner, astride both the bascule pit and a concrete overhang on the edge of the bridge. This two-story, flat-roofed square building is clad in sheet metal. An arched walkthrough along the northwest face of the structure allows pedestrian access from the southwest approach to the bascule span. Entry is gained through a single door on the northeast side of the building. Fenestration on the first floor consists of two fixed four-light windows combined in one opening on the southwest face of the building; vertical casement windows alternated with fixed panes provide a 360-degree view from the second floor. Just opposite the control tower entry door, metal stairs lead down to the bascule-pit entry door underneath the bridge deck on the southeast side. Similar stairs provide access to the bascule pit on the northwest side of the bascule span. Safety gates and traffic-light poles are positioned at the edge of each fixed span. On the newer (southwest) approach, the gate mechanisms sit off the sides of the bridge and do not alter the straight configuration of the approach as it extends to the edge of the bascule. On the older approach, the heavy, metal gate mechanisms (marked "Norwood Noonan—Chicago") are located on the pedestrian sidewalk, the placement of which apparently necessitated widening of the sidewalk at this point. Traffic-light poles with alarms are located next to the northwest and southeast gates.

### Major Bibliographic References:

#### References Cited

Andrus, Patrick W.

2002 How to Apply the National Register Criteria for Evaluation. National Register Bulletin 15. Electronic document, <http://www.cr.nps.gov/nr/publications/bulletins/nrb15/> accessed October 20, 2005.

McCurdy, H. W.

1977. The H. W. McCurdy Marine History of the Pacific Northwest, 1966-1976. Edited by Gordon Newell. Superior Publishing Company, Seattle.

Miller, Heather Lee

2005 Fremont Bridge, Historic American Engineering Record, Historical Research Associates, Inc. (HRA). Submitted to Parsons Brinckerhoff Quade and Douglas and Seattle Department of Transportation, Contract No. TO1-29. Copies available from HRA, Seattle.

Tacoma News Ledger (TNL) [Tacoma, Washington]

1917a "County to Build \$30,000 Bridge (at Lincoln Ave)," 20 May:11. Tacoma, Washington.

1917b "New Bridge to Open Industrial Section (to be Only Bascule Type Bridge in County)," 25 November:23. Tacoma, Washington.

Tacoma Daily Ledger (TDL) [Tacoma, Washington]

## Historic Property Inventory Report

- 1918 "Hylebos Bridge Building Begun," 11 August:B4. Tacoma, Washington.
- 1935 "Sue City for Failure to Raze Bridge," 24 November. Tacoma, Washington.
- Tacoma News Tribune (TNT) [Tacoma, Washington]
- 1938a "Hylebos Bridge Work Progresses," illustration, 13 February:A1. Tacoma, Washington.
- 1938b "Drive Test Piling for Hylebos Span," illustration, 13 July. Tacoma, Washington.
- 1938c Hylebos Bridge, illustration, 8 December. Tacoma, Washington.
- 1939a Hylebos Bridge, illustration, 10 March. Tacoma, Washington.
- 1939b "Ship Hits New Span," 6 April. Tacoma, Washington.
- 1939c "Bridge Damage Found Not Serious," 7 April. Tacoma, Washington.
- 1939d "Bridge over Hylebos to be Ready in June," 25 April:5. Tacoma, Washington.
- 1939e Hylebos Bridge, illustration, 25 April: rotogravure section, 7. Tacoma, Washington.
- 1939f ". . . Almost Finished," illustration, 13 May. Tacoma, Washington.
- 1939g "Dedicate Hylebos Bridge" (article) and "Hurrah for Hylebos Bridge!" (illustration), 28 May. Tacoma, Washington.
- 1939h "Thousands Witness Hylebos Bridge Ceremony," illustration, 30 May. Tacoma, Washington.
- 1941a "Another Bridge Disaster?" illustration, 9 November:A1. Tacoma, Washington.
- 1941b "Repairing Bridge," illustration, 21 November:1. Tacoma, Washington.
- 1997 "Road Work Will Close Hylebos Bridge," 11 July:B2. Tacoma, Washington.
- 1999 "Hylebos Bridge Will Be Closed Thursday for Repair Work," 6 January:B2. Tacoma, Washington.
- 2000 "The Fugitive Takes Refuge in Tacoma," 23 August:B1. Tacoma, Washington.
- 2001a "Hylebos Firms: Drawn and Quartered? Dead End: Stuck-Open Bridge Leaves Merchants on the Verge of Closure," 17 April:B1. Tacoma, Washington.
- 2001b "Bridge Closures Put Fighting Fires in Tideflats in a Bind," May 7:B1. Tacoma, Washington.
- 2004a "City Obstructing Major Expansion of Tacoma's Port," February 12:B6. Tacoma, Washington.
- 2004b "City, Port Must Do What It Takes to Settle Bridge Fight," February 13:B10. Tacoma, Washington.
- 2004c "Hearing on Alexander Avenue Set for Today: Tacoma: City, Port Seek Agreement on Bridge, Road," February 26:B2. Tacoma, Washington.
- 2004d "County, Tribe Urge Splitting Money between Morgan, Hylebos Bridges; Port development: But Whether Tacoma, Port Would Agree Is Unclear," February 27:A12. Tacoma, Washington.
- 2005 Hylebos Bridge, illustration, 6 January:B2. Tacoma, Washington.
- Seattle Times [Seattle, Washington]
- 1989 "Bridge's Drawbacks May Doom It," 19 September:B3. Seattle.
- Waddell, J. A. L.
- 1916 Bridge Engineering. Wiley & Sons, New York.
- Maps Consulted
- Bosworth, W.M., and W.A. Bull
- 1905 Tide Lands of Tacoma, Washington, and Adjoining Lands.
- Brown's Guide.



## Historic Property Inventory Report

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1909 Tacoma, Washington.

City of Tacoma, Office of City Engineer

1918 Map of Street System, March.

General Land Office

1873 Plat Map, Township 21 North, Range 3 East, Willamette Meridian, Washington.

Harbormaster

1916 Map of the Port of Tacoma. July. Correct April 24.

Metsker, Charles F.

1972 Metsker's Guide Map of Tacoma.

Pierce County Commissioners

1929 Tacoma Sheet, Map of Pierce County.

Sanborn Company

1912 Insurance Maps of Tacoma, Washington. Volume 2A. "Fire Insurance Maps from Sanborn Co. Archives," microfilm, WA 1912-1989, Spokane-Tacoma, Reel 11 of 13, Northwest Room Tacoma Public Library, Tacoma, Washington

Smith, Mackey

1977 Geologic Map of the City of Tacoma, Pierce County, Washington. Washington State Department of Natural Resources.

U.S. Coast Survey

1877 Commencement Bay, Puget Sound, Washington Territory.

U.S. Department of Commerce, National Oceanic and Atmospheric Administration (NOAA)

1973 Tacoma Harbor, U.S. West Coast, Washington, National Ocean Survey, 12th Edition.

U.S. Department of Commerce, U.S. Coast and Geodetic Survey (USCGS)

1923 Commencement Bay and City of Tacoma, April.

## Photos



camera facing NE



detail of bascule span



south approach, showing control tower  
camera facing E/NE



control tower, east side of south approach  
camera facing NE



stairway to machine room on south approach, east side



bascule detail, west side of south approach  
camera facing N/NW

detail of concrete rail and bascule footer on south approach  
camera facing N



bascule steel and rivet pattern detail, west side of south  
approach  
camera facing N/NW



detail bascule, west side of south approach  
camera facing N/NE



north approach, showing concrete rail, sidewalk, and gutter  
detail and roadway  
camera facing W/SW



bascule, gate, and concrete rail, sidewalk, and gutter detail,  
west side of north approach  
camera facing W/SW



Concrete railing, gate, and cobra-head pole details, west side  
of north approach  
camera facing N/NE



# Historic Property Inventory Report

## Location

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Field Site No. Gharbor

DAHP No.

Historic Name:

Common Name: 2434 E. 11th Street

Property Address: 2434 E 11th St, Tacoma, WA 98421

Comments:

Tax No./Parcel No. 2275200790

Plat/Block/Lot

Acreage

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R03E	34			Pierce	TACOMA NORTH

Coordinate Reference

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Easting: 1167063

Northing: 711289

Projection: Washington State Plane South

Datum: HARN (feet)



# Historic Property Inventory Report

## Identification

Survey Name: SR 520 Pontoon Construction Project Date Recorded: 02/25/2009  
Field Recorder: Hetzel, Christopher  
Owner's Name: Red Warehouse LLC  
Owner Address: 11306 Bridgeport Way SW Ste A  
City: Lakewood State: WA Zip: 98499-3037  
Classification: Building  
Resource Status: Survey/Inventory Comments: Not Eligible  
Within a District? No  
Contributing?  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Determined Not Eligible - SHPO  
Determination Date: 6/3/2009  
Determination Comments: 122107-37-FHWA determined on 6/3/2009

## Description

Historic Use: Industry/Processing/Extraction - Manufacturing Facility Current Use: Industry/Processing/Extraction - Industrial Storage  
Plan: Rectangle Stories: 1 Structural System: Brick  
Changes to Plan: Moderate Changes to Interior: Unknown  
Changes to Original Cladding: Slight Changes to Windows: Extensive  
Changes to Other: Extensive  
Other (specify): Façade  
Style: Commercial Cladding: Brick Veneer - Stucco Roof Type: Flat with Parapet Roof Material: Unknown  
Foundation: Unknown Form/Type: Commercial

## Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction: 1919 Built Date	Builder: Engineer:



## Historic Property Inventory Report

Architect:

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local):

Statement of Significance: The property at 2434 E. 11th Street was evaluated at a reconnaissance level in a cultural resources survey completed for the SR520 Pontoon Construction Project in the City of Tacoma, Pierce County, Washington.

The existing building was constructed in 1919, according to the Pierce County tax assessor. The original owner is unknown, as are the original architect and builder. The integrity of the building is poor due to changes to the original wall cladding, façade, and front entrance.

The property has been evaluated according to the eligibility criteria for listing in the National Register of Historic Places (NRHP). The reconnaissance-level survey revealed no evidence to suggest that it is eligible under NRHP Criteria A or B. The structure is not known to be associated with events that have made a significant contribution to the broad patterns of history, nor with the lives of persons significant in our past. Under NRHP Criterion C, the building exhibits a simple design and does not appear to embody characteristics or a method of construction that would warrant special recognition. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman. The building is not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D.

Based on our review, the property has poor integrity and does not appear eligible for listing in the National Register of Historic Places individually or as a contributor to a potential historic district.

Description of Physical Appearance:

The property contains a one-story industrial building, original constructed in 1919. It has an east-west orientation, with the west elevation facing northwest toward E. 11th Street. The building has a rectangular shaped plan and consists of unreinforced masonry construction. It was originally constructed as a vernacular commercial structure with a street-facing storefront façade. Except for an articulated band course at the cornice and a cantilevered canopy with rounded corners, the building retains few elements of a particular stylistic influence. Alterations include substantial changes to the fenestration, including numerous enclosures and replacements, modifications to the wall cladding and façade, and additions to the rear elevation. The building has a multiple-level flat roof with a simple parapet. The exterior walls consist of masonry construction with a painted smooth stucco finish. The primary façade is three-bays wide and asymmetrically divided. All three bays appear to have originally contained commercial storefront-type openings. However, the center and southern bay openings have been enclosed. A single twelve-light metal industrial window and an adjacent pedestrian door now occupy the southernmost bay. The door and window are sheltered by a flat-roofed cantilevered canopy with rounded corners. A non-original door flanked by non-original plate-glass storefront windows fills the northern most bay. The metal-framed feature is topped by a high-pitched wood-shingle clad hood. An articulated cornice extends across the top of the elevation below an unadorned parapet, and a low poured concrete planter fronts the center and southernmost bays at the sidewalk. The building's secondary elevations are characterized by a series of non-original horizontal ribbon windows, and several one-story additions have been added to the rear of the building.

Major Bibliographic References:

Pierce County Tax Assessor Online Records; Sanborn Fire Insurance Maps; Washington State Digital Archives

## Photos



North and West Elevations, Looking Southeast



West Elevation, Looking Northeast



North Elevation, Looking South



North Elevation, Looking Southeast



# Historic Property Inventory Report

## Location

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Field Site No. Gharbor

DAHP No.

Historic Name:

Common Name: 2335 Ross Way

Property Address: 2335 Ross Way, Tacoma, WA 98421

Comments:

Tax No./Parcel No. 6965000202

Plat/Block/Lot Section 34 Township 21 Range 03 Quarter 13 PORT OF

Acreage

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R03E	34			Pierce	TACOMA NORTH

Coordinate Reference

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Easting: 1167008

Northing: 710900

Projection: Washington State Plane South

Datum: HARN (feet)



## Historic Property Inventory Report

### Identification

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Survey Name: SR 520 Pontoon Construction Project Date Recorded: 03/09/2009  
Field Recorder: Hetzel, Christopher  
Owner's Name: Port of Tacoma  
Owner Address: P.O. Box 1837  
City: Tacoma State: WA Zip: 98401-1837  
Classification: Building  
Resource Status: Survey/Inventory Comments: Not Eligible  
Within a District?  
Contributing?  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Determined Not Eligible - SHPO  
Determination Date: 6/3/2009  
Determination Comments: 122107-37-FHWA determined on 6/3/2009

### Description

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Historic Use: Industry/Processing/Extraction - Manufacturing Facility Current Use: Industry/Processing/Extraction - Manufacturing Facility  
Plan: Rectangle Stories: 1 Structural System: Platform Frame  
Changes to Plan: Intact Changes to Interior: Unknown  
Changes to Original Cladding: Extensive Changes to Windows: Moderate  
Changes to Other:  
Other (specify):  
Style: Cladding: Roof Type: Roof Material:  
Other - Utilitarian Shingle Flat with Parapet Unknown  
Wood - Shiplap  
Foundation: Form/Type:  
Concrete - Poured Utilitarian

### Narrative

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Study Unit Other  
Manufacturing/Industry  
Architecture/Landscape Architecture  
Date of Construction: 1935 Built Date Builder:



## Historic Property Inventory Report

Engineer:

Architect:

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local):

**Statement of Significance:** The property at 2335 Ross Way Street was evaluated at a reconnaissance level in a cultural resources survey completed for the SR520 Pontoon Construction Project in the City of Tacoma, Pierce County, Washington. The existing building was constructed in 1960, according to the Pierce County tax assessor, but appears to have been built circa 1930s based upon visual inspection. The original owner is unknown, as are the original architect and builder. The integrity of the building is poor due to changes to the original wall cladding, façade, and front entrance. The property has been evaluated according to the eligibility criteria for listing in the National Register of Historic Places (NRHP). The reconnaissance-level survey revealed no evidence to suggest that it is eligible under NRHP Criteria A or B. The structure is not known to be associated with events that have made a significant contribution to the broad patterns of history, nor with the lives of persons significant in our past. Under NRHP Criterion C, the building exhibits a simple industrial design and does not appear to embody characteristics or a method of construction that would warrant special recognition. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman. The building is not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D.

Based on our review, the property has poor integrity and does not appear eligible for listing in the National Register of Historic Places individually or as a contributor to a potential historic district.

**Description of Physical Appearance:** The property contains a one-story industrial warehouse building, constructed in 1960. The building has an east-west orientation, fronting Ross Way on the east. It has a rectangular-shaped plan and consists of wood-frame construction on a poured concrete foundation. Exhibiting a vernacular design, the building has been substantially altered with changes to the exterior wall cladding and modifications to the main entrance and primary façade. The building has a flat roof with a metal capped parapet. The exterior walls are clad with sheathing of non-original sheets of composition siding placed over original horizontal ship-lap wood siding. The primary façade is three bays wide and asymmetrically divided. A small projecting porch characterizes the center bay. The porch has a flat roof that tops a tall wood-framed massing, supported by slender wood posts on a wood floor. The porch shelters the building's front entrance, which consists of a single door opening fit with a non-original wood door. A sconce-type light fixture illuminates the area in front of the porch. The primary façade is otherwise unadorned. The building's north and south elevations are similarly designed. Each is four bays five bays wide, characterized by pairs of regularly-spaced, tall industrial double-hung wood sash windows. Four pairs of window openings punctuate the north elevation, while only two are present on the south elevation. A single door opening exists in the easternmost bay of the south elevation beneath a shed-roofed hood. A flat-roofed hood exists in the same location at the north elevation, but the door opening appears to have been enclosed.

**Major Bibliographic References:** Pierce County Tax Assessor Online Records; Sanborn Fire Insurance Maps; Washington State Digital Archives

## Photos



South and East Elevations, Looking North



East Elevation, Looking Southwest



East and North Elevations, Looking South



South and East Elevations, Looking North



# Historic Inventory Report

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## Location

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Field Site No. \_\_\_\_\_ DAHP No. \_\_\_\_\_

Historic Name: B & M Distributing Company

Common Name: 2216 E 11th ST

Property Address: 2216 E 11th St , Tacoma, WA 98401

Comments:

Tax No./Parcel No. 2275200730, 2275200740

Plat/Block/Lot

Acreage

Supplemental Map(s) \_\_\_\_\_

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
	34			Pierce	TACOMA NORTH

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## Coordinate Reference

Easting: 1166397

Northing: 710524

Projection: Washington State Plane South

Datum: HARN (feet)

## Identification

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Survey Name: SR 520 I-5 to Medina: Additional Pontoon Site Survey Date Recorded: 09/27/2010

Field Recorder: Hetzel, Christopher

Owner's Name: Turney, Neil M.

Owner Address: P.O. Box 1456

City: Tacoma

State: WA

Zip: 98401-1456

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



# Historic Inventory Report

## Description

Historic Use: Industry/Processing/Extraction - Manufacturing Facility	Current Use: Industry/Processing/Extraction - Manufacturing Facility
Plan: Rectangle                      Stories: 2	Structural System: Steel
Changes to Plan: Moderate	Changes to Interior: Unknown
Changes to Original Cladding: Extensive	Changes to Windows: Extensive
Changes to Other:	
Other (specify):	
Style:                                      Cladding:                                      Roof Type:                                      Roof Material:	
Other - Industrial                      Metal                                      Flat with Eaves                                      Asphalt / Composition	
Concrete                                      Barrel Vault	
Foundation:                                      Form/Type:	
Concrete - Poured                      Industrial	

## Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:                      1948 Built Date                                      Builder: Nyanza Construction Company	
1997 Addition	
	Engineer:
	Architect:

Property appears to meet criteria for the National Register of Historic Places: No  
 Property is located in a potential historic district (National and/or local): No  
 Property potentially contributes to a historic district (National and/or local): No



## Historic Inventory Report

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Statement of Significance:	<p>The property was evaluated at a reconnaissance level in a cultural resources survey completed for the SR520 I-5 to Medina: Bridge Replacement and HOV Project in the City of Seattle, King County, Washington. It contains an industrial warehouse building, which consists of an original building constructed in 1948 and a large addition erected in 1997. The original building was constructed for the B &amp; M Distributing Company by the Nyanza Construction Company. The property has been evaluated according to the eligibility criteria for listing in the National Register of Historic Places (NRHP). The building has been substantially altered with changes to its exterior wall cladding, the fenestration on the west and east elevations, and the construction of a large addition to the south. Due to these alterations, the building's integrity is considered poor. The reconnaissance-level survey revealed no evidence to suggest that the property is eligible under NRHP Criteria A or B. It does not appear to be associated with events that have made a significant contribution to the broad patterns of history, nor with the lives of persons significant in the development of Tacoma, Washington State, or the Pacific Northwest region. Under NRHP Criterion C, the building no longer retains sufficient integrity to convey historical significance. It does not appear to embody characteristics or a method of construction that would warrant special recognition, and it is not located in a cohesive district. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman. The building is also not considered to be, or have been, the principal source of important information. Therefore, it is not considered significant, pursuant to Criterion D. Based on our review, the property has poor integrity and does not appear eligible for listing in the NRHP individually or as a contributor to a potential historic district.</p>
Description of Physical Appearance:	<p>The property contains a one and a half-story industrial warehouse building constructed in 1948 with a large two-story addition constructed in 1997. It has a west-east orientation, fronting E. 11th Street on the west. The original 1948 building has a rectangular plan and a combination of poured concrete and metal-frame construction. It has a barrel vault roof clad with composition roofing and a shorter flat-roofed section at the west elevation. The exterior walls consist of unfinished, board-formed concrete on the north elevation and non-original, vertical, standing-seam metal siding on the east and west elevations. The 1997 addition abuts the original building on the south. The original building's primary (west) elevation contains the property's front entrance, several irregularly-spaced window openings, and a large vehicle access door. Three regularly-spaced window openings punctuate the elevation's half-story. The window openings are fit with non-original, single-light fixed windows, and the vehicle access door consists of an overhead wood paneled door. The building's east elevation is similarly designed, consisting of a vehicle access door in the center bay with three regularly-spaced windows in the half story. The 1997 addition is taller than the original building and has a rectangular plan and steel-frame construction. It has a low-pitch gable roof and the exterior walls are clad with vertical, standing-seam metal siding. Three small windows punctuate the addition's north elevation and several vehicle access doors characterize its south elevation.</p>
Major Bibliographic References:	<p>City of Tacoma Land Use Permit History Records; Tacoma Public Library Tacoma-Pierce County Buildings Index; and Tacoma Public Library Image Archives.</p>

## Photos



Original building on left with taller addition on right.  
West Elevation, Looking Northeast  
2010



West Elevation, Looking East  
2010



North and West Elevations, Looking Southeast  
2010



East Elevation, Looking West  
2010



West Elevation of Addition, Looking Southeast  
2010



# Historic Inventory Report

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## Location

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Field Site No. \_\_\_\_\_ DAHP No. \_\_\_\_\_

Historic Name:

Common Name: 1125 Thorne RD

Property Address: 1125 Thorne Rd , Tacoma, WA 98401

Comments:

Tax No./Parcel No. 2275200840

Plat/Block/Lot

Acreage

Supplemental Map(s) \_\_\_\_\_

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
	34			Pierce	TACOMA NORTH

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## Coordinate Reference

Easting: 1166465

Northing: 710308

Projection: Washington State Plane South

Datum: HARN (feet)

## Identification

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Survey Name: SR 520 I-5 to Medina: Additional Pontoon Site Survey Date Recorded: 09/27/2010

Field Recorder: Hetzel, Christopher

Owner's Name: Turney, Neil M.

Owner Address: P.O. Box 1456

City: Tacoma

State: WA

Zip: 98401-1456

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



# Historic Inventory Report

## Description

Historic Use: Commerce/Trade - Business	Current Use: Commerce/Trade - Business		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Steel		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Slight		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Other - Industrial	Metal	Gable - Front Gable	Metal - Standing Seam
Foundation:	Form/Type:		
Concrete - Poured	Commercial		

## Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1961 Built Date
	1962 Addition
	Builder: Alpa Corporation
	Engineer:
	Architect:

Property appears to meet criteria for the National Register of Historic Places: No  
 Property is located in a potential historic district (National and/or local): No  
 Property potentially contributes to a historic district (National and/or local): No



## Historic Inventory Report

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Statement of Significance:	<p>The property was evaluated at a reconnaissance level in a cultural resources survey completed for the SR520 I-5 to Medina: Bridge Replacement and HOV Project in the City of Seattle, King County, Washington. It contains an industrial office and warehouse building, which consists of an original building constructed in 1961 and an equally sized warehouse addition erected in 1962. The original building was constructed for owner Berry &amp; Muehler Company by the Alpa Corporation. The addition was erected for owner Paige Construction, also by Alpa Corporation. The property has been evaluated according to the eligibility criteria for listing in the National Register of Historic Places (NRHP). The building has been substantially altered with changes to its exterior wall cladding, but otherwise appears to retain much of its original integrity. The building's integrity is considered fair. The reconnaissance-level survey revealed no evidence to suggest that the property is eligible under NRHP Criteria A or B. It does not appear to be associated with events that have made a significant contribution to the broad patterns of history, nor with the lives of persons significant in the development of Tacoma, Washington State, or the Pacific Northwest region. Under NRHP Criterion C, the building does not appear to embody characteristics or a method of construction that would warrant special recognition, and it is not located in a cohesive district. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman. The building is also not considered to be, or have been, the principal source of important information. Therefore, it is not considered significant, pursuant to Criterion D. Based on our review, the property has poor integrity and does not appear eligible for listing in the NRHP individually or as a contributor to a potential historic district.</p>
Description of Physical Appearance:	<p>The property contains a one-story industrial office building constructed in 1961 and a similarly designed warehouse addition constructed in 1962. It has a south-north orientation, fronting Thorne Road on the south with an open storage yard to the north. The building and addition together have a rectangular plan and both consist of steel-frame construction on a poured concrete foundation. The 1961 building forms the property's western half, while the 1962 addition forms its eastern half. The two sections each have a low-pitched front gable roofs clad with standing-seam metal roofing, which together form a zigzag roof configuration. The exterior walls are clad with vertical, standing-seam metal siding. The original building's primary (south) façade is characterized by prominent, plate glass storefront windows that extend the full width of the elevation, and nearly its full height. The windows are set in a slender metal frame and wrap around to the building's west elevation. Transom windows above the storefront windows also form a zigzag pattern across the façade. The building's front entrance is located in the center bay. The elevations of the addition are unadorned, except for small window openings on the south and east elevations. Large vehicle access door openings punctuate the north elevation of both sections.</p>
Major Bibliographic References:	<p>City of Tacoma Land Use Permit History Records; Tacoma Public Library Tacoma-Pierce County Buildings Index; and Tacoma Public Library Image Archives.</p>

## Photos



South Elevation, Looking Northwest  
2010



South Elevation, Looking Northeast  
2010



East and North Elevations, Looking Southwest  
2010



# Historic Inventory Report

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## Location

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Field Site No. \_\_\_\_\_ DAHP No. \_\_\_\_\_

Historic Name: Blake, Moffitt and Towne Company

Common Name: 1157 Thorne RD

Property Address: 1157 Thorne Rd , Tacoma, WA 98401

Comments:

Tax No./Parcel No. 6965000270

Plat/Block/Lot

Acreage

Supplemental Map(s) \_\_\_\_\_

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
	34			Pierce	TACOMA NORTH

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## Coordinate Reference

Easting: 1166792

Northing: 710116

Projection: Washington State Plane South

Datum: HARN (feet)

## Identification

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Survey Name: SR 520 I-5 to Medina: Additional Pontoon Site Survey Date Recorded: 09/27/2010

Field Recorder: Hetzel, Christopher

Owner's Name: Stryder LLC

Owner Address: 1201 Pacific Avenue, Suite 1400

City: Tacoma

State: WA

Zip: 98402-4322

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:





## Historic Inventory Report

### Statement of Significance:

The property was evaluated at a reconnaissance level in a cultural resources survey completed for the SR520 I-5 to Medina: Bridge Replacement and HOV Project in the City of Seattle, King County, Washington. It contains an industrial office and manufacturing building constructed in 1954 and 1997 storage shed addition. The original building was constructed for the Blake, Moffitt & Towne Company by contractor Wagner & Martinez. The company, established by Francis Blake, James Moffitt, and James W. Towne in 1855, was a wholesale distributor of printing paper, wrapping paper, and stationery. Headquartered in San Francisco, the company opened a division in Tacoma at 1735 Jefferson Avenue in 1910 to serve customers in southwestern Washington. Frank Jeffries was appointed manager, and there were four employees in Tacoma at that time. Blake, Moffett and Towne took over the Tacoma Paper & Stationery Company in 1943, and in June 1954 the company moved its Tacoma facility to the newly constructed building at 1157 Thorne Road, which offered more spacious facilities. Operations at the new location were mechanized and palletized and convenient to distribution by rail or truck. The building originally contained 40,000 square feet of warehouse and office space and was purposely built on a 3.5 acre tract to allow for plenty of customer parking, as well as possible future expansion. Arthur W. Towne was listed in the 1954 City Directory as president with Lyman V. Hall as Vice-president/Manager and Richard A. Meyer as Secretary Treasurer/Office Manager. The Tacoma division was one of sixteen units the company maintained in six western states. The company closed their warehouse in Tacoma around 1971. The property has been evaluated according to the eligibility criteria for listing in the National Register of Historic Places (NRHP). The building has good integrity and appears to be essentially unaltered. The reconnaissance-level survey revealed no evidence to suggest that the property is eligible under NRHP Criteria A or B. It is associated with a well-documented paper supply company, the Blake, Moffitt & Towne Company. However, this company is not known to have made a significant contribution to the history of Tacoma, Washington State, or the Pacific Northwest region, and although many of its stockholders may have been successful businessmen, none appear to have been persons of particular significance in our past. Rather, the Blake, Moffitt & Towne Company appears to have been one of many manufacturing businesses established at the Port of Tacoma in the post war era. Under NRHP Criterion C, the building is representative of industrial warehouse construction at the Port of Tacoma in the 1950s, but does not appear to embody characteristics or a method of construction that would warrant special recognition, and it is not located in a cohesive district. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman. The building is also not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D. Based on our review, the property has good integrity, but does not appear eligible for listing in the NRHP individually or as a contributor to a potential historic district.

### Description of Physical Appearance:

The property contains a two-story industrial manufacturing building constructed in 1954 with a large two-story addition constructed in 1974. The original building has an L-shaped plan and a south-north orientation, fronting Thorne Drive on the south. It consists of a combination of concrete block and metal-frame construction. The building has a flat roof with a simple parapet with an unadorned frieze and metal coping. The exterior walls consist of painted concrete block. The original building's primary (south) facade consists of two sections. The westernmost section projects toward the street and is characterized by banks of original, two and three eight-light metal industrial windows with casement sashes. Similarly-style windows punctuate the building's west and east elevations as well. All have defined cast concrete sills, but otherwise lack casings or other adornment. The building's primary entrance is located in the center bay of the westernmost section. The entrance is deeply inset and features a wide door below a single-light wood transom and a poured concrete landing and steps. The opening is defined by a stylized, tiered surround. The section is further defined by a slighting project belt course that extends across its length, forming a shallow canopy above the fenestration. The façade's easternmost section is set back from the elevation, due to the building's L-shaped plan, and contains two large freight door openings. Each opening is fit with a metal overhead garage door. The 1997 addition abuts the original building on the south. It has a wood frame and low-pitched gable roof that forms an open shed area. Its north and south elevations are clad with corrugated plastic siding.



## Historic Inventory Report

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Major  
Bibliographic  
References:

City of Tacoma Land Use Permit History Records; Tacoma Public Library Tacoma-Pierce County Buildings Index; and Tacoma Public Library Image Archives.

## Photos



South Elevation, Looking Northwest  
2010



South Elevation, Looking Northwest  
2010



South Elevation, Looking North  
2010



South Elevation, Looking North  
2010



South Elevation, Looking Northeast  
2010



South Elevation (showing addition), Looking Northeast  
2010



South Elevation of Addition, Looking North  
2010



Source: Tacoma Public Library Image Collection  
South Elevation, Looking Northwest in 1954  
2010



Source: Tacoma Public Library Image Collection



Source: Tacoma Public Library Image Collection



## Historic Inventory Report

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South Elevation, Looking Northwest in 1954  
2010

Property from the Southwest circa 1956  
2010



# Historic Inventory Report

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## Location

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Field Site No. \_\_\_\_\_ DAHP No. \_\_\_\_\_

Historic Name: Washington Steel Products, Inc.

Common Name: Brown & Haley Candy Company Building

Property Address: 1940 E 11th St , Tacoma, WA 98401

Comments:

Tax No./Parcel No. 2275200661

Plat/Block/Lot

Acreage

Supplemental Map(s) \_\_\_\_\_

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
	34			Pierce	TACOMA NORTH

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## Coordinate Reference

Easting: 1166209

Northing: 710213

Projection: Washington State Plane South

Datum: HARN (feet)

## Identification

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Survey Name: SR 520 I-5 to Medina: Additional Pontoon Site Survey Date Recorded: 09/27/2010

Field Recorder: Hetzel, Christopher

Owner's Name: Port of Tacoma

Owner Address: P.O. Box 1837

City: Tacoma

State: WA

Zip: 98401-1837

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



# Historic Inventory Report

## Description

Historic Use: Industry/Processing/Extraction - Manufacturing Facility	Current Use: Industry/Processing/Extraction - Manufacturing Facility
Plan: Irregular                      Stories: 2	Structural System: Concrete - Reinforced Concrete
Changes to Plan: Intact	Changes to Interior: Unknown
Changes to Original Cladding: Intact	Changes to Windows: Moderate
Changes to Other:	
Other (specify):	
Style:                                      Cladding:                                      Roof Type:                                      Roof Material:	
Other - Industrial                      Concrete - Poured                                      Gable                                      Asphalt / Composition	
	Barrel Vault
Foundation:                                      Form/Type:	
Concrete - Poured                                      Industrial	

## Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:                      1947 Built Date                                      Builder: Construction Engineers & Contractors	
	1950 Addition
	1952 Addition
	1953 Addition
	Engineer:
	Architect: Clark Eldridge

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Statement of Significance:

The property was evaluated at a reconnaissance level in a cultural resources survey completed for the SR520 I-5 to Medina: Bridge Replacement and HOV Project in the City of Seattle, King County, Washington. It contains a large sprawling warehouse complex, which consists of an original building constructed in 1947-1948 and three large additions, erected in 1950, 1952, and 1953. The original building was constructed for Washington Steel Products, Inc., which manufactured a complete line of builder's hardware for home interiors, including knobs, pulls, hinges, and rolling door hardware, as well as special designs and attachments for kitchen cabinets. The company is purported to have been the only manufacturer of builder's hardware in the Pacific Northwest in the late 1940s and 1950s. Washington Steel Products, Inc. was first incorporated in Seattle in 1943 by stockholders of two locale hardware companies—Washington Hardware and Carleton Hardware (later Northwest Builders Hardware & Supply Company). About 1955, these companies along with Oregon-Washington Hardware merged into Washington Steel Products, Inc. with management of the corporation's wholesale units centralized at this property in Tacoma. The company opened its manufacturing plant at the Port of Tacoma in 1948, following the original building's construction. With additions in 1950, 1952 and a million dollar expansion in 1953, the plant occupied 120,000 square feet and turned out more than 450 products for national and foreign markets. Distribution was facilitated by the Tacoma Railroad spur line that ran immediately adjacent to the plant and its proximity to Tacoma's waterways. The company was sold to Ekco Products Company of Chicago in October of 1959. At the time of the sale, the company had 475 workers, with 200 in manufacturing, and a payroll of \$1.5 million. Lasme Inc. occupied portions of the building in 1964, followed by Del's Copy Shop in 1965 and Weyerhaeuser Company in 1969. In 1965, the location was listed in the city directory as the Brown & Haley Candy Company Distribution Division. The Brown & Haley Candy Company retained ownership of the property through the year 2000. The original 1947-1948 building was designed by architect Clark Eldridge and built by Construction Engineers & Contractors. Eldridge is best known for his work with the Washington State Highway Department, which he joined in 1936. He helped design two of the state's large bridge projects--the Lake Washington Floating Bridge and the first Tacoma Narrows Bridge (known as Galloping Gertie). In late 1941, Eldridge worked for the U.S. Navy on Guam when World War II began. He was captured by the Japanese and spent the remainder of the war, three years and nine months, as a POW in a prisoner of war camp in Japan. He resumed his career as an architectural designer following the war, including his work on the Washington Steel Products, Inc. plant. The building's 1952 and 1953 additions were designed by architect Robert Jorgensen and contractor James W. Purvis. The property has been evaluated according to the eligibility criteria for listing in the National Register of Historic Places (NRHP). The building has good integrity, but has experienced numerous small alterations throughout its history, especially to its fenestration and interior. The reconnaissance-level survey revealed no evidence to suggest that it is eligible under NRHP Criteria A or B. It is associated with a well-documented hardware supply company, Washington Steel Products, Inc. However, this company is not known to have made a significant contribution to the history of Tacoma, Washington state, or the Pacific Northwest Region, and although many of its stockholders were successful businessmen, none appear to have been persons of particular significance in our past. Rather, Washington Steel Products, Inc. appears to have been one of many manufacturing businesses established in Tacoma in the post war era. Under NRHP Criterion C, the building is representative of industrial warehouse construction at the Port of Tacoma in the late 1940s and 1950s, but does not appear to embody characteristics or a method of construction that would warrant special recognition. Furthermore, although it is associated with Clark Eldridge, a notable Washington state engineer, the building does not appear to be the work of a master and is not representative of the design work for which Eldridge was best known. The building is not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D. Based on our review, the property has good integrity, but does not appear eligible for listing in the NRHP individually or as a contributor to a potential historic district.



## Historic Inventory Report

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Description of Physical Appearance:	<p>The property contains a one to two-story industrial warehouse building originally constructed in 1947 with three large additions in 1950, 1952, and 1953. The building has an irregular rectangular plan, formed by what essentially appears to be three attached structures set side by side. All three structures have north-south orientations and consist of a combination of masonry and reinforced poured concrete construction. The oldest structure (1947) is located to the west, while the easternmost structure comprises the two most recent additions (1952 and 1953). The 1953 addition causes the easternmost structure to extend farther south than the rest of the building. Each structure has a discernable roof. The westernmost structure has a barrel vault roof flanked by flat-roofed sections on the east and west. The roof features wide banks of six-light industrial ribbon windows set in the clerestory of the vaulted roof's north, east, and south elevations and coursed wood shingle siding cladding the clerestory and gable ends. The middle structure's roof is similarly designed, except that it consists of a low-pitched gable roof with vertical board and batten siding at the east and west elevations of the clerestory, and clerestory ribbon windows are limited to the north elevation. The easternmost structure has a wide barrel vaulted roof with no clerestory. Instead, it has stepped parapets at the north and south elevations, constructed of poured concrete, and an identifiable second-story demarcated by four large industrial window openings at the north elevation. The window openings are regularly spaced and each contain a pair of 15-light, metal-frame windows. The exterior walls of all three structures comprise board formed poured concrete with a smooth stucco finish. At the building's north elevation, the three structures feature a common façade with irregularly spaced window and door openings. The windows consist of banks of multiple-light, steel-frame industrial ribbon windows with operable casement sashes. The window openings are interspersed by several large freight door openings. The door openings each originally featured wood paneled, sliding track doors. However, several have been removed and replaced with metal overhead doors, or the openings enclosed. The building has similar fenestration on the east and south elevations, primarily consisting of large freight door openings with wood panel or metal overhead doors. The building's primary public entrance is located on the west elevation, which also features regularly spaced banks of multiple-light, metal-frame industrial ribbon windows. The primary entrance consists of a single-light wood door flanked by large, fixed sidelights and transom windows in a common wood frame. The raised entrance is accessed by a projecting, poured concrete landing with a wood plank floor and opposing sets of stairs. The landing has a stylized metal-pipe balustrade and supports angled metal-pipe columns, which in turn support a projecting, flat-roofed canopy over the entrance. The arrangement of the columns forms a "W" and the canopy has a simple, multiple coursed, battered frieze.</p>
Major Bibliographic References:	<p>City of Tacoma Land Use Permit History Records; "History—Builders Hardware &amp; Supply," Electronic source, accessed 17 September 2010: <a href="http://www.builders-hardware.com/Company/History/">http://www.builders-hardware.com/Company/History/</a>; Tacoma Public Library Tacoma-Pierce County Buildings Index; Tacoma Public Library Image Archives.</p>

## Photos



North and West Elevations, Looking Southeast  
2010



North Elevation, Looking Southeast  
2010



North Elevation, Looking Southwest  
2010



View of 1952 addition.  
North Elevation, Looking South  
2010



View of 1950 addition.  
North Elevation, Looking South  
2010



View of 1947-1948 building and 1950 addition.  
North Elevation, Looking Southwest  
2010



View of 1952/1953 addition.  
North and East Elevations, Looking Southwest  
2010



View of 1952/1953 addition.  
East Elevation, Looking Northwest  
2010



View of 1953 addition.



View of 1950 and 1952/1953 additions.

West and South Elevations, Looking Northeast  
2010



View of original 1947-1948 building and 1950 addition.  
South Elevation, Looking North  
2010

South and West Elevations, Looking Northeast  
2010



View of original 1947-1948 building.  
West Elevation, Looking Northeast  
2010



Original entrance to 1947-1948 building.  
West Elevation, Looking East  
2010



View of original 1947-1948 building.  
West Elevation, Looking Southeast  
2010



Source: Tacoma Public Library Image Collection  
Washington Steel Products, Inc., in 1956  
2010



Source: Tacoma Public Library Image Collection  
Washington Steel Products, Inc., in 1956  
2010



# Historic Inventory Report

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## Location

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Field Site No. \_\_\_\_\_ DAHP No. \_\_\_\_\_

Historic Name:

Common Name: 1160 Thorne RD

Property Address: 1160 Thorne Rd , Tacoma, WA 98401

Comments:

Tax No./Parcel No. 6965000515

Plat/Block/Lot

Acreage

Supplemental Map(s) \_\_\_\_\_

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
	34			Pierce	TACOMA NORTH

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## Coordinate Reference

Easting: 1166538

Northing: 709736

Projection: Washington State Plane South

Datum: HARN (feet)

## Identification

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Survey Name: SR 520 I-5 to Medina: Additional Pontoon Site Survey Date Recorded: 09/27/2010

Field Recorder: Hetzel, Christopher

Owner's Name: Z V Co Inc

Owner Address: Therese Wooding, P.O. Box 64686

City: University Place

State: WA

Zip: 98464-0686

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:





## Historic Inventory Report

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Statement of Significance:	<p>The property was evaluated at a reconnaissance level in a cultural resources survey completed for the SR520 I-5 to Medina: Bridge Replacement and HOV Project in the City of Seattle, King County, Washington. It contains an industrial warehouse building, which consists of an original building constructed in 1968 and a large addition erected in 1978. The original building was constructed for owner Leo Gallagher by the Jardeen Brothers Company. The property has been evaluated according to the eligibility criteria for listing in the National Register of Historic Places (NRHP). The building has been altered with changes to its fenestration, but otherwise appears to retain much of its original integrity. The building's integrity is considered fair. The reconnaissance-level survey revealed no evidence to suggest that the property is eligible under NRHP Criteria A or B. It does not appear to be associated with events that have made a significant contribution to the broad patterns of history, nor with the lives of persons significant in the development of Tacoma, Washington State, or the Pacific Northwest region. Under NRHP Criterion C, the building does not appear to embody characteristics or a method of construction that would warrant special recognition, and it is not located in a cohesive district. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman. The building is also not considered to be, or have been, the principal source of important information. Therefore, it is not considered significant, pursuant to Criterion D. Based on our review, the property has fair integrity and does not appear eligible for listing in the NRHP individually or as a contributor to a potential historic district.</p>
Description of Physical Appearance:	<p>The property contains a one to two-story industrial warehouse building originally constructed in 1968 with a large addition erected in 1978. It has a north-south orientation, fronting Thorne Road on the north. The building and addition form a single structure that has rectangular plan and consists of concrete block construction on a poured concrete foundation. The building has a flat roof with a parapet clad with corrugated metal siding. The exterior walls are clad with a smooth concrete finish. The north, east, and west elevations are similarly design, containing series of freight door openings with raised loading docks. Each opening is fit with a paneled metal overhead garage door. The primary pedestrian entrance is located at the building's northwest corner and consists of a single door opening. Flanking the entrance on the west elevation, banks of metal-frame ribbon windows characterize the building's first and second story offices in that location. The second story windows appear to consist of original tripartite windows, while the first story windows have been replaced with non-original sliding windows.</p>
Major Bibliographic References:	<p>City of Tacoma Land Use Permit History Records; Tacoma Public Library Tacoma-Pierce County Buildings Index; and Tacoma Public Library Image Archives.</p>

## Photos



North Elevation, Looking Southwest  
2010



East Elevation, Looking Southwest  
2010



West Elevation, Looking Southeast  
2010



Corner Detail, Looking Southwest  
2010



# Historic Inventory Report

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## Location

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Field Site No. \_\_\_\_\_ DAHP No. \_\_\_\_\_

Historic Name:

Common Name: Tacoma Rail Spur

Property Address: XXX Milwaukee WY , Tacoma, WA 98401

Comments:

Tax No./Parcel No. 2275200650

Plat/Block/Lot

Acreage

Supplemental Map(s) \_\_\_\_\_

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
	34			Pierce	TACOMA NORTH

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## Coordinate Reference

Easting: 1165867

Northing: 709990

Projection: Washington State Plane South

Datum: HARN (feet)

## Identification

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Survey Name: SR 520 I-5 to Medina: Additional Pontoon Site Survey Date Recorded: 09/27/2010

Field Recorder: Hetzel, Christopher

Owner's Name: Tacoma Rail

Owner Address: Property Management, P.O. Box 11007

City: Tacoma

State: WA

Zip: 98411-0007

Classification: Structure

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



# Historic Inventory Report

## Description

Historic Use: Transportation - Rail-Related	Current Use: Transportation - Rail-Related		
Plan: None	Stories: 0		
Changes to Plan: Not Applicable	Structural System: None		
Changes to Original Cladding: Not Applicable	Changes to Interior: Not Applicable		
Changes to Other:	Changes to Windows: Not Applicable		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
None	None	None	None
Foundation:	Form/Type:		
None	None		

## Narrative

Study Unit	Other
Transportation	
Date of Construction:	1947 Built Date
	Builder:
	Engineer:
	Architect:

Property appears to meet criteria for the National Register of Historic Places: No  
 Property is located in a potential historic district (National and/or local): No  
 Property potentially contributes to a historic district (National and/or local): No



## Historic Inventory Report

### Statement of Significance:

The property was evaluated at a reconnaissance level in a cultural resources survey completed for the SR520 I-5 to Medina: Bridge Replacement and HOV Project in the City of Seattle, King County, Washington. It consists of a segment of rail line that is a portion of the railroad system through the Port of Tacoma maintained and operated by Tacoma Rail. Tacoma Rail is a shortline railroad operated as a public utility and owned by the city of Tacoma, Washington as part of the municipally-owned Tacoma Public Utilities service. It provides rail services for freight switching and is one of the largest short-line railroad systems in the United States. Tacoma Rail was first established in the early twentieth century as the Municipal Street Railway, which provided trolley passenger service from the city to the industrial tide flats. The railway became a common carrier in 1914 and, within four years, doubled its lines. In 1918, voters approved the creation of the Port of Tacoma and rail lines were extended to the new port facilities. In the 1920s and 1930s, the railroad established a streetcar system that provided passenger service throughout the city, and soon after changed its name to the Tacoma Municipal Belt Line Railway. It became a public utility in the 1950s. After World War II, Tacoma Rail's bus and passenger operations were transferred to the Tacoma Transit Company, and Tacoma Rail retained only the freight switching operations. The agency formerly became known as Tacoma Rail in 1998 to better communicate its rail freight services. This segment of the railroad line was constructed circa 1945 when the tide flats in the area were first developed. It is likely that the rail spur line first served Washington Steel Products, Inc., which constructed the existing warehouse building at 1940 E. 11th Street in 1947, in part because of the rail service the location provided. The segment of rail line has been evaluated according to the eligibility criteria for listing in the National Register of Historic Places (NRHP). As is typical, the line has been subject to continuing maintenance, upkeep or replacement as necessary since its installation, including the replacement of ties, rails, and ballast. The reconnaissance-level survey revealed no evidence to suggest that the rail line is eligible under the NRHP. Although it is associated with the early establishment of rail service in the industrial tide flats and at the Port of Tacoma, the rail line segment is a secondary spur constructed in the 1940s long after the rail system was well established. It is not part of a railroad main line and does not appear to be associated with events earlier in the century for which other portions of the Tacoma Rail system might be considered significant. Based on our review, the property has fair integrity and does not appear eligible for listing in the NRHP individually or as a contributor to a potential historic district.

### Description of Physical Appearance:

The property consists of a segment of rail line that runs southeast-northwest along Milwaukee Way through the Port of Tacoma and turns eastward to run parallel to E. 11th Street. The alignment is a portion of the Tacoma Rail system, which services facilities throughout the Port of Tacoma. The rail line segment consists of a five track alignment that merges to become a double track alignment at the eastward curve onto E. 11th Street. The spur line consists of standard gauge railroad track. The track is comprised of parallel flat-bottomed steel rails, which are laid upon timber sleepers embedded in course ballast. The rails are fastened to the ties with rail spikes and tie plates. Road crossings at E. 11th Street are formed from asphalt paving.

### Major Bibliographic References:

City of Tacoma Land Use Permit History Records; Tacoma Public Library Tacoma-Pierce County Buildings Index; Tacoma Public Library Image Archives; and "Tacoma Rail." Electronic source, accessed 24 September 2010: <http://www.mytpu.org/tacomarail/about/history.htm>.

## Photos



Tacoma Rail Spur at E. 11th Street, Looking Northwest  
2010



Tacoma Rail Spur at E. 11th Street, Looking Southeast  
2010



# Historic Inventory Report

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## Location

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Field Site No. \_\_\_\_\_ DAHP No. \_\_\_\_\_

Historic Name:

Common Name: Port of Olympia Shipping Wharf

Property Address: 915 Washington St NE, Olympia, WA 98501

Comments:

Tax No./Parcel No. 66130000100

Plat/Block/Lot

Acreage

Supplemental Map(s) \_\_\_\_\_

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
	42			Thurston	OLYMPIA

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## Coordinate Reference

Easting: 1040865

Northing: 636483

Projection: Washington State Plane South

Datum: HARN (feet)

## Identification

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Survey Name: SR 520 I-5 to Medina: Additional Pontoon Site Survey Date Recorded: 09/27/2010

Field Recorder: Hetzel, Christopher

Owner's Name: Port of Olympia

Owner Address: 915 Washington Street NE

City: Tacoma

State: WA

Zip: 98501

Classification: Structure

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



# Historic Inventory Report

## Description

Historic Use: Transportation - Water-Related	Current Use: Transportation - Water-Related		
Plan: None	Stories: 0		
Changes to Plan: Not Applicable	Structural System: Other		
Changes to Original Cladding: Not Applicable	Changes to Interior: Not Applicable		
Changes to Other: Extensive	Changes to Windows: Not Applicable		
Other (specify): Decking paved w			
Style: None	Cladding: None	Roof Type: None	Roof Material: None
Foundation: Other	Form/Type: Other		

## Narrative

Study Unit	Other	
Manufacturing/Industry		
Date of Construction:	1940 Built Date	Builder:
	1988 Addition	
	1999 Addition	
		Engineer:
		Architect:

Property appears to meet criteria for the National Register of Historic Places: No  
 Property is located in a potential historic district (National and/or local): No  
 Property potentially contributes to a historic district (National and/or local): No



## Historic Inventory Report

Statement of Significance:	<p>The property was evaluated at a reconnaissance level in a cultural resources survey completed for the SR520 I-5 to Medina: Bridge Replacement and HOV Project in the City of Seattle, King County, Washington. It consists of a long shipping wharf first constructed in 1940 and later extended and modified in 1988 and 1999 to accommodate the loading and unloading of cargo and container ships at the Port of Olympia. The Port of Olympia was first established in 1922, following a long history of industrial and shipping use of the area. The creation of the public utility facilitated the expansion of existing port facilities and improvements for better navigation of the harbor. By 1923, the Port began construction on 22 berths and thereafter maintained a constant routine of dredging, filling, bulk heading, and wharfing. In 1939, the Port saw the highest volume of cargo since it began operations. This was in large part due to the significant quantities of lend-lease cargo destined for Russia. World War II also brought renewed interest in shipbuilding, and Prefabricated Ships Inc. was established at the Port in 1942. The sudden growth in cargo loads during the war demanded additional facilities. During the 1940s, channel dredging continued, rail lines were expanded, and new buildings erected, including what are now the Port of Olympia administration building, a cold storage facility, and the existing shipping wharf. The overall volume of cargo passing through the Port of Olympia continued to increase in the 1960s, as efforts were made to diversify both the Port's cargo and use. The Port again updated its facilities in the 1980s by replacing older timber piers and expanding the shipping wharf and berths, including the addition of concrete decking. The shipping wharf has been evaluated according to the eligibility criteria for listing in the National Register of Historic Places (NRHP). Originally constructed in 1940, it has been substantially updated and improved with the addition of a heavy concrete deck and other structural improvements. Due to these alterations the wharf's physical integrity is considered poor. The reconnaissance-level survey revealed no evidence to suggest that the wharf is eligible under the NRHP. Although it is associated with the long history of the Port of Olympia, the wharf no longer retains sufficient physical integrity to convey historical significance and original components that remain do not appear to represent a type or method of construction that would warrant special recognition. Based on our review, the property has poor integrity and does not appear eligible for listing in the NRHP individually or as a contributor to a potential historic district.</p>
Description of Physical Appearance:	<p>The property consists of a long shipping wharf first constructed in 1940 and later extended and modified in 1988 and 1999 to accommodate the loading and unloading of cargo and container ships at the Port of Olympia. The wharf extends north-south along the west side of the Port and consists of heavy asphalt and concrete decking on top of a structure of vertical, heavy timber piles. The deck provides a continuation of the paving that characterizes much of the Port property, and supports two container cranes that navigate the length of the wharf on iron tracks. On the north, the wharf ends with a long pier that extends into the bay.</p>
Major Bibliographic References:	<p>Thurston County Tax Assessor Property Records; Stevenson, Shanna. Port of Olympia: Superior Shipping Service at the Head of the Puget Sound. Olympia, Washington: Port of Olympia, 1982.</p>

## Photos



Shipping Wharf, Looking Northwest  
2010



Shipping Wharf, Looking North  
2010



Shipping Wharf, Looking Northwest  
2010