

# BENEFITS of HISTORIC PRESERVATION IN LAKEWOOD

## LANDMARK CRITERIA AND RESPONSIBILITIES

To be considered "qualified" for tax incentives properties must be listed on the Lakewood Landmark Register.

**Criteria** for placement on the register:

- The property must be 50 years old, or a district that has resources more than 50 years old,
- Have retained integrity of location, design, setting, materials, workmanship, feeling and association, and
- Significance based on: 1) association with events—broad patterns of national, state, or local history, 2) association with lives of persons significant in national, state, or local history, 3) embodies distinctive characteristics of a type, period, style, or method of design, 4) contains information important in prehistory or history, or 5) is an outstanding work of a designer or builder who has made a substantial contribution to the arts.

**Responsibilities** for registered properties includes obtaining a certificate of appropriateness before any alteration may be made to the character defining elements of the landmark that are identified in the nomination form.

## BENEFITS FOR THE PROPERTY OWNER

- **Special Tax Valuation:** A local tax incentive program, reducing property tax for 10 years for qualified, locally registered properties.
- **Federal Investment Tax Credit:** 20% federal income tax credit for qualified income producing properties.
- Studies show historic properties within historic districts have higher property appreciation value than comparables not in historic districts.
- Consideration in Land Use Actions under Washington State Environmental Policy Act review.
- Use of special building code for existing structures.

## ECONOMIC BENEFITS OF HERITAGE TOURISM

The National Trust for Historic Preservation defines heritage tourism as "traveling to experience the places, artifacts, and activities that authentically represent the stories and people of the past and present."

- Heritage travelers spend more, do more, and stay longer than other types of tourists.
- Visiting historic and cultural sites is second only to shopping for people on vacation to heritage sites.
- 1 in 3 international visitors to the US tours a historic or cultural attraction.

## ECONOMIC BENEFITS FOR THE COMMUNITY

- **Rehabilitation of historic buildings creates more jobs and tax revenue than construction of new buildings or roads.**  
A New Jersey study, *Economic Impacts of Historic Preservation*, developed conservative "recipes" for assessing the economic impact of historic preservation. For example, for every \$1 million dollars spent on nonresidential historic rehabilitation 38.3 jobs, \$1,302,000 in income, and \$202,000 in taxes is generated. The same amount spent on new nonresidential construction generates 36.1 jobs, \$1,223,000 in income, and \$189,000 in taxes.
- **Rehabilitation results in more local jobs and business for local suppliers.**  
Due to the nature of rehabilitation work, it relies on local craftspeople and suppliers. New construction involves more off-site assembling that uses fewer workers and is often done out-of-town or even out-of-state. Of course, the income earned by these local workers and trades people has a multiplier effect on the economy since those same workers and business owners spend their money locally.

## ENVIRONMENTAL BENEFITS

- Re-using existing buildings eliminates unnecessary landfill waste. In 1996 35-38% of all landfill waste was from construction and demolition debris.
- Demolishing a building 25' wide by 120' deep erases the recycling of 1,344,000 aluminum cans.
- Reusing buildings and materials has two significant environmental benefits: it spares the resources that would otherwise be used to make new products, and it prevents the waste of resources that have already been fashioned into products and structures.
- **Investing in historic neighborhoods results in less sprawl.**  
New development requires the expansion of basic infrastructure and services such as roads, water, sewage, utilities, and fire and police protection. In contrast, by rehabilitating our historic neighborhoods and downtowns we experience growth without the corresponding increase in expensive services and infrastructure. Although services in historic areas may need upgrading, it is certainly less expensive, less damaging to the environment, and results in less sprawl than expanding services to new areas on the urban fringe.

"...I would suggest to you that any claim for rights that is not balanced with responsibilities removes the civility from civilization, and gives us an entitlement mentality as a nation of mere consumers of public services rather than a nation of citizens. A consumer has rights; a citizen has responsibilities that accompany those rights. Historic preservation is a responsibility movement rather than rights movement. It is a movement that urges us toward the responsibility of stewardship, not merely the right of ownership. Stewardship of our historic built environment, certainly; but stewardship of the meaning and memory of our communities manifested in those buildings as well."

— Don Rypkeema  
Nationally recognized expert in Economics

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Compiled by the Lakewood Landmarks Heritage Advisory Board 2013 and 2015.

For further information please contact: [www.cityoflakewood.us](http://www.cityoflakewood.us)



For further information on area history and resources consult:

[www.historicfortstellacom.com](http://www.historicfortstellacom.com)  
[www.lakewoodhistorical.org](http://www.lakewoodhistorical.org)  
[www.lakewood-chamber.com](http://www.lakewood-chamber.com)  
 Tacoma Public Library Northwest Room  
[www.tpl.lib.us](http://www.tpl.lib.us)  
[www.piercecountylibrary.org](http://www.piercecountylibrary.org)  
[www.lakewoldgardens.org](http://www.lakewoldgardens.org)  
[www.fortlewismuseum.org](http://www.fortlewismuseum.org)  
[www.mcchordairmuseum.org](http://www.mcchordairmuseum.org)  
 Lakewood Landmarks and Heritage Advisory Board



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The primary duty of the Board is to identify and actively encourage the conservation of the City's historic resources by establishing and maintaining a register of historic landmarks, landmark sites, historic special review districts, and conservation districts; reviewing proposed changes to register properties; raising community awareness of the City's history and historic resources; and serving as the City's primary resource in matters of history, historic planning, and preservation, as provided for in this chapter (LMC 2.48.035)

# HISTORICAL TOURING MAP of LAKEWOOD, WA



and  
HISTORIC SITES  
of the  
Lakes District



# TIMELINE of HISTORICAL EVENTS IN LAKEWOOD



Byrd Cemetery



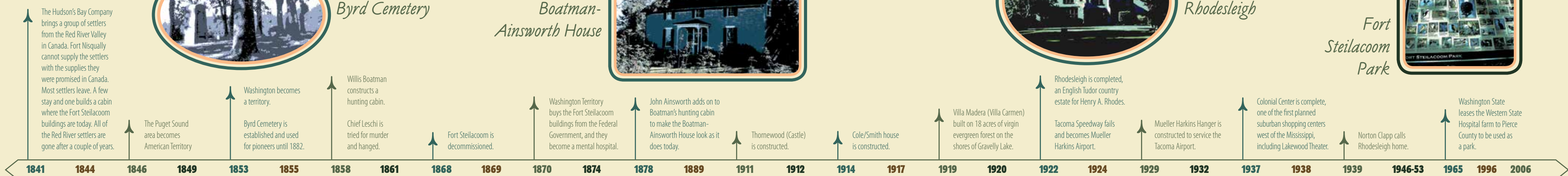
Boatman-Ainsworth House



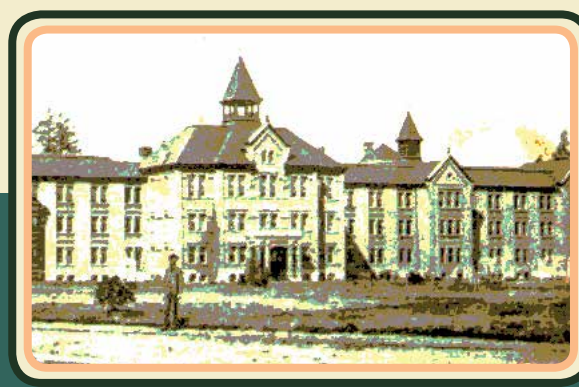
Rhodesleigh



Fort Steilacoom Park



Old Settlers Cemetery



Western State Hospital



Tacoma Speedway



Lakewold Gardens

# MILITARY TIES TO LAKEWOOD

## Camp and Fort Lewis

Camp Lewis was established in 1917 on 68,721 acres of land purchased by the citizens of Pierce County, using a \$2 million bond then given to the federal government (September 30, 1927), for military use as a permanent army post. In 90 days a "city" of structures was constructed to provide heat and light for 44,685 men. It was also in 1917 that the gateway to Camp Lewis called "Liberty Gate" was constructed using money donated by the Hurley-Mason workers. It was moved in 1957 to its current site near the main Joint Base Lewis-McChord (JBLM) Gate along the I-5 corridor. In 1927, after a major investment in the Camp, the post was renamed Fort Lewis.

## McChord

Just north of Camp Lewis, Tacoma Field opened on March 14, 1930, a modern 1,000-acre airport for \$370,000 offering a "splendid potential site for manufacturing, airplane repair, and distribution." (Tacoma Ledger). In 1939 the deed was passed from Pierce County to the War Department to be used as part of a giant airbase to defend the Pacific Northwest and named McChord Field in honor of Colonel William C. McChord. The United States Government invested \$18 million to

improve the airfield including 1285 man barracks, housing for officers and enlisted men with families, and Hangars 1 through 4. McChord Field is listed on the National Register of Historic Places including the 39 buildings constructed by the Public Works Administration between 1938 and 1940.

## Joint Base Lewis-McChord (JBLM)

On February 1, 2010 McChord Air Force Base joined Fort Lewis to become JBLM as a result of congressional legislation recommending consolidation of facilities that were adjoining but separate military installations into a single joint base. JBLM is one of 12 such joint bases around the United States.

## Camp Murray

The Washington Army National Guard dates back to 1854 beginning as the Washington Territorial Militia. The Guard's command is headquartered at Camp Murray which also houses the state's National Guard Museum, "The Arsenal." The site for Camp Murray initially purchased in 1903 included 220 acres of land and was called Murray Station. Additional purchases expanded the camp to 231 acres by 1932.

# TRANSPORTATION IN THE LAKES REGION

The City of Lakewood may be young in terms of city government (incorporated in 1996) but it is a community rich in history, including transportation. Some of the very same routes residents travel today have been used since before the Hudson's Bay Company arrived in 1841.



## Roads

The Naches Trail (later known as Military Road) was a rapid route between Steilacoom and Fort Walla Walla, an important site for settlers moving west along the Oregon Trail. The creation of the Naches Pass Road was important enough to be the subject of the first issue in the first newspaper published north of the Columbia River in September of 1852. By January 7, 1853, congress passed an appropriation of \$20,000 to build a "Military Road" over the Cascades.

\*Historylink.org

## Air

In 1922 Muller & L.H. Harkins acquired the Tacoma Speedway and built the Mueller-Harkins Airport (later known as the Tacoma Municipal Airport). In 1929 they spent \$10,000 to build a hangar which was used for Airport Administration then used for pilot training in the 1930s-1940s for Washington Air College. The site was used for many air shows and was instrumental for training regional pilots and supporting war efforts. \*Historylink.org



## Water

1944 the US Navy acquired the airport property for the Pacific Naval Advance Base (Lakewood Navy Yard) the former site of the Tacoma Speedway and Tacoma Municipal Airport. The Naval Yard was connected by Rail to the Port of Tacoma. After World War II the property was turned over to the state for use as an industrial park. In 1962, the land was approved for use as a technical school, Clover Park Technical College.

\*Historylink.org Images of America: Lakewood

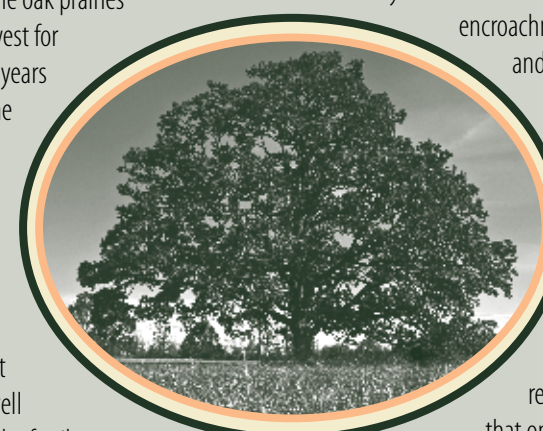
## Rail

The Steilacoom-Tacoma was an early steam, then horse drawn, then electric trolley interurban line spanning 12 miles running through Lakewood. It began in 1891 and ran until 1915 when another line began on a standard-gauge route. Initially the trolley bypassed Lakewood then was re-routed to service Western State Hospital. Small passenger trolley companies were built around the turn of the century with many stops in Lakewood including: Mountain View Cemetery and Lakewood Colonial Center. An American Lake (Pacific Traction Company) line also ran passing Galvary Cemetery and Steilacoom Lake following Steilacoom Boulevard into Steilacoom. The whole system died out by the mid-1930s. Rails were removed to aid in the "war effort." Though the lobbyists for automobile, petroleum, and asphalt companies really encouraged this form of war effort.

\*Historylink.org Images of America: Steilacoom, Images of America: Lakewood, Town on the Sound: Stories of Steilacoom.

# GARRY OAK TREES (ALSO CALLED OREGON WHITE OAK)

The west coast from British Columbia to Oregon is home to a special ecosystem created by Garry Oak woodlands that were established in the gravelly soil left in the wake of glaciers over 15,000 years ago. Native Americans actively maintained the oak prairies in the northwest for thousands of years by burning the prairie land which kept the native evergreen forests from growing and squeezing out the oaks as well as providing the fertile land for the camas bulbs (a major source of food for the Native Americans) and other prairie plants important to local tribes.



largest terrestrial ecosystems along the west coast. The oak trees are directly associated with over 800 insect and mite species (100 of which are at risk).

Many of the trees are at risk because of encroachment by exotic grasses and shrubs, development, and growth of evergreens. There are conservation groups dedicated to restoring their habitat and actively working to ensure this fragile ecosystem remains in spite of the fact that only 10% of the Garry Oak habitat remains intact. Lakewood has taken a role in fostering preservation of this native tree by naming it the City's official tree. It is protected according to City Municipal Code by labeling the tree as a significant tree and placing requirements for the protection and preservation of the species.

The Garry Oaks were named for a deputy governor of the Hudson's Bay Company, Nicholas Garry and is the only native oak species that occurs in the Northwest. The trees are slow growing and support one of the



