

East Central Survey and Inventory

A Comprehensive Survey and Inventory of Properties within the East Central TIP and Neighboring Areas

Prepared by

the Historic Preservation Office for the City/County of Spokane

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OVERVIEW

This architectural survey and inventory was conducted by the Historic Preservation Office for the City/County of Spokane in 2015 as part of an effort to both contribute to and guide the revitalization efforts occurring in the East Central Neighborhood, most notably centered around Sprague Avenue. Between 2015 and 2018, the East Sprague Targeted Investment Pilot (TIP) area (Figure 1) will be receiving over \$50 million in public infrastructure improvements including residential road maintenance and housing rehabilitation.¹ Utilizing a refined approach to economic, community, and physical development, the City intends to revitalize this once-thriving commercial corridor and surrounding neighborhood.



FIGURE 1 TARGETED INVESTMENT PILOT AREA

The purpose of this survey was to thoroughly identify, document and contextualize any historic resources within the Targeted Investment Area and the area immediately to the east and to provide guidance in the planning for the “wise use of this neighborhood’s unique resources.” **To make effective use of historic resources, to respect their value and extend their lives, it is necessary to integrate historic preservation into community planning.**² Planner and author Kevin Lynch, who is known for exploring the presence of time and history in the urban environment, states there is a satisfaction of identification with a distinctive home place and it becomes our obligation to protect, preserve and enhance those special features that make a place.³ Additionally, in order to maintain Certified Local Government (CLG) status for the City and County of Spokane, it is necessary to conduct survey and inventories of architectural, cultural and historic resources.

Approximately **778** properties were surveyed and inventoried; **669** new inventories were created while an additional **109** inventories were updated, mostly for demolished buildings. Additionally, an interactive map, website (historicspokane.org/east-central) and self-guided walking tour [Appendix A] were created as part of this project, using information acquired from the survey and inventory.

¹ Melissa Owen, “Projects: Targeted Investment Pilot,” City of Spokane, my.spokanecity.org/projects/tip.

² Anne Derry et al., *Guidelines for Local Surveys: A Basis for Preservation Planning Bulletin* (Washington DC: National Park Service, 1977).

³ Kevin Lynch, *City Sense and City Design: Writings and Projects of Kevin Lynch*, ed. Tridib Banerjee and Michael Southworth (Cambridge, Mass.: MIT Press, 1990), 110.

SURVEY AREA

The survey area covers approximately .496 square miles in the East Central neighborhood of Spokane, Washington (Figure 2). It is bounded by the Union Pacific and BNSF⁴ Railroad tracks and Sprague Avenue to the north, Freya Street to the east, Interstate 90 to the south and the I-90 off ramp (Exit 282A) to the west. The survey area captures the entirety of the TIP area as well the area immediately to the east which encapsulates the majority of demolished homes, with Freya Street acting as a natural boundary.

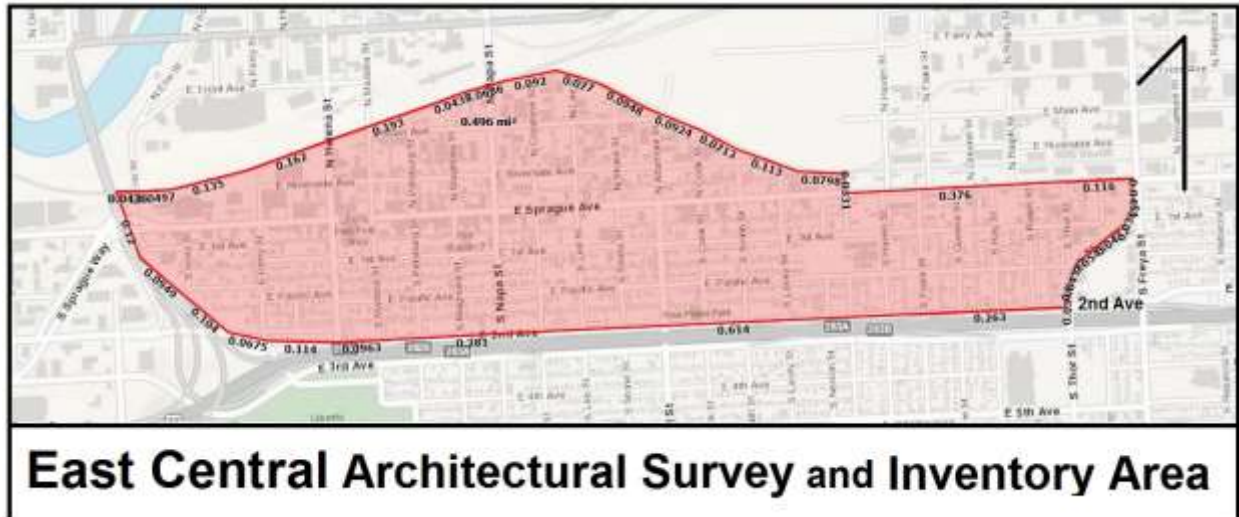


FIGURE 2 2015 SURVEY AREA

PREVIOUS SURVEY WORK

Research revealed several previous cultural resource studies that fall within the survey area (Figure 3).⁵ Some of the surveys were volunteer or student-run and did not result in the creation of inventory forms. The remaining studies were either windshield or pedestrian surveys which identified historic properties and evaluated the impact various projects would have on the resources. However, inventories were not created for every property nor even every eligible property, as a sampling was sufficient for that particular survey. For this project we wanted to thoroughly document every building within the survey area. When a previously inventoried building was encountered, the inventory was updated to reflect the 2015 condition of the building.

Additionally, the previous surveys focused on a defensive course of action for the historic resources (mitigating potential harm) where this survey and inventory focuses on offensive maneuvers and documentation that can help guide the protection, preservation and interpretation of East Central's historic fabric.

⁴ Burlington Northern and Santa Fe

⁵ This does not include archaeological studies

- 1998 *A Survey of Selected Properties in the East Central Neighborhood of Spokane, WA*
David Parks
This student report was prepared for the Spokane City/County Historic Preservation Office as part of a Cultural Resources Management Class at EWU. Select properties were photographed and a brief architectural description was prepared but the properties were not formally documented. The report includes more intensive documentation on the East Gate Lodge Masonic Temple (1727 E Pacific) and the Swedish Lutheran Church (1827 E Pacific) which was incorporated into the current survey's inventories.
- 1999 *South Valley Corridor Environmental Assessment/ Cultural and Park Resources Expertise Report*
Sara L. Walker, Dennis Regan and Barbara J. Gundy
This report was prepared for the Spokane Regional Transportation Council and addresses the potential impacts of proposed transportation alternatives, including express busways and HOV lanes which would have traversed the north and south edges of the current survey area. The survey identifies many historic buildings, none of which fall within the current survey's boundaries.
- 2002 *A Cultural Resources Survey of an Alternative Light Rail Route Along N. Madelia Street and E. Riverside Avenue, and of Playfair Racetrack*
Susan Axton and Stephen Emerson
This report was prepared for Spokane Transit Authority and addresses the potential impacts of a proposed light rail transit system connecting Liberty Lake and Spokane. This report presents information obtained during a survey of an alternative route along N. Madelia Street and E. Riverside Avenue, which is located in the northern section of the current survey area. 14 properties were thoroughly documented and inventoried. When these inventories were encountered, the information was updated to reflect 2015 conditions.
- Spokane Preservation Advocates' East Central Architectural Survey*
Lois Irwin and Jackie Davis
This survey, completed by volunteers, was done as part of a Committee project by Spokane Preservation Advocates. Homes along 2nd Avenue and a few side streets were photographed for documentation purposes. These photos, which are held by the Spokane City/County Historic Preservation Office, were scanned and used in the inventories. It was discovered that most of the homes photographed in 2002 have been demolished, making the photographs a valuable resource.
- 2003 *A Cultural Resources Survey of the Washington State Department of Transportation's I-90/North South Freeway Collector/Distributor Project*
Stephen Emerson and Stan Gough
This report was prepared for the Washington State Department of Transportation (WSDOT) and addressed the impacts of the most current iteration of the I-90/North South Freeway which will pass along the axis of Greene Street to the Spokane River and I-90. The APE (area of potential effect) of the project is large, stretching nearly five miles in length from Garfield St. to Fancher Road along I-90. A segment of the APE falls within the southern and southeastern portion of the current survey. 1,040 residential properties, as well as some commercial properties, were surveyed. Of the approximately 20% of properties with good to excellent integrity, 101, or about half of those with integrity, were selected for inventory, only a portion of which fell within the current survey area. When these properties were encountered, the inventory form's information was updated to reflect 2015 conditions. The report also created a good amount of useful information on the history of the neighborhood and its settlement which was incorporated into this document.

- 2008 *A Cultural Resources Survey of the City of Spokane's Proposed Riverside Extension Phases 2 and 3 Project*
Ann Sharley, Dana Komen and Stan Gough

This report was prepared for the City of Spokane and addressed the impacts of the plans to construct a new arterial connecting Division Street with East Trent Avenue in Spokane, which overlaps a small portion on the western side of the current survey area. Approximately 13 historic properties were documented in the area. When these properties were encountered, the inventory form's information was updated to reflect 2015 conditions.

- 2012 *Cultural Resources Assessment for the City of Spokane's Ben Burr Bike Trail Project*

Steve Dampf, Matthew Sneddon and Sylvia Tarman

This report was prepared for the City of Spokane's Department of Engineering Services and addressed the impacts of the proposed construction of a 12-foot-wide, multi-use, non-motorized asphalt trail, part of which (the Ben Burr Trail) falls within the southwest portion of the current survey area. While no historic structures were recorded within the current survey area, the report did provide a great amount of useful information on the East Central Neighborhood, Ben Burr Trail and streetcar system which was incorporated into this document.

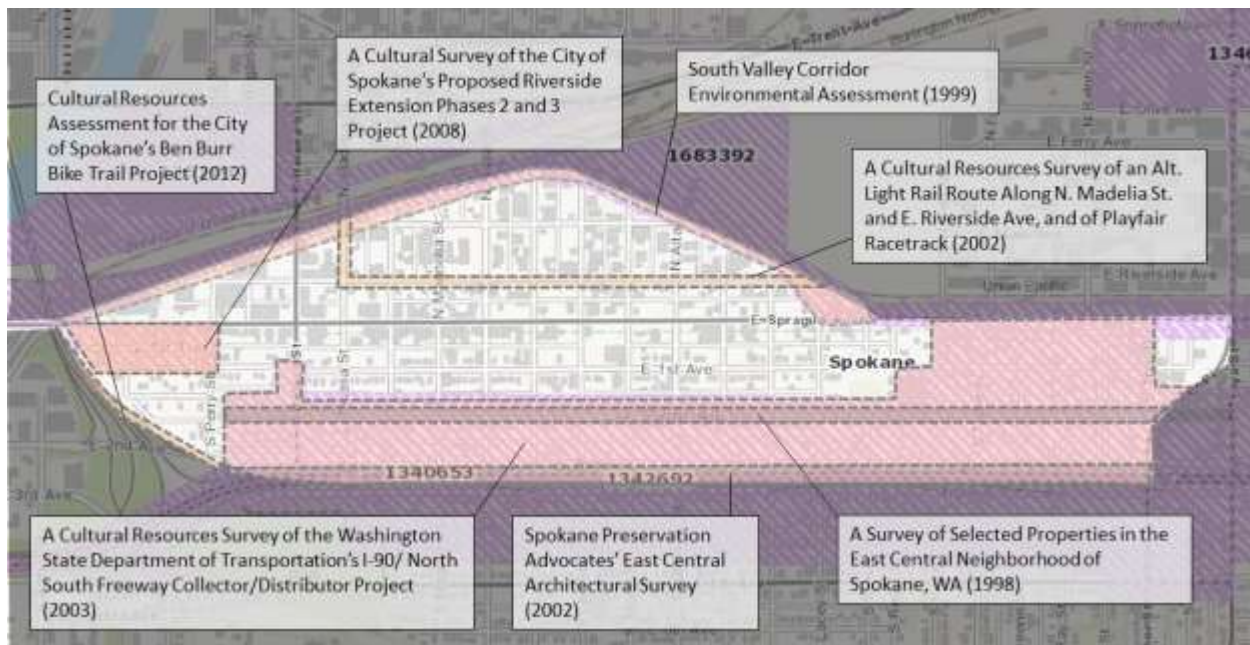


FIGURE 3 PREVIOUS SURVEY WORK

METHODOLOGY

Both reconnaissance and intensive level survey work was completed for this area, with every property receiving documentation that includes information on: appearance, significance, integrity, boundaries and eligibility. Field work for the project began in April 2015 with the last property recorded in the summer of 2015, the last inventory was completed in early 2016 and the final report submitted in June 2016. During this time, student survey assistance required engaging internships that went beyond field work, one project employee worked on the

entirety of the survey and inventory and a significant amount of “outreach material” such as a walking tour, website and interactive map was created with information acquired during the course of the project.

According to the National Park Service’s Bulletin, *Guidelines for Local Surveys: A Basis for Preservation Planning*, “*Reconnaissance* may be thought of as a “once over lightly” inspection of an area, most useful for characterizing its resources in general and for developing a basis for deciding how to organize and orient more detailed survey efforts. In conjunction with a general review of pertinent literature on the community's past, a reconnaissance may involve such activities as...detailed inspection of sample blocks or areas, as the basis for extrapolation about the resources of the community as a whole.”⁶ This type of surveying was done in “newer” industrial areas.

Whereas, an intensive survey is “a close and careful look at the area being surveyed. It is designed to identify precisely and completely all historic resources in the area. It generally involves detailed background research, and a thorough inspection and documentation of all historic properties in the field. It should produce all the information needed to evaluate historic properties and prepare an inventory.”⁷ This was done in commercial and residential areas. Surveying as a whole fell between these two general categories in order to meet the needs of the survey.

ARCHAEOLOGICAL COMPONENT

This survey and inventory looked only at structures, both extant and recently demolished, within the survey area so there is no archaeological component to this survey and inventory.

FIELD WORK

Field work included a systematic, street-by-street, property-by-property pedestrian survey. The exterior of each property, as well as any significant features of the site, were photographed; notes were taken regarding the style, construction and other cultural defining features and the location was carefully recorded. This information was then used to create a new inventory of the property. For demolished structures, a photo taken from the Spokane County Assessor’s Office was used to create a brief description. If an inventory already existed, it was updated to reflect the demolition of the property. If no previous inventory existed, a new one was created.

SURVEYORS

The survey of the East Central Neighborhood was primarily performed by staff from the Spokane City/County Historic Preservation Office with additional surveying, inventorying and research performed by student interns (Figure 4). This group included:

⁶ Anne Derry et al., *National Register Bulletin: Guidelines for Local Surveys: a Basis for Preservation Planning*, revised edition. (Washington D.C.: National Park Service, 1985).

⁷ Ibid.

- **Emily Vance** (Project Employee for the City/County Historic Preservation Office). MS, Historic Preservation, University of Oregon. Vance served as the principal surveyor, coordinator and administrator for the survey project.
- **Emily Adams** (EWU Planning undergraduate), **Jessica Bell** (EWU Public History undergraduate) and **Joanne Percy** (EWU Public History graduate). During the survey process, Adams, Bell and Percy were responsible for approximately 80 inventories which included photographing, researching and documenting the properties. Additional historic research and recommendations were prepared.
- **Yvonne Lacoursiere** (Whitworth University Public History undergraduate). Lacoursiere completed approximately 5 building histories for properties within the survey area. Additional historic research was also completed.
- **Anthony Taylor** (EWU Planning undergraduate). Taylor provided assistance with some photography and the student recommendations.

RESEARCH MATERIALS

Research materials utilized during this project include primary sources such as *Spokesman-Review* articles, government records (census, assessor, permits), photographs from the Northwest Museum of Arts and Culture archives and interviews with residents of the neighborhood conducted by Spokane Historical.⁸ Secondary sources include but are not limited to previous survey work and Spokane Register nominations.

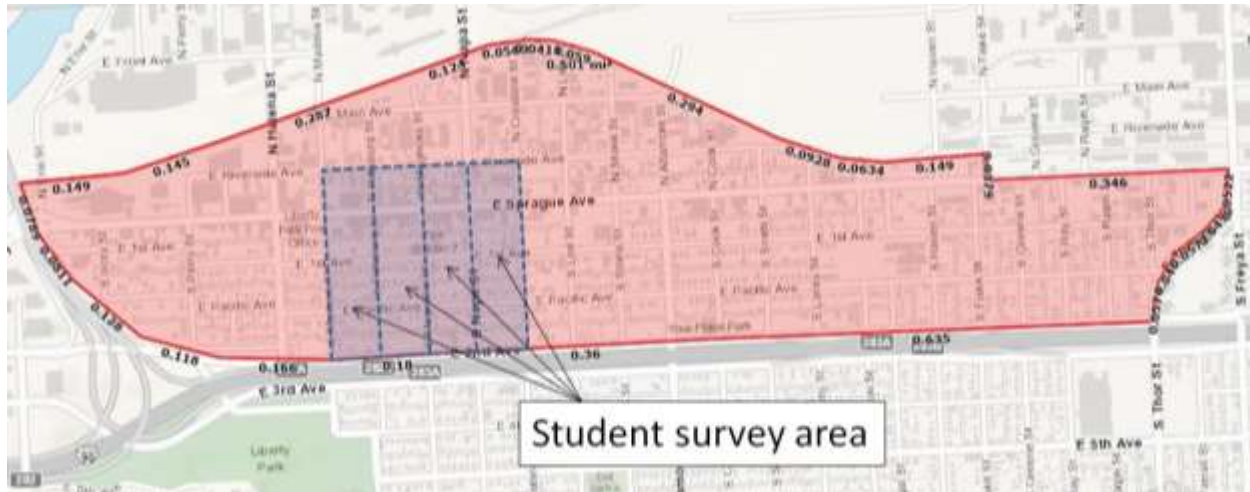


FIGURE 4 STUDENT SURVEY AREA

PUBLIC PROCESS

Additionally, the public was made known of the progress of the project throughout its duration through various public meetings, workshops and outreach including: the American Planning Association Washington Chapter monthly meeting (May 7, 2015), the East Central Neighborhood Steering Committee/Council (May 19, 2015), the

⁸ Frank Oesterheld and Spokane Regional Health District's Neighborhoods Matter Program. "Neighborhoods Matter: The Impact of the I-90 Freeway on the East Central Neighborhood, an Oral History," *Spokane Historical*, <http://spokanehistorical.org/items/show/468>.

Spokesman-Review article “EWU Students Survey East Central’s History” (May 21, 2015), East Sprague Block Party (July 2, 2015), East Central Planning Retreat (September 9, 2015), the RevitalizeWA conference in Chelan (April 26, 2016), Bernardo-Wills Architects presentation (May 19, 2016), City Council briefing session (June 20, 2016) and East Sprague Business Association bi-monthly meeting (June 22, 2016).

EVALUATION OF PROPERTIES

The guidelines used for the evaluation of properties within the survey area are those utilized for listing on the Spokane Register of Historic Places (SRHP). The following are criteria for the inclusion of properties on the Local Register as stated in the Secretary of the Interior’s Standards and pertaining to the Spokane Municipal Code 17D.040.090:

Generally a building, structure, object, or site which is more than fifty years old may be placed on the SRHP if it has significant character, interest, or value as a part of the development, heritage or cultural characteristics of the city, county, state or nation. The property must also possess integrity of location, design, materials, workmanship and setting and must fall into one or more of the following categories:

- A. It is associated with events that have made a significant contribution to the broad patterns of the history of the city, county, state or nation; or
- B. It is associated with the lives of persons significant in the history of the city, county, state or nation; or
- C. It 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; or
- D. It has yielded, or is likely to yield, information important in prehistory or history.

The property may also meet the following criteria set forth by the Secretary of the Interior Standards:

- 1. It is a building or structure removed from its original location but which is significant primarily for architectural value, or which is the only surviving structure significantly associated with an historic person or event; or
- 2. It is a birthplace or grave of a historical fixture of outstanding importance and is the only surviving structure or site associated with that person; or
- 3. It is a cemetery that derives its primary significance from age, from distinctive design features, or from association with historic events or cultural patterns; or
- 4. It is a reconstructed building that has been executed in a historically accurate manner on the original site; or
- 5. It is a creative and unique example of folk architecture and design created by persons not formally trained in the architectural or design professions, and which does not fit into formal architectural or historical categories.

NEIGHBORHOOD HISTORY

Prepared in part by Jessica Bell and Joanne Percy

The story of East Central is one punctuated by highway development. Sprague, the main arterial through the surveyed area, flourished as a Primary State Road, a designation it received in 1913 from the Washington State Highway Board. Known as the Sunset Highway, the road stretched from Renton to the Idaho border, clamoring directly through East Central by means of Sprague Avenue. During its largest period of growth between 1900 and 1910, hundreds of commercial buildings and residences were constructed; over half of the buildings still standing were built during this time. It was not until the second act of the nation's highway program, did the neighborhood see a drastic decline. The Federal Highway Program in the 1950s led to the creation of I-90, the longest highway in America, which bisects East Central and directs traffic off of Sprague and away from established roadside businesses. The construction of I-90 directly resulted in the demolition of homes, businesses and other public buildings in East Central. This in turn led to a decrease in property values and the ultimate, tangible decline of Sprague and the surrounding residential neighborhood.

EARLY SETTLEMENT

Much like the rest of Spokane, the area that would become known as East Central was once rolling meadowlands dotted with pine trees and large basalt outcroppings, which continue to stand sentinel. The survey area is located within the "traditional ethnographic territories" of the Spokane (Spokan) and Coeur d'Alene tribes; this area between the Spokane Falls and approximately the Idaho state line is considered by some ethnographers to be "a joint occupation area for the Coeur d'Alene and Upper Spokane Peoples."⁹ The indigenous people of this area practiced "a seasonal round of resource procurement" including the cyclical duty of salmon fishing, hunting and the gathering of roots and plants, like camas and wild berries.¹⁰ The Spokane River, which runs just north of the survey area, provided sustenance, both literal and metaphorically, and continues to be a destination for all people living in the region. Along the banks, foot trails paralleled the river as they wound their way from village to village.

Euro-American exploration of the area began around the turn of the 19th Century when fur trading companies expanded into the area around the Spokane River, the first being the North West Company in 1810.¹¹ After the trappers came an influx of miners, loggers and soldiers which placed even greater strain on relations with the native peoples; ultimately coming to a crescendo in a series of terrible battles, including what would become known as Horse Slaughter Camp, located about 15 miles east of the survey area. This is where Colonel George

⁹ Sara L. Walker, Dennis C. Regan, and Barbara J. Gundy, *South Valley Corridor Environmental Assessment: Cultural and Park Resources Expertise Report* (Spokane: Archaeological and Historical Services (EWU), 1999), 4.

¹⁰ Susan Axton, Stephen Emerson, and Stan Gough, *A Cultural Resources Survey of an Alternative Light Rail Route Along N. Madelia Street and E. Riverside Avenue, and of Playfair Racetrack, Spokane, Washington* (Spokane: Archaeological and Historical Services (EWU), 2002), 2.

¹¹ *Ibid*, 3.

Wright killed over 800 horses belonging to a confederation of Plateau Indian Tribes in September of 1858. This act diminished the tribes' wealth, mobility and resistance which led to more Euro-Americans settling in the territory.

Permanent non-native settlements appeared in the region in the 1860s with settlers traversing the land via wagon trails, such as the Mullan Military Road. Two settlers of particular importance were J.J. Downing and S.R. Scranton, who recognized the "energy potential of the powerful falls of the Spokane River [and] built a sawmill."¹² Other industries soon followed and on November 29, 1881, Spokane became an incorporated city with approximately 350 residents.¹³

However, it was not until the arrival of the Northern Pacific Railway in 1881 did Spokane truly "take off." The railroad dramatically changed the way of life for residents, allowing for exceptionally faster and more convenient travel, communication and commerce. Interestingly, Sprague Avenue itself is named after General John Wilson Sprague (1817-1893), the superintendent of the Western Division of the Northern Pacific Railroad in 1881. The City of Spokane grew rapidly during the 1880s and it was during this time that the first homes were constructed in East Central, scattered south of Sprague with easy access to downtown and the railyards. Interestingly, a portion of the interurban train line survives as the historic Ben Burr Trail, located at the southwest survey boundary.

At the turn of the 20th Century, the East Central neighborhood was home to a very diverse group of people, an element of the neighborhood which continues to be true. Early census reports portray a culturally rich community with Fins, African Americans, Swedes, Russians, Norwegians, French, Germans, Italians and Poles all calling the East Central area home.¹⁴ Within the survey area, many buildings help tell the story of one of Spokane's most diverse neighborhood's. This includes the Swedish Evangelical Lutheran Sion Church (Figure 39), the Third United Presbyterian Church, now Full Gospel Mission Church (Figure 40), which was one of the first integrated churches in Spokane and the East Gate Lodge Masonic Temple which is now the Korean Presbyterian Church (Figure 17), to name but a few. The homes and businesses the early residents built reflect the owners: "a few were large, employing elements of high style, but most were modest middle-income dwellings suitable for the blue-collar and diverse nature of the inhabitants."¹⁵

STREETCAR SUBURB

The East Central neighborhood is one of the oldest in Spokane and was built to be a transportation hub between not only the neighborhood and downtown but also between Spokane and other cities. The rail line went through

¹² Stephen Emerson, *A Cultural Resource Survey of the Washington State Department of Transportation's I-90/north South Freeway Collector/distributor Project*, Spokane County, Washington (Spokane: Archaeological and Historical Services, Eastern Washington University, 2003), 4.

¹³ "Spokane Area History," City of Spokane, <https://my.spokanecity.org/about/history>.

¹⁴ Stephen Emerson, *I-90/north South Freeway Collector/distributor Project*, 6.

¹⁵ Ibid.

East Central and in 1889 the first electric streetcar line was built along east 3rd Avenue.¹⁶ Several other streetcar lines would serve the neighborhood, with one line, built in 1891, traveling straight down Sprague. With the rail came people. Spokane grew and so did business. Life was prosperous in the early 20th century; families took day trips in and around the area and, in 1910 alone, the number of rides taken on the streetcars was 27,730,145.¹⁷ The streetcar peaked around 1910 but by 1915 was already in decline as automobiles and buses became more common.

In 1922, Sprague was the only paved road in the survey area. However, in the same year, the trolley line stretched the length of Sprague, Riverside and serviced Napa and Lacey Streets as well (Figure 5).

In August 1936, the last streetcar made its final ride as the city fully converted to buses. Spokane welcomed the new bus system as it was seen as a sign of progress and change but, for some, the change was bittersweet. “A month after the last street car had run, a drastic step was taken. It was decided that the remaining cars should be burned, the first one, ceremoniously, at Natatorium Park. This car, “luxurious car No. 202,” was to burn on the night of August 31, 1936.”¹⁸ It was paraded around with a black ribbon and trolley men watched her burn with a lump in their throats.

Today, very little remains of these lines, except for the names of streets stamped in sidewalks and a few roads that still bear the streetcar tracks (Figure 6). By this point, however, a new form of transportation was making its mark on the American landscape and the automobile would go on to have a massive impact on the industry and infrastructure of East Central.



FIGURE 5 1922 STREETCAR LINES WITHIN SURVEY AREA – MAP COURTESY OF WASHINGTON STATE DIGITAL ARCHIVES [AR-270-B-001096]

¹⁶ Jim Kershner, “Clang, Clang, Clang Went the Trolley,” *The Spokesman-Review*, May 21, 1995.

¹⁷ Blythe J. Thimsen, *Spokane's Stories: 28 Stories of the People, Places and Events That Have Shaped Spokane* (Spokane, Washington: Up Escalator Publications, 2014), 78.

¹⁸ Carolyn Hage Nunemaker, *Downtown Spokane Images, 1930-1949* (Washington: C.H. Nunemaker, 1997), 137.

EAST CENTRAL INDUSTRY AND COMMERCIAL STRIP

Grain and milling was a booming industry in the 1910s, largely due to war effort support, and the massive industrial buildings and silos were prominent features of the East Central neighborhood. These mills and other utilitarian structures serve as a reminder of the area's industrial history. Sperry Flour Mill (Figure 34), on Sprague, owned by the Sperry Flour Company came to Spokane in 1918. The opening was delayed slightly but in 1919 the first carload of flour went out on April 14. With a total capacity of 2,000 barrels a day, the new Sperry Mill more than doubled the capacity of all other Spokane flour mills combined.¹⁹ Touted as the "finest flour milling plant in the world," the mill opened under the management of "veteran grain man," J. K. Smith. With its dazzling white interior and stately brick with terra cotta detailing exterior, the mill was both a beautiful and functional addition to the East Central neighborhood. Now under the direction and name of ADM Mix Plant, the mill, which has expanded over the years, continues to operate as an industrial processing facility.



FIGURE 6 INLAND HARDWARE BUILDING IN 1927 – 1802-1804 E SPRAGUE AVE – NOTE STREET CAR RAILS IN FOREGROUND

¹⁹ "Spokane Flour Mills to Supply U.S. Government with Product," *Spokane Daily Chronicle*, November 27, 1918, pg. 5.

By 1910, after an explosive decade of growth in Spokane, a large number of businesses and markets lined Sprague Avenue. Some of the more substantial enterprises that called Sprague home in the early 20th Century include the Barrett Manufacturing Company, a local furniture company, at E1724, Lundin Brothers Laundry at E1801 (Figure 25), Scarpelli Brothers Macaroni Factory at E2012, Stewart's Animal Food Company at E2618, and Harold Furnace & Manufacturing Company at E3310 (Figure 19).

Other establishments catered to the daily lives of residents and include the Inland Hardware Company at E1802 (Figure 6), Ziv Shoe & Clothing Company at E1826, Thomfohrde's Market Grocery at E1906, East End Pharmacy at E1926 and Union Park Bank at E2002 (Figure 41).

Interestingly, the southwest corner of Sprague and Helena has supposedly featured a grocery or meat market since 1897, with the current iteration being Sonnenberg's Market & Deli; touted as the "Oldest Meat Market in Town." Sonnenberg's has become a staple of East Sprague and is a well-known and respected local meat market, occupying the Sprague and Helena corner since the 1980s. The building, while not necessarily architecturally significant, is certainly home to a significant Spokane business.

Organizations formed as early as the 1910s to promote the neighborhood and its commercial corridor including the East Side Commercial Club (ESCC) which, decades later, would be very vocal in the fight to stop the freeway. On June 3, 1912, for example, the ESCC held a large carnival with stunts and vaudeville acts at Sprague and Magnolia in celebration of the new Commercial Club rooms over the East Central Market.²⁰ A lot of the commercial success of Sprague Avenue can be attributed to the increased popularity of the automobile, both as a means of travel and recreation. Sprague became a major artery into Downtown Spokane but highway development is like the curate's egg; it can both bring life and act as the kiss of death.

THE SUNSET HIGHWAY

In 1913, the Washington State Highway Board designated a route – at some points no more than a dirt trail – from Renton, by way of Snoqualmie Pass into the Yakima River Valley, through Wenatchee, Waterville and Spokane to the Idaho border as the Sunset Highway. East Sprague was included in the official route, making the property along the avenue valuable commercial real estate.

By 1919 car culture in Spokane was in full swing. That year, there was a large automobile show, touted as "Spokane's First Progressive Automotive Show," with 60 showrooms along Sprague and First Avenues in downtown. Sessions included how-tos, repairs, and other instructional lectures.²¹ With the rise of the automobile came the rise of auto shops and garages and East Sprague boasted several. One of the older commercial buildings

²⁰ "Spokane 60 Years Ago," *Spokane Daily Chronicle*, May 31, 1972.

²¹ "Spokane's First Progressive Automotive Show to be Held this Week: Automobile Dealers Arrange Instructive Program for Visitors," *The Spokesman-Review*, January 12, 1919, pt. 3.

along Sprague is the Pansie Auto Shop (Figure 30). Edward Pansie, born in 1891, was the owner and mechanic at the Pansie Auto Shop which was built in 1919. This building retains the large double doors needed to house the cars of the time and, although the businesses changed over the years, the building continued to be an auto shop until well into the 1960s. It is still held by the Pansie Trust.

In the 1920s, with the passing of the Federal Aid Highway Act, the national government suddenly became “heavily involved” in highway planning and funding.²² What was once a crisscross of unpaved, colorfully named highways and trails, soon became the familiar Federal Highway System as standards were put in place. This was good news, as America's love affair with the car grew so, too, did the need for reliable roads with auto-related businesses.

As more and more people were on the road, an abundance of businesses sprang up along the highway in the early to mid-20th Century catering to the flow of travelers and a more mechanized environment. East Sprague saw the arrival of motor courts, motels, gas stations, drive-thrus, garages, service stations, travel lodges, cafes and other businesses eager for the motorists’ dollar. While many of these auto-related establishments have been demolished, such as the Sad Slim Smith service station,²³ several remain to help tell the story of the arrival of the automobile in Spokane: The Bel-Air Motel at E1303, Carroll’s Motel at E1234, Hayden Motors at E1407, Burkhardt Motors at E1801, Quality Garage and Service Station at E1919 (Figure 7), Rutherford’s Triple-X Root Beer Drive-in at E2125²⁴ and Hardin Auto Sales at E3402.

Interestingly, other businesses, such as the stunning Art Deco Safeway at E2022 (Figure 31) and Stone’s Food Store at E1909, were built in the 1930s with attached parking lots, anticipating the growing reliance on automobiles, which would eventually become standard practice.

COMMUNITY DEVELOPMENT

As more and more homes were constructed in the neighborhood commercial structures, public buildings and parks sprang up to support the diverse population. Buildings like Napa/Improvement Hall²⁵ served multiple purposes and acted as a town hall to discuss municipal questions, a social venue for dances (including one thrown by the Young Women’s sodality of St. Ann’s church in 1914) and was used for special occasions by the “Colored Masons” (including a large convention in July 1910 at which both black and white masons attended).²⁶ “As a counterbalance to labor, some of Spokane’s best recreational resources included the Spokane Interstate Fairgrounds and

²² Chuck Flood, *Washington’s Sunset Highway* (San Francisco: Arcadia Publishing, 2014), 7.

²³ What a mouthful. Sad Slim Smith was a chain of service stations that dotted Spokane's landscape in the 1920s and was founded by none other than "Sad Slim" Walter W. Smith. Interestingly, Smith was a veteran Spokane baseball player as well as service station magnate, which explains why his signage has a baseball player or umpire on them. The one located at E3025 Sprague is now a parking lot.

²⁴ Now Zip’s

²⁵ An intriguing building. The names Napa and Improvement appear to be used interchangeably and its location is said to be at the corner of Sprague and Napa – although it is difficult to determine *which* corner.

²⁶ “Colored Masons to Meet,” *The Spokesman-Review*, July 10, 1910.

racetrack, and one of the city's oldest parks, Liberty Park, all of which were located in the East Central neighborhood," with Liberty Park being just southwest of the survey area and the fairgrounds just northeast.²⁷ Liberty Park was an especially vital source of entertainment and recreation for residents.



FIGURE 7 QUALITY GARAGE AND SERVICE STATION IN 1941 – 1919 E SPRAGUE AVE

McKinley School (Figure 27) and Libby Junior High School (Figure 24) were constructed in 1902 and 1928, respectively. The East Side Carnegie Library (Figure 14) was constructed in 1913 and was the second of four Carnegie libraries built in Spokane. Several churches dotted the neighborhood, south of Sprague, including those mentioned earlier and St. Ann's Catholic Church at 2120 E 1st (Figure 37), Pacific Avenue Christian Church at 2430 E Pacific (Figure 29) and Centenary Methodist Church at 2800 E 2nd (demolished).²⁸

However, the early period of growth could not be maintained, even with a popular thoroughfare running through the neighborhood. "By 1920, the local economy was mired in a post WWI slump that cut deeply into all of the core industries. As work dried up, East Central slid into a slow deterioration exacerbated by the Great Depression...As

²⁷ Steve Dampf, Matthew Sneddon, and Sylvia Tarman, *Cultural Resources Assessment for the City of Spokane's Ben Burr Bike Trail Project, Spokane County, Washington* (Spokane: HRA, 2012), 13.

²⁸ In early May of 1957, the congregation was "forced out of its former home by Spokane's new freeway" and relocated to a new building at Eleventh and Helena.

families left to re-establish lives elsewhere, property values fell” attracting less well-off residents.²⁹ This steady decline is reflected in residential and commercial building trends (Figure 12). Few homes were constructed during WWI, the Great Depression and WWII as building material was scarce or people could not afford to do so. However, throughout this time,

the cornerstone of East Central's micro-economy was its business district located along Sprague [and] Families who lived in the neighborhood typically traveled north, down the hill, to patronize the Sprague District's shops and grocery stores, which kept the lower part of East Central vibrant and populous. The Sprague avenue corridor acted as an anchor of sorts, binding the neighborhood together despite the apparent financial disparities, and maintaining a coherent and cohesive community that had weathered the century's financial storms remarkably well.³⁰ (Figure 8)



FIGURE 8 COMMERCIAL ACTIVITY ON SPRAGUE AVENUE IN 1940 – LOOKING EAST FROM MAGNOLIA STREET INTERSECTION

Sprague Avenue reacted to changing tastes and the economic climate and many new businesses moved into the bustling commercial corridor in the 1930s and 40s including Electro-Mart, a local appliance shop, at E1718 (Figure 18) , Fidelity Radio Company, one of the first radio rental service in Spokane, at E1914 and other modern shops .

²⁹ Frank Oesterheld. "Neighborhoods Matter: The Impact of the I-90 Freeway," *Spokane Historical*.

³⁰ Ibid.

In 1946, in particular, the community saw a boom in development along Sprague; the revitalization efforts were spearheaded by the East Side Commercial Club and involved the construction of 21 new buildings like the RK Appliance & Service building at E1816 and the remodel of existing storefronts such as the notorious Rainbow Tavern at E1810.³¹ Additionally, the following year the new United Paint Factory Store and Facilities built a large, Modern, four story commercial block at E1130 which acted as the company's manufacturing facilities, testing and research labs and the factory store. Also at that time, the Garland Group, of the Garland Theater, proposed to construct a \$300,000 theater at the corner of Lee and Sprague.³² It was to be an adaption of the Garland with a combined shopping feature and designed by noted Spokane architect, G. A. Pehrson – but it was never built. An ominous sign for the neighborhood. This \$900,000 building and remodeling program was done to solidify the East Sprague commercial corridor as a viable and successful commercial strip by providing excellent goods, services and jobs in modern and attractive shops.³³ The East Side Commercial Club knew the future of the neighborhood was uncertain and this was their attempt to impede the ever increasing pressure of highway development.

I-90 CONSTRUCTION AND REACTION

In the 1940s and 50s, the East Central neighborhood was a thriving, diverse community despite having become one of the poorest. People lived, shopped and worshiped in this fairly tight knit community. Sprague Avenue was one of the main thoroughfares in Spokane. Auto travel had become a national past time and the road was lined with diners and motor coach inns to accommodate travelers. However, because it also became more common to ship goods by truck rather than train, Sprague Avenue was starting to become a dangerous, congested place for pedestrians. Traveling from the outskirts of the Spokane area to the downtown area was also time consuming, taking an hour or more. This issue was not isolated to Spokane and, it was a problem faced by many cities across the United State and which ultimately lead to the passage of the Federal-Aid Highway Act of 1956.

While the idea seemed promising, the results were a mixed bag, to say the least. On one hand, a national system of highways facilitated the growth of industry and stimulated economic growth. It also provided Americans easy travel to once more arduous destinations. In Spokane, for example, the freeway linked more distant areas, like Liberty Lake, to the downtown area, which spurred the development of businesses and suburbs that could not have thrived otherwise. Moreover, because it connected once disparate parts of the city, Spokane shed some of its provincialism and attained a more metropolitan status.³⁴

³¹ The tavern and shop next door are associated with the infamous 1944 "hatchet slayings," one of the most publicized crimes in Spokane with the murders occurring behind the building. The remodel and other revitalization efforts were possibly done, in addition to safeguarding against the new highway, in an effort to distance East Sprague from the grisly murders.

³² "\$300,000 Theater for E. Sprague," *The Spokesman-Review*, May 6, 1947.

³³ "East Sprague Building Plans Total \$900,000," *Spokane Daily Chronicle*, January 9, 1946.

³⁴ Frank Oesterheld. "Neighborhoods Matter: The Impact of the I-90 Freeway," *Spokane Historical*.

Several routes were proposed for the new Interstate 90, but the one that cut directly through East Central, between 2nd and 3rd Avenues, was approved due to the low property rates, land topography and a demographic that lacked political influence. Some of the residents accepted the intrusion as a necessary event to further progress while others fought.

THE EAST SIDE COMMERCIAL CLUB

One group in particular, the East Side Commercial Club, organized the fight against the highway. Composed of business owners and residents of East Central, the ESCC was a strong voice in the argument against the highway.

On August 21, 1945 the ESCC voted to protest the city council's decision in person. C. H. Bray, president, said, "Has the city ever considered the tremendous difference in loss of property and business value between the [new highway and E Sprague]? Why ruin the only real residential section on the East Side by running an arterial highway through it? We wonder if the people on the proposed route are aware of the fact that when the city council says it will be paved that it means it will be turned into a six-lane highway."³⁵

The Club countered the highway development with the proposal to widen Sprague from Erie Street (the western edge of the survey area) east to the City limits and to construct a cloverleaf intersection near the vicinity of Sprague and Erie that would connect to East 3rd, Trent and Mission (Figure 9). The ESCC argued that this new plan would divert "hundreds of commercial trucks from Sprague Avenue" while maintaining the strong and established commercial corridor along East Sprague, making the freeway unneeded.³⁶

Mayor Otto Dirkes shot down the ESCC's proposal with this irritatingly misguided statement, "I am not opposed to your plan in its entirety. I particularly am interested in the Erie street project but we feel that the money which we have to spend belongs to all of the people of Spokane should be spent for the benefit of the majority."³⁷ County officials, too, balked at the plan. County Engineer C. J. Chaffins stated that rather than bypass towns, officials are holding to original routings in the construction of highways because "tourists want to go through cities."³⁸ Simply put, the relocation of thousands of Spokane's poorer residents and the demolition of their homes, churches, businesses and livelihood was deemed necessary for the "majority's" convenient drive.

The following year, the ESCC spearheaded a \$900,000 building and remodeling program to solidify the East Sprague commercial corridor as a viable and successful commercial in an effort to safeguard the area from the inevitable highway development. While these improvements were welcome, they would not be enough to sustain the commercial strip. Nevertheless, the ESCC continued fighting and, in 1950, under the leadership of John Byrne,

³⁵ "East Sprague Club Protests Rival Arterial," *Spokane Daily Chronicle*, August 22, 1945.

³⁶ "East Side Club Outlines Plans for Highways," *Spokane Daily Chronicle*, September 5, 1945.

³⁷ Ibid.

³⁸ "Plans to Widen Sprague Talked," *The Spokesman-Review*, June 12, 1946.

continued to press city council to eliminate the “unnecessary” freeway by holding numerous town hall meetings. But to no avail: the highway was to be built. The Washington Department of Transportation began purchasing homes for the purpose of demolition, in order to clear the way for the highway. Losing hundreds of homes “simultaneously reduced the tax base and the low-income housing stock,” further compounding the problems that plague the neighborhood.³⁹

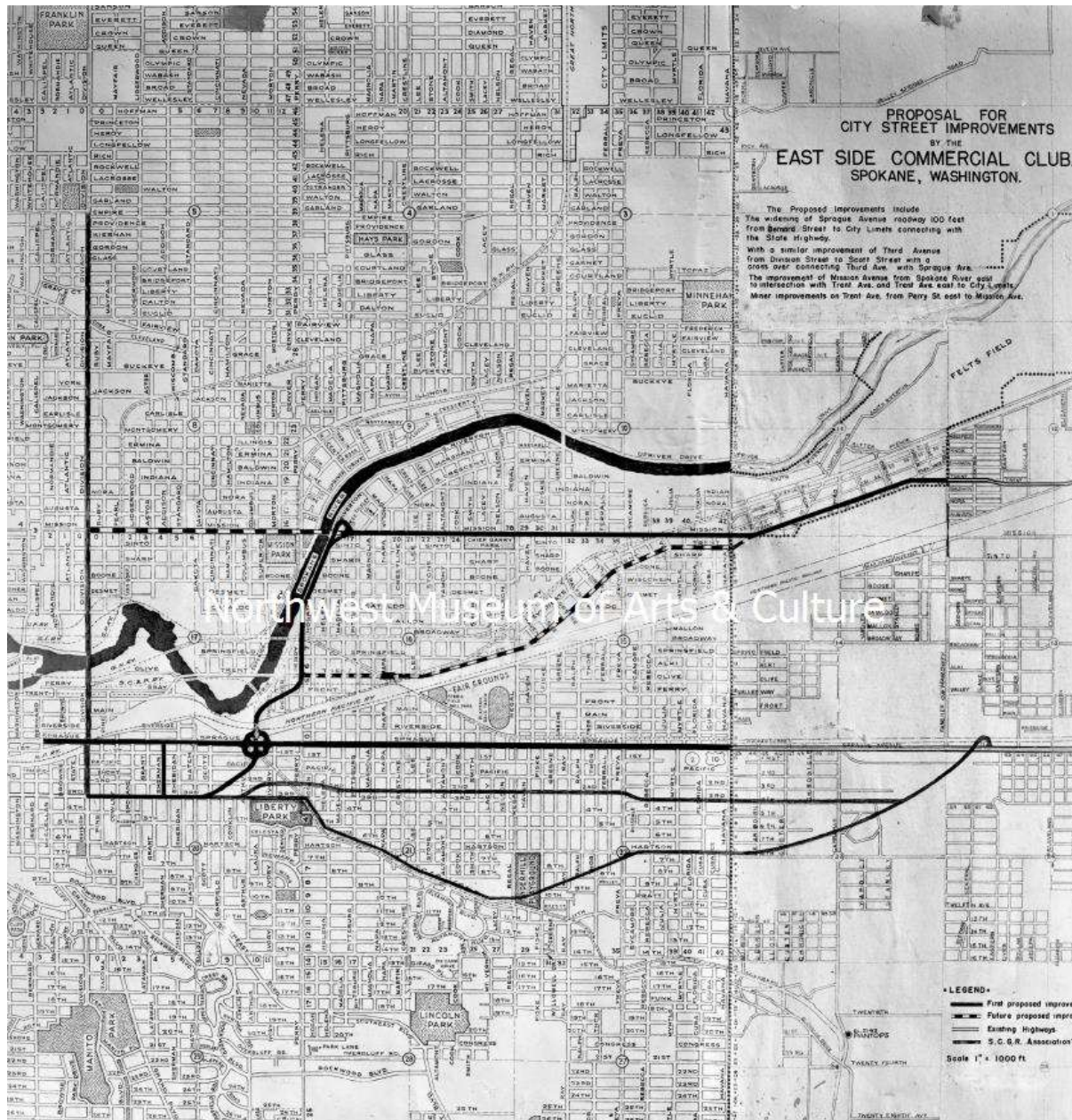


FIGURE 9 EAST SIDE COMMERCIAL CLUB CITY STREET IMPROVEMENT PROPOSAL (1945) – IMAGE COURTESY OF THE MAC [L87-1.44736-45]

³⁹ Frank Oesterheld. “Neighborhoods Matter: The Impact of the I-90 Freeway,” *Spokane Historical*.

AFTERMATH

Interstate 90 is the longest highway in America at over 3,000 miles long. The section that barreled its way through East Central, between 2nd and 3rd Avenues, was completed in 1965 and separated the neighborhood into two, new distinct areas: north of the highway and south of the highway. Those who had their homes purchased by the Department of Transportation and demolished, moved. Those who declined to move were left to pick up the pieces and try to put it all back together.

The north side was immediately cut off from the services that were located on the south side and vice versa. Businesses along Sprague, which previously brought north and south residents together, suffered now that a majority of the traffic was being diverted around the area. Storefronts soon became vacant leaving fewer resources for the north. Residents on both sides found it difficult to make it across the many lanes of traffic zipping by. Entire church congregations were reduced or disbanded completely due to lack of attendance. McKinley school would shut its doors in 1962 due to declining enrollment.

Wayne Struck, a resident of East Central since 1944, when asked about the highway stated, "Being cut off like that, seemed like the neighborhood just went downhill in a hurry; people moved out... It slammed a wall around the neighborhood. Property values dropped. And as the years went by, poorer and poorer people moved in... [The effect of I-90 were] very negative. I don't know, it just seemed to take the heart out of the people."⁴⁰

Liberty Park, despite being in poor repair, had been a major source of recreation for residents. However, the park "was virtually destroyed by the Interstate 90 project that was routed directly through it. Only about 2.5 [acres] of the original park survived when the park was relocated, between 1967 and 1972, to an adjacent site to the southeast."⁴¹ Residents lost other resources besides the park:

Just a few years after the completion of the freeway, it was clear that the part of the neighborhood north of it was deteriorating at an alarming rate. There were many reasons for this, but one of the most obvious was that I-90 had isolated the north side residents from community services they depended on... Some, like the library and corner stores, were inconvenient but not life altering. Others, like the community center, day care facilities, and the parks were devastating for these low-income families, who were stranded in an increasingly blighted neighborhood.⁴²

⁴⁰ Frank Oesterheld and Spokane Regional Health District's Neighborhoods Matter Program. "Wayne Struck, Resident Since 1944," *Spokane Historical*, <http://spokanehistorical.org/items/show/482>.

⁴¹ Steve Dampf, Matthew Sneddon, and Sylvia Tarman, *Ben Burr Bike Trail Project*, 15.

⁴² Frank Oesterheld and Spokane Regional Health District's Neighborhoods Matter Program. "Claudia Holtz, Associated Since the 1908s," *Spokane Historical*, <http://spokanehistorical.org/items/show/481>.

Grace Lutheran church founded what would become SPEAR (Serving People through Education, Arts and Recreation) in 1968 to help combat the problems brought on by the highway. SPEAR provided after-school care for children and hot meals several times a week to those who suddenly found themselves without services.

The construction of I-90 was good for much of Spokane, making it easier for commutes, drawing in business and making a short trip downtown a reality. It was not good, however, for East Central; it left a neighborhood divided, disenfranchised and disconnected from its own history.

RECENT DECADES

East Central continued forward in the years following the highway, although not always in the most desirable direction. The 1950s and 60s saw a dramatic change in the makeup of the neighborhood north of Sprague and “for many years the neighborhood was residential, containing single-family homes from which children could attend nearby schools [like McKinley]. But the proximity to the railroads attracted commercial and industrial interests whose buildings began replacing the houses. This process accelerated in the 1970s. Today the area is a mix of residential and commercial structures. A number of those houses that are left have been converted to commercial use or simply storage.”⁴³

Modern commercial and light industrial buildings sprang up, either along or north of Sprague Avenue, in the Mid-20th Century, many of which are still in business including Banner Furnace & Fuel, founded in 1928, at 122 N Helena and Tormino’s Sash & Glass, family owned and operated since 1952, at 102 N Helena. Other modern buildings have changed uses but the impressive mid-century design and style remains, as seen in the Crane Company Building, designed by Whitehouse & Price in 1953, at 207 N Crestline, the sleek Safeway store, designed by Kenneth Storment⁴⁴ in 1966, at 2230 E Sprague (Figure 32) and the C.I.T. Credit and Finance Office Building, designed by Funk, Murray & Johnson in 1957, at 2814 E Sprague (Figure 15).

Interestingly, some now very curious businesses and infrastructure popped up in the neighborhood in the 1950s and 60s in response to national tension felt during the Cold War, including the Bay of Pigs Invasion of 1961 and the Cuban Missile Crisis of 1962. The Fallout Bomb Shelter Center at 2302 E Sprague⁴⁵ was one of the many Spokane companies that specialized in personal bomb/fallout shelters.⁴⁶ The company, a division of Consolidated Western Contractors, even built a demonstration shelter which went on display at the Shadle Center.⁴⁷ In addition to personal shelters, by 1969 a network of public bomb shelters, complete with provisions, dotted Spokane.

⁴³ Susan Axton, Stephen Emerson, and Stan Gough, *A Cultural Resources Survey of an Alternative Light Rail Route*, 5.

⁴⁴ Storment also designed the Bon Marche (Macy’s) in downtown Spokane

⁴⁵ Demolished

⁴⁶ Advertisement, *The Spokesman-Review*, November 3, 1961, p18.

⁴⁷ Lee Thomas O’Connor, *Take Cover, Spokane: A History of Backyard Bunkers, Basement Hideaways, and Public Fallout Shelters of the Cold War* (Seattle: Lee O, 2014), 82.

According to the 1969 Community Shelter Plan, Libby Junior High School could hold 632 people in its shelter and the Sperry Flour Mill could house 1,282 people in the event of an emergency. By the 1970s, the public shelter program was phased out and the bunkers were decommissioned, although one may still see an old dusty, black and yellow fallout sign from time to time.

In 1965, the Spokane School District sold McKinley School to Spokane Transfer & Storage Co. at a public auction and the grounds then served as a parking lot for trucking vehicles. The school's gymnasium, which was adapted from two classrooms in 1935, has since been converted to a machine shop. Recently, the building's owners have worked to preserve the building and have put it on the market. They hope to adapt it for reuse as a community center or other “destination” for residents of East Central, bringing it back into use as a community resource.

The later decades of the 20th Century, saw the neighborhood further decline and the area was plagued with strip clubs, prostitution and the serial killer, Robert Yates, who preyed on the women who walked the streets in the 1990s and 2000s.

However, regardless of the problems the highway brought, East Central persevered and possesses a robust community, rich history and unique historic resources. The area has been targeted for investment and long-term economic planning and many recent, large public outreach events have already begun to reshape both the neighborhood itself and people’s views of East Central.⁴⁸

Now, in the 21st Century, the City has a renewed interest in the protection, restoration and promotion of one of its oldest and most diverse neighborhoods.

⁴⁸ Events like Art on the Avenue and the 2016 “Cleaning from the Corridor” where 400 volunteers built new community gardens, painted murals, improved storefronts and cleaned sidewalks and streets

RESULTS

In total, **778** properties were surveyed and inventoried. Of those, **607** were extant buildings and **171** had been demolished.⁴⁹ Of the 607 standing properties, approximately **496** were deemed ineligible for listing and **111** were deemed eligible, with the highest concentrations of historic buildings found along East Sprague from Madelia Street to Crestline Street and in the southwest, residential portion of the survey area. This comes to approximately **18%** of the survey area being eligible, although resources are mostly scattered. **62% of the surveyed properties were residential, 36% were commercial and approximately 2% were public or other buildings like schools and churches** (Figure 10). **Most buildings were vernacular in nature or possessed no specific style although a large variety of styles are represented in the residential portion of the neighborhood** (Figure 11).

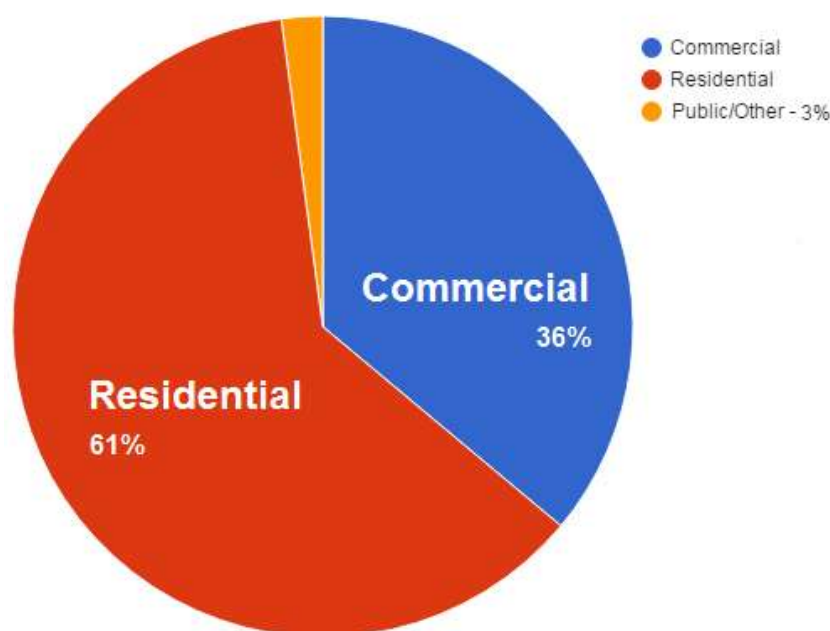


FIGURE 10 BUILDING USE IN SURVEY AREA

Over **35%** of the extant buildings are commercial or industrial in nature, with most found on Sprague and in the area between Sprague and the railroad tracks to the north.⁵⁰ However, this exact number is difficult to determine as many of the residential homes north of Sprague have been converted into commercial storage or businesses and, from the outside, could be mistaken for a residence. Other times, the change of use is obvious. Over **50%** of the commercial structures are over 50 years old.⁵¹ Even with the changing makeup of certain areas and the influx of new development north of Sprague, a strong historic commercial building stock exists in the neighborhood. However, it is threatened with less than half of the historic commercial buildings in the survey are considered

⁴⁹ New inventory forms were not created for most demolished structures. Existing inventories were updated to indicate the building was no longer standing.

⁵⁰ Approximately 219 properties are commercial

⁵¹ Approximately 124 properties are commercial properties over 50 years old

eligible, meaning they retain sufficient integrity to be listed on the Spokane Register of Historic Places.⁵² The vast majority of commercial and industrial buildings are simple, **vernacular**, brick/concrete block/metal structures that possess no specific style. Notable exceptions include a handful of **Modern**, well-designed buildings, such as the **Art Deco** Safeway at 2022 E Sprague and **roadside architecture** like gas stations and drive-thrus. Interestingly the western false front building type is infrequent but still present along Sprague Avenue with examples at E1810, E1924, E2724, and E2725.

Over **60%** of the extant buildings are residential in nature, with the majority found south of Sprague.⁵³ The East Central Neighborhood is one of Spokane's oldest so it is not surprising that over **90%** of the residential homes are over 50 years old⁵⁴ or that **over 70% of the residential homes are over 100 years old**.⁵⁵ However, only **14%** of the historic homes in the survey area are considered eligible, meaning they retain sufficient integrity to be listed on the Spokane Register of Historic Places.⁵⁶ This degradation of the historic residential building stock is, again, no surprise given the history of the neighborhood. The majority of homes are **vernacular** or lack a specific style which is in line with East Central's history as a working class suburb. The styles that are executed the most include **Arts & Crafts**, **Minimal Traditional** (which can be attributed to an influx of post-WWII homes being built in the neighborhood), **Ranch** and **Queen Anne** (Figure 11).

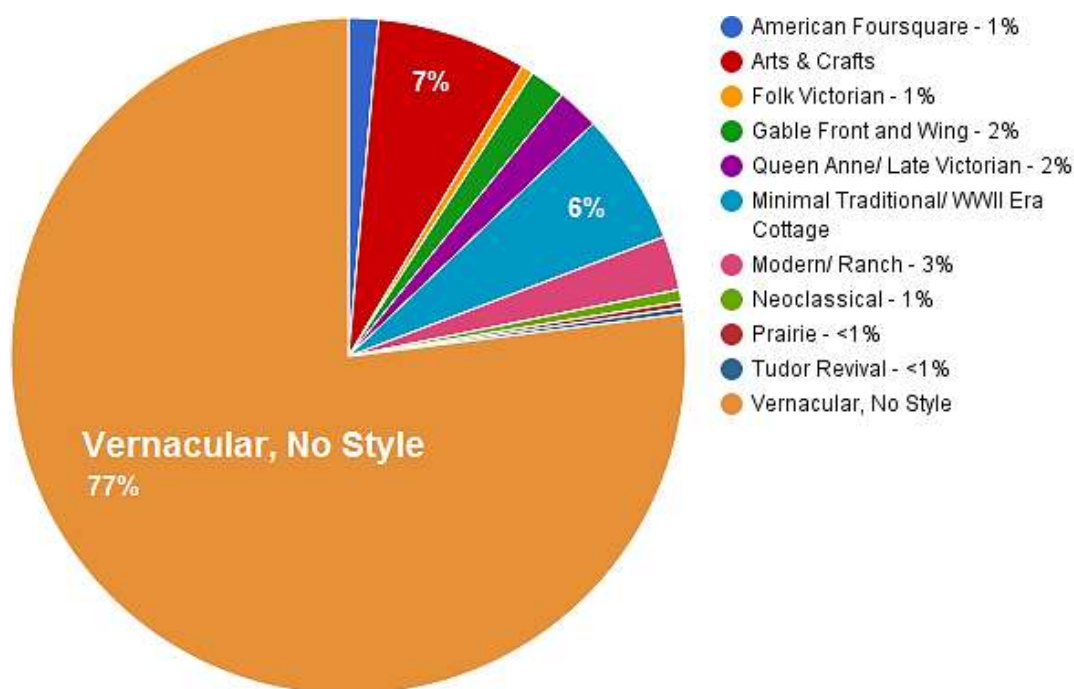


FIGURE 11 ARCHITECTURAL STYLES AND FORMS OF RESIDENTIAL PROPERTIES IN SURVEY AREA

⁵² Approximately 56 properties are commercial properties over 50 years old with good integrity

⁵³ Approximately 369 properties are residential

⁵⁴ Approximately 346 properties are residential properties over 50 years old

⁵⁵ Approximately 268 properties are residential properties over 100 years old

⁵⁶ Approximately 47 properties are residential properties over 50 years old with good integrity

BUILDING TRENDS

Historic building trends became evident after a quick analysis of built dates for both recently demolished and extant buildings (Figure 12). These trends correlate to both city and national periods of growth and events. For example, the neighborhood experienced its largest period of growth between 1900 and 1910 which is consistent with growth experienced in other parts of the city (especially downtown) due to rapidly expanding industry and an influx of population around the turn of the 20th Century. There was a general lack of building during WWI (1914-1918), the Great Depression (1929-1939) and WWII (1939-1945) due to materials being difficult to obtain, prioritization of war efforts or a general lack of monetary means for families. A spike in building is seen, however, in 1946 due to the revitalization efforts of the East Side Commercial Club. Additionally, building was erratic after the completion of the highway and will likely never reach turn of the century levels again.

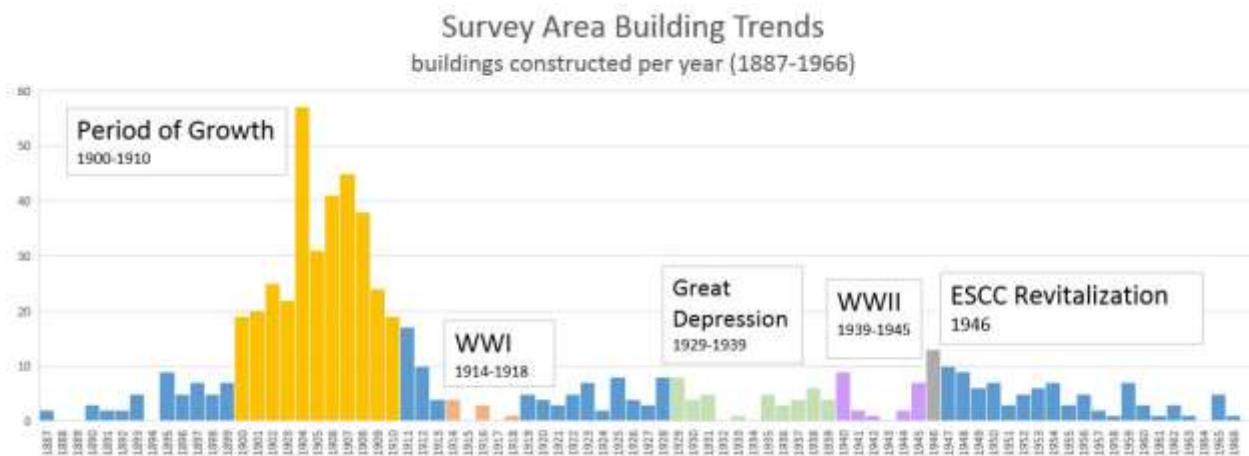


FIGURE 12 SURVEY AREA BUILDING TRENDS (1887-1966)

WEBSITE

In order to make the information gathered during the course of the survey and inventory easily accessible and understood, a website was created to showcase the history, architectural resources and spirit of the neighborhood: historicspokane.org/east-central.

The website contains relevant information on the history of East Central, the Architectural Survey and Inventory Project, an interactive map of every surveyed property (see below), in-depth histories on select buildings, an East Sprague walking tour [Appendix A], a copy of this report and information on the TIP program.

MAP

An interactive-map was produced to help disseminate the information gathered during the survey and inventory project which creates an instant visual of the survey area with both standing and recently demolished buildings represented (Figure 13). The color categories were chosen over a binary, eligible/noneligible dichotomy to better highlight the history of the neighborhood as this map was made specifically for public use. For example, red flags and dots mark historic, eligible buildings while white dots mark noneligible buildings. Pink dots, which fall somewhere in-between, both in color and significance, mark properties that are not considered eligible but still possess unique history or architecture that would be of interest. Yellow dots mark recently demolished properties and, when viewed collectively, reveal just how many homes have been lost in the neighborhood. Blue dots, similar to pink dots, mark unique resources or historic pictures and would not be considered eligible. These unique resources include vintage signage, sidewalk stamps and historic photographs.

Each point, when clicked, has a unique, informative, pop-up window that contains a picture of the property, name (if one exists), year built, significance, architectural description and address.

This map can be found on the website: historicspokane.org/east-central.

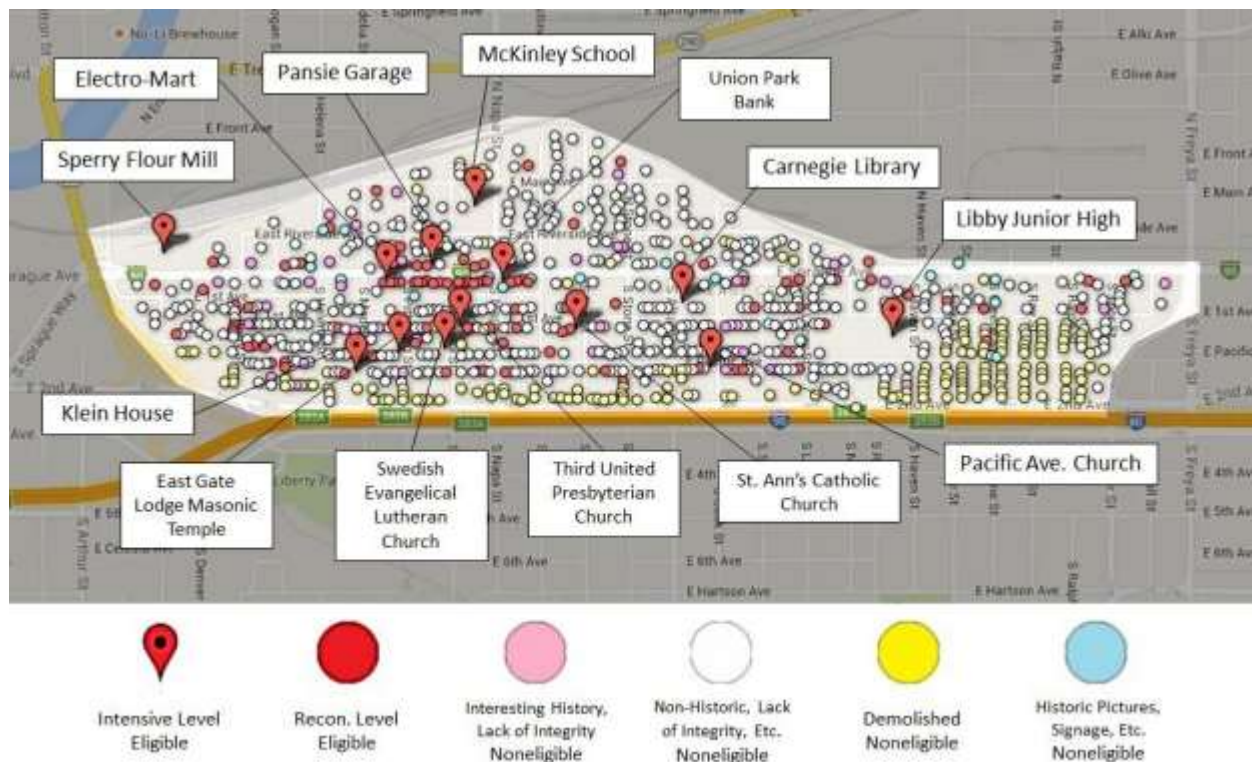


FIGURE 13 SURVEY MAP WITH RESULTS – LARGE RED FLAGS MARK MORE INTENSIVE LEVEL DOCUMENTATION

INVENTORIES

As in this case, oftentimes, both Reconnaissance and Intensive level surveys are conducted in sequence or combined to better suit the resources of the area or the mission of the survey. All properties within the survey area received documentation that falls somewhere between the general categories of Reconnaissance and Intensive and include information on: appearance, significance, integrity, boundaries and eligibility. Inventory forms containing this information were created for every property and uploaded to the Department of Archaeology and Historic Preservation's online database, WISAARD.⁵⁷

Approximately **778** properties were surveyed and inventoried; **669** new inventories were created while an additional **109** inventories were updated, mostly for demolished buildings.

A complete table of every inventoried property can be found in Appendix C.

SAMPLING OF MORE INTENSIVE LEVEL INVENTORIES

The following resources are a few of the properties within the survey area that either displayed exceptional architectural character or possessed historical significance to the development of Spokane and the East Central neighborhood. It is important to note that the Carnegie Library, East Side Branch (25 S Altamont) is listed on both the National and Spokane Registers and the Klein House (1626 E Pacific) is listed on the Spokane Register.

Additionally, East Gate Lodge Masonic Temple (1727 E Pacific), Libby Jr. High (2912 E 1st), McDonald House (1828 E Pacific), McKinley School (117 N Napa St.), Sperry Flour Mill (1311-1215 E Sprague), Spokane Fur Company (2115 E Riverside) and Swedish Evangelical Lutheran Sion Church (1827 E Pacific) all had previous inventories and are noted as such. However, additional histories and updated descriptions were added when necessary.

Electro-Mart (1718 E Sprague), Pansie Auto Garage (1817-1819 E Sprague) and Union Park Bank (2002 E Sprague) were prepared by student surveyors with additional architectural descriptions and edits prepared by the Spokane Historic Preservation Office.

⁵⁷ Washington Information System for Architectural & Archaeological Records Data

CARNEGIE LIBRARY, EAST SIDE BRANCH (25 S ALTAMONT ST)

The East Side Branch Library was built in 1913 with funds provided by United States philanthropist, Andrew Carnegie, and is a tangible testament of his world-wide influence (Figure 14). Carnegie would gift roughly 2,500 libraries in his lifetime, which helped greatly accelerate library development in America. Spokane's East Side Branch Library is an exemplary model of the building type known as the "Carnegie library." The structure was designed by prominent Spokane architect, Albert Held, and was built by Spokane contractor, Galbraith & Sons. For 66 years from 1913 to 1979, the East Side Branch Library served the East Central community and residents in the Spokane Valley. During its period of significance from 1913 to 1954, the property acted as an educational center, community hub and was the second of four Carnegie libraries built in Spokane.

Now home to Naegeli Reporting, a court reporting firm, the building continues to look as it did when it was first built and retains exceptional historic integrity. Built on the corner of First Avenue and Altamont Street in the Union Park neighborhood of East Central Spokane, the East Side Branch of the Spokane Public Library is a well-preserved example of the "Carnegie Library" type. The library is a one-story brick masonry building with a raised foundation and a low-pitched hip roof. Formality of design is established through Neoclassical-style influence which is emphasized by the building's symmetrical fenestration patterns, brick cladding and center front entrance. Regarded as a focal point of the building, the front entrance is accentuated with classic columns, pilasters and a pediment. The building is currently listed on both the National (1982) and Spokane (2004) Registers of Historic Places.



FIGURE 14 EAST SIDE CARNEGIE LIBRARY IN 2015 – 25 S ALTAMONT ST – SOUTHWEST CORNER

C.I.T. CREDIT AND FINANCE OFFICE BUILDING (2814 E SPRAGUE AVE)

Now home to A-1 Locksmith, 2814 E Sprague was built in 1957 and was used as the C.I.T. Credit and Finance Office Building (Figure 15). Decidedly modern, the office building was designed by Funk, Murray & Johnson, a noted Spokane architectural firm that was active in the mid-20th Century. Funk, Murray & Johnson designed a number of iconic buildings in Spokane including St. Charles Roman Catholic Church, and the Davenport Hotel Addition and Garland Theater (as Funk, Moldander & Johnson).⁵⁸ The building possesses the characteristics of modern architecture including the use of simple, clean lines, glass and geometric shapes. The commercial block, which still retains great integrity of material, design, feeling and setting, would certainly be eligible as an example of mid-century, modern commercial building and as a product of the architectural firm of Funk, Murray & Johnson.

The building itself is Modern in design and feeling and is a one-story, rectangular building comprised of concrete blocks and floor to ceiling glass. Possessing a flat roof and unusual exposed rafters, the building favors horizontal elements over vertical. The main (north) facade is comprised of a partially recessed, asymmetrical storefront with three distinct sections. The east and west facades are noticeably bare except for rafter ends and window openings which are covered by decorative, concrete blocks that make a playful, geometric pattern. A small general office, which was built in 1956, rests immediately to the south of the building. The east facade was extended south, creating a concrete block screen, and incorporating the 1956 office into the overall design of the building.



FIGURE 15 CIT CREDIT AND FINANCE OFFICE BUILDING IN 2015 – 2814 E SPRAGUE AVE – NORTHEAST CORNER

⁵⁸ "Noted Spokane Architect, Albert Funk, Dies at 82," *The Spokesman-Review*, September 26, 1986.

CRANE COMPANY BUILDING (207 N CRESTLINE ST)

Designed by noted Spokane architectural firm of Whitehouse & Price, the building at 207 N Crestline Street (Figure 16) was built in 1953 to act as the new office and warehouse of the Crane Company, a Chicago business founded in 1854 that specialized in plumbing, heating, air conditioners and other home hardware. The Spokane location was one of 148 branches nationwide. The Crane Company left their old location at 126 S Post after occupying the building since 1904. Interestingly, plans were in place to demolish the old Crane building and replace it with a 250 car "pigeon hole" parking unit.⁵⁹ The Crane Company was an active business in the community and installed the first "Kohler Electric Sink" in Spokane in a 1927 Model Home. By 1953, when they expanded into the building at 207 N Crestline Street, the company was "one of the largest manufactures of valves, fittings, pipe and plumbing and heating materials in the world."⁶⁰ The building is now home to "Insight Distributing."

The office building is a rectangular, one story structure with a large, free standing chimney, a flat roof with large eaves on the southern portion and possesses Modern characteristics such as the unadorned facades, simple, clean horizontal lines, and the ample use of glass. Clad in roman brick laid in a stretcher bond pattern, the building also places emphasis on the horizontal via a large band of windows on the main (east) facade. The office building is an excellent example of mid-century modern architecture in Spokane and, looking as it did when constructed, retains excellent integrity of material, feeling, and design. Due to its association with Whitehouse & Price and being a great example of modern commercial/industrial architecture, it would be eligible for listing.



FIGURE 16 CRANE COMPANY BUILDING IN 2015 – 207 N CRESTLINE ST – EAST FAÇADE

⁵⁹ "250-Car Lot is Planned on Crane Building Site," *Spokane Daily Chronicle*, June 2, 1953.

⁶⁰ "This Modern Building Will House Spokane Facilities of Crane Company," *The Spokesman-Review*, October 25, 1953.

EAST GATE LODGE MASONIC TEMPLE (1727 E PACIFIC AVE)

The cornerstone for the East Gate Masonic Lodge (Figure 17) was laid on September 2, 1922. The lodge, which had been meeting in temporary quarters and when faced with the uncertainty of having a permanent meeting place, decided to construct the temple on the corner of Pacific Avenue and Pittsburg Street. Henry Neumann, master of the East Gate Lodge at the time, supervised and planned the greater part of the construction work.⁶¹ James McCormack of Tacoma was the state grand master of Masonic blue lodges at the time of construction and conducted the ceremonies at the cornerstone laying event.⁶² The new temple cost \$16,000 and its construction was a sign of a thriving and growing neighborhood east of downtown. The temple would serve as home to the East Gate Lodge for over 65 years until it was sold the Greater Bethel Association in 1988. In 1991, it became the Korean Presbyterian Church of Spokane which was founded by Rev. Joseph B. Doh around 1976. The church, which initially only conducted services in Korean, continues to serve the Korean community in Spokane. The building, designed with Beaux Arts, Classical and vernacular elements, is a two story, side-gabled, clipped-roof, brick-veneer structure. It retains good architectural and physical integrity despite changes to doors and windows and would be eligible for listing, due to its association with a national fraternal organization and its contribution to the development of the East Central Neighborhood.



FIGURE 17 EAST GATE LODGE MASONIC TEMPLE/ KOREAN PRESBYTERIAN CHURCH IN 2015 – 1727 E PACIFIC AVE – SOUTH FAÇADE

⁶¹ "Break Ground for New \$16,000 Eastgate Masonic Lodge Building," *The Spokesman-Review*, June 24, 1922.

⁶² "East Gate has Ceremonial," *The Spokesman-Review*, September 4, 1922.

ELECTRO-MART (1718 E SPRAGUE AVE)

Prepared by Emily Adams

Historically, this building (Figure 18) was the location of Electro-Mart, owned by Bryon Klaue. Klaue, a lifelong resident of Spokane, had a dream of owning his own business and despite going completely blind in his 20s, succeeded when he founded Electro-Mart, an appliance store, in 1945.⁶³ Klaue was an active member of Full Gospel Church, located in the East Central Neighborhood (Figure 40), as well, and was an international director of the church's Christian Businessman's Fellowship.⁶⁴

Electro-Mart first opened its doors in December of 1945 with only a single washing machine in the establishment. The store mainly sold household appliances through the years, though it was also said to have sold drapes, flooring, pianos, and organs. There was a brief time, immediately after World War II, when Electro-Mart could not get appliances for their shelves. So, noting the scarcity of Christmas lights, the employees made some by wiring radio dial lights in a series and then dipping them in paint. The sale of these makeshift-lights helped keep the business going. In the 1950s one could find three Electro-Marts in Spokane (on Sprague, North Division and downtown). Business was so good that the location on Sprague expanded into the neighboring building at 1720 E Sprague (Commercial Photographers). By 1960, all were consolidated into one, larger location at Freya and East Sprague (3611 E Sprague) due to the need for more space.

Electro-Mart was continually on the cutting edge of technology in Spokane. When microwaves became available in the home, the store offered cooking classes so "homemakers could familiarize themselves with the new appliance." Electro-Mart was also one of the first places in Spokane where one could rent videos; a tactic used to increase the sales of VCRs. However, these bold moves could not keep the business going forever. The store closed in May of 2000 after 55 years in business.

Today the building is home to the business "Strong Solutions," a service and repair shop for Apple products, as well as an authorized reseller and service provider for all Apple products. J-D Strong Consulting has been in operation since May of 2003 and the storefront opened in April 2009. Jack-Daniyel Strong served as President of the East Spokane Business Association, which is working to better the East Spokane area.

The building itself is a two story, rectangular, two-part commercial block with a flat roof and parapet. The building is a typical, vernacular, commercial structure but some Italianate influence is evident, as seen in the paired, arched windows. The building is brick masonry, painted tan on the front (north) and west facades but is unpainted on the east side. The first floor features cast iron surrounds with primary entrances bookending large, storefront

⁶³ "Business Profile: Motto Over Desk Key to Success," *The Spokesman-Review*, May 30, 1959.

⁶⁴ "Full Gospel Group Sets Lecture," *The Spokesman-Review*, May 29, 1959.

windows. The second floor has two sets of windows with arched brick surrounds. A decorative, bracketed cornice is found near the roofline.

The building retains excellent architectural and physical integrity, despite some changes to doors and windows. As it documents the commercial evolution of East Central, is associated with significant Spokane enterprises, contributes to the contiguous facade of commercial buildings along this stretch of East Sprague and retains excellent integrity, it would be eligible for listing on our Spokane Register.



FIGURE 18 ELECTRO-MART BUILDING IN 2015 – 1718 E SPRAGUE AVE – NORTH FAÇADE

HAROLD FURNACE (3310 E SPRAGUE AVE)

1310-1312 E Sprague (Figure 19), a typical commercial block, was originally constructed for the Harold Furnace & Manufacturing Company. Founded in 1915, Harold Furnace provided the “latest and best” in modern heating to Spokane and had constructed and installed over 1,000 furnaces throughout the Spokane area by 1924, including the Greenacres School in Ine and the Deep Creek School just west of Spokane. The building was specifically built for the furnace company and they would display their goods in the storefront windows. By 1935, Potter's Food Shop - The Red & White Stores - occupied the eastern most storefront (Figure 20). The building was later occupied by Yung Hao Asian Market but is currently vacant. Despite some modifications, the building, which documents the evolution of East Sprague and manufacturing in Spokane, is a good example of commercial, 1920s architecture.



FIGURE 19 HAROLD FURNACE IN 2015 – 3310 E SPRAGUE AVE



FIGURE 20 POTTER'S FOOD STOREFRONT 1935 – MAC L87-1.6761-35

INLAND HARDWARE COMPANY BUILDING (1802-1804 E SPRAGUE AVE)

East Sprague catered to the flow of travelers on the Sunset Highway and it quickly became a bustling commercial strip. Built in 1907, this two-part masonry block (Figure 21) is indicative of the commercial architecture springing up along Sprague in the early 20th Century. From as early as 1925 to 1990, the building was home to Inland Hardware, a local hardware business run by John Byrne. Byrne was born in Olympia but moved to Oakland, California. The family experienced the Great Earthquake of 1906 and three days later boarded a train for Spokane.⁶⁵ Byrne's father purchased the store while Byrne was attending law school at Gonzaga University and he was the proprietor for the next 65 years. Byrne retired at the age of 90 after selling the building to Glen and Debra Szabo. In 1990 the store was still in the configuration from the 1940s and 50s.

The building conveys a great amount of historic feeling with its intact decorative brickwork and looks very much as it did when first constructed. The west facade has traditionally been used for advertisements and a 1927

⁶⁵ “Hardware Dealer John Byrne Retires,” *Spokane Chronicle*, January 18, 1990.

photographs shows painted signs for W.P. Fuller and Company house paint and US tires (Figure 6). Over the years, the building has housed numerous businesses including a cafe, bike shop and mattress store, the final iteration being a fun, vintage shop. As it documents the commercial evolution of East Central, contributes to the contiguous facade of commercial buildings along this stretch of East Sprague and retains excellent material integrity, the Inland Hardware Company Building would be eligible for listing.

The building itself is one of the most intact historic buildings in the area and is of brick construction with decorative brick patterning and corbeling on the primary (north and west) facades. Large, arched window openings, some of which are now infilled with newer windows, are found beneath the decorative, brick cornice on the second level. Multicolored bricks mimic quoins on the second level and have been painted over on the first level. The storefronts are in their original configuration and a solid band of masonry separates the storefronts from the second level which was originally used to display the name of the business. A large, 1945, concrete block addition projects from the south side and is used as a garage.



FIGURE 21 INLAND HARDWARE BUILDING IN 2015 – 1802-1804 E SPRAGUE AVE – NORTH FAÇADE

INLAND MONUMENT (2724 E SPRAGUE AVE)

2724 E Sprague (Figure 22) is comprised of two separate structures that became one building in 1946: a rectangular, one story, 1910 commercial building with gable roof and a small collection of low metal structures. The 1910 portion of the building was remodeled (either 1946 or 1960) and is clad in eye-catching, teal T 1-11 siding and possesses a superb, modern storefront with a western false front, which dominates the main (north) facade.

The Inland Monument Company has been at 2724 E Sprague for 69 of the nearly 100 years the company has been in business. Located at 1001 N Monroe in the 1920s and 30s, Inland Monument was purchased in 1938 by Garlinghouse Memorials, a large monument company based out of Idaho.⁶⁶ After a brief stint at 1408 N Monroe, Inland Monument moved to its current location in 1946. It was at this time that the rear, metal structures of the building were likely added. It is also, quite possibly, when the new storefront was constructed since it is a modernized version of the original western false front on the building at 1001 N Monroe. Gerald G. Garlinghouse operated the Inland Monument Company from 1938 until his retirement in 1985. The building, although having lost most of its original 1910 fabric, still possesses a great deal of historic integrity for its association with the Inland Monument Company and for its striking, modern, tiered storefront.



FIGURE 22 INLAND MONUMENT IN 2015 – 2724 E SPRAGUE AVE – NORTHEAST CORNER

⁶⁶ "Monument Firm Family Tradition," *Spokane Daily Chronicle*, December 6, 1965.

KLEIN HOUSE (1616 E PACIFIC AVE)

Henry Klein was a "stout and husky" man who was in every sense a businessman. A German immigrant who relocated to Spokane from Pennsylvania, Klein and his partner, Claus Frahm, founded Spokane Foundry Works in 1899, which prospered at the turn of the 20th-Century. In 1902, he commissioned the stately 2 1/2 story home in the middle class suburb in East Central. The home is a relatively rare example of a brick Queen Anne style house with touches of American Foursquare. Significant exterior features include the wraparound porch, decorative shinglework, bay window and classical porch pediment. Originally, the home's interior walls were constructed with lathe and plaster and were painted in calcimine wall colors. The home boasts hand-painted ceiling and wall murals featuring whimsical Art Nouveau-inspired vines, flowers and cupids. Interestingly, the foundry is noted for manufacturing manhole covers extant on some Spokane streets and the Klein House retains a preserved, decorative furnace cover made by the foundry.⁶⁷

In 1938, Henry Klein gave to his wife, Ida, his home and his foundry works "for and in consideration of love and affection." One year later on February 5, 1939, Henry Adam Klein died at the age of 72. The home has been restored to its former grandeur and is currently listed on the Spokane Register of Historic Places.



FIGURE 23 KLEIN HOUSE IN 2015 – 1626 E PACIFIC AVE – NORTH FAÇADE

⁶⁷ Spokane Register of Historic Places, Klein House, Spokane, Spokane County, Washington, October 1995.

LIBBY JUNIOR HIGH SCHOOL (2912 E 1ST AVE)

"Libby Junior High School (Figure 24) was designed by Van Tyne & Hughes and built by A. McClellan in 1928 at a cost of \$180,000. It was dedicated November 16 and named for Isaac Chase Libby, a pioneer teacher at [South Central High School] and Spokane County Schools Superintendent in 1889...The Libby Junior High would serve the public at large in a number of ways since its construction. During the Depression, the school's boys' manual training class constructed a four room bungalow for a needy family....During the 1930s, Libby organized a Motor Club under the auspices of the AAA. It was the first of its kind in the Northwest and served as an early forerunner of driver's education courses."⁶⁸ The City of Spokane established a public shelter system about a year after the attack on Pearl Harbor and Libby Junior High would operate as an air raid shelter during WWII and the Cold War.⁶⁹

"The Libby school building has grown with the student body. The first brick and concrete addition, built by Louis Larson at a cost of \$10,670, came in 1941. In 1960 a new wing was added, including a new cafeteria, an enlarged gymnasium, and space for a new music department. These additions were designed by Carl W. Van Tyne and built by Gus J. Bouten for \$259,181. An additional wing was added in 1971 to house the home economics classrooms. The architectural firm of Sylvester & Associates designed it, and S. G. Morin & Sons built it at a cost of \$119,670. It currently serves as a support facility for the school district."⁷⁰



FIGURE 24 LIBBY JUNIOR HIGH SCHOOL IN 2015 – 2912 E 1ST AVE – EAST FAÇADE

⁶⁸ John Mann, Libby Junior High School Inventory Form. Spokane, Washington, October 23, 2002.

⁶⁹ Lee O'Connor, *Take Cover, Spokane*, 41.

⁷⁰ John Mann, Libby Junior High School.

LUNDIN BROTHERS LAUNDRY (1801 E SPRAGUE AVE)

Built in 1914, this one-part masonry block is indicative of the commercial architecture springing up along Sprague at the time (Figure 25). The building is a one story, rectangular, one-part commercial block with a stepped, flat roof and parapet. Originally brick, it is now clad in yellow stucco and the arched window openings along the east and west facades have all been infilled. The building was home to Lundin Brothers Laundry who operated out of the shop until the 1930s, at which point they moved to 1507 E Sprague. Brothers Elmer, Gust and Erick came to the US from Westtergotland, Sweden and, joined by a cousin, Levean, they opened the laundry – the first in the city to offer home delivery service via the horse-drawn wagon.⁷¹

A variety of businesses moved into the building after the laundry; by 1939, Burkhart Motors called the building home, by 1946 it was Standard Plumbing Company and Heating, and it is currently occupied by Rail Creek Furniture. The building has lost a significant amount of material integrity but still continues to convey historic feeling. Additionally, it documents the commercial evolution of East Central, is associated with significant Spokane enterprises, retains fair integrity and contributes to the dense strip of intact commercial facades along this stretch of East Sprague.



FIGURE 25 LUNDIN BROTHERS LAUNDRY BUILDING IN 2015 – 1801 E SPRAGUE AVE – SOUTHEAST CORNER

⁷¹ "Elmer I. Lundin," *The Spokesman-Review*, February 22, 1979.

MCDONALD HOUSE (1828 E PACIFIC AVE)

This one and a half story, wood frame house (Figure 26), which is reportedly the residence of Mr. McDonald of Wadsworth & McDonald's Addition, was built in 1901 and is one of the oldest in the surrounding neighborhood. The plan and ornamental detailing, such as the large horseshoe shaped barge board, highlight the building as a "great transitional dwelling showing the changes in taste from the Victorian era to the early 20th Century."⁷² "New hardiplank or vinyl siding has replaced the non-original yet historic, faux-brick asphalt siding, returning it to a more historic appearance. The home is an excellent example of early residential design, retains a great deal of integrity and would therefore be eligible for listing.... The house has a wrap-around front porch with a hip-roofed canopy supported by turned wood posts with decorative wood bracketing... Two, double hung windows with intricate leaded glass are placed high in the gable on the main (north) facade."⁷³



FIGURE 26 MCDONALD HOUSE IN 2015 – 1828 E PACIFIC AVE – NORTH FAÇADE

⁷² Michael Houser, Department of Archaeology and Historic Preservation, May 9, 2016.

⁷³ Stephen Emerson, *I-90/north South Freeway Collector/distributor Project*, McDonald House Inventory.

MCKINLEY SCHOOL (117 N NAPA ST)

“Built in 1902, the McKinley School is designed in the neo-classical style of architecture that was popular for American public schools during the early twentieth century (Figure 27). McKinley School is a substantially intact example of a turn-of-the-century elementary school building, and one of few that survives in Spokane and in the region. The south portion of the building was built in 1902 during a period of explosive growth for Spokane and for the Union Park neighborhood east of the downtown area. In 1903, when neighborhood children enrolled in the six-room school, classrooms were overcrowded and the Spokane School Board responded by authorizing a nine-room addition constructed the same year. The symmetrically designed building was planned to accommodate up to 700 students. In 1917, a prevocational program for boys in the seventh, eighth, and ninth grades was added, and girls in those grades were transferred to another school. The vocational training program prepared boys to work in Spokane and regional industries. After 1928, when Libby and Havermale Junior High Schools opened, McKinley students in grades seven to nine were transferred to the new schools and McKinley continued as an elementary school. Due to declining enrollment, McKinley School was closed in 1962. In 1965, the Spokane School District sold it to a transfer company at a public auction. Since then, the grounds have served as a parking lot for trucking vehicles. The school’s gymnasium, which was adapted from two classrooms in 1935, has since been converted to a machine shop. The building’s owners have worked to preserve the building and hope to adapt it for reuse as a community center.”⁷⁴



FIGURE 27 MCKINLEY SCHOOL IN 2015 – 117 N NAPA ST – NORTHEAST CORNER

⁷⁴ HRA, “McKinley School,” Spokane Register of Historic Places Nomination, April 2011. [not listed]

PACIFIC AVENUE CHRISTIAN CHURCH (2430 E PACIFIC AVE)

The origins of the Pacific Avenue Christian Church reach back to 1898 when Rev. B. E. Utz, pastor of Central Christian Church, saw a need for a congregation in the Union Park region of Spokane. In 1900, he organized a small group in the Vipond Building in the 1900 block of East Third. They then moved to Third and Napa, Fourth and Napa and, 1910, finally took residence in their new building at Pacific and Cook (Figure 28). Once known as Bethany Christian Church, the congregation was officially established in 1907 with 75 members.⁷⁵ Rev. A. C. Downing (of Garfield, WA) became the first pastor in the fall of that year. Rev. W. A. Gressman was pastor from 1919 to 1921. In 1951, under the ministry of Rev. Fred Orr, \$12,000 was used to enlarge the church. The large, one story building on the south side was bought from the former Farragut naval station and converted into Sunday school classrooms. Rev. Thomas B. Yates served as interim pastor in 1967. Later, in 1967 or 1968, the church became Zion Temple Church of God with Luis Solomon as pastor. It remained an active place of worship until 2015. Despite major alterations (Figure 29), the church still retains some architectural integrity, as seen in its pyramidal, "witch's hat" steeple roof and decorative tracery in the pointed arch windows.



FIGURE 28 PACIFIC AVENUE CHRISTIAN CHURCH IN 1913 – 2430 E PACIFIC AVE – *SPOKESMAN-REVIEW*, MAY 20, 1967

⁷⁵ "Church Marks Anniversary," *The Spokesman-Review*, May 20, 1967, page 18.



FIGURE 29 PACIFIC AVENUE CHRISTIAN CHURCH IN 2015 – 2430 E PACIFIC AVE – NORTHEAST CORNER

PANSIE GARAGE (1817-1819 E SPRAGUE AVE)

Prepared by Joanne Percy

In 1919, several automobile trade journals noted the new construction of an auto shop in Spokane, Washington. In December that year the *Accessory and Garage Journal* listed in their section for new contracts and building operations that Edward Pansie had purchased a one story garage just 35x95 and valued at \$4,000.⁷⁶ Edward Pansie and his wife Mabel were originally from Wisconsin but like many others before, they had moved to Spokane in the hopes that this growing city would be more profitable.⁷⁷

In the early part of the twentieth century, Spokane was bustling and the East Central neighborhood, where Pansie built his garage, was a hub of commuter traffic. In 1920 the streetcars were going out of style and rapidly declining just as the automobile and buses were becoming more fashionable. By December 1919, when Pansie was just twenty-nine years old, the garage opened for business.⁷⁸ As an example of how popular Pansie's auto shop may have been, the *Intermountain Motorist* published a traffic accident chart in 1928 that listed 4,484 motor vehicle collisions or accidents. Very few resulted in injury or death but the cars themselves would no doubt have sustained

⁷⁶ "Record of Building Operations for December," *The Accessory and Garage Journal* (December, 1919): 63.

⁷⁷ 1920 U.S. census, Spokane County, Washington, population schedule, Spokane City, Block Nos. 484, Edward W. Pansie.

⁷⁸ "Record of Building Operations for December," *The Accessory and Garage Journal* (December, 1919): 63.

some damage.⁷⁹ In 1940 his profession was still listed as an auto mechanic and there is no mention of anyone else working with him.⁸⁰

The building itself is an architecturally delightful, one to two story, two-part commercial block with a flat roof and complex, uneven parapet (Figure 30). The commercial building is of brick construction with decorative brick patterning and corbeling on the front. The original garage door opening is centered on the building, although it is no longer in use. Few changes have been made to the exterior but the interior has been altered.

In 1931 it was divided into four parts – a barber shop, shoe repair shop, one apartment and the auto repair shop. Over the years it has housed the Spokane Chess Club, the Washington Technical Institute, Karrington Boat Repair, Sarah's Beauty Salon, the Spokane Karate Club and Lindsay Soft Water, Inc. The building housed the last auto repair shop between 1973 and 1983, under the management of Bill's Boat and Auto Repair, but in 1984 it became the office to the Lindsay Soft Water Company. Today, the building continues to house the water company now called EcoWater, but still bears the Lindsay Soft Water sign on its east elevation.



FIGURE 30 PANSIE AUTO GARAGE IN 2015 – 1817-1818 E SPRAGUE AVE – SOUTH FAÇADE

⁷⁹ *The Intermountain Motorist*, (1928): 4

⁸⁰ 1920 U.S. census, Spokane County, Washington, population schedule, Spokane City, Block Nos. 484, Edward W. Pansie.

PAY'N TAKIT (2022 E SPRAGUE AVE)

This building is a unique and architecturally stunning reminder of the commercial past of the East Central community (Figure 31). It started its life as one of the few Safeway stores in the Spokane area. Built in 1933, the store was originally a Pay'n Takit, a chain of grocery stores which Safeway acquired in 1928. The store's parking lot was also built at the same time, anticipating the growing reliance on automobiles. The store served the residents of East Central and other nearby communities. In 1951, for example, the Safeway store in Dishman was destroyed by a fire and newspaper advertisements encouraged inconvenienced shoppers to visit the Safeway store on East Sprague "to find the same fine foods and the same low prices!"⁸¹ Safeway eventually moved out of the location after I-90 drove business away and the building later became Crazy Trader and in 1981 it was known as the Bargain Mall. The building was purchased in 2005 and renovated to become Bay Oriental Market, known more commonly as Best Asian Market.

The building is a stunning Art Deco commercial building in the East Sprague commercial district. It is a rectangular, one story, one-part commercial block with a flat roof, ornate parapet and stucco siding, painted a light beige/pink. The exterior features classic Art Deco stylings such as simple, streamlined, geometric forms, sunbursts and the repetition of these forms. The building has white starburst and wheel art deco bas relief panels on the two primary facades (north and east) and the main entrance is found on the chamfered northeast corner.



FIGURE 31 PAY'N TAKIT (SAFEWAY) IN 2015 – 2022 E SPRAGUE AVE – EAST FAÇADE

⁸¹ Safeway Advertisement, *Spokane Daily Chronicle*, July 20, 1951.

SAFEWAY (2230 E SPRAGUE AVE)

In January of 1965, A. Edward Balzer announced that Safeway purchased a large site, covering two-thirds of a block, on East Sprague with the intent of building a new supermarket.⁸² The property, on Stone between Sprague and 1st, was occupied by a service station, two offices, beauty parlor, trailer court and warehouse. By 1966, the previous buildings were gone and the large grocery store was built. Designed by Spokane architect, Kenneth Storment, the building is sleek and modern with its arched roof and glass and panel wall. Storment designed several other Safeway stores in the region and the Bon Marche downtown. The building, which was most recently a bingo hall, has maintained excellent material integrity. Since the building is associated with a significant Spokane architect, exemplifies the commercial evolution on East Sprague and has high integrity, it would certainly be eligible for listing.

The building itself is a large, one story, modern commercial structure with a dramatic barrel roof, L-shaped footprint and concrete block construction. The front (north) facade features a wall of glass display windows and solid color panels which wraps around to the west side. The roof also extends on the front, creating an overhang above the entrances. The rest of the elevations are exposed concrete block, broken up by pilasters and painted light and dark blue. The southeast corner extends out from the main building, giving it its irregular shape.



FIGURE 32 SAFEWAY STORE IN 2015 – 2230 E SPRAGUE AVE – NORTH FACADE

⁸² "East Sprague Site Bought by Safeway," *The Spokesman-Review*, January 18, 1965.

SPERRY FLOUR MILL (1131-1215 E SPRAGUE AVE)

The Sperry Flour Mill (Figure 33) was built in 1918, immediately following the end of WWI, but was not operational until early 1919, with the first carload of flour going out on April 14. With a total capacity of 2,000 barrels a day, the new Sperry Mill in East Central more than doubled the capacity of all other Spokane flour mills combined. Touted as the “finest flour milling plant in the world,” the mill opened under the management of “veteran grain man,” J. K. Smith. With its dazzling white interior and stately brick with terra cotta detailing exterior, the mill was both a beautiful and functional addition to the East Central neighborhood. An evergreen tree, which still stands in front of the mill, would be decorated at Christmas time, complete with a star on top.

Now under the direction and name of ADM Mix Plant (Figure 34), the mill, which has expanded over the years, continues to operate as an industrial, processing facility. Continuing to look and act very much as it did in 1919, the Sperry Flour Mill possesses excellent integrity and would be eligible for listing.

The milling complex includes many buildings that have been built during the last century including a two-story office building, the seven-story, five-bay flour mill, brick, metal and concrete block warehouses, impossibly tall silos and their associated buildings. The office building, with its lovely metal canopy and window boxes with an embossed “S,” and the flour mill, which has its main doorway topped with a shield and serpents, are the most ornate of the buildings. However, the bank of 24 silos behind the office and flour mill are the most visually dominant buildings.⁸³



FIGURE 33 – SPERRY FLOUR MILL IN 1923 – MAC L87-1.24272-23



FIGURE 34 – SPERRY FLOUR MILL IN 2015 – EAST FACADE

⁸³ Architectural descriptions expanded on Renk and Boswell's 2004 Inventory of the Sperry Flour Mill.

SPOKANE FUR COMPANY (2115 E RIVERSIDE AVE)

This simple, one story, unassuming building (Figure 35) once housed the vault and facilities for the Spokane Fur Company, the company where women stored their furs in the off-season and where repairs could be made on the items. The building possesses a smooth concrete finish that has been scored to give the appearance of large panels. In 1910 the structure located at the west end of the current lot was the J. Munch Manufacturing Company's Planing Mill. Fred Holmes and John Graham opened the fur business, originally called Spokane Fur Tanning, in 1921 at the East Riverside location.

In 1950 the company had facilities occupying most of the block with two unconnected structures. At some point construction took place in the unused space to create one long building. Ardeth Logsdon and Robert Giffing bought the company in 1962, when Graham retired. Ken Doyl bought into the store in 1970. The Spokane Fur Company closed its doors in March 1993. The building, which helps document the evolution of commerce and fashion in Spokane, could be eligible for listing on the local register due to its continued association with commerce in East Central.⁸⁴



FIGURE 35 SPOKANE FUR COMPANY IN 2015 – 2115 E RIVERSIDE AVE – EAST FACADE

⁸⁴ Expanded from Susan Axton, Stephen Emerson, and Stan Gough's *A Cultural Resources Survey of an Alternative Light Rail Route* report .

ST. ANN'S CATHOLIC CHURCH (2120 E 1ST AVE)

Prior to the turn of the 20th Century, Catholics living on the East Side of Spokane had to attend the Church of Our Lady of Lourdes (then on Main at Bernard). In 1902, Bishop Edward O'Dea established St. Ann's Parish in the Union Park District - naming the church in honor of the mother of the Virgin Mary - with Rev. L. W. Ferland as pastor and organizer. Ferland was chaplain at the old Sacred Heart Hospital and in June of 1903, he purchased four lots on the southwest corner of First and Lee from a Chewelah woman, Maria Davis, for \$1,000.



FIGURE 36 FIRST ST. ANN'S CATHOLIC CHURCH IN 1904 – IMAGE COURTESY OF SPOKANE DAILY CHRONICLE, OCTOBER 22, 1977

The parish's first church, a \$7,000 wooden structure, was built in 1904 (Figure 36). Initially, the site was less than ideal - in the spring, a creek running through the property would often flood with water sometimes standing seven feet deep under the western part of the sacristy and sanctuary. Other times, "in the good old summer time, the streetcar, the horse-drawn farmer wagons, cabs or carriages would raise clouds of dust like a whirlwind in the Sahara Desert." But these were small problems and the congregation grew. The second pastor was Rev. J. J. Rebmman, S. J., first president of Gonzaga University. Son of a tinsmith in Speyer, Germany, Rebmman was recruited by the pioneer Jesuit missionary priest, the Rev. Joseph M. Cataldo, who first came to Spokane in June 1886.

Monsignor Pypers, first resident pastor, began his long ministry at the church in 1906 and stayed for the next 46 years. A large brick parochial elementary school and convent was built in 1925 on the corner of Pacific and Lee, immediately south of the church. On December 7, 1929, a fire destroyed the modest wood church and the

following year, the new brick Romanesque Revival church was erected (Figure 37). The church is architecturally significant and is an excellent example of style and construction – from its domed cupola to the fine tracery in the windows. The church is an elegant and stately icon in the neighborhood. Interestingly, the church bell, made in 1891 for the first Sacred Heart Church, was transferred in 1904 to the first St. Ann's. The fire of 1929 caused it to crack, but it was recast for the new St. Ann's Church.⁸⁵

The construction of I-90, two blocks south, cut the parish in two in the 1950s. This was around the same time that the large classroom facility west of the church was built.

The church continues to serve the East Central community and retains excellent material integrity. Due to its significant role in the history of the East Central Neighborhood, its high level of integrity and as an excellent example of Romanesque Revival, the building would certainly be eligible for listing.



FIGURE 37 ST. ANN'S CATHOLIC CHURCH IN 2015 – 2120 E 1ST AVE – NORTHEAST CORNER

⁸⁵ History from "St. Ann's Parish 75," *Spokane Daily Chronicle*, October 22, 1977, p6.

SWEDISH EVANGELICAL LUTHERAN SION CHURCH (1827 E PACIFIC AVE)

This church is a fine example of the Gothic Revival architectural style, which is primarily used in Christian religious structures. Gothic Revival characteristics present include the ubiquitous pointed arches seen in the windows and the tracery, the tall pointed spires, the buttress-like pilasters, and the overall vertical appearance of the building. The church first opened in 1909 as the Swedish Evangelical Lutheran Sion Church at a cost of approximately \$35,000. The plan was similar to the current one, but the building was constructed of wood frame. In 1911, while Rev. B. Westerlund was pastor, lightning partially destroyed the steeple. Not until 1922, when the name was changed to the Grace English Lutheran Church, was the brick veneer applied to the exterior walls, excepting, curiously, the belfries, which were covered with metal sheets imitating brick (Figure 38).

After 1931 the church was known as Grace Lutheran Church. It remains in service at the present time (Figure 39). The church, being an outstanding example of the Gothic Revival architectural style in Spokane, appears to be eligible for inclusion on the National Register of Historic Places.⁸⁶



FIGURE 38 GRACE ENGLISH LUTHERAN CHURCH – 1939 – NOTE BRICK VENEER – SOUTH FACADE



FIGURE 39 GRACE LUTHERAN CHURCH – 2015 – SOUTH FACADE

⁸⁶ Stephen Emerson, *I-90/north South Freeway Collector/distributor Project*, Swedish Evangelical Lutheran Sion Church Inventory.

THIRD UNITED PRESBYTERIAN CHURCH (1912 E 1ST AVE)

The church located on the corner of 1st and Magnolia has housed many different congregations over the course of its history. The building is a large, two story church with an inset corner steeple, stone foundation, cross-gable roof and interesting architectural styling (Figure 40). The church would be considered a transitional building, due to both the 1909 built date and the fact that it possesses Victorian, Gothic and Classical Revival details. Third United Presbyterian Church, established in 1904, called the building home from the time of its construction in 1909. During the first decades of their occupation of the building, the Third United Presbyterian Church added both the parsonage next door to the building as well as a garage. In 1914, under the direction of Rev. H. G. Edgar, the church held a service for veterans of the Civil War and the Spanish-American War. In 1948 the Third United Presbyterian and the First United Presbyterian churches of Spokane merged their congregations creating the Trinity United Presbyterian Church at the 1st and Magnolia location. The First United Presbyterian Church of Spokane began in 1890 and existed until the merger with the Third United Church. The Trinity United Presbyterian Church existed until it dissolved in 1962. In April of 1962, the Full Gospel Mission for All Nations, a predominantly black congregation that was founded in 1958, moved from Wenatchee to Spokane and purchased the vacant church building from the Spokane Presbytery. Under the direction of Rev. Clifton E. Hamp, the church “was integrated at a time when integration still was a fighting word for many.” In 1965 Hamp told the *Spokesman-Review*, “I tell my people we didn’t even have to integrate. We were born integrated.” The Full Gospel Mission Church continues to occupy the church to the present day.



FIGURE 40 FULL GOSPEL MISSION FOR ALL NATIONS IN 2015 – 1912 E 1ST AVE – NORTHWEST CORNER

UNION PARK BANK (2002 E SPRAGUE AVE)

Prepared by Jessica Bell

The More Better Antiques Building was built in 1907 and was built to house the Union Park Bank on the lower floor while the second floor was to be used for other businesses (Figure 41). The majority of the bank customers were mechanics, artisans and owners of the small local businesses. The bank relocated in 1917 and, in 1929, the building was the home of C.E. Marr Grocery. C.E. Marr was a highly successful businessman and owned more than 1,000 grocery stores in the west. He and his wife owned the Bozarth Mansion (formerly Waikiki Mansion), now owned by Gonzaga University. He eventually sold all of his stores to Safeway, Inc.

Over the years, the upper floor of the Sprague building housed printer A.D. Gaisford, the Power City chapter of the Independent Order of Odd Fellows, the Dillard C. Runyon Post 3064 of the Veterans of Foreign Wars and the Spokane Dog Training Club. In 1911, there was a meeting hall over the bank that was frequently used by the East Side Commercial Club.⁸⁷ Other businesses housed in the building over the years on the lower level include: Post Office Station B, Silver Streak Beer Parlor, Roberts Tavern and Napa Tavern. A fire in May, 1984 caused substantial damage to the interior. It was purchased by Dan and Brenda Overhauser who started restoring it by adding historical elements from other local buildings, but have yet to complete the project. The building has been vacant since 1987. The building has two significant ghost signs: An advertisement for a furniture store is on the south (rear) side and the other is on the east side above the roof line of the neighboring building.



FIGURE 41 UNION PARK BANK IN 2015 – 2002 E SPRAGUE AVE – SOUTHWEST CORNER – NOTE GHOST SIGN ON SOUTH ELEVATION

⁸⁷ "Spokane 60 Years Ago," *Spokane Daily Chronicle*, November 3, 1971.

WWII ERA COTTAGE (2628 E PACIFIC AVE)

“After WWII, with the peacetime economy just beginning to start up, materials were still in short supply. However the demand for housing was great, exacerbated by returning GI’s and their new families. As a response to the situation, new homes like the WWII Era Cottage were built in large quantities...Most were built by speculative builders and purchased by families who took advantage of a variety of government incentive programs which were offered through the Federal Housing Administration. Because of their simplicity and low cost, WWII Era Cottages made the dream of home ownership possible for an unprecedented number of people.”⁸⁸ Besides the very modest size of WWII Era Cottages, characteristics of the style include hipped or pyramidal roofs, slightly overhanging eaves, absent porches and minimal ornamentation.

Built in 1945, the home is one of the best examples of the modest, simple residences being built in this part of the East Central neighborhood both during and after WWII (Figure 42). The home conveys a great amount of historic feeling and retains most, if not all, of the original material. Maintaining its historic appearance and, being one of the better examples of the WWII Era Cottage in the East Central neighborhood, the house could be eligible for listing.



FIGURE 42 WWII ERA COTTAGE IN 2015-- 2628 E PACIFIC AVE -- NORTH FACADE

⁸⁸ Department of Archaeology and Historic Preservation, “Architectural Style Guide - WWII Era Cottage,” DAHP, dahp.wa.gov/styles/wwii-era-cottage.

RECOMMENDATIONS



East Sprague and the surrounding area is at an interesting point in its development; after steady and significant decline over many decades, the neighborhood is on the brink of change with renewed city interest and an outpouring of municipal money. However, the direction of the recovery is something to be mindful of as a new, meaningful identity cannot be conjured and East Central's past is already littered with revitalization attempts. It is at this crossroads that the future of East Central will be determined and it must be determined by those that live in and care about the neighborhood. Randy Hester, a sociologist and landscape architect, worked with a small city in North Carolina, Manteo, that also experienced the tragic results of highway construction of the 1950s. Hester, who "recognized the pitfalls associated with inviting new development," had this to say regarding the future of Manteo which can easily be applied to the future of East Central:

[The] recovery is a familiar story. A small dying town takes an economic U-turn by capitalizing on its smallness, intimacy, natural beauty, village character, and its rural past. Panacea for poverty! Unfortunately, for many communities, this turnaround spells the eventual demise of existing community traditions, destruction of valued places, and replacement by a phony folk culture.⁸⁹

Hester stresses the importance of *community input* and *participation* and that sentiment will be the underlying theme of the following recommendations. The purpose of this survey was to thoroughly identify, document and contextualize any historic resources within the Targeted Investment Pilot area and the area immediately to the east and to provide guidance in the planning for the “wise use of this neighborhood’s unique resources.” **To make effective use of historic resources, to respect their value and extend their lives, it is necessary to integrate historic preservation into community planning.**⁹⁰ It becomes our obligation to protect, preserve and enhance those special features that make a place. The life-style, architectural and landscape features that are essential to the continued functioning of East Central’s identity will be the focus of the following recommendations.

The neighborhood is active in saving its unique historic resources and several previous neighborhood reports were consulted regarding the existing goals for historic resources. For example, on May 20, 2003 during a community assembly, “East Central residents discussed ways to preserve and enhance the historic significance of the East Central Neighborhood. These goals included: establish and document a better understanding of the neighborhood history; identify key historic resources and develop preservation and enhancement techniques; develop a plan to preserve, protect and enhance historic resources.”⁹¹ These broad goals for historic resources were further specified in later plans. This includes the East Central Neighborhood Plan 2004-2005 and 2005-2006,⁹² the 2010 Spokane International District Neighborhood Action Plan and the 2013-2014 East Central Neighborhood Report. These goals have been compiled and are found in a table below. Relevant identified goals include:

From the 2005-2006 East Central Neighborhood Plan for Urban Design/Historic Resources:

1. Pursue façade improvements and streetscaping in the designated and future centers and corridor to help foster business development.
2. Establish a permanent walking tour linking the different historic locations of parks, historic structures, and streetcar lines, and highlight different locations with signs and markers.
3. Establish design guidelines reflective of the neighborhood’s historic character while encouraging mixed use developments in centers.
4. Expand the historic surveys already done to include every area of the neighborhood.

⁸⁹ Randy Hester, “Subconscious Landscapes of the Heart,” *Places* 2, no. 3 (1985): 10.

⁹⁰ Anne Derry et al., *Guidelines for Local Surveys: A Basis for Preservation Planning Bulletin* (Washington DC: National Park Service, 1977).

⁹¹ Urban and Regional Planning, *The East Central Neighborhood Plan* (Spokane: Eastern Washington University, 2005-2006), 22.

⁹² Plan was adopted by City Council resolution on March 27, 2006

5. Continue to use a portion of the East Side Public Library to house a display of the neighborhood's history.
6. Create a Main Street model for centers and corridors planning and development to include design review and preservation.

From the 2010 International District Neighborhood Action Plan on preserving unique and historic character:

1. Define and protect the historic character of the District.
2. Establish design recommendations to enhance the neighborhood's local character.
3. Redevelop McKinley School.
4. Improve street-level storefronts to foster business development and draw more customers to existing businesses.
5. Establish marketing collateral of historic, architecture [sic], and cultural features of the District.

From the 2013-2014 East Central Neighborhood Report:

1. Support business development including underutilized properties throughout the neighborhood.
2. Continue to work with the City and Parks for the Historic Ben Burr Trail improvements.

Completed	Previous Goal	Recommendation
X	Expand historic surveys and establish and document a better understanding of neighborhood history	This survey covered previously undocumented areas and provided history, context and understanding of East Sprague and surrounding areas <i>Recommendation: continue surveying undocumented areas</i>
X	Identify key historic resources and develop preservation plan	This survey covered .5 square miles, most of which was previously unsurveyed, and key historic resources were identified and contextualized <i>Recommendation: local district nomination</i>
X	Establish permanent walking tour	Self-guided walking tours exist for East Central as a whole and for East Sprague, which was specifically created with information gained from this survey [Appendix A] <i>Recommendation: establish permanent interpretative panels and other unique signage in East Sprague commercial district</i>
	House a display at East Side Public Library	The East Side Public Library continues to display information on East Central's history <i>Recommendation: create student internship to expand and enhance display</i>

Completed	Previous Goal	Recommendation
	Support business development including underutilized properties throughout the neighborhood	<p>Through the designation of a TIP area and the East Sprague business improvement district (BID), several economic incentives are available for developers. The Federal and Local historic tax credits for listed properties is one option for business development. Several buildings have been identified as having significant potential for development. Additionally, support is needed for businesses already established of the neighborhood.</p> <p><i>Recommendation: redevelop McKinley School as a public or commercial space and use the completed Spokane Register nomination to list and utilize tax credits</i></p> <p><i>Recommendation: highlight, promote and protect legacy businesses</i></p>
X	Enhance the neighborhood's local character	<p>In 2016, the City of Spokane launched Cleaning from the Corridor (CFC) in East Central along East Sprague. CFC is a significant, volunteer led, community event that partners revitalization projects and celebration of the neighborhood. One of the many projects included painting a sewing machine mural on the side of the Boyd Walker building, a legacy business in East Central.</p> <p><i>Recommendation: highlight, promote and protect local signage and ghost signs</i></p> <p><i>Recommendation: highlight, promote and protect legacy businesses</i></p> <p><i>Recommendation: Continue outreach events like Cleaning from the Corridor and Art on the Avenue and explore other events to celebrate the East Sprague area</i></p>
	Create Main Street model to include design review and preservation	<p>The Main Street model is a preservation-based economic development tool/method used to revitalize traditional centers of social, cultural and economic activity across the nation.</p> <p><i>Recommendation: encourage East Sprague Business Association (ESBA) to become a Washington State Main Street Affiliate</i></p>
X	Continue to work with the City and Parks Department on the improvement and connectivity of the Historic Ben Burr Trail	<p>The City dedicated a short section of the old Spokane & Inland line as the Ben Burr Trail in 1988. In 2016, the Ben Burr Trail will expand northward from Liberty Park to the Centennial Trail.</p> <p><i>Recommendation: continue working on improving and promoting the Historic Ben Burr Trail</i></p>

Completed	Previous Goal	Recommendation
X	Pursue façade improvements and streetscaping	<p>In 2016, the City of Spokane launched Cleaning from the Corridor in East Central along East Sprague. CFC is a significant, volunteer led, community event that partners revitalization projects and celebration of the neighborhood. One of the many projects included façade improvements for both residential and commercial properties. Streetscaping and paving has also begun as part of the TIP initiative.</p> <p><i>Recommendation: Continue outreach events like Cleaning from the Corridor and explore other events that can utilize volunteer effort for revitalization projects.</i></p> <p><i>Recommendation: utilize volunteers to conduct “walking audits” to document and verify areas that need the most attention</i></p>
	Establish design guidelines	<p>Listed or otherwise, historic resources should follow the Secretary of the Interior’s Guidelines for Rehabilitation which are common sense guidelines used to help protect historic resources. Additionally, design guidelines would be useful for proposed infill housing in order to maintain the character of one of Spokane’s oldest neighborhoods.</p> <p><i>Recommendation: create design guidelines for infill development using the information put forth in this report regarding typical commercial and residential properties.</i></p>

LOCAL HISTORIC DISTRICT

Spokane currently has 19 Historic Districts, both local and national. Historic Districts are “areas in which historic buildings and their settings are protected by public review, and encompass buildings deemed significant to the city’s cultural fabric. A property included in a historic district, valued for its historical associations or architectural quality, is worth protecting because it is a virtue to the special and unique personality of the city.”⁹³ Districts also possess cohesive, contiguous and intact historic resources and setting.

It appears that there is only one potential district within the survey area – the four commercial blocks on East Sprague between S Madelia and S Crestline – that meets these qualifications (Figure 43). There are approximately 38 properties within the four block area. In the opinion of the surveyor, 31 of those properties are eligible and would be contributing properties to a future historic district. The 7 non-contributing properties have either lost a significant amount of integrity or do not meet the age requirement of 50 years. Eligible properties include:

⁹³ National Trust for Historic Preservation, “What Is a Historic District?,” Preservation Nation, preservationnation.org/information-center/saving-a-place/historic-districts/what-is-a-historic-district.html.

1. 1716 E Sprague – Checkerboard Tavern – 1928
2. 1718 E Sprague – Electro-Mart (Strong Solutions) – 1908
3. 1720 E Sprague – Electro-Mart (Commercial Photographers) – 1940
4. 1722 E Sprague – Barrett Manufacturing Company – 1910
5. 1724 E Sprague – Framingham Building (Vien Dong) – 1910
6. 1727 E Sprague – Acme Electric and TV (Tin Roof) – 1963
7. 1801 E Sprague – Lundin Brothers Laundry (Rail Creek Furniture) – 1914
8. 1802 E Sprague – Inland Hardware Company Building – 1907
9. 1806 E Sprague – Dillon Sign Painting Shop – 1908
10. 1810 E Sprague – Rainbow Tavern – 1908
11. 1811 E Sprague – 360 Apparel – 1960
12. 1812 E Sprague – East Sprague Art Gallery – 1902
13. 1816 E Sprague – RK Appliance & Service – 1946
14. 1817 E Sprague – Pansie Auto Garage (EcoWater) – 1919
15. 1822 E Sprague – The Ivory Table/ Pig's Pub – 1907
16. 1826 E Sprague – Ziv Shoe & Clothing Company – 1922
17. 1906 E Sprague – Thomfohrde's Market Grocery (Mending Fences Fellowship) – 1908
18. 1909 E Sprague – Stone's Food Store (Bennidito's Brew Pub) – 1935
19. 1910 E Sprague – Truth Ministries – 1908
20. 1911 E Sprague – Future Nail Supply – 1954
21. 1912 E Sprague – 1921
22. 1914 E Sprague – Fidelity Radio Company (Palmistry Reading) – 1907
23. 1916 E Sprague – National System of Banking – 1912
24. 1919 E Sprague – Quality Garage (Teen Challenge Thrift Store) – 1931
25. 1924 E Sprague – 1904
26. 1926 E Sprague – Boyd Walker Sewing Machine Company – 1904
27. 2002 E Sprague – Union Park Bank (More Better Antiques) – 1907
28. 2008 E Sprague – Hecker's East Sprague Hardware Store – 1951
29. 2012 E Sprague – Scarpelli Brothers Macaroni Factory – 1902
30. 2016 E Sprague – The Ice Box – 1910
31. 2022 E Sprague – Pay'n Takit (Best Asian Market) – 1933

The District would be a contiguous façade of commercial block buildings erected between 1902 and 1963 – its period of significance, in the opinion of the surveyor. Representing the construction, materials and design of commercial structures, the simple one and two-story buildings belong to a diverse, working class neighborhood,

East Central, which is one of the oldest in Spokane (Figure 44). Additionally, the District would be significant for its association with the agathokakological⁹⁴ effects of highway development in the early and mid-20th Century.



FIGURE 43 BOUNDARIES AND PROPERTIES OF PROPOSED HISTORIC DISTRICT – RED DOTS ARE ELIGIBLE PROPERTIES

Local residents and business owners should be actively involved in the naming of the District since, according to research conducted for this survey, there are many possible historic names to choose from based on plat maps, neighborhood development, industry and historic demographics.

Additionally, the information put forth in this report is excellent, relevant information and would be a good starting point for district nomination.

WHAT THIS MEANS FOR PROPERTY OWNERS

Just like in the other Spokane Register Historic Districts, **owner consent is required**. The contributing properties would be protected from changes, demolition and owners would be eligible for various incentives such as some code relief, conditional use permits and tax incentives (see below) if there is a signed Management Agreement with the City. Changes to the exterior of contributing resources, as well as new construction, would also come under the authority of design review, meaning approval would be needed from the Spokane Historic Landmarks Commission.⁹⁵

TAX INCENTIVES

As a part of the District, every property owner of a contributing resource is automatically eligible for **Special Valuation**. Special Valuation is the revision of the assessed value of an historic property which subtracts, for up to ten years, such rehabilitation costs as approved by the Spokane City-County Historic Landmarks

⁹⁴ Composed of both good and bad

⁹⁵ For more information on design review: historicspokane.org/design-review

Commission. Properties must be listed on the Spokane Register of Historic Places or be a contributing resource within a Spokane Register Historic District prior to application to qualify, and rehabilitation must comply with the Secretary of the Interior's Standards for Rehabilitation. Rehabilitation costs must total 25% or more of the assessed value of the structure (not the land) prior to rehabilitation.⁹⁶



FIGURE 44 SOUTHSIDE OF POTENTIAL HISTORIC DISTRICT – LOOKING SOUTHWEST FROM 1900 BLOCK OF SPRAGUE

LEGACY BUSINESSES

The notion of a “legacy business,” which goes beyond brick-and-mortar to find significance, is a newer trend in preservation. A legacy business has been defined by some as being a business that is 30 years or older, maintains the historic name and craft of their business and has made a significant impact on the history or culture of their neighborhood.⁹⁷ In San Francisco, for example, a recent push for the protection of legacy business has resulted in the creation of the San Francisco Legacy Business Registry and the Legacy Business Historic Preservation Fund which provides grants to both listed legacy business owners and property owners who agree to lease extensions with legacy business tenants. This is done to combat rocketing rent prices and to preserve the character of established neighborhoods. It is important to note that the buildings these businesses occupy may or may not be historic resources.

⁹⁶ For more information contact the Historic Preservation Office for the City/County of Spokane or visit historicspokane.org/incentives.

⁹⁷ “Legacy Business Registry,” SF Heritage, sfheritage.org/legacy/legacy-business-registry-preservation-fund/.

As the push to redevelop East Central progresses, the promotion and protection of the businesses that have contributed to and shaped both Spokane and the neighborhood is increasingly important. It is crucial to ask, “Where does it make sense to invest in saving properties – historic or not – that are meaningful to local residents and the story of the neighborhood? Buildings that if lost will further pull apart not just the physical, but also the socio-cultural fabric of the community.”⁹⁸ In the opinion of the surveyor, the legacy businesses in the survey area include:

	Founded	In East Central	Significance
Banner Fuel (122 N Helena)	1928	1953	Banner, a furnace and fuel company, began by providing coal and other fuel around Spokane.
Bel-Air Motel (1303 E Sprague)	1956	1956	The Bel-Air Motel was constructed by Claude Murray, vice president of Spokane Motels, Inc., and G.O. Larson, contractor and president. The site was selected due to its close proximity to downtown and for being on the Sunset Highway.
Best Buy Surplus (2516 E Sprague)	1960s	1960s	2516 E Sprague has been a general merchandise store for over a century and has gone by several names. Many of the features from the earlier stores including display cases, the ca. 1910 cash register and the restored 1950s neon sign out front remain. Also continuing from the early days of the store, Best Buy Surplus maintains a diverse inventory including everything from hardware, clothing, sporting goods and more.
Boyd Walker Sewing Machine Company Building (1926 E Sprague)	1945	1950s	The Boyd-Walker business is the oldest sewing machine dealer in Spokane as well as the oldest operating Pfaff sewing machine dealership in the country. Boyd-Walker was founded in 1945 by William Boyd and Jay Walker. The business was taken over by Boyd’s daughter Donnajean and her husband Vincent in the 1950s. The dealership has remained family owned and is currently operated by the third generation of family members.
Checkerboard Tavern (1716 E Sprague)	~1937	~1937	The Checkerboard opened on the heels of prohibition and, supposedly, has the longest continuous liquor license in the state of Washington. J. B. Heaton bought the tavern in 1937, which already had its iconic checkerboard motif.

⁹⁸ Matt Cole, Commenter, “Harvard Study Compare Demolition to Rehabilitation,” National Trust for Historic Preservation, forum.savingplaces.org/blogs/forum-online/2015/03/19/study-compares-demolition-rehabilitation.

Day Chiropractic Clinic (2721 E Sprague)	1960s	1960s	The building has been home to Day Chiropractic since at least 1966 when it was run by William S. Day who was elected to the state House of Representatives in 1958 and state Senate in 1968.
Inland Monument (2724 E Sprague)	1920s	1946	Founded sometime in the 1920s, Inland Monument was purchased in 1938 by Garlinghouse Memorials, a large monument company based out of Idaho. Gerald G. Garlinghouse operated the Inland Monument Company from 1938 until his retirement in 1985.
Ross Printing Company (1611 E Sprague)	1917	1970s	Serving Spokane for nearly a century, Ross Printing was also involved with the 1974 World's Fair. They printed the US Pavilion Guidebook for the US Commerce Department and received national recognition for their work.
Sonnenberg's (1528 E Sprague)	1980s	1980s	The southwest corner of Sprague and Helena has been rumored to have featured a grocery or meat market since 1897, with the current iteration being Sonnenberg's Market & Deli. Sonnenberg's is touted as the "Oldest Meat Market in Town."
Sperry Flour Mill (1131-1215E Sprague)	1919	1919	In 1919, with a total capacity of 2,000 barrels a day, the new Sperry Mill in East Central more than doubled the capacity of all other Spokane flour mills combined. The mill was both a beautiful and functional addition to the East Central neighborhood. Now under the direction and name of ADM Mix Plant, the mill, which has expanded over the years, continues to operate as an industrial, processing facility.
Tormino's Glass (102 N Helena)	1952	1952	Tormino's Sash & Glass, a local, family owned and operated, door and window company, has operated out of the building since its construction in 1952.
Wilson's Small Engine Repair (2423 E Sprague)	1960s	1960s	The small 1929 brick building has been home to Wilson's Small Engine Repair since the 1960s which continues to function as a commercial space in the East Central neighborhood

Potential avenues of promotion and protection include a website highlighting the history and impact of these important Spokane businesses, a legacy business registry and preservation fund, a partnership with Greater Spokane Incorporated and involvement with their Small Business Program or their Buy Local campaign, and through utilizing the **East Sprague BID**, which is a special assessment district established to maintain and enhance a business district, building a positive reputation that attracts businesses, employees, and visitors. It is designed as

a self-help mechanism through which property owners come together to fund programs that create a consistent and inviting environment.

GHOST SIGNS, HISTORIC SIGNAGE AND INTERPRETATIVE SIGNAGE

The East Sprague commercial strip is home to a variety of historic signage which ranges from the “ghostly” remains of early 20th Century hand-painted signs to bright, bold neon. “Historic signs once allowed buyers and sellers to communicate quickly, using images that were the medium of daily life. Surviving historic signs have not lost their ability to speak. But their message has changed. By communicating names, addresses, prices, products, images and other fragments of daily life, they also bring the past to life.”⁹⁹ Historic signs contribute to and enhance the neighborhood’s local character and their preservation is necessary in places undergoing dramatic development, like East Central.

The fading remains of hand-painted signage are known as **ghost signs**. There are several buildings with these types of signs including the Union Park Bank at 2002 E Sprague which has faded advertisements on both the south and east elevations. However, the most significant ghost signs would be the two found at 1722 E Sprague and 1724 E Sprague (Figures 45 and 46). These signs continue to advertise a local furniture maker, Barrett Manufacturing, a company that specialized in trendy, overstuffed furniture. The company, which was located on the corner of Sprague and Pittsburg, flourished in the 1920s and these signs likely date to that time. The Barrett ghost signs are for a neighborhood-specific business and not only help tell the story of East Central but of East Spokane as a whole: the founder of Barrett Manufacturing, DeRoy Barrett, moved to Spokane from a small town near Detroit in 1906, during Spokane’s explosive period of growth.

Some **historic signage** found along East Sprague relates to Sprague’s designation as a major thoroughfare into and out of the city as the Sunset Highway. These signs, which cater to the passing automobile, include the sign for the Bel Air Motel and Zip’s. However, most historic auto-related signage and businesses have been torn down including the Shell, Sad Slim Smith and Rainbow service stations as well as the Regina City Tourist Camp.

Other historic signs reflect certain eras and styles of the time. Bold shapes, fins, starbursts, bright colors and the use of neon dominated Mid-Century signage and is reflective of advancements in technology and a new found fascination with outer space. The Happiness Chinese Restaurant, Best Buy Surplus and Tormino’s Sash and Glass all continue to utilize their 1950s and 60s signage (Figures 47, 48 and 49).

⁹⁹ Michael J. Auer, *Preservation Briefs: The Preservation of Historic Signs* (Washington DC: National Park Service, 1991).



FIGURE 45 BARRETT MANUFACTURING CO. GHOST SIGN AT 1722 E SPRAGUE



FIGURE 46 BARRETT MANUFACTURING CO. GHOST SIGN AT 1724 E SPRAGUE



FIGURE 47 HAPPINESS CHINESE REST. SIGN – 1960S



FIGURE 48 BEST BUY SURPLUS SIGN – 1960S



FIGURE 49 TORMINO'S SASH & GLASS SIGN – 1950S

According to the National Park Service's Brief 25, *the Preservation of Historic Signs*, there are certain guidelines to consider when working with historic signs. One should retain historic signs whenever possible, particularly when they are:

- ☐ associated with historic figures, events or places
- ☐ significant as evidence of the history of the product, business or service advertised
- ☐ significant as reflecting the history of the building or the development of the historic district. A sign may be the only indicator of a building's historic use [as evident with the Barrett ghost signs]

- ❑ characteristic of a specific historic period, such as gold leaf on glass, neon, or stainless steel lettering [such as the bold, neon signage along East Sprague]
- ❑ integral to the building's design or physical fabric [such as the sign for the Framingham Building evident in Figure 46]
- ❑ outstanding examples of the signmaker's art
- ❑ local landmarks [such as the Best Buy Surplus sign]
- ❑ elements important in defining the character of a district

Interpretive signage is usually thought of as a large, informative panel. Interpretive panels would certainly be an excellent addition in East Central and could focus on a variety of topics including historic or legacy businesses, highway development, East Central industry, and the diversity of the neighborhood. However, interpretive signage is not limited to panels at a pedestrian level. Other signage that could help tell the story of the East Sprague commercial district would be the re-installation of historic road markers installed by the Inland Automobile Association in 1912. The signposts were originally placed at principal crossroads along Sprague from Division to Hayden Lake. The posts were “painted white, while the crossboards [were] black with orange letters, carrying out the club colors.”¹⁰⁰ It is possible that the state highway sign pictured below (Figure 50) looked somewhat similar to the signs erected by the IAA. Additionally, there are other signs that were used to designate highways during the burgeoning years of highway development (Figure 51). These signs would be visible to motorists and pedestrians alike.



FIGURE 50 HISTORIC STATE HIGHWAY SIGN POST – 1922 NEAR GREENACRES – MAC L95-111.27



FIGURE 51 HISTORIC NATIONAL HIGHWAY SIGN ON APPLEWAY – 1919 – MAC L95-111.60

¹⁰⁰ *Spokane Daily Chronicle*, August 4, 1912.

MAIN STREET MODEL

The Main Street model is a preservation-based economic development tool/method used to revitalize traditional centers of social, cultural and economic activity, Main Streets, across the nation. “Since 1984, the Washington State Main Street Program has been helping communities revitalize the economy, appearance, and image of their downtown commercial districts using the successful Main Street Four-Point Approach,” which centers on Organization, Promotion, Design and Economic Restructuring.¹⁰¹ There are an additional 8 Guiding Principles for Main Street models which include: Comprehensive, Incremental, Self-help, Partnerships, Identifying and capitalizing on existing assets, Quality, Change and Implementation. The Guiding Principles build on the Main Street Approach and can help “articulate a Main Street program’s mission and focus energy [and] can be tailored depending on community priorities and needs.”¹⁰²

There are two main ways to become involved with the Washington State Main Street Program: becoming a fully-accredited Washington state Main Street Community or becoming a **Washington State Main Street Affiliate**. It is much more difficult to become a Main Street Community due to its strenuous criteria. Additionally, there is a maximum population requirement (190,000 in the local government) which Spokane exceeds, meaning Spokane cannot have a Washington State Main Street Community.

However, certain organizations in Spokane are eligible to become a **Washington State Main Street Affiliate**. According to the Washington Trust for Historic Preservation, the organization that administers the Main Street program, “The purpose of the Affiliate level is to provide access to resources and networking opportunities for organizations that have an interest in revitalizing their downtown or neighborhood commercial district, but may not have the capacity at this time to meet the Washington State Main Street Community requirements.”

The **East Sprague Business Association** (ESBA) would qualify as a Washington State Main Street Affiliate due to its status as a 501c6 nonprofit. ESBA, or another nonprofit dedicated to East Central, would benefit from network membership by receiving guidance from the Washington Trust for Historic Preservation on developing a Main Street model for the East Sprague commercial district, gaining access to regional workshops and other development tools for towns/neighborhoods that may not be eligible for Main Street Community designation.¹⁰³ For more information on the program and the Affiliate application visit: preservewa.org/Main-Street.aspx

¹⁰¹ Department of Archaeology and Historic Preservation, “Main Street Program,” DAHP, dahp.wa.gov/programs/mainstreet-program.

¹⁰² National Trust for Historic Preservation, “The Guiding Principles,” Main Street America, preservationnation.org/main-street/about-main-street/the-approach/eight-principles.html

¹⁰³ Email from Breanne Durham, Program Coordination for the Washington Trust for Historic Preservation

STUDENT RECOMMENDATIONS

Prepared by Emily Adams and Anthony Taylor

The following recommendations regarding the East Central Neighborhood are based on analysis and field research done by the authors of this text. The recommendations are put forth as ideas to explore when considering the revitalization efforts of the East Central Neighborhood.

Highlight streetcar history.

Streetcar lines were a major element to the city of Spokane, and previously ran through the East Central Neighborhood. Parts of the brick can still be seen today in areas such as the corner of Sprague and Madelia in front of ABC Locksmith where the poorly maintained asphalt exposes the old brick on the corner. Historic maps of the exact routes are accessible. They indicate that lines used to run on parts of Riverside, Sprague, Napa, and Lacey in the East Central. Signage on corners, or a paint strip following the path are options that can indicate where the trolley line traveled, and help bring the past of the city into its future.

Consider streetscape enhancements.

Sprague Street is a fundamental element to this neighborhood. Lined with storefronts on either side it can be a draw for the neighborhood. Streets are a communal asset, and ones that are vibrant and full of people and social interaction help create a feeling of community. Storefronts and streetscape are a large part of this. Appealing storefronts, places to sit, pedestrian lighting, greenscape, and similar streetscape elements could make this street more vibrant and inviting. As of now E Sprague Street is difficult to cross, dull, and dangerous to walk. To improve this trees can be added along the sidewalk, creating both a visual and physical barrier between pedestrians and the road, and also to provide shade and a more aesthetically appealing walk. Curb extensions can help with pedestrian movement and help reduce vehicle speed by narrowing the roadway- as cars often drive at a faster speed than recommended on East Sprague.

Consider boulevard features along East Riverside.

East Riverside is a road with possibilities that can help improve the walkability of this neighborhood. It is a very wide road that could easily accommodate a future boulevard with a row of trees. Other roads throughout the neighborhood vary. The ones that are lined with trees are more pleasing to walk down as they provide protection from the sun, create a barrier between the busy traffic and pedestrians and make for a more aesthetically appealing walk.

Explore options for sidewalk improvements and walking tours.

Most of the curbs within East Central also are very high and not only add to the discomfort of the walk but make it harder for those with difficulty walking such as the handicapped and elderly. In conjunction with sidewalk improvements, options to install informational plaques, art, or other historic markers should also be explored. These changes may improve safety, walkability, and the neighborhood's historic sense of place.

Explore feasibility to partner with property owners to improve storefronts.

Consider seeking opportunities to partner with property owners of commercial buildings to improve window displays. Storefronts are a tool to increase the aesthetic appeal of walking along a street. Giving pedestrians

something to look at as they walk can encourage social interaction along the street. Consider the option of the Historic Preservation Office, or other institutions, pairing with property owners of under-utilized commercial building window displays. This partnership can be used to create a more appealing storefront. Ideas such as a history of the neighborhood, Spokane history, projects students or groups help produce, or an artwork competition are all feasible ideas of displays that could fill an otherwise empty street facing window and create more visual interest. This in conjunction with aforementioned streetscape and sidewalk improvements as well as historic plaques or markers all contribute to making a more desirable street for pedestrians.

Consider opportunities for improved public space.

East Central's neighborhood needs an area that draws people in. Ideas like parks, community gardens, recreation centers, common areas, and plazas are essential in fostering social interaction between residents and the community. There are a number of empty lots throughout the study area that could provide the land to create such spaces.

Explore design options for neighborhood boundaries and along I-90.

The neighborhood ends abruptly before reaching I-90, ending with an alley and then transitioning to empty lots. With the interstate in such close proximity to the residential areas of the neighborhood it is essential that there should be an attempt to hide or divert attention away from the interstate and towards the neighborhood. A boundary of trees or some sort of shrubbery could help mitigate the effects of the interstate, adding a green space to the neighborhood and serving dually as a visual barrier between the neighborhood itself and the highway.

Explore ways to encourage structural renovations and area improvements.

One major element that needs to be pursued within the study area is the potential for revitalization. Much of the built environment within the neighborhood present stable structure conditions, with many of the residential building requiring a small amount of renovations. Many of the storefronts along Sprague have false facades with turn of the century brick and masonry beneath these facades. The city should look into providing some funds or other incentives to property owners for storefront rehabilitation that is sensitive to the area's history. Restoration of original facades may add to East Central's elements of historicity and add uniformity to the areas. The city and neighborhood should also look into pursuing actions to enforce design codes along east Sprague to encourage such recommendations towards the commercial corridor of East Central.

Explore options to increase neighborhood/ city partnership in revitalization efforts.

Consider establishing a neighborhood/ city partnership, such as a commission, tasked with strategizing the preservation and revitalization of East Central's history. The commission might be comprised of neighborhood council members and representatives from the City of Spokane. The commission would seek strategies to provide incentives for property owners to pursue renovations and reconstruction of their homes and businesses within the area. There are quite a few abandoned or underutilized commercial spaces that could be used to attract interest and activity into the area. The commission headed by both the neighborhood council and the City of Spokane could explore ways to encourage the development of such commercial and residential structures so that East Central can grow and increase its capital values.

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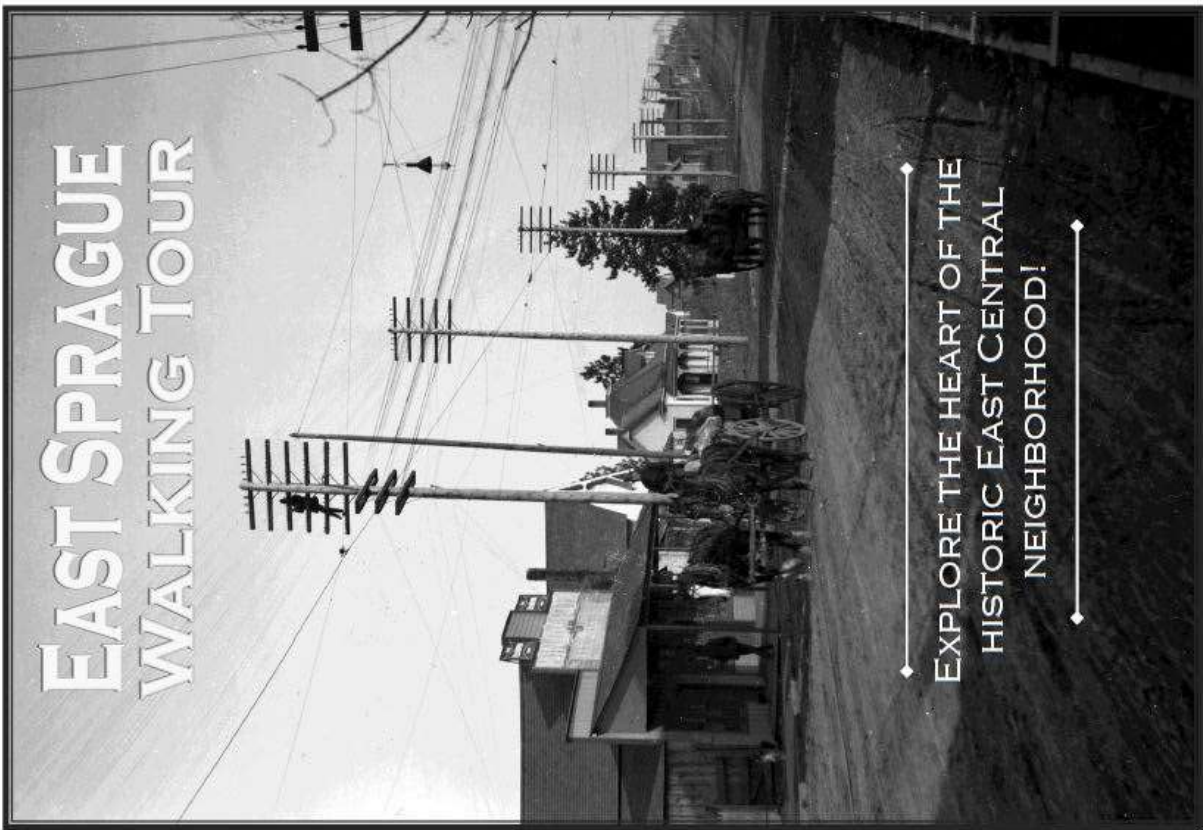
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APPENDIX A – EAST SPRAGUE WALKING TOUR



GET INVOLVED!

To learn more about the history of East Sprague, the greater East Central area, visit the Historic Preservation Office website:



www.historicspokane.org/east-central

The historic photos used in this event are courtesy of the Northwest Museum of Arts and Culture Libby Photograph Collection. To see more photos visit their website at:

www.northwestmuseum.org/



Advocate - Educate - Preserve

Tear out this ticket and enter to win the photo of your choice! Return this ticket to the Historic Preservation booth for your chance to win!

Name: _____
Phone Number: _____
Email: _____
Desired Photo Number: 1 2 3 4 5 6 7

1 ARCHITECTURAL STYLES

Built in 1933, the store on the corner of Sprague and Crestline was originally a Pay'n Takit, a chain of grocery stores bought by Safeway in 1928. The store's parking lot was also built at the same time, anticipating the growing reliance on automobiles. The building was purchased in 2005 and renovated to become the Best Asian Market. The exterior of this building features classic Art Deco stylings such as simple lines, geometric forms, and sunbursts. Many of the other structures on East Sprague fall into the commercial and vernacular styles, representing functionality for everyday life. The surrounding residential area contains a variety of styles such as the cozy and rustic Craftsman, stately Queen Anne and the modest vernacular homes common in the area.



2 THE EARLY YEARS

This commercial block was originally home to the Union Park Bank, from the time of construction in 1907 to 1917. In the 1920s, it was occupied by C.E. Marr Grocery. The East Central area was home to a diverse population from its early settlement in the 1880s. With its beginnings as a working class suburb, residents often made a living as miners, factory workers, or loggers. It also offered housing close to the heart of the city in a neighborhood that the working class could afford. After the end of WWI, East Central entered an economic decline. At this time, business activities in East Central focused on the commercial strip of buildings that line Sprague Avenue.

3 BREAKING NEWS!

Built in 1914, this building was home to Lundin Brothers Laundry until the 1930s. Owned by a family of Swedish immigrants, it was the first laundry in the city to offer home delivery service via a horse-drawn wagon. By 1939, Burkhardt Motors called the building home. Turn around, and you will see a building with a chilling history. 1806 E. Sprague was the site of a grisly murder in January 1944. The owner of the shop, his wife and another victim were killed in the early morning hours by a man wielding a hatchet. The man, nicknamed the "Hatchet Slayer," was the biggest news story of the time and has become a part of Spokane folklore.



4 OLD & NEW

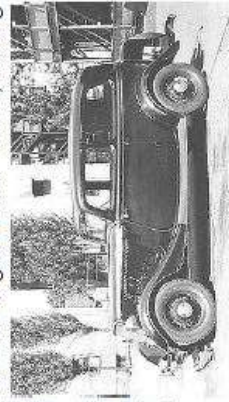
Built in 1907, this two-part masonry block is indicative of the commercial architecture springing up along Sprague in the early 20th Century. From 1927 to 1970, the building was home to Inland Hardware, a local hardware business. Early buildings such as the many local churches, the East Side Carnegie Library, the Sperry Flour Mill, and the McKinley School (visible looking north on Napa) all remained in use while the area developed around them. After the conclusion of WWII, a period of development throughout the 1940s resulted in a mix of building styles. Historic structures now stand next to modern construction, representing the periods of growth experienced by the Spokane area and the evolution of the East Central neighborhood.

5 LIFE ON EAST SPRAGUE

Behind the storefronts of East Sprague, a variety of businesses have operated such as the Electro-Mart (1718 E. Sprague) and Scarpelli Brothers Macaroni factory (2012 E. Sprague). To your left you will see the building that once housed Stone's Market, currently occupied by Bennedito's Pizza. In the 1930s, residents could make purchases such as a pound of bacon for 25 cents, sliced bread for 6 cents, and a gallon of gas for 23 cents. Evidence of these hidden histories can be seen in the ghost signs located high up on the facades of buildings. Be sure to look out for the ghost signs of the Barrett Furniture Co.! Original architecture and features of the former occupants, such as the base of the clock that used to stand in front of the Union Park Bank, continue to tell the story of the buildings and their tenants.

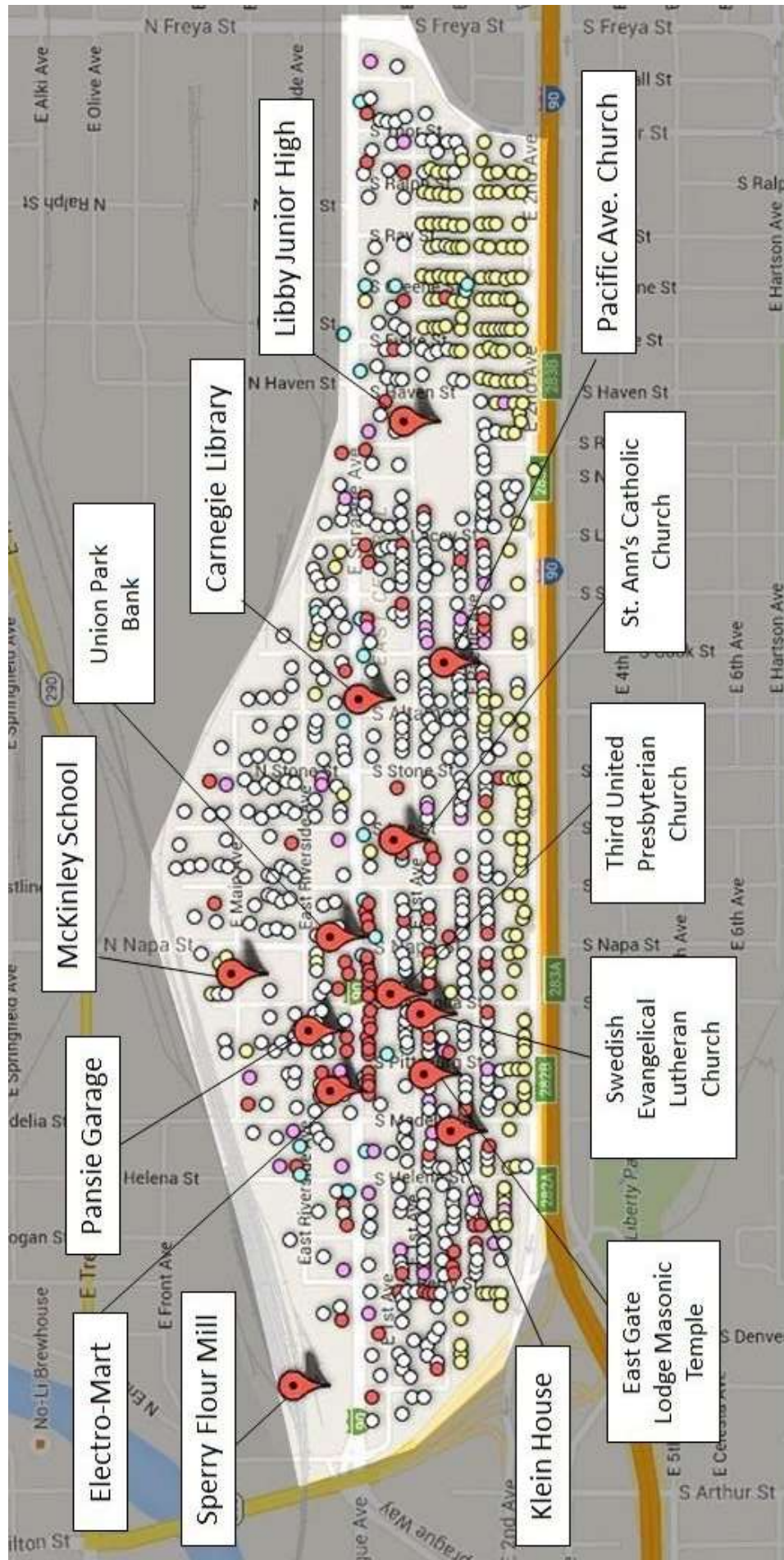
6 SUNSET HIGHWAY

You are currently walking along the Sunset Highway! Established in 1913, it guided travelers from Seattle to the Idaho Border, passing through East Central. Targeting these visitors, many motor courts, motels, gas stations and other service buildings sprang up along Sprague. As the reliance on automobiles increased nationally, the roadways of the country could not handle the burden. Construction of I-90 began in the 1950s, cutting the East Central neighborhood in half, displacing residents and forcing many of the local businesses to close their doors. Regardless of the problems the highway brought, East Central has persevered and possesses a robust community, rich history and unique historic resources.



APPENDIX B – MAPS





Intensive Level
Eligible



Recon. Level
Eligible



Interesting History,
Lack of Integrity
Noneligible



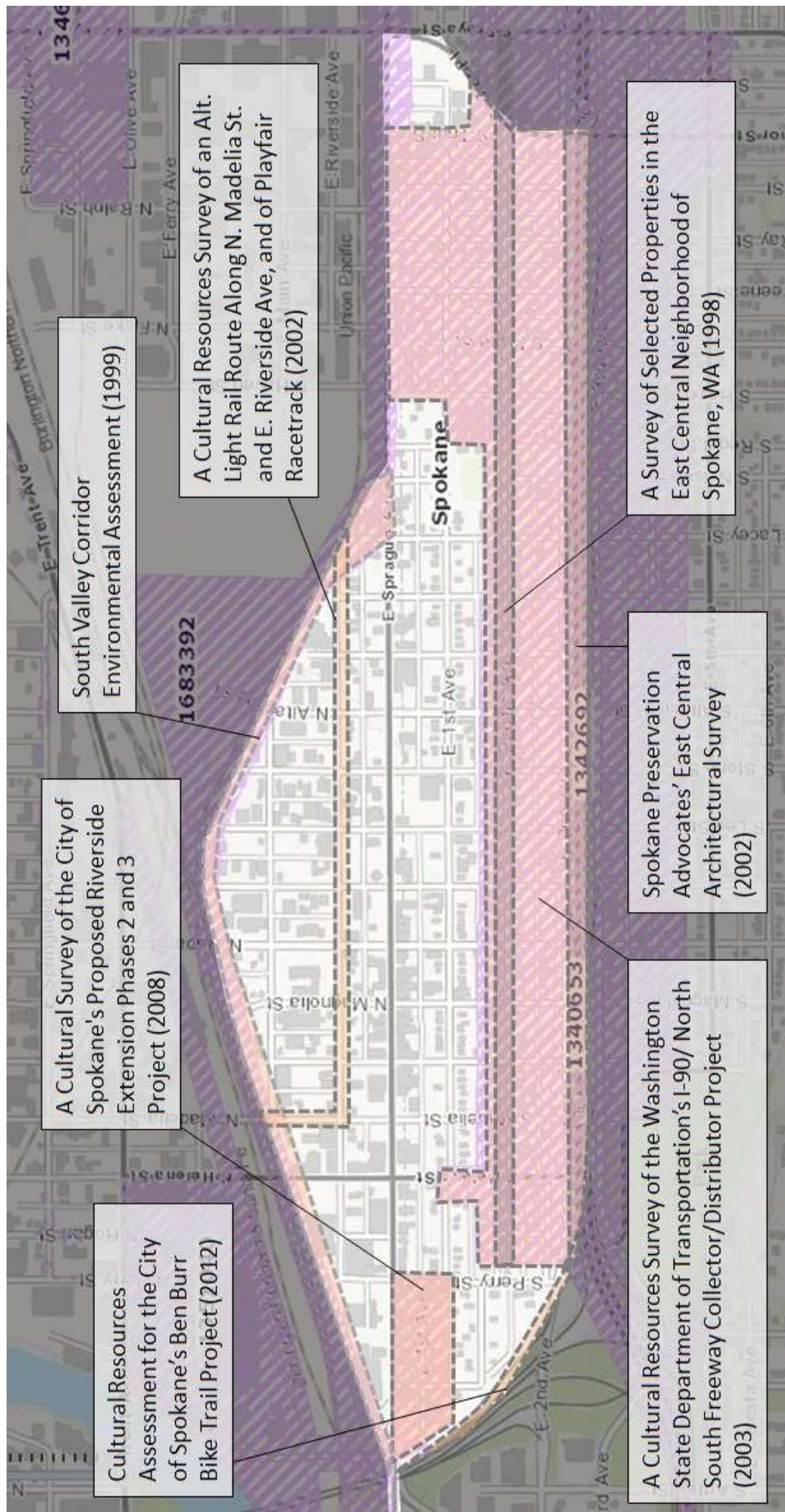
Non-Historic, Lack
of Integrity, Etc.
Noneligible



Demolished
Noneligible



Historic Pictures,
Signage, Etc.
Noneligible



APPENDIX C – TABLE OF PROPERTIES

	Address	Title	Year Built	Eligible	Style
1.	101 N Madelia Street	Tormino's Sash & Glass (Warehouse)	1955, 1979	No	Commercial, Vernacular
2.	101 N Magnolia Street	101 N Magnolia Street	1906	No	Vernacular
3.	101 N Stone street	Pacific Metals Building	1898	No	Vernacular
4.	101 S Ralph Street	101 S Ralph Street	1908	No	Vernacular
5.	102 N Helena Street	Tormino's Sash & Glass	1952	Yes	Commercial, Vernacular
6.	102 S Perry Street	102 S Perry Street	1906	Yes	Vernacular
7.	103 S Fiske Street	103 S Fiske Street - Demolished	Unknown	Demolished	Vernacular
8.	103 S Greene Street	103 S Greene Street - Demolished	1919	Demolished	Vernacular
9.	103 S Haven Street	103 S Haven Street	2008	No	Vernacular
10.	103 S Ray Street	103 S Ray Street - Demolished	1907	Demolished	Vernacular
11.	104 N Madelia Street	The Sign Art Studio	1962	No	Commercial, Vernacular
12.	104 S Fiske Street	104 S Fiske Street	1945	No	Vernacular
13.	104 S Ralph Street	104 S Ralph Street - Demolished	1907	Demolished	Vernacular
14.	104 S Thor Street	Liberty Tire and Auto Service Office	1910	No	Vernacular
15.	106 S Perry Street	106 S Perry Street	1906	No	Vernacular
16.	107 N Cook Street	107 N Cook Street	1979	No	Commercial
17.	107 N Pittsburg Street	107 N Pittsburg Street	1987	No	Commercial
18.	107 N Stone Street	Auto Detail	1984	No	Commercial, Vernacular
19.	107 S Greene Street	107 S Greene Street - Demolished	Unknown	Demolished	Vernacular, Colonial Revival
20.	107 S Ralph Street	107 S Ralph Street - Demolished	2005	Demolished	Vernacular

	Address	Title	Year Built	Eligible	Style
21.	107 S Ray Street	107 S Ray Street - Demolished	1908	Demolished	Vernacular
22.	108 N Lee Street	McCune's Instruments	1907	No	Vernacular
23.	108 N Stone Street	108 N Stone Street	1909	No	Vernacular
24.	108 S Fiske Street	108 S Fiske Street	1950	No	Vernacular
25.	108 S Greene Street	108 S Greene Street - Demolished	1916	Demolished	Vernacular
26.	108 S Perry Street	108 S Perry Street	1910	No	Vernacular
27.	108 S Ralph Street	108 S Ralph Street - Demolished	1908	Demolished	Vernacular
28.	108 S Ray Street	108 S Ray Street - Demolished	1997	Demolished	Vernacular
29.	108 S Thor Street	108 S Thor Street	1909	No	Vernacular
30.	109 S Fiske Street	109 S Fiske Street - Demolished	Unknown	Demolished	Vernacular
31.	11 S Thor Street	11 S Thor Street	1922	No	Vernacular
32.	110 N Crestline Street	110 N Crestline Street	1979	No	Commercial, Vernacular
33.	110 N Napa Street	Beck's Radiator Shop	1965	No	Commercial
34.	110 S Ferrall Street	Dwight D. Eisenhower Building	1981	No	Contemporary Modernism
35.	110 S Ivory Street	110 S Ivory Street	1907	No	Vernacular
36.	110 S Madelia Street	110 S Madelia Street	1940	No	Vernacular
37.	1107 E 1st Avenue	1107 E 1st Avenue	1980	No	Commercial
38.	111 N Altamont Street	111 N Altamont Street	1996	No	Commercial
39.	111 N Crestline Street	111 N Crestline Street	1927	No	Vernacular
40.	111 S Altamont Street	111 S Altamont Street	1902	No	Vernacular
41.	111 S Fiske Street	111 S Fiske Street - Demolished	Unknown	Demolished	Vernacular

	Address	Title	Year Built	Eligible	Style
42.	111 S Helena Street	111 S Helena Street	1904	No	Vernacular
43.	111 S Madelia Street	111 S Madelia Street	1904	No	Vernacular
44.	111 S Pittsburg Street	111 S Pittsburg Street	1900	No	Vernacular
45.	111 S Ralph Street	111 S Ralph Street - Demolished	1911	Demolished	Vernacular
46.	111 S Ray Street	111 S Ray Street - Demolished	1925	Demolished	Craftsman
47.	112 N Altamont Street	ABM Building	1960	No	Commercial, Vernacular
48.	112 N Crestline Street	Renor Construction	1978	No	Commercial, Vernacular
49.	112 S Altamont Street	112 S Altamont Street	1952	No	Vernacular
50.	112 S Fiske Street	112 S Fiske Street	1908	No	Vernacular
51.	112 S Greene Street	112 S Greene Street - Demolished	1920	Demolished	Vernacular
52.	112 S Napa Street	112 S Napa Street	1910	No	Vernacular
53.	1120 E 1st Avenue	Designer Decal Building	1998	No	Commercial
54.	113 S Helena Street	113 S Helena Street	1905	No	Vernacular
55.	1130 E Sprague Avenue	United Paint Factory Store and Facilities	1947	Yes	Commercial, Modern, Industrial
56.	1131-1215 E Sprague Avenue	Sperry Flour Mill	1919	Yes	Industrial
57.	114 N Pittsburg Street	114 N Pittsburg Street	1959	No	Commercial
58.	114 S Ralph Street	114 S Ralph Street - Demolished	1947	Demolished	Minimal Traditional
59.	114 S Ray Street	114 S Ray Street - Demolished	Unknown	Demolished	Vernacular
60.	114 S Thor Street	114 S Thor Street	1909	No	Vernacular
61.	115 N Crestline Avenue	115 N Crestline Avenue	1904	No	Vernacular
62.	115 N Magnolia Street	Cravens Coffee	1977	No	Commercial

	Address	Title	Year Built	Eligible	Style
63.	115 N Stone Street	ServiceMaster Restore	1982	No	Commercial
64.	115 S Fiske Street	115 S Fiske Street - Demolished	Unknown	Demolished	Vernacular
65.	115 S Greene Street	115 S Greene Street - Demolished	1908	Demolished	Vernacular
66.	115 S Ray Street	115 S Ray Street - Demolished	1946	Demolished	Vernacular
67.	116 N Crestline Street	116 N Crestline Street	1904	No	Vernacular
68.	116 N Pittsburg Street	116 N Pittsburg Street	1904	No	Vernacular
69.	116 S Fiske Street	116 S Fiske Street	1908	No	Vernacular
70.	116 S Helena Street	116 S Helena Street	1905	No	Vernacular
71.	116 S Ray Street	116 S Ray Street	1908	No	Vernacular
72.	117 N Napa Street	McKinley School	1902	Yes	Neoclassical
73.	117 S Greene Street	117 S Greene Street - Demolished	1908	Demolished	Vernacular
74.	117 S Magnolia Street	117 S Magnolia Street - Demolished	1935	Demolished	Vernacular
75.	117 S Napa Street	117 S Napa Street	1893	Yes	Vernacular, Gable Front and Wing
76.	117 S Perry Street	117 S Perry Street	1902	No	Vernacular
77.	117 S Pittsburg Street	117 S Pittsburg Street	1900	Yes	Folk Victorian, Queen Anne, Vernacular
78.	117 S Ralph Street	117 S Ralph Street - Demolished	1938	Demolished	Minimal Traditional
79.	117 S Stone Street	117 S Stone Street	2008	No	Vernacular
80.	118 N Lee Street	Richard's Pen Shop, Adspec	1975	No	Commercial, Vernacular
81.	118 N Napa Street	D&L Auto Sales, Pro Collision	1976	No	Commercial
82.	118 N Stone Street	Custom Recovery	Unknown	No	Commercial
83.	118 S Altamont Street	118 S Altamont Street	1907	No	Vernacular

	Address	Title	Year Built	Eligible	Style
84.	118 S Greene Street	118 S Greene Street	1926	Yes	Craftsman
85.	118 S Ivory Street	118 S Ivory Street	1968	No	Commercial
86.	118 S Thor Street	118 S Thor Street	1929	No	Vernacular, Craftsman
87.	119 N Crestline Street	119 N Crestline Street	1979	No	Commercial
88.	119 N Stone Street	119 N Stone Street	2002	No	Commercial
89.	120 N Crestline Street	120 N Crestline Street	1904	No	Vernacular
90.	120 N Lee Street	La Tiendita Mexicana	1907, 1989	No	Vernacular
91.	120 N Magnolia Street	120 N Magnolia Street	1971	No	Commercial, Industrial
92.	120 S Madelia Street	120 S Madelia Street	1911	No	Vernacular
93.	120 S Ralph Street	120 S Ralph Street - Demolished	1908	Demolished	Vernacular
94.	120 S Ray Street	120 S Ray Street - Demolished	1908	Demolished	Vernacular
95.	1202 E 1st Avenue	1202 E 1st Avenue	1968	No	Commercial
96.	1202 E Sprague Avenue	Carsten's Management, Insurance Guys	2001	No	Commercial
97.	1207 E Pacific Avenue	1207 E Pacific Avenue	1929	Yes	Arts & Crafts
98.	1208 E 1st Avenue	1208 E 1st Avenue	Unknown	No	Vernacular
99.	121 N Lee Street	121 N Lee Street	1962	No	Vernacular, Commercial
100.	121 S Haven Street	121 S Haven Street	1912	No	Vernacular
101.	1211 E Pacific Avenue	1211 E Pacific Avenue	1937	No	Vernacular
102.	1214 E 1st Avenue	1214 E 1st Avenue	1897	No	Vernacular
103.	1214 E Pacific Avenue	1214 E Pacific Avenue - Demolished	1902	Demolished	Vernacular
104.	1214 E Sprague Avenue	Young's Market	1946	No	Commercial, Vernacular

	Address	Title	Year Built	Eligible	Style
105.	1216 E 1st Avenue	Mountain States Electrical	1952	No	Commercial
106.	1216 E Pacific Avenue	1216 E Pacific Avenue - Demolished	1902	Demolished	Vernacular
107.	1217 E Pacific Avenue	1217 E Pacific Avenue	1899	No	Vernacular
108.	122 N Helena Street	Banner Furnace & Fuel	1948	No	Commercial
109.	122 N Helena Street	Banner Furnace & Fuel	1993	No	Commercial
110.	122 N Napa Street	DAN Auto Parts	1971	No	Commercial
111.	1220 E 1st Avenue	Mountain States Electrical	1953	No	Commercial
112.	1223 E Pacific Avenue	1223 E Pacific Avenue	1901	No	Vernacular
113.	1224 E Pacific Avenue	1224 E Pacific Avenue - Demolished	1906	Demolished	Vernacular
114.	1227 E Pacific Avenue	1227 E Pacific Avenue	1901	No	Vernacular
115.	123 S Perry Street	123 S Perry Street	1902	Yes	Vernacular
116.	123 S Ray Street	123 S Ray Street - Demolished	1928	Demolished	Vernacular
117.	123-125 N Stone Street	123-125 N Stone Street	1987	No	Commercial
118.	1234 E Sprague Avenue	Carroll's Motel	1953	Yes	Modern, Roadside
119.	124 S Fiske Street	124 S Fiske Street - Demolished	1911	Demolished	Vernacular
120.	124 S Greene Street	124 S Greene Street - Demolished	1914	Demolished	Vernacular
121.	124 S Ralph Street	124 S Ralph Street - Demolished	1912	Demolished	Vernacular
122.	124 S Ray Street	124 S Ray Street - Demolished	1908	Demolished	Vernacular
123.	125 N Crestline Street	Dorse	2000	No	Commercial
124.	125 S Greene Street	125 S Greene Street - Demolished	1908	Demolished	Vernacular
125.	125 S Ralph Street	125 S Ralph Street	1922	No	Vernacular

	Address	Title	Year Built	Eligible	Style
126.	126 N Altamont Street	126 N Altamont Street	1992	No	Commercial, Vernacular
127.	126 N Madelia Street	Pacific Pride	1988	No	Gas Station
128.	126 N Pittsburg Street	126 N Pittsburg Street	1995	No	Commercial, Vernacular
129.	126 N Stone Street	Wood & Wood Contractors	1996	No	Commercial
130.	127 S Greene Street	127 S Greene Street - Demolished	1908	Demolished	Vernacular
131.	127 S Ray Street	127 S Ray Street - Demolished	1999	Demolished	Vernacular
132.	128 S Fiske Street	128 S Fiske Street - Demolished	1908	Demolished	Vernacular
133.	128 S Greene Street	128 S Greene Street - Demolished	1905	Demolished	Vernacular
134.	128 S Perry Street	128 S Perry Street	1904	Yes	Vernacular
135.	128 S Ray Street	128 S Ray Street - Demolished	1908	Demolished	Vernacular
136.	128 S Thor Street	128 S Thor Street	2005	No	Vernacular
137.	128-130 N Lee Street	Brunette Sportswear	1984, 1990	No	Commercial, Vernacular
138.	129 N Madelia Street	129 N Madelia Street	1948	No	Commercial
139.	129 S Fiske Street	129 S Fiske Street - Demolished	1906	Demolished	Vernacular
140.	129 S Haven Street	129 S Haven Street	1905	No	Vernacular, Colonial Revival
141.	13 N Crestline Street	Blue Chip Motors	1939	No	Commercial, Vernacular
142.	130 N Napa Street	JJ's Auto	1991	No	Commercial
143.	130 N Pittsburg Street	130 N Pittsburg Street - Demolished	1906	Demolished	Vernacular
144.	130 N Stone Street	Michlitch's Bakery	1959	No	Commercial
145.	1301 E Pacific Avenue	Lang Roofing	1980	No	Commercial
146.	1303 E Sprague Avenue	Bel-Air Motel	1956	Yes	Modern, Roadside

	Address	Title	Year Built	Eligible	Style
147.	1304 E 1st Avenue	1304 E 1st Avenue	1899	No	Vernacular
148.	1306 E Pacific Avenue	1306 E Pacific Avenue - Demolished	1901	Demolished	Vernacular
149.	1306 E Sprague Avenue	Hell's Angels Clubhouse	1926	No	Vernacular, Commercial
150.	131 N Altamont Street	Sign Corp	1986	No	Commercial, Vernacular
151.	131 N Pittsburg Street	Bauer Enterprises	1972	No	Modern, Industrial, Vernacular
152.	1311 E 2nd Avenue	AM Towing - Demolished	1947	Demolished	Commercial, Vernacular
153.	1316 E 1st Avenue	1316 E 1st Avenue	1901	No	Vernacular
154.	1317 E Pacific Avenue	1317 E Pacific Avenue	1905	No	Vernacular
155.	132 N Altamont Street	132 N Altamont Street	1904	No	Vernacular
156.	132 S Perry Street	132 S Perry Street	1904	Yes	Vernacular
157.	1320 E 1st Avenue	1320 E 1st Avenue	1906	No	Vernacular
158.	1325 E Sprague Avenue	Sprague Food Park	1962	No	Commercial
159.	1326 E Pacific Avenue	1326 E Pacific Avenue	2001	No	Commercial
160.	1326 E Sprague Avenue	Eco Depot	1903	No	Commercial, Vernacular
161.	133 N Stone Street	133 N Stone Street	1895	No	American Foursquare, Vernacular
162.	134 N Crestline Street	134 N Crestline Street	1904	No	Vernacular
163.	134 N Madelia Street	Western Donut Flour Company Building	1965	Yes	Commercial, Vernacular
164.	136 S Perry Street	136 S Perry Street	1904	Yes	Vernacular
165.	138 S Perry Street	138 S Perry Street	1904	No	Vernacular
166.	1401 E 1st Avenue	1401 E 1st Avenue	1914	Yes	Vernacular
167.	1402 E 1st Avenue	1402 E 1st Avenue	1897	No	Queen Anne, Vernacular

	Address	Title	Year Built	Eligible	Style
168.	1402 E Pacific Avenue	1402 E Pacific Avenue	1901	No	Vernacular, Gable Front and Wing
169.	1407 E 1st Avenue	1407 E 1st Avenue	1903	No	Vernacular
170.	1407 E Pacific Avenue	1407 E Pacific Avenue	1907	Yes	Folk Victorian, Vernacular
171.	1407 E Sprague Avenue	Hayden Motors	1939	No	Commercial
172.	1408 E 1st Avenue	Barker House	1898	Yes	Vernacular
173.	1408 E Pacific Avenue	1408 E Pacific Avenue	1900	No	Vernacular
174.	1409 E 1st Avenue	1409 E 1st Avenue	1903	No	Vernacular
175.	1409 E Sprague Avenue	GCR Tire Center	1953	No	Commercial, Industrial
176.	1411 E 2nd (Upper) Avenue	1411 E 2nd (Upper) Avenue	1907	No	Vernacular
177.	1412 E Pacific Avenue	1412 E Pacific Avenue	1893	No	Vernacular
178.	1413 E Pacific Avenue	1413 E Pacific Avenue	1905	No	Vernacular
179.	1414 E 1st Avenue	1414 E 1st Avenue	1892	No	Vernacular
180.	1417 E 1st Avenue	Royster House	1902	No	Vernacular
181.	1417 E Pacific Avenue	1417 E Pacific Avenue	1899	Yes	Vernacular
182.	1418 E 1st Avenue	1418 E 1st Avenue	1908	No	Vernacular
183.	1418 E Pacific Avenue	1418 E Pacific Avenue	1900	No	Vernacular
184.	1420 E Sprague Avenue	Sprague Union Terrace	2013	No	Contemporary
185.	1423 E 2nd (upper) Avenue/ 220 S Hogan Street	1423 E 2nd (upper) Avenue/ 220 S Hogan Street	1907	No	Vernacular
186.	1423 E Pacific Avenue	1423 E Pacific Avenue	1890	No	Vernacular
187.	1424 E 1st Avenue	1424 E 1st Avenue	1939	No	Vernacular, Minimal Traditional
188.	1424 E Pacific Avenue	1424 E Pacific Avenue	1895	Yes	Craftsman, Vernacular

	Address	Title	Year Built	Eligible	Style
189.	1429 E Pacific Avenue	1429 E Pacific Avenue	1903	No	Vernacular
190.	15 N Perry Street	15 N Perry Street	1954	No	Commercial
191.	1500 E Sprague	Evergreen Heating & Cooling	1911	No	Commercial, Vernacular
192.	1501 E Pacific Avenue	1501 E Pacific Avenue	1905	No	Vernacular
193.	1502 E Pacific Avenue	1502 E Pacific Avenue	1905	Yes	Vernacular
194.	1503 E 2nd (upper) Avenue/ 225 S Hogan Street	1503 E 2nd (upper) Avenue/ 225 S Hogan Street - Demolished	Unknown	Demolished	Vernacular
195.	1503 E Riverside Avenue	Edge Construction Supply	1998	No	Commercial
196.	1504 E 1st Avenue	1504 E 1st Avenue	1947	No	WWII Era Cottage, Minimal Traditional
197.	1504 E Sprague Avenue	Kodiak Roofing	1916	No	Commercial, Vernacular
198.	1507 E 2nd (upper) Avenue	1507 E 2nd (upper) Avenue - Demolished	1905	Demolished	Vernacular
199.	1507 E Pacific Avenue	1507 E Pacific Avenue	1904	No	Vernacular
200.	1507 E Sprague Avenue	Lundin Brother's Laundry	1935	Yes	Commercial, Vernacular
201.	1508 E 1st Avenue	1508 E 1st Avenue	1946	No	Minimal Traditional, Vernacular
202.	1508 E Pacific Avenue	1508 E Pacific Avenue	1904	No	Vernacular
203.	1511 E 2nd (upper) Avenue	Winnett Home	1909	No	Vernacular
204.	1511 E Sprague Avenue	1511 E Sprague Avenue	1948	No	Commercial, Vernacular
205.	1512 E Pacific Avenue	1512 E Pacific Avenue	1904	No	Vernacular
206.	1513 E 1st Avenue	1513 E 1st Avenue	1912	No	Vernacular
207.	1513 E Pacific Avenue	1513 E Pacific Avenue	1937	No	Vernacular, Minimal Traditional
208.	1514 E Riverside Avenue	B&C Custom Manufacturing	1978	No	Commercial
209.	1514 E Sprague Avenue	Oil Analysis Lab	1909	No	Commercial, Vernacular

	Address	Title	Year Built	Eligible	Style
210.	1515 E 2nd (upper) Avenue	1515 E 2nd (upper) Avenue - Demolished	1910	Demolished	Vernacular
211.	1517 E 1st Avenue	1517 E 1st Avenue	1940	No	Vernacular, Minimal Traditional
212.	1517 E Pacific Avenue	1517 E Pacific Avenue	1942	No	Vernacular, Minimal Traditional
213.	1517 E Sprague Avenue	A & L Transmission Service	1907	Yes	Commercial, Vernacular
214.	1518 E Pacific Avenue	1518 E Pacific Avenue	1910	No	Vernacular
215.	1520 E 1st Avenue	1520 E 1st Avenue	1940	No	Vernacular
216.	1521 E 2nd (upper) Avenue	1521 E 2nd (upper) Avenue - Demolished	1916	Demolished	Vernacular
217.	1521 E Sprague Avenue	R & R Auto Sales	1982	No	Commercial
218.	1523 E Pacific Avenue	1523 E Pacific Avenue	1900	No	Vernacular
219.	1524 E 1st Avenue	1524 E 1st Avenue	1908	No	Vernacular, Arts & Crafts
220.	1524 E Pacific Avenue	1524 E Pacific Avenue	1907	No	Bungalow, Craftsman, Vernacular
221.	1527 E 2nd (upper) Avenue	1527 E 2nd (upper) Avenue - Demolished	1912	Demolished	Arts & Crafts, Vernacular
222.	1528 E Sprague Avenue	Sonnenberg's Market & Deli	1897	No	Commercial
223.	1529 E 1st Avenue	1529 E 1st Avenue	1920	No	Vernacular
224.	16 N Lacey Street	16 N Lacey Street	1947	No	Commercial, Vernacular
225.	16 N Pittsburg Street	16 N Pittsburg Street	1903	No	Vernacular
226.	16 S Fiske Street	16 S Fiske Street	1904	No	Vernacular
227.	1601 E Pacific Avenue	1601 E Pacific Avenue	1901	No	Vernacular
228.	1602 E Sprague Avenue	Liberty Park Post Office	1973	No	Modern
229.	1604 E 1st Avenue	1604 E 1st Avenue	2011	No	Vernacular
230.	1604 E Pacific Avenue	1604 E Pacific Avenue - Demolished	Unknown	Demolished	Minimal Traditional

	Address	Title	Year Built	Eligible	Style
231.	1606 E 1st Avenue	1606 E 1st Avenue	1905	No	Vernacular
232.	1607 E Pacific Avenue	1607 E Pacific Avenue	1897	No	Vernacular
233.	1607-1609 E 1st Avenue	1607-1609 E 1st Avenue Duplex	1946	No	Modern, Vernacular
234.	1608 E Pacific Avenue	1608 E Pacific Avenue	1901	No	Vernacular
235.	1610 E 1st Avenue	1610 E 1st Avenue	1893	Yes	Gable Front and Wing, Vernacular
236.	1611 E 1st Avenue	1611 E 1st Avenue	1990	No	Vernacular
237.	1611 E Sprague Avenue	Ross Printing Company	1949	No	Commercial, Industrial, Modern
238.	1612 E Pacific Avenue	1612 E Pacific Avenue	1904	No	Vernacular
239.	1613 E Pacific Avenue	1613 E Pacific Avenue	1903	No	Vernacular
240.	1617 E Pacific Avenue	1617 E Pacific Avenue	1913	No	Vernacular
241.	1618 E 1st Avenue	1618 E 1st Avenue	1910	No	Vernacular
242.	1618 E Pacific Avenue	1618 E Pacific Avenue	1907	Yes	Vernacular
243.	1618 E Riverside Avenue	1618 E Riverside Avenue	1988	No	Commercial
244.	1619 E 1st Avenue	1619 E 1st Avenue	1909	No	Vernacular
245.	1623 E 1st Avenue	1623 E 1st Avenue	1903	No	Vernacular, Gable Front and Wing
246.	1624 E Riverside Avenue	1624 E Riverside Avenue	1900	No	Vernacular
247.	1625 E Pacific Avenue	1625 E Pacific Avenue	1980	No	Vernacular
248.	1626 E 1st Avenue	1626 E 1st Avenue	1887	No	Vernacular
249.	1626 E Pacific Avenue	Klein House	1902	Yes	Queen Anne, American Foursquare
250.	1627 E 1st Avenue	1627 E 1st Avenue	1940	No	Minimal Traditional
251.	1628 E Riverside Avenue	1628 E Riverside Avenue	1905	No	Vernacular

	Address	Title	Year Built	Eligible	Style
252.	1629 E Pacific Avenue	1629 E Pacific Avenue	1911	No	Vernacular
253.	17 S Fiske Street	Peerzo's Automotive	1994	No	Commercial, Vernacular
254.	17 S Haven Street	M & M Detailing	1931	No	Commercial, Vernacular
255.	17 S Lacey Street	17 S Lacey Street	1913	No	Vernacular
256.	17 S Ralph Street	17 S Ralph Street	1950	No	Modern, Ranch, Vernacular
257.	17 S Smith Street	17 S Smith Street	1904	No	Vernacular
258.	170 S Perry Street	170 S Perry Street - Demolished	1901	Demolished	Vernacular
259.	1701 E Pacific Avenue	1701 E Pacific Avenue	1904	Yes	Vernacular
260.	1701 E Sprague Avenue	ABC Locksmith	1937	No	Commercial, Vernacular
261.	1702 E 1st Avenue	1702 E 1st Avenue	1904	No	Vernacular
262.	1702 E Pacific Avenue	1702 E Pacific Avenue	1897	No	Vernacular
263.	1702 E Riverside Avenue	Reskued	1969	No	Commercial
264.	1703 E 2nd Avenue	1703 E 2nd Avenue - Demolished	1904	Demolished	Vernacular
265.	1704 E Sprague Avenue	Car Connection NW	1998	No	Commercial
266.	1705 E Pacific Avenue	1705 E Pacific Avenue	1904	No	Vernacular
267.	1708 E 1st Avenue	1708 E 1st Avenue	1898	No	Vernacular
268.	1708 E Pacific Avenue	1708 E Pacific Avenue	1902	No	Vernacular
269.	1709 E Pacific Avenue	1709 E Pacific Avenue	1904	No	Vernacular
270.	1711 E 2nd Avenue	1711 E 2nd Avenue - Demolished	1895	Demolished	Vernacular
271.	1712 E Riverside Avenue	1712 E Riverside Avenue Cabins	1938	No	Vernacular, Minimal Traditional
272.	1712 E Riverside Avenue	1712 E Riverside Avenue	1975	No	Commercial

	Address	Title	Year Built	Eligible	Style
273.	1714 E Pacific Avenue	1714 E Pacific Avenue	1988	No	Vernacular
274.	1715 E Sprague	ACME	2002	No	Commercial
275.	1716 E Sprague Avenue	Checkerboard Tavern	1928	Yes	Commercial
276.	1717 E 2nd Avenue	1717 E 2nd Avenue - Demolished	1901	Demolished	Vernacular
277.	1717 E Pacific Avenue	1717 E Pacific Avenue	1904	No	Vernacular
278.	1718 E 1st Avenue	1718 E 1st Avenue	1904	No	Vernacular
279.	1718 E Pacific Avenue	1718 E Pacific Avenue	1941	No	Minimal Traditional
280.	1718 E Sprague Avenue	Electro-Mart	1908	Yes	Commercial, Vernacular, Italianate
281.	1719 E 1st Avenue	1719 E 1st Avenue	1907	No	Vernacular
282.	1720 E Sprague Avenue	Electro-Mart	1940	Yes	Commercial
283.	1721 E Pacific Avenue	1721 E Pacific Avenue	1904	No	Vernacular
284.	1722 E Pacific Avenue	1722 E Pacific Avenue	1903	No	Vernacular
285.	1722 E Riverside Avenue	1722 E Riverside Avenue Cabins	1938	Yes	Vernacular
286.	1722 E Sprague Avenue	Barrett Manufacturing Company	1910	Yes	Commercial, Vernacular
287.	1723 E Riverside Avenue	AM Towing	1967	No	Commercial
288.	1724 E 1st Avenue	1724 E 1st Avenue	1909	Yes	Vernacular, Prairie
289.	1724 E Sprague Avenue	Framingham Building, Barrett Manufacturing Company	1910	Yes	Commercial, Vernacular
290.	1727 E Pacific Avenue	East Gate Lodge Masonic Temple/ Korean Presbyterian Church	1922	Yes	Beaux Arts, Vernacular
291.	1727 E Riverside Avenue	Raeborn House	1919	No	Vernacular
292.	1727 E Sprague Avenue	Acme Electric and TV	1963	Yes	Modern, Commercial
293.	1728 E 1st Avenue	1728 E 1st Avenue	1905	No	Vernacular

	Address	Title	Year Built	Eligible	Style
294.	1728 E Pacific Avenue	Gospel Meeting Room	1924	No	Vernacular
295.	1729 E Sprague Avenue	1729 E Sprague Avenue Cabins	1938	No	Minimal Traditional
296.	174 S Perry Street	174 S Perry Street - Demolished	1901	Demolished	Vernacular
297.	176 S Perry Street	176 S Perry Street - Demolished	1901	Demolished	Vernacular
298.	178 S Perry Street	178 S Perry Street - Demolished	1901	Demolished	Vernacular
299.	18 S Haven Street	18 S Haven Street (Service Garage)	1919	Yes	Commercial, Vernacular
300.	1801 E Main Avenue	Home at 1801 E Main Avenue	1906	No	Vernacular
301.	1801 E Main Avenue	Garage at 1801 E Main Avenue	1957	No	Vernacular
302.	1801 E Sprague Avenue	Lundin Brothers Laundry, Burkhardt Motors	1914	Yes	Commercial, Vernacular
303.	1802 E Riverside Avenue	1802 E Riverside Avenue	1988	No	Commercial
304.	1802-1804 E Sprague Avenue	Inland Hardware Company Building	1907	Yes	Commercial, Vernacular
305.	1804 E 1st Avenue	1804 E 1st Avenue	1928	No	Vernacular, Arts & Crafts
306.	1804 E Pacific Avenue	1804 E Pacific Avenue	1906	No	Vernacular
307.	1805 E 1st Avenue	1805 E 1st Avenue	1902	No	Vernacular
308.	1805 E Riverside Avenue	1805 E Riverside Avenue	1944	No	Vernacular
309.	1806 E Sprague Avenue	Dillon Sign Painting Shop	1908	Yes	Commercial
310.	1807 E 2nd Avenue	1807 E 2nd Avenue - Demolished	1909	Demolished	Vernacular
311.	1807 E Pacific Avenue	1807 E Pacific Avenue	1900	No	Vernacular
312.	1807 E Riverside Avenue	1807 E Riverside Avenue	1945	No	Vernacular
313.	1808 E 1st Avenue	1808 E 1st Avenue	1900	No	Vernacular
314.	1808 E Pacific Avenue	1808 E Pacific Avenue	1949	No	Minimal Traditional, Vernacular

	Address	Title	Year Built	Eligible	Style
315.	1809 E 1st Avenue	1809 E 1st Avenue	1902	No	Vernacular
316.	1810 E Sprague Avenue	Rainbow Tavern	1908	Yes	Commercial, Western False Front
317.	1811 E Sprague Avenue	360 Apparel	1960	Yes	Commercial, Vernacular
318.	1812 1/2 E 1st Avenue	1812 1/2 E 1st Avenue	1930	No	Vernacular
319.	1812 E 1st Avenue	1812 E 1st Avenue	1904	Yes	Vernacular
320.	1812 E Riverside Avenue	Slim's	1953	No	Vernacular, Commercial
321.	1812 E Sprague Avenue	East Sprague Art Gallery	1902	Yes	Commercial
322.	1813 E 1st Avenue	1813 E 1st Avenue	1908	No	Vernacular
323.	1813 E 2nd Avenue	1813 E 2nd Avenue - Demolished	1947	Demolished	Minimal Traditional, Vernacular
324.	1814 E Pacific Avenue	1814 E Pacific Avenue	1925	No	Arts & Crafts, Craftsman, Vernacular
325.	1815 E Pacific Avenue	1815 E Pacific Avenue	1900	No	Vernacular
326.	1816-1820 E Sprague Avenue	RK Appliance & Service	1946	Yes	Commercial, Vernacular
327.	1817 E 1st Avenue	1817 E 1st Avenue	1948	No	Vernacular, Modern
328.	1817 E Pacific Avenue	1817 E Pacific Avenue	1911	No	Vernacular
329.	1817 E Riverside Avenue	1817 E Riverside Avenue	1911	No	Vernacular
330.	1817-1819 E Sprague Avenue	Pansie Auto Garage	1919	Yes	Commercial, Vernacular
331.	1818 E 1st Avenue	1818 E 1st Avenue	1911	No	Vernacular, Craftsman
332.	1820 E Riverside Avenue	1820 E Riverside Avenue	1898	No	Vernacular
333.	1821 E Sprague Avenue	IT Solutions	1986	No	Commercial
334.	1822 E Pacific Avenue	1822 E Pacific Avenue	1902	No	Vernacular
335.	1822-1824 E Sprague Avenue	The Ivory Table/ The Pig's Pub	1907	Yes	Commercial

	Address	Title	Year Built	Eligible	Style
336.	1823 E 1st Avenue	1823 E 1st Avenue	1913	No	Vernacular
337.	1823 E 2nd Avenue	1823 E 2nd Avenue - Demolished	1910	Demolished	Vernacular
338.	1826 E Sprague Avenue	Ziv Shoe & Clothing Company	1922	Yes	Commercial, Vernacular
339.	1827 E 1st Avenue	1827 E 1st Avenue	1895	No	Vernacular, Gable Front and Wing
340.	1827 E Pacific Avenue	Swedish Evangelical Lutheran Sion Church/ Grace Lutheran Church/ All Nations Christian Center	1909	Yes	Gothic Revival
341.	1828 1/2 E Riverside Avenue	1828 1/2 E Riverside Avenue	1979	No	Commercial, Vernacular
342.	1828 E 1st Avenue	Heise-Lewis Residence	1893	No	Vernacular
343.	1828 E Pacific Avenue	McDonald House	1901	Yes	Vernacular
344.	1828 E Riverside Avenue	Doramus House	1890	No	Vernacular
345.	19 S Smith Street	19-23 S Smith Street	1954	No	Modern, Vernacular
346.	19 S Thor Street	19 S Thor Street	1929	No	Vernacular
347.	1902 E Riverside Avenue	1902 E Riverside Avenue	1902	No	Vernacular
348.	1903 E 1st Avenue	Spokane Fire Station #7	1960	No	Modern
349.	1903 E Main Avenue	1903 E Main Avenue	1904	No	Vernacular
350.	1904 E Pacific Avenue	1904 E Pacific Avenue	1906	No	Vernacular
351.	1905 E Pacific Avenue	SPEAR	1980	No	Vernacular
352.	1906 E Sprague Avenue	Thomfohrde's Market Grocery	1908	Yes	Commercial, Vernacular
353.	1909 E Pacific Avenue	1909 E Pacific Avenue	1902	No	Vernacular
354.	1909 E Sprague Avenue	Stone's Food Store	1935	Yes	Commercial, Vernacular
355.	1910 E Riverside Avenue	Selkirk Landscape Services	1972	No	Commercial
356.	1910 E Sprague Avenue	Truth Ministries	1908	Yes	Commercial, Vernacular

	Address	Title	Year Built	Eligible	Style
357.	1911-1917 E Sprague Avenue	Future Nail Supply	1954	Yes	Commercial, Modern
358.	1912 E 1st Avenue	Third United Presbyterian Church Parsonage	1909	Yes	Vernacular, Classical Revival
359.	1912 E 1st Avenue	Third United Presbyterian Church/ Trinity Presbyterian Church/ Full Gospel Mission Church	1909	Yes	Classical Revival
360.	1912 E Sprague Avenue	1912 E Sprague Avenue	1921	Yes	Commercial, Vernacular
361.	1914 E Pacific Avenue	1914 E Pacific Avenue	1906	No	Vernacular
362.	1914 E Sprague Avenue	Fidelity Radio Company	1907	Yes	Commercial, Vernacular
363.	1916 E 1st Avenue	Just Residence	1901	Yes	Vernacular
364.	1916-1918 E Sprague Avenue	National System of Banking	1912	Yes	Commercial, Vernacular
365.	1917 E 2nd Avenue	East Central Community Seventh Day Adventist Church - Demolished	1991	Demolished	Vernacular
366.	1917 E Pacific Avenue	1917 E Pacific Avenue	1890	No	Vernacular
367.	1918 E Pacific Avenue	1918 E Pacific Avenue	1925	Yes	Vernacular
368.	1918 E Riverside Avenue	Air Equip	1907	No	Vernacular, Commercial
369.	1919 E 1st Avenue	1919 E 1st Avenue	1979	No	Modern, Vernacular
370.	1919 E Sprague Avenue	Quality Garage	1931	Yes	Commercial, Vernacular
371.	1920 E 1st Avenue	1920 E 1st Avenue	1897	No	Vernacular
372.	1923 E 1st Avenue	1923 E 1st Avenue	1896	No	Vernacular
373.	1924 E 1st Avenue	1924 E 1st Avenue - Demolished	Unknown	Demolished	Vernacular
374.	1924 E Pacific Avenue	1924 E Pacific Avenue	1906	Yes	American Foursquare
375.	1924 E Riverside Avenue	1924 E Riverside Avenue - Demolished	1902	Demolished	Vernacular
376.	1924 E Sprague Avenue	1924 E Sprague Avenue	1904	Yes	Commercial, Vernacular, Western False Front

	Address	Title	Year Built	Eligible	Style
377.	1926 E Sprague Avenue	East End Pharmacy/ Boyd Walker Sewing Machine Company Building	1904	Yes	Commercial, Vernacular
378.	1927 E 1st Avenue	East Central Post Office	1952	No	Modern, Vernacular
379.	1927 E Pacific Avenue	1927 E Pacific Avenue	1948	No	Vernacular, Minimal Traditional
380.	1928 E Pacific Avenue	1928 E Pacific Avenue	1906	No	Craftsman, Vernacular
381.	1930 E 1st Avenue	1930 E 1st Avenue	1902	Yes	Vernacular
382.	20 N Napa Street	Auto Glass Express/ A1 Automotive Repair	1959	No	Vernacular, Commercial
383.	20 S Greene Street	Wholesale Motors	1973	No	Commercial, Vernacular
384.	2001 E Pacific Avenue	2001 E Pacific Avenue	1893	No	Queen Anne, Vernacular
385.	2002 E 1st Avenue	2002 E 1st Avenue	1895	No	Vernacular
386.	2002 E Sprague Avenue	Union Park Bank	1907	Yes	Vernacular, Commercial
387.	2003 E 1st Avenue	2003 E 1st Avenue	1900	No	Vernacular
388.	2003 E Sprague Avenue	Thrifty Auto, Rick's Kar Korner	1967	No	Commercial, Vernacular, Modern
389.	2004 E Pacific Avenue	2004 E Pacific Avenue	1909	Yes	Craftsman, Vernacular
390.	2007 E Pacific Avenue	2007 E Pacific Avenue	1908	Yes	Craftsman, Vernacular, Tudor Revival
391.	2008 E 1st Avenue	2008 E 1st Avenue	1906	No	Vernacular
392.	2008 E Pacific Avenue	2008 E Pacific Avenue	1907	No	Vernacular
393.	2008 E Sprague Avenue	Hecker's East Sprague Hardware Store/ Home Town Hardware	1951	Yes	Commercial, Vernacular
394.	201 N Lee Street	201 N Lee Street	1945	No	Vernacular
395.	201 N Napa Street	201 N Napa Street - Demolished	1904	Demolished	Vernacular
396.	201 S Lee Street	201 S Lee Street - Demolished	1896	Demolished	Vernacular
397.	2010 E 1st Avenue	2010 E 1st Avenue	1906	No	Vernacular

	Address	Title	Year Built	Eligible	Style
398.	2011 E Pacific Avenue	2011 E Pacific Avenue	1897	No	Vernacular, Late-Victorian
399.	2012 E Pacific Avenue	2012 E Pacific Avenue	1904	No	Vernacular
400.	2012 E Sprague Avenue	Scarpelli Brothers Macaroni Factory/ Gem Company Moving Picture Theater	1902	Yes	Commercial, Vernacular
401.	2013 E 1st Avenue	2013 E 1st Avenue	1903	Yes	Vernacular
402.	2013 E 2nd Avenue	2013 E 2nd Avenue - Demolished	1900	Demolished	Vernacular
403.	2014 E 1st Avenue	2014 E 1st Avenue	1901	Yes	American Foursquare, Vernacular
404.	2016 E 1st Avenue	2016 E 1st Avenue	1904	No	Vernacular
405.	2016 E Sprague Avenue	The Ice Box, Red Top Cafe	1910	Yes	Commercial, Vernacular
406.	2017 E 1st Avenue	2017 E 1st Avenue	1903	No	Vernacular
407.	2017 E 2nd Avenue	2017 E 2nd Avenue - Demolished	1899	Demolished	Vernacular
408.	2018 E Pacific Avenue	2018 E Pacific Avenue	1909	No	Vernacular
409.	2018 E Riverside Avenue	Budge Brothers Brewery, J & T Auto	2007	No	Commercial, Contemporary
410.	2019 E Pacific Avenue	2019 E Pacific Avenue	1899	No	Vernacular, Late Victorian
411.	202 N Crestline Street	202 N Crestline Street	2011	No	Vernacular, Commercial
412.	202 N Lee Street	Genesis Granite	1985	No	Commercial, Vernacular
413.	202 N Napa Street	Yadon Construction	1978	No	Vernacular, Commercial
414.	202 S Haven Street	202 S Haven Street	1901	No	Vernacular
415.	202 S Smith Street	202 S Smith Street	1982	No	Vernacular
416.	2021 E 1st Avenue	1st and Crestline Apartments	2008	No	Vernacular
417.	2021 E Pacific Avenue	2021 E Pacific Avenue	1891	No	Vernacular
418.	2022 E 1st Avenue	2022 E 1st Avenue	1923	No	Vernacular

	Address	Title	Year Built	Eligible	Style
419.	2022 E Sprague Avenue	Pay'n Takit (Safeway)	1933	Yes	Art Deco
420.	2024 E Pacific Avenue	2024 E Pacific Avenue (Duplex)	1979	No	Vernacular
421.	2025 E Riverside Avenue	Pete's Garage	1990	No	Commercial, Vernacular
422.	2027 E 2nd Avenue	2027 E 2nd Avenue - Demolished	1910	Demolished	Arts & Crafts, Vernacular
423.	2028 E Pacific Avenue	2028 E Pacific Avenue	1900	No	Vernacular
424.	2029 E Pacific Avenue	2029 E Pacific Avenue	1988	No	Vernacular
425.	203 N Stone Street	Green Castle Soap Company	1907	No	Vernacular, Commercial
426.	203 S Fiske Street	203 S Fiske Street - Demolished	1906	Demolished	Vernacular
427.	203 S Greene Street	203 S Greene Street - Demolished	1947	Demolished	WWII Era Cottage
428.	203 S Ray Street	203 S Ray Street - Demolished	1903	Demolished	Vernacular
429.	204 S Fiske Street	204 S Fiske Street - Demolished	Unknown	Demolished	Vernacular
430.	204 S Greene Street	204 S Greene Street - Demolished	Unknown	Demolished	Vernacular
431.	204 S Ray Street	204 S Ray Street - Demolished	Unknown	Demolished	Vernacular
432.	204 S Thor Street	204 S Thor Street - Demolished	1940	Demolished	Vernacular
433.	205 S Fiske Street	205 S Fiske Street - Demolished	Unknown	Demolished	Vernacular
434.	207 N Crestline Street	Crane Company Building	1953	Yes	Modern, Industrial, Commercial
435.	207 N Crestline Street	207 N Crestline Street	1954	No	Vernacular, Industrial
436.	207 N Napa Street	207 N Napa Street - Demolished	1946	Demolished	Vernacular
437.	207 S Greene Street	207 S Greene Street - Demolished	Unknown	Demolished	Vernacular, Craftsman
438.	207 S Haven Street	207 S Haven Street - Demolished	1912	Demolished	Vernacular
439.	207 S Ralph Street	207 S Ralph Street - Demolished	1921	Demolished	Vernacular

	Address	Title	Year Built	Eligible	Style
440.	207 S Ray Street	207 S Ray Street - Demolished	1925	Demolished	Vernacular, Craftsman
441.	207 S Regal Street	207 S Regal Street	1977	No	Vernacular
442.	208 N Crestline Street	Inland Empire Residential Resources	1980	No	Commercial, Vernacular
443.	208 N Magnolia Street	208 N Magnolia Street	1904	No	Vernacular
444.	208 S Fiske Street	208 S Fiske Street	1909	Demolished	Vernacular
445.	208 S Greene Street	208 S Greene Street - Demolished	1910	Demolished	Vernacular
446.	208 S Ralph Street	208 S Ralph Street - Demolished	1980	Demolished	Modern Split Level
447.	208 S Ray Street	208 S Ray Street - Demolished	1955	Demolished	Minimal Traditional
448.	21 N Napa Street	VDS	1959	No	Vernacular, Commercial, Modern
449.	2101 E Pacific Avenue	2101 E Pacific Avenue	1903	Yes	Queen Anne, Vernacular
450.	2101 E Riverside Avenue	2101 E Riverside Avenue	1907	No	Vernacular
451.	2101 E Sprague Avenue	Former site of Top Hat Cafe	1970	No	Commercial
452.	2102 E 1st Avenue	2102 E 1st Avenue	1900	No	Vernacular
453.	2102 E Pacific Avenue	2102 E Pacific Avenue	1903	No	Vernacular
454.	2102 E Sprague Avenue	Evergreen Club	1941	No	Vernacular, Commercial
455.	2105 E 2nd Avenue	2105 E 2nd Avenue - Demolished	1896	Demolished	Vernacular
456.	2108 E 1st Avenue	2108 E 1st Avenue	1979	No	Vernacular
457.	2108 E Pacific Avenue	2108 E Pacific Avenue	1904	No	Vernacular
458.	211 S Altamont Street	211 S Altamont Street - Demolished	1906	Demolished	Vernacular
459.	211 S Crestline Street	211 S Crestline Street	1903	No	Vernacular
460.	211 S Fiske Street	211 S Fiske Street - Demolished	1907	Demolished	Vernacular

	Address	Title	Year Built	Eligible	Style
461.	211 S Greene Street	211 S Greene Street - Demolished	1940/ 1980	Demolished	Vernacular
462.	211 S Haven Street	211 S Haven Street - Demolished	1907	Demolished	Vernacular
463.	211 S Hogan Street	211 S Hogan Street	1905	Yes	Vernacular
464.	211 S Lacey Street	211 S Lacey Street	1945	No	WWII Era Cottage, Minimal Traditional
465.	211 S Ralph Street	211 S Ralph Street - Demolished	1912	Demolished	Vernacular
466.	211 S Ray Street	211 S Ray Street - Demolished	1946	Demolished	WWII Era Cottage
467.	211 S Regal Street	211 S Regal Street	1928	No	Vernacular
468.	2111 E 2nd Avenue	2111 E 2nd Avenue - Demolished	1900	Demolished	Vernacular
469.	2111-2121 E Pacific Avenue	2111-2121 E Pacific Avenue Apartments	2000	No	Vernacular
470.	2114 E Pacific Avenue	2114 E Pacific Avenue	1907	No	Vernacular
471.	2115 E Riverside Avenue	Spokane Fur Company	1904	Yes	Vernacular, Commercial
472.	2116 E 1st Avenue	St. Ann's Catholic Church Convent	1954	Yes	Modern
473.	2117 E 1st Avenue	2117 E 1st Avenue	1911	Yes	Arts & Crafts, Craftsman
474.	2117 E 2nd Avenue	2117 E 2nd Avenue - Demolished	1903	Demolished	Vernacular
475.	2118 E Sprague Avenue	McLeod's Antiques - Demolished	Unknown	Demolished	Vernacular, Commercial
476.	212 N Magnolia Street	212 N Magnolia Street - Demolished	1904	Demolished	Vernacular
477.	212 S Pittsburg Street	212 S Pittsburg Street	1909	No	Arts & Crafts, Vernacular
478.	2120 E 1st Avenue	St. Ann's Catholic Church Rectory	1926	Yes	Classical Revival, Neoclassical
479.	2120 E 1st Avenue	St. Ann's Catholic Church	1930	Yes	Late Romanesque Revival
480.	2125 E Sprague Avenue	Rutherford's Triple-X Root Beer/ Zip's	1939	No	Commercial, Vernacular
481.	2127 E 2nd Avenue	2127 E 2nd Avenue - Demolished	1892	Demolished	Vernacular

	Address	Title	Year Built	Eligible	Style
482.	213 N Stone Street	213 N Stone Street	1906	Yes	Vernacular
483.	2130 E Pacific Avenue	2130 E Pacific Avenue	1903	No	Vernacular
484.	214 S Fiske Street	214 S Fiske Street - Demolished	1906	Demolished	Vernacular
485.	214 S Greene Street	214 S Greene Street - Demolished	1909	Demolished	Vernacular
486.	214 S Haven Street	214 S Haven Street - Demolished	Unknown	Demolished	Vernacular
487.	214 S Ralph Street	214 S Ralph Street - Demolished	1907	Demolished	Vernacular
488.	214 S Stone Street	214 S Stone Street	1904	Yes	Vernacular
489.	215 S Regal Street	215 S Regal Street - Demolished	1902	Demolished	Vernacular, Colonial Revival
490.	216 S Haven Street	216 S Haven Street	1908	No	Vernacular
491.	216 S Ray Street	216 S Ray Street - Demolished	Unknown	Demolished	Vernacular
492.	217 N Napa Street	Northwest Fuel Systems	1979	No	Commercial, Vernacular
493.	217 S Fiske Street	217 S Fiske Street	1907	No	Vernacular
494.	217 S Greene Street	217 S Greene Street - Demolished	1904	Demolished	Vernacular
495.	217 S Haven Street	217 S Haven Street - Demolished	1907	Demolished	Vernacular
496.	217 S Helena Street	217 S Helena Street - Demolished	1904	Demolished	Vernacular
497.	217 S Madelia Street	217 S Madelia Street - Demolished	1904	Demolished	Vernacular
498.	217 S Napa Street	217 S Napa Street - Demolished	1908	Demolished	Vernacular
499.	218 N Crestline Street	Senior Meals (Meals on Wheel)	1998	No	Vernacular, Commercial
500.	218 N Lee Street	Spokane Limousine	1978	No	Commercial, Vernacular
501.	218 S Altamont Street	218 S Altamont Street - Demolished	1911	Demolished	Vernacular
502.	218 S Crestline Street	218 S Crestline Street - Demolished	1906	Demolished	Vernacular

	Address	Title	Year Built	Eligible	Style
503.	218 S Fiske Street	218 S Fiske Street - Demolished	1899	Demolished	Vernacular
504.	218 S Greene Street	218 S Greene Street - Demolished	1946	Demolished	WWII Era Cottage
505.	218 S Hogan Street	218 S Hogan Street	1900	No	Vernacular
506.	218 S Lee Street	218 S Lee Street - Demolished	1999	Demolished	Vernacular
507.	218 S Madelia Street	218 S Madelia Street - Demolished	1909	Demolished	Vernacular
508.	218 S Napa Street	218 S Napa Street - Demolished	1928	Demolished	Vernacular
509.	218 S Stone Street	218 S Stone Street - Demolished	1907	Demolished	Vernacular
510.	219 S Fiske Street	219 S Fiske Street - Demolished	1907	Demolished	Vernacular
511.	219 S Hogan Street	219 S Hogan Street - Demolished	1911	Demolished	Vernacular
512.	219 S Magnolia Street	219 S Magnolia Street - Demolished	1906	Demolished	Vernacular
513.	22 N Smith Street	Accurate Auto Care	1999	No	Vernacular, Commercial
514.	22 S Thor Street	YFA Connections	1975	No	Commercial, Vernacular
515.	220 S Nelson Street	220 S Nelson	1907	No	Vernacular
516.	220 S Nelson Street	220 S Nelson	2008	No	Vernacular
517.	220 S Nelson Street	220 S Nelson	2008	No	Vernacular
518.	220 S Pittsburg	220 S Pittsburg - Demolished	1905	Demolished	Vernacular
519.	220 S Stone Street	220 S Stone Street - Demolished	Unknown	Demolished	Vernacular
520.	2201 E Sprague Avenue	Wm. E. Hennessey Law Office/ Hai's Mini Market	1950	No	Commercial, Modern
521.	2201-2203 E 2nd Avenue	2201-2203 E 2nd Avenue - Demolished	Unknown	Demolished	Vernacular
522.	2202 E Sprague Avenue	Access Unified Networks	1956	No	Commercial, Vernacular
523.	2203 E Pacific Avenue	2203 E Pacific Avenue	1911	No	Vernacular, Craftsman

	Address	Title	Year Built	Eligible	Style
524.	2204 E 1st Avenue	2204 E 1st Avenue	1901	No	Vernacular
525.	2204 E Riverside Avenue	Burya's Automotive	1896	No	Vernacular
526.	2207 E 2nd Avenue	2207 E 2nd Avenue - Demolished	1907	Demolished	Vernacular
527.	2207 E Pacific Avenue	2207 E Pacific Avenue	1895	No	Vernacular, Gable Front and Wing
528.	2208 E 1st Avenue	2208 E 1st Avenue	1904	No	Vernacular
529.	221 S Fiske Street	221 S Fiske Street - Demolished	1903	Demolished	Vernacular, Colonial Revival
530.	221 S Helena Street	221 S Helena Street - Demolished	1904	Demolished	Vernacular
531.	221 S Napa Street	221 S Napa Street - Demolished	1904	Demolished	Vernacular
532.	221 S Ralph Street	221 S Ralph Street - Demolished	1944	Demolished	WWII Era Cottage
533.	2211 E 2nd Avenue	2211 E 2nd Avenue - Demolished	1911	Demolished	Vernacular
534.	2211 E Pacific Avenue	Swoboda House	1901	No	Vernacular
535.	2211 E Riverside Avenue	Kodiak Security Services	1965	No	Vernacular, Commercial
536.	2211 E Sprague Avenue	TestComm	1979	No	Vernacular
537.	2212 E 1st Avenue	2212 E 1st Avenue	1923	No	Vernacular
538.	2214 E Pacific Avenue	2214 E Pacific Avenue	1902	Yes	Craftsman, Vernacular
539.	2214 E Riverside Avenue	Beautiful Photo Studio, Mechanical Sales	1956	No	Commercial
540.	2217 E 2nd Avenue	2217 E 2nd Avenue - Demolished	1906	Demolished	Vernacular
541.	2217 E Pacific Avenue	2217 E Pacific Avenue	1953	No	Modern, Ranch
542.	2217 E Sprague Avenue	Bud Hildebrand Agency	1904	Demolished	Vernacular
543.	2218 E 1st Avenue	2218 E 1st Avenue Apartments	2009	No	Vernacular
544.	2218 E Pacific Avenue	2218 E Pacific Avenue	1907	No	Vernacular

	Address	Title	Year Built	Eligible	Style
545.	222 S Lacey Street	222 S Lacey Street - Demolished	~1950	Demolished	Vernacular
546.	222 S Napa Street	222 S Napa Street - Demolished	1928	Demolished	Vernacular
547.	222 S Pittsburg	222 S Pittsburg - Demolished	1905	Demolished	Vernacular
548.	2221 E Pacific Avenue	Tarter House	1902	No	Vernacular
549.	2222 E Pacific Avenue	2222 E Pacific Avenue	1922	No	Vernacular
550.	222-224 S Ray Street	222-224 S Ray Street - Demolished	1978	Demolished	Vernacular
551.	2224 E Riverside Avenue	Dare Designs	1965	No	Commercial, Vernacular
552.	2225 E Sprague Avenue	East Gate Plaza	2003	No	Commercial, Vernacular
553.	2226 E Riverside Avenue	Spokane Vintage Warehouse	1956	No	Commercial, Vernacular
554.	2227 E Pacific Avenue	2227 E Pacific Avenue	1909	No	Vernacular, Craftsman, Modern
555.	2228 E Pacific Avenue	2228 E Pacific Avenue	1904	No	Vernacular
556.	223 S Greene Street	223 S Greene Street - Demolished	1907	Demolished	Vernacular
557.	223 S Haven Street	223 S Haven Street - Demolished	1947	Demolished	WWII Era Cottage
558.	223 S Pittsburg Street	223 S Pittsburg Street - Demolished	1900	Demolished	Vernacular
559.	223 S Regal Street	223 S Regal Street - Demolished	1907	Demolished	Vernacular
560.	2230 E Sprague Avenue	Safeway Store	1966	Yes	Modern, Commercial
561.	224 S Greene Street	224 S Greene Street - Demolished	1900	Demolished	Vernacular
562.	224 S Haven Street	224 S Haven Street - Demolished	1904	Demolished	Vernacular
563.	224 S Ralph Street	224 S Ralph Street - Demolished	1946	Demolished	Vernacular
564.	224 S Stone Street	224 S Stone Street - Demolished	1906	Demolished	Vernacular
565.	226 S Altamont Street	226 S Altamont Street - Demolished	1903	Demolished	Vernacular

	Address	Title	Year Built	Eligible	Style
566.	226 S Stone Street	226 S Stone Street - Demolished	1906	Demolished	Vernacular
567.	226-228 S Ray Street	226-228 S Ray Street - Demolished	1978	Demolished	Vernacular
568.	227 S Fiske Street	227 S Fiske Street - Demolished	1927	Demolished	Vernacular
569.	227 S Greene Street	227 S Greene Street - Demolished	1907	Demolished	Vernacular
570.	227 S Haven Street	227 S Haven Street - Demolished	1899	Demolished	Vernacular
571.	227 S Helena Street	227 S Helena Street	1904	No	Vernacular
572.	227 S Lacey Street	227 S Lacey Street - Demolished	1908	Demolished	Vernacular
573.	227 S Ralph Street	227 S Ralph Street - Demolished	1904	Demolished	Vernacular
574.	227 S Ray Street	227 S Ray Street - Demolished	1908	Demolished	Vernacular
575.	228 S Fiske Street	228 S Fiske Street - Demolished	1902	Demolished	Vernacular
576.	228 S Pittsburg	228 S Pittsburg - Demolished	Unknown	Demolished	Vernacular
577.	228 S Ralph Street	228 S Ralph Street - Demolished	1921	Demolished	Vernacular
578.	228 S Thor Street	Tesoro	1998	No	Commercial, Vernacular
579.	23 S Haven Street	23 S Haven Street	1912	No	American Foursquare, Vernacular
580.	23 S Thor Street	23 S Thor Street	1929	No	Vernacular
581.	230 S Haven Street	230 S Haven Street - Demolished	1904	Demolished	Vernacular
582.	2301 E 2nd Avenue/ 227 S Stone Street	2301 E 2nd Avenue/ 227 S Stone Street - Demolished	1900	Demolished	Vernacular
583.	2301 E Sprague Avenue	2301 E Sprague Avenue	1904	No	Vernacular
584.	2302 E Pacific Avenue	2302 E Pacific Avenue	1898	No	Vernacular
585.	2303 E Pacific Avenue	2303 E Pacific Avenue	1931	No	Craftsman, Vernacular
586.	2307 E 1st Avenue	2307 E 1st Avenue	1907	No	Vernacular

	Address	Title	Year Built	Eligible	Style
587.	2307 E Sprague Avenue	2307 E Sprague Avenue	1895	No	Vernacular
588.	2308 E Pacific Avenue	The Dusty Star	2004	No	Vernacular
589.	2310 E 1st Avenue	2310 E 1st Avenue Apartments	1978	No	Vernacular
590.	2311 E 1st Avenue	2311 E 1st Avenue	1905	No	Vernacular
591.	2311 E Main Avenue	Superior Building	2009	No	Contemporary
592.	2311 E Pacific Avenue	2311 E Pacific Avenue	1908	No	Vernacular
593.	2313 E Sprague Avenue	2313 E Sprague Avenue	1909	No	Vernacular
594.	2314 E Pacific Avenue	2314 E Pacific Avenue	1901	No	Vernacular
595.	2317 E 2nd Avenue	2317 E 2nd Avenue - Demolished	1905	Demolished	Vernacular
596.	2317 E Pacific Avenue	2317 E Pacific Avenue	1907	No	Vernacular
597.	2318 E 1st Avenue	2318 E 1st Avenue	1948	No	WWII Era Cottage, Vernacular, Minimal Traditional
598.	2318 E Pacific Avenue	2318 E Pacific Avenue	1903	No	Vernacular
599.	2318 E Riverside Avenue	2318 E Riverside Avenue	1904	No	Vernacular
600.	2319 E 1st Avenue	2319 E 1st Avenue	1907	No	Vernacular
601.	2320 E Sprague Avenue	US Bank ATM Drive-Thru	1984	No	Commercial
602.	2322 E Sprague Avenue	US Bank	1984	No	Commercial, Modern
603.	2323 E 1st Avenue	2323 E 1st Avenue	1896	No	Vernacular
604.	2324 E 1st Avenue	2324 E 1st Avenue	1947	No	Vernacular
605.	2324 E Pacific Avenue	Kelly House - Demolished	1949	Demolished	Vernacular
606.	2324 E Riverside Avenue	2324 E Riverside Avenue	1940	No	Vernacular, Minimal Traditional
607.	2327 E 1st Avenue	2327 E 1st Avenue	1911	No	Vernacular

	Address	Title	Year Built	Eligible	Style
608.	2327 E Pacific Avenue	2327 E Pacific Avenue	1907	No	Vernacular
609.	2327 E Riverside Avenue	2327 E Riverside Avenue	1978	No	Commercial
610.	2328 E Riverside Avenue	2328 E Riverside Avenue	1902	No	Vernacular
611.	2330 E Pacific Avenue	2330 E Pacific Avenue - Demolished	1938	Demolished	Vernacular
612.	24 N Stone Street	MTM Contractors	1987	No	Commercial, Vernacular
613.	24 S Fiske Street	24 S Fiske Street	1901	Yes	Vernacular, Queen Anne, late Victorian
614.	2401 E Riverside Avenue	2401 E Riverside Avenue	1975, 1980	No	Commercial
615.	2401 E Sprague Avenue	The Flame/ Red Fox Tavern	1959	No	Commercial, Vernacular
616.	2402 E 1st Avenue	2402 E 1st Avenue	1902	No	Vernacular
617.	2403 E Pacific Avenue	2403 E Pacific Avenue	1906	No	Vernacular
618.	2404 E Pacific Avenue	2404 E Pacific Avenue - Demolished	1906	Demolished	Vernacular
619.	2407 E 2nd Avenue	2407 E 2nd Avenue - Demolished	1906	Demolished	Vernacular
620.	2407 E Pacific Avenue	2407 E Pacific Avenue	1905	No	Vernacular
621.	2408 E 1st Avenue	2408 E 1st Avenue	1924	No	Vernacular
622.	2408 E Pacific Avenue	2408 E Pacific Avenue - Demolished	1906	Demolished	Vernacular
623.	2408 E Riverside Avenue	2408 E Riverside Avenue - Demolished	Unknown	Demolished	Vernacular
624.	2411 E Pacific Avenue	2411 E Pacific Avenue	1905	No	Vernacular
625.	2413 E 1st Avenue	2413 E 1st Avenue	1951	No	Modern, Vernacular
626.	2414 E 1st Avenue	2414 E 1st Avenue	1907	No	Vernacular
627.	2414 E Pacific Avenue	2414 E Pacific Avenue	1906	No	Vernacular
628.	2415 E Pacific Avenue	2415 E Pacific Avenue	1903	No	Vernacular

	Address	Title	Year Built	Eligible	Style
629.	2417 E 1st Avenue	2417 E 1st Avenue	1951	No	Modern, Vernacular
630.	2417 E 2nd Avenue	2417 E 2nd Avenue	1891	No	Vernacular
631.	2418 E Pacific Avenue	2418 E Pacific Avenue	1905	Yes	Vernacular
632.	2418 E Riverside Avenue	2418 E Riverside Avenue	1992	No	Commercial
633.	2422 E Sprague Avenue	Northwest Seed & Pet	1971	No	Commercial
634.	2423 E Pacific Avenue	2423 E Pacific Avenue	1911	No	Vernacular
635.	2423 E Sprague Avenue	Wilson's Small Engine Repair	1929	Yes	Commercial, Vernacular
636.	2424 E 1st Avenue	2424 E 1st Avenue	1949	No	Minimal Traditional, Modern, Vernacular
637.	2424 E Pacific Avenue	2424 E Pacific Avenue	1906	No	Vernacular
638.	2424 E Riverside Avenue	2424 E Riverside Avenue	1908	No	Vernacular
639.	2427 E Pacific Avenue	2427 E Pacific Avenue	1895	No	Vernacular
640.	2428 E 1st Avenue	2428 E 1st Avenue	1906	No	Vernacular
641.	2429 E Sprague Avenue	Sam & Doms	1905	No	Commercial, Vernacular
642.	2430 E Pacific Avenue	Pacific Avenue Christian Church/ Zion Temple Church of God	1910	Yes	Vernacular
643.	25 S Altamont Street	East Side Carnegie Library	1913	Yes	Neo-Classical
644.	25 S Ferrall Street	Rosauer's Federal Credit Union	1956	No	Modern Commercial
645.	25 S Regal Street	A One Auto Detailing	1978	No	Commercial, Vernacular
646.	2502 E Sprague Avenue	Kincaid & Associates	1936	No	Commercial
647.	2503 E 2nd Avenue	2503 E 2nd Avenue - Demolished	1908	Demolished	Arts and Crafts, Vernacular
648.	2503 E Pacific Avenue	2503 E Pacific Avenue	1905	No	Vernacular
649.	2503 E Riverside Avenue	Eclipse Aeronautical	1959, 1983	No	Modern, Commercial, Industrial

	Address	Title	Year Built	Eligible	Style
650.	2503 E Sprague Avenue	Mountain West Motor Company	1992	No	Commercial
651.	2504 E 1st Avenue	2504 E 1st Avenue	1929	No	Craftsman
652.	2504 E Pacific Avenue	2504 E Pacific Avenue	1926	No	Craftsman, Vernacular
653.	2504 E Riverside Avenue	Chesbrough House - Demolished	1914	Demolished	Vernacular
654.	2507 E 2nd Avenue	2507 E 2nd Avenue - Demolished	1905	Demolished	Workingman's Foursquare
655.	2507 E Pacific Avenue	2507 E Pacific Avenue	1904	No	Vernacular
656.	2508 E 1st Avenue	2508 E 1st Avenue	1909	No	Vernacular
657.	2508 E Pacific Avenue	2508 E Pacific Avenue	1907	No	Vernacular
658.	2508 E Riverside Avenue	2508 E Riverside Avenue - Demolished	1918	Demolished	Vernacular
659.	2511 E Pacific Avenue	Williamson Residence	1905	No	Vernacular
660.	2512 E 1st Avenue	2512 E 1st Avenue	1887	No	Vernacular
661.	2512 E Riverside Avenue	2512 E Riverside Avenue	2000	No	Commercial
662.	2512 E Sprague Avenue	Hallstone Dairy	1946	No	Commercial
663.	2514 E Pacific Avenue	2514 E Pacific Avenue	1911	Yes	Arts & Crafts, Vernacular
664.	2515 E Sprague Avenue	Gray Dog Press	1929	No	Commercial
665.	2516 E Sprague Avenue	Stewart Animal Food Company/ Inland Fur Dressing and Dyeing Company/ the Trading Spot/ Best Buy Surplus	1910	Yes	Vernacular, Commercial
666.	2517 E 1st Avenue	2517 E 1st Avenue	1909	No	Vernacular
667.	2517 E Pacific Avenue	2517 E Pacific Avenue	1906	No	Vernacular
668.	2518 E Pacific Avenue	2518 E Pacific Avenue	1904	Yes	Vernacular
669.	2518 E Riverside Avenue	2518 E Riverside Avenue	1995	No	Commercial
670.	2520 E 1st Avenue	2520 E 1st Avenue	1906	No	American Foursquare, Vernacular

	Address	Title	Year Built	Eligible	Style
671.	2523 E 1st Avenue	2523 E 1st Avenue	1900	No	Vernacular
672.	2523 E Sprague Avenue	Pearson's Electronics	1980	No	Commercial, Vernacular
673.	2524 E 1st Avenue	2524 E 1st Avenue	1906	No	Vernacular
674.	2524 E Pacific Avenue	2524 E Pacific Avenue	1906	No	Vernacular
675.	2524 E Riverside Avenue	Lloyd House	1905	No	Vernacular
676.	2525 E 1st Avenue	2525 E 1st Avenue	1928	No	Vernacular
677.	2527 E 1st Avenue	2527 E 1st Avenue	1895	Yes	Vernacular
678.	2527 E Pacific Avenue	2527 E Pacific Avenue Apartments	1983	No	Contemporary, Vernacular
679.	2528 E 1st Avenue	2528 E 1st Avenue	1904	No	Vernacular
680.	2528 E Riverside Avenue	2528 E Riverside Avenue	1904	No	Vernacular
681.	2529 E Sprague Avenue	G&N Select Auto	1948	No	Commercial, Vernacular
682.	2601 E Sprague Avenue	Mendoza Auto Sales	1930, 1948	No	Vernacular
683.	2603 E 2nd Avenue	2603 E 2nd Avenue - Demolished	1949	Demolished	WWII Era Cottage
684.	2603 E Pacific Avenue	2603 E Pacific Avenue	1906	No	Vernacular
685.	2604 E 1st Avenue	2604 E 1st Avenue	1910	No	Vernacular
686.	2604 E Pacific Avenue	2604 E Pacific Avenue	1948	No	Vernacular
687.	2607 E 1st Avenue	2607 E 1st Avenue Duplex	1954	No	Vernacular
688.	2607 E Pacific Avenue	2607 E Pacific Avenue	1908	No	Vernacular
689.	2608 E 1st Avenue	2608 E 1st Avenue	1909	No	Vernacular
690.	2608 E Pacific Avenue	2608 E Pacific Avenue	1905	No	Vernacular
691.	2610 E Riverside Avenue	Argus	1982	No	Commercial

	Address	Title	Year Built	Eligible	Style
692.	2610 E Sprague Avenue	Wholesale Motors	1988	No	Commercial
693.	2611 E 1st Avenue	2611 E 1st Avenue	1946	No	Minimal Traditional
694.	2611 E Pacific Avenue	2611 E Pacific Avenue	1905	No	Vernacular
695.	2611 E Sprague Avenue	A&M Used Auto - Demolished	1935	Demolished	Vernacular, Commercial
696.	2614 E 1st Avenue	2614 E 1st Avenue	1905	No	Vernacular
697.	2614 E Pacific Avenue	2614 E Pacific Avenue	1908	No	Vernacular
698.	2614 E Riverside Avenue	Atkinson House	1906	No	Vernacular
699.	2617 E 1st Avenue	2617 E 1st Avenue	1936	No	Minimal Traditional
700.	2617 E Pacific Avenue	2617 E Pacific Avenue	1911	Yes	Vernacular
701.	2618 E 1st Avenue	2618 E 1st Avenue	1946	No	Vernacular, Modern
702.	2618 E Pacific Avenue	2618 E Pacific Avenue	1905	No	Vernacular
703.	2618 E Sprague Avenue	Stewart's Animal Food Company	1931	Yes	Commercial
704.	2622 E Pacific Avenue	2622 E Pacific Avenue	1925	No	Vernacular
705.	2623 E Pacific Avenue	2623 E Pacific Avenue	1908	No	Vernacular
706.	2623 E Sprague Avenue	Palmistry - Demolished	1925	Demolished	Vernacular
707.	2624 E 1st Avenue	2624 E 1st Avenue	1936	No	Minimal Traditional
708.	2624 E Riverside Avenue	2624 E Riverside Avenue	1950	No	Vernacular
709.	2625 E 1st Avenue	2625 E 1st Avenue	1950	No	Modern, Ranch
710.	2627 E Pacific Avenue	2627 E Pacific Avenue	1920	No	Vernacular
711.	2627 E Pacific Avenue	2627 E Pacific Avenue Outbuilding	1920	No	Vernacular
712.	2628 E 1st Avenue	2628 E 1st Avenue	1908	No	Vernacular

	Address	Title	Year Built	Eligible	Style
713.	2628 E Pacific Avenue	2628 E Pacific Avenue	1945	Yes	WWII Era Cottage, Minimal Traditional
714.	2629 E 1st Avenue	2629 E 1st Avenue	1925	Yes	Vernacular
715.	2629 E 1st Avenue	2629 E 1st Avenue #3	1935	No	Vernacular
716.	2629 E 1st Avenue	2629 E 1st Avenue B	1980	No	Vernacular
717.	2630 1/2 E Sprague Avenue	Pete's Auto Repair	1965	No	Commercial
718.	2630 E Sprague Avenue	Clark's/Decker's Pharmacy, Johnson Drug	1907	Yes	Commercial
719.	27 S Haven Street	27 S Haven Street	1908	No	Vernacular
720.	2701-2721 E Pacific Avenue	Pacific Apartments	1909	No	Vernacular
721.	2702 E Sprague Avenue	River City Auto Detail	1950	No	Commercial, Vernacular, Modern
722.	2703 E 1st Avenue	2703 E 1st Avenue	1908	No	Vernacular
723.	2704 E 1st Avenue	2704 E 1st Avenue	1902	No	Vernacular
724.	2704 E Pacific Avenue	2704 E Pacific Avenue	1945	No	Minimal Traditional
725.	2708 E 1st Avenue	2708 E 1st Avenue	1906	No	Vernacular
726.	2708 E Pacific Avenue	2708 E Pacific Avenue	1945	No	WWII Era Cottage, Minimal Traditional
727.	2708 E Sprague Avenue	Communications Workers of America (Local 7818)	1927	No	Vernacular
728.	2711 E 1st Avenue	2711 E 1st Avenue	1909	No	Vernacular
729.	2711 E Sprague Avenue	Baker Construction and Development	1978	No	Commercial
730.	2712 E Pacific Avenue	2712 E Pacific Avenue	1906	No	Vernacular
731.	2713 E 2nd Avenue	2713 E 2nd Avenue	2008	No	Vernacular
732.	2713 E Sprague Avenue	Indiana Harness & Saddlery Company	1958	No	Modern, Commercial
733.	2714 E 1st Avenue	2714 E 1st Avenue	1910	Yes	Vernacular

	Address	Title	Year Built	Eligible	Style
734.	2714 E Sprague Avenue	Yee's Inn	1947	No	Commercial, Vernacular
735.	2716 E Pacific Avenue	2716 E Pacific Avenue	1903	No	Vernacular
736.	2718 E Sprague Avenue	Pentad Systems	1929	No	Commercial, Vernacular
737.	2721 E 1st Avenue	2721 E 1st Avenue	1907	No	Vernacular
738.	2724 E Pacific Avenue	2724 E Pacific Avenue	1912	No	Vernacular
739.	2724 E Sprague Avenue	Inland Monuments	1910	Yes	Western False Front, Vernacular, Modern
740.	2725 E Sprague Avenue	Inland Standard Equipment	1949	No	Commercial, Vernacular, Western False Front
741.	2728 E Pacific Avenue	2728 E Pacific Avenue	1903	No	Vernacular
742.	28 S Fiske Street	28 S Fiske Street	1930	No	Vernacular
743.	28 S Ray Street	Yost, Mooney & Pugh Contractors	1938	No	Vernacular
744.	28 S Thor Street	28 S Thor Street	1923	No	Craftsman
745.	2800 E 2nd Avenue	Centenary Methodist Church - Demolished	1923	Demolished	Vernacular
746.	2801 E Sprague Avenue	Auto Sales	1904	Yes	Commercial, Vernacular
747.	2803 E 1st Avenue	2803 E 1st Avenue	1972	No	Commercial, Vernacular
748.	2804 E Pacific Avenue	2804 E Pacific Avenue	1910	No	Vernacular
749.	2808 E Pacific	2808 E Pacific Avenue	1907	No	Craftsman, Vernacular
750.	2808 E Sprague Avenue	Affordable Motors	1954	No	Commercial Vernacular, Oblong Box Gas Station
751.	2812 E Pacific Avenue	2812 E Pacific Avenue	1905	No	Vernacular
752.	2814 E Sprague Avenue	C.I.T. Credit and Finance Office Building	1957	Yes	Modern
753.	29 S Fiske Street	29 S Fiske Street	1905	No	Vernacular
754.	29 S Ralph Street	29 S Ralph Street	1925	Yes	Craftsman

	Address	Title	Year Built	Eligible	Style
755.	29 S Thor Street	29 S Thor	1937	No	Vernacular
756.	2904 E Sprague Avenue	Lu's Diner	1946	No	Commercial, Vernacular
757.	2907 E 2nd Avenue	2907 E 2nd Avenue - Demolished	1910	Demolished	Vernacular
758.	2910 E Pacific Avenue	2910 E Pacific Avenue	1977	No	Vernacular
759.	2912 E 1st Avenue	Libby Junior High School	1928	Yes	Beaux Arts, Vernacular
760.	2913 E 2nd Avenue	2913 E 2nd Avenue - Demolished	Unknown	Demolished	Vernacular
761.	2920 E Sprague Avenue	Kars R Us	1971	No	Commercial, Vernacular
762.	3002 E Pacific Avenue	3002 E Pacific Avenue - Demolished	Unknown	Demolished	Vernacular
763.	3030 E Sprague Avenue	Double Eagle Pawn	1984	No	Commercial, Vernacular
764.	307-309 N Lee Street	307-309 N Lee Street	1975	No	Commercial, Vernacular
765.	310 N Crestline Street	Artcraft Printing	1977	No	Commercial, Vernacular
766.	3104 E Sprague Avenue	Evergreen Auto Sales	1998	No	Commercial, Vernacular
767.	3111 E Pacific Avenue	3111 E Pacific Avenue - Demolished	1906	Demolished	Vernacular
768.	3117 E 2nd Avenue	3117 E 2nd Avenue - Demolished	1906	Demolished	Vernacular
769.	3125 E 1st Avenue	Beighie, Duoos and Tholstrup Doughnut Flour Building	1931	Yes	Commercial, Vernacular
770.	3128 E Sprague Avenue	Kirby Company of Spokane - Demolished	Unknown	Demolished	Commercial
771.	314 N Crestline Street	Transtar Industries	1976	No	Commercial, Industrial Vernacular
772.	320 N Lee Street	320 N Lee Street	1977	No	Commercial/Industrial, Vernacular
773.	3210 E Sprague Avenue	McBride Motor Company	1961	No	Modern Commercial
774.	3228 E Sprague Avenue	IntegriTee Screenprinting	1989	No	Commercial, Vernacular
775.	3253 E 1st Avenue	Liberty Tire & Auto Service	1955	No	Commercial, Vernacular

	Address	Title	Year Built	Eligible	Style
776.	3258 E Pacific Avenue	3258 E Pacific Avenue - Demolished	1908	Demolished	Vernacular
777.	3258 E Sprague Avenue	High Society	1959	No	Commercial, Vernacular
778.	3302 E Sprague Avenue	WAMM	1923	No	Commercial, Vernacular
779.	3310 E Sprague Avenue	Harold Furnace & Manufacturing Company	1923	Yes	Commercial - One-Part Block, Vernacular
780.	3311 E Pacific Avenue	3311 E Pacific Avenue - Demolished	1907	Demolished	Vernacular
781.	3312 E Pacific Avenue	3312 E Pacific Avenue - Demolished	1912	Demolished	Craftsman, Greek Revival, Vernacular
782.	3317 E Pacific Avenue	3317 E Pacific Avenue	1923	No	Craftsman
783.	3320 E Sprague Avenue	Hardin Auto Sales	1978	No	Commercial, Vernacular
784.	3402 E Sprague Avenue	Hardin Auto Sales	1948	Yes	Modern Commercial
785.	3420 E Sprague Avenue	Happiness Chinese Restaurant	2004	No	Commercial, Vernacular
786.	3510 East Sprague Avenue	Washington Trust Bank	1971	No	Contemporary Modernism