

*Spokane Register of Historic Places*  
**Multiple Property Documentation Form**

*Spokane City/County Historic Preservation Office, City Hall, Third Floor  
808 W. Spokane Falls Boulevard, Spokane, WA 99201*

**A. NAME OF MULTIPLE PROPERTY LISTING**

**INDUSTRIAL/COMMERCIAL WAREHOUSE BUILDINGS IN EAST  
DOWNTOWN SPOKANE, WASHINGTON, 1890-1948**

**B. ASSOCIATED HISTORIC CONTEXTS**

The Industrial/Commercial Warehouse Building Type in East Downtown Spokane,  
Washington, Built from 1890 to 1948.

**C. FORM PREPARED BY**

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Date Final MPD Heard	18 April 2007

**D. CERTIFICATION**

As the designated authority, I hereby certify that this documentation form meets the Spokane Register documentation standards and sets forth requirements for the listing of related properties consistent with the Spokane Register categories.

Date Received \_\_\_\_\_ Date Heard \_\_\_\_\_

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Spokane Historic Landmarks Commission, Chair

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Spokane City/County Office of Historic Preservation, Director

*Final draft reviewed by SHLC on April 18, 2007*

## **E. STATEMENT OF HISTORIC CONTEXTS**

This multiple property documentation submission, *Industrial/Commercial Warehouse Buildings in East Downtown Spokane, Washington, 1890-1948*, identifies one historic context, “The Industrial/Commercial Warehouse Building Type in East Downtown Spokane, Washington, Built from 1890 to 1948.” The building type includes industrial/commercial warehouse buildings which were erected in a specific concentrated area of east downtown Spokane during a period of significance from 1890-1948, and were used as warehouses, transfer & storage facilities, manufacturing sites, creameries & dairies, food & cold storage facilities, and miscellaneous storage/warehouses and garages.

### ***Introduction***

The building type, “industrial/commercial warehouse,” was built between 1890 and 1948, and exists in a concentrated area in east downtown Spokane, Washington. The geographical area in which the warehouses are located in Spokane is identified in the East Downtown Historic District which was listed on the National Register of Historic Places in 2003. The district is roughly bounded by Main Avenue to the north, Second Avenue to the south, Post Street to the west, and Division Street to the east. The focal point of the district and the hub around which the area was developed is the Northern Pacific Railroad, its tracks, viaducts, and railroad terminal. According to multiple property documentation requirements described in *National Register Bulletin 16B*, it appears that a concentration of the building type, “industrial/commercial warehouse,” exists in sufficient numbers in the East Downtown Historic District to warrant registration in the multiple property format.<sup>1</sup>

### ***Background***

The narrative “Statement of Significance” in the 2003 National Register historic district nomination, *East Downtown Historic District*, summarizes the late 19<sup>th</sup>-century/early 20<sup>th</sup>-century development and subsequent settlement of east downtown Spokane and its nucleic connection to the railroad industry.

The story of the West is tightly connected to the coming of the railroads, and Spokane is an excellent example of a town that burgeoned as a result of the Northern Pacific Railroad’s arrival in 1881. In addition, the abundance of natural resources available in the Inland Northwest benefited Spokane which came to rely on the extractive industries of mining, timber, and agriculture to grow and develop. For most of Spokane’s history, the railroads were dominant features—they ran through the...downtown core and were interconnected with many facets of life from the micro level of

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<sup>1</sup> National Park Service. *National Register Bulletin 16B*. Washington DC: United States Department of the Interior, 1991, p. 6.

the immediate surroundings (warehouse, commercial, and residential hotel buildings that were built and the people who worked and lived in them) to the macro level of Spokane's influence in a vast region known as the Inland Northwest, or Inland Empire. This region was bounded on the west by [mountain ranges which were called] the Cascades, on the east by the Bitterroots, on the north by the Kootenais, and on the south by the Blue Mountains.<sup>2</sup>

Like many other cities, Spokane has experienced cycles of boom and bust. These economic occurrences are often manifested in the city's built environment through its pattern of development. Spokane retains a somewhat intact downtown, dating from the late 1890s through the first few decades of the 1900s, with pockets of infill development from the 1950s through the present. The East Downtown Historic District is a fine example of the city's pattern of development. It demonstrates the dominance of the impact of the Northern Pacific Railroad through the commercial buildings, residential hotels, and warehouses that were constructed from a few years after the "Great Fire of 1889" through the early 1900s during the city's greatest economic and population booms. In general, existing warehouses and commercial and residential buildings have seen alterations to the exterior on the ground level—these alterations reflect changes in taste and design over the decades as property owners and business owners looked to "modernize" entrances, windows, and doors to suit aesthetic desires or changes in use. Building materials range from red and buff brick facades; concrete; terra cotta cladding; sandstone detailing; stone foundations; and stucco. The majority of contributing resources were constructed between 1900 and 1910, the decade of Spokane's greatest economic and population growth.<sup>3</sup>

As identified in the National Register nomination, *East Downtown Historic District*, two predominant property types are located within the district: 1) the single room occupancy hotel (SRO) and the 2) industrial/commercial warehouse.

#### *SROs*

Spokane SROs are typically two to four or five stories in height, constructed of unreinforced masonry, and reflect symmetrical fenestration patterns on the upper floors, and merchandise bays/display windows at street level. The upper floors of SROs were specifically designed for residential use with single-occupancy hotel rooms while first floor space was allocated for business/commercial use. Commercial space on the first

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<sup>2</sup> Woo, Eugenia. *National Register of Historic Places Nomination East Downtown Historic District*, 2003. Spokane City/County Office of Historic Preservation, Spokane, WA, p. 8:1.

<sup>3</sup> *Ibid*, p. 8:1.

floor was sometimes leased by vendors who specialized in providing food (restaurants and cafes), beverage (usually saloons), services (bakery, pharmacy, post office, beauty salon), and sundries (mercantile, drug store) which afforded amenities and desired conveniences for patrons and residents who lived in the single room occupancy hotels.

#### *Industrial/Commercial Warehouses*

In contrast to SROs, industrial/commercial warehouses located in the historic district were designed as structures to house products and materials instead of people. The warehouses were usually one to four stories high; represented wood-frame, brick-masonry, or concrete-block construction; and were usually plain with little embellishment or ornamentation. Most of the industrial/commercial warehouses in the East Downtown Historic District are located adjacent to and south of the railroad tracks which bisect the area from the northeast to southwest.

#### ***The Industrial/Commercial Warehouse Building Type in East Downtown Spokane, Washington, Built from 1890 to 1948***

##### ***Historic Significance: Category A***

The building type, “industrial/commercial warehouse,” achieved historic significance during the period of significance in which it was built from 1890 to 1948 in east downtown Spokane, Washington as a demonstration of city-wide trends and local patterns associated with the manufacture, storage, and transfer of products and materials. Like many other cities and towns built in the late 19<sup>th</sup> and early 20<sup>th</sup> century in Eastern Washington, the railroad was the premier transporter of goods after 1881. In Spokane, the Northern Pacific Railroad dominated east downtown Spokane as its tracks, switching stations, depots, terminals, buildings, and overhead viaducts cut a wide southwest-to-northeast diagonal swath through the town between Pacific and First/Main Avenues.

Developed in the 1880s, the railroad was essential to Spokane’s success as a transportation hub in Eastern Washington. Passenger cars brought people to the region in droves during the decade from 1900 to 1910, and boxcars carried lumber, agricultural products, livestock, and minerals extracted from world-acclaimed gold, silver, and lead mines north of Spokane to Midwestern, Eastern, and Southern cities and ports-of-call in the United States. Railroad passenger depots and terminals were necessary associated structures built to receive outgoing and incoming people who traveled cross-country via the railroad. Industrial/commercial warehouses and storage facilities were also necessary associated railroad-era structures and buildings which were erected to house incoming and outgoing goods, products, and materials at that time. Most of the warehouses were railroad-dependent and were built adjacent to and south of the Northern Pacific Railroad tracks in the southeast section of the East Downtown Historic District in an area between the tracks and Second Avenue, and between Post and Division Streets.

This southeast section of east downtown Spokane proved to be ideal for the development of industrial/commercial warehouses. As described in the nomination, *East Downtown Historic District*, “warehouses were constructed so that the loading docks or freight platforms fronted Railroad Avenue” and Pacific Avenue for “ease of transfer of materials and goods.” To wit, Sanborn Fire Insurance Maps from 1891, 1902, and 1910 pictured a “significant increase in the construction of warehouse and commercial buildings in east downtown [Spokane] south of Railroad Avenue.”<sup>4</sup>

As noted in the nomination, the industrial/commercial “warehouses along Pacific Avenue from Browne to Washington Streets” served and continue to serve as the “core of the industrial section in the district.”

Within this three block area are warehouses built for various uses, including cold storage, grocers, meat packing, garage, creameries, and bakeries. They represent three different decades in the development of the neighborhood—1890s, 1900s, and the post-War era. The Washington Cracker Company is the oldest warehouse in the district and is an excellent example of a late 19<sup>th</sup>-century/early 20<sup>th</sup>-century commercial vernacular warehouse. Constructed in 1892 with an addition in 1908, the three-story building housed the Washington Cracker Company which manufactured candies and crackers, and made its own boxes in the building. The exterior retains a high level of integrity.<sup>5</sup>

Continuing east along Pacific Avenue [from Washington Street] is a series of warehouses on the north side of the street that originally housed grocers and fruit and vegetable wholesales. The buildings vary in height between one to three stories and are of brick or concrete-block construction. Loading docks and wide door openings are typical features. The two-story brick Commission Building (1906) was built for the Rasher-Kingman-Herrin Company (fruit & vegetable wholesalers) which was in the space until 1916. Roundup Fisheries (later Roundup Groceries) occupied the building from 1919 to the 1950s. The warehouse has two primary facades, one fronting Pacific Avenue and the other facing the railroad spur. Adjacent to the east at 210 and 130 W. Pacific Avenue are the 1948 one-story concrete-block warehouses built for Roundup Groceries. North West Cold Storage, [the Wetzel Warehouse]...and Greenough Bros. Warehouse complete the block. The first building was originally built for cold storage and [was] then occupied by a creamery, and the second and third buildings were built for grocers. All three retain functioning loading docks and wide door openings, important features for warehouses fronting Pacific

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<sup>4</sup> Ibid, p. 8:12.

<sup>5</sup> Ibid, p. 8:12.

Avenue.<sup>6</sup>

The south side of Pacific Avenue between Washington and Browne Streets was also developed with a contiguous concentration of industrial/commercial warehouses. These include the Spokane-Oxy Acetylene building at 109 W. Pacific (built in 1909), the Wilson & Lemon Livery adjacent next west at 115 W. Pacific Avenue (built in 1911), the Dowling & Cattle Warehouse adjacent next west at 117 W. Pacific Avenue (built in 1911), the Inland Auto Freight Company adjacent next west at the corner of Pacific & McClellan (built in 1913 with an addition in 1929), the State Armory across the street at 202 W. Second Avenue (built in 1907 with a secondary north façade which faces Pacific Avenue), and the N. D. McIvor Garage at 221 W. Pacific Avenue (built in 1911). Of these buildings, four were classified as “historic contributing” resources in the National Register district nomination, *East Downtown Historic District*, and along with the aforementioned buildings erected along the north side of Pacific Avenue, provide a contiguous concentration of historic industrial/commercial warehouse buildings. The structures are all good examples of the building type, “industrial/commercial warehouse” located in east downtown Spokane, Washington.

In addition to the historic district’s aforementioned southeast section which contains a particularly intact and contiguous concentration of mostly plain, utilitarian industrial/commercial warehouse buildings (except for the State Armory), the district also includes larger industrial warehouses which are not plain. These include two large prominent warehouses—the Holley-Mason Hardware Building (157 S. Howard Street) and the Home Telephone Company Building (165 S. Howard Street)—which were erected in 1906 and 1907 respectively west of the concentrated core, and which reveal a high level of exterior adornment and decorative detailing, an unusual design treatment for the building type, “industrial/commercial warehouse.”

Larger warehouses such as the McClintock-Trunkey Building and the Holley-Mason Hardware Building...are located west of the core warehouse area. Together, these industrial buildings form an impressive neighborhood of late 19<sup>th</sup>-century/early 20<sup>th</sup>-century industrial urban form in Spokane. Other parts of the Spokane contained warehouses as well (near the north end of town). However, the East Downtown Historic District remains the most intact along with those in the West Downtown Transportation Corridor because much of the associated warehouses to the north were demolished for Expo '74 [world exposition in 1974].<sup>7</sup>

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<sup>6</sup> Ibid, p. 8:13.

<sup>7</sup> Ibid, p. 8:13.

**F. ASSOCIATED PROPERTY TYPES**

*1) Name of Property Type: INDUSTRIAL/COMMERCIAL WAREHOUSE*

*2) Description*

Industrial/commercial warehouses are usually plain, unadorned one- to four-story wood-frame, unreinforced brick-masonry, and/or concrete-block structures which were built specifically for utilitarian uses and functions. In Spokane from 1890 to 1948, industrial/commercial warehouses were built throughout the city; however, a high contiguous concentration of warehouse buildings exists in east downtown Spokane adjacent to and between the Northern Pacific Rail Road tracks and Second Avenue, and between Post and Division Streets. This area of Spokane (along with additional historic buildings adjacent north and west) was identified and dedicated as a landmark historic district called the East Downtown Historic District, which was listed on the National Register of Historic Places in 2003.

*3) Significance*

Under Category A, the building type, “industrial/commercial warehouses,” is historically significant for its associative values that pertain to local trends and patterns in Spokane that resulted in the erection of industrial/commercial warehouses in the late 19<sup>th</sup> century and early 20<sup>th</sup> century. The industrial/commercial warehouse building type represents the growth and development of early Spokane during a period of significance from 1890 to 1948, and the town’s “life blood” dependence on the railroad. First established in Spokane in 1881,<sup>8</sup> the Northern Pacific Railroad (and many others which followed) cut a wide diagonal swath through the center of town from east to west and proved to be the center of transportation activity around which industrial/commercial warehouses were erected. The warehouses were railroad-dependent, meaning that they were built to house and service the goods and materials that were delivered and transported via railroad lines. Since the financial success of Spokane was tied to and dependent upon the extraction of gold, silver, lead, minerals, lumber, and agricultural products which constituted natural resources that abounded in the surrounding region, that same success was also dependent upon industrial/commercial warehouses to store or hold the extracted materials before they were shipped to local and/or distant destinations. Some warehouses like the Northwest Cold Storage & Warehouse, built in 1909-1910 at 116 W. Pacific Avenue in east downtown Spokane, served as industrial/commercial warehouse structures which, in addition to associated product, housed manufacturing plants, dairies, and creameries. Products from those warehouses were then shipped throughout Spokane or the country via drayage companies and railroads. Industrial warehouses were also built as garages for drayage and transport companies. A good example is the Dowling & Cattle Warehouse built in 1911 at 117 W. Pacific which was occupied by the Montana Transfer Company in the early 1900s. The trend for the erection of industrial/commercial

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<sup>8</sup> Ibid, p. 7:1.

warehouse construction continued through the early 1900s in Spokane until after World War II when rail transportation began to be supplanted by long-haul trucks which transported products over a complex maze of intertwined paved highways and freeways built by the Federal Department of Transportation.

#### **4) Registration Requirements**

To meet nomination requirements for listing on the Spokane Register of Historic Places, an industrial/commercial warehouse must convey its historic character in both physical and associative ways, and must have documented historical significance when evaluated within this multiple property documentation's context, "The Industrial/Commercial Warehouse Building Type in East Downtown Spokane, Washington, Built from 1890 to 1948."<sup>9</sup>

With an eye to the distinctive form and function of industrial/commercial warehouses, eligible properties must retain most of their integrity in original location, design, materials, workmanship, and association as a late 19<sup>th</sup>/early 20<sup>th</sup>-century industrial/commercial warehouse built in east downtown Spokane, Washington. As defined in *National Register Bulletin 16A*, "historic integrity is the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's prehistoric or historic period."<sup>10</sup> "Not only must a property resemble its historic appearance, but it must also retain physical materials, design features, and aspects of construction dating from the period when it attained significance."<sup>11</sup> All five qualities of integrity identified for listing on the Spokane Register of Historic Places "do not need to be present for eligibility as long as the overall sense of past time and place is evident."<sup>12</sup>

Character-defining elements of the building type "industrial/commercial warehouse" built in east downtown Spokane during the period of significance from 1890-1948 include the following:

- Original building site located in east downtown Spokane
- Built dates from 1890 to 1948
- Unreinforced brick-masonry, wood-frame, wood-frame with brick face veneer, and/or concrete-block construction (most early warehouses in east downtown Spokane are unreinforced brick-masonry construction)
- One to four stories in height

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<sup>9</sup> *National Register Bulletin 16B*, p. 16.

<sup>10</sup> National Park Service. *National Register Bulletin 16A*. Washington DC: United States Department of the Interior, 1991, p. 4.

<sup>11</sup> *Ibid*, p. 4.

<sup>12</sup> *Ibid*, p. 4.



- Usually flat roofs of built-up tar
- Usually plain exterior façade design with little to no exterior embellishment or ornamentation
- Symmetrical fenestration patterns above street level
- Windows made with wood-sash construction or metal-sash construction (double-hung, casement, pivot are examples)
- Frequently street-level commercial/merchandise bays with plate-glass display windows, low bulkheads, transoms windows, and canted entrances
- Sometimes large warehouse entrance doors built to accommodate trucks and drayage equipment, located at the façade and/or rear of building
- Sometimes raised loading docks and loading platforms built at the front and/or rear of the building
- Interior open spaces designed for storage of products, goods, materials, etc.
- Interior of buildings is usually unfinished with exposed brick perimeter walls and beamed ceilings but is sometimes finished with plastered walls and ceilings

Not all of the above-mentioned character-defining elements need be present for the property, but a significant quantity must convey the property's original design and function as a good example of the property type, "industrial/commercial warehouse," built from 1890 to 1948 in east downtown Spokane, Washington. In addition to the above-listed architectural elements that characterize the building type, "industrial/commercial warehouse," historic documentation of the property is necessary to prove the property's age and original historic use as an industrial warehouse.

Particularly good examples of the above-noted characteristics and documented historical industrial/commercial warehouse use are demonstrated for the following buildings which are located in the southeast section of east downtown Spokane in a core concentration of industrial/commercial warehouses built in the vicinity of West Pacific Avenue between Division and Washington Streets.

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|-------------------------------------|------------------|--------------------|
| • Inland Empire Biscuit Company     | 104 S. Division  | Built in 1907-1919 |
| • Pine Creek Dairy                  | 168 S. Division  | Built in 1908      |
| • Inland Auto Freight Company       | 159 S. McClellan | Built in 1913/1929 |
| • Ernst Brothers Garage             | 12 W. Pacific    | Built in 1927      |
| • Green-Hughes Printing Office      | 19 W. Pacific    | Built in 1911      |
| • Greenough Brothers Warehouse      | 112 W. Pacific   | Built in 1907      |
| • Wetzel Warehouse                  | 114 W. Pacific   | Built in 1906      |
| • Wilson & Lemon Livery             | 115 W. Pacific   | Built in 1911      |
| • North West Cold Storage Warehouse | 116 W. Pacific   | Built in 1909/1910 |
| • Dowling & Cattle Warehouse        | 117 W. Pacific   | Built in 1911      |
| • Roundup Grocery Warehouse East    | 130 W. Pacific   | Built in 1948      |

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|----------------------------------|----------------|--------------------|
| • Roundup Grocery Warehouse West | 210 W. Pacific | Built in 1948      |
| • Commission Building            | 216 W. Pacific | Built in 1906      |
| • Washington Cracker Company     | 304 W. Pacific | Built in 1892/1908 |
| • State Armory                   | 202 W. Second  | Built in 1907      |

All of the above-noted properties are identified as “historic contributing” resources in the East Downtown Historic District, a National Register historic district in east downtown Spokane. They were all built during the period of significance from 1890-1948 attributed to the multiple property documentation, *Industrial/Commercial Warehouse Buildings in East Downtown Spokane, Washington, 1890-1948*. Of the above-listed 15 industrial/commercial warehouse buildings, seven (47%) are two stories in height, and eleven (73%) are made of brick-masonry construction. This illustrates a late 19<sup>th</sup>/early 20<sup>th</sup>-century trend in Spokane towards the design and construction of mostly two-story, brick-masonry industrial warehouses. Further, the seven aforementioned two-story, brick-masonry warehouses were built at approximately the same time between 1906 and 1911, and all reveal flat roofs with built-up tar, symmetrical fenestration patterns, street-level storefronts and/or warehouse doors/garage doors, and plain exterior façade designs with little or no embellishment. Exceptions to the rule always exist, and the Wilson & Lemon Livery is an exception with a unique stepped parapet design which is unusual for the industrial/commercial warehouse building type. Good illustrations of plain, two-story, brick-masonry industrial/commercial warehouse buildings include the Pine Creek Dairy, Green-Hughes Printing Office, Greenough Brothers Warehouse, Wetzel Warehouse, Dowling & Cattle Warehouse, and the Commission Building.

#### **G. GEOGRAPHICAL DATA**

The industrial/commercial warehouses are located in the East Downtown Historic District in east downtown Spokane, Washington.

#### **H. MAJOR BIBLIOGRAPHICAL REFERENCES**

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