

ORIGINAL

Spokane Register of Historic Places
Nomination Form

City/County Historic Preservation office
Sixth Floor - City hall
Spokane, Washington 99201-3337

Type all entries--complete applicable sections

1. Name of Property

historic name Wells Chevrolet Service Building

and/or common Lambert Candy Building

2. Location

street & number 115 South Adams Street

city or town Spokane

state Washington

county Spokane

zip code 99201-4105

3. Classification

Category of Property

building
 site
 structure
 object

Ownership

public
 private
 both
Public Acquisition
 in progress
 being considered

Status

occupied
 work in progress
Accessible
 yes, restricted
 yes, unrestricted
 no

Present Use

agriculture
 commercial
 educational
 entertainment
 government
 industrial
 military
 museum
 park
 residence
 religious
 scientific
 transportation
 other:

4. Owner of Property

name Kolva-Sullivan LLC

street & number 115 South Adams Street

city or town Spokane

state Washington

county Spokane

zip code 99201-4105

5. Location of Legal Description

courthouse, registry of deeds, etc. Spokane County Courthouse

street & number 1116 West Broadway

city or town Spokane

state WA

zip code 99201

6. Representation in Existing Surveys

N/A

federal state county local

depository for survey records

city, town

state

7. Description

Architectural Classification
(Enter categories from instructions.)

Commercial Vernacular

Condition

excellent
 good
 fair
 deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date_

Describe the present and original (if known) physical appearance.

The Wells Chevrolet Service Building is in the west end of the downtown Spokane commercial district, adjacent to the Burlington Northern Santa Fe Railroad viaduct and on the east side of Adams Street. In commercial style, the two-story red brick building is in fair condition. Although street level windows have been removed and boarded up and the original entry doors have been replaced, the essential form of the building is intact.

Approximately 105 feet in length along Adams Street, and 75 feet deep along an alley on the north and the BNSF Railroad viaduct (historic Northern Pacific) on the south, the two story red brick building is divided into five bays. Slightly projecting brick columns divide the bays and define the front corners. The columns extend above the parapet, and are terminated by semi-circular cast concrete finials, each punctuated by a recessed bullseye. Attached to the north is a 20' X 50' brick-enclosed bridge which spans the alley at the second floor level and connects to the building on the north. Two window bays are on each of the east and west facades of the alley bridge. Plaster coping (deteriorated) caps the parapet wall and top edge of the brick wall of the alley bridge.

The building, with a partial basement in the northwest corner, rests on concrete footings and floor slab. Reinforced concrete comprises the south, east, and lower north walls, columns and beams, and second story floor slab. The west wall and second story north wall are 12-inch thick red brick. The roof system of the main building is in two sections: wood trusses support a trapezoidal barrel, composed of wood rafters and decking, over the westerly fifty feet, and wood rafters support the easterly flat roof section.

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The second story continues above the first without demarcation. Each bay, except the narrower southerly bay, contains paired, twenty-light steel sash windows (four columns, five rows). Each has an operable six-light center section (three columns, three rows) that pivots horizontally to open with a vertical swing. (Note: glass in the alley bridge, northerly bay and two southerly bays has been replaced by double glaze lights--most of the original glass had been broken and replaced with modern glass and acrylic) Brick sills define the bottoms of the window openings which are otherwise undifferentiated.

Above the window openings, midway to the parapet coping, in each of the bays is a decorative pattern formed by brick soldier courses terminated at each end by 13-inch square cast concrete insets. Also inset at the midpoint of each of the courses is a cast concrete 13-inch high square diamond. On the same line within each of the slightly projecting brick columns is an inset horizontally elongated cross, also of cast concrete. (The building on the north side of the alley, which was the Wells Chevrolet Sales Building, has a very similar pattern with slightly more detailing in the brick coursing). Similar brick patterning and detailing is also on the Watts Wheel Service Building at 1318 West First Avenue) Terminating the parapet wall is a plaster coping course (deteriorated, resulting in deteriorated brick mortar). Capping each of the capitals is a cast concrete semicircular finial incised with a bullseye.

South Facade

The south facade of the building is solid concrete without openings. It is three feet north of the concrete BNSF viaduct.

East Facade

The northerly 70 feet of the east facade, a reinforced concrete wall, abuts the building to the east while the southern 35 feet is exposed to an open court. One vertical window opening with steel sash and one 10' X 10' garage opening covered by an operable tin clad fire door are on the ground floor. Two 6'10" X 6' window openings are in the second story. The sash has been removed and the openings are covered with plywood.

North Facade

The north facade, along the alley, is concrete with six window bays and one vehicular door bay. The alley bridge occupies the westerly fifty feet of the second story while the easterly twenty-five feet is solid red brick with no openings or detailing. Extending about twelve feet above the unadorned second story parapet is a ten-foot wide brick wall that encloses the elevator shaft. The elevator provided full access to the roof upon which new automobiles crossed in their transition from Northern Pacific rail cars to the highway.

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The ground level from east to west consists of a 10' X10' vehicle door opening covered by a partially open horizontal-ribbed roll-up garage door. This is the original door that provided exterior access to the automobile elevator. The original door, in poor condition, is fixed in an open position and vertically hinged wooden doors presently provide access. Adjacent to the west of the door is a window opening covered with plywood. The plywood covers steel sash, the condition of which has not been determined.

The five remaining ground floor bays are variable sizes; all but the easterly, which is shorter, are the same height. The shorter window opening has paired steel sash each with four by four lights. The next window in the row is divided vertically into three sections, with each section divided horizontally into three sections. Each section has three by two lights. The next three bays consist of two steel sash sections, with each divided horizontally into three sections, each with three by two lights. Most all of the lights are broken and plywood covers the interior face. Several of the sections have been altered to provide openings for vents and fans.

Interior

The interior of the main building is approximately 103' x 73' in dimension, 7,519 s.f. (each for 1st and 2nd floors); the alley bridge is 47'x20' in dimension, 940 s.f. The ground floor is supported by reinforced concrete footings and floor slab. Reinforced concrete columns and beams in approximately a twenty-two foot grid support the second floor slab. The beams are tied into the north, east, and south concrete walls, and the west brick wall.

The ground floor is divided by sheet rock and plaster-clad non-load-bearing walls into three sections. Apparently, the only permanent walls are the concrete walls of the stair well to the second floor immediately left of the central entry from Adams Street, and the concrete wall of the elevator shaft in the northeast corner.

Just inside of, and on the north side of the front entry, is a copper-steel clad fire door that provides access to the stairs ascending to the second floor. One concrete step (broken) and concrete landing approach the concrete stairs for a straight run--perpendicular to the west facade-- to the second floor. A second copper-steel-clad fire door is at the north side of the landing to provide access to the north side of the building. Beneath the stairs to the second floor is a set of concrete stairs running the opposite direction down to the basement.

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The second story is open and has not been partitioned. This level was used for automobile parking and preparation of newly-arrived automobiles. In the northeast corner is the concrete wall of the elevator shaft with a 10'4" x 9'2" copper-steel-clad fire door which opens to the south. Red brick comprises the west and north walls while poured-in-place reinforced concrete comprises the east and south walls.

Four 16-inch-square reinforced concrete columns, extending from the ground floor through the second floor, support a reinforced 21"x 16" concrete beam which divides the second floor roof structure into two sections running along the north-south axis. The tops of the columns are flared toward the trusses to provide a larger support base. Additionally, the concrete beam has an indentation into which steel straps anchor the truss ends.

The columns also support the east ends of the wood trusses which support a trapezoidal barrel roof which spans the west fifty-two feet of the building. On the east side of the beam is a flat roof supported by 2" x 13" wood rafters which spans approximately twenty feet from the concrete beam to the east wall. The west ends of the rafters are anchored to the beam by an angle iron. The east ends, which are embedded about four inches into the east wall, were apparently supported in place while the wall was poured around them. The rafters support a deck of 2"x6" tongue and groove lumber.

Ceiling heights range from twelve (bottom of trusses is ten feet) to sixteen feet in the westerly section and eleven feet in the eastern section. Skylights that were originally centered in each of the bay sections have been removed and closed with plywood panels.

The four wood trusses are supported on the west end by a brick corbel bracket that projects from the brick wall. The trusses are composed of 2" x 8" to 2" x 12" lumber. The bottom horizontal chord is a seven- 2" x 12"-plank sandwich that is stitched together by steel bolts. The top chord, which forms the trapezoidal shape, consists of five 2"x12" planks which run diagonally from the ends of the bottom chord to the peak of the roof. The web, comprised of three vertical posts and two short and two long diagonal members, join the top and bottom chords and form framework of triangular units. Each of the vertical members are composed of three 2" x 8" planks. These members also mark the slope changes of the top chord and the roof line and carry a portion of the roof load to the horizontal chord, thence to the column on the east end, and the brick wall on the west end. The trusses support 2"x10" rafters, spaced 16-inches on center. At the north and

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south walls, the rafter ends are embedded into the walls. The roof deck is constructed of 1"x12" tongue and groove boards, covered by two layers of deteriorated asphalt felt.

The red brick west and north walls are twelve inches thick and do not appear to be reinforced.

Within the west wall are four equally spaced and sized window bays that are centered between the trusses. The fifth window bay, at the south end, is narrower and centered between the truss and the south wall. The window openings are framed on the bottoms and sides by the brick courses forming the wall, and on the top by 17-inch thick concrete lintels which support the brick courses above.

The sash is steel with a center section that pivots horizontally. The narrow southerly bay has one twenty-light window (five columns, four rows) 6'10" tall by 6' wide. The center pivoting section has six lights. The four window openings of the wider bays 6'10" by 12'4" are paired twenty-light steel sash. A four-inch steel post separates the two window units. The glazing of all but two of the bays have been replaced by double glaze lights. The original glass had been broken and replaced with new glass and acrylic.

Alley Bridge Room

The west fifty feet of the north wall adjoins the enclosed alley bridge. A forty-five foot wide interior opening provides access to the room over the alley. The opening is ten feet tall and divided into three equal sections by two 6" x 6" steel I-beam columns. The columns support a concrete beam over the center section and a pair of 6" x 10" I beams on each side section. The alley room has a concrete floor slab supported underneath by six concrete beams which connect to the building to the north of the alley. Twelve-inch thick red brick walls enclose the west and east ends. The north wall, formed by the building to the north, originally had three door openings corresponding to those of the south side, but they have been filled with brick. A 4-inch thick reinforced concrete roof slab, supported by three 12"x12" concrete beams covers the room.

The west wall contains two window openings, separated by a narrow brick wall section. Each has twenty-four lights with a pivoting center section (six columns, four rows). The east wall contains two window openings, also separated by a narrow brick wall section, with twenty lights each (five columns, four rows). The sash is configured identically to the afore-mentioned steel sash. Concrete lintels support the brick wall section over the window openings. All original glass was broken; it was replaced by double-glaze lights.

8. Statement of Significance

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

- 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 represent the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

Period of Significance

Significant Dates

Areas of Significance (Enter categories from instructions)	Period of Significance	Significant Dates
<u>Commerce/Transportation</u>	<u>1926-1932</u>	<u>1926</u>

Specific Dates 1926

Builder/Architect Unknown

Statement of Significance

The Well Chevrolet Service Building is significant under Criterion A and Criterion C as a well-preserved element of a specifically designed auto dealership built during the growth of the automobile sales and service business in Spokane. The building was a component of Spokane's first Auto Row and illustrates the early nexus of the railroad and automobile distribution. A relatively simple auto service building, it is stylistically mirrors its companion showroom building by articulated piers dividing the window bays, decorative finials, and decorative brick coursing with cast concrete insets. These details plus the similarly detailed alley bridge unify the entire block face between the railroad viaduct and First Avenue.

It is significant under Criterion A as being one the original automobile dealerships built in Spokane's original Auto Row. Six buildings were built between 1920 and 1926 to specifically house auto dealerships in the West First Avenue district. These buildings include Riegel Brothers Dodge, Willys-Overland Pacific, Finlay-Studebaker, Chandler Auto, and Eldridge Buick. All remain, but none as auto dealerships.

Additionally, under Criterion A, the building illustrates the nexus between rail and street--from the era when the railroad was the mode by which automobiles were delivered from the factory to show-room. The Wells Service Building was built between the Northern Pacific Viaduct and the Wells Chevrolet Showroom. It's roof functioned as a bridge upon which new Chevrolets were guided off railcars, across the roof to a freight elevator, then down to the showroom via an enclosed bridge across the alley.

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The Wells Chevrolet Service Building is the only building in Spokane to use a roof deck and alley bridge to carry automobiles from the rail siding to the showroom floor, and is thus significant Under Criterion C. In contrast to the Eldridge Buick Building, which used a raised concrete viaduct (razed) to span the half block between the Northern Pacific viaduct and showroom, the Wells auto bridge was integral to the building. The building is also distinguishable in that it, when coupled by the alley bridge to the extant "Wells Chevrolet Showroom" to the north, becomes an essential element of a unified whole comprising the entire block face between the railroad viaduct and First Avenue. The scale, massing, and rhythm created by the buildings establish a street presence that is unique to Spokane.

The land upon which the Wells Chevrolet Service Building was constructed was owned by the Northern Pacific Railroad (now owned by Burlington Northern Santa Fe) and was at the northern edge of the 400-foot wide Northern Pacific Railroad right of way that bisected Spokane's downtown commercial district. The February 1889 Sanborn showed W. Railroad Ave. occupying the site with Northern Pacific tracks crossing the southern portion. By July 1890, a track crossed the northern portion of the site. In 1891, a board fence ran along the north boundary, a rail spur was at about the mid point, and the Spokane Fuel wood pile occupied the southern portion.

Finally, in 1902, the present-day form of the land parcel began to take shape: a 20-foot alley was created along the north boundary, and a half block long parcel was segregated from what had been Railroad Avenue. A rail spur for Diamond Ice and Fuel Company crossed the southern portion of the site. The main line Northern Pacific tracks were labeled as Pacific Avenue. The 1910 Sanborn map depicts the site as vacant except for a platform along the southern edge. This platform extended from the Spokane Paint & Oil Company Planing Mill and Sash and Door Factory (building extant) east of the site.

When Northern Pacific's rails were laid through Spokane in 1881-1882, Spokane's population was only 800 and the core business district was four blocks north of the tracks. By the early 1900s, the population was over 100,000, the business district had expanded, and the spurs and switching activity of the industrial and distributive users flanking the main line had become a problem for the city's growth. Since the NPRR rails were at grade, which, when occupied by rail cars, became a barrier to north-south traffic crossing the burgeoning downtown business district, the city began an effort to remove the congestion. On March 24, 1909, the Spokane City Commission adopted a resolution to induce the Northern Pacific Railway Company to abandon the present tracks in the heart of the city and build a tunnel under Cannon Hill. Over the next couple of years, the City

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Commission and the NP worked toward a grade separated corridor through the city. Indeed, Council A.M. Craven, in July of 1911, advised the Commissioners that the city had a right to make grade separation mandatory without paying any cost.

Finally, the Northern Pacific Railroad, in 1911, let a contract to begin building a raised viaduct over a distance of almost five miles and spanning thirty crossings. A concrete structure running from east of Washington Street to Maple Street, which narrowed the width of the corridor, and formed the southern boundary of the subject site, was completed in 1917. The Railroad, now the Burlington Northern Santa Fe, continues to own the property upon which the building is sited.

Auto Row

The automobile sales business experienced a major evolutionary period in its young life during the 1910s and 1920s. Initially, auto dealerships and support businesses had been fitted into existing retail buildings along main street. By the 1920s, the main street dealerships were being placed in appropriate new homes, built specifically to show, sell, and service the product.

According to Lentz in AHS's Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State:

In the 1910s and 1920s, auto manufacturers became increasingly involved in shaping the program and design for their dealer's showrooms. They encouraged grander, more dignified buildings that vied with downtown banks and hotels in architectural elaboration. Auto showrooms served as corporate status symbols, and the "sales palace" idea, complete with sumptuous interiors, caught on not only in the cities, but in smaller communities as well. In some places, local fire ordinances forced the relocation of dealerships out of early wood-frame buildings for fire safety reasons. These trends, in combination with site restriction and rising taxes in the center city, encouraged the exodus of auto showrooms out of downtown to a taxpayer strip where a new commercial district, Automobile Row, was born (Liebs 1985: 79-83). Early auto rows can be identified in nearly every sizable Washington city, and include Westlake Avenue and Pine Street in Seattle, S. Wenatchee Avenue in Wenatchee, S. First Street in Yakima, and W. First, Second, and Third Avenues in Spokane.

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Lentz identified two forms of early auto rows. The first was the downtown dealership built between ca. 1900 and 1925. The second, which describes the area in which the Wells Chevrolet Dealership is located, is labeled as the Early Auto Row Dealership. This class of dealership was generally built between the years 1915 and 1930. According to Lentz:

They can be found in districts of like buildings extending one or more blocks in length on the fringes of the downtown core. Key to this property type is the continuation of the Main Street formula of zero setback from the sidewalk and, in larger communities, continuous facade lines. Depending upon the size and scale of the city, these buildings vary from one, to three or more stories in height. Reinforced concrete was the preferred method of construction, with an exterior skin of terra cotta or stucco.

Spokane's Auto Row

Spokane witnessed the growth of its auto row during the early-1920s. Showrooms were built along First Avenue and Sprague Avenue to spotlight the newest in automobiles. Although the term "auto row" to define the west First/Sprague area, in which the dealers were located, was used as early as 1911, the 1919 through 1926 period marked the heyday, in that at least six buildings housing auto dealerships and showrooms were constructed in this area (six are extant). The Wells Chevrolet Building advertised as being in the "Heart of Auto Row" in an ad of March 7, 1926 after having just located in the West First district.

The term "Auto Row" was displayed in an article in the Sunday, August 20th, 1911 edition of the Spokesman Review. "With the inhabitants of Spokane's Auto Row." was the caption of an illustration depicting E.B. Zane, who was contending that this Packard home, a mission structure on East Sprague Avenue is the handsomest in the city; J.R. Posson, the manager of the Mitchell, Lewis & Straver company, agent for the Mitchell Car; and G.E. Riegel of the Spokane Taxicab Company were also depicted in the cartoon.

Riegel Brothers, in 1914, decided that an auto dealership had a brighter future than the taxi business. They initially secured a Dodge Dealership and located at Howard and Riverside. In 1916 they moved to W1307 First Avenue. In 1920 they built W1301 First (SW corner of First and Adams), with a marble showroom that "will last for 100 years," but retained the building at W1307 First. Riegel operated at that location until 1962, almost fifty years.

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Riegel Brothers was apparently the first dealership to be housed in a building devoted solely to automotive purposes and their building anchored the burgeoning district. The 1920 Polk Directory, for example, listed over thirty automobile sales or leasing businesses in the West First/Sprague area. The 1910 and 1930 Polk Directories, in contrast, listed less than ten auto dealers in the same district.

In the new year, 1921, Willys-Overland Pacific Company invited the citizens of Spokane to join them in celebration of the opening of their new \$150,000 Spokane headquarters. A Washington's Birthday party on February 22, 1921 would include jazz, old time dances, colored lights, and refreshments. According to the Sunday Spokesman Review, January 21, 1921 edition, the three story reinforced concrete building at 1103 West Sprague, was one of the finest plants in the county. The 65' x 70' showroom can display a dozen cars without crowding, and is ample for the Willys and the Overland lines. The interior was finished in ivory and the floor with ceramic tile. Windows face both Madison and Sprague. A modern shop, parts room, service garage, offices, a lunch room, and storage were also provided in the fireproof building which had no wood, except trim--even the windows were metal.

In June 1924, the Spokesman Review noted "Spokane First in Auto Rows," in reporting the comments of Studebaker factory representative, Franklin Martin, who was in Spokane to inspect the new home being built for Finlay-Studebaker at Sprague Avenue and Madison Street. Martin observed that Spokane's Auto Row "...represents the expenditure of millions of dollars and the builders seem to have expended with a view of permanent beauty."

"Finlay to Have Fine Auto Home," proclaimed the Spokesman Review on July 13th 1924. According to the article, the new home of the Finlay-Studebaker company, nearing completion at Sprague and Madison, is to have several unique features. The building was touted as one of the largest daylight garages in the city and as having the largest showroom space. Even the used car sales department would be illuminated by a skylight. The splendid new edifice, designed in a modified Spanish motif by G. A. Pehrson, and clad in stucco and brick, has a frontage of 100 feet on Sprague and 110 feet on Madison.

"Chandler Autos Have New Home." According to the August 3rd 1924 Spokesman Review, the 1925 Chandler is here and on display in the new home of the Chandler Sales

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Automobiles Shipped to a Spokane Dealer by a Western Factory, Chevrolet Cars From Oakland." The 40 boxcars spanned the nearly 3000 foot length of the NP viaduct across Hangman Creek. The second trainload of the month was portrayed in similar fashion in the edition of Sunday, March 28th. The autos would be unloaded in Spokane and distributed though the territory within a 100-mile radius of Spokane. "The fact that the company has received two such shipments within a month is proclaimed by the officials to be a record for Spokane."

Construction of Building

Construction of the Wells Chevrolet Service Building was completed in 1926. The grand opening ceremony garnered a full page spread in The Spokesman Review, Sunday, April 18th edition. Several special interest articles were in the Review throughout the week of the celebration. The building was built to provide automobile service for the Wells Chevrolet Sales Room that was on the north side of the alley and held the address 1229 West First Avenue. The Wells complex thus occupied the entire block frontage between First Avenue and the Northern Pacific Railroad viaduct. Indeed, with the bridge over the alley, the second story was continuous over the entire block.

According to the article:

All this week will be given over by the Wells Chevrolet company to the celebration of their removal to a fine new home on First avenue at Adams street, in the "heart of auto row." ... All departments will be thrown open to public inspection during the grand opening week. ...

The event is more than just a "housewarming" for the Wells Chevrolet company. It marks the achievement of a spectacular commercial success seldom paralleled in the motor industry. In less than four years this organization has grown from the original "acorn" into a mercantile oak--the largest Chevrolet distributing unit in this territory.

The main building, which houses the new and used car displays, as well as the offices, has been completely remodeled and a 10-year lease on it signed by Captain C.H. Wells, head of the concern, involving in the neighborhood of \$75,000.

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The article continued and described the Service Building

The new brick edifice, just back of the main store on Adams street, cost \$40,000 to build and is probably one of the most complete shop and service buildings in the west. It consists of basement, two floors and an unloading roof. This latter feature is as unique as it is practical.

The roof is flush with the Northern Pacific elevated tracks and full trainloads of automobiles are discharged from the freight cars on top of the structure. The automobile elevator connects with the roof and the cars are lowered directly into the service department.

The shop floor is arranged for one-way traffic, thus avoiding confusion or accidents. It is particularly convenient for lady drivers. "Spot" jobs, which are rush, are shunted off to one side, where immediate attention is given them. Less hurried work is lifted to the second floor.

The Service Building was the first stop in Spokane for new Chevrolets shipped by rail from Oakland. A photo from the April 18th article shows the service staff hand-guiding shiny new automobiles across the roof to an Otis water hydraulic elevator, then down to the second floor for dealer servicing. An enclosed bridge allowed the Chevrolets to cross the alley into the sales building. Another Otis water hydraulic elevator on the north side lowered the cars to the showroom floor where the sales staff of Captain Wells worked to move them onto the highways of the Inland Empire.

Apparently, Wells owned the new \$40,000 service building but was leasing the front portion which contained the sales department. He was also leasing the ground upon which the service building was built from the Northern Pacific Railroad.

He held a ten-year building lease from Mary J. McDevitt, the building owner. Mary J. McDevitt, a widow, also granted an easement to Wells Chevrolet Company, by instrument dated November 28, 1928, to use the south wall of the Wells Sales Department building, located on her property, to support the bridge across the alley to the Wells Service Building.

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Wells' business did not survive the Depression and on 7 July 1932 he assigned the property to Mr. J.D. Meikle to cover mortgages to various parties beginning in 1928. The 1933 Polk City Directory listed 1229 West First as vacant; no Adams Street address for the building was listed. In 1934 and 1935, Better Chevrolet Service was listed at 111 South Adams.

The 111 South Adams and 1229 West First addresses were associated with the Wells Chevrolet Sales Building, north of the alley. The 121, and later, 115 South Adams, addresses were listings for the Service Building, the subject of this nomination.

Riegel Brothers Truck Department was listed at 121 South Adams in the 1936 Polk. Day-Majer shop was at 111 South Adams, and Day-Majer Used Cars at 1229 West First. Riegel Brothers and Riegel-Becker operated their business at 1301 West First, the corner of First and Adams, with the truck, service and body/paint shop operating at the subject building until 1963.

No address was listed for the building in 1964. In 1965, 115 South Adams was occupied by W.C. Burrell, Inc. Tobacco Wholesales and H.E. Lambert Wholesale Candy and Distributing. They remained in the building until 1991, the last year Burrell, Incorporation was listed. In 1992, the building was listed as vacant, as it was through 1995.

The "Auto Row" dealers in the area bounded by Sprague, Walnut, the Northern Pacific Viaduct, and Monroe, gradually moved to other locations or discontinued business. Auto Row shifted south and spread along Second and Third avenues, which had housed some auto dealers since the teens and twenties. The last address for an automobile dealer in what was Spokane's Auto Row, 1201 West Sprague, was listed as vacant in the 1985 City Directory--Tom Price Chrysler Plymouth had gone.

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\$80,000." 8:1. 31 Jan. 1907.

--. "C. W. Weber Builds Modern Garage and Auto Salesroom on SE Corner Maple & First
- Pacific Motor Company. 7:1. 15 March 1910.

--. \$10,000 Garage to be Used by Packard Motor Company, Under Construction Near
Corner of Sprague and Jefferson. 5:1. 16 April 1911.

With the Inhabitants of Spokane's Auto Row. 20 August 1911

--. Oldsmobile Co. Lets Contract for Erection of Garage & Sales Room to Harry J. Skinne,
Cost \$60,000-75,000. 5:1. 10 March 1920.

--. Advertisement: Wells Chevrolet First Avenue at Adams, Heart of Auto Row. Sunday, 7
April 1926.

Wells Chevrolet Plant Will Hold "Open House" This Week. 18 April 1926.

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form. Use continuations sheets if necessary.)

See Continuation Sheet

10. Geographical Data

Acreage of Property Less than one

UTM References

1 <u>11</u>	<u>4/6/7/7/3/</u>	<u>5/2/7/7/9/5/</u>	3 <u>1</u>	<u>11111</u>	<u>111111</u>
Zone	Easting	Northing	Zone	Easting	Northing
2 <u>1</u>	<u>11111</u>	<u>111111</u>	4 <u>1</u>	<u>11111</u>	<u>111111</u>
Zone	Easting	Northing	Zone	Easting	Northing

See continuation sheet

Verbal Boundary Description and justification (Use a continuation sheet if necessary)

NP RY CO SUB of R/W LS 58 and W of 57. PN 35192.5319S. See continuation sheet

11. Form Prepared By

name/title	Jim Kolva		
organization	Building Owner	date	6 May 1998
street & number	115 South Adams Street	telephone	509-458-5517
city or town	Spokane, WA	state	WA zip code 99201-4105

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A city map indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property and streetscape.

At least 8 color slides of the property and streetscape.

Application Fee

\$25.00 for residential property/\$50.00 for commercial property.

12. Signature of Owner (s)

Handwritten signatures of property owners on a line.

For Official Use Only:

Date Received: December 2, 1998
Date Heard: December 14, 1998
Commission Decision: Approved
Council/Board Action: December 14, 1998 - Approved
Date: December 14, 1998

Attest: *Veronica Register*
City Clerk

Approved as to Form:
Bob Burns
Asst. City Attorney

We hereby certify that this property has been listed in the Spokane Register of Historic Places.

John Talbot

MAYOR, City of Spokane

or

CHAIR, Spokane County Commissioners

CHAIR, Spokane City/County Historic Landmarks Commission

City/County Historic Preservation Officer

City/County Historic Preservation office
Sixth Floor - City Hall, Spokane, WA 99201

**Spokane Register of Historic Places
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City of Spokane, Water Division. Application for Water Service for So. 115 Adams St.
28 December 1925.

Lentz, Florence K. and Holstine, Craig. An Inventory and Evaluation of Historic Properties
Associated with Transportation in Washington State. June 1995.

Polk, R.L. Spokane City Directory. Various years, 1920 - 1997.
Sanborn Fire Insurance Rate Maps. 1882 - 1952.

Renz, Louis Tuck. The History of the Northern Pacific Railroad. Fairfield: Ye Galleon
Press. 1980.

Reynolds, Sally R. Spokane Register of Historic Places Nomination Form for The
Eldridge Building. 30 June 1992.

The Spokane Daily Chronicle. Various Articles

The Spokesman Review. "O.F. Smith Erects Five Story Brick, First & Adams, Cost
\$80,000." 8:1. 31 Jan. 1907.

--. "C. W. Weber Builds Modern Garage and Auto Salesroom on SE Corner Maple & First
- Pacific Motor Company. 7:1. 15 March 1910.

--. \$10,000 Garage to be Used by Packard Motor Company, Under Construction Near
Corner of Sprague and Jefferson. 5:1. 16 April 1911.

With the Inhabitants of Spokane's Auto Row. 20 August 1911.

--. Oldsmobile Co. Lets Contract for Erection of Garage & Sales Room to Harry J. Skinne,
Cost \$60,000-75,000. 5:1. 10 March 1920.

--. Advertisement: Wells Chevrolet First Avenue at Adams, Heart of Auto Row. Sunday, 7
April 1926.

Wells Chevrolet Plant Will Hold "Open House" This Week. 18 April 1926.

City/County Historic Preservation office
Sixth Floor - City Hall, Spokane, WA 99201

**Spokane Register of Historic Places
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Continuation Sheet Wells Chevrolet Service Bldg **Item Number 10 Page 2**

Verbal Boundary Description

The property is at 115 South Adams Street, with Adams Street forming its western boundary. Beginning at the intersection of Adams Street and the south side an east-west alley, the boundary extends south along the east side of Adams Street 110 feet to the Burlington Northern Santa Fe Railroad viaduct, then east along the north side of the viaduct 75 feet to the east wall of the building, then north 110 feet to the alley, then west 75 feet to the point of beginning.

Attached to the north side of the building is an enclosed bridge which spans the alley; beginning at the northwest corner of the building, the building spans 20 feet north to southwest corner of the building on the north side of the alley, then east 50 feet to the southeast corner of said building, then south 20 feet back across the alley to the subject building, then west 50 feet to the point of beginning.

Boundary Justification

The boundary describes the foot print of the Wells Chevrolet Service Building.