

# Spokane Register of Historic Places Nomination

*Spokane City/County Historic Preservation Office, City Hall, Third Floor  
808 Spokane Falls Boulevard, Spokane, Washington 99201-3337*

## 1. Name of Property

Historic Name: Cannon's Addition, Cannon Hill

And/Or Common Name: Cannon Streetcar Suburb Historic District

## 2. Location

Street & Number: Multiple

City, State, Zip Code: Spokane, WA 99204

Parcel Number: Multiple

## 3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> building	<input type="checkbox"/> public <input checked="" type="checkbox"/> both	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agricultural	<input type="checkbox"/> museum
<input type="checkbox"/> site	<input type="checkbox"/> private	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure			<input type="checkbox"/> educational	<input checked="" type="checkbox"/> residential
<input type="checkbox"/> object	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> district	<input type="checkbox"/> in process	<input type="checkbox"/> yes, restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes, unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other

## 4. Owner of Property

Name: Multiple

Street & Number: n/a

City, State, Zip Code: n/a

Telephone Number/E-mail: n/a

## 5. Location of Legal Description

Courthouse, Registry of Deeds Spokane County Courthouse

Street Number: 1116 West Broadway

City, State, Zip Code: Spokane, WA 99260

County: Spokane

## 6. Representation in Existing Surveys

Title: Ninth Avenue National Register Historic District

Date: Enter survey date if applicable Federal State County Local

Depository for Survey Records: Spokane Historic Preservation Office

## 7. Description

### Architectural Classification

### Condition

excellent

good

fair

deteriorated

ruins

unexposed

### Check One

unaltered

altered

### Check One

original site

moved & date \_\_\_\_\_

*Narrative statement of description is found on one or more continuation sheets.*

## 8. Spokane Register Categories and Statement of Significance

**Applicable Spokane Register of Historic Places category: Mark "x" on one or more for the categories that qualify the property for the Spokane Register listing:**

- A Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory history.
- E Property represents the culture and heritage of the city of Spokane in ways not adequately addressed in the other criteria, as in its visual prominence, reference to intangible heritage, or any range of cultural practices.

*Narrative statement of significance is found on one or more continuation sheets.*

## 9. Major Bibliographical References

*Bibliography is found on one or more continuation sheets.*

## 10. Geographical Data

Acreage of Property: Approximately 146 acres

Verbal Boundary Description: The district is roughly bound by Walnut Street and Cedar Street on the west; 6th Avenue and Bishop Court on the north; Lincoln Street, Cliff Avenue, and 12th Avenue on the east, and 13th Avenue on the south.

Verbal Boundary Justification: Boundary justification provided on Section 7 Page 18

## 11. Form Prepared By

Name and Title: Logan Camporeale, MA – Historic Preservation Specialist

Organization: Spokane City | County Historic Preservation Office

Street, City, State, Zip Code: 808 W. Spokane Falls Blvd. Spokane, WA 99201

Telephone Number: 509-625-6634

E-mail Address: lcamporeale@spokanecity.org

Date Final Nomination Heard: 12/21/2022

**12. Additional Documentation**

*Additional documentation is found on one or more continuation sheets.*

**13. Signature of Owner(s)**

In the case of historic districts, SMC 17D.100.100 requires "a majority of the owners of properties located within the boundaries of the proposed historic district" to agree to the formation of the district.

On September 14, 2022, the Historic Preservation Office mailed out 577 ballots to 493 property owners within the proposed boundaries of the Cannon Streetcar Suburb Historic District (some property owners own more than one parcel and are provided a vote for each developable parcel, as well as a ballot for all condominium owners). Balloting closed on November 14, 2022 with 56.1% of the owners of properties in favor of district formation. The submitted signed ballots are held in the Spokane Historic Preservation Office.

**14. For Official Use Only:**

Date nomination application filed: \_\_\_\_\_

Date of Landmarks Commission Hearing: \_\_\_\_\_

Landmarks Commission decision: \_\_\_\_\_

Date of City Council/Board of County Commissioners' hearing: \_\_\_\_\_

**I hereby certify that this property has been listed in the Spokane Register of Historic Places based upon the action of either the City Council or the Board of County Commissioners as set forth above.**

\_\_\_\_\_  
**Megan Duvall**  
**City/County Historic Preservation Officer**  
City/County Historic Preservation Office  
Third Floor – City Hall  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201

\_\_\_\_\_  
**Date**

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Assistant City Attorney

### **Summary Statement for the Cannon Streetcar Suburb Historic District:**

The Cannon Streetcar Suburb Historic District <sup>1</sup> is located directly south of Downtown Spokane stretching up Spokane's South Hill from 6th Avenue to 13th Avenue. The district, first platted in 1883, is bounded by Cedar Street on the west and Lincoln Street on the east. Despite being platted just two years after Spokane was incorporated, residential development did not meaningfully expand to the district until Spokane's decade of greatest population growth, 1900-1910. The topography of the district presented a transportation challenge that made it less desirable for residential development. The arrival of electric railroad transportation to Spokane and the establishment of the Cannon Hill Streetcar Line quickly changed the sparsely developed district into a substantial residential neighborhood.

The district's transportation history provides an opportunity to divide the period of significance, 1883-1955, into three distinct periods defined by clear changes in the transportation patterns and the residential development that accompanied those changes. The first period, from 1883-1898, encompasses the original platting of the residential district and the development of the short-lived Spokane Cable Railway. The second period, from 1899-1930, was the district's period of greatest growth spurred by the construction of the Cannon Hill Streetcar Line and accounts for 63% of the buildings remaining in the district today. The third and final period, from 1931-1955, signified the end of the streetcar era and the introduction of public buses as well as widespread automobile ownership and ended with the conclusion of the post-WWII building boom.

### **Character Defining Features of the Cannon Streetcar Suburb Historic District:**

The Cannon Streetcar Suburb Historic District as a whole has four primary character defining features. First and foremost, the district is defined by its development as a streetcar neighborhood which is evident in the ghost lines from removed tracks and substantial homes built on north-south streets that had streetcar lines. Second, the district is shaped in large part by its hilly topography which enhances the sense of street enclosure, provides city views, and offers elevated property sites. Third, the district features an eclectic mix of building forms and architectural styles yet it maintains a desirable cohesive neighborhood feel. Fourth and finally, the mature and robust tree canopy consists of a wide variety of trees including Norway Maples and Ponderosa Pines that provide shade, visual variety, and a feeling of walkability.

#### An Electric Streetcar Development

The majority of the district is composed of a rectilinear street grid between Walnut Street and Monroe Street, and a curvilinear street pattern east of Monroe Street. Residences in the rectilinear section are primarily built on numbered east-west streets, 6th Avenue through 13th Avenue, on short to medium length blocks. Some of the blocks contain more than ten street-facing residences, whereas the shorter blocks have only three to six residences. Typically north-south streets in the rectilinear section only have a couple street-facing residences on each short block. However, there are two north-south facing streets in the rectilinear section, Cedar Street and Adams Street, which have a disproportionate number of street-

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<sup>1</sup> This nomination will refer to the proposed district area as the Cannon Streetcar Suburb Historic District. The proposed district includes portions of Cannon, Booge's, McIntosh, and South Park Additions. An explanation for the name choice and a justification of the boundary are included in this nomination.



facing residences. Both of these north-south streets were on streetcar routes that ran through the neighborhood during its period of greatest growth.

The Cannon Streetcar Suburb Historic District is primarily an “electric streetcar suburb” as defined by Virginia McAlester. Electric streetcar suburbs became possible when electric streetcar technology was introduced to Spokane in the 1890s. The district had two streetcar lines that crossed the district and spurred development. The Cannon Hill Car Line ran from Bishop Court up Adams Street to 10th Avenue before turning west. The Spokane Traction Company Line ran from Walnut Street south to 9th Avenue then east to Cedar Street and south to 12th Avenue, before jogging east one more block to



1. Bishop Court looking west up the former streetcar grade.

Adams Street and terminating at 14th Avenue. The gravitational pull of these two streetcar lines altered the dominant pattern of north and south facing facades in the district and spurred the construction of east and west street-facing residences on both Cedar and Adams Streets. The orientation of the residences on Cedar and Adams Streets are a remnant of the district’s streetcar legacy.

Although streetcar service ended in the 1930s, evidence of the route is sprinkled throughout the neighborhood. At 10th Avenue and Adams Street, ghost marks from removed tracks show the sweeping bend the streetcar took as it rounded the corner. The most notable remaining evidence of the Cannon Hill Car Line is that sweeping bend that connects Bishop Court with 6<sup>th</sup> Avenue. Before the streetcar line, Bishop Court and the surrounding streets were all rectilinear. But, in 1899, Bishop Court was modified because the streetcar required a gentle bend through the rock cut in order to ascend the hill. The curved section of Bishop Court remains in 2020, and although the tracks have been removed, it is still unpaved.<sup>2</sup>

### A Residential District Perched on a Hill

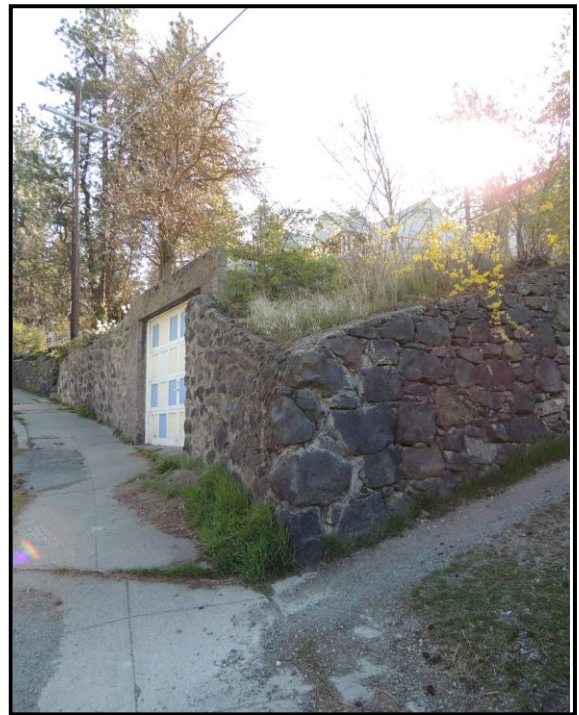
The topographic barrier that initially restricted development had an impact on the platting and street pattern of the district. Most notably, the section of the district located east of Monroe Street is platted in a curvilinear pattern because the steep grade of the hill as it nears the Cliff Park Neighborhood was not suitable for a rectilinear street grid and required a street pattern that accommodated the topography. According to Virginia McAlester, “a primary factor in the development of a neighborhood is the topography and vegetation upon which it is built.” She continues in explaining that “contour curves were historically the only affordable solution to development on steep hills.” This is likely the reason for the break in the rectilinear pattern east of Monroe Street. Although the elevation contours do not move perfectly from east to west, the hill gains some 100 feet of elevation in just a few blocks from Monroe Street and 10th Avenue (Huckleberry’s Parking Lot) southeast to Lincoln Street and Cliff Avenue. For

<sup>2</sup> “Three New Bus Lines to Open,” *Spokesman-Review*, Spokane, WA, October 16, 1934, page 6, column 3; “Put Rock Surface on Bishop Court,” *Spokane Chronicle*, Spokane, WA, November 9, 1934, page 1.

comparison, the hill only gains 115 feet of elevation between 6th Avenue and 13th Avenue along Monroe Street.<sup>3</sup>

The hilly topography of the district also impacted the siting and orientation of residences throughout the district. Houses constructed on the north side of the street tend to be at street-level and occasionally lower than the street grade. These residences can often take advantage of north-facing city views from second and third stories as the adjacent residences to the north are often sited on a lower elevation therefore providing a less obstructed view to the north. Whereas houses constructed on the south side of the street tend to be above street level, on some occasions more than twenty feet higher than the street. Basalt retaining walls with built in stairs were commonly constructed in order to accommodate the elevation difference between the street and front door. These north facing residences also provide city-view opportunities from the upper stories. This elevation difference, which provides a sense of privacy and grandeur, is most evident on Bishop Court, 6th Avenue, 7th Avenue, Cliff Drive, and 12th Avenue.

Although the Cannon Streetcar Suburb Historic District primarily reflects the streetcar suburb development pattern, it also shows some characteristics of an “early automobile suburb” as defined by McAlester. Most of the district was platted with east-to-west alleys and streets. As a result, the majority of houses face north or south. Automobile amenities were included in most residences constructed after 1920, often in the alleys, and a substantial number of automobile garages were added to pre-1920 residences as free-standing or attached structures. A number of these garages were built at the same lot depth as the residence, and in some cases directly adjacent to the sidewalk like the example shown in image 2. These near-sidewalk garages are a distinct feature that reflect both the district’s topography and its transition from a streetcar to an automobile dominated residential district. The combination of elevation difference, basalt retaining walls, sidewalk adjacent garages, and an impressive assortment of street trees create a feeling of street enclosure that is typical of hillside neighborhoods.<sup>4</sup>



2. Looking east on Cliff Drive at a garage built into the hillside.

### An Eclectic yet Cohesive Mix

The Cannon Streetcar Suburb Historic District’s hillside setting, varied topography, and streetcar suburb development pattern provided a conducive neighborhood for an eclectic mix of architectural styles that were popular in Spokane from the 1880s into the 1950s (a survey of the common styles is provided below). On any given block, one can identify residences from five different decades and a tapestry of different styles. The setbacks, heights, plans, and massing differ from home to home creating a visual

<sup>3</sup> Virginia & Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1984), page 82.

<sup>4</sup> Virginia Savage McAlester, *A Field Guide to American House Museums: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* 2<sup>nd</sup> Edition (New York: Alfred A. Knopf, 2013), page 66-68.

zigzag as opposed to a unified and consistent blockfront common in downtown neighborhoods and tract developments. The mix of complimentary styles, the desirable variety of massing and form, and the use of compatible building materials provides an eclectic feel that still maintains a sense of cohesion from one property to the next and from block to block.

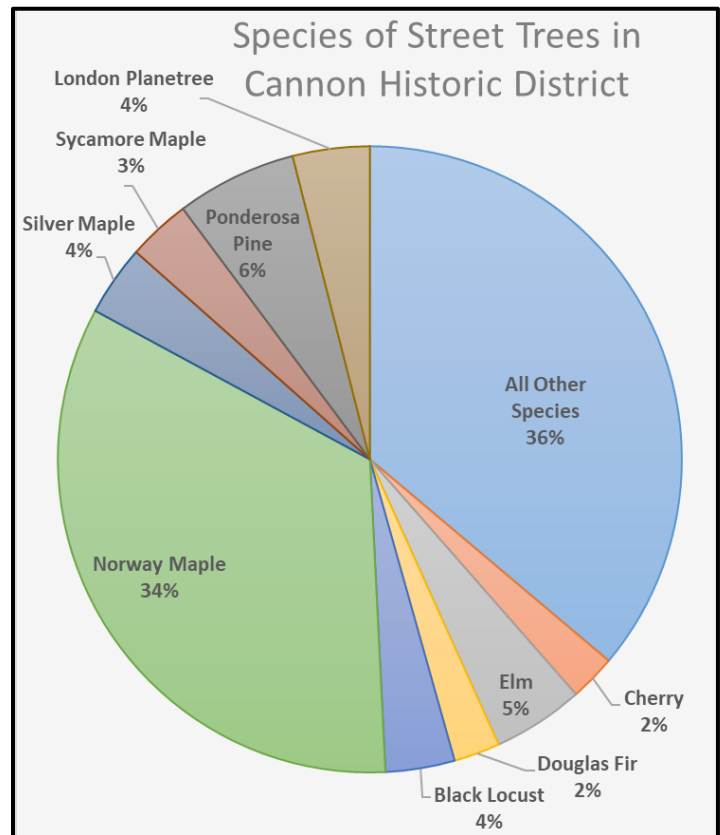
The district's period of significance from 1883-1955 covers the popular revival styles, innovative Arts and Crafts designs, and the new architectural interpretations of the Mid-century Modern movement. There is no meaningful organization of the different styles into character areas, but rather a generous sprinkling of each style throughout the district. The only general character area designation that can be made is that Queen Anne residences are more common in the north portion and modern residences are more common in the south portion of the district.

The facade materials commonly used in the district include brick, stucco, cedar shingle siding, horizontal wood siding, asbestos shingle siding, metal siding, concrete block, and native basalt. These materials are found across different architectural styles which contributes to the feeling of cohesion despite the variety of styles.

#### A Mature and Varied Tree Canopy

According to Virginia McAlester, "of the many amenities that add character to a neighborhood, street trees are perhaps the most important. Nothing makes a stronger impression when looking at a streetscape than the absence or presence of street trees."<sup>5</sup>

The Cannon Streetcar Suburb Historic District features a mature and robust tree canopy that consists of a wide variety of trees that provide shade, visual variety, and a feeling of walkability. The district has over 1500 street trees, which includes those that are located in the public right-of-way and those that are located on private property but have a canopy which extends over the public right-of-way. This number does not include trees that are located in backyards and side yards when their canopies do not extend into the public right-of-way. There are over ninety-five species of street tree present in the district. The most popular species by a long margin is the Norway Maple, which accounts for over 33% of the street trees in the district. The second most popular, the Ponderosa Pine, makes up just over 6%. Elm trees are the third most popular, accounting for over 5%. The four other species that occur in the largest numbers (over 4% of the total) are the Sycamore Maple, the London Planetree, the Silver Maple, and the Black Locust.



<sup>5</sup> McAlester, *A Field Guide* 2<sup>nd</sup> edition, page 66-68.

There are approximately ninety other species that are less prevalent, but that meaningfully contribute to the feeling of visual variety that characterize the district's streetscapes.<sup>6</sup>

### **Description of Property Types in the Cannon Streetcar Suburb Historic District:**

The Cannon Streetcar Suburb Historic District is a residential neighborhood dominated by a mixture of single- and multi-family residences with a small number of commercial buildings primarily located on Monroe Street. The common property types are described below:

#### Single-family Residences

Residences that were originally constructed as single-family homes and are used as single-family homes in 2020 are the most common property type in the district. Of the 479 resources in the district, 238 of those (50%) were built as single-family and remain so in 2020. They range in size from small brick cottages to medium one and one-half story bungalows, to large three story mansions that consume multiple lots. Single family residences were the most popular building type in the district's first two periods, from 1883-1930, but they became the secondary building type for new construction from 1931-1955.

#### Converted Single-family Residences

The second most common property type in the district are homes that were originally built as single-family residence and subsequently converted into multi-family residences. There are over 200 of these types of residences in the district. Converted residences are distinguished typically by the addition of exterior staircases, altered façade entries to accommodate multiple doors, and porch enclosures. They range in size from two to seven units, all tucked in the original or slightly expanded footprint. The first conversions occurred in the 1910s but did not become common until the 20s and 30s. A large number of these conversions occurred from 1938-1945 as part of a wartime housing program. Single-family residences in the district have also been converted to assisted living facilities and service or retail businesses, like those at 1117 West 10th Avenue and 917 South Monroe Street.

These conversions represent a significant aspect of residential living in the Cannon Streetcar Suburb Historic District; while they are noted as reducing the historic integrity of the original designs, those very changes are an important part of the district's residential history. The inclusion of converted rental properties with reduced integrity as "contributing elements" to the district is an effort to recognize that modifications in order to ensure continued residential use (instead of demolition and replacement) is an important part of the story of the Cannon Streetcar Suburb Historic District. It is often necessary to look beyond traditional conceptions of integrity in order to preserve the stories of a diverse residential neighborhood.

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<sup>6</sup> Street tree species and numbers were compiled using data from tree surveys conducted by the City of Spokane Urban Forestry. Despite the importance of street trees, The Historic Preservation Office will not review changes to vegetation as part of the Cannon Streetcar Suburb Historic District Design Review process.



### Multi-family Residences



3. Double house converted to apartments at 606 South Cedar Street.

The buildings originally constructed as multi-family residences in the Cannon Streetcar Suburb Historic District can be divided into two categories: duplexes and triplexes, and larger apartment buildings. The first multi-family buildings constructed in the district were duplexes. Built between 1906-1916, the first wave of duplexes were constructed in a double house form. A double house is a multi-family residence designed with the same form and massing as a single-family residence, typically featuring a pitched roof with dormers and a porch with two separate entry doors. Described succinctly by Historian Camilla Deiber, “a double house, which shelters two families in units separated by a wall or floor, balances the convenience of

an apartment with the psychological comforts of a home.” The double house form was made popular in New England, Washington D.C., Minneapolis, and other parts of the Midwest. Spokane builders constructed double houses beginning in the 1890s and increasing in the 1900s. Double houses were often pitched as an investment opportunity to middle-class residents as they offered the opportunity to live in one portion of the home and rent out the other. The first double house was built in the district in 1906 at 1208 West 10th Avenue, and the form remained popular until the mid-1910s. Double houses in the Cannon Streetcar Suburb Historic District were primarily constructed with two units (there is at least one building, 823 S. Monroe Street, originally constructed with three units), however many were later converted to accommodate additional living units.<sup>7</sup>

Duplexes fell out of favor in the Cannon Streetcar Suburb Historic District after 1915 but returned to popularity after 1940 as pre-war housing efforts commenced to accommodate the influx of manufacturing workers moving to Spokane to work at places like Kaiser Aluminum. These newer duplexes tended not to be in the form of a double house but rather in a more utilitarian rectangular floor plan with a shallow hipped or flat roof. After 1940 triplexes also became more popular. In 1950, a builder constructed three triplexes and one fourplex in rectangular forms with flat roofs between 11th Avenue and Cliff Drive. Nearly half of the buildings constructed in the district from 1931-1955 were duplexes or triplexes.

The other category of multi-family residences in the district, apartment buildings, were first constructed in the district near the end of the first decade of the 1900s. Much like the double house, apartment buildings were popular in the district from 1908-1915, and then after a long absence returned to popularity from 1931-1955. Early examples of apartment buildings include 1428 West 10th Avenue and 618 South Jefferson Street, both of which were built as three-story flats in the traditional rectangular plan



4. An advertisement for a double house for sale on Cannon Hill. Spokane Chronicle, July 8, 1910.

<sup>7</sup> Camilla Deiber, *Leading Double Lives: The History of the Double House in Des Moines* (Iowa, Department of Transportation, 2004).

of an urban apartment building. In flats, each floor, or each half of a floor is only one dwelling unit. But, much like residences originally constructed as duplexes and triplexes, these flats have been divided to accommodate additional smaller units. Examples of apartment buildings from the latter part of the period of significance represent a mix of rectangular plan three-story modern apartment buildings and one and one-half and two story irregular-shaped plan apartment buildings, including 727 South Adams Street and 921 South Monroe Street.

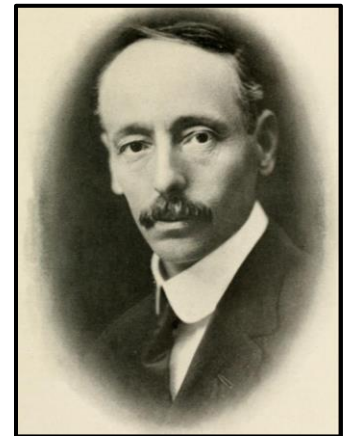
#### Other Property Types

There are other property types in the district including: a historic clubhouse at 1428 West 9th Avenue continuously operated by the Spokane Woman's Club since 1911; a grocery store and attached strip mall at 926 South Monroe Street; historic Spokane Fire Department Station No. 9 at 804 South Monroe Street constructed in 1932 and currently used by a service business; purpose built commercial buildings; and even an early boarding school constructed in 1903, named the Huston School, at 1125 West 11th Avenue.

#### **Architects and Styles in the Cannon Streetcar Suburb Historic District:**

The names of the architects whose work is represented in the Cannon Streetcar Suburb Historic District compile a list of Spokane's most notable architects in early and mid-century Spokane including: John K. Dow (1323 West 8th Avenue), Kirtland K. Cutter (1321 West 9th Avenue), Albert Held (1022 W 9th Avenue), Gustav A. Pehrson (1428 West 9<sup>th</sup> Avenue), Loren L. Rand (1406 West 9th Avenue), Willis A. Ritchie (1128 West 9th Avenue), William W. Hyslop (1304 West 8th Avenue), and Royal McClure (1102 West 6th Avenue). Those architects are well-researched and their biographies are featured in print and in online resources.<sup>8</sup> The neighborhood also features the work of less-known but accomplished Spokane architects including: William J. Ballard (824 West 12th Avenue), Earl W. Morrison (1021 W 8<sup>th</sup> Avenue & 1303 W 10<sup>th</sup> Avenue), Arthur W. Cowley (804 South Monroe Street), and Bishop & Wulff (1433 West 9th Avenue). The following section will provide short biographies of the neighborhood's less-known architects and examples of their work in the neighborhood.

William James Ballard was born in Plainfield, IL on November 4, 1870. He moved to Los Angeles in 1885 at the age of 15 while amidst a bout with tuberculosis. In a remembrance by his grandson, Russell Hobbs (Laura's son), Ballard said that he "came out west to die." After surviving the disease, William moved to Tropic, California (now Glendale) to run a fruit-drying camp in the early 1890s. It was there that he met his future wife, Ina Chamberlin. William Ballard married Ina Chamberlin in Los Angeles on September 26, 1895. Ballard and his wife moved to Spokane around 1902 (their daughter, Laura, was born in California in 1900) and William was listed as both a "clerk" and "building superintendent" in the 1903 and 1904-5 City Directories. In Spokane, William worked for Ina's father and brother, Gilbert and Ernest Chamberlin at the Chamberlin Real Estate and Improvement Company who

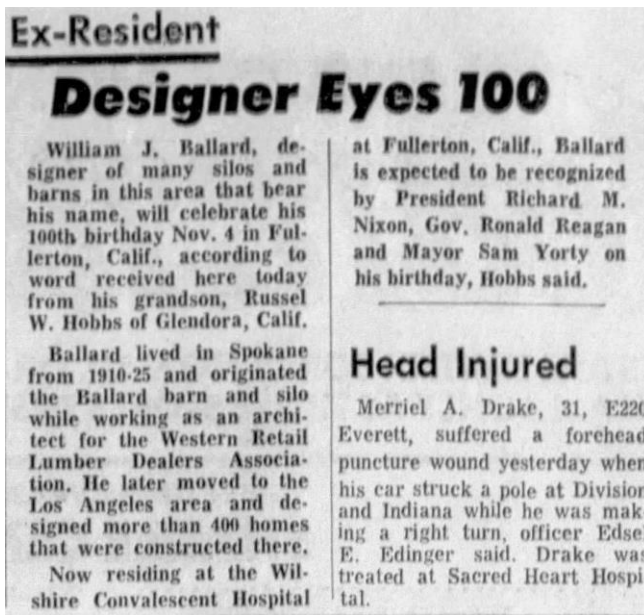


*5. Portrait of William J. Ballard from Durham's History of Spokane Volume 2.*

<sup>8</sup> Biographies for these architects can be found at <https://historicspokane.org/projects/spokane-architects> and <https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies>.

had expanded their company to Spokane in 1899. He was noted as the “company architect” for the Chamberlin Company. The Ballards returned to California around 1906. In 1908, William and Ina returned to Spokane for his work as an architect for the Western Retail Lumber Dealer’s Association. During that time, Ballard secured offices in downtown Spokane and founded the Ballard Plannery. His wife, Ina, served as the secretary and treasurer of the Ballard Plannery. In 1910-11, he published a book filled with house plans called *The Modern Bungalow* in which he advertised plans for sale to construct a wide variety of houses and buildings. He used his connections with the Lumber Dealer’s Association to offer the necessary materials for his plans which could be cut and delivered at spec to whichever builder was hired to implement the home design. Ballard left his mark by designing hundreds of homes, buildings, and apartments around the burgeoning city. He and Ina moved back to Los Angeles (ca. 1920), where he would continue to design nearly 400 homes in California and opened a furniture mill. When he turned 100 years old, Ballard was recognized by President Richard Nixon and California Governor

Ronald Reagan. William James Ballard died at age 101 on November 19, 1971 in Fullerton, California.



6. Newspaper clipping announcing the 100<sup>th</sup> birthday of William Ballard and stating that both President Nixon and Governor Reagan would recognize him.

There is some disagreement about whether or not William Ballard ever studied architecture. Unfortunately, the Durham “History of the City of Spokane and Spokane County, Volume 2” states that Ballard gained an education in architecture from the University of California at Berkeley followed by studies at the Throop Institute in Pasadena, California (now known as California Institute of Technology). This information has then been repeated many times in nominations for the Spokane Register of Historic Places. There is no evidence that Ballard attended any school after his second year of high school. He self-reported in the 1940 Census that he had completed “H2” meaning that was the last grade of school he had finished. Searches in both universities in California never

indicated that he was ever enrolled as a student in either school. When he received his architecture license in California in 1921 at the age of 51, his grandson, Russell Hobbs, reported in his memoir that, “I recall he told of studying night after night such subjects as trigonometry. (I understand he had no formal education past grade school.)” This information does not diminish the accomplishment of Ballard, rather, it shows a young “every” man who thought he was bound to die at the age of 15; didn’t die; worked in the fruit industry in California; took an opportunity with his father-in-law in Spokane to try something new; excelled at building design; created a career for himself and left a lasting legacy.<sup>9</sup>

<sup>9</sup> Nelson W. Durham, *History of the City of Spokane and Spokane Country Washington: From Its Earliest Settlement to the Present Time, Volume II* (Spokane: S.J. Clarke Publishing, 1912), page 604-608; “Are You Looking for Trouble?,” *Spokesman-Review*, May 30, 1909, page 8 advertisement; “Designer Eyes 100,” *Spokane Chronicle*, October 27, 1970, page 17; *The Modern Bungalow*, (Spokane: Ballard’s Plannery, 1908); Unknown Plan Book held



Earl W. Morrison was born on Christmas Eve of 1888 in Iowa and moved to Spokane when he was a child. His father, James W. Morrison, was a prominent real estate broker and insurance dealer with business across the Pacific Northwest and into British Columbia. His father's involvement in real estate may have provided Morrison an opportunity to work in design and construction while still pursuing his education at Spokane's South Central High School. Morrison earned commissions for residential designs



7. Captain Earl W. Morrison in his WWI U.S. Army uniform. *Spokane Chronicle*, August 5, 1918.

from high profile Spokaneites (like Martin Woldson's home at 903 S. Adams Street built in 1909) while still attending high school, leading the newspaper to dub him Spokane's "boy architect." After he graduated high school in June of 1910, he left Spokane to attend the Armour Institute of Technology to receive formal architectural training. After completing his education, Morrison returned to Spokane where he worked to build his architectural practice designing dozens of homes and buildings. In 1917, Morrison received a commission as an officer in the United States Army. Captain Earl W. Morrison was sent to France to serve in the Quartermaster Corps as the commanding officer of a "railhead" where it was his duty "to keep a division (30,000 men) supplied with wearing apparel and food, and to provide transportation for them," explained the *Spokane Chronicle*. After returning from the war he continued to work in Spokane for a few years before shifting his focus to central and western Washington where he did most of his work later in his career.<sup>10</sup>

Arthur W. Cowley was born in Spokane, Washington in October 1878, just a few months after Anthony Cannon and J.J. Browne arrived in Spokane. Cowley's father came to the Inland Northwest as a missionary to convert the Spokane Indians. Cowley was one of the first white children to be born in Spokane where he attended the city's public schools including Spokane High School. He was an accomplished runner and cyclist who frequently won local and regional competitions. After graduation, he moved to the Midwest to attend university at Oberlin College and the University of Wisconsin where he graduated with an engineering degree in 1903. After graduation, he returned to Spokane to work as a draftsman for the Great Northern Railway. Three years later, in 1906, he formed a partnership with early Spokane architect John K. Dow. Cowley formed a new partnership with Archibald Rigg in 1910. The pair opened a satellite office in Edmonton, Alberta prompting Cowley to relocate to Edmonton to run the office from 1911-1914 where he designed some notable buildings including the Gibson Block. After Edmonton, Cowley returned to Spokane where he continued his work until his retirement in the 1930s. Near the end of his career, Cowley designed Spokane Fire Station No. 9 located at 830 S. Monroe Street within the Cannon Streetcar Suburb Historic District.<sup>11</sup>

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at Spokane Public Library, Northwest Room, (Spokane: The Ballard Plannary Company, nd); Spokane Register of Historic Places, "Nomination for the Ballard House," 8/2022.

<sup>10</sup> "Earl Morrison Now 'Railhead' Boss in France," *Spokane Chronicle*, August 5, 1918, page 3 column 2; "Another Record at South Central," *Spokane Chronicle*, September 13, 1909, page 7 column 1; Durham, "Many to Graduate South Central," *Spokane Chronicle*, October 9, 1909, page 3 column 6; *History of the City of Spokane Volume III*, page 329-330.

<sup>11</sup> Stephen Emerson, *Willard Hotel, National Register of Historic Places Registration Form*, Spokane, WA, September 4, 1998, section 8 page 7; "Arthur Cowley Wins the Race," *Spokane Chronicle*, May 30, 1898, page 5 column 2.



Ralph J. Bishop and Victor L. Wulff worked as individual architects in the same building in downtown Spokane when they decided to form an architectural partnership, Victor L. Wulff, Ralph J. Bishop, Architects Associated. They formed their partnership in 1947 and built their own architectural office in Browne's Addition in 1951. Wulff was born in Ione, Washington in 1909 and moved to Spokane when he was eleven years old. He attended Lewis and Clark High School where he excelled in the classroom, frequently making the honor roll and "very honorable roll." Despite his success in high school, Wulff skipped university and instead gained his experience while working as an assistant to established architects, most notably Gustav Adolph Pehrson from 1929-1942. Bishop was born in 1905 in Tacoma, Washington and moved to Spokane in the 1930s. He, like Wulff, did not attend university but gained his experience working with other architects, including modernist architect E.J. Peterson. Bishop earned his architect's license in 1942 while running Peterson's office so his supervisor and mentor could serve in World War II. At some point during the war, Bishop too was called to wartime duties when he moved to Yakima to work as a specifications writer for U.S. Army contracts. In 1947, after establishing their reputation as regional architects, Wulff and Bishop formed a partnership. According to Historian Diana Painter, "Wulff produced a brochure circa 1974 to promote his firm's work," which included examples of residences, churches, schools, commercial and institutional buildings that the firm designed. The brochure also offered a window into the office's philosophy emphasizing "its workmanlike and efficient approach to design; the comprehensive nature of the practice, from initial design to construction management; and his public service and participation in professional organizations, including serving as president of the Spokane chapter of the American Institute of Architects." In May of 1947, soon after forming their partnership, Wulff and Bishop were awarded the contract for the Elizabethan Apartments at 1433 W. 9th Avenue.<sup>12</sup>



8. Portrait of Victor L. Wulff taken by Charles Libby, 1961. Northwest Museum of Arts and Culture.

The Cannon Streetcar Suburb Historic District also includes the work of multiple accomplished yet under recognized builders such as A. T. Johnson, A. L. Lundquist, O. M. Lilliequist, H. J. Sharley, E. R. Spencer, and Harland Wilson. This nomination effort did not due the research required to tell these builder's stories, but this short paragraph should serve as a call to encourage future research on their legacies. The three most prolific builders in the district were Aaron L. Lundquist (9 attributions), Olaf M. Lilliequist (9 attributions), and E. R. Spencer (12 attributions).

The district presents an eclectic mix of architectural styles that were popular in Spokane from the 1880s into the 1950s. During the first period, from 1883-1898, the most popular architectural style was Queen Anne which is represented over 60% of the buildings built during the period and that remain in the

<sup>12</sup> Diana J. Painter, *Wulff & Bishop Architecture Office, Spokane Register of Historic Places Nomination Form*, Spokane, WA, November 6, 2019, section 8 page 4-6; "Lewis and Clark Students High," *Spokesman-Review*, April 12, 1928, page 9 column 3; "New Apartment 9th and Walnut," *Spokane Chronicle*, February 10, 1947, page 1 column 1; "Bishop Succeeds in License Exam," *Spokane Chronicle*, January 21, 1942, page 16 column 4.

district today. During the second period, from 1899-1930, Colonial Revival and Craftsman styles were the preferred choice. In the final period, from 1931-1955, the Tudor Composite and Modern style were the dominant architectural styles. A survey of the popular styles is provided below.

**American Foursquare:** The American Foursquare form was popular for single-family residences in the Cannon Streetcar Suburb Historic District from 1900-1930. This architectural “type” is often associated with the Arts and Crafts movement and is usually presented with a symmetrical facade and is laid out in a square or rectangular plan. These homes feature a lower-pitched hipped roof and often include a full length front porch with a front entry. The example to the right, constructed in 1907, is a regionally distinct example of the American Foursquare form known as the Seattle Box. The Seattle Box was featured in *Western Home Builder* in 1907, and is defined by its projecting bay windows supported by ornamental brackets on both corners of the second story facade.



1315 W 13th Avenue

**Colonial Revival:** The Colonial Revival style was popular in the Cannon Streetcar Suburb Historic District from 1905-1920. This style is usually presented with a symmetrical facade with balanced window arrangements and a centered door, often featuring overhead fanlights or sidelights. An accentuated front door with a decorative pediment crown supported by pilasters is a character-defining feature of this style. The example to the right features a symmetrical facade with a centered pediment supported by Classically-styled columns.



1211 W 8th Avenue

**Craftsman:** The Craftsman style was popular for single-family residences in the Cannon Streetcar Suburb Historic District from 1900-1925. This style tends to feature an asymmetrical facade in a rectangular plan with the long side oriented toward the street. Examples that feature side-gabled, cross-gabled, and front gabled roofs built at varying planes are all represented in the district. Exposed rafter tails and roof braces often adorn the eaves. The example to the right features some of the typical elements including a side-gabled roof with two differently shaped dormers detailed with Tudor half-timbering, windows with multi-pane sash over a single pane sash, and distinct trapezoid shaped window trim.



1201 S Adams Street

**Dutch Colonial Revival:** The Dutch Colonial Revival style was popular in the Cannon Streetcar Suburb Historic District from 1895-1915. This revival style emulated earlier Dutch Colonial designs with a mostly symmetrical facade and a rectangular plan. The gambrel roof is the character-defining feature most associated with this style. There are resources in the Cannon Streetcar Suburb Historic District featuring both front-facing and side-facing gambrel roofs. The example to the right features a side gabled gambrel style roof with a continuous dormer, a feature that was not exhibited on the original Dutch Colonial designs. This example has a later addition on the west end that disrupts the original house form.



1120 W 13th Avenue

**English Arts and Crafts:** The English Arts and Crafts design mode is evident in many of the Craftsman style homes in the Cannon Streetcar Suburb Historic District. There are, however, a few examples of residences that holistically embody the English Arts and Crafts mode. These single-family residences feature an asymmetrical plan with irregular massing and a random mix of picturesque features. Protruding wings and bays contribute to the varied facade. The rooflines are steep with multiple gables and dormers of varying shapes and sizes. Windows are arranged in groups and vary in shape, size, and sash components.



811 S Lincoln St



**Modern:** The Modern style was popular for multi-family residences in the Cannon Streetcar Suburb Historic District from 1940-1955. Buildings designed in this mid-century style tend to feature a flat or low-pitched roof and a rectangular plan. The modern utilitarian facade materials represent a distinct departure from the traditional building materials that were popular from 1889-1940. The example to the right “The Studio Apartments,” features a long rectangular plan built into the hillside. The flat roof, vinyl facade material, and extensive glazing are expressions of the Modern style.



1102 W 6th Ave

**Minimal Traditional:** The Minimal Traditional style is a subtype of the Modern style that was common for modest single-family residences in the Cannon Streetcar Suburb Historic District from 1930-1955. They are typically one story homes in a rectangular plan. Roof pitches are low or intermediate, eaves and rake are close, and large chimneys are common. Minimal Traditional residences are similar to Tudor Composite Cottages, but their lower pitched roofs and minimal detailing differentiate them. The example to the right features a low pitched roof with a large chimney. The simple centered pediment and cornice returns represent gentle Colonial Revival detailing.



1212 W 12th Avenue

**Mission Revival:** The Mission Revival style was popular for single-family residences in the Cannon Streetcar Suburb Historic District from 1905-1915. This style is usually built in a square or rectangle shaped plan in both symmetrical and asymmetrical arrangements. The character-defining feature of Mission Revival style residences are the mission-shaped dormer and roof parapets. They are commonly covered with red tile roofs and finished in smooth stucco.



1128 W 8th Avenue

**Neoclassical:** The Neoclassical style was applied to both single-family and multi-family residences in the Cannon Streetcar Suburb Historic District from 1900-1915. This style features a symmetrical facade balancing fenestration patterns and a centered door opening. The plan is usually square or rectangular, and sometimes features wings on the sides. The full-height entry porch supported by classical columns is the single most character defining feature of this style. The Armstrong House to the right features a hipped roof with a full-height entry porch supported by columns with Ionic capitals and a lower full-width porch wrapped with a low balustrade.



1022 W 9th Avenue

**Queen Anne:** The Queen Anne style was applied to single family residences in the Cannon Streetcar Suburb Historic District from 1889-1915. This style features an asymmetrical facade, steeply pitched roofs of irregular shape, patterned shingles, and cutaway bay windows. Round and polygonal towers on the corner of the facade are a common feature. The single most character-defining element of the Queen Anne style is the frequent use of architectural devices to avoid flat wall surfaces. The example to the right features a round tower, patterned shingles, and a cutaway bay window accented with spindlework.



728 S Adams Street

**Queen Anne Free Classic:** The Queen Anne Free Classic style was common for single-family residences in the Cannon Streetcar Suburb Historic District from 1895-1920. Queen Anne Free Classic is a subtype of the Queen Anne style which uses classical columns, rather than delicate turned posts with spindlework detailing, as porch supports. Palladian windows, cornice-line details, and other classical details are frequent. This style is similar to the Colonial Revival style and the two can be easily confused. The example to the right features an asymmetrical facade with projecting window bays but also includes classical columns and a centered pediment.



1317 W 11th Avenue



**Swiss Chalet Revival:** The Swiss Chalet Revival style was sparsely featured as a primary style in the Cannon Streetcar Suburb Historic District, however many of the district's single-family Craftsman homes exhibit Swiss Chalet elements. Swiss Chalet styling includes low-pitched front-gabled roofs with wide eave overhangs. Residences in this style often feature second-story porches or balconies with flat, cut-out balustrade and trim. The residence to the right is the purest example of a Swiss Chalet Revival in the Cannon Streetcar Suburb Historic District. Note the low-pitched roof with overhanging eaves and the second-story balcony with flat trim.



1034 W 7th Avenue

**Tudor Composite/Tudor Cottage:** The Tudor Composite style was popular for small cottages built in the Cannon Streetcar Suburb Historic District between 1925-1940. These dwellings feature a mix of Tudor details with other motifs, usually Colonial. Such details include cornice returns, use of brick and structural tiles, tapered chimneys, clay chimney pots, cat slide roofs, arches, and round columns. The example to the right features a steeply pitched roof, brick facade, and cornice returns on the front gable.



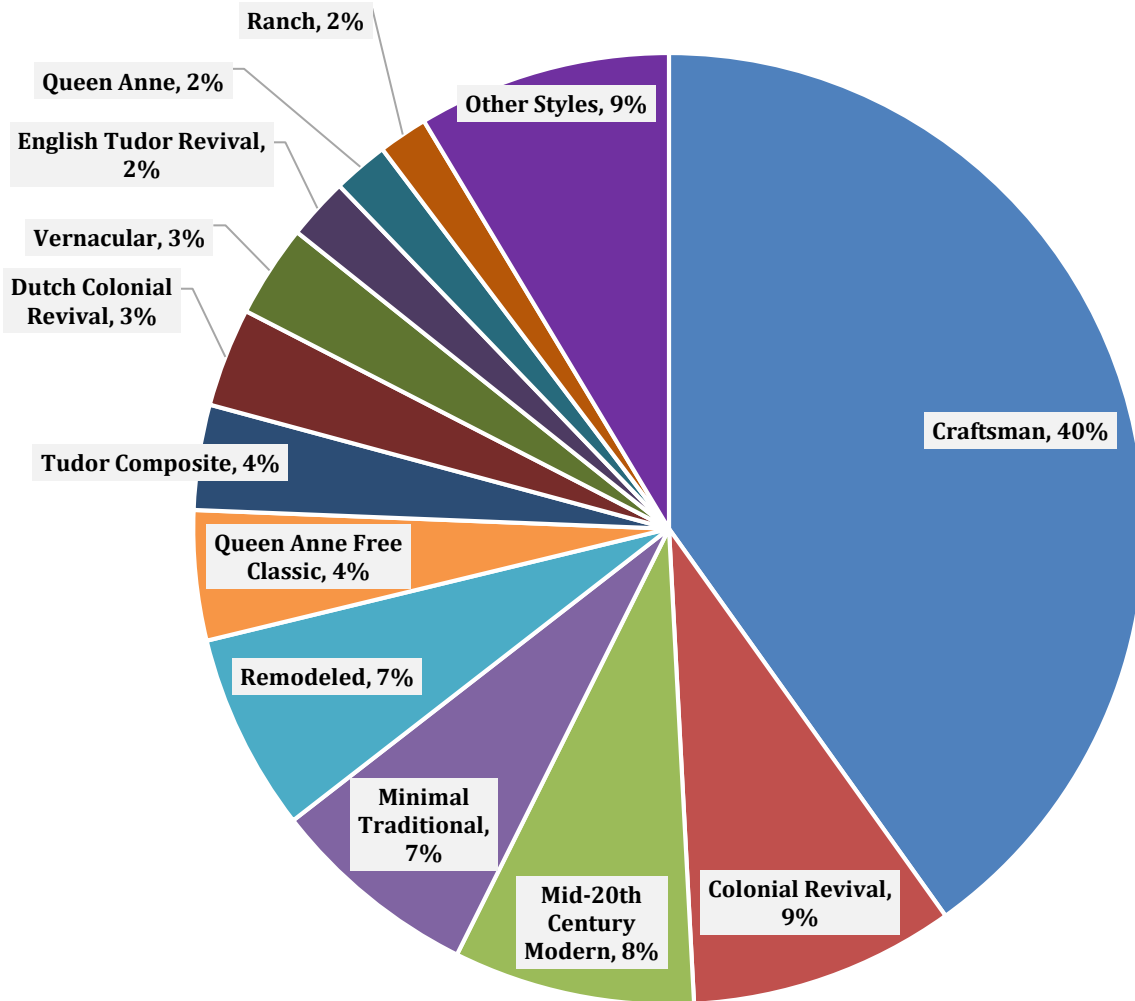
1124 W 10th Avenue

**English Tudor Revival:** The Tudor Revival style was popular for single-family residences in the Cannon Streetcar Suburb Historic District from 1900-1920. Tall, narrow windows organized in groups, steeply pitched roofs, and dominant chimneys are common. The character-defining feature most associated with the style is decorative half-timbering designed to mimic Medieval infilled timber framing. A variety of facade materials are used to fill the space between the timbers, but stucco is most common in the Cannon Streetcar Suburb Historic District. The example to the right features steeply pitched roofs on the front gables with the easily identifiable half-timbering.



1112 W 9th Avenue

Pie Chart of Architectural Styles in the Cannon Streetcar Suburb  
Local Historic District



### **Historic Register Nominations within the Cannon Streetcar Suburb Historic District:**

The Cannon Streetcar Suburb Historic District contains twenty-four individually listed properties on the Spokane Register of Historic Places. The district also contains two small historic districts (the Booge's Addition Spokane Register Historic District and Shadle-Comstock Spokane Register Historic District) and the much larger Ninth Avenue National Register Historic District.

#### Ninth Avenue National Register Historic District

The Ninth Avenue National Register Historic District stretches from east to west along Ninth Avenue between Monroe Street and the Hangman Valley bluff. The district stretches north and south in nodes to include portions of 8<sup>th</sup>, 10<sup>th</sup>, and 11<sup>th</sup> Avenues. Ninth Avenue Historic District features work from most of Spokane's prominent turn-of-the-century architects, including Loren L. Rand, Willis A. Ritchie, Cutter and Malmgren, Albert Held, John K. Dow, and Julius Zittel. Their designs, situated along tree-canopied avenues, reflect the most popular architectural styles of the day, ranging from the stately Queen Anne to the modest bungalow. And yet, in addition to the majestic homes of Spokane's more prominent citizens, the Ninth Avenue Historic District includes a wealth of residences owned by members of this community's burgeoning middle class. Teachers, merchants and contractors purchased homes in the area, creating a neighborhood diverse not only in its architectural composition, but in its economic and social representation as well.

At the time of listing on the National Register of Historic Places in 1994, the period of significance for the Ninth Avenue Historic District was determined to be 1892-1940. In the twenty-five years since listing on the NRHP, many mid-century resources within and adjacent to the district now meet the age requirement for listing. These additional properties that are now eligible for listing are integral to telling a more complete story of residential use over time in the district.

#### Booge's Addition Spokane Register Historic District

The Booge's Addition Spokane Register Historic District is located on the east and west sides of South Adams Street at the intersection of West 12<sup>th</sup> Avenue and South Adams. The four contributing resources that make up the Booge's Addition Historic District are single-family and converted single-family homes built between 1896 and 1907. All four homes are excellent examples of the Craftsman style and American Foursquare form. Stylistic characteristics depicted in the homes include two-story massing with side-gable and hipped roofs, asymmetrical design, multi-paned windows, and elaborate front porches. Remarkably intact, the Booge's Addition Historic District retains excellent exterior architectural integrity in original location, design, materials, workmanship, and association as single-family and multi-family homes built near the turn of the 20th-century in Spokane.

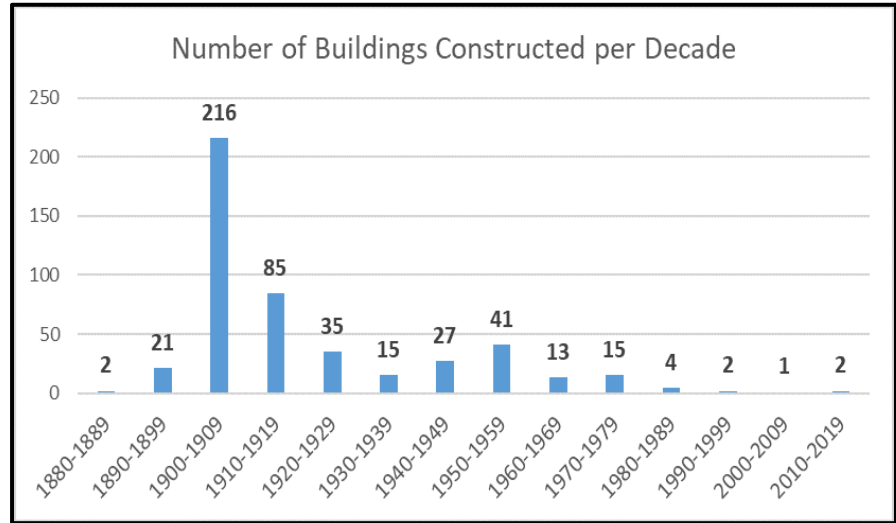
#### Comstock-Shadle Spokane Register Historic District

The Comstock-Shadle Spokane Register Historic District forms a well-preserved contiguous façade presented in four houses built between 1905 and 1911 along 9th Avenue. All four homes belonged to members of the Comstock-Shadle family. A reflection of 18th and 19th-century "black & white" dwellings and row houses built especially in the English village of Chester, the four homes are excellent adaptations of the Tudor Revival style.



Period of Significance

The Cannon Streetcar Suburb Historic District’s period of significance begins in 1883 and ends in 1955. The year 1883 represents the year in which Cannon’s Addition was first platted and therefore the beginning of residential development in the district. 1955 is the end of the period of significance for three primary reasons. First, 1955 is the last year that more than four buildings were constructed in the district in the same calendar year and represents the end of the post-WWII



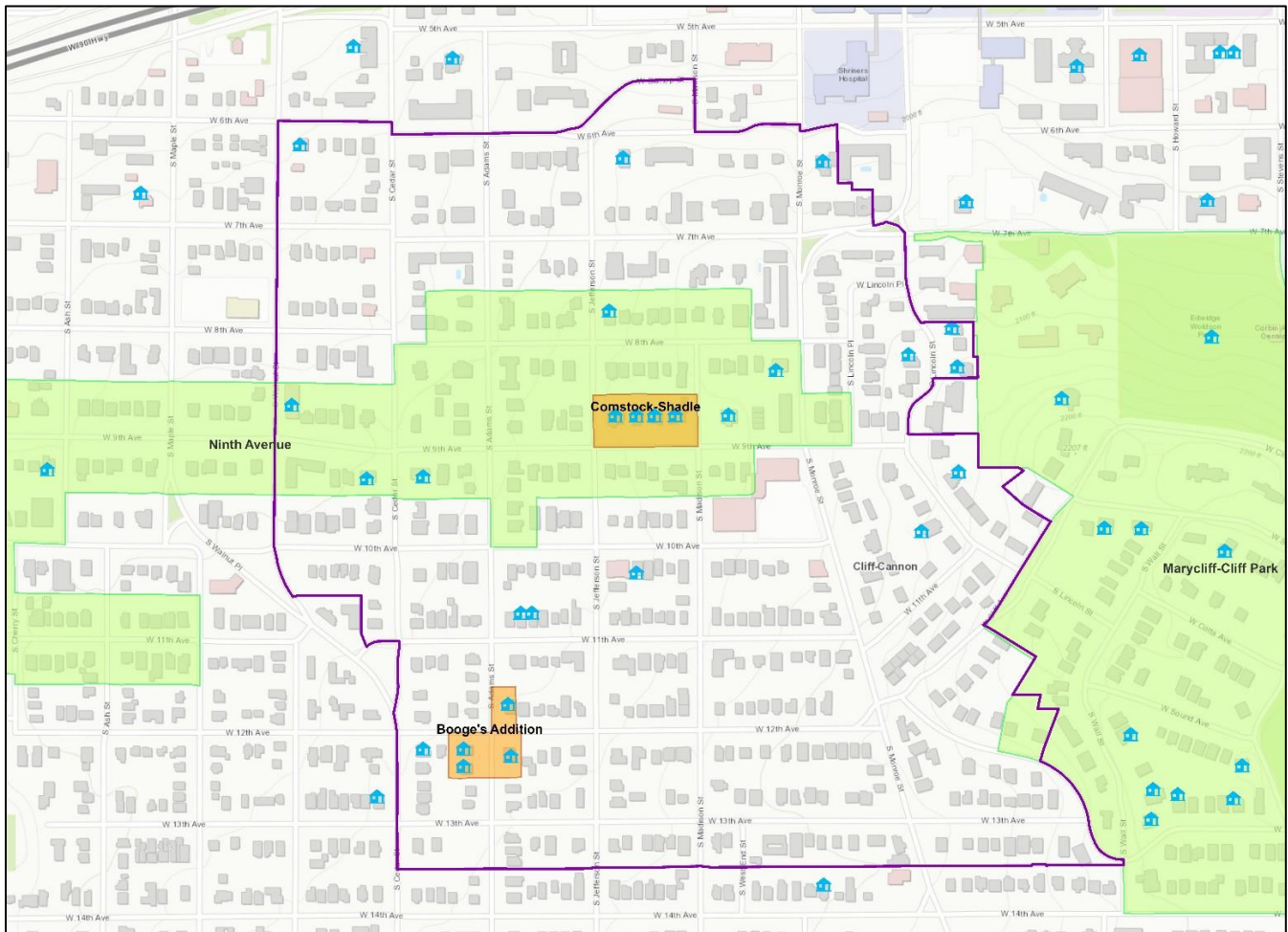
building boom in the district. Second, by 1955 most of the lots in the district were occupied by a building and new development required demolition. Finally, 1955 is the last year that a single family home was constructed in the district until 2004, a 49-year gap in single-family building. Additionally, 1955 was the last year in which both single- and multi-family residences were built in the same year.

Cannon Streetcar Suburb Historic District Boundary Justification

The district is roughly bound by Walnut Street and Cedar Street on the west; 6th Avenue and Bishop Court on the north; Lincoln Street, Cliff Avenue, and 12th Avenue on the east, and 13th Avenue on the south. Drawing historic district boundaries can be challenging as there are a number of careful considerations that must be weighed in order to include the most contributing properties that tell the story of the district. In the Cannon Streetcar Suburb Historic District a number of factors were considered as the boundary was drawn:

- The boundary was drawn in order to include a large portion of the former streetcar and public transportation infrastructure that catalyzed residential development in the Cannon Streetcar Suburb Historic District. Two particular areas that were included in the boundary specifically to help tell the public transportation story are Bishop Court between Monroe Street and 6<sup>th</sup> Avenue, and 12<sup>th</sup> Avenue where it bends eastward from Monroe Street toward Wall Street. Both of these curvilinear roads were part of the streetcar route.
- The boundary was guided by distinct topographic changes. This is most obvious on the north boundary where 6<sup>th</sup> Avenue sits atop a bluff overlooking downtown and on the east end where the grade rises rapidly toward Marycliff-Cliff Park.
- The boundary was drawn to encompass a large number of properties that were already recognized as historic through individual listing on the Spokane Register of Historic Places.
- The boundary was drawn to include a large portion of the Ninth Avenue National Register Historic District and the entirety of two small Spokane Register Historic Districts: Booge’s Addition and Comstock-Shadle historic districts.

- The boundary was drawn to encompass the historically significant properties that are at the highest risk for demolition.
- In the future, the borders of the boundary on the south and west could be expanded as these areas fit within the scope of this nomination and maintain a similar district feel. The Spokane Historic Preservation Office had to limit the size of the district to approximately 500 properties due to the minimal staff and limited resources available to create a local historic district.
- The area to the east of the district was not included in the boundary because, although it is a historic neighborhood, Marycliff-Cliff Park is a distinct area that makes the most sense as a separate historic district.
- The area to the north of the district was not included in the boundary because there is not sufficient intact historic resources to justify inclusion.



9. Map showing the Cannon Streetcar Suburb Historic District outlined in purple, the Ninth Avenue and Marycliff-Cliff Park National Register districts shaded in green, the Booge's Addition and Comstock Shadle Local Historic Districts shaded in orange, and individually listed historic properties with blue house symbols.

**Integrity and Evaluations:** *(The language and formula for this portion is adopted from the Browne's Addition Local Historic District Nomination prepared by Holly Borth & Betsy Bradley.)*

### Integrity

The City of Spokane Municipal Code 17D.100.020 states that a property within a historic district must possess integrity of location, design, materials, workmanship, and association in order to “contribute” to the district. The National Park Service defines these aspects of integrity as follows:

- *Location:* The place where the historic property was constructed or the place where the historic event occurred.
- *Design:* The combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting:* The physical environment of a historic property.
- *Materials:* The physical elements that were combined during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship:* The physical evidence of the crafts of a particular culture or people during any given period in history.
- *Association:* The direct link between an important historic event or person and a historic property. This aspect is also used to assess the degree to which the property can convey its association with patterns of development of a neighborhood and historic uses. For instance, a school still used as a school has a higher degree of association integrity than one that has been converted to housing.

Many resources within the Cannon Streetcar Suburb Historic District have experienced modifications over time. The most common modifications include the replacement of the original siding or windows of a building, or the construction of an exterior staircase, addition or enclosure of a porch – changes made to modify the building for multi-family use. Modifications such as these, even though they may have been made during the period of significance, somewhat reduce a building’s integrity of design and materials. The severity of the reduction of these aspects of integrity depends upon the extent of the modification compared to the overall form, mass, and design of the resource. These changes were carefully assessed during 2020.

### Contributing and Non-Contributing

A historic district is comprised of streetscapes, public spaces, and individual properties. Together, these elements form the collective identity and defining character of a historic district. However, not all properties within the boundary contribute meaningfully to the collective identity and defined character of the district. Some properties are non-contributing because they are new construction built outside the period of significance, and others are non-contributing because the exterior façade has been changed so substantially that the original form and style is not recognizable in its current form.

Each resource within the Cannon Streetcar Suburb Historic District was evaluated for its ability to contribute to the significance and eligibility of the historic district. A determination of whether or not a property contributes to the district was based on its historic architectural features (as defined in Section 7 of this nomination). Then a comparison is made between the historic context of the district (as defined in Section 8 of this nomination) and each individual property. If the comparison shows that the property possesses the identified characteristics, then it is evaluated as contributing to the district.

If the property possess the characteristics to contribute to the historic and architectural context, a subsequent evaluation is made to determine if the property retains integrity for its type. The determination is based upon potential modifications to four key features: **plan, porch, siding, and windows.**

Modifications to the plan include changes made to the footprint of the building, as in additions and partial demolition. Modifications to porches are not assessed as part of the plan but are a distinct category of assessment due to the frequency of porch modifications in the district and because generally these changes do not alter the original footprint of the building. Modifications to siding include the partial or complete replacement of historic siding materials. Replacement materials were sometimes limited to the first or first and second stories, leaving the historic materials on the highest portions of the walls exposed. The modifications to windows range from replacing some or all of the sash in existing window openings to the creation of larger or additional window openings and the use of metal or vinyl sash. As with siding, the use of replacement materials varies. Storm windows are somewhat common in the Cannon Streetcar Suburb Historic District. They sometimes hide the materials of the windows they protect, but are not considered a loss of integrity.

The descriptions of the buildings address these key features primarily, although there are additional character-defining features that are noted depending on the resource. Also, replacement elements of porches are noted, as well as decorative elements associated with a style of architecture. When present, exterior staircases are noted; as they are needed for multi-residential use of large residences, they are not considered in the assessment of integrity.

Modifications to these four features were categorized into four options:

- Intact (only slight modifications)
- Slight (less than half of a feature has been modified)
- Moderate (more than half of a feature has been modified, but not completely)
- Extensive (completely modified)

Although modifications do reduce a resource's historical integrity, many buildings are still able to contribute to the history and significance of the Cannon Streetcar Suburb Historic District as a long-occupied residential neighborhood. If several changes have been made, the consideration of the massing, if important to the style, and presence of decorative elements associated with a style are brought into the analysis.

Modifications that occurred within the district's period of significance are considered to be part of the history of the property and some acquire significance in their own right. Converting a single-family residence to a multi-family residence also does not necessarily reduce its historical integrity to the point of it being non-contributing, as those activities are a part of the district's significant historical associations. In fact, these conversions document the long-term overwhelmingly residential use of the buildings in the district.

These changes are documented and assessed, but accommodated into the historic integrity of the Cannon Streetcar Suburb Historic District. The ultimate test is whether they can convey the type and style of building that they were originally built to convey, or are as altered prior to 1955.

In order to contribute to the Cannon Streetcar Suburb Historic District, a resource must meet the following criteria:

- Located within its boundary
- Constructed between 1883 and 1955
- Possess the historic and architectural features identified as significant to the district
- Retain sufficient integrity

The tabulation of the resources within the Cannon Streetcar Suburb Historic District are as follows:

<b>Contributing Resources to the Cannon Streetcar Suburb Historic District (479 resources)</b>		
<b>Contributing</b>	<b>Non-Contributing due to changes</b>	<b>Out of Period</b>
387 (81.1%)	43 (9%)	46 (9.6%)

Residential Outbuildings: Carriage Houses, Urban Barns, and Garages

These outbuildings on urban residential properties served similar purposes related to transportation but varied considerably in design and materials, form and function, and date of construction.

Many of the larger, earlier houses were built with a carriage house or urban barn. Both buildings likely housed a horse and some type of buggy, as well as storage space for hay, oats and tack. A carriage house combined these functions with a second story that provided quarters for the family’s employees: often drivers and gardeners. An urban barn was devoted to storage and transportation. A half-story loft above the ground level provided storage for hay and often had a door at that level. Wide openings with sliding or swing doors were wide enough for adaptation to garage use.

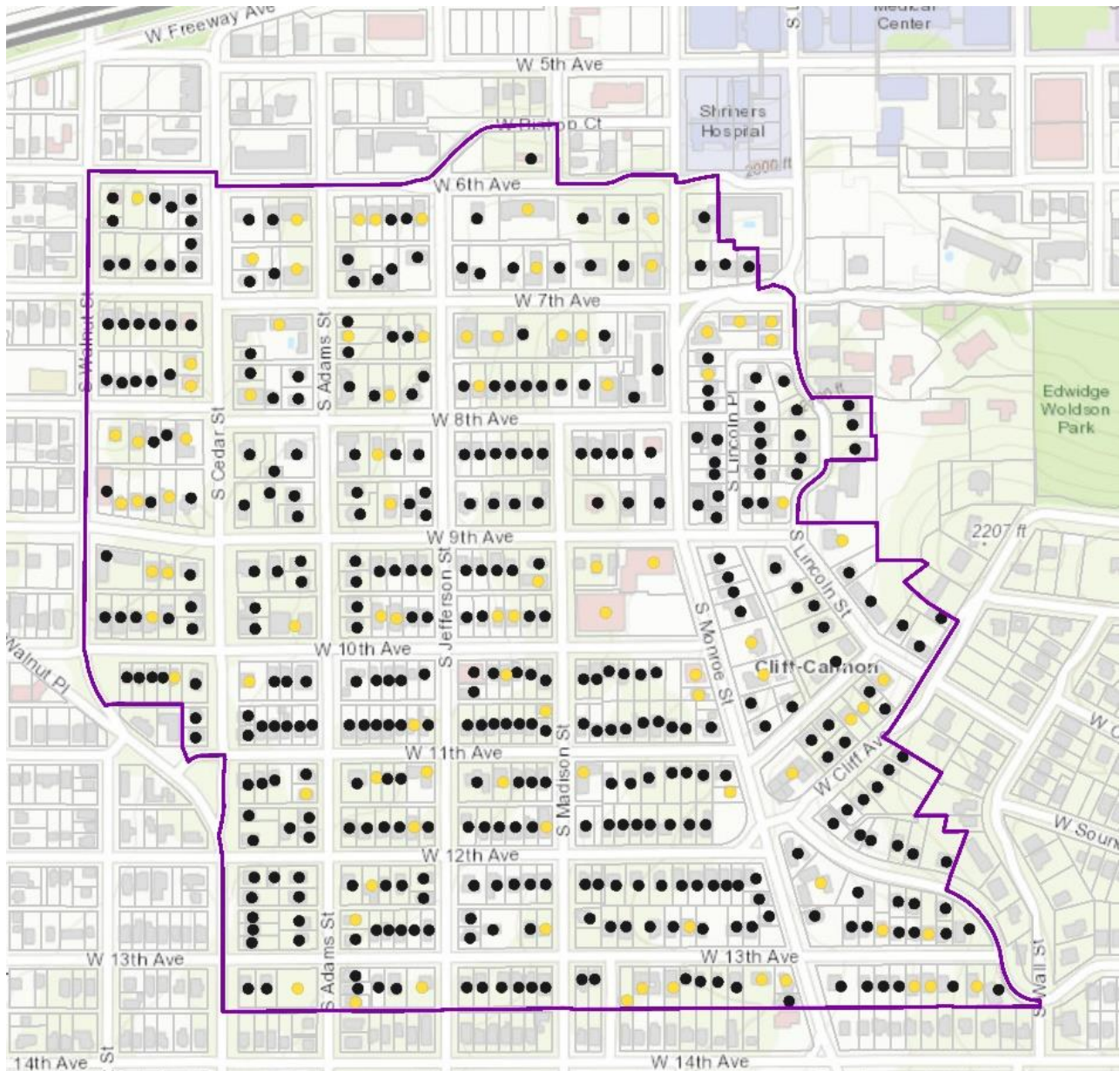
Many of the first purpose-built garages were small wood-framed and clad one-car size buildings with gable roofs. Slightly wider one-car garages, and multi-car units were also built prior to 1955, the end of the period of significance. One pattern in the district was a series of small garages at the rear of lots that appeared after the conversion of large dwellings into multi-unit buildings.

Several of all types of these outbuildings stand in the district, although many of them are not very visible due to their locations at the rear of lots. Post-1955 two-car garages are also common. A few of the more ornate carriage houses have been converted into dwellings and are the primary building on the lot. All three types of buildings that are visible from the street are noted in property descriptions. They are further noted as contributing to the district or contributing to it in a secondary way.






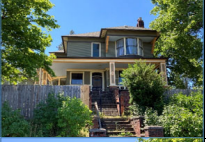



Resources

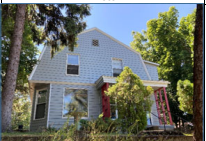








A form has been prepared for each resource located within the boundary of the Cannon Streetcar Suburb Historic District. These forms are appended at the end of this section. These forms have information on building permits if they are available for the property, including date of the permit, as well as architect, builder, and owner, if known.









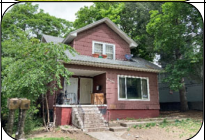













10. Map showing the Cannon Streetcar Suburb Historic District outlined in purple. Contributing resources are marked with black dots and noncontributing resources are marked with gold dots.










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
25244.0102	1411 W 10TH AVE	William T. Wharton House I	1888	Vernacular	Front Gabled	Unknown   Unknown	Noncontributing	
25244.0110	1016 S CEDAR ST	Rugge House	1889	Queen Anne	Cottage	Unknown   Unknown	Contributing	
35193.0211	704 S JEFFERSON ST	Unknown	1889	Queen Anne	Two Story House	Unknown   Unknown	Noncontributing	
35193.3801	901 S LINCOLN ST	J. H. Spear House	1890	Minimal Traditional	Apartment Building	Unknown   E. E. Miller (1956)	Noncontributing	
35193.1812	1219 W 11TH AVE	Herman and Rosa Preusse	1890	Colonial Revival	Two Story House	Unknown   Unknown	Noncontributing	
35195.4804	1121 W 6TH AVE	Hanauer-Cook House	1890	Queen Anne	Two Story House	Unknown   Unknown	Contributing (SRHP)	
35193.0205	1207 W 7TH AVE	Charles and Emma Clarke House	1891	Queen Anne	Cross Gabled	Unknown   Unknown	Contributing	
25244.3305	1425 W 7TH AVE	First United Presbyterian Church Parsonage	1891	Queen Anne Free Classic	Double Front Gable with Wing	Unknown   Unknown	Contributing	
25241.5404	1417 W 6TH AVE	D. M. McLeod House	1891	Vernacular	Front Gabled	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
25241.5405	1425 W 6TH AVE	Unknown	1891	Dutch Colonial Revival	Front Gambreled	Unknown   Unknown	Noncontributing	
35193.0712	1203 W 8TH AVE	Dr. George S. Allison House	1892	Queen Anne Free Classic	Front Gabled	Unknown   Unknown	Contributing	
35193.4909	1218 W 7TH AVE	Goldman's Grocery Store	1892	Vernacular	Front Gabled	Unknown   Unknown	Contributing	
35193.4911	627 S ADAMS ST	Mary and H. T. Fairlamb House	1892	Colonial Revival	Three Story House	C. F. Helme   Ragland and Ashenfelter	Contributing	
35193.1501	1203 W 10TH AVE	George and Jenette McKenzie House	1893	Colonial Revival	American Foursquare	Unknown   Unknown	Contributing	
35193.0107	728 S ADAMS ST	H. S. Kirkendall House	1893	Queen Anne	Three Story House	Unknown   Unknown	Contributing	
35193.5010	619 S CEDAR ST	W. D. & Jennie Richardson House	1894	Vernacular	Cross Gabled	Unknown   Unknown	Noncontributing	
35193.1813	1225 W 11TH AVE	Unknown	1895	Queen Anne Free Classic	Cross Gabled	Unknown   Unknown	Contributing	
25244.0106	1425 W 10TH AVE	Unknown	1895	Queen Anne Free Classic	Cross Gabled	Unknown   H. A. Hubbard	Contributing	





















Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.0801	1323 W 8TH AVE	B. L. Gordon House	1895	Dutch Colonial Revival	Front Gambreled	John K. Dow   Unknown	Contributing	
35193.0802	1315 W 8TH AVE	B. L. Gordon Garage	1895	Dutch Colonial Revival	Side Gambreled	John K. Dow   Unknown	Contributing	
35193.1416	1115 W 10TH AVE	Renstrom-Leigh House	1895	Queen Anne	Two Story House	Unknown   Unknown	Contributing (SRHP)	
35193.2401	1204 S ADAMS ST	Thomas J. Graham House	1895	Queen Anne Free Classic	Two Story House	Unknown   Unknown	Contributing (SRHP)	
35193.1505	1217 W 10TH AVE	Clara & Frederick W. Knowles House	1899	Vernacular	Cottage	Unknown   Frederick W. Knowles	Contributing	
25244.3304	1419 W 7TH AVE	McLachlan House	1899	Colonial Revival	Two Story House	Unknown   Unknown	Contributing	
35193.0208	1214 W 8TH AVE	E. N. Seale House	1900	Craftsman	Cottage	Unknown   Unknown	Noncontributing	
35193.1407	1130 W 11TH AVE	Unknown	1900	Dutch Colonial Revival	Cross Gambreled	Unknown   Unknown	Contributing	
35193.3006	1011 W 11TH AVE	Unknown	1900	Arts and Crafts	Front Gabled	Unknown   Aaron L. Lundquist	Contributing	

Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.3902	809 W 11TH AVE	Unknown	1900	Arts and Crafts	Front Gabled	Unknown   Unknown	Contributing	
25244.3311	1410 W 8TH AVE	Elizabeth Severance House	1900	Arts and Crafts	Front Gabled	Unknown   Unknown	Contributing	
35192.4701	1023 W 6TH AVE	Henry & Kezia Brook House	1900	Arts and Crafts	Two Story House	Unknown   Unknown	Contributing	
25244.3210	1412 W 7TH AVE	Unknown	1901	Queen Anne Free Classic	Cross Gabled	Unknown   Unknown	Contributing	
35193.3805	746 W CLIFF DR	Unknown	1901	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.0807	1324 W 9TH AVE	Horace Kimball House	1901	Queen Anne Free Classic	Front Gabled	Unknown   Unknown	Contributing	
35193.1201	904 S ADAMS ST	James Fitzpatrick House	1901	Colonial Revival	Three Story House	Kirtland Cutter & Karl Malmgren   Unknown	Contributing	
25244.3306	1427 W 7TH AVE	James and Ida Burns House	1902	Colonial Revival	Classic Box	Unknown   Unknown	Contributing	
25241.5403	1409 W 6TH AVE	A. B. Mathews House	1902	Dutch Colonial Revival	Cross Gambrelled	Unknown   Unknown	Contributing	


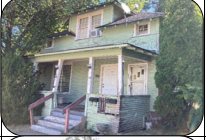





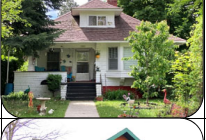

Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1512	1208 W 11TH AVE	Unknown	1902	Remodeled	Front Gabled	Unknown   Unknown	Noncontributing	
35193.2410	1224 S ADAMS ST	William Evers House	1903	Colonial Revival	American Foursquare	Unknown   Unknown	Contributing	
35193.1408	1124 W 11TH AVE	Unknown	1903	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.1302	1039 W 10TH AVE	Unknown	1903	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.1913	1117 S JEFFERSON ST	Houston School Classrooms	1903	Colonial Revival	Cottage	Unknown   Unknown	Contributing	
25244.3307	1434 W 8TH AVE	Unknown	1903	Colonial Revival	Cross Gabled	Unknown   Unknown	Contributing	
35193.2302	1212 S JEFFERSON ST	Eugene B. Favre House	1903	Craftsman	Front Gabled	Unknown   Aaron L. Lundquist	Contributing	
35193.4105	716 S LINCOLN PL	Unknown	1903	Queen Anne Free Classic	Front Gabled	Unknown   Unknown	Contributing	
35193.1409	1120 W 11TH AVE	Unknown	1903	Dutch Colonial Revival	Front Gambrelled	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1915	1125 W 11TH AVE	Houston School	1903	Colonial Revival	Institutional	Unknown   Unknown	Contributing	
35193.1303	1048 W 11TH AVE	Louis S. Streyffeler House	1903	Colonial Revival	Side Gabled	Unknown   Unknown	Contributing	
35193.1414	1102 W 11TH AVE	Unknown	1903	Dutch Colonial Revival	Side Gambreled	Unknown   Unknown	Contributing	
25241.5408	611 S WALNUT ST	Levi and Sarah Monroe Guest Cottage	1903	Queen Anne	Two Story House	Unknown   Unknown	Contributing (SRHP)	
35193.0106	720 S ADAMS ST	Charles Milne House	1903	Queen Anne	Two Story House	Unknown   Unknown	Contributing	
35193.1504	1215 W 10TH AVE	Unknown	1903	Queen Anne Free Classic	Two Story House	Unknown   Unknown	Contributing	
35193.0713	1214 W 9TH AVE	Unknown	1904	Remodeled	Apartment Building	Unknown   Unknown	Noncontributing	
35193.4107	724 S LINCOLN PL	G. W. Roberts House	1904	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.0805	828 S ADAMS ST	C. H. Rogers House	1904	Craftsman	Bungalow	Unknown   Unknown	Contributing	

Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.0606	1101 W 8TH AVE	Charles Corbet House	1904	Queen Anne Free Classic	Cottage	Unknown   Unknown	Contributing	
35193.3003	1029 W 11TH AVE	Unknown	1904	Arts and Crafts	Front Gabled	Unknown   Unknown	Contributing	
35193.0203	711 S ADAMS ST	Unknown	1904	Colonial Revival	Front Gabled	Unknown   Unknown	Contributing	
35193.1511	1212 W 11TH AVE	Unknown	1904	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.2303	1209 W 12TH AVE	Dr. Clarence Kimball House	1904	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3514	804 W 12TH AVE	Unknown	1904	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.4308	914 W 9TH AVE	Unknown	1904	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.0204	1213 W 7TH AVE	William G. Harvey House	1904	Queen Anne	Front Gabled	Unknown   Unknown	Contributing	
35193.1304	1044 W 11TH AVE	Joseph Dueber House	1904	Queen Anne Free Classic	Front Gabled	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.0202	705 S ADAMS ST	Unknown	1904	Remodeled	Front Gabled	Unknown   Unknown	Noncontributing	
35193.1008	1118 W 10TH AVE	Unknown	1904	Remodeled	Front Gabled	Unknown   Unknown	Noncontributing	
35193.1413	1016 S MADISON ST	Unknown	1904	Remodeled	Front Gabled	Unknown   Unknown	Noncontributing	
25244.0101	1403 W 10TH AVE	Unknown	1904	Vernacular	Front Gabled	Unknown   Unknown	Contributing	
35193.0605	1105 W 8TH AVE	William Newton House	1904	Dutch Colonial Revival	Front Gambreled	Unknown   Unknown	Contributing	
35193.0102	711 S CEDAR ST	Unknown	1904	Colonial Revival	One Story House	Unknown   Unknown	Contributing	
35193.0804	822 S ADAMS ST	Barline-Baker House	1904	English Tudor Revival	Side Gabled	Unknown   Unknown	Contributing	
35193.1301	1035 W 10TH AVE	Unknown	1904	Dutch Colonial Revival	Side Gambreled	Unknown   Unknown	Contributing	
35193.2904	1017 W 10TH AVE	Unknown	1904	Arts and Crafts	Two Story House	Unknown   Unknown	Contributing	















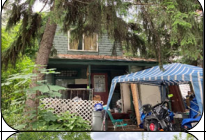
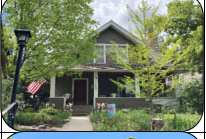




Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1001	1103 W 9TH AVE	Unknown	1904	Arts and Crafts	Two Story House	Unknown   Unknown	Contributing	
35193.0201	701 S ADAMS ST	Unknown	1904	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.1104	1219 W 9TH AVE	Unknown	1904	English Tudor Revival	Two Story House	Unknown   Unknown	Contributing	
25241.5407	1427 W 6TH AVE	Levi and Sarah Monroe House	1904	Queen Anne Free Classic	Two Story House	Unknown   Unknown	Contributing (SRHP)	
25244.3313	1404 W 8TH AVE	Unknown	1904	Remodeled	Two Story House	Unknown   Unknown	Noncontributing	
35192.4903	1217 W 6TH AVE	George W. Belt House	1904	Remodeled	Two Story House	Unknown   Unknown	Noncontributing	
35193.0603	1117 W 8TH AVE	Unknown	1905	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.0611	1111 W 8TH AVE	Featherston House	1905	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.3004	1021 W 11TH AVE	Unknown	1905	Craftsman	Bungalow	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.3523	823 W CLIFF DR	Hazel and John R. Babcock House	1905	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.1612	1309 W 10TH AVE	Unknown	1905	Colonial Revival	Classic Box	Unknown   Unknown	Contributing	
35193.3519	849 W CLIFF DR	Fred Laird House	1905	Colonial Revival	Classic Box	Unknown   Unknown	Contributing	
35193.1403	1111 W 10TH AVE	Madame Addie E. Lade Veze House	1905	Vernacular	Cottage	Unknown   Unknown	Contributing	
25244.0103	1415 W 10TH AVE	Unknown	1905	Vernacular	Cross Gabled	Unknown   Unknown	Contributing	
35193.2101	1031 W 12TH AVE	Unknown	1905	Colonial Revival	Front Gabled	Unknown   Unknown	Contributing	
35193.1607	1318 W 11TH AVE	Unknown	1905	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.1603	1311 W 10TH AVE	Unknown	1905	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.2406	1217 S CEDAR ST	Unknown	1905	Craftsman	Front Gabled	Unknown   Unknown	Contributing	












Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.2404	1209 S CEDAR ST	Unknown	1905	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.4209	830 S LINCOLN PL	Unknown	1905	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.4307	817 S LINCOLN PL	Unknown	1905	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3516	818 W 12TH AVE	Unknown	1905	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.1608	1314 W 11TH AVE	Unknown	1905	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.1510	1216 W 11TH AVE	Unknown	1905	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.2307	1217 S ADAMS ST	Unknown	1905	Remodeled	Front Gabled	Unknown   Chamberlin Real Estate & Improvement Company	Noncontributing	
35193.2606	1311 S ADAMS ST	Unknown	1905	Vernacular	Front Gabled	Unknown   Chamberlin Real Estate & Improvement Company	Noncontributing	
35193.1003	1117 W 9TH AVE	Cruzan-Martindale House	1905	Vernacular	Front Gabled	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1203	1311 W 9TH AVE	John F. Miller House	1905	Dutch Colonial Revival	Front Gambreled	Unknown   Unknown	Contributing	
35193.2604	1307 S ADAMS ST	Unknown	1905	Colonial Revival	Side Gabled	Unknown   Unknown	Contributing	
35193.2605	1303 S ADAMS ST	Unknown	1905	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.3001	1039 W 11TH AVE	Unknown	1905	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.3520	839 W CLIFF DR	Unknown	1905	Queen Anne Free Classic	Side Gabled	Unknown   Burns & Hall	Contributing	
35193.2903	1021 W 10TH AVE	Unknown	1905	Colonial Revival	Two Story House	Unknown   Unknown	Contributing	
25244.3312	720 S CEDAR ST	Unknown	1905	Colonial Revival	Two Story House	Unknown   Unknown	Noncontributing	
35193.1806	1125 S ADAMS ST	Hussey House	1905	Craftsman	Two Story House	John A. Creutzer   John A. Creutzer	Contributing (SRHP)	
35193.4305	807 S LINCOLN PL	Unknown	1905	Craftsman	Two Story House	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.3522	829 W CLIFF DR	Carles A. O'Connor House	1905	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.4404	811 S LINCOLN ST	Carson-Clemmer-Larrabee House	1905	English Arts and Crafts	Two Story House	John K. Dow   Unknown	Contributing (SRHP)	
35193.5405	1014 W 7TH AVE	Charles V. Genoway House	1905	Queen Anne Free Classic	Two Story House	Kitland Cutter   Unknown	Contributing	
25244.0105	1421 W 10TH AVE	Unknown	1905	Queen Anne Free Classic	Two Story House	Unknown   Unknown	Contributing	
35193.0602	1123 W 8TH AVE	J. B. Fallis-Fred Sengfelder House	1906	Craftsman	Bungalow	Unknown   Unknown	Contributing	
25244.3303	1415 W 7TH AVE	J. B. Moseley House	1906	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.2402	1210 S ADAMS ST	Charlotte Graham House	1906	American Foursquare	Classic Box	Unknown   Unknown	Contributing (SRHP)	
35193.1704	1317 W 11TH AVE	Unknown	1906	Colonial Revival	Classic Box	Unknown   Unknown	Contributing	
25244.4003	1415 W 8TH AVE	All Saints Deanery	1906	Colonial Revival	Classic Box	Unknown   S.C. Kronnick	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1111	1208 W 10TH AVE	O. S. Henderson Doublehouse	1906	Craftsman	Doublehouse	Unknown   Unknown	Contributing	
35193.2910	1016 W 11TH AVE	Unknown	1906	Colonial Revival	Front Gabled	Unknown   Unknown	Contributing	
35193.0709	815 S ADAMS ST	Unknown	1906	Craftsman	Front Gabled	John A. Creutzer   Aaron L. Lundquist	Contributing	
35193.0707	1208 W 9TH AVE	Will Murgittroyd House	1906	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.1004	1123 W 9TH AVE	Alexander-Mitchem House	1906	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.1102	1207 W 9TH AVE	Oakes-Mazna House	1906	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.1606	1023 S CEDAR ST	J. H. Russell House	1906	Craftsman	Front Gabled	Unknown   J. H. Russell	Contributing	
35193.1513	1204 W 11TH AVE	Harold C. Whitehouse Residence	1906	Craftsman	Front Gabled	Harold C. Whitehouse (1937)   Unknown	Contributing	
35193.2408	1225 S CEDAR ST	Unknown	1906	Craftsman	Front Gabled	Unknown   Unknown	Contributing	












Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.2405	1203 S CEDAR ST	Col. William and Lillian Abercrombie House	1906	Craftsman	Front Gabled	Unknown   Aaron L. Lundquist	Contributing (SRHP)	
35193.3111	903 W 12TH AVE	Unknown	1906	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3208	917 W 13TH AVE	Unknown	1906	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3301	829 W 13TH AVE	Dr. C. E. Burkett House	1906	Craftsman	Front Gabled	Unknown   Cook-Clarke Company	Contributing	
25244.4002	1411 W 8TH AVE	Dr. Edison Worthington House	1906	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.0307	1112 W 8TH AVE	Byrne House	1906	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35192.4904	1211 W 6TH AVE	George and Ruth Rhodehamel House	1906	Neoclassical	Front Gabled	Unknown   Unknown	Contributing	
35193.0710	817 S ADAMS ST	Earl Crane House	1906	Neoclassical	Front Gabled	John A. Creutzer   Aaron L. Lundquist	Contributing	
35192.5001	1319 W 6TH AVE	Unknown	1906	Colonial Revival	Side Gabled	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.4318	824 S LINCOLN ST	Unknown	1906	Colonial Revival	Side Gabled	Unknown   Unknown	Contributing	
35193.2306	1201 S ADAMS ST	Charles and Estella Pattullo House	1906	Craftsman	Side Gabled	William J. Ballard   Chamberlin Real Estate & Improvement Company	Contributing (SRHP)	
35193.1101	1203 W 9TH AVE	Adams House	1906	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.1605	1017 S CEDAR ST	Unknown	1906	Craftsman	Side Gabled	Unknown   J. H. Russell	Contributing	
35193.2308	1227 S ADAMS ST	Unknown	1906	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.4314	734 S LINCOLN ST	L. L. Cathcart House	1906	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
25244.4005	1425 W 8TH AVE	Unknown	1906	Remodeled	Side Gabled	Unknown   Unknown	Noncontributing	
35193.2312	1208 W 13TH AVE	Unknown	1906	Vernacular	Side Gabled	Unknown   Unknown	Contributing	
35193.1412	1108 W 11TH AVE	Unknown	1906	Dutch Colonial Revival	Side Gambreled	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
25244.4009	1418 W 9TH AVE	Unknown	1906	Dutch Colonial Revival	Side Gambreled	Unknown   Unknown	Contributing	
35193.4106	720 S LINCOLN PL	Unknown	1906	Remodeled	Three Story House	Unknown   Unknown	Noncontributing	
35193.2407	1221 S CEDAR ST	C. D. Francis House	1906	Craftsman	Two Story House	E. A. Chamberlin   Chamberlin Real Estate & Improvement Company	Contributing	
35193.2902	1027 W 10TH AVE	Unknown	1906	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.3423	1227 S MONROE ST	Unknown	1906	Craftsman	Two Story House	Unknown   Cook-Clarke Company	Contributing	
25244.4101	1405 W 9TH AVE	Coolidge-Rising-Moyer House	1906	Craftsman	Two Story House	John K. Dow   Unknown	Contributing (SRHP)	
35193.0609	1118 W 9TH AVE	Shadle-Veasey House	1906	English Tudor Revival	Two Story House	Loren L. Rand   Unknown	Contributing (SRHP)	
35193.3012	1014 W 12TH AVE	Unknown	1906	English Tudor Revival	Two Story House	Unknown   Unknown	Contributing	
35193.0803	1307 W 8TH AVE	J. Grier Long House	1906	Neoclassical	Two Story House	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
25244.4111	1411 W 9TH AVE	Lamers-Kundtsen House	1906	Remodeled	Two Story House	Unknown   Unknown	Noncontributing	
35193.3402	1219 S MONROE ST	Unknown	1907	Remodeled	Apartment Building	Unknown   Unknown	Noncontributing	
35193.3605	1001 S MONROE ST	Unknown	1907	Remodeled	Apartment Building	Unknown   Unknown	Noncontributing	
35193.3105	1005 W 12TH AVE	Unknown	1907	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.1707	1125 S CEDAR ST	Thomas Skerritt House	1907	Colonial Revival	Classic Box	Unknown   Unknown	Contributing	
35193.1705	1321 W 11TH AVE	Arthur B. Lee House	1907	Colonial Revival	Classic Box	Unknown   Unknown	Contributing	
35193.2512	1315 W 13TH AVE	William Aitchison House	1907	Colonial Revival	Classic Box	Unknown   Unknown	Contributing	
35193.1708	1310 W 12TH AVE	Dr. W.A. Wright House	1907	Colonial Revival	Front Gabled	Unknown   Unknown	Contributing	
35192.4905	1207 W 6TH AVE	Charles G. Schrimpf House	1907	Craftsman	Front Gabled	Unknown   Unknown	Contributing	












Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.0308	1118 W 8TH AVE	Unknown	1907	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.1112	1204 W 10TH AVE	Unknown	1907	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.1406	1011 S JEFFERSON ST	Unknown	1907	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.2209	1108 W 13TH AVE	Unknown	1907	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3107	915 W 12TH AVE	Unknown	1907	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3207	923 W 13TH AVE	Unknown	1907	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3517	824 W 12TH AVE	Unknown	1907	English Tudor Revival	Front Gabled	Unknown   Unknown	Contributing	
35193.1507	1228 W 11TH AVE	Reba Hurn House	1907	Queen Anne Free Classic	Front Gabled	Unknown   Unknown	Contributing	
35193.1405	1117 W 10TH AVE	Keller Nursing Home	1907	Craftsman	Irregular	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1010	1104 W 10TH AVE	Unknown	1907	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.2304	1217 W 12TH AVE	William E. and Josephine Morrison House	1907	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.2917	1040 W 11TH AVE	Unknown	1907	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.4205	818 S LINCOLN PL	Unknown	1907	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.0207	1202 W 8TH AVE	Ortho Dorman House	1907	Colonial Revival	Three Story House	Unknown   Unknown	Contributing	
35193.3005	1015 W 11TH AVE	A.W. Diamond House	1907	Colonial Revival	Two Story House	Unknown   Unknown	Contributing	
35193.0403	1019 W 7TH AVE	Unknown	1907	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.1005	1129 W 9TH AVE	Leonard-Johnston House	1907	Craftsman	Two Story House	Unknown   Olaf M. Lilliequist	Contributing	
25244.4011	1406 W 9TH AVE	C.F. Clough House	1907	Neoclassical	Two Story House	Loren L. Rand   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
25244.0104	1417 W 10TH AVE	Unknown	1907	Queen Anne Free Classic	Two Story House	Unknown   Unknown	Contributing	
35193.4208	823 S MONROE ST	Unknown	1908	Colonial Revival	Apartment Building	Unknown   Olaf M. Lilliequist	Contributing	
35193.4201	802 S LINCOLN PL	Unknown	1908	Craftsman	Apartment Building	Unknown   Olaf M. Lilliequist	Contributing	
35193.4207	820 S LINCOLN PL	Unknown	1908	Queen Anne Free Classic	Apartment Building	Unknown   Olaf M. Lilliequist	Contributing	
35193.0506	824 S MONROE ST	Burr Apartments	1908	Vernacular	Apartment Building	Unknown   Unknown	Contributing	
35193.3011	1004 W 12TH AVE	Unknown	1908	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.2901	1031 W 10TH AVE	Unknown	1908	Craftsman	Classic Box	Unknown   Unknown	Contributing	
35193.3408	824 W 13TH AVE	Unknown	1908	Craftsman	Classic Box	Unknown   Unknown	Contributing	
35193.1410	1116 W 11TH AVE	H.N. Davies House	1908	Craftsman	Front Gabled	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1508	1224 W 11TH AVE	Moye House	1908	Craftsman	Front Gabled	Unknown   Unknown	Contributing (SRHP)	
35193.1503	1211 W 10TH AVE	Unknown	1908	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.2403	1315 W 12TH AVE	Unknown	1908	Craftsman	Front Gabled	Unknown   Aaron L. Lundquist	Contributing	
35193.3016	1028 W 12TH AVE	Unknown	1908	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3206	929 W 13TH AVE	Unknown	1908	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3513	744 W 12TH AVE	Unknown	1908	Craftsman	Front Gabled	Unknown   Amil T. Johnson	Contributing	
35193.4910	621 S ADAMS ST	Edwards Apartments	1908	Colonial Revival	Side Gabled	Unknown   Unknown	Contributing	
35193.3103	1021 W 12TH AVE	Unknown	1908	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.1509	1220 W 11TH AVE	Unknown	1908	Craftsman	Two Story House	Unknown   Unknown	Contributing (SRHP)	












Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.2704	1115 W 13TH AVE	Unknown	1908	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.3414	803 W 12TH AVE	Unknown	1908	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.3601	905 S MONROE ST	Unknown	1908	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.3802	917 S LINCOLN ST	Unknown	1908	Craftsman	Two Story House	Unknown   Unknown	Contributing (SRHP)	
35193.1204	1321 W 9TH AVE	Unknown	1908	Prairie	Two Story House	Kirtland Cutter & Karl Malmgren   Unknown	Contributing (SRHP)	
35193.0702	1217 W 8TH AVE	Unknown	1908	Remodeled	Two Story House	Unknown   Unknown	Noncontributing	
35193.3201	1023 W 13TH AVE	Unknown	1908	Remodeled	Two Story House	Unknown   Unknown	Noncontributing	
25244.4008	1422 W 9TH AVE	Unknown	1908	Remodeled	Two Story House	Unknown   Unknown	Noncontributing	
35193.4202	801 S MONROE ST	Unknown	1909	Colonial Revival	Apartment Building	Unknown   Olaf M. Lilliequist	Contributing	


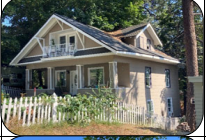







Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
25244.4105	1428 W 10TH AVE	The Alkazar Flats	1909	Craftsman	Apartment Building	Unknown   R. L. Irvine	Contributing	
35193.2602	1211 W 13TH AVE	A. G. Rost Residence	1909	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.3413	808 W 13TH AVE	Unknown	1909	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.2601	1203 W 13TH AVE	W. E. Leigh Residence	1909	Colonial Revival	Classic Box	Unknown   Unknown	Noncontributing	
25244.3308	1428 W 8TH AVE	Unknown	1909	Colonial Revival	Front Gabled	Unknown   Unknown	Contributing	
35193.0306	1108 W 8TH AVE	Unknown	1909	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.2706	1127 W 13TH AVE	Unknown	1909	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.5629	1124 W 7TH AVE	Geoge M Hofford House	1909	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.0108	1314 W 8TH AVE	Unknown	1909	Craftsman	Side Gabled	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.0209	1220 W 8TH AVE	Unknown	1909	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.1107	919 S ADAMS ST	Charles Jasper House	1912	Craftsman	Side Gabled	Kirtland Cutter   Unknown	Contributing	
35193.1807	1222 W 12TH AVE	Unknown	1909	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.3114	918 W 13TH AVE	Unknown	1909	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.4306	813 S LINCOLN PL	Unknown	1909	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.6002	807 W 12TH AVE	Unknown	1909	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.3205	1003 W 13TH AVE	Glaser House	1909	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.2208	1120 W 13TH AVE	Unknown	1909	Dutch Colonial Revival	Side Gambreled	Unknown   Unknown	Contributing	
25244.0111	1022 S CEDAR ST	Unknown	1909	Colonial Revival	Two Story House	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1206	925 S CEDAR ST	Elias House	1909	Queen Anne Free Classic	Two Story House	Unknown   Unknown	Contributing	
35193.2201	1103 W 12TH AVE	Unknown	1907	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.2301	1201 W 12TH AVE	Unknown	1909	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.4403	801 S LINCOLN ST	Unknown	1909	Craftsman	Two Story House	Unknown   Unknown	Contributing	
25244.3302	1411 W 7TH AVE	Unknown	1909	Craftsman	Two Story House	Unknown   Unknown	Contributing	
25244.4114	1414 W 10TH AVE	Unknown	1909	Craftsman	Two Story House	Unknown   Unknown	Contributing	
25244.4115	918 S CEDAR ST	Unknown	1909	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.0409	1034 W 8TH AVE	Heald House	1909	Craftsman	Two Story House	W.W. Hyslop   Unknown	Contributing	
35193.0305	1104 W 8TH AVE	Unknown	1909	Craftsman	Two Story House	Unknown   Unknown	Contributing	












Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.5307	928 W 7TH AVE	Unknown	1909	English Tudor Revival	Two Story House	Unknown   Unknown	Contributing	
35193.5306	920 W 7TH AVE	Unknown	1909	Mission Revival	Two Story House	Unknown   Unknown	Contributing	
35193.0601	1127 W 8TH AVE	Unknown	1909	Queen Anne Free Classic	Two Story House	Unknown   Unknown	Contributing	
35193.0711	1211 W 8TH AVE	Unknown	1909	Queen Anne Free Classic	Two Story House	Unknown   Unknown	Contributing	
35193.4108	730 S LINCOLN PL	Unknown	1909	Queen Anne Free Classic	Two Story House	Unknown   Unknown	Contributing	
35192.4902	1223 W 6TH AVE	Unknown	1909	Remodeled	Two Story House	Unknown   Unknown	Noncontributing	
35193.4317	904 W 9TH AVE	Unknown	1909	Remodeled	Two Story House	Unknown   Unknown	Noncontributing	
35193.4907	618 S JEFFERSON ST	Jefferson Apartments	1910	Craftsman	Apartment Building	Unknown   Fred Phair	Contributing	
35193.3905	819 W 11TH AVE	Unknown	1910	Remodeled	Apartment Building	Unknown   Unknown	Noncontributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.3212	1312 S MONROE ST	Unknown	1910	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.3418	739 W 12TH AVE	Unknown	1910	Craftsman	Bungalow	Unknown   Unknown	Contributing	
25244.3212	626 S CEDAR ST	Unknown	1910	Mission Revival	Bungalow	Unknown   Unknown	Contributing	
35193.0408	1026 W 8TH AVE	Unknown	1910	Colonial Revival	Classic Box	Unknown   Unknown	Contributing	
35193.3014	1020 W 12TH AVE	Unknown	1910	Colonial Revival	Classic Box	Unknown   Unknown	Contributing	
35193.3804	1003 S LINCOLN ST	Unknown	1910	Craftsman	Classic Box	Unknown   Unknown	Contributing	
25244.3208	1428 W 7TH AVE	Unknown	1910	Craftsman	Classic Box	Unknown   Unknown	Contributing	
25244.3301	1403 W 7TH AVE	Unknown	1910	Craftsman	Classic Box	Unknown   Unknown	Contributing	
25241.5402	612 S CEDAR ST	Unknown	1910	Craftsman	Doublehouse	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1114	1211 W 9TH AVE	Unknown	1910	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.2913	1030 W 11TH AVE	Stetler House	1909	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.2912	1024 W 11TH AVE	Bartlett House	1910	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.2911	1018 W 11TH AVE	Unknown	1910	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3015	1026 W 12TH AVE	Unknown	1910	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3010	920 W 12TH AVE	Unknown	1909	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3120	1028 W 13TH AVE	Unknown	1910	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3110	1212 S MONROE ST	Unknown	1910	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3323	735 W 13TH AVE	Unknown	1910	Craftsman	Front Gabled	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.3703	924 S LINCOLN ST	Unknown	1910	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
25244.4110	922 S CEDAR ST	Unknown	1910	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3515	808 W 12TH AVE	Unknown	1910	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3521	835 W CLIFF DR	Unknown	1910	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.2907	1012 S MONROE ST	Booth House	1909	Remodeled	One Story House	Unknown   Unknown	Noncontributing	
35193.2705	1123 W 13TH AVE	Unknown	1910	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.2914	1034 W 11TH AVE	Ruth Lohnes House	1910	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.3125	910 W 13TH AVE	Unknown	1910	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.3304	807 W 13TH AVE	Unknown	1910	Craftsman	Side Gabled	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.3518	845 W CLIFF DR	Unknown	1910	Dutch Colonial Revival	Side Gambreled	Unknown   Unknown	Contributing	
35193.0109	717 S CEDAR ST	Olaf M. Lilliequist House	1910	American Foursquare	Classic Box	Unknown   Olaf M. Lilliequist	Contributing	
35193.1108	927 S ADAMS ST	H.C. Culver House	1910	Craftsman	Two Story House	Unknown   Olaf M. Lilliequist	Contributing	
35193.5406	1022 W 7TH AVE	L. M. Moss House	1910	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35192.4702	1019 W 6TH AVE	Unknown	1910	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.2701	1103 W 13TH AVE	Unknown	1910	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.3007	1005 W 11TH AVE	Roche House	1910	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.3115	926 W 13TH AVE	Unknown	1910	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.3102	1029 W 12TH AVE	Unknown	1910	Craftsman	Two Story House	Unknown   Unknown	Contributing	












Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.3417	716 W 13TH AVE	Unknown	1910	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.3704	930 S LINCOLN ST	Durkin House & Garage	1910	Craftsman	Two Story House	William J. Ballard   Unknown	Contributing (SRHP)	
35193.4312	814 S LINCOLN ST	Unknown	1910	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.4402	731 S LINCOLN ST	Unknown	1910	Craftsman	Two Story House	Unknown   Unknown	Contributing (SRHP)	
25244.3207	1432 W 7TH AVE	Unknown	1910	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.0610	1128 W 9TH AVE	Unknown	1910	English Tudor Revival	Two Story House	Unknown   Unknown	Contributing (SRHP)	
35193.0608	1112 W 9TH AVE	Unknown	1910	English Tudor Revival	Two Story House	Unknown   Unknown	Contributing (SRHP)	
35193.0607	1106 W 9TH AVE	Unknown	1910	English Tudor Revival	Two Story House	Unknown   Unknown	Contributing	
35193.1105	903 S ADAMS ST	Martin Woldson House	1910	English Tudor Revival	Two Story House	Earl W. Morrison   Amil T. Johnson	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.0502	1021 W 8TH AVE	Unknown	1910	Mission Revival	Two Story House	Earl W. Morrison   Aaron L. Lundquist	Contributing	
35193.0509	1022 W 9TH AVE	Col. Armstrong House	1910	Neoclassical	Two Story House	Unknown   Unknown	Contributing (SRHP)	
35193.3008	1112 S MONROE ST	Unknown	1910	Remodeled	Two Story House	Unknown   Unknown	Noncontributing	
35193.3211	901 W 13TH AVE	Unknown	1910	Remodeled	Two Story House	Unknown   Unknown	Noncontributing	
35192.4601	607 S MONROE ST	John & Alta Graham House	1908	Colonial Revival	Apartment Building	W.W. Hyslop   Unknown	Contributing (SRHP)	
35193.4908	1212 W 7TH AVE	The Harold Apartments	1909	Craftsman	Apartment Building	Unknown   Fred Phair	Contributing	
35193.2203	1111 W 12TH AVE	Unknown	1911	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.2511	1323 W 13TH AVE	Unknown	1911	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3128	1010 W 13TH AVE	Unknown	1911	Craftsman	Front Gabled	Unknown   Unknown	Contributing	





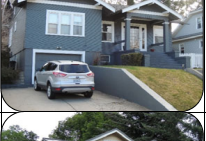




Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.3106	919 W 12TH AVE	Unknown	1911	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
35193.3109	907 W 12TH AVE	Unknown	1911	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
25244.4106	1424 W 10TH AVE	Unknown	1911	Craftsman	Front Gabled	Unknown   Unknown	Contributing	
25244.4006	1428 W 9TH AVE	Spokane Woman's Club Clubhouse	1911	Institutional	Front Gabled	Unknown   Unknown	Contributing (SRHP)	
35193.5407	1034 W 7TH AVE	Michael Lang Chalet	1911	Swiss Chalet Revival	Front Gabled	Kirtland Cutter   Unknown	Contributing	
35193.4309	910 W 9TH AVE	Lambert House	1911	Colonial Revival	Side Gabled	Unknown   Unknown	Contributing	
35193.1106	907 S ADAMS ST	Unknown	1911	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.3108	913 W 12TH AVE	Bartleson House	1911	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.3701	903 W 9TH AVE	Dorman House	1911	Colonial Revival	Two Story House	Preusse & Zittel   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.0501	1027 W 8TH AVE	Unknown	1911	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.3013	1016 W 12TH AVE	Unknown	1911	Craftsman	Two Story House	Unknown   Unknown	Contributing	
35193.3119	1024 W 13TH AVE	C.H. Westler House	1911	Craftsman	Two Story House	Unknown   Amil T. Johnson	Contributing	
35193.0310	1128 W 8TH AVE	Rudberg House	1911	Mission Revival	Two Story House	Earl W. Morrison   Aaron L. Lundquist	Contributing (SRHP)	
35193.1706	1115 S CEDAR ST	MacKenzie House	1911	Mission Revival	Two Story House	Unknown   J. T. Felton / Chamberlin Real Estate & Improvement Company	Contributing	
35193.0309	1124 W 8TH AVE	Unknown	1911	Remodeled	Two Story House	Earl W. Morrison   Aaron L. Lundquist	Noncontributing	
35193.3403	817 W 12TH AVE	Marguerite & Joseph McCarthy House	1912	Craftsman	Bungalow	Unknown   Unknown	Contributing	
25241.5401	602 S CEDAR ST	Michael Endres Doublehouse 2	1912	Craftsman	Doublehouse	Unknown   Michael Endres	Contributing	
35193.0313	1107 W 7TH AVE	Unknown	1913	Dutch Colonial Revival	Front Gambreled	Unknown   Unknown	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.3702	918 S LINCOLN ST	Unknown	1913	Craftsman	Side Gabled	Unknown   Unknown	Contributing	
35193.3118	1012 W 13TH AVE	Unknown	1914	Craftsman	Bungalow	Charles Wood   Unknown	Contributing	
35193.9017	1005 W 9TH AVE	Unknown	1914	Remodeled	Commercial Building	Unknown   Unknown	Noncontributing	
35192.5002	1311 W 6TH AVE	Coralitos Apartments	1915	Colonial Revival	Apartment Building	Unknown   Amil T. Johnson	Contributing	
35193.1601	1303 W 10TH AVE	Mount Vernon Apartments	1916	Colonial Revival	Apartment Building	Earl W. Morrison   Olaf M. Lilliequist	Contributing	
35193.2703	1111 W 13TH AVE	Unknown	1918	Craftsman	Bungalow	Unknown   George M. Baker	Contributing	
35193.4313	808 S LINCOLN ST	Unknown	1919	Craftsman	Bungalow	Unknown   Unknown	Contributing (SRHP)	
35193.1703	1315 W 11TH AVE	Garst House	1921	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.1002	1111 W 9TH AVE	Unknown	1921	Craftsman	Two Story House	Unknown   Peters Supply Company	Contributing	












Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1710	1124 S ADAMS ST	Unknown	1923	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.1709	1116 S ADAMS ST	Unknown	1923	Craftsman	Bungalow	Unknown   Olaf M. Lilliequist	Contributing	
35193.2909	1026 S MONROE ST	Unknown	1923	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.3421	712 W 13TH AVE	Unknown	1923	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.2305	1221 W 12TH AVE	Unknown	1923	Remodeled	One Story House	Unknown   Unknown	Noncontributing	
35193.1903	1111 W 11TH AVE	Unknown	1924	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.2103	1217 S MADISON ST	Unknown	1925	Cape Cod	Bungalow	Unknown   Unknown	Contributing	
35193.0706	828 S JEFFERSON ST	Mann House 2	1925	Craftsman	Bungalow	Dr. G. Burwell Mann   Jens Aurdal	Contributing	
35193.0705	822 S JEFFERSON ST	Mann House 1	1925	Craftsman	Bungalow	Dr. G. Burwell Mann   Jens Aurdal	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1701	1104 S ADAMS ST	Unknown	1925	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.1902	1109 W 11TH AVE	Unknown	1925	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.2207	1227 S JEFFERSON ST	Unknown	1925	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.2702	1107 W 13TH AVE	Unknown	1925	Craftsman	Bungalow	Unknown   Oscar Carlson	Contributing	
35193.2206	1217 S JEFFERSON ST	Unknown	1926	Craftsman	Bungalow	Unknown   S.M. Ruble	Contributing	
35193.3603	917 S MONROE ST	Unknown	1926	Craftsman	Bungalow	Unknown   J.J. Plumb	Contributing	
35193.3602	911 S MONROE ST	Unknown	1926	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.3903	814 W CLIFF DR	Unknown	1926	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.1202	912 S ADAMS ST	Unknown	1926	Tudor Composite	Cottage	Unknown   Monroe Street Lumber Company	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1411	1112 W 11TH AVE	Unknown	1926	Vernacular	Side Gabled	Unknown   Ed Walch	Contributing	
35193.4315	903 W LINCOLN PL	Parr House	1926	Colonial Revival	Two Story House	Gustav Albert Pherson   A. Robertson	Contributing	
35193.2102	1035 W 12TH AVE	Unknown	1927	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.3104	1011 W 12TH AVE	Unknown	1927	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.3112	1218 S MONROE ST	Unknown	1927	Cape Cod	Cottage	Unknown   Unknown	Contributing	
35193.1803	1215 W 11TH AVE	Unknown	1927	Tudor Composite	Cottage	Unknown   M.H. Wickman	Contributing	
35193.1802	1211 W 11TH AVE	Unknown	1927	Tudor Composite	Cottage	Unknown   M.H. Wickman	Contributing	
35193.2310	1216 W 13TH AVE	Unknown	1927	Tudor Composite	Cottage	Unknown   J.J. Plumb	Contributing	
35193.2309	1220 W 13TH AVE	Unknown	1927	Tudor Composite	One Story House	Unknown   J.J. Plumb	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1910	1108 W 12TH AVE	Edward and Grace Morin House	1927	Craftsman	Two Story House	Unknown   Edward J. Morin	Contributing	
35193.0411	1033 W 7TH AVE	Unknown	1927	Remodeled	Two Story House	Unknown   Unknown	Noncontributing	
35193.0402	1027 W 7TH AVE	Unknown	1927	Remodeled	Unknown	Unknown   Unknown	Noncontributing	
35193.5006	1312 W 7TH AVE	Unknown	1928	Craftsman	Bungalow	Unknown   Modern Homes & Finishes	Contributing	
35193.5611	1114 W 7TH AVE	J. G. Pierson House	1928	Tudor Composite	Cottage	Unknown   G. A. Havens	Contributing	
35193.2801	1031 W 13TH AVE	Unknown	1929	Craftsman	Bungalow	Unknown   H. J. Noack	Contributing	
35193.3303	811 W 13TH AVE	Unknown	1929	Craftsman	Bungalow	Unknown   Unknown	Contributing	
35193.3302	815 W 13TH AVE	Unknown	1930	Tudor Composite	Cottage	Unknown   Unknown	Contributing	
35193.1402	1107 W 10TH AVE	Unknown	1931	Tudor Composite	Cottage	Unknown   J. H. Harruff	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.5008	627 S CEDAR ST	Unknown	1931	Tudor Composite	Cottage	Unknown   Joseph Rubens	Contributing	
35193.0505	804 S MONROE AVE	Spokane Fire Station No. 9	1932	Craftsman	Firehouse	Arthur Cowley   Ivan Abrams	Contributing (SRHP)	
35193.1611	1304 W 11TH AVE	Unknown	1935	Tudor Composite	Cottage	Unknown   H. J. Sharlery	Contributing	
35193.1609	1312 W 11TH AVE	Unknown	1935	Tudor Composite	Cottage	Unknown   H. J. Sharlery	Contributing	
35193.1006	1128 W 10TH AVE	Unknown	1936	Tudor Composite	Cottage	Unknown   W. R. Fyfe	Contributing	
35193.1610	1308 W 11TH AVE	Unknown	1936	Tudor Composite	Cottage	Unknown   H. J. Sharlery	Contributing	
35193.2802	1305 S MADISON ST	Wilkinson House	1936	Tudor Composite	Cottage	Burdette Wilkinson   J. H. Harruff	Contributing	
35192.4703	1003 W 6TH AVE	Unknown	1936	Unknown	Unknown	Unknown   A. J. Carr	Noncontributing	
35193.1912	1124 W 12TH AVE	Unknown	1937	Minimal Traditional	Cottage	Unknown   Unknown	Contributing	












Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1604	1005 S CEDAR ST	Unknown	1939	Mission Revival	Apartment Building	Unknown   Unknown	Noncontributing	
25244.3310	1418 W 8TH AVE	John & Bertha Allen House	1939	Craftsman	Bungalow	Unknown   Fred Hobbs	Contributing	
35193.1007	1124 W 10TH AVE	Unknown	1939	Tudor Composite	Cottage	Unknown   Harland Wilson	Contributing	
35193.3610	1025 S MONROE ST	Unknown	1940	Minimal Traditional	Apartment Building	Unknown   Nickey & Peterson	Contributing	
35193.3607	1019 S MONROE ST	Unknown	1940	Minimal Traditional	Apartment Building	Unknown   A. J. Carr	Contributing	
35193.4301	719 S LINCOLN PL	Unknown	1940	Minimal Traditional	Apartment Building	Whitehouse & Price   Seymour Northrop	Contributing	
35193.3002	1035 W 11TH AVE	Unknown	1940	Tudor Composite	Cottage	Unknown   Unknown	Contributing	
35193.0207	720 S JEFFERSON ST	Unknown	1941	Cape Cod	Duplex	Unknown   G. W. Bungay	Contributing	
35193.3410	812 W 13TH AVE	Unknown	1941	Remodeled	One Story House	Unknown   Unknown	Noncontributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1205	917 S CEDAR ST	Unknown	1942	Tudor Composite	Duplex	Unknown   A. J. Carr	Contributing	
35193.0806	1312 W 9TH AVE	Thadeus S. Lane Garage	1913	Dutch Colonial Revival	Side Gambreled	Kirtland Cutter & Karl Malmgren   Charles Jasper	Contributing	
35193.1506	1221 W 10TH AVE	Unknown	1945	Vernacular	Cottage	Unknown   Unknown	Contributing	
35193.2409	1220 S ADAMS ST	Unknown	1945	Minimal Traditional	One Story House	Unknown   Gunnard Erickson	Contributing	
35193.5305	914 W 7TH AVE	Unknown	1946	Minimal Traditional	Duplex	Unknown   Unknown	Contributing	
35193.5610	623 S JEFFERSON ST	Unknown	1946	Minimal Traditional	Duplex	Unknown   V. E. Christian	Contributing	
25244.4103	1433 W 9TH AVE	Elizabethan Apartments	1947	Art Moderne	Apartment Building	Victor Wulff & Ralph Bishop   Hazen & Clark	Contributing	
35193.0210	727 S ADAMS ST	Exeter Apartments	1947	Minimal Traditional	Apartment Building	Unknown   Walter Bailey	Contributing	
35193.0701	801 S ADAMS ST	Tyanwanda Apartments	1947	Minimal Traditional	Apartment Building	James Jackson   Walter Bailey	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
25244.3209	1416 W 7TH AVE	Unknown	1947	Cape Cod	Bungalow	Unknown   E. B. Bronson	Contributing	
35193.1012	1108 W 10TH AVE	Unknown	1947	Minimal Traditional	One Story House	Unknown   N. S. Fieldstad	Contributing	
35193.3705	940 S LINCOLN ST	Unknown	1949	Minimal Traditional	Triplex	Unknown   E. R. Spencer	Contributing	
35193.4109	911 W 7TH AVE	Unknown	1948	Remodeled	Apartment Building	Unknown   Unknown	Noncontributing	
35193.2210	1104 W 13TH AVE	Unknown	1948	Remodeled	Front Gabled	Unknown   Unknown	Noncontributing	
35193.1808	1216 W 12TH AVE	Unknown	1948	Minimal Traditional	One Story House	Unknown   Richard D. Harold	Contributing	
35193.2204	1117 W 12TH AVE	Unknown	1948	Ranch	One Story House	Unknown   Wilbur E. McIntosh	Contributing	
35193.4101	903 W 7TH AVE	Unknown	1948	Remodeled	One Story House	Unknown   Unknown	Noncontributing	
35193.1809	1212 W 12TH AVE	Unknown	1948	Minimal Traditional	Cottage	Unknown   Richard D. Harold	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35192.4306	1100 W 6TH AVE	Studio Apartments	1949	Mid-20th Century Modern	Apartment Building	Royal McClure, Thomas R. Adkison, & Bruce Walker   Eric Plath	Contributing	
35193.1811	1114 S JEFFERSON ST	Unknown	1949	Minimal Traditional	Duplex	Unknown   H. E. Nehrich	Contributing	
35193.3609 & 35193.3608	828 W 11TH AVE	Unknown	1949	Minimal Traditional	Triplex	Unknown   E. R. Spencer	Contributing	
35193.3904	815 W 11TH AVE	Unknown	1949	Remodeled	One Story House	Unknown   Unknown	Noncontributing	
35193.3909	828 W CLIFF DR	E. R. Spencer Apartments	1950	Minimal Traditional	Apartment Building	Unknown   E. R. Spencer	Contributing	
35193.3907	824 W CLIFF DR	Unknown	1950	Minimal Traditional	Apartment Building	Unknown   E. R. Spencer	Contributing	
35193.3409	818 W 13TH AVE	Unknown	1950	Tudor Composite	Cottage	Unknown   Unknown	Contributing	
35193.1907	1120 W 12TH AVE	Unknown	1950	Minimal Traditional	Duplex	Unknown   Aladdin Builders	Contributing	
35193.2205	1203 S JEFFERSON ST	Unknown	1950	Minimal Traditional	Duplex	Unknown   R. L. Jones	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.2002	1036 W 12TH AVE	Unknown	1950	Minimal Traditional	Duplex	Unknown   Aladdin Builders	Contributing	
35193.2603	1217 W 13TH AVE	Unknown	1950	Minimal Traditional	One Story House	Unknown   Atwood & Young	Contributing	
25244.3309	1424 W 8TH AVE	Unknown	1950	Minimal Traditional	One Story House	Unknown   Unknown	Contributing	
35193.3908	827 W 11TH AVE	Unknown	1950	Ranch	Triplex	Unknown   E. R. Spencer	Contributing	
35193.3906	823 W 11TH AVE	Unknown	1950	Ranch	Triplex	Unknown   E. R. Spencer	Contributing	
35193.3806	750 W CLIFF DR	Unknown	1950	Ranch	Triplex	Unknown   E. R. Spencer	Contributing	
35193.3813	925 S LINCOLN ST	Unknown	1950	Ranch	Triplex	Unknown   E. R. Spencer	Contributing	
35193.3604	921 S MONROE ST	Unknown	1951	Minimal Traditional	Apartment Building	Unknown   E. R. Spencer	Contributing	
35193.2313	1218 S JEFFERSON ST	Unknown	1951	Ranch	Duplex	Unknown   Jack Wilson	Contributing	












Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1908	1114 W 12TH AVE	Unknown	1952	Minimal Traditional	Duplex	Unknown   Jack Wilson	Contributing	
35193.1901	1104 S MADISON ST	Unknown	1952	Ranch	Duplex	Unknown   Jack Wilson	Contributing	
35193.3415	804 W 13TH AVE	Unknown	1952	Minimal Traditional	One Story House	Unknown   F. W. Woodman	Contributing	
35193.1401	1008 S MADISON ST	Unknown	1952	Minimal Traditional	Triplex	Unknown   Jack Wilson	Contributing	
35193.5909	1012 W 8TH AVE	Unknown	1954	Mansard	Apartment Building	Unknown   E. R. Spencer	Contributing	
35193.0504	1013 W 8TH AVE	Unknown	1954	Mid-20th Century Modern	Apartment Building	Unknown   W. B. Russell	Contributing	
35193.3401	1209 S MONROE ST	Unknown	1954	Minimal Traditional	Apartment Building	Unknown   Jack Wilson	Contributing	
25244.4104	1432 W 10TH AVE	Unknown	1954	Minimal Traditional	Apartment Building	Unknown   Gerald O. Larson	Contributing	
35193.0405	1012 W 8TH AVE	Unknown	1954	Mansard	Apartment Building	Unknown   E. R. Spencer	Contributing	










Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.2202	1107 W 12TH AVE	Unknown	1954	Minimal Traditional	Duplex	Unknown   Unknown	Contributing	
35193.4204	814 S LINCOLN PL	Unknown	1954	Minimal Traditional	Duplex	Unknown   Gerald O. Larson	Contributing	
35193.4304	801 S LINCOLN PL	Unknown	1954	Minimal Traditional	Duplex	Unknown   E. R. Spencer	Contributing	
35193.0503	1017 W 8TH AVE	Unknown	1955	Mid-20th Century Modern	Apartment Building	Unknown   W. B. Russell	Contributing	
35193.4316	731 S LINCOLN PL	City View Apartments	1955	Mid-20th Century Modern	Apartment Building	Unknown   Larch Cody Inc.	Contributing	
25244.3211	620 S CEDAR ST	Unknown	1955	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Contributing	
35193.2311	1212 W 13TH AVE	Unknown	1955	Minimal Traditional	Duplex	Unknown   Jack Wilson	Contributing	
35193.3310	703 W 13TH	Unknown	1955	Ranch	One Story House	Unknown   Keith M. Greer	Contributing	
35193.1109	1218 W 10TH AVE	Unknown	1956	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	









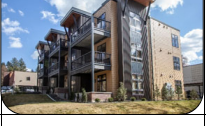
Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
25244.4107	1418 W 10TH AVE	Unknown	1956	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
25244.4007	1424 W 9TH AVE	Unknown	1956	Minimal Traditional	Duplex	Unknown   Unknown	Noncontributing	
35193.3416	734 W 13TH AVE	Unknown	1957	Minimal Traditional	Duplex	Unknown   Unknown	Noncontributing	
35192.4906	604 S JEFFERSON ST	Unknown	1958	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.4102	904 W LINCOLN PL	Unknown	1958	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.1110	1214 W 10TH AVE	Unknown	1959	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.3306	739 W 13TH AVE	Unknown	1959	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.3901	1004 S LINCOLN ST	Unknown	1959	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.0110	1320 W 8TH AVE	Unknown	1960	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	

Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.0912	926 S MONROE ST	Unknown	1961	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.5606	1104 W 7TH AVE	Ron Russell Apartments	1962	Mid-20th Century Modern	Apartment Building	Unknown   Michielli Bros	Noncontributing	
35193.0311	1121 W 7TH AVE	Unknown	1962	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
25244.4001	1405 W 8TH AVE	Unknown	1962	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
25244.4004	1421 W 8TH AVE APT 2	Unknown	1962	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.3202	1011 W 13TH AVE	Unknown	1965	Mid-20th Century Modern	Duplex	Unknown   Unknown	Noncontributing	
35193.5805	1116 S MADISON ST	Unknown	1966	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.0111	704 S ADAMS ST	Unknown	1967	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.0407	1018 W 8TH AVE	Unknown	1967	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	

Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1209	1304 W 10TH AVE	Unknown	1967	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.2501	1303 W 13TH AVE	Unknown	1968	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.3324	711 W 13TH AVE	Unknown	1969	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.2001	1107 S MADISON ST	Unknown	1970	Mid-20th Century Modern	Apartment Building	Unknown   Reugh?	Noncontributing	
35193.3305	803 W 13TH AVE	Unknown	1970	Mid-20th Century Modern	Duplex	Unknown   Unknown	Noncontributing	
35193.1001	912 S MADISON ST	Unknown	1971	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.4625	844 W CLIFF DR	Unknown	1972	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.3204	1007 W 13TH AVE	Unknown	1972	Mid-20th Century Modern	One Story House	Unknown   Unknown	Noncontributing	
25244.4112	1415 W 9TH AVE	Unknown	1973	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	



Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.1801	1104 S JEFFERSON ST	Unknown	1974	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.1810	1208 W 12TH AVE	Unknown	1974	Mid-20th Century Modern	Duplex	Unknown   Unknown	Noncontributing	
35193.5513	1002 W 7TH AVE	Northview Condominiums	1976	Mid-20th Century Modern	Apartment Building	Unknown   Sunset West Properties	Noncontributing	
35193.5009	1302 W 7TH AVE	Unknown	1977	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35192.5003	1301 W 6TH AVE	Unknown	1977	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.1011	1110 W 10TH AVE	Unknown	1977	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35192.5627	1111 W 6TH AVE	Madison Terrace	1978	Mid-20th Century Modern	Apartment Building	Unknown   Wendell Reugh	Noncontributing	
35193.4707	909 W 13TH AVE	Unknown	1978	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
25244.4010	1412 W 9TH AVE	Unknown	1978	Mid-20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	

Parcel Number	Address	Historic Name	Built Year	Style	Form	Architect   Builder/Developer	Status	Photo
35193.2906	1004 S MONROE ST	Unknown	1982	Late 20th Century Modern	Commercial	Unknown   Unknown	Noncontributing	
35193.1415	1113 W 10TH AVE	Unknown	1982	Late 20th Century Modern	Duplex	Unknown   Unknown	Noncontributing	
35193.1914	1119 W 11TH AVE	Unknown	1984	Late 20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.5213	912 W LINCOLN PL	Unknown	1989	Late 20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.3606	1009 S MONROE ST	Unknown	1992	Late 20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.0301	705 S JEFFERSON ST	Unknown	1993	Late 20th Century Modern	Apartment Building	Unknown   Unknown	Noncontributing	
35193.3127	1002 W 13TH	Aylward Residence	2004	Modern Craftsman	Two Story House	Unknown   Unknown	Noncontributing	
35193.1702	1110 S ADAMS ST	Unknown	2017	Modern Prairie	Two Story House	Unknown   Damian Putney Building	Noncontributing	
35193.9016	1021 W 9TH AVE	Nines on Ninth	2018	Contemporary	Apartment Building	Wolfe Architectural Group   Wolfe Architectural Group	Noncontributing	

**Name:** Cannon Streetcar Suburb Historic District

**Criteria:** Category A, Category C

**Areas of Significance:** Transportation, Residential Development

**Period of Significance:** 1883-1955

**Statement of Significance:**

The Spokane Register of Historic Places provides five categories for significance to be considered in all nominations. The Cannon Streetcar Suburb Historic District is eligible for listing on the Spokane Register under Category A for its association with the broad patterns of Spokane history in the fields of transportation and residential development; and Category C for its architectural significance in the distinctiveness of some of its buildings and the wide array of building types and styles.

Category A: A Residential District Defined by Public Transportation

The Cannon Streetcar Suburb Historic District's topography presented a distinct challenge for residential development that required innovative public transportation infrastructure to make the area desirable to real estate developers and for prospective residents. The public transportation infrastructure built to overcome the South Hill bluff propelled seven decades of residential development that define the district today.

The Cannon Streetcar Suburb Historic District provides a case to explore how public transportation impacted residential development, especially in areas with topographic separation from the city center. Three factors make the district an ideal case to explore public transportation's capability to spur residential development in a previously undeveloped area. First, the district is located in a city with access to hydroelectric power which was critical for successful electric railroad systems. Second, the district was developed when new housing was in high demand during Spokane's period of greatest growth from 1900-1910, when the population grew by nearly 300%. Third, and possibly most importantly, Spokane was in its stage of greatest growth when electric railroad technology was spreading across the country and Spokane businessmen seized on the emerging business opportunity. The district's transportation history exemplifies the development of transportation technology, especially the transition from cable car, to electric rail car, to bus and automobile, and, most importantly, how those transitions impacted the residential development of the neighborhood and at the same time encouraged modifications to the existing building stock.

Category C: A Rich Architectural Tapestry of Late 19th and Early to Mid-20th Century Designs

The Cannon Streetcar Suburb Historic District features a rich and eclectic variety of architectural styles, forms, and types. The most popular styles in the neighborhood include Craftsman, Queen Anne, and American Foursquare. Many of the homes in the district were speculative homes from readily available plans like those in Ballard Plannery's *Modern Bungalow* plan book. However, the district also features the work of some of Spokane's most notable architects including Kirtland Cutter, J.K. Dow, and Albert Held. Additionally, the neighborhood includes the work of less-known Spokane architects who are deserving of more research and recognition. These architects include, but are not limited to, Arthur Cowley and Earl W. Morrison.

Although the district was primarily built as single-family residential, there are a considerable number of buildings that were originally constructed to be apartment complexes and duplexes. Many of the apartment buildings are tall three story structures that provide visual variety to the district's block

faces. The district also includes some interesting non-residential buildings including one of Spokane's early fire stations, a grocery store and strip mall, and a boys boarding school, Huston School.

Additionally, the neighborhood provides an opportunity to examine how architects incorporated automobile provisions into already existing homes. In two cases, Kirtland Cutter was hired to design garages (one detached and one attached) for residences that were constructed in the time before cars were a common form of personal transportation.

### **Historic Context:**

#### The City of Spokane: From Tribal Paradise to Bustling Mid-Century City

The City of Spokane sits on the traditional lands of the Spokane Tribe. They have inhabited these lands since time immemorial. They hunted, fished, harvested vegetables, raised horses, traded, and made their homes in Spokane and surrounding areas. The Spokane's way of life was abruptly altered when white people began arriving in the region in the early 1800s. The North West Company, a Montreal based fur trading operation, built the Spokane House trading post at the confluence of the Spokane and Little Spokane River in 1810, marking the beginning of white settlement in the region. Settlement was initially slow, but by the late 1850s increasing numbers of white people were encroaching on tribal lands in pursuit of newly discovered gold in the Columbia River and its tributaries.

Violence between the tribes and white settlers got the attention of the United States Government which sent the Army to protect white settlers. Acting as the aggressor under the leadership of General George Wright, the Army initiated a series of battles with the Spokane Tribe that left dozens of Spokanes and hundreds of their horses and livestock dead. The fighting ended in September 1858 with surrender of the tribe under the guise of a peace treaty. Instead of brokering peace diplomatically, General Wright murdered Sub-chief Qualchan and at least three fellow warriors on the shore of Hangman Creek. After the defeat of the Spokanes and surrounding tribes, the government began negotiating with and ultimately forcing the tribes onto reservations. In 1872, an executive order instructed the Spokane Tribe to move to the original Colville Indian Reservation. The removal of the Spokanes and other regional tribes opened up the site of Spokane to homesteaders, and soon after settlers began arriving.<sup>13</sup>

The powerful Spokane River and its large waterfalls made an ideal location for a mill and ultimately a townsite. As the city grew and technology developed, the city's proximity to a waterfall allowed for easy access to hydroelectric power. The electricity produced from the river provided Spokane with a robust electrical system to homes, businesses, and the overhead power lines that criss-crossed the city powering a fleet of electric streetcars.

The City of Spokane grew quickly. In 1880, just a year before incorporation, there were only 350 white people living in the town of Spokane Falls. By the time of the next census in 1890, Spokane residents had dropped the "Falls" from their town's name and the city's population had increased to 19,922 people. This rapid inflow amounted to growth of over 5,500% in just one decade. The city's pace of exponential growth experienced a minor setback in August of 1889 when approximately thirty blocks of downtown Spokane were burned to the ground in a fast-moving fire. This left much of the city's core a

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<sup>13</sup> Warren Seyler, Ben Adkisson, Spokane Tribal Wars of 1858, directed by Trask McFarland (2017; Wellpinit, WA: VariusMedia), <https://youtu.be/-uN2juBAKlc>.

blank slate from which a freshly constructed downtown of primarily brick masonry buildings rose from the ashes.<sup>14</sup>

Not discouraged from the fire, Spokane's rapid growth continued. The burgeoning mining, railroad, timber, and agriculture industries attracted tens of thousands of people who flocked to the Inland Northwest seeking new jobs and greater opportunities. By 1900, the number of Spokaneites had grown to 36,848, most of which were working-class laborers, single women, and itinerant workers. That number continued to grow and when the 1910 census was taken, a decade after the turn of the century, 104,402 Spokane residents were counted. This influx of population brought the labor force and professionals necessary to grow regional business but it required quick construction of housing accommodations.

Population growth remained mostly stagnant in Spokane from 1910-1940, only adding approximately 18,000 residents. However, Spokane was an important city in the build up to World War II due to important war-time industry that was based here. Americans from other regions of the country flocked to Spokane to fill the new job opportunities, sparking another population boom, bringing some 30,000 new residents and increasing the total population to 161,721. This influx in residents demanded more housing, some of which was created in the Cannon Streetcar Suburb Historic District.<sup>15</sup>

#### The Cannon Streetcar Suburb Historic District and Anthony Cannon

The Cannon Streetcar Suburb Historic District was selected as the name of this historic district for two primary reasons. First and foremost, the district did not become suitable for residential development until the Cannon Hill Car Line was completed in 1899, and thus the district's name reflects the importance of that streetcar line. Second, the district is located in Spokane's Cliff-Cannon Neighborhood, a large residential area composed of two distinct sections which is conveyed by the neighborhood's hyphenated name. The eastern section of the neighborhood is associated with Cliff Park, whereas the western section that contains the Cannon Streetcar Suburb Historic District is associated with Anthony Cannon's 1883 residential plat, amongst others.

Anthony McCue Cannon was born in 1837 in Illinois. Cannon was an ambitious, but possibly over-zealous, businessman who had operated a variety of companies from selling grain to repairing sewing machines. His first venture was in Chicago, but bankrupt businesses led him from there to Kansas City, Los Angeles, and finally to Portland, Oregon. After a messy divorce in Portland, Cannon set his sights on a new opportunity, as he always had when the going got tough. In 1878, Cannon headed for the "upper country" toward a townsite on the Spokane River. During a stop in The Dalles, Oregon, Cannon connected with J.J. Browne, a lawyer and educator, who decided to join Cannon on his trip. The two arrived in Spokane by horseback in April of 1878. They purchased half of the original townsite of Spokane Falls and a mill from James Glover for just \$3,000, with only \$50 as a down payment. They wouldn't pay the remainder of the debt for five years.<sup>16</sup>

Cannon established a general merchandise store located at the intersection of Howard and Spokane Falls Boulevard. In a small addition on the rear of the merchandise store, Cannon opened the city's first bank, The Bank of Spokane. Opening a bank seemed like a strange decision for Cannon,

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<sup>14</sup> Washington State Office of Financial Management, Forecasting and Research Division, "Decennial Census Counts of Population for the State, Counties, Cities and Towns," (Excel spreadsheet, Olympia, 2017), page 4.

<sup>15</sup> Washington State Office of Financial Management, "Decennial Census Counts of Population for the State, Counties, Cities and Towns," page 4.

<sup>16</sup> Nelson Wayne Durham, *History of the City of Spokane and Spokane County, Washington: From Its Earliest Settlement to the Present Time, Volume 1*, (Spokane: S.J. Clarke Publishing, 1912), page 338-341.



considering he had no money to lend, not to mention money to spend. But, using a \$1,000 loan from his sister-in-law as seed money, he opened the bank and began issuing loans.<sup>17</sup>

Glover preempted the Spokane townsite location but he also homesteaded 160 acres west of town. He relinquished this 160 acre homestead to Browne, which Browne platted and developed into the popular residential district Browne's Addition. Around the same time, Cannon began the process to homestead a quarter section of land, equaling approximately 160 acres, just south of Browne's section stretching from Coeur d'Alene Park south up Cannon Hill.<sup>18</sup>

The Financial Panic of 1893 was a two year depression that began in February of that year with the bankruptcy of the Philadelphia and Reading Railroad, which rattled railroad investors across the country. The direness of the situation became clear on May 5, 1893 when the stock market collapsed after another large employer, the National Cordage Company, failed. Spokane, and Cannon were disproportionately impacted by the downturn. As Nelson Durham explained, Cannon had "cast his financial lines into pools too numerous and distant." When the Panic came, Cannon was in a bad position to weather the storm. He tried desperately to offload his assets but was unable to create enough liquidity and he was forced to close the doors of Spokane's first bank.<sup>19</sup>



11. Portrait of Anthony M. Cannon.. Tornado  
Creek Publications.

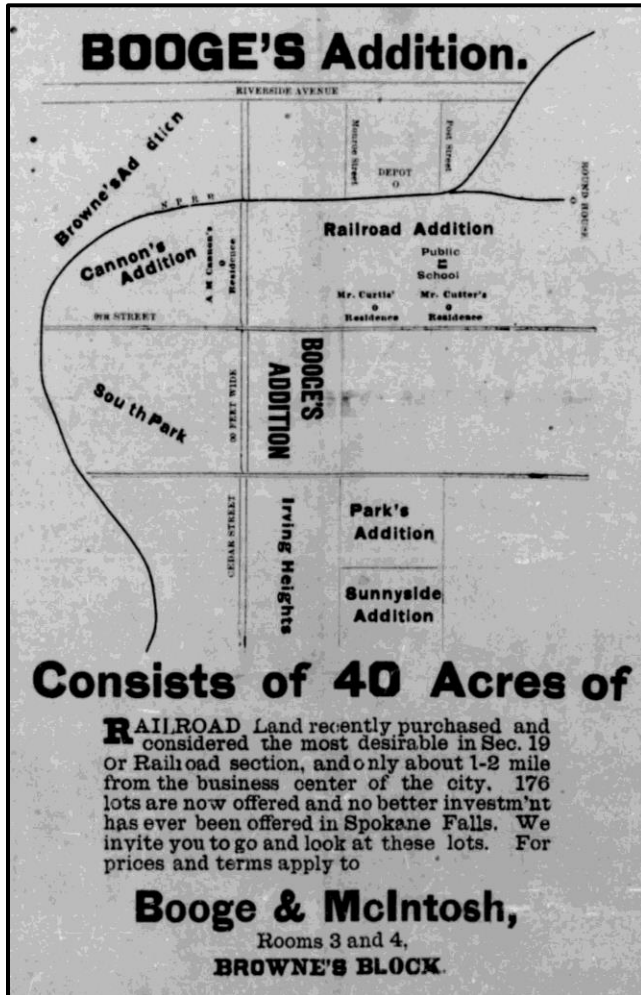
By the end of 1893, Cannon's bank had failed and his wife had succumbed to a long battle with illness. Soon after her death, he left Spokane for New York where he remarried and returned to Spokane with his new wife. Cannon attempted to restart his life and even discussed reopening his bank, but court judgments surrounding the failed bank began stacking up and Cannon could not afford to pay the bills. By the end of 1894, Cannon fled Spokane for New York, and ultimately various locations in Latin America, searching for new investment opportunities and a fresh start. His travels led him back to New York City where he died alone in a hotel room without any fortune to speak of. When Cannon passed away in 1895, he was lauded as a founder of Spokane and "one of the best known citizens of the west." However, the land he homesteaded and the additions he platted were only lightly developed, especially in comparison with Browne's Addition. He never saw Cannon's Addition develop into the high-class residential district he imagined it could become.<sup>20</sup>

<sup>17</sup> Durham, *History of the City of Spokane and Spokane County*, volume 1, 338-341.

<sup>18</sup> GLO Maps and Land Patent Records, WISAARD database.

<sup>19</sup> Durham, *History of the City of Spokane and Spokane County*, volume 1, 449-450; "Cannon Talks," *Spokane Chronicle*, January 13, 1984, page 1.

<sup>20</sup> "Brings His Bride," *Spokane Chronicle*, March 14, 1894, page 1; "A.M. Cannon Dead," *Spokesman-Review*, April 7, 1895, page 1.



12. Advertisement for properties for sale in the Cannon Streetcar Suburb Historic District. Notice that no streetcar lines had been constructed yet. *Spokane Falls Review*, March 17, 1888.

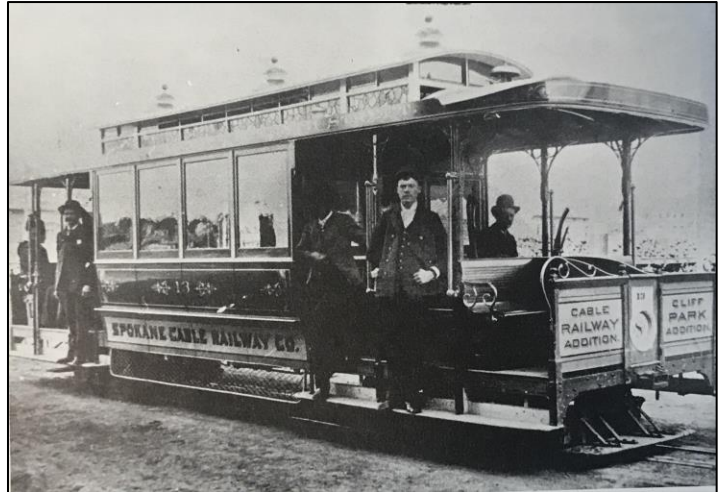
The Spokane Cable Railway and Early Development of the Cannon Streetcar Suburb Historic District 1883-1898

Anthony Cannon recorded the plats for Cannon's Addition soon after he received the land patent for his homestead in 1883. Lots on the north end of Cannon's Addition near Coeur d'Alene Park were quickly sold and developed. Despite the spectacular views, the southern section of the addition located on the South Hill was less desirable for residential development, due to the challenge of transportation up the steep bluff. But, as Spokane's population continued to grow, the pressure to build on the hill increased. In 1888, three new plats were recorded adjacent to the southwest corner of Cannon's Addition between Cedar Street and Monroe Street: Booge's, McIntosh, and South Park Additions.

Advertisements for buildable lots in Cannon's, Booge's, McIntosh, and South Park Additions frequently appeared in the newspaper from 1883-1889, but there was limited reporting about new residences constructed during that period. (There were no Sanborn maps drawn for the district until 1891, so we are limited to newspaper records and building permits.) In 1889, Monroe Street was paved up to 9th Avenue and Adams Street was graded from 5th to 14th Avenue. These infrastructure improvements, among others, encouraged the first substantial

wave of residential development in the district, primarily on 6th and 7th Avenues but some new residences were built as far south as 11th Avenue. Although there were likely more residences built between 1883 and 1889, only three residences built before 1890 remain in the district. Both are modest size homes, one in the Queen-Anne style and the other vernacular in design.

In 1890, the Spokane Cable Railway Company endeavored to overcome the topographic challenge presented on the South Hill by constructing a cable railroad line from downtown to 14th Avenue and Grand Boulevard via Monroe Street. The cable car was propelled up the hill by a cable that was submerged underground, similar to those made popular in San Francisco. The route was destined for prime locations for real estate development along the way and at the terminus. The Monroe Street cable rail line encouraged some new development in the district, including eight homes built between 1890 and 1895 that remain in the district. The homes from this period are noticeably larger in scale and feature more ornate architectural styling than the district's earliest homes, suggesting an increased interest in higher-end residential development in the district.<sup>21</sup>



13. Photo of Spokane Cable Railway railcar. *Spokane's Street Railways: An Illustrated History.*

In 1891, Spokane Sanborn Maps only stretched as far south as 8th Avenue, and featured primarily vacant lots south of 6th Avenue. Although there was likely small residential development further south, the lack of Sanborn maps beyond 8th Avenue is an indication of the limited development in the Cannon Streetcar Suburb Historic District up until the early 1890s. Of the buildings still remaining in the district, only eighteen were built before 1899.<sup>22</sup>

In preparation for the city's southward expansion, Spokane city government authorized the removal of one of the city's first cemeteries to make room for more residential lots in the neighborhood. The Mountain View Cemetery, located south of 9<sup>th</sup> Avenue and west of Cedar Street, stopped accepting new burials around 1889 but the city was still relocating burials in 1894. Today, many homes sit on top of a former cemetery because residential development pressures, and the profits that accompanied them, were more important than the burial places of city residents who had long passed.

The city was prepared for rapid development, but it took longer to materialize than anticipated because getting up the hill was tough. After years of struggling with inconsistent service and issues with their infrastructure, the Spokane Cable Railway Company ended service up the South Hill in 1894 due to slower than expected property sales along the route, possibly as a result of the nationwide financial Panic of 1893. No homes that are still extant in the neighborhood were constructed in the district from the end of 1895 until the end of 1898.



14. Drawing of a small home at 11<sup>th</sup> Avenue and Cedar Street before major residential development began in the Cannon Streetcar Suburb Historic District, undated. Northwest Museum of Arts and Culture.

<sup>21</sup> Charles V. Mutschler et al, *Spokane's Street Railways: An Illustrated History*, (Spokane: Inland Empire Railway Historical Society, 1987), page 26 & 40.

<sup>22</sup> Sanborn Fire Insurance Maps, Spokane, Washington, 1891.



### The Cannon Hill Car Line Building Boom 1899-1930

By the end of the 1890s, the Cannon Streetcar Suburb Historic District<sup>23</sup> was lightly sprinkled with residential development. Whereas, nearby Browne's Addition, which did not have the same topographic transportation challenges, still retains nearly ninety homes built before 1899. As the *Spokane Chronicle* explained, the Cannon Streetcar Suburb Historic District was "rapidly becoming one of the most popular residence districts in the city, but had the disadvantage of being reached only by walking up the long and steep hill." Although it was lagging behind nearby neighborhoods, the Cannon Streetcar Suburb Historic District would soon enter its period of greatest growth.

In July of 1899, the Spokane Street Railway Company proposed the construction of the first reliable transportation up the hill, the Cannon Hill Streetcar Line. The new streetcar would not be operated by cable, like its predecessor which struggled and failed. The new streetcar line featured a revolutionary technology that was spreading across the United States, the electrified locomotive. The first electrified streetcars began operating on the east coast in 1886, and the technology arrived in Spokane shortly after in 1888. Spokane was an ideal location for electrified streetcars because the city had easy access to water-generated electricity.

The first tapestry of streetcar lines in the city were owned by a variety of companies operating routes that primarily stretched from west to east from Browne's Addition through downtown and northward toward residential districts like Corbin Park. The Panic of 1893 had slowed streetcar development and companies were nervous to build a line into the Cannon Streetcar Suburb Historic District due to the steep grade and limited residential development on the hill. In 1899, the Washington Water Power Company (WWP), who operated the hydroelectric power stations on the Spokane River, absorbed most of the city's streetcar companies. On August 10, 1899, WWP purchased the franchise agreement from the Spokane Street Railway Company and completed the Cannon Hill Streetcar Line. The company considered multiple options but settled on a route that ran "along Howard Street from Fourth to Fifth Avenue, thence along Fifth to Lincoln, up Lincoln to Bishop Court, along Bishop Court nearly to Jefferson Street, thence through a rock cut and across Jefferson Street to Sixth Avenue, thence along Sixth to Adams, south on Adams to Tenth Avenue, and west on Tenth to Elm Street." This route was selected because it did not require substantial rock cuts, and because it avoided "heavy grades and expense of construction."<sup>24</sup>

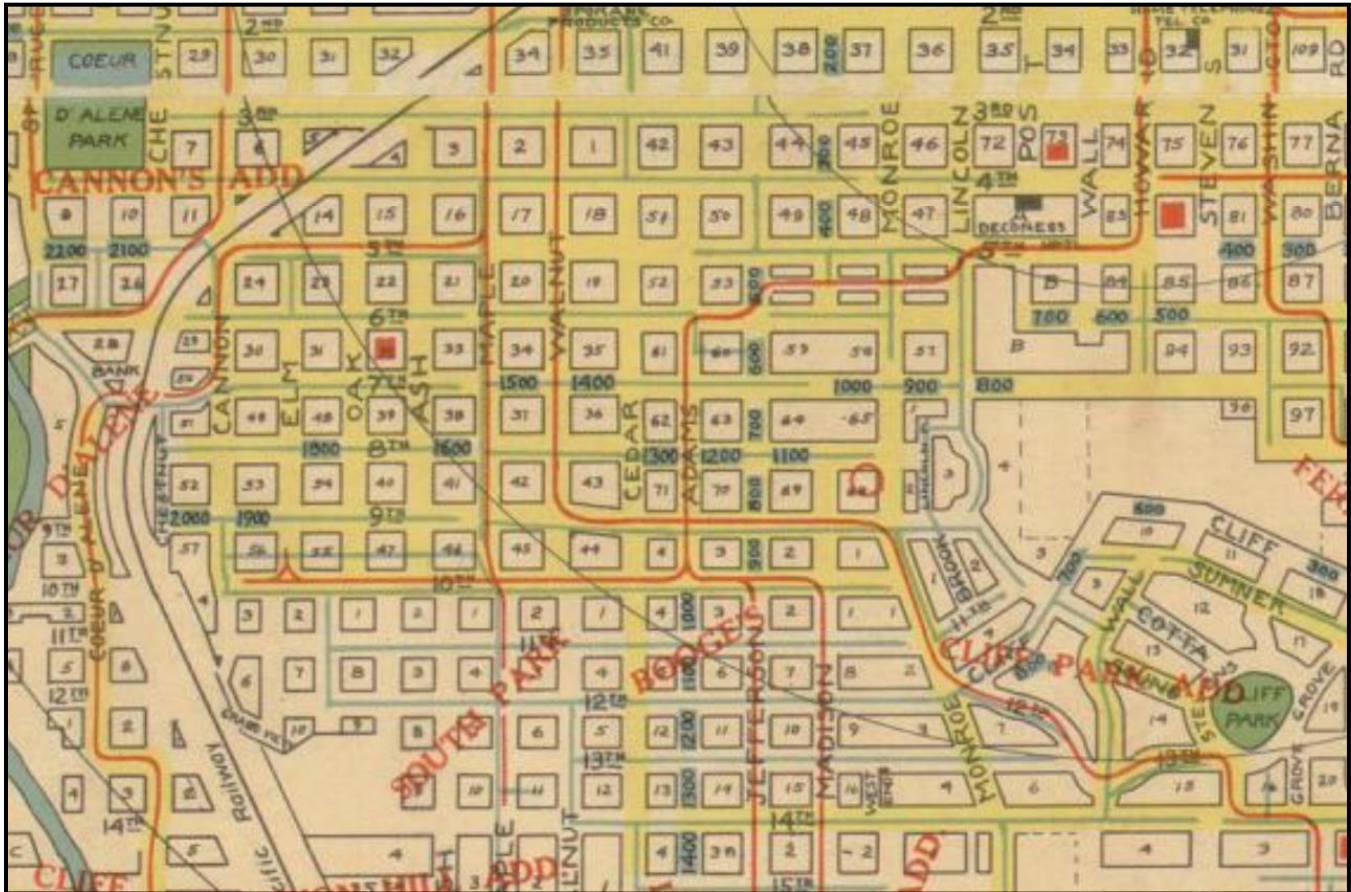


15. A newspaper headline announcing the opening of the Cannon Hill Streetcar Line. *Spokane Chronicle*, October 24, 1899.

Although the streetcar line was removed long ago, evidence of the route is sprinkled throughout the neighborhood. At Tenth and Adams, ghost marks from removed tracks show the sweeping bend the streetcar took as it rounded the corner. The most notable remaining evidence of the Cannon Hill Streetcar Line is the sweeping bend that connects Bishop Court with Sixth Avenue. Before the streetcar line, Bishop Court and the surrounding streets were all rectilinear. But, in 1899, Bishop Court was modified

<sup>23</sup> The district's name, Cannon Streetcar Suburb Historic District, is used to refer to the area within the proposed district boundaries which has been historically known as Cannon Hill or the Lower South Hill.

<sup>24</sup> "Will Build a New Line," *Spokane Chronicle*, July 29, 1899, page 1.



16. Street Map of Spokane from 1922 showing the streetcar routes as red lines. Notice the line up Bishop Court at the north and the curved route along 12<sup>th</sup> and 13<sup>th</sup> Avenues to the southeast. Designed by H.H. Weile and printed by the Spokane Lithographing Company.

because the streetcar required a sweeping bend through the rock cut in order to ascend the hill. The curved section of Bishop Court remains in 2020, and although the tracks have been removed it is still unpaved.

The Cannon Hill Car Line opened in 1899 and it was immediately successful. Local newspapers reported the importance of the new infrastructure to current residents of the hill. While, in the same newspapers, real estate speculators lauded the line in their advertisements and homes in the district quickly flew up. In the five years following the completion of the Cannon Hill Streetcar Line, at least fifty new residences were constructed in the district. The lots closest to the original streetcar line were selected for development first, and as new lines were built into the district residential development followed their route. By 1902, the Cannon Hill Streetcar Line was so crowded that folks were writing the *Spokesman-Review* to complain. In 1905, the Cannon Hill Streetcar Line increased service to every 15 minutes from 30 minutes. In 1906, the Cannon Hill Streetcar Line was extended up Monroe and then east to Cliff Park at 12<sup>th</sup> Avenue.<sup>25</sup>

Virginia McAlister's *A Field Guide to American Houses* gives an excellent overview of how electric streetcars facilitated residential development:

<sup>25</sup> "Cannon Hill Cars Crowded," *Spokesman-Review*, February 2, 1902, page 1.



The speed of electric cars facilitated a new real estate development process. A typical pattern was to build a trolley line into vacant countryside, often terminating at a recreational destination - a park, a fairground, an amusement park, or a large cemetery (which, in the 19th century, functioned as tranquil open space), this planning helped attract riders immediately. House lots were placed adjacent to the line, subdivision improvements were added (sidewalks, utility connections, etc.), and the vacant lots placed on the market. Signs advertising "Home Sites for Sale" greeted passengers traveling along the line. As lots were sold and homes built, the new residents increased the number of daily commuters. The streetcar line added value to the vacant land, and the development of the land brought value to the streetcar. Often the owner of a trolley line and its adjacent property was either the same or connected in some way. By 1900

trolley lines and streetcar suburbs had become the primary factor in the development of new urban neighborhoods throughout the country.

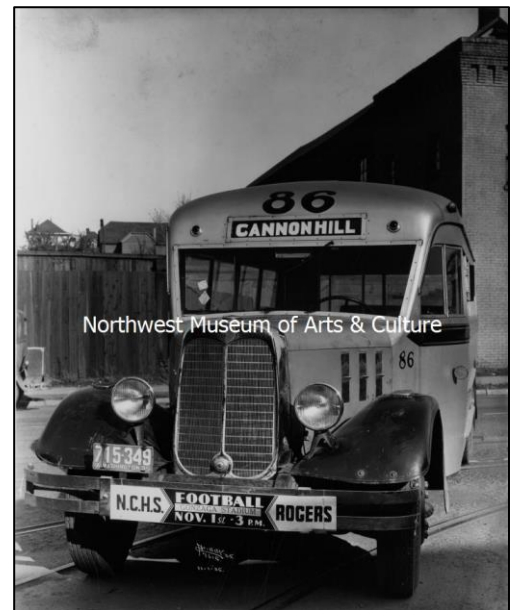
The pattern for streetcar driven residential development presented by McAlister describes the development patterns in the Cannon Streetcar Suburb Historic District, and much of Spokane, almost perfectly.

The rapid pace of development continued in the district until World War I. The district retains 301 buildings that were constructed in the twenty years following the completion of the Cannon Hill Streetcar Line. This amounts to 63% of the buildings in the district in 2020. Although the majority of new construction in this period was single family residences, large scale apartment buildings became popular in the 1910s and many were constructed between 1910 and the beginning of the First World War. No buildings were constructed in the district in 1917 or 1918. Once the war wrapped up, building in the district resumed but with notably less energy. Only 42 buildings were constructed between the end of the war and the onset of the Great Depression.

Homes built in the first half of this period, from 1899-1915, generally did not include provisions for automobiles like garages. Whereas, during the second half of this period from 1916-1930, most of the homes were built with either attached or detached garages and many new garages were built adjacent or attached to existing homes that were constructed before the first wave of personal automobile ownership. Two notable examples of garages that were added to existing homes include Thadius Lane's detached garage and chauffeur quarters at 1312 W. 9<sup>th</sup> Avenue, and Martin Woldson's attached garage at 903 S. Adams Street. Both of the garages seem like small insignificant projects, however both were designed by renowned Spokane architect Kirtland Cutter to closely match the primary residence.

#### The Bus and Automobile Take Over 1931-1955

Two distinct changes define the Cannon Streetcar Suburb Historic District during the period from 1931 to 1955. First, the transition from rail dominated public transportation to bus dominated transit, coupled with increased car ownership, impacted the development patterns in the neighborhood. Second, the increase in



*17. Spokane United Railways Cannon Hill Line bus coach. This bus replaced some of the streetcar routes in the Cannon Streetcar Suburb Historic District. Northwest Museum*

demand for affordable workforce housing in the lead up to World War II had a tremendous impact on existing homes in the neighborhood.

In 1931, as the Great Depression was setting in, Spokane's street railway companies suggested that they were planning to replace some of the Cannon Hill Streetcar Line with bus service. The railway companies started by discontinuing spur lines and replacing them with short bus routes. This was met with resistance in the Cannon Streetcar Suburb Historic District. Residents of the district protested the changes and requested that any replacement bus service closely mirror the rail service that was being discontinued. The railway companies listened to resident's concerns by routing the bus in a similar way to the rail line. The most notable change in the route was abandoning the Bishop Court section in favor of taking 5th Avenue east to Adams Street and climbing the hill from there.<sup>26</sup>

The newly initiated bus service provided less frequent trips than the streetcar, but it was still desirable infrastructure for prospective renters or home buyers in the district. Advertisements for home rentals and sales often point out that the site is adjacent to the Cannon Hill Bus Line. Bus riders included working-class residents like factory worker who resided in apartment buildings, but some of the district's well-to-do residents also relied on the bus to access downtown.<sup>27</sup>

This shift in the dominant forms of transportation marks a clear change in the district's development patterns. In 1930, many developable lots remained vacant, especially those located further from streetcar lines. Increased access to personal automobiles and the shifting nature of bus routes provided the transportation options that were needed to encourage developers and prospective home buyers to build on the remaining vacant lots in the district. Although there are no Sanborn Maps between 1910 and 1950, the difference in density of the district between the two maps is obvious.

The second catalyst for change in the district during this period was the onset of World War II. Spokane was home to important wartime industries which beckoned American's from across the country to migrate to Spokane to work in homefront factories. The influx in war workers required creative housing solutions in order to accommodate all the new Spokanites. Three temporary public housing projects were constructed in west and northeast Spokane, and new apartments were built all over the city. Five of the ten buildings constructed in the district during the war mobilization and wartime period from 1939 through 1945 were multi-family buildings.

One additional creative program was used to increase the number of housing units within the existing housing stock. As part of the "out-migration" government lease program, residents of single family homes near the city center were encouraged to migrate outside of the city and vacate their home for war workers. The government would then finance and oversee the conversion of vacated single-family homes into multi-family residences. Once the conversion was complete and the units were filled, the rent money would be funneled to the owner who vacated. As part of this program, many homes in the district were converted into multi-family residences, or additional apartments were added to existing complexes, in order to accommodate the influx of war workers. (More about this program and its impact on the district's architecture in the next section.)<sup>28</sup>

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<sup>26</sup> "Cable Addition Asks Own Bus," *Semi-Weekly Spokesman-Review*, Spokane, WA, May 31, 1931, part 1, page 6, column 1; "Three New Bus Lines to Open," *Spokesman-Review*, Spokane, WA, October 16, 1934, page 6, column 3.

<sup>27</sup> "Hearing Started in Damage Case," *Spokane Chronicle*, September 22, 1936, page 8.

<sup>28</sup> "Out-Migration Plan Underway," *Spokesman-Review*, January 17, 1943, page 36.

Despite the success of the “out-migration” government lease program during the war, in 1943 and 1944 no new buildings were constructed in the district. This was the first time that two years elapsed without any new development in the district since 1899 when the Cannon Hill Streetcar Line was completed. After this short wartime pause, development in the district resumed with vitality. From 1945 through 1955, fifty-three new buildings were constructed in the district including twelve in 1950 (the most in a single year since 1911). The building boom fizzled out after 1955, that being the last year that more than three buildings were constructed in the district in the same year. This is, in part, the reason the period of significance for the Cannon Streetcar Suburb Historic District ends in 1955.

This midcentury influx of residents had a clear development impact on the Cannon Streetcar Suburb Historic District. What was a medium density neighborhood at the beginning of the Great Depression filled in to become a high density neighborhood with only a few remaining vacant lots by 1955. The buildings constructed in this period, especially the multi-family residences, reflect a distinctly different architectural style employing mid-century designs and using different materials.

### Who Lived in the District?

Initial residential development in the district was largely mansions and stately homes of businessmen and their families. However, the expansion of the electric railroad into the neighborhood catalyzed more diverse development that included single-family houses, doublehouses, apartment buildings, and other uses. And, as discussed in Section 7, conversion of single-family homes into duplexes and apartments beginning in the first decade of the 1900s were a large source of available housing that contributed to the district’s development as a diverse neighborhood.

Spokane’s Jewish community was attracted to the neighborhood due to its proximity with the former Jewish synagogue at 8<sup>th</sup> Avenue and Walnut Street (currently Plymouth Congregational Church). The growing Jewish community moved into houses and apartments in the north and west end of the district. At 7<sup>th</sup> and Jefferson, there was a Jewish grocery store known as Goldman’s Grocery. The store was located in a former house that was converted to retail space in the 1920s. H.W. Goldman moved his grocery store into the location in 1927. In September of that year, he contributed to a Spokesman classified article where Spokane’s Jewish businesses wished a happy new year to Spokane’s Jewish community.



18. Newspaper advertisement encouraging property owners to assist in the war housing effort. Spokesman-Review, 1943.

When the HOLC credit worthiness (or redlining) maps were drawn for Spokane in 1938, the northern part of the district was redlined and the notes suggest that there was a substantial Jewish community and that many of the mansions in the neighborhood were already converted to multifamily uses. Although the neighborhood may have started as a high class residential district, by the 1930s it was a working class and white collar neighborhood. That trend was accelerated even further during the early 1940s as the district absorbed a large number of migrants who arrived in Spokane to work in war industries.



19. Home Owner's Loan Corporation Redlining Map showing the Cannon Streetcar Suburb Historic District.

#### A Summary on War Housing in Spokane

Converting large houses into several apartments was a common occurrence during the middle third of the 20<sup>th</sup> Century in many places. If you've lived in one of those types of apartments in Spokane, chances are you lived in an apartment that housed residents of Spokane working in the World War II production efforts in this area.

Spokane had a significantly expanded population and housing shortage for war workers during most of World War II. Although not mentioned as an important war production center in broad overviews of the topic, Spokane experienced the full effect of the great migration of war workers to where they were needed, and the *Spokesman-Review* covered the effort to house everyone. The Trentwood aluminum mill, Mead reduction plant, and the magnesium plant in Mead were the officially recognized war industries that needed workers.<sup>29</sup> A federal war worker housing program went through several iterations. The programs provided new housing, temporary housing and the reworking of existing buildings to provide small apartments for war workers and their families. This last category of work has had a long-lasting impact on Spokane's older residential neighborhoods, as it included the creation of apartments, or even more apartments, in larger older residences.

The Spokane program, initially under the direction of lumber executive Ray Beil, was established in late 1942. The goal at that time was to create 3,000 additional units. The owners of over 100 large single-family homes and some commercial buildings applied for assistance from the program during its first 40 days of operation. At the same time, the program helped war workers and their families find housing in Spokane and its environs, as far away as Cheney, Medical Lake and Coeur d'Alene. Another aspect of the war housing effort was the federal government's rent control program established in 1942.

<sup>29</sup> "Housing Center Aids Thousands," *Spokesman Review* (SR) R 3 November 1943, p 14.



Soon after the program was put in place, over 25,000 landlords in Spokane registered with the Rent Control Office.<sup>30</sup>

The privately-financed portion of the program, implemented in the spring of 1943, provided help with plans for creating small apartments and applying to local banks for loans, as well as access to building materials when much of that material was directing to other war demands. Public funding through the Home Owner's Loan Corporation (HOLC) involved the program leasing available properties for several years, making necessary alterations to accommodate war workers and families, managing and renting the properties for the duration of the war, and then returning them to owners. The agency concentrated on houses, mixed use buildings with residential use on upper floors, and small apartment buildings.<sup>31</sup>

A newspaper ad in May 1943 warned readers that "Spokane is in Trouble! Big Trouble!" because of the acute shortage of housing for war workers.<sup>32</sup> The need for this housing did not lessen through the early years of the war. A local campaign encouraged Spokaneites to "Share your Home" in September of 1943 by renting a spare bedroom to a boarder.<sup>33</sup> News stories about the program during the later war years emphasized the number of units made available and the number of families that had been helped in finding housing. In Spokane, 936 applications for the home conversion program were handled, resulting in some 1400 apartments. As of November 1943, the program housed 456 families in single-family houses; 826 families in apartments; 136 families in light housekeeping apartments; 1145 families in single rooms or room and board. By that time, 2563 families had been helped through over 40,000 phone calls.<sup>34</sup> While the federal government paid the salaries of the handful of employees, volunteers were important for the success of the program and members of the American Association of University Women and Red Cross were important for the effort.<sup>35</sup>

While much of the remodeling work was on the interior, some projects affected the exterior of the houses as well. A newspaper story about the program in 1943 noted that a vacant and deteriorated large



20. Newspaper advertisement encouraging property owners to rent out spare rooms in their house in an effort to create more war housing. *Spokesman-Review* 1943.

<sup>30</sup> "A. E. Victor Head of Conversions," SR 20 Dec 1942, p. . "What Rent Control Means," Leaflet, Office of Price Administration Fact, circa June 1942. Box 89, Superintendent's Correspondence, Education Dept. Records, OSA, accessed at the Oregon State Archives exhibit webpage, A Place of Their Own: Civilian Housing and Rent Control, <https://sos.oregon.gov/archives/exhibits/ww2/Pages/services-housing.aspx>. "Get 25,322 Landlords To Register Property," SR 17 December 1942, p. 6.

<sup>31</sup> "Beil Appeals for more Homes," SR 25 April 1943, p. 38.

<sup>32</sup> "Spokane is in Trouble! Big Trouble!" SR 15 May 1943, p. 17.

<sup>33</sup> "Start Share Your Home Drive," SR, 2 Sept 1943, p. 6. 18 April 1943, p. 46.

<sup>34</sup> "Housing Center Aids Thousands," SR 3 November 1943, p 14.

<sup>35</sup> "Make New Homes from the Old," SR, 3 October 1943, p. 61; "Housing Center has Located Homes for 3,300 war Workers," SR 30 Jan 1944, p. 80.



house on W 25<sup>th</sup> Avenue stood out on a street. The HOLC rented the property and remodeled it on the exterior as well: its turret was removed, roof lowered, and a modern entrance was created. Other examples of large houses in the program include 1122-1124 S Walnut and 1128 W 9<sup>th</sup> Street, which were converted in April, 1943, as well as several in Browne's Addition. One of the materials readily available during the war was stucco, and the application of stucco on an older house may indicate that work was done on the building during the war and/or for the housing program.<sup>36</sup>

A promotional booklet from 1944 noted that "Housing is Drafted for War," and that overall, more than 250,000 apartments had been created in older houses.<sup>37</sup> While the publication emphasized the need for housing for returning servicemen and their families once the war was won, it posited new construction would provide that housing.<sup>38</sup> The closure of the Spokane Housing Center was announced in October 1945 even as the office was busy helping veterans and others find housing in the city.<sup>39</sup>

### Conclusion

The Cannon Streetcar Suburb Historic District is a significant residential district to the cultural, residential, and architectural history of Spokane. The district is significant under both Category A, due to its association with residential development and transportation technology, and Category C, because the district presents a tapestry of rich and eclectic architectural styles, forms, and types. Although many of the houses in the district have experienced changes to accommodate continuing residential use, seventy-five percent of the properties within the district retain sufficient integrity to contribute to the district and were built during the period of significance. The district's period of significance begins in 1883 when the first additions were platted and it ends in 1955 when the WWII building boom had concluded and the development patterns shifted in the district. The properties in the district provide substantial opportunities to explore the stories of a diverse cultural and socio-economic range of Spokaneites. Some of their stories have been briefly told in this nomination, but the preparer of this document hopes this work serves as a springboard for future research.



*21. Newspaper article showing changes that have been made to substantial homes in order to accommodate apartment units.*

<sup>36</sup> "Make New Homes from the Old," SR, 3 October 1943, p. 63; "War Housing Program Lags" and "Remodeling of Large Residence Underway" SR 18 April 1943, p. 4; "Ample Plaster for Building," SR 11 October 1942, p. 44.

<sup>37</sup> "Housing for War and the Job Ahead," Informational Booklet, National Housing Agency, April 1944, p. 3. Folder 20, Box 34, Defense Council Records, OSA, accessed at the Oregon State Archives exhibit webpage, A Place of Their Own: Civilian Housing and Rent Control, <https://sos.oregon.gov/archives/exhibits/ww2/Pages/services-housing.aspx>.

<sup>38</sup> "Housing for War and the Job Ahead."

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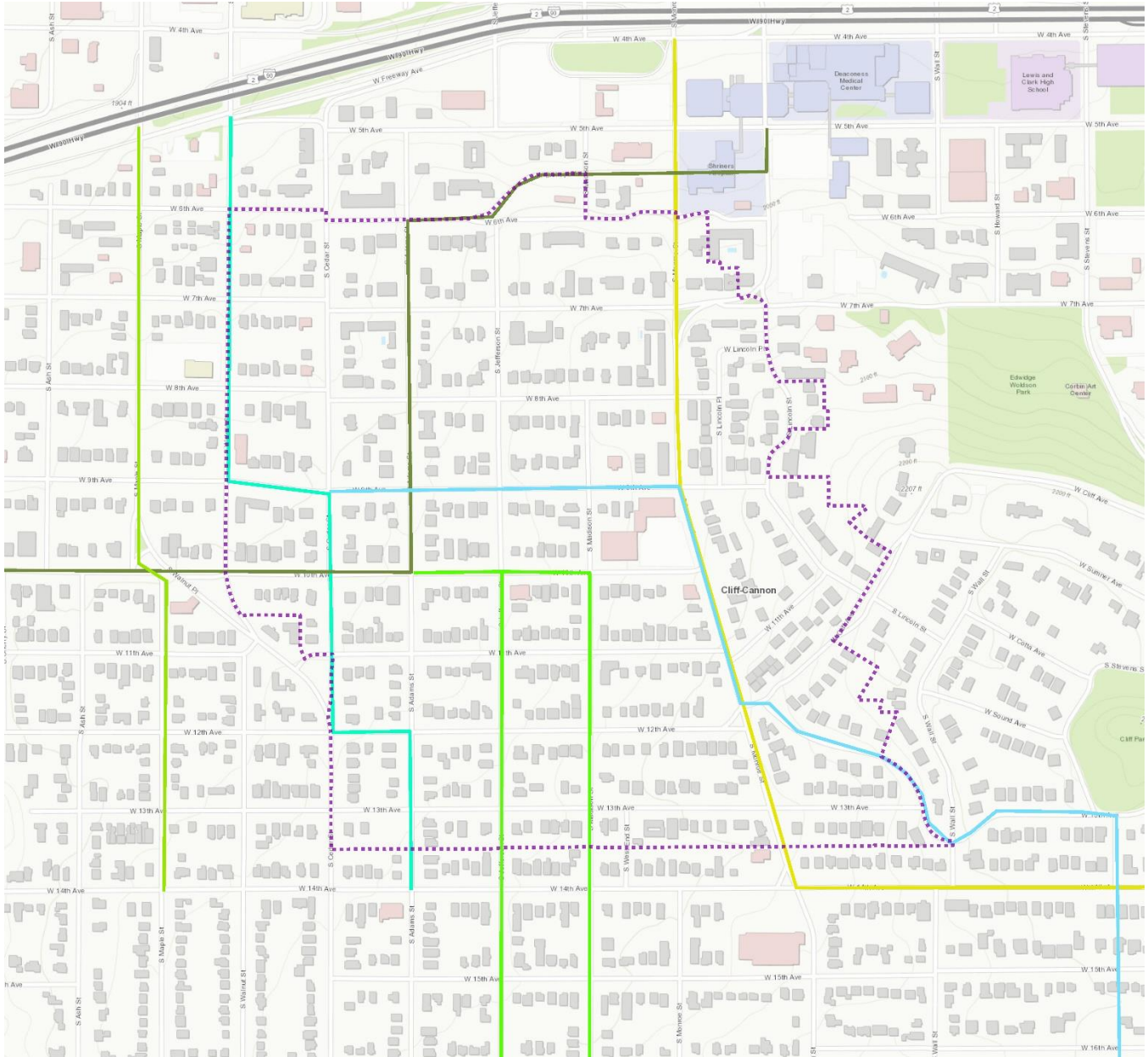
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*A map showing the district boundary in purple and all of the different lines and phases of the streetcar lines in various colors. This shows how many streets in the district once had a streetcar line.*