

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: Parkade Parking Garage
And/Or Common Name: Parkade, Parkade Plaza

2. Location

Street & Number: 511 West Main Avenue
City, State, Zip Code: Spokane, WA 99201
Parcel Number: 35184.2416

3. Classification

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

4. Owner of Property

Name: GT MUKILTEO LLC
Street & Number: 1421 34th Ave # 300
City, State, Zip Code: Seattle, WA, 98122
Telephone Number/E-mail: (206) 724-5400 - Skip Slavin, slavin@incityinc.com

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: NA
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 Criteria and Statement of Significance

Applicable Spokane Register of Historic Places criteria: 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: 1.1 acres
Verbal Boundary Description: RES & ADD SPOKANE FALLS ALL LOTS 1 THRU 5 INC 20FT VAC S TPE OF & ADJ L1 & INC N1/2 OF VAC ALLEY S OF & ADJ LOTS 1 THRU5 B15
Verbal Boundary Justification: Nominated property includes entire parcel and urban legal description.

11. Form Prepared By

Name and Title: Jim Kolva
Organization: Jim Kolva Associates, LLC
Street, City, State, Zip Code: 115 South Adams Street, Suite 1
Telephone Number: 509-458-5517
E-mail Address: jim@jimkolvaassociates.com
Date Final Nomination Heard: 10/18/2023

12. Additional Documentation

Additional documentation is found on one or more continuation sheets.

13. Signature of Owner(s)

GT Mulkitho, LLC
By: Gunstower Capital LLC

Its: Money

By: [Signature]
Its: Money

14. For Official Use Only:

Date nomination application filed: 9/10/23

Date of Landmarks Commission Hearing: 10/18/23

Landmarks Commission decision: Approved

Date of City Council/Board of County Commissioners' hearing: Nov. 6, 2023

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.

[Signature]

10/25/23

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:

[Signature]
City Clerk

[Signature]
Assistant City Attorney



SUMMARY STATEMENT

Built in 1967, the Parkade is a ten-story, block-long automobile parking garage with ground floor retail located in the downtown Spokane business core. In the New Formalist mode, slender columns of cast concrete rise from an arcaded one-story podium to terminate in a broadly-projecting cavetto cornice. The horizontal ground level arcade of scalloped arches, band of yellow canopies, and strong vertical thrust of the white concrete columns, curved flare of the cornice, raw concrete spiral of the corner exit ramp, and elevator tower crowned by the flaring and rounded frame of the Parkade create an imposing and iconic building in downtown Spokane's skyline. Visible from a distance and set inward from the cornice, the building is topped by a red-vinyl-coated sheet metal hipped roof above which towers the sculptural Parkade sign housing. Providing automobile access and egress, softly curved and multi-faceted arched ramps anchor the northeast and northwest corners of the building. Retail shops open to the northeast and southwest corners of the ground floor. Designed by master Spokane architect Warren Cummings Heylman and associate J. Edwin Klapp, the building notable in its scale, proportion, bold, clean, lines, and connection to its downtown neighbors. The building retains a high degree of architectural integrity in its original location, design, materials, workmanship, character, and association with its continued use as retail space and a parking garage.

CURRENT APPEARANCE AND CONDITION

Site

Located in Spokane's downtown business core on a flat and level site, the building occupies the northern half of the block bounded by Riverside Avenue on the south, Howard Street on the west, Main Avenue on the north and Stevens Street on the east. A public plaza forms the southern boundary (partially owned by the Parkade) and runs east-west between Howard Street and Stevens Street. With an address of 511 West Main Avenue, the building occupies all of lots 1 through 5 including the north half of a vacated alley along the south side. The parcel is 320 feet west to east, and 150 feet in width north to south; the building itself is 301'-2" feet in length by 123 feet wide. Across the plaza to the south is a row of commercial buildings that front along Riverside Avenue, but also have entrances to the plaza that were developed in conjunction with the building of the Parkade and its plaza. The building is also connected via a second-floor skywalk system to the blocks to the north across Main Avenue, to the west across Howard Street, and to the south over the plaza to the buildings along the south side of the block. Two walkways connect in the buildings to the south, and, in turn, connect to the blocks across Stevens Street to the east. The skywalk system is part of the sidewalk public right-of-way in downtown Spokane.

Buildings within the southern half of the block include from west to east at 522 West Riverside, the modernist 8-story Fidelity Building (1953 designed by the Bank Building and Equipment Corp.); the 2-story Hill Brothers Building at #518 West Riverside (1890, SRHP), the 2-story Dodson's building at #516 West

Riverside (1890, SRHP), the 8-story Kirkland Cutter-designed Gothic Sherwood Building 508 West Riverside (1916, SRHP), and on the corner, the modernist 2-story First National Bank Building 502 West Riverside (1952, SRHP), also designed by the Bank Building and Equipment Corp. Buildings across from the Parkade include on the east across Stevens Street, the 3-story brick Bodie Block (1889 Building, SRHP) at 427 West Main, the 3-story brick Levy Block (1892, SRHP) at 118 North Stevens Street, and the imposing white terra cotta Old National Bank Building (1910-now US Bank) at 422 West Riverside. Across Main Street to the north and connected via the skywalk is the Bennett Block at 206 N. Howard Street (1890, SRHP). Across Howard Street to the west is the 1973 Chase Bank Building, and kitty-cornered to the northwest is the M, the former Culbertson's/Bon Marche/Macy's department store, converted to an apartment building with retail at street level; both are connected to the skywalk system from the Parkade.

Architectural Context

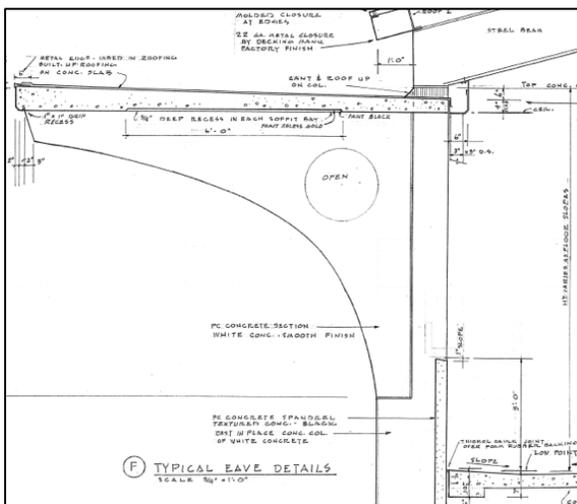
New Formalism is a modern style evolving in the 1960s and is typically used in public or commercial architecture and alludes to the classical in form and elements. It applies the geometries of classicism with new forms, and new materials—particularly concrete, and decorative expressions. New Formalist structures are often displayed as simple volumes on a raised base and one story or more in height. Formal rhythms are established with colonnades and pilasters. Geometric features accentuate the roofline in place of a traditional cornice. The Parkade expresses the qualities of New Formalism in its regular rhythm of vertical columns and symmetry. It is an expressive example of the style with its sculpted Parkade sign board, use of flared curved brackets with punched circular openings, spiraling ramps, compound arched ground floor bays and cantilevered skywalks.

Exterior of the Parkade

The ten-story concrete structure, except where-mentioned, is steel reinforced poured-in-place concrete; including the basement (long-term parking), ground floor podium of concrete arcades that houses retail shops and supports the

horizontal band of second-floor skywalks, and the open, and colonnaded nine floor-parking garage. The four facades are generally symmetrical and similar in detailing. A pronounced flared cavetto cornice terminates the facade and transitions to a concrete ledge which is topped by a red sheet-metal hipped roof set back several feet from the edge.

Attached to the south side of the parking structure that is approximately 301 feet



east to west, and 102 feet north to south (wall to wall), is the helical spiral concrete ramp on the southeast corner, and the rectangular shaft of the elevator/sign tower slightly west of center. The building height is 101 feet to the top of the cornice ledge, and 171 feet to the top of the elevator/sign "Parkade" tower. The three distinct vertical elements that comprise the composition are the main building mass distinguished by the colonnade of narrow rectangular white concrete columns that are terminated by a gracefully flared concrete cornice; the



raw-concrete spiral in the southeast corner capped by a bracketed concrete corona, "crown", and the sculptural white stucco-clad "sign" tower. The building has three functional components: two retail spaces, entered along Howard Street at the southwest corner, and Stevens Street in the northeast corner; the office rotunda in the southeast corner beneath the spiral ramp; and the parking garage from floors 2 through 10. Pedestrian access to the parking garage is from the plaza via the ground level elevator and stair lobby at the bottom of the tower, and the second-floor skywalk level.

The ground-level storefront bays are framed with low 13-to-18-inch black granite bulkhead walls, 2' x 2'- square bush hammered concrete columns and elliptical arches. The concrete columns are straight-sided from grade to seven feet, at which point they begin to narrow at the springer of the elliptical arch. The columns act as the springers for the arched window heads (stucco over metal lath soffits), as well as the perpendicular cantilevered arched beam that projects over the sidewalk to support the skywalk. As the arches supporting the skywalks project out, the soffits widen slightly (corresponding to the narrowing arch support) and the arches transform from an elliptical arch within the facade plane to a segmental arch at the outside face of the skywalk.

The overarching, cantilevering "skywalks" project ten feet from the façade plane on the south, west and north sides to cover the street level sidewalks that follow the building's perimeter. Along the east side, the skywalk projects five feet from the façade plane. The skywalks are configured with precast concrete spandrel walls or rails that are congruent to the arched bays which they front. A segmental arch on the bottom side of each panel presents a scalloped effect. Above each of the arched rail panels, again corresponding to the ground floor bays below, is a yellow canopy. The canopies of the north and east facades are canvas over a tubular steel framework that is attached to the concrete columns.



Visible behind the skywalk and canopies are the open ribbed colonnades of the second through tenth floors. These columns correspond to the bays of the ground floor in that each of the ground floor columns aligns with every fourth column of the upper floors. In the span between the ground floor bay columns, two columns fill the gap. The columns are poured-in-place and tied with steel rebar to the floor beams and attached to the poured in place garage floors and internal wall and beams. Portions of the skywalks were precast and lifted into place, and the cornice segments as well as the top element of the spiral ramp in the southeast corner were precast and lifted into place.

Corresponding to the arched bays are the open concrete columns of the second through tenth floors. Extending from and aligned with the ground floor columns the upper story concrete columns are spaced 17'-6" on center with two columns in between thus each ground bay extends to four columns above. Above the ground floor bays and skywalk, the vertical concrete ribs are spaced 5'-10" on center, with two columns between that divide the space into three segments. Likewise, the mullions of the ground floor bays correspond to the spacing of the concrete columns above. The façade is terminated in a graceful cavetto-ached precast concrete cornice. The arched brackets, each punched with a round hole, project ten feet and rise ten feet from the tenth floor to support a precast concrete cornice ledge. The bottom face of the ledge between each of the brackets is coffered with a single rectangular panel. Additionally, the outside corners of the cornice ledges are rounded with the inside cut out. The cutout is formed with the

outside curve matching the external corner and the inside curve connecting the right-angled corner brackets.

During a recent renovation of the building, primarily removal of water-damaged rusted rebar and cracking/spalling concrete, it was determined that the rounded cornice corners were unsafe and beyond repair. Over the years, the concrete had cracked, spalled, and shed chunks of concrete to the sidewalk below. These corners were wrapped in metal bands and chicken wire to retain the loose concrete. These elements were removed creating a slightly different appearance of the corners. After extensive evaluation, it was determined that the remaining cornices would not support a replication of the original corners.

Set back ten feet from the cornice edge, the hipped roof is vinyl-coated steel with steel purlins and beams. The exposed roof structure is also supported by steel columns, beams, and tie rods, and in contrast to the low ceiling height and wall of the lower floor parking decks, is open to the exterior columns.

North Facade

The north side along Main Avenue is considered the primary facade and stretches between Howard Street on the west and Stevens Street on the east. Divided horizontally into the ground floor retail base and cantilevered skywalk, the nine-story middle parking garage, and topped by a flaring arched cornice, the building is strongly vertical in appearance. From corner to corner, the ground level façade is divided into seventeen arched bays accentuated by cantilevered arches that extend from the square columns dividing the bays to support the



skywalk. Corresponding to the ground floor arched bays, the 52 concrete columns dividing the arched bays of the ground floor are aligned with every fourth column extending upwards from the second story level.

Above the second floor-skywalk level, the rectangular columns are 9-inches wide by 23-inches deep. These columns appear above the skywalk that runs horizontally at the juncture of the first and second floors and cantilevers over the sidewalk as it wraps the west, north, and south facades. They also frame the ground floor bays, with every fourth column merging with the stouter columns below and extending to ground level to divide the retail bays. The arches and precast concrete spandrels enclosing the skywalk wall present a scalloped appearance as they extend along the perimeter of the building.

The large horizontal mass is balanced by the narrow white ribs that rise from the yellow canopies and flare in graceful curves at the overarching cornice. Transparency is highlighted by the open corners revealing glimpses of flanking buildings and the white dashed pattern of the light fixtures from the interior of the garage. A slight tilt is imparted by the long white lines of the concrete floor slabs that ascend from the west to the east corners of the building. The flared and rounded sign platform peeks above the horizontal white line of the cornice. This pattern becomes obvious at a block distance from the building, but the hipped roof remains hidden behind the cornice.



All the bays are configured identically with a vertical 24-inch square concrete column with a bush hammered finish, spaced about 17'-10" on center. The bay opening is 16 feet between columns and 50 feet from grade to top or arch. The square columns extend from sidewalk grade to the point at which the elliptical arches of the window bays intersect the vertical faces of the columns. At that point, the columns narrow and

begin an arch to project ten feet over the sidewalk and support the bottom face of the arch as it extends to and terminates behind the horizontal cast concrete skywalk spandrels. Aligned over the storefronts and congruent with the arches of the storefront bays, the scalloped spandrel panels form the outside walls of the skywalk perimeter. Composed of four-inch-thick precast concrete, the panels are attached to the ends of the cantilevered arches that spring from the square concrete posts dividing each bay.

The curved soffits beneath the arches are formed with white stucco over metal lath. The glass and metal panels within the arched bays are framed with extruded square aluminum moldings. Polished black granite bulkhead walls are set below the shopfront window bays except for three bays in which the glass panels extend down to sidewalk grade.

From west to east, the west bay has a low 13 to 18-inch polished black granite bulkhead walls with a single-panel storefront window, most of which is obscured by an interior cover panel, with the upper arch section open. The next seven bays are filled with brick which extend from sidewalk grade to fill the arch. Within the fifth bay is a service entry alcove with a 40"-wide door set back approximately 5 feet. The next group of three bays, originally two shopfront windows flanking an entry bay, is currently blocked and not in use. The westerly bay is configured identically to the storefront bay of the west end—granite bulkhead wall supporting a single-obscured-glass panel; the middle bay consists of a centered 4'-0"-wide flat panel steel door flanked by paired metal panel sidelights divided vertically. The assemblage is topped by a three-panel glass transom divided vertically in accordance with the door and sidelight sections below. A low granite bulkhead wall supports the sidelights. The east bay is identical to the west bay storefront bay except that the glass panel has been replaced by sheet metal divided vertically into four panels.

The remainder of the ground-floor façade consists of five shopfront bays and, at the east end, an arched passageway. All the bays contain storefronts but are detailed slightly differently. The two westerly bays are set in about 14-inches from the column faces and configured with low granite bulkhead walls. Extruded, anodized square-frame aluminum moldings divide the glass with a single horizontal mullion at about six feet, and three vertical mullions dividing the span into three equally sized sections with the three lower square, and the three upper arched. The next two storefront bays consist of full plate glass panels that extend from grade to fill the arch. The east storefront bay also extends from grade to top of the arch but is divided into six sections by a horizontal and two vertical mullions.

The east end bay at the northeast corner is an arcaded passageway that runs along the east side to jog east to rejoin the sidewalk and or to access the pedestrian plaza that runs to the west along the south side of the building.

The juncture of the retail ground floor and the parking garage floors two-through - ten is well defined by the previously described scalloped spandrel walls of the cantilevered skywalk and the bright yellow canvas canopies that cover the open walkway. Above the skywalk wall and rising through the backside of the canopies are the precast concrete columns that distinguish the façade. This section of skywalk is not open to the public and is blocked from the main enclosed system that runs along the west façade and extends over Main Avenue to the Bennett Block.

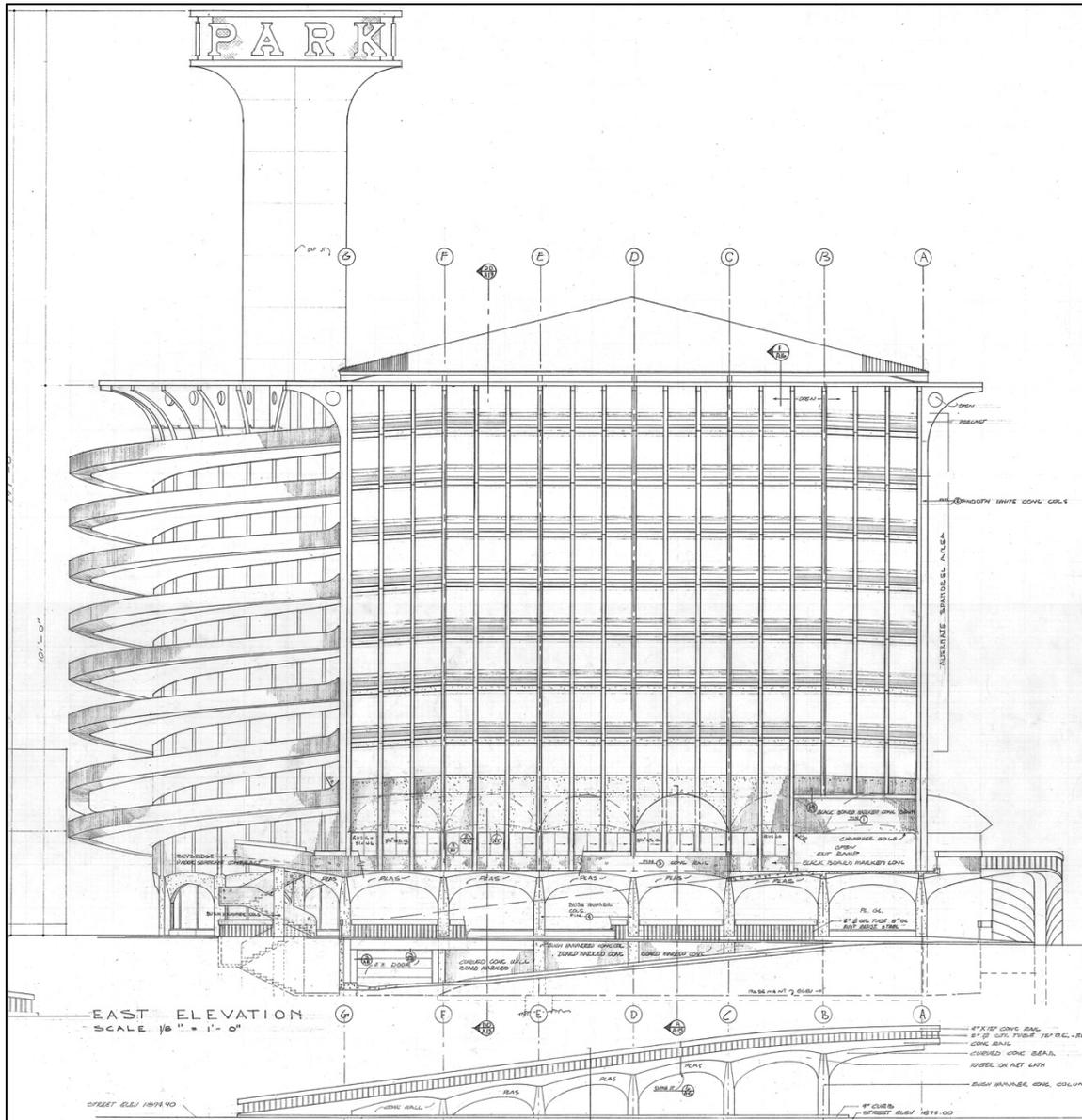
Fronting the storefronts and skywalk is the vehicle entry ramp along the south side of eastbound Main Avenue. The ramp begins its ascent east of the intersection with Howard Street--three bays east of the northwest corner--and rises to the entry to the second-floor parking garage at bay eleven.

The ramp is concrete supported by square concrete columns spaced at 17-10" on center and are of the same shape and configuration as those in the ground floor façade. Arched concrete beams, aligned east-west, support the outside edge of the ramp and angle down to the middle to intercept the concrete posts. The arches of the ramp coincide with the arches of the skywalk/ground floor bay. At two points, arches extending from the façade arcade bridge the sidewalk to extend to the middle row of columns. Aligned below this external ramp is an exit ramp that ascends from the basement to exit vehicles to eastbound Main Avenue. As with the arches along the ground floor façade, the posts and beams are bush hammered concrete and the soffits beneath the arches are stucco over steel lath. Both the railings along the ramp and the sidewalk section along the basement exit ramp are composed of 2-inch square steel rods topped by 4-inch by 12-inch cast concrete planks.



East Façade

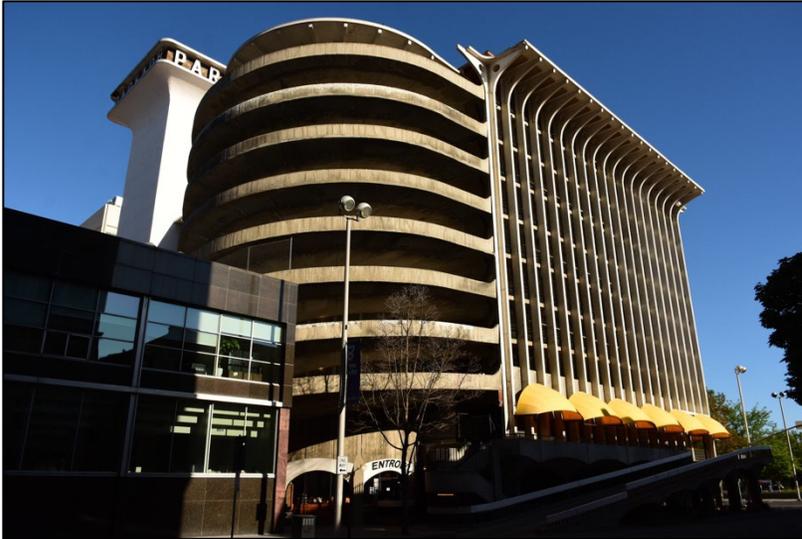
The east façade is composed of three elements: the main structure of vertical concrete columns and horizontal floor slabs, divided into six arched bays; the office rotunda, helical spiral ramp and corona at the southeast corner; and the ramp from level two of the parking garage down to Stevens Street. Because of the location of the vehicular exit ramp, the pedestrian walkway is shifted to a passage through the east side of the building. The passage occupies what would have been the eastern retail bay. The ground floor facade is an open arcade with six segmental arch bays that match those of the other three facades with bush hammered finish concrete columns separating and supporting the arches which are concrete clad with plaster. The skywalk level is configured the same as the north façade but is narrower than the north side, at five feet in width. Within the second-story wall are glass panels that span the gap between the square columns and are divided into two lights by vertical muntins. These windows correspond to the former University Club and mezzanine level of the retail bay in the northeast corner. The yellow canvas canopies are aligned over the arches below and project over the skywalk. A vehicular exit portal in the northeast corner and opens to the east. At the skywalk level the façade is divided by 17 concrete columns into 18 vertical segments that retain the same relationship of pattern and spacing of the second through tenth floor columns and flared cornice. Visible behind the concrete colonnade are the horizontal concrete floor slabs and cable and metal plank car guards.



At ground level and set within the northeast corner of 16-foot-wide passage and opening to the east is the entry bay to the retail space. The entry, framed by bush hammered concrete columns and flat arch header, consists of double aluminum-frame metal panel doors with five-foot-wide glass panel sidelights and transom windows covered with sign/advertising panels. To the south is a flat, featureless wall that bumps out five feet and stretches four bays--flat black glass panels spanning from the low granite bulkhead wall to ceiling—a flat arch with no definition. The bay divisions are defined by extruded square aluminum mullions within which there are three glass panels set vertically without frame. Bay six, like bay one, is recessed five feet and framed by bush hammered concrete jambs

and head, and polished black granite bulkhead wall. Within the bay is a double aluminum-framed black-glass panel door entry with black glass panel sidelights and transom.

Extending from the southeast corner end bay beyond the south façade plane is the spiral exit ramp, below which is the rotunda office space. The spiral ramp is open and extends 50 feet from the south wall plane to within one foot of the former First National Bank Building.



Poured in place, the ramp is finished with a raw, board-pressed concrete finish. Eight levels running between floors three and ten are displayed in eight arch segments as the final level joins the second-floor exit level. On the west face, the ramp segments run between the eighth and second floors; the

south façade reveals the slope between the floors at each level, and on the east side, the ramp runs between the third and tenth floors. The ramp is topped by a corona composed of precast concrete cornice elements that extend above the concrete shaft forming the axis of the ramp structure. This cavetto-arch arcade projects south of the central building wall and continues the building cornice at the same height. The 60-foot-diameter crown is a half-circle with the precast cornice elements, spaced at 5-feet on center and topped with a flat concrete ring that projects over the open exit ramp as it descends to the next floor level.

The spiral ramp is 70 feet in diameter and projects 50 feet beyond the plane of the south façade. Beneath the ramp, like an axle anchoring it to the ground, is a 36-foot diameter concrete shaft with an octagonal window bay arrangement—a rotunda office suite. Six semi-circular-arch window bays and one entry bay are formed by 24-inch bush hammer concrete columns and stucco arch heads. A 13-inch-high polished black granite bulkhead wall frames the bottoms of the windows which are inset 16-inches from the column faces. The bay openings are segmented into three sections to follow the curve: 42"-64"-42" between the columns. These dimensions correspond to the length of the granite bulkhead panels and the space between the vertical square-aluminum mullions that divide the bays into three glass panels. The compound arch over the bays is elliptical along the bottom curve and transforms to segmental along the top curve.

Additionally, the stucco panel slopes up from the sash plane (15-inches deep) out to the façade plane as it intersects with the top of the column. Above the stucco arches the concrete wall is patterned with vertical board impressions that extend into the bottom of the ramp. The poured-in-place concrete “roof” varies in height in accordance with the slope of the circular ramp as it spirals down. The bush hammered concrete columns, inset into the wall, begin to angle inward at the intersection of the top arch and narrow to 9-inches as they extend to the underside of the ramp.

Visible on the east face of the rotunda are a window bay (partially covered with plywood), entry bay, and a shallow alcove at the juncture of the main building and the rotunda curve that is used for a planter. The corner stair tower and the vehicle exit ramp obscure views of the rotunda from the street. The entry bay, in the east wall, is configured similarly to the window bays. The floor is approximately 16 inches above outside grade, thus a concrete landing framed by a concrete plank rail and square steel tube balusters is used to provide access. The aluminum-frame glass panel door and a vertical narrow sidelight occupy the middle of the three-section bay; the flanking windows are the same as the other bays.

At the southern end of the covered arcade passageway opposite the entry to the rotunda and providing access up to the south end of the skywalk and down to the basement parking garage is an open, switchback stair tower composed of cast in place concrete steps with concrete railing panels. The railing panels are solid, 40-inch-high cast concrete with a smooth pock-marked surface. At the midpoints and outside faces of the lower and upper inclining side rails are flat bush-hammered concrete columns that extend to about ten feet in height. The 12-inch concrete plank railing continues from the east side of the pedestrian arcade and extends to wrap around the stair well. Two-inch square steel rods form the balusters that support the plank railing and extend above to fill the gap below the landing housing to prevent access. Opening on the north, the steps ascend to the south, turn 180 degrees within the half circle rail enclosing the landing, then switch back to ascend to the skywalk level. On the skywalk level, at the southeast corner, is the approach landing to the former University Club (now essentially a storage closet). Both the up run and down run open to the north side.

The vehicular exit ramp is at the north corner with vehicles turning from an eastbound movement out of the garage to a southbound movement to descend and merge with traffic traveling along Stevens Street. Aligned below that ramp and outside the east façade plane is a ramp that descends into the parking garage – south bound with a right turn to the west to enter the garage basement. The 13-foot-wide ramp, with 11-foot travel lane, is set about six feet from the façade plane, with a one-foot gap between its inside edge and the five-foot-wide skywalk along the east façade. Along the east side of the building is the vehicular

exit ramp which descends from the second-floor parking level to Stevens Street. Thirteen-foot-wide (11-foot travel lane), the concrete ramp opens to the street next to the stair housing. Concrete slab railings and steel rod balusters anchored by concrete curbs line the edges of the ramp. As with the ramp on the north side, bush hammered concrete columns support arched concrete beams with arches matching those of the main façade in form, spacing and material.

South Façade

The south façade fronts to a public plaza that was created in conjunction with the construction of the Parkade. Originally intended as an active retail front catering to pedestrian shoppers, the façade included several retail shops opening to the plaza and an interior arcade and was complementary to the shops that would open along the south side of the plaza (in buildings fronting on Riverside Avenue). The façade is in two segments, divided by the elevator-sign tower, and terminated by the spiral exit ramp on the southeast corner. The bays are of standard configuration, bush hammered concrete columns defining seven elliptically arched bays and arching out to support the cantilevered skywalk above (enclosing Rite Aid space). In the west corner is a standard storefront divided into six glass panels by a horizontal and two vertical mullions (same as storefront window on the west façade next to the entry bay). A sign cabinet with the backlit "PHARMACY" is rod-suspended from the soffit of the skywalk arch. The next storefront bay is covered with chipboard (inside the window), followed by a single-glass panel storefront bay, a vacated entry bay, and three patterned-brick bays. The entry bay, no longer in use, includes a double automatic sliding door assembly with vertical glass sidelights extending to the arch head, and a glass transom window over the aluminum-framed glass panel doors. The three brick-wall bays are configured identically to those of the north and south façades: brick wall planes set inward four inches from the column faces and framed on the sides and top arch with flat aluminum moldings with a 6-inch gap to emphasize line definition. With the bottom row set on the concrete foundation at sidewalk grade, the four-inch square bricks are in an offset bond. At the fifteenth row from grade, the brick pattern changes to a fan pattern that follows the line of elliptical arch head.

Corresponding to the ground floor bays, the skywalk over this wall segment is enclosed by glass panels and covered by seven sheet metal canopies (replaced the original canvas canopies ca. 1979). The bottoms of the precast concrete spandrel panels are segmental arches conforming to the arched bays of the ground floor. Along the top of the concrete wall panels is a 12-inch square sheet-metal ledge into which the smoke-tinted glass glazing is anchored. The glass panels are vertically aligned and caulked into place. The yellow canopies are barrel-shape arches and overhang the glass ledge below.

Above the skywalk level, the interior of the garage is visible through the vertical ribs that enclose the space. The slope of the concrete parking floors can be



discerned on the south façade as well as the north façade. On the south façade, the edges of the floor decks, the guard rails—steel planks and steel cables, are visible in their upward slope to the west. As described above, the building is terminated with flared precast cavetto brackets supporting a concrete cornice ledge. The hipped roof is set back and only visible from a distance.

The white-stucco elevator lobby and tower, is 171 feet in height and projects approximately 20 feet from the façade plane and is 36 feet in width. The tower shaft is clad with 12' x 12' stucco panels and the “penthouse” sign housing is stucco over steel lath and mesh. At the top, the shaft flares out ten feet in rounded corners to create a platform and housing for the free-standing 9-foot-tall lettered signs, “PARK” and “PARKADE,” that

announce parking in all four directions. At the bottom of the shaft, the 13-inch polished black granite base molding along the storefront bays continues around the perimeter of the tower. The sides of the tower are blank except for the double-aluminum-frame-glass panel-door entry on the west side and the single-door entry on the east side. In the rounded-corner door head above the west entry are the white-painted letters “PARKADE.” Three elevators and a utilitarian stair tower are within the entry lobby. The east face of the tower supports an array of metal conduit attached to the wall that rises from the ground to the skywalk level then curves at a right angle to enter the building. This utility feature was added to update the power infrastructure within the parking garage.

On the east side of the elevator lobby are five bays consisting, from west to east, of an entry bay, storefront window bay, entry bay, storefront window bay, and storefront window. The bays are configured identically to the other facades with polished black granite bulkheads, elliptical arches and square aluminum sash moldings. The bay next to the elevator lobby is configured with a centered door and flanking glass panels. Aluminum jamb moldings extend from grade to the top of arch and separate the flat steel panel door section from the single-light side panels. The section of the storefront below the door head is obscured by interior

shade panels. The next bay has a single-glass panel storefront and is also obscured. The third bay is configured identically to the entry bay, but with an operable aluminum-frame glass panel door with metal panel transom. Bay 4 is a storefront bay divided vertically by three aluminum mullions into four glass panels. The east bay is the same as bay 3, except that the glass panel is backed with chipboard. All three door openings are 40" x 72" high.

As described above, extending from the southeast corner end bay beyond the south façade plane is the open concrete spiral exit ramp which extends 50 feet from the south wall plane to within one foot of the former First National Bank Building. On the west face eight levels running between floors two and eight are displayed in eight arch segments as the final level joins the second-floor exit level. The ramp is topped by a precast concrete corona that extends above the concrete shaft forming the axis of the ramp structure. This cavetto-arch arcade projects south of the central building wall and continues the building cornice at the same height.

Beneath the 70-foot-diameter spiral ramp is a 36-foot diameter concrete shaft with an octagonal window bay arrangement—a rotunda office suite which is described above. Likewise, the half-circle concrete stair tower outside the southeast corner of the building was previously described. The approach view from the south reveals half circle of the rotunda office suite, the pedestrian passage beneath and along the east side of the building, the half circle composition of the stair tower, and the exit end of the vehicular ramp from the second floor. The southeast corner of the second floor includes the connection to skywalk level, a landing that provides access to the former University Club and the south end of the skywalk with a yellow canopy.

West Facade

Fronting along Howard Street, the west façade is typical with arched ground floor retail bays, skywalk, and the colonnade of rectangular concrete columns that extend to the flared cavetto cornice. The ground level façade is composed of six identical elliptically arched bays including the main entry bay at the south end (same as all ground floor facades). From the entry to the north corner, is the glass panel entry bay, a glass panel storefront bay, three bays that are filled with brick (original configuration), and a glass panel storefront bay in the north end. The entry bay is glass enclosed and framed with low polished black granite bulkhead walls and extruded square anodized aluminum frames and mullions. The door assembly is inset from the single panel glass wall plane. The side walls connecting the front wall and the door assembly single glass panels. Set 3'-6" in from the front wall plane, the door assembly consists of double-aluminum-framed automatic sliding doors and identically configured glass panel sidelights. A wide aluminum head supports the doors and separates the single-panel segmental-arch transom window. The next bay is a storefront with glass obscured by interior shading. The bay is typical and composed of a low 15-inch granite bulkhead wall

and aluminum frame window divided into six panels by one horizontal and two vertical mullions. The three brick walled bays are configured identically to those of the north and south facades: brick wall planes set inward four inches from the column faces and framed on the sides and top arch with flat aluminum moldings with a 6-inch gap to emphasize line definition. With the bottom row set on the concrete foundation at sidewalk grade, the four-inch square bricks are in an offset bond. At the fifteenth row from grade, the brick pattern changes to a fan pattern that follows the line of elliptical arch head. The window bay at the north end consists of a single plate glass panel that is obscured by an interior screen (opposite the Pharmacy). A sheet of plywood covers the southern half of the window.

At the second-floor level is the skywalk that crosses the façade from south to north engaging the skywalk of the south and north facades at the cantilevering corners. The south end extends to the south face of the east-west skywalk along the south façade, indents approximately four feet to intersect with the southward extending skybridge that departs the building. Inset from the south end approximately five feet is the skybridge that extends over Howard Street to the building to the west. As described for the skywalk segment along the south façade, the supporting arches correspond to the ground floor bays and the glass panel sheet metal canopies are identical to those described. At the north end, beyond the original building skywalk footprint, the skywalk changes. The 1979 glass and metal canopy was removed and replaced in 2019 in conjunction with the “M” and Bennett Block modifications.



Extending from the outside of the northwest corner is a curving poured-in-place concrete stairway that reaches south from the corner of the skywalk down to the west side of the sidewalk. With the skywalk landing opening to the west, the winder steps follow the curve of the solid rails and twist to open to the southeast at the west edge of the sidewalk. Bridging the sidewalk just south of the

intersection corner, the stairway allows pedestrian passage between the structure and building façade.

The west elevations of the south projecting mid-block elevator tower, skywalk to the Sherwood Building, and the spiral exiting ramps and rotunda office are visible

from Howard Street and the Parkade Plaza. In the foreground, along Howard Street, are the concrete arches of the glass-enclosed skybridge that extends from the Parkade south to the Fidelity Building. The flat white elevator tower rises above the flared cornice to display "PARK" high above the roof top. A double-aluminum-frame glass panel door bay provides entry to the elevator/stair tower. Above the doors with the top corners rounded, is a sign panel "PLAZA." On the west wall next the door bay is an aluminum dedicatory plaque "PARKADE" that lists the Parkade board of directors, including John G.F. Hieber, President, and seven others: the Architect, Warren Cummings Heylman and J. Edwin Klapp, Associate, and Contractors, SCEVA Construction Co., United Mechanical, and Kehne-Crabtree Electrical. "Construction was completed in 1967 on the site of the former Ambs. Daniel, Hieber and Soss Buildings." Beyond the elevator tower is the gray-aluminum and black-glass skywalk that extends across the plaza to the Sherwood building to the south. At the end of the view are two concrete columns that support exit ramps and the spiral ramp in the southeast corner. Beneath the tilted and overreaching "roof" of the bottom spiral is the rotunda office and its arched window bays.

Interior of the Parkade

The ground floor of the building has a floor area of approximately 31,000 square feet, plus a full basement with approximately the same area. Additionally, the rotunda office suite beneath the spiral exit ramp contains about 1200 square feet. Because of the ground floor pedestrian passage along the east end, the floor plates of the parking levels are slightly larger at approximately 31,500 square feet.

The basement is poured-in-place concrete and contains four aisles for long term vehicular parking with a roll-up steel entry door in the southeast corner and a roll-up steel exit door near the northwest corner. Along the south side are concrete block walls that provide spaces for work room, mechanical equipment, boiler room, and stair/elevator lobby near the center. These spaces are concrete floor, walls, and ceiling and accessed via flat slab steel doors. An exterior stair tower in the southeast corner also provides pedestrian access via a below-grade concrete passageway to the garage.

The ground level is allocated to retail use with Rite Aid drug store as the primary tenant with a floor area of approximately 18,000 square feet. Rite aid occupies the western two-thirds of the ground floor space with a double-door entry on the south end of the west facade, facing west. Rite Aid also has an access from the stair/elevator lobby along the south façade. The space is open with a row of rooms, including the pharmacy along the north wall. Included in this area are storage and stock rooms, employees lounge and restrooms, and offices within a mezzanine section. A row of square sheetrock columns clad with a six-foot tile-embossed vinyl wainscot covers the lower half of the columns. The concrete floor is covered with 12-inch vinyl tile, the walls and the ceiling with sheetrock.

Fluorescent light fixtures run north south in parallel rows from wall to wall between the display aisles. A variety of exposed pipes, conduit, and ducts are attached to the ceiling. The windows along the west and south sides have been covered primarily by wall display racks and shelving. Only one window bay in west end of the south façade is fully open. In those window bays that are blocked, only the upper portions of the bush hammered concrete arches are visible.

Spokane Fitness occupies the northeastern end of the building with a floor area of roughly 3,000 square feet, including a partial mezzanine. A double-door entry on the north end of the east façade provides access to the space. The outside glass wall along the east side is obscured while the north wall is comprised of six arched bays is glass storefront. Both the south and the west walls are interior. The concrete floor is covered with a variety of material including fabric carpet and hardwood strip. The north wall is bush hammered concrete of the concrete columns and arches which remain exposed. Masonite panels with horizontal slots for display hardware (over sheetrock) clads the west, south, and east walls. The ceiling is scalloped in congruence with the arches of the north wall storefront bays and clad with stained wood boards in which rectangular fluorescent light panels are inset. The mezzanine is along the east wall and opens to the north. Open steel frame steps provide access. A pipe railing is along the north and northeast edges of the mezzanine which extends back toward the southeast corner. Note that most of this area had been part of the original University Club that occupied the southeast corner of the second floor between 1971 and ca. 1990. A small storage room along the south end is all that remains. The brass sign remains on the south wall next to a single steel slab door that provided access to the club. The parking office is on the second level, east of the University Club and within the parking garage between the two ramps.

The parking garage floors are flat slab poured-in-place concrete that slope up to the west along the southern half, and up to the east along the northern half.

A poured-in-place concrete wall in the middle of the structure separates the north and south halves. The wall is open at the west and east ends to accommodate the transition between the parking decks on the north and south sides.

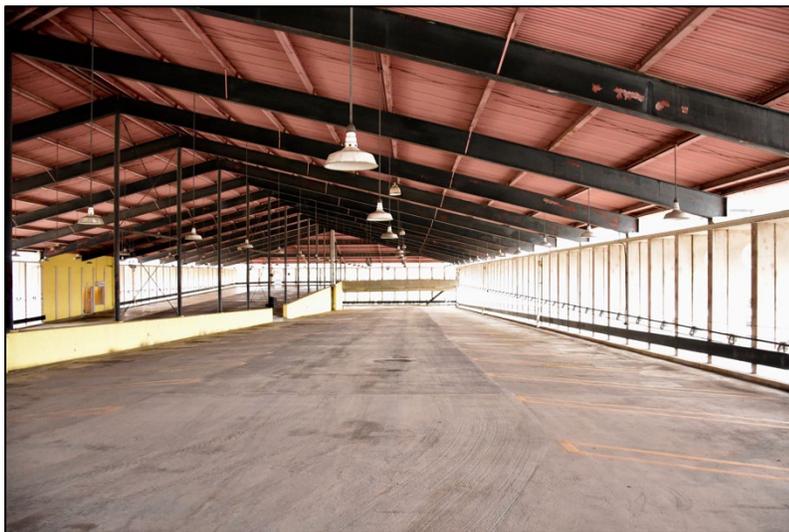
Heavy, 26-inch by 12-inch concrete beams cross the parking slabs from north to south. They span the parking decks and tie into the concrete columns forming the outside facades of south and north sides and into an east-west beam in the center dividing wall. These lateral beams are spaced on every other column, approximately 11'-8" on center. Near the mid-point of the east-west axis on each of the parking floors is a pedestrian passage through the center wall that provides access to the elevator/stair tower on the south façade. Access to the elevator lobby is provided by a single-aluminum-frame glass panel door. Within the frame formed by two square columns is also a vertical single-panel glass



sidelight. In the adjacent column-framed space is a 5' x 5' clear glass window above a solid bulkhead wall. An illuminated sign panel above the window announces: "ELEVATORS."

The top floor is open and divided by the top of the center wall. A view from the west end shows the ramp floor on the south side inclining down and the ramp floor on the north

side inclining up with the low concrete center wall dividing the sloping floors. The top of the spiral ramp and massive post and beam structure are revealed in the southeast corner. Enclosing the view is the structure and underside of the corrugated sheet metal roof.



The open sides display the graceful arches of the cornice brackets in which 2-foot-diameter round holes are centered within the spandrels of the arches. Elevated slightly above the cornice ledge are concrete bases upon which the steel I-beams of the roof structure are anchored. The lateral cross beams are supported by every fourth column, as are the smaller beams supporting the ends of the hipped roof

sections. Steel posts rising from the low central wall support the east-west ridge beam. Rod-suspended metal shade pendant lights are attached to the ceiling over the parking stalls. Metal halide fixtures are also used for traffic lanes while pairs of up-mounted spot lights provide display lighting that highlights the building form.

ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

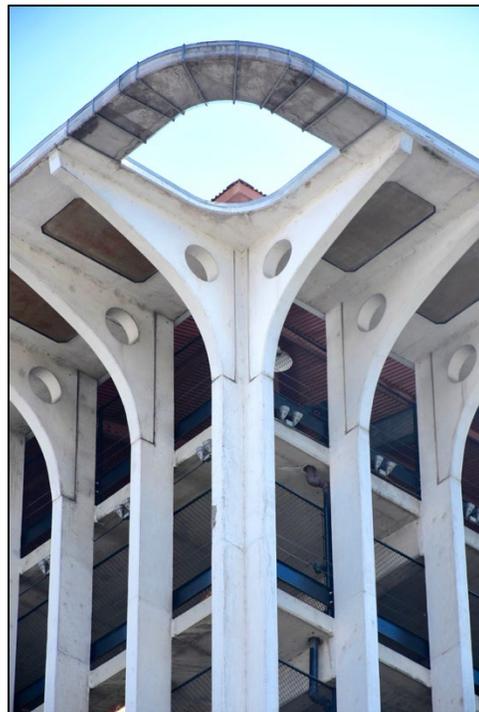
Changes to the Exterior of the Building

The building has changed little over the years. Some alterations to storefronts along Main Avenue and along the south plaza side have taken place as a result of tenant changes and consolidation. These changes have not impacted the basic form of the shop bays in that only window and door configurations have been altered. The retail bay in the northeast corner is essentially the same as original, while the remaining retail space has been consolidated into one business, the Rite Aid drug store. On the skywalk level, the original occupant of the space west of the elevator/stair lobby, Orange Julius moved out ca. 1995. That resulted in the removal of the somewhat unique table and bench seats that had occupied the span between the white concrete structural columns.

The major exterior change took place in 1979 when the open-air fabric canopies covering the original skywalk sections along the south and west facades of the building were enclosed by metal covers and tinted glass windows. The fabric canopies were retained along the north and east facades. A fire destroyed the interior of the Orange Julius shop on the skywalk level just west of the elevator/stair lobby. No damage was done to the skywalk or to the parking garage structure, but Orange Julius did not return.

In 2019 the skywalk over Main Avenue that connects to the Bennett Block was modernized. This new section extends to the northwest corner of the Parkade but did not impact the Parkade itself.

A major repair and renovation project has been on-going since the Spring of 2021. Most of this work involved repair of the concrete structure, particularly the floors and ceilings which have suffered from years of salty moisture from snowmelt seeping from vehicles to the concrete floor. As a result, rebar has rusted and caused concrete to spall. Also, at the midpoint of the building, along the expansion joints, moisture caused deterioration of a major vertical concrete post which required rehabilitation. Steel pipe railings have also been repaired or replaced in kind. A six-foot high chain link fence painted black has been installed along the exterior perimeter of each of the parking floors. This feature is nominally visible from outside the garage.



One of the structural elements that is visible on the exterior of the building was the removal of the severely deteriorated corner cornices. The concrete corners were spalling and dropping chunks of concrete to the sidewalk below. As a result, the corners were covered with a chicken wire net to contain the spalling concrete. After extensive evaluation of alternatives to replicate the corners, it was decided to remove the corners and not replace them, primarily because of structural conditions of the remaining cornices over the façade planes.

SECTION 8: STATEMENT OF SIGNIFICANCE

Area of Significance:

A – Broad Patterns of Spokane History

C – Architecture

Significant Dates: 1965

Period of Significance: 1965-1974

Architect: Warren Cummings Heylman, John Edwin Clapp

Building Developer: John G. Hieber

Building Contractor: Sceva Construction

SUMMARY STATEMENT

The Parkade is historically significant under Category A because it was constructed in a period of change and challenge to Spokane and other American downtowns. In the post-WWII boom, the central city was under siege as residents moved to the outlying suburbs and growth of the suburban shopping center and malls began. New shopping centers and malls being developed in the suburbs on the north and south sides of the city, as well as the Spokane Valley. In 1959 Spokane businessmen and property owners came together in a privately funded organization called Spokane Unlimited. The group engaged Ebasco Services from New York to create a development plan for Spokane that would clean up blight, increase property values and better prepare the downtown to attract shoppers and businesses. The Ebasco plan was completed in 1961 with a strategy for revitalizing the downtown. Improvement of circulation for vehicles, pedestrians, and self-service parking at strategic locations in the downtown was integral to that plan.

In 1965, a group of property owners and businesses formed Parkade, Inc, to develop a parking garage that would begin implementing the newly drafted Ebasco plan. John G. Hieber, one of the founders of Spokane Unlimited and a property owner partnered with other members of that group to consolidate a half block of land and secure funding for a ten-story parking garage and retail facility. Master Spokane architect Warren Cummings Heylman was engaged to design a monumental, distinguishable, and aesthetically pleasing architectural entity that would help revitalize the downtown business core. Heylman expressed his ideas in the New Formalist mode to create a downtown Spokane landmark. Carrying forward Classical elements, the Parkade gracefully conveys a movement to the future and establishes a landmark that is its own story. Thus, the Parkade is significant under Category C for its New Formalist design, its use of concrete, and its prominence in the downtown cityscape as a mixed-use parking garage and retail facility.

The project was considered a privately funded “urban renewal project” that involved a partnership composed of the owner and lessor of the block half on which the garage was constructed, but also the three of five of the other building

owners in the subject block. The Parkade accomplished its mission of cleaning up the block, providing needed downtown parking and a dynamic retail setting, and, most importantly, initiated the skywalk system that would connect fourteen downtown blocks. The expansion of downtown skywalks and development of Riverpark Square with retail and parking, and bolstering of downtown department stores was the goal of the Ebasco Plan that was made possible by the development of the Parkade (Riverpark square was a site identified for a future parking garage in the plan.)

The building is also potentially significant under Category B as the studio of the building's architect, Warren Cummings Heylman. However, Heylman does not appear to have moved his offices into the space in the west Parkade Plaza until 1982, which means that significance under Category B was not achieved until less than 50 years ago. Furthermore, according to the National Parks Service, Category B when applied to an architect's studio should be reserved for their studio during their "productive life" and should not "post-date an individual's significant accomplishments." As this studio was not used by Heylman until less than 50 years ago and after his most significant accomplishments, Category B has not been included in this nomination. A future revision to this nomination could further consider significance under Category B.

HISTORICAL CONTEXT

Spokane grew rapidly through the teens to a 1920 population of 104,437, but then slowed in the 1930s and increased to 122,001 in 1940. World War II was a period of industrial development with the power generation of the New Deal Grand Coulee Dam supporting aluminum plants, military supply depots, and other industry.

According to Architectural Historian Eugenia Woo (2003), Spokane's population exploded from 36,848 to 104,402 between 1900 and 1910. But by 1920, Spokane's population growth had stalled:

The economic boom and population expansion of approximately the first fifteen years of the 20th century was short-lived. Growth in both areas in the next decade slowed considerably. By 1920, the population of Spokane was only 104,437, an increase of only 35 people from 1910. Investors soon realized the city was overbuilt. The region it served (the Inland Northwest) was not able to sustain the city and keep pace with the speculative growth. By 1950, the population had increased by only 50,000.

During World War II, Spokane was home to the Velox Naval Supply Depot, the massive Galena Army Air Corps supply and repair depot (later Fairchild AFB), Geiger Field, Fort George Wright, and the Baxter Army Hospital. In addition, two federally owned aluminum plants at suburban Mead and Trentwood proved

crucial to the war effort. Some 15,000 Spokane residents served in the armed forces and many were employed in war-related industries.

In 1950, Spokane's population increased by 40,000 people to a population of 161,721. The pent-up demand of returning veterans fueled the construction of single-family homes in the suburbs to the north, south, and Spokane Valley. New commercial office buildings, and a wave of new banks, were built in downtown Spokane. Shopping centers sprouted in the burgeoning residential suburbs. Another 20,000 people were added during the 1950s to bring the population to 181,608 in 1960, with a decrease 170, 516 in 1970. Because of the sprawling push to the suburbs and development of shopping malls, the downtown Spokane core declined.

Shopping malls first came to Spokane in the mid-1950s and included Northtown in 1955 (with future major expansions and conversion to a full-scale mall), Five-Mile Shopping Center on the northwest edge of the city limits (ca. 1956), Lincoln Heights in the southeast quadrant (1958), Shadle Center (1961) in the northwest quadrant, University City (1965) in the Spokane Valley, and the Manito Shopping Center (1959) on the South Hill. As described by Melosi, new shopping centers were automobile friendly with expansive parking lots that invited motorized traffic.

Well-functioning street and highway systems were necessary to accommodate the automobile and facilitate the sprawl to the suburbs. The building of freeways through and around downtowns and expanding arterials in cities was greatly aided by the Interstate Highway Act of 1956. The shopping center provided a concentration of shops on a scale only accessible to the automobile especially where there was an absence of a commercial main street. These early shopping centers (and most remain so) were open with storefronts and entries similar to a downtown main street. They would later evolve – like Northtown and University City into enclosed shopping malls. Shopping centers followed and abetted the suburbs. As the housing pushed outward, the shopping centers joined, or in some cases preceded the outward push of the housing subdivisions. Martin Melosi, in his article "Suburban Communities" (Automobile in American Life and Society, <http://www.autolife.umd.umich.edu/>.) reveals that the number of shopping centers in the United States grew astoundingly from eight at the end of World War II to 4,000 by 1970.

Spokane Unlimited, Inc. Formed by Spokane Business Leaders to Plan a Future Downtown

Spokane Unlimited, Inc., was a non-profit corporation organized primarily by downtown business and professional men. Its stated purpose was "the planning and building of the Spokane of tomorrow." Its program was two-fold—the development of a plan to expand and transform the central area into an efficient, productive, and beautiful core of the metropolitan area and implementation of that plan." Founded ca. 1959 with \$150,000 in backing supplied by business and

property owners in the downtown area, the group had no publicly funded support. John G. F. Hieber, a long-time downtown property owner, and a founding member, was president of the newly formed organization. The group was concerned about the blight that was encroaching on the city's central core as well as the growing competition from suburban shopping centers and resultant deterioration of downtown quality, revenue and tax base. To stem the downtown deterioration, Spokane Unlimited engaged Ebasco Services of New York to help chart a plan for the improvement of and reinvestment in the downtown business core. According to Mr. Thomas Flowers of Ebasco, an unusual feature of the Spokane development project was the method of financing. "This is one of the few instances where a large, representative group of diverse businessmen have come together and subjugated their personal interests to propose and finance such a plan," "Ebasco will be paid entirely from private sources," stated Flowers.

EBASCO Services Begins Planning for Downtown Spokane

The Electric Bond and Share Company was a holding company founded by General Electric in 1905 and restructured after the Public Utility Holding Company Act of 1935 as EBASCO to become a provider of architecture, engineering, and planning consulting and construction services [including nuclear power plants].

"Ebasco Planners to Open Offices," reported *The Spokesman-Review* on September 11, 1959. The Spokane office would house the team of community planners and economists of New York consulting firm Ebasco Services, Inc. who would be working under a \$100,000, 15-month contract with the Spokane Unlimited, Inc. organization. Thomas E. Flowers, Jr, director of community planning for the firm informed that the first steps would be research and analysis, submission of a tentative plan, preparation of a firm development plan, preparation of a civic center plan and execution programming. Flowers noted that "Ebasco can call on any one of 1800 members of its staff for specific help on problems encountered during the study." In answering the basic question: "Can beauty and functionalism be successfully combined in such a development plan?" Flowers replied: "We'll strike a balance between beauty and functionalism. The plan won't be good for the city unless what it proposes is attractive to the people."

The *Spokane Daily Chronicle* gave its progress report on October 28, 1959: **"Downtown Needs Shown in Report."**

John Hieber reported on the progress of Ebasco, headquartered in the Davenport hotel, on the research stage of the project. They are working closely with the city plan commission, county planning staff and other agencies to review existing data and material. "We are convinced that any plan for the over-all-development of the city must be keyed to the ultimate development of the central business district," Hieber said." ... "Downtown Spokane must achieve the proper

climate for growth and expansion. A new vitality in the central business district is being displayed that should add prestige and value to downtown locations.”

In mid-December the *Chronicle* reported: **“Planners to Give Progress Report.”**

Thomas E. Flowers Jr., San Francisco, Spokane project coordinator and Ebasco’s director of community planning gave the report after spending the week in Spokane conferencing with William Barrett, New York, and William Rooney, Portland, both Ebasco officials. “He explained the first phase of the project involves detailed studies on land use, economics, space requirements, traffic flow and other matters necessary to planning community beautification and development.” “At the same time staff members also are doing preliminary work on future planning based on studies of population projections for the area as well as plans of existing commercial enterprises for future developments. Included in this study was a recent meeting with railroad officials.”

The Spokesman-Review made the next update of the downtown planning efforts on May 31, 1960 and included a preliminary land use plan sketch for downtown core. **“Business Paid City Planning Moves Ahead.”** John Hieber of Spokane Unlimited discussed the plan’s major objectives: 1. To stimulate community interest and economic activity in the central business district by taking full advantage of the district’s spectacular physical settings and surroundings. 2. To establish a pattern of land uses for the central business district which is functional, imaginative and achievable. 3. to develop a traffic circulation system within and around the central business district which provides safe and convenient automotive and pedestrian movement. 4. to provide a system of off-street parking facilities which recognizes the needs and requirements of the shopper, the businessman and the employee. 5. To provide attractive and convenient open space and walkways reserved for pedestrian use. 6. To enhance central business district property values by encouraging location in—and vertical expansion of—key retail, office and service functions in a well-defined “core area.” Other objectives included consolidation of railroad facilities, elimination of housekeeping apartments and reduction of 2/3 of permanent hotels (non-transient) and “reestablishing the Spokane river as an integral part of the area’s attractive physical setting, providing direct, conflict-free automobile access from major arterials and the freeway to all parts of the central business districts together with adequate parking lots and garages. He closed in saying: “Even though activity in the downtown area today is still relatively healthy, there is every reason to believe that unless vigorous action is taken, this area will deteriorate in accordance with general nationwide trends of central area deterioration.” On July 9th, the *Chronicle* reported: **“Group Authorizes Detailed Planning for Business-Section Development.”** John Hieber announced the “go-ahead for detailed planning” efforts for the downtown plan. Ebasco was cleared to keep planning.

The Spokesman-Review reported on January 4, 1961 the start of downtown Spokane's revitalization plans. "**Central Spokane Plan Held Vital.**" "Spokane must have a strong heart for if the core is weak it becomes a threat to the entire city." As expressed by John G. F. Hieber, president of Spokane Unlimited, Inc. at a Chamber of Commerce luncheon where he urged support for a proposal to revitalize the downtown area. He emphasized the importance of business property to the Spokane tax base, and described how the overall plan of Spokane Unlimited will create the type of downtown environment that will stimulate new investment. His plan envisioned enlarging the downtown tax base by some 25 percent with new investment in blighted areas. "This strong heart will result in strong outlying areas of the city. A sick urban area results in a sick suburban area." In reiterating the work of the Ebasco team, Hieber stated: "The program is aimed at eliminating the city's liabilities, such as decaying areas of business, and emphasizing the city's natural beauties and assets. Finally, Hieber reiterated: "No matter how a city grows, it must have a tightly knit core, containing full range of facilities required for marketing, administering, entertaining, financing, advertising and servicing the tributary population." One goal of the plan was a core riverfront, the heart, freed from the steel wall of the railroads.

The Ebasco Central Business District Development Plan, issued in June 1961, observed in its introduction:

Concentration of major retail, office and service functions in a centrally located, convenient and attractive site served by ample off-street parking space is a primary aim of business developers." The plan continued: Until recently, Spokane's Central Business District sales volumes accounted for over half of its metropolitan sales. A high percentage of the major retail and office facilities of the Inland Empire were located in the CBD. Physically, the District meets all basic criteria for a highly successful central commercial center. The site is centrally located in relation to its urban and suburban markets on a particularly attractive section of the Spokane River.

Obsolescence, traffic congestion, inadequate parking facilities, blight, a drab and sometimes unappealing general appearance have reduced the downtown's attractiveness. An increasing selection of competitive outlying commercial centers, along with greater consumer mobility, also have detracted from the CBD's strong position as the focus of the community's commercial, social and cultural activity.

To retain its present dominance in the metropolitan area and the Inland Empire, downtown Spokane must re-establish itself as a well-planned and attractive concentration of merchandising and business establishments.

The plan held several key objectives focusing on the automobile and pedestrian that were fundamental to downtown redevelopment and would set the stage for the development of the Parkade and the beginning of the downtown skywalk system. They included the provision of:

- a system of off-street parking facilities which recognizes the needs of the shopper the businessman, and the employee;
- Ample off-street parking facilities for the core area should be provided in parking structures located within a maximum of 600-foot walking distance of core retail, office or service uses;
- Pedestrian malls, overhead walkways and plazas should be located to provide a solution to pedestrian circulation problems, as well as for aesthetic considerations.”
- “Overhead pedestrian walkways are therefore proposed to connect stores and shops along each side of Main Avenue extending, as the need becomes apparent from Lincoln to Stevens Street.Parking garage facilities are proposed to be connected directly to the overhead pedestrian system.”
- “The Core Area will contain major retail, office, hotel and restaurant facilities which are oriented to the pedestrian-shopper and businessman. Convenient parking facilities are planned for easy movement to and from the Core Area’s shops and offices. Specifically designed pedestrian ways are planned to anchor areas which are located to encourage concentrated development of a compact merchandising and office core.”

The report emphasizes the “Core Area” as the focal point of downtown retail and business activity. ... “Proposed parking garage facilities are also proposed to be constructed with private capital. However, development of these facilities is seriously hampered by the problem of acquiring sufficient land in the proper location. A single minor property owner can hold up construction of a facility by refusal to sell his property at equitable figure.” ... The study suggested the involvement of government through use of eminent domain. The Plan depicted six parking garages in the downtown core, two at the west end, west of Lincoln Street, three between Stevens and Washington streets (northeast and southeast corners), and one near the northwest corner at Post and Main. Essentially two of those garages, including the Parkade were constructed.

Although the newly completed Ebasco Plan was not formally adopted by the city, in January 1962, it was referenced by and endorsed by the city traffic department in designing its new one-way street system. Beautification groups interested in cleaning up and redeveloping the riverbank also were introduced to the plan. In January 1965, the Civic Beautification Committee heard a report from King Cole about the Ebasco Plan for improvement of the downtown area. King reminded the group that they are not bound to accept any plan for civic improvement. King Cole had been imported in November 1963 from the directorship of the

community development of San Leandro, California to head Spokane Unlimited and assist the group in implementing its new plan.

The first construction project to begin the implementation of the new Ebasco plan was announced in the April 18, 1965 Sunday *Spokesman-Review*: **“Multi-Storied Parking Structure to Be Built.”**

Plans for construction of a multi-million-dollar parking and retail store facility covering a half block in downtown Spokane were announced Saturday.

A contract for building the multi-level development, Parkade, Inc., on the south side of Main between Howard and Stevens is expected to be let before the end of the year.

The ground level of the parking building will be available for retailing, and designers are considering use of part of the ground area for a landscaped and aesthetically pleasing mall upon which the store will front.

Five firms investing the project are the Bon Marche, Old National Bank, Fidelity Savings & Loan Association, Hieber Properties and First National Bank.

Also giving favorable consideration to participating financially in the project is Deaconess Hospital, the owner of the Sherwood Building. ...”. [Note: Fidelity S&L, First National Bank, the Sherwood Building, and several buildings owned by Hieber were within the block in which the Parkade would be constructed.]

6 Buildings to Go

Six buildings on the site will be cleared away with demolition expected to start within a few months.

The parking project is one of the major steps in long range plans of Spokane business and civic groups to enhance the attraction of the central business district. It was designed to provide convenient large-scale parking for shoppers and others coming into the city from the suburbs and other communities in the Inland Empire.”

“This will be a self-service parking with all the newest innovations in parking buildings incorporated into the design,” a spokesman for the investment group said.

Long Term Leases

Designer for the project, which covers about an acre, is the architectural firm of Warren Cummings Heylman and Associates of Spokane.

Long term leases were negotiated for the four pieces of property linked in the development by Earl D. McCarthy of E.D. McCarthy & Associates.

[Buildings to be demolished and businesses therein are listed.]

'Tremendous Addition'

Commenting on his company's role in the development, Philip W. Alexander of the Bon Marche, said: "This is a tremendous addition to our substantial investment in downtown Spokane. Our company, already operating this large department store and office building, is planning for its future many years ahead. We believe our capital investment in this large parking facility will add greatly to our role as a merchandising center for the Inland Empire."

Dewitt E. Wallace, president of the Old National Bank said:

"We recently completed a \$1.5 million modernization project on the Old National Bank Building and our participation in this parking facility is another step to enhance the attraction of the central business district."

John G. F. Hieber, manager of Hieber Properties and president of Spokane Unlimited, Inc., declared:

"This concept of assembling several pieces of property under long-term ground leases for a large development makes possible a private enterprise renewal project. It keeps capital costs down and is a pattern which perhaps could be used for other large developments."

Long-Range Program

James Brennan, president of First National Bank, commented:

"We are investing in this project as part of the bank's long-range plans for its future in downtown Spokane."

E. J. McWilliams, president of Fidelity Savings & Loan said:

"Convenient and inexpensive parking near downtown stores, offices and financial house has been needed in Spokane. The Parkade development will help to maintain and even improve the position of this community as a hub of industry and trade. Naturally, we are delighted."

Parking is Key

King Cole, executive secretary of Spokane Unlimited, Inc., and a key figure in stimulating the investment group to implement the parking proposal pointed out:

"Parking is the key to further growth in the central business district. While not the whole answer it is absolutely essential and the much needed first step. It was given a very high priority in all public surveys. Now we will have the streets to channel people into the downtown area and it is a community service to provide places for them to park their cars."

The president of the Spokane Chamber of Commerce, Dwight L. Calkins, said:

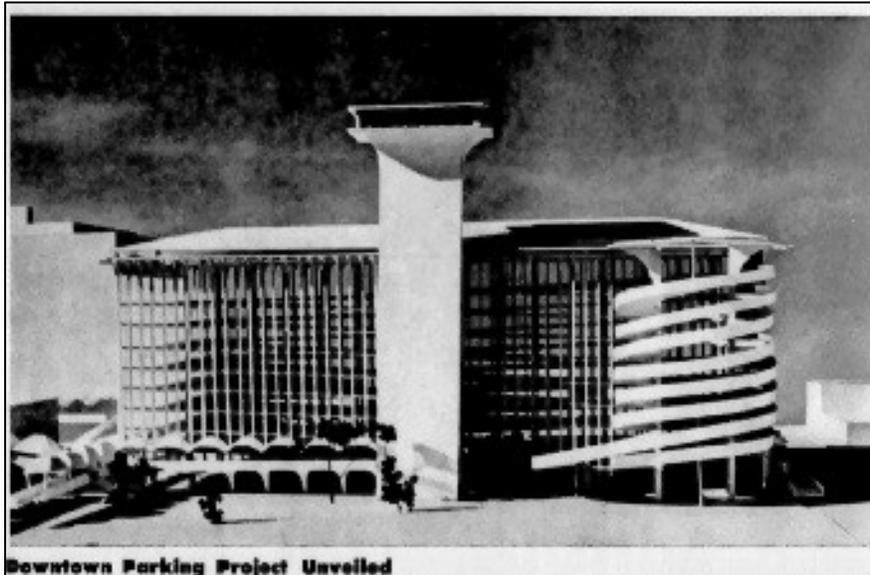
"This is another of several large new project showing the progressive spirit of Spokane. Earlier projects have been announced in the west section of the central business district and this one is certain to start a trend on the east end."

The Ebasco Plan would also set in motion efforts that would change the neighboring First National Bank as well. The first major alteration to the building was to its skin. Plans by McClure & Adkison Architects (10/11/1965) detailed the change in the building's look by the addition of a new granite veneer, black granite, to replace the cream-colored glazed tile.

The next change, the addition of a new north face, evolved only months later. Plans by Thomas R. Adkison Architect revealed a new face on the north, alley side, of the building. The revitalization of the entire block was in process precipitated by a project intended to revitalize the downtown core.

The plans for the Parkade project progressed through the summer and the October 6, 1965 edition of the *Spokane Daily Chronicle* featured a rendering of the proposed building in announcing: “**\$2.5 Million Building Planned.**”

In the approval stage by the city planning and building departments, the project would translate the Ebasco Plan from paper to concrete. The 10-story classically-inspired structure of cast concrete, designed by Warren Cummings Heylman and Associates, would also create a new pedestrian mall and a new “Park Lane” that would replace the alley. The project, broad in scope, also introduced the “skywalk” to Spokane with connections to buildings west, north, and eventually east. In conjunction with that project, the neighbors to the south across the alley were integrated into the mall. They would have a second front to invite customers.



As reported by Frank Bartel, the directors of Parkade, Inc. announced a block long parking and retail facility would be a 10-story structure with space for 940 cars to be built at a cost of \$2.5 million.

“Covering nearly all of a half block site—fronting on the south side of Main from Howard to Stevens and extending to the alley toward Riverside—the building will have a full floor of retail area on the sidewalk level and parking for 855 cars in the nine floors above. Another 105 parking stalls in the basement level will bring the total number of parking spaces to 940.”

Skywalks Planned

A spectacular feature of Parkade will be pedestrian “skywalks” circling the second story of the parking-shopping center and vaulting in an overhead loop above the sidewalks, streets and alleys to connect major retail stores as much as a block away. The total span will tie five business blocks into the project.

The City Plan Commission was to receive Parkade’s construction plans this afternoon for consideration in connection with a request for several special permits. The permits are needed to build the “skywalks,” vehicular entry and exit ramps both over and under the sidewalks and a shopping mall through the center of the block at the rear of the Parkade. The plan commission will make recommendations to the City Council for final action of the requests,” City Planning Director Vaughn P. Call said.

Following demolition of the buildings, excavation was slated to begin in November with general construction set for mid-November. Hazen & Clark would complete the excavation for \$25,000. Both the interim and permanent financing was provided by Fidelity Savings and Loan Association, President E.J. McWilliams announced. [Fidelity was a neighbor, occupying its 8-story headquarters at the southwest corner of the block.]

Directors of the Parkade explained that the “development of the futuristic parking-shopping center in the downtown retail core consists of three basic parts: The retail-parking facility itself, the pedestrian “skywalks” and bridges, and related retail and commercial facilities fronting on the mall – “Park Lane.” Hieber explained that though “the creation of convenient and economical parking in the retail district is the main reason for the project, the street level shopping was planned to augment parking revenue and maintain retail activity in the path of pedestrian.” The entire ground floor was allocated to retail activities.

It was proposed that new shops would front along the landscaped mall extending through the center of the block and varying in width from 100 feet at Howard to 50 feet at Stevens. The mall would be designed for pedestrians and a variety of outdoor events, ranging from art displays, musical performances, promotional events, to style shows. Mall features would include a large fountain to be flanked by a number of colorful shops that would face along Park Lane. Also adding interest would be new entrances and windows for the stores adjacent to the south

side of Park Lane. The corner property, owned by Fidelity would include small shops such as a Civic Theater booth, candy shop, flower shop, book stand and so on, according to the plans. "Part of the overall mall project is the remodeling of business exteriors adjacent to the mall to provide fronts opening into Park Lane and thus create an over-all design for the mall."

The "skywalk" was a major feature described in the article: "An awning-covered "skywalk" 10 feet wide will circle the first parking-level of Parkade and from the northwest corner of the project will bridge Main at Howard, vault across Howard and continue down Main along the face of the Bon Marche, vault Wall and then Main again, run along the wall Street face of the Crescent to the alley between Main and Riverside, and return eastward through the middle of the block back across Wall and Howard to Park Lane. ...

The article continued in quoting the designer, Warren Cummings Heylman & Associates, and pointing out unusual aspects of the project:

Heylman said the building design of "classical proportion and design" was created to combine the structural elements required for a parking facility with a "grace and beauty of line" to fit with the retail function of the ground floor.

Construction will be primarily of reinforced concrete with a large amount of white aggregate.

Developers of the layout said the entire project was conceived with an eye to providing "excitement and color in the downtown retail center that will attract, please, and serve shoppers," in Hieber's words. He said such features as the landscaped mall gaily bedecked "skywalks" and planned lounging areas were viewed by the Board of Directors as the "added touches that can make downtown shopping both convenient and fun."

Unusual Aspects Pointed

Directors of Parkade said the ambitious project not only is unusual for Spokane but is in line with the city's retail plan as envisioned in the Ebasco report to Spokane Unlimited. Board membership in Parkade itself is unusual in that ownership in the corporation is held by a group formed of businessmen several of whom are competitors.

The directors, representing their firms as principals in Parkade are: Hieber, manager of Hieber Properties, president; Philip W. Alexander, general manager of the Spokane Bon Marche, vice president; W.W. Witherspoon, chairman of the board of the Old National Bank, secretary; James P. Brennan, president of the First National Bank of Spokane, treasurer; R.A. Paterson, president and general manager of The Crescent; Edwin J. McWilliams, president of Fidelity Savings and Loan, and T. J. Meenach, president of T. J. Meenach Co. and

management agent of Deaconess Hospital.” [Deaconess Hospital owned the Kirkland Cutter-designed Sherwood building along the south side of the block.]

On October 22nd, the *Chronicle* reported the visit of Theodore Schlesinger, president of Allied Stores, the owner of the Bon Marche: **“Spokane Is Lauded for Bounce, Vigor.”**

“This is a city with bounce and vigor, a city full of the activity that makes you feel you have arrived someplace.”

That was the president of Allied Stores, Inc., Theodore Schlesinger, New York, head of a nationwide system of 105 retail stores and whole shopping centers talking about Spokane.

“From its impressive new airport [Heylman-Trogdon, 1965] to its grand new Parkade downtown, I saw an active and healthy city that is growing and full of life,” he said.

...

“Increasing development of suburban retail areas across the nation is no road back to continued success and growth in the city’s business core.” Said Schlesinger. “The central business must take steps to preserve and enhance their position through better and more parking, improved traffic flow, new stores, new excitement.

“Cities must have a sound business core and those who are letting the core area fade and decay are in dangerous condition. To have a healthy suburban business but an ailing city center can be compared to a patient with strong limbs but a dangerous heart condition.”

...

“Downtown Park Building Construction Starts Today,” announced the February 3, 1966 edition of *The Spokesman-Review*. Although an additional million dollars had been added to the project cost, construction on the \$3.5 million parking and retail facility was commencing with a projected opening in spring of 1967. Sceva Construction Co. of Spokane has been awarded the contract for the 10-level structure. It was reiterated that the project was organized and financed by seven firms with downtown business interests. Parking for 969 cars and 37,000 square feet of ground floor retail space would be provided. Touted as a unique feature, pedestrian “skywalks” would circle the second story and connect with large retailing centers in the area by a “bridge” across Main at Howard. According to the Parkade spokesman, the self-service parking facility is a major step in plans of Spokane business and civic groups to increase the attraction of the central business district for shoppers. It was noted that “the project is, in effect, a private renewal project,” (and a direct result of the planning efforts of Spokane Unlimited).

As soon as the project was underway, the *Chronicle* reported on February 16th that “The Seattle-First National Bank today announced purchase of a sizable block of shares in Parkade, Inc., thus joining seven other participants in the \$3.5 million downtown-parking project. Footings are being poured this week.”

As 1967 opened, the *Chronicle* included a photo of the new Parkade Plaza courtyard. As an adjunct to the parking garage, Fidelity Savings & Loan Association was making its own improvements by creating a 5,000 square-foot courtyard. “**Plaza Courtyard Nears Completion**,” reported the January 18th edition.

Theme is Modernistic

Fidelity’s courtyard includes five modernistic shops which feature unusual fiberglass canopies for roofs, and one corner of the courtyard has a bandstand and speaker’s platform for special outdoor occasions, E. J. McWilliams, president of Fidelity explained.

“He said the courtyard is part of a \$150,000 construction and remodeling project which included conversion of a full basement under the site to a purchasing machine operations and filing and storage area for Fidelity. A coffee shop, floral shop and similar small businesses are planned as tenants of Fidelity’s courtyard, and negotiations are under way to fill the locations. Designed as open-air shops, with completely telescoping glass walls, the small shops open onto a brick courtyard which will be used for outdoor dining similar to Europe’s sidewalk cafes, Fidelity said.” ...

Both the *Spokane Daily Chronicle* and *The Spokesman-Review* were reporting regular updates illustrated with photos of the construction progress of the Parkade. The Parkade and the new U.S. Federal building were the big projects in downtown Spokane. “**Work Pushed.**” Reported the *Chronicle* on January 25th. A photo showed the scaffold festooned 170-foot elevator tower that have three automatic elevators and stairs. “Free and flowing lines of structure are emphasized in this upward shot of flaring lip under roof.” The *Spokesman-Review* of February 19, 1967, **Parkade Center to Open March 17**, included a roof top view of the south façade, again with tower encased in an exterior framework of scaffold and the phalanx of wood timbers supporting the poured concrete form of the spiraling exit ramp. The article also named the stores that would occupy the ground floor: Callahan’s Northwest Radio & TV, The R. Allan Brown Interior Design Studio; Hickory Farms, a nationally franchised operation featuring 126 kinds of cheese, smoked sausage and food gift items; Early Dawn Ice Creamery with the décor of an old-fashioned ice cream parlor; and Monte’s Hallmark Shop featuring greeting cards, gift items, stationery, fragrances and party goods. The R. Alan Brown Interior Design Studio will be in a circular art gallery in the rotunda section of the shop under the helical down ramp of the parking center. On February 25th, the *Chronicle* reported. “**Parkade Lets Pact for Improvements**,” with a \$100,000 contract to Sceva to complete leasehold

improvements on half of the ground floor space. Work includes air conditioning, heating, plumbing and lighting, and finishing of ceilings and entrances. On March 16, 1967, Frank Bartel, business editor for the *Chronicle*, described the project and shops in "**Parkade Slates Friday Opening.**" Also, in that issue was a full page of photos "**Parking Section of Parkade Opens Tomorrow.**"

The Spokesman-Review reported the next day, March 17th, "**Parkade Center to Open Today.** With a full-page photo of the Plaza and display ads.

"The design and magnitude of the Parkade stands as an example of a private renewal project. It will shift downtown traffic patterns and is a major step in enlarging the tax base of the city's core area." ...

Revitalizing Step

"A first step for Spokane and other cities in revitalizing their central business district is to provide parking," said Hieber "This center, we feel, goes a long way towards filling that need here.

....

Way to Halt Blight

Spokane Unlimited, Inc., a nonprofit organization of the city's business leaders concerned with revitalizing the downtown area, advocated such a parking structure as one of the first major moves in halting congestion resulting from the auto.

"Creeping blight has been engulfing many business districts," said Philip H. Stanton, president of Spokane Unlimited. ...

"Skywalks," in effect second story sidewalks, will link the Parkade with other businesses.

More Skywalks

Bids have been opened on the first one to cross Main and Howard to connect the Parkade with the Bon Marche. Pedestrians will then be able to enter the store at the mezzanine level. ...

Another skywalk will cross Stevens to link with the Old National Bank Building. Still another will stream west across Howard and through a whole block then across Wall to connect with the Crescent.

....

"For a project of its size and complexity, the Parkade went ahead at a fast pace. Two years ago this month, the sponsors called Spokane architect Warren Cummings Heylman to tell him to proceed with the design. Sceva Construction Co. was awarded the building contract 13 months ago."

In the same March 17th issue, *The Spokesman-Review* included another full page touting the project:

MODERN DESIGN

“Parkade Is Attractive Structure.”

Investors in the Parkade Center opening in downtown Spokane today wanted an attractive structure which would visually separate shoppers and their autos.

Its design is futuristic and incorporates several new ideas for parking structures.

The “skywalks” for pedestrians circling the second level and due to stream out to nearby businesses are the first built into a parking center.

It is one of the few modern parking facilities with a roof, the realistic answer to climatic problems.

Also, Parkade Center is one of the few large parking garages with exit ramps and entrances completely separating pedestrians and autos.

And it uses the latest in modern technology to create an efficient and pleasant environment for the pedestrians with striking colors and many attractive little shops planned to be part of it.

Decide to Go Ahead

Two years ago the executives of eight downtown businesses voted at a noon luncheon to go ahead with the parking proposal, their answer to downtown problems resulting from soaring auto traffic.

Warren Cummings Heylman & Associates, the architect was told to begin the final design. National Garages, Inc., one of the country’s largest firms in the management and operations of garages, was retained as consultant.

Heylman visited 20 cities, including Detroit, Boston, New York, St. Louis, Salt Lake City and New Haven, Conn., to observe operations of parking structures there.

“All the floors are sloping in this thing – nothing is level,” Heylman said. “Parking structures aren’t easy to design.”

Light, long columns in exterior design were used to create a vertical effect. Light arches, a “working arch,” Heylman notes, create a wide overhang at the top, protecting the white outer walls. Also, the overhang offers shielding from bad weather.

For visual effect, the metal roof is coated with terra cotta vinyl plastic.

Color Coded Floors

Floors are color coded. ... Self-service elevators whisk pedestrians to and from their autos.

A striking feature of the center is its sculpted tower extending 175 feet above the ground and far above the main structure. Its major function of housing the mechanism for the passenger elevators.

“But it also will be a beacon for motorists, Heylman said, “and serve as a landmark for drivers seeking parking space.”

...

Major Break-Through

King Cole, executive secretary of Spokane Unlimited, Inc., pointed out that another “first” for Parkade was the approach of its sponsors in assembling the land, “a major breakthrough for the central business district.”

Several pieces of property were combined under long-term ground term leases. Long delays would have resulted, he said, in negotiations for outright purchase of the various properties, some of it owned by old estates with many heirs.

National Garages has a management contract for Parkade and Donald Wood, formerly of Cleveland, Ohio, is manager of the Spokane operations. ...

Parkade Plaza

Parkade Plaza, the complex of small shops and open space in and adjacent to the street level, is “people oriented,” Heylman points out.

“There will be a news stand outdoor restaurant with brightly colored umbrellas, a city ticket booth and other pleasant facilities. The environment is designed for people—not things.”

Heylman, winner of six awards from the AIA, also designed Spokane’s two-year-old airport passenger terminal, the striking Colfax, Wash. Public library and the Lincoln Heights Shopping Center.

...

Directors of Parkade, Inc., are John G. F. Hieber, Philip W. Alexander, W.W. Witherspoon, James Brennan, T.J. Meenach, R.A. Paterson and Edwin J. McWilliams.

The Bon Marche Ad

*Progress ... Progress to provide for a growing and prospering Inland Empire.

* Symbol ... A magnificent symbol of the faith and dedication of Spokane business interests in the future of our community.

*Private Enterprise...An outstanding example of private enterprise proving “it can be done.”

At the same time the new Parkade was being praised, the new \$8,000,000 New Formalist Federal Building, also nearing completion at the west side of downtown, was the topic of conversation among the design critics—both professional and amateur—in downtown Spokane. Indeed, even the sports page got into the act. The February 12th Sports page included a short comment: ARCHITECTURE: “(This is a sport?). Curbstone opinion on the looks of Spokane’s new Federal Building range from “eyesore” to “it sure is a federal building, all right.” This corner has nothing important to add, except that it looked better before they removed the scaffolding.”

"New Federal Building Aesthetic Opinions Clash," reported *The Spokesman-Review* of March 19, 1967, "Spokane's new Federal Building, due for completion in June or July, has been the subject of controversy since the GSA opened bids for construction in 1965." Now that the scaffolding has been taken down from the nine-story office building, Spokane sidewalk critics are afforded a better view of the building and the controversy rages even stronger over its aesthetic qualities." A dozen of Spokane's leading architects were polled by *The Review*. A variety of opinions, both positive and negative were expressed, but they were almost unanimous in that the building "possesses a unique style, neither old fashioned nor contemporary. The parallel to the east side Parkade was also noted: "...the cornices, the flaring top which stands out and even resembles the Parkade across town." But one architect commented: "I thought they had got rid of all the cornices after the Seattle quake several years ago." [Like the Parkade, the Thomas S. Foley Federal Courthouse rises in pronounced vertical lines thrusting from an arcaded pedestal to flair in a terminating cornice.]

Praise for the newly completed Parkade continued to grace the pages of the *Chronicle*. On March 31st, 1967, **"Parkade Praised for Size, Looks."** Don R. Woods, new manager of the Parkade stated: "It was extremely well planned for both looks and smooth operation, and I can't say enough about the architect, Warren Cummings Heylman," Woods added. "I don't know of any city of this size that has a parking facility of this scale and caliber." Woods has worked from coast to coast in every phase of automobile caretaking. Since high school he has worked for National Garages, Inc., headquartered in Detroit.

On May 19th, the *Chronicle* reported the dedication of Parkade Plaza, described as: "... a picturesque courtyard combining old world charm with a setting of ultramodern architecture. Mayor Neal R. Fosseen, Miss Spokane (Terry Dawn Starr) and County Commissioner Jack Geraghty dedicated the courtyard which had already been acclaimed by civic and city officials for its beauty and originality. Mayor Fosseen called Parkade "a landmark of beauty and progress not only for Spokane but the area." Commissioner Geraghty commented that the project gave "recognition to the beauty of Spokane" by turning what once was a back alley into a public showcase.

The Spokesman-Review of the same date, **"In the Heart of Exciting Downtown,"** included a full-page ad with photos:

Step into the new Parkade Plaza. You might well imagine you're in one of the charming byways of San Francisco or New Orleans—instead smack in the center of Spokane! A quaint, colorful Plaza, unique in all the West; it nestles below a monumental cliff of gleaming concrete, flanked by soaring spirals and topped by a story book tower.

You enter the Plaza, a place of enchantment, apart from the workaday world. A sparkling fountain mirrors itself in a tiled reflection pool, flanked by rows of romantic old gas lamps—all of this against a background colonnade of arches.

...

The next stage of the project was reported by the *Spokane Daily Chronicle* on June 22nd. **"Skybridge" Construction Starts.**"

The first section of a "skybridge" planned eventually to link major business buildings in a number of downtown blocks in an overhead system of walkways is under construction across Main and Howard to the Bon Marche.

The \$200,000 project was announced today by Philip W. Alexander, general manager of the Bon Marche and vice president of Parkade, Inc., and John G. F. Hieber, president of Parkade and manager of Hieber properties.

The concrete spans, connecting with the second-story "skywalk" around the Parkade, will cross Main from Parkade on the southeast corner of the intersection to Brook's Department Store for Men on the northeast corner, where a curved stairway will go down to street levels. From Brook's the "bridge" will cross Howard to the Bon on the northwest corner, where it will enter a second-floor balcony.

...

"Spokane has a very valuable service for the Inland Empire with its highly developed medical services and other professional services in the fields of law, insurance and finance, and we must provide adequate, attractive and economical parking space to use them," he said. "Parkade does just this."

Alexander said Parkade and its "skybridge" program "mark Spokane as one of the most progressive cities of its size in the county."

"Although they will be very attractive and will do much to enhance the corner of Main and Howard, perhaps of greater consequence will be that pedestrians will be able to cross the streets above the motor traffic, avoiding cars and traffic lights and protected from rain or snow," he said.

With the heading, **"In Creating Beauty,"** the *Chronicle* edition of July 27, announced that the Downtown Rotary had chosen the Parkade for an award for civic beautification. "Parkade, a graceful and gleaming, 10-level parking and retail structure with space for 1,000 cars and several stores, today was named for the Downtown Rotary's fourth annual award for civic beautification." Additionally, the Rotary's "Distinguished Service Award," was presented to John G. F. Hieber, president of Parkade, who accepted on behalf of other principals in the 3.5million private renewal project. The award was presented for the

“outstanding contribution of Parkade, Inc., in creating beauty.” *The Spokesman-Review* added its comments the following day: **“Parkade Building Called Symbol of City’s Change.”** Warren Heylman says the structure would influence and change shopping patterns in downtown Spokane. “The skywalks streaming out from the Parkade’s second level will not only link the major stores to each other but link all to the parking structure,” he said.

Spokane’s first shopping district skywalk was completed in September 1967. As reported in *The Spokesman-Review*, the \$200,000 skybridges connecting the Parkade with the Bon Marche via the Bennett Block opened on September 28th. The *Chronicle* had described the span in a photo caption on August 8th: “Vaulting Main Street along Howard is the first span of a “skywalk” system planned eventually to link a number of major downtown buildings with the Parkade parking and retail facility. The spans were pre-cast concrete beams that had been lifted into place.

The new year, 1968, opened with a January 6 article in *The Spokesman-Review* that continued the accolades for downtown Spokane’s step into the future:

“Modern Parking Tower Big Boon for Spokane.”

The Parkade, downtown Spokane’s 1,000-car parking center, is a bellwether of community progress, Spokane Kiwanis Club members were told Thursday.

“It’s a significant breakthrough in urban design, said King Cole, executive secretary of Spokane Unlimited, Inc.

He noted that designers and planners from two California cities and from Canada have visited the Parkade to study its key role in downtown renewal problems.

“Our business district now has the mode, progressive image it needs,” Cole reminded. “The Parkade with its light, airy design is a test by which other projects will be measured.”

More Skywalks Eyed

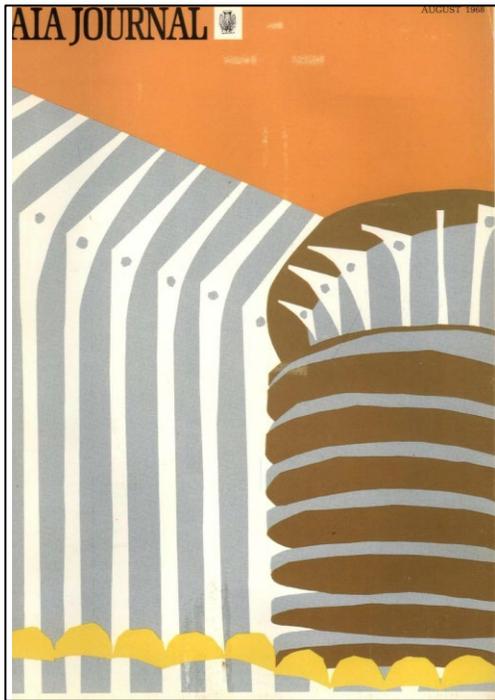
Planning is going forward on the network of skywalks to link the Parkade with surrounding stores and buildings, Cole emphasized. And he added: “This is not the last parking garage of this type you’ll see in our area.

...

Warren Cummings Heylman, the architect, described how Sceva Construction Co., Inc., worked on a tight construction schedule to complete it for a St. Patrick’s Day opening.

“The new critical path flow method was used,” he said “with timing down to the hour on when each piece of building material had to be in a certain spot”

The Parkade was the nexus of and forerunner of several downtown improvement projects that added new retail space, office buildings, and expansion of the skywalk system. As reported in *The Spokesman-Review* in July 1968, the 8-story Fidelity Mutual Savings Bank’s main office (1953) was planned for extensive remodel and the construction of a covered skywalk from the Parkade. New entrances on Riverside and on Howard, a new access to the Fidelity Plaza, and remodeling of the main floor interior were proposed. The architectural firms of Evanoff & Kabush completed the Fidelity Building work, and Warren Cummings, Heylman & Associates supervised the skywalk portion of the project. A building permit to Sceva to build a skywalk from Parkade to Fidelity Mutual Savings with a value of \$26,000 was issued on September 30th.



Also, in September 1968, *The Spokesman-Review* informed that Parkade was featured in the *AIA Journal*: “**Spokane’s Parkade Is Praised.**” “Spokane’s Parkade, described as “a bright spot and a fun place,” was the subject of a feature article in the August 1968 issue of *AIA Journal*, a trade magazine of the American Institute of Architects. The article, titled “The Gala Garage,” included nine photos of the downtown parking and retailing facility which it termed “at once a private enterprise and an urban renewal project.” ...

The Parkade, as the first element of the execution of the Ebasco Plan, would lead a series of development projects in the downtown core, and most importantly, the expansion of the skywalk system. The success of the Parkade was contributory to the development of a second major parking garage in the northwest quadrant of the downtown. As reported in the *Spokane Daily Chronicle* on April 18, 1972: “**Redevelopment Affects Four-Block City Area.**” Anchored by a 10-story 1,000-car parking structure spanning Post along the south side of Trent [Spokane Falls Boulevard], the retail base of downtown was expanding with a new three-story J.C. Penney Store on the southwest corner of Main and Post and across on the southeast corner, a new four-story addition to the Crescent Department store. Nordstrom was also remodeling and occupying the former J.C. Penny store. New skywalks were extended to serve the new garage and retail blocks, forming a loop that would

connect back through the newly completed Washington Mutual tower, across Howard Street, back to the Parkade.

In looking back at the role of the Parkade in the revitalization of Spokane's downtown business core, Joel Ream of *The Spokesman-Review* and Frank Bartel of the *Chronicle* and *Spokesman-Review* would tout its importance to the downtown. Ream reported in April 1976 that the Parkade was finally returning a modest profit and "A financial report ... showed that the seven partners in the Parkade divided earnings of about \$127,000 last year." The operations lost money in the first five years but turned \$200,000 in the year of Expo 74. Ream advised that as a financial investment: "That \$3.5 million would have brought higher returns invested in almost any fixed income securities..." but, it was an important civic project paid dividends as a "catalyst for new offices and retailing structures in its area, helping boost the city's tax base." "With space for 1,000 cars, the Parkade was hailed at its opening in 1967 as "a milestone in urban progress in Spokane." "It was designated as the first phase of a program to revitalize the city's business district by providing economical and easily accessible parking for shoppers." As a model for urban redevelopment, the project had been visited and studied by community leaders from dozens of other cities seeking guidance on downtown renewal efforts.

A decade after the opening of the Parkade, its neighbors to the south announced a major project. On July 13, 1977, the *Spokane Daily Chronicle* reported: "**Skywalk Extension Proposed.**" The City Plan Commission was considering "the largest single step ever taken in lengthening the second-story skywalk system." The project would start at Parkade, pass over the plaza into second story of the Sherwood Building, then turn east into the second story of the First National Bank, bridge Stevens Street to the Old National Bank mezzanine, then cross to the south, and for the first time, bridge Riverside Avenue into the Paulson Building. Extensive remodeling of the buildings involved and construction of a second story addition to the Sherwood Building would result in a new pedestrian mall and retail shops on the first and second stories of the Sherwood Building and the second floor of the First National Bank. Architects are Trogdon-Smith-Grossman; Adkison, Leigh, Sims, Cuppage Architects, and Warren Cummings Heylman and Associates. The 16-shop mini-mall opened in May 1978 and extended the skywalk-connected blocks to ten, making it the second largest skywalk system in the nation; following Minneapolis.

In a March 16, 1986 commentary, Frank Bartel, now business editor for *The Spokesman-Review* recapped the importance of the Parkade to the downtown business health. The Old National Bancorporation was selling its interest in the Parkade to the remaining four owners. Bartel touted the landmark private-sector urban renewal project "as the cornerstone of today's sprawling skywalk network."

“Two decades ago, when plans for the Parkade were announced – calling for six skybridges linking five blocks – it was hailed as the first such project in the county.”

“More importantly, it was the first concerted effort by a combine of private property and business owners to clear out a pocket of blight and help build a brighter future for downtown Spokane.”

“These visionaries realized that revitalization of the stagnant, outdated, downtown district required construction of off-street parking, but many people here might not have taken readily to high-rise parking. Skybridges to retail centers were seen as avenues to overcoming this reluctance”

“Few people recognize today that the Parkade was the catalyst in construction of the skywalk system.”

The Main and Howard corner of the Parkade anchored the first two legs of the fledgling skywalk system. The bridges spanned Main to the Bennett Block, and Stevens to The Bon. Next skybridges streamed across Howard through the Washington Mutual Bank Building, then leaped Wall to the Crescent.”

“Other spans followed, and today the Parkade remains a hub of the ever-expanding system.”

...

“The Parkade was a highly imaginative, ambitious and risky undertaking for a downtown district that had been dying on the vine for decades. To spread the risk, 10 major business and property owners combined forces to float the project.”

...

According to architectural historians, Amanda C. R. Clark and Brandon R. Emerson in an article in *SAH Archipedia*, “Parkade,” as “one of the nation’s most distinctive parking garage complexes—is a beacon on the Spokane skyline as well as a crucial artery within the city’s downtown business district.” They continue: “The Parkade, however, was more than just a parking garage. Developers were careful to link the complex (referred to originally as the “Parkade Center”) to neighboring shops, including the no-longer extant Bon Marche, with covered skywalks that were included as part of the overall plan. Heylman’s design, meanwhile, was intended to give the structure a monumentality not always afforded such utilitarian structures. Exploiting the malleability of concrete, he provided the complex with three distinct volumes: a garage, elevator tower, and a circular ramp, each with characteristic touches that suggested the sleekness of modern car design and the swooping curves of modern freeway off-ramps.”

“In an attempt to ensure the Parkade would remain grounded in the urban environment and economically connected with downtown Spokane, Heylman also provided retail spaces in a series of storefronts along the north and east sides of

a brick plaza, with a reflecting pool and a large, saucer-shaped fountain, which opened up to North Howard Street...”

Spokane’s World Fair, Expo ’74 cleaned up the steel and concrete wall of the railroads along the river, provided a new urban park that highlighted the Spokane River falls, and brought new energy to Spokane and worked to revitalize the downtown. The skywalk system initiated with the Parkade in 1967 pushed into department stores such as the Bon Marche, Crescent, J.C. Penney, Riverpark Square and a second 1,000-space parking garage, and office buildings such as the Washington Mutual Building (Chase Bank), Old National Bank (U.S. Bank) and Paulsen Building, and Seattle First National Bank (Bank of America). Eventually some 14 blocks would be connected by this system. But, as a new emphasis was placed on street level retail and activity on the sidewalks, the skywalk system, essentially a two-level retail area within the core, began to fade in the 1990s. Riverpark Square was expanded and reopened in 2000, as a major retail mall that connected to the 1,000-car parking garage and concentrated retail in the Post Street and Main Avenue corridor.

An article in the Journal of Business in 2005 reported the results of a recent survey of downtown skywalk spaces and indicated that 40 percent of the retail spaces were empty. Much of the space was shifted back to office use which it had been prior to the expansion of the skywalk system. “We’ll probably see less skywalk retail space in the future,” says Scot Auble, president of the Auble, Jolicoeur & Gentry commercial real estate appraisal firm here. “Those who are able to remodel retail skywalk space into offices probably will do so in the next three years.” Auble says the firm found that of the 119 skywalk spaces throughout downtown, 49 are vacant. By comparison, he says, 58 of the 317 street-level spaces downtown—or 18 percent—are vacant.

ARCHITECTURAL SIGNIFICANCE.

Parking Structures in Downtown

The Parkade has parallels with its predecessor, the first ramp type parking garage built in downtown Spokane, the City Ramp Garage (350 car parks in six stories), constructed in 1928. In the City Ramp Garages’s National Register Nomination (2012), the author stated that the construction of the garage eventually helped set the pattern for garages in the 1950s, 1960s, and 1970s such as Pay Less Drug Store Parking Garage (1954), the Parkade Plaza (1967) and Riverpark Square (1974). The City Ramp was also privately funded in that a private consortium sold bonds to finance the garage which would serve the southeast quadrant of downtown. Even back in the 1920s, parking in downtown was viewed as a problem by the downtown business community. To solve their problems, owners of three high rise buildings formed a corporation to pool resources, sell bonds, and build a parking garage. The City Ramp Garage, constructed of slip-cast concrete, would become Spokane’s first ramp-type

parking garage. Like the Parkade, the garage also included retail shops on the ground floor of its north and west facades.

Downtown Spokane, like its counterparts throughout the nation was dealing with the ills of parking and congestion. During the 1950s, Spokane was at the lead of compact downtown parking solutions. In the time span between the building of the City Ramp Parking Garage and the Parkade, downtown Spokane flirted with Pigeonhole Parking. Vaughn and Leo Sanders, former loggers from Northeast Washington invented a "carparking machine" that would be distributed throughout the United States. A Universal Newsreel from February 23, 1951 depicted the "Pigeon Hole Parking of Spokane, Washington." The narrator told how a narrow lot that could park only 37 cars on the surface would now park 142 cars. "Drive your car onto the lift, lock it and pocket your keys. "The framework elevator stacks them up like hotcakes." "Pigeonhole your parking woes." The first operating pigeonhole car park had been erected in 1950 at 22 North Madison in downtown Spokane, the first of four that would spend some time in Spokane, the last being dismantled in 1961 and shipped to Honolulu.

Downtown Spokane's second retail-parking garage was announced with a banner headline in the May 9, 1954 *Spokesman-Review*. **"500-Car Parking Garage To Be Built For Retail Area."** It too would utilize the mechanized parking system. A drawing of the "Shopping Center Garage" to be erected at Main and Lincoln depicted the "modern" design of Whitehouse and Price's six-story edifice with an eleven-story corner tower next to Payless Drug Company. F. W. Woolworth Company occupied the ground floor over which the parking garage operated. The structure was an enclosed Pigeon Hole parking installation nearly twice as large as any building in the United States. For its opening an August 3, 1955, the Crescent Department Store placed an advertisement in the *Chronicle* announced the opening of the new Shopping Center Building: "There's a new landmark on Spokane's skyline, a slim, graceful tower piercing the sky above the world's largest automatic parking garage ... marking another milestone in the city's progress." (Libby Photo L87-1.81275-55)



Fenton Roskelley of the *Spokane Chronicle* wrote how Spokane was playing a "Foremost Role in Fighting Parking Ills," in a December 21, 1956 article. "Opening of the big, well-designed parking garage at 715 First this month emphasizes, if emphasis is needed, that Spokane is the birthplace of at least three novel methods for helping solve the nation's parking headaches. The newest unit, a Parkmaster, with spaces for 172 automobiles, upped the downtown off-street parking spaces to 1047. Roskelley reported that downtown Spokane seemed to be a mecca for visitors seeking solutions to automobile-choked communities. Beginning in 1950 Spokane became home to pigeonhole parking units and now had five such units accommodating 875 automobiles in downtown. Besides the Pigeon Hole Parking of the Sanders brothers, two other such companies originated in Spokane: Parkmaster Systems and the Systematic Parking Company. These companies were building systems throughout the United States. In spite of Spokane's parking solutions, the writer mused that with the units being constructed here, the city's parking problems should be eased; but "they won't be solved. There'll always be a high percentage of motorists who drive around and around hunting for cheap curb parking space."

By the time Parkade was completed, Pigeon Hole parking structures were all dismantled and shipped off to other places. Riverpark Square, still accommodating downtown parking was built in 1974, and with the demolition of the Shopping Center Garage in the late 1990s would become one of three major parking garages serving the downtown business and retail community.

NEW FORMALISM

New Formalism evolved in the mid-1950s and blossomed in the 1960s as an escape from the rigid form of Modernism which is expressed locally in the neighboring First National Bank and Fidelity Mutual Savings Bank. The style seeks to interpret classical building motifs with new forms enabled by advances in building technology. Classical elements such as proportion and scale, classical columns, highly stylized entablatures, and colonnades were reinterpreted. The use of concrete allowed an expression of new forms from historic precedence. In the case of the Parkade, the symmetry, scale and proportions, slender smooth concrete colonnades rising from an arcaded podium of textured and honed concrete, and flaring cavetto cornices exemplify this style. According to Architectural Historian Diana Painter in Spokane's Mid-Century Spokane survey: "...the New Formalist building was also recognized for its expressive use of concrete, earning Heylman an award from the American Concrete Institute."

Architectural Historian Michael Houser adds: "Buildings designed in the New Formalist style have a carefully organized hierarchy of space, and an emphasis is placed on the structural grid of the building. A single volume structure is preferred, and the buildings are often separated from nature by being set on a raised podium or base. Many have an exotic flavor and exterior wall surfaces of cast stone, brick and marble. New Formalist civic buildings are designed on a

larger urban scale and achieve a monumental presence by emphasizing symmetry and the axis or orientation of the building.”

Characteristics of New Formalism include (Wikipedia):

- Buildings usually set on a podium;
- Designed to achieve modern monumentality;
- Embraces classical precedents, such as arches, colonnades, classical columns and entablatures;
- Smooth wall surfaces;
- Delicacy of details;
- Formal landscape; use of pools, fountains, sculpture within a central plaza.

DEVELOPER, ARCHITECT AND CONTRACTOR

Building Developer – John G.F. Hieber, Sr. (Obituary in *The Spokesman Review*. 7/29/2007).

Passed away unexpectedly on July 23, 2007 at age 84. He was born April 13, 1923 in Spokane the son of John and Louise Hieber. He attended grade school in Spokane and two years in Germany. A graduate of Lewis and Clark High School, he received a degree in economics from the University of Washington. He served in the infantry in World War II under General Mark Clark in the European theater. Because he was fluent in German, he was shifted from combat to serve as an interrogation officer. After the war he returned to Spokane and became involved in the development and ownership of downtown Spokane real estate. He was a celebrated cofounder of Spokane Unlimited, Inc and promoter of Expo 74 and The World’s Fair. He was a former president of the Building Owners and Managers Assoc. and president of Hieber Properties, Inc. John was an early advocate for historic preservation of downtown properties, including the Bennett Block Building and the Parkade. His parents had immigrated from Germany and his father started Hieber Brewing and Malting Company, also known as Bohemian Brewery, which operated until Prohibition. In spite of having to sell the brewery, the Hiebers retained vast real estate holdings in Spokane.

Architect – Warren Heylman (1923 - 2022)

Warren Cummings Heylman was born on September 12, 1923 in Spokane, graduated from Lewis and Clark High School in 1942. He studied architecture at Washington State College and received his architectural engineering degree from University of Kansas in 1945, Heylman served for a number of years in the Navy before returning to Spokane and working with G.A Pehrson, Whitehouse & Price, and John P. O’Neill until to open his own private practice in 1952.

Over the next forty years, Heylman’s unique designs garnered him many awards and accolades. His forward thinking and unusual designs were at times

controversial among the general public. Heylman retired in 1984, but continued his own work in the office for years after that.

Projects included the Liberty Lake Golf Course Clubhouse (1957); the Lincoln Garden Apartments (1962); the Spokane International Airport with William Trogdon, 1965); the Parkade Parking Garage (1967); Cathedral Plaza Residential Tower (1970); Hangman Valley Golf Course Clubhouse (1968); and the Riverfalls Tower (1973)—all in Spokane. Heylman is also credited with the design for the Federal Building in Wenatchee, Capitol Lake Towers (1973) in Olympia, and the public Library in Colfax (1960). He has also designed over twenty single-family houses in Spokane, including the Norman Wells House (1954).

Although considered by some public observers as controversial because of its rounded corner turrets, the Spokane County Social and Health Services Center (1977), is notable for its use of curved forms in brick and has received architectural accolades by his peers. It is also notable, that including the Health Building on the north riverbank, Heylman has four major buildings that are within each other's view: the Riverfalls Tower (SRHP), and Cathedral Plaza on the west edge of downtown, and the Parkade in the northeast corner of the downtown core. Heylman's work is prominent and distinctive, and in the case of the Parkade, in bridging the centuries, is iconic on Spokane's skyline.

Despite the controversy, Heylman's playful forms pushed the architectural envelope to its very edge. Over the years, he was awarded six AIA Spokane Chapter honor awards; received a Concrete Institute Award (for the Parkade) and was inducted as a fellow of the AIA in 1983.

During his career, Heylman was active in a variety of community and civic affairs including the Spokane Allied Arts Commission, the Spokane County Fair Board, and the Boy Scouts.

Heylman passed away in Spokane in 2022 at the age of 98. *The Spokesman-Review* in its August 18, 2022 edition extolled his legacy in Spokane:

“Warren Heylman, architect behind Parkade, airport and other iconic Spokane designs, dies at 98.”

As a boy growing up on Spokane's South Hill, Heylman recalled: “I just wanted to draw.” “Ever since I was a little boy, that's all I wanted to do.” The article recounted Heylman's career and included a few observations of his contributions. “From that pencil came the designs for iconic structures of Spokane's skyline. The Parkade parking structure, the River Falls Tower on downtown's west end and the Burlington Northern rail bridge over Hangman Creek all owe their design to Heylman.” “There's a handful of architects who you can say truly shaped the city's landscape,” stated copywriter Aaron Bragg who helped curate an exhibit of Spokane's architecture at

the Northwest Museum of Arts and Culture, “You can’t imagine it without Warren Heylman’s stamp on it.”

John Edwin Klapp. (1927-2014)

John Edwin Klapp was born in Spokane on June 9, 1927 in Spokane to Reed and Anna LeBaron Klapp. “Ed” graduated from North Central High School at age 16 and then studied architecture at Washington State College.

His college years were interrupted by two years in the Army at the end of World War II where he was stationed at Chesapeake Bay on harbor protection duty.

Upon graduation from WSC with a B.S. in architectural engineering in 1950 with an advanced degree in Architecture, he began what would become a long and prolific career in Spokane. He married Maryan Lewis, RN, in 1956 and raised a family on the South Hill.

His works include numerous public buildings in the region, apartments, private homes, churches, and the pioneering of HUD funded senior housing projects for both the Catholic and Episcopal Dioceses. He was an associate of Heylman on the Parkade and also worked with Heylman on prototype modular exhibit buildings for Spokane’s Expo’74, and the 61-unit City Center elderly apartment project in Browne’s Addition. He worked with Heylman until around 1980 when he established his own firm. He was able to continue his work until 2012 with his final design, a Rockwood Bay estate completed in October of 2013.

Ed passed away on February 6, 2014 and was survived by two sons, John and Spencer; seven grandchildren, Tristan, Jon Ross, Mackenzie, Jamie, Marissa, Holly, and Brooke; and six great-grandchildren.

Contractor - Sceva Construction, Inc.

Incorporated in 1950 with Paul H. Sceva of Tacoma, Paul H. Sceva Jr., Spokane and P.M. Winston, Spokane, Sceva Construction was a Spokane-based construction company that grew to be one of the largest in Spokane. Paul Senior resided in Tacoma and was President of the Rainier National Park Company, while his son Paul was a graduate of the University of Washington and moved to Spokane in 1949 to run the construction company. One of the first contracts in Spokane was the Grace Avenue Pumping station for the City of Spokane Water Department in 1950. During the company’s operations in Spokane which ended with the liquidation of the company in 1983, the company built major buildings throughout the Inland Northwest for private and public projects alike. Projects included Safeway Stores in the Inland Northwest, the National Guard Tower at Fairchild AFB, Spokane County Fairgrounds Spokane Fairgrounds Exhibition Building (1953), Consolidated Freightways Terminal in Spokane (1954), Whitworth College classroom building (1955), warehouse building for Prudential

Distributors (1956), Pacific Telephone and Telegraph company office building (1955), Airman's Dormitories at Geiger (1958), Desert City Center Motel (1959), Whitman Co. Library (1960), Colfax, Colfax High School (1960), Lincoln Jr. High School, Pullman (1961), additional seating at Albi Stadium (1962), Wallace Residence Hall at University of Idaho (1964), Spokane YMCA (1964), Kennedy Pavilion at Gonzaga University (1964), Kennedy Library at EWU (1966), Hangman Valley Golf Course (1967), Parkade (1967), Physical Education Building, at University of Idaho (1969), Russian Pavilion Interior for Expo 74 (1973), General contractor for 8 pavilions for Expo 74, including the Russian Pavilion Interior for Expo 74 (1973), remodel of the Fidelity Building and extension of the internal skywalk to the Sherwood Mall, 1978).

Several of those projects were Warren Heylman designed projects including the Whitman County Library, Hangman Valley Golf Course, Parkade and the Fidelity Building skywalk.

Paul Sceva, Junior retired from Sceva Construction in 1970 and passed the ownership to Frank R. Noble and Donald C. Wiley both of Spokane. Sceva was active in Spokane civic affairs, including the Spokane County Plan Commission, and passed away in Spokane in 1996.

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Parkade Historic Nomination
511 West Main Avenue, Spokane, WA 99201



1. Southwest corner, looking northeast at west and south facades (8/2023)

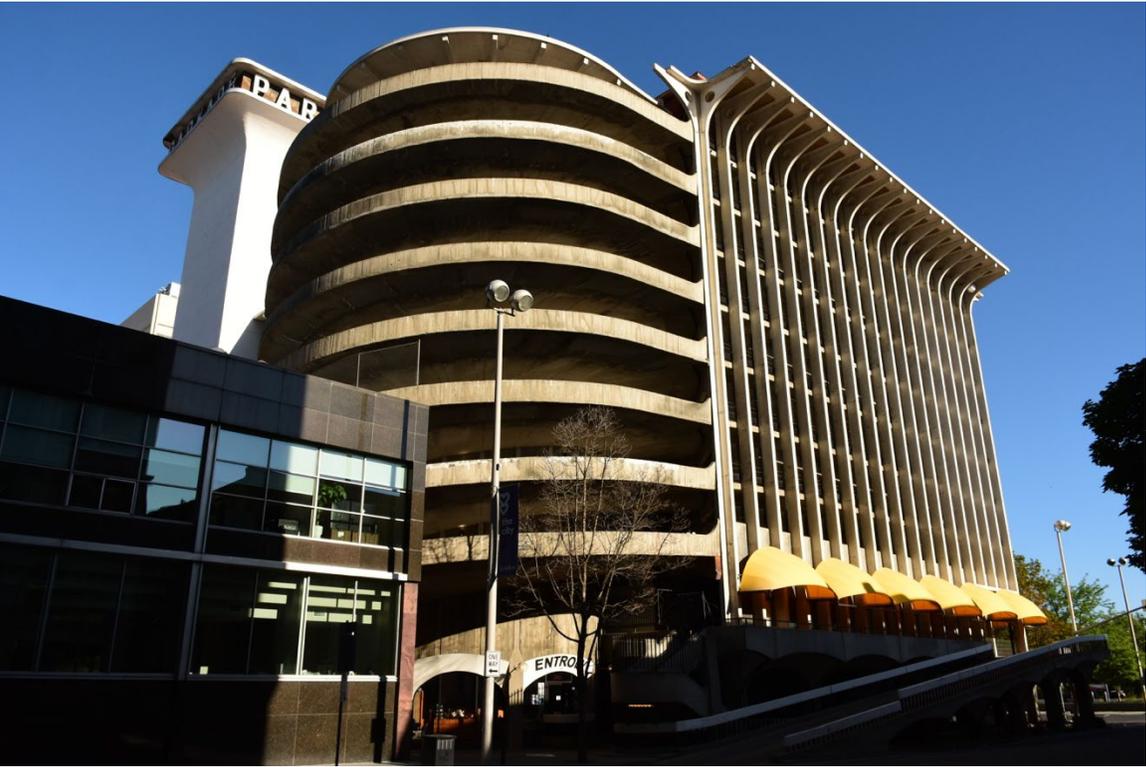


2. Northwest corner, looking southeast at west and north facades (8/2023)

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3. Northeast corner, looking southwest at east and north facades (8/2023)



4. Southeast corner, spiral exit ramp, tower, looking northwest (8/2020)

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5. West end of north façade, skywalk across Main Avenue on west, looking south (9/2023)

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6. North facade - ramp from Main Avenue to parking garage entry, looking west (10/2023)



7. North facade, looking south at floors 2 to 10- skywalk to cornice (10/2023)

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8. North facade, east of ramp, looking south at storefront and skywalk level (floor 2) (10/2023)



9. North side-Main Avenue entry ramp, looking east (10/2023)

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10. East facade, floors 2-10, looking west (7/2023)



11. South facade skywalk level, looking east at elevator/stair tower and spiral ramp (10/2023)



12. South facade west of tower, looking north (9/2023)

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13. Southwest corner-west façade, Rite Aid main entrance, looking northeast (10/2023)



14. Ground floor - Rite Aid Pharmacy. looking northwest 9/2023)



15. Ground floor - Rite Aid store, looking west along middle columns (10/2023)



16. Ground floor (Rite Aid) - central column and beam repaired (9/2023)

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17. East facade- northeast corner entry to retail space, looking west (10/2023)



18. Ground floor retail in northeast corner, looking west (10/2023)

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19. Ground floor - southeast corner retail shop beneath spiral ramp, looking northwest (9/2023)



20. Ground floor - Rotunda (bottom of spiral exit), looking north (10/2023)

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21. Ground floor - elevator/stair lobby looking east (9/2023)



22. Ground floor - elevator/stair tower lobby, looking northwest at new graphics (19/2023)



23. Basement elevator/stair lobby – new graphics, looking west (9/2023)



24. Basement parking garage - south lane, looking east (12/2020)



25. Skywalk level (floor 2) - elevator/stair lobby, looking west (10/2023)



26. Skywalk level along south facade, looking east toward lobby from southwest corner (10/2023)



27. Skywalk level entry to parking garage red level, looking south (10/2023)



28. Red level - elevator/stair lobby – new graphics, typical, looking west (9/2023)



29. Red level (floor 3), looking south across ramp to elevator/stair lobby (10/2023)



30. Red level (floor 3)- ramp deck drive lane and stalls, looking west (10/2023)



31. Elevator/stair tower – stairs at blue level (level 4) landing looking south (10/2023)



32. Pink level parking ramp - north side, looking east (9/2021)



33. Top floor (yellow) showing ramps, lighting and roof structure, looking east (1/2021)



34. Yellow floor (10) north wall, looking outside toward northeast (9/2021)