

# Spokane Register of Historic Places Nomination

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

## 1. Name of Property

Historic Name: Willard Hotel, also the Atlantic, Milner, and the Earle  
And/Or Common Name: Otis Hotel

## 2. Location

Street & Number: 110 South Madison Street (also 1101-1109 West First Avenue)  
City, State, Zip Code: Spokane, WA 99201  
Parcel Number: 35192.1204

## 3. Classification

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

## 4. Owner of Property

Name: 110 S Madison Realty, LLC (Curtis Rystadt, owner representative)  
Street & Number: 4426 Hillsdale Drive  
City, State, Zip Code: Portland, OR 97221  
Telephone Number/E-mail: 503-201-6881 – curtis.rystadt@gmail.com

## 5. Location of Legal Description

Courthouse, Registry of Deeds	Spokane County Courthouse
Street Number:	1116 West Broadway
City, State, Zip Code:	Spokane, WA 99260
County:	Spokane

## 6. Representation in Existing Surveys

Title: Willard Hotel, National Register of Historic Places Registration Form  
Date: May 1998 ☒ Federal ☐ State ☐ County ☐ Local  
Depository for Survey Records: Spokane Historic Preservation Office

## 7. Description

### Architectural Classification

### Condition

- ☐ excellent
- ☐ good
- ☐ fair
- ☒ deteriorated
- ☐ ruins
- ☐ unexposed

### Check One

- ☐ unaltered
- ☒ altered

### Check One

- ☒ original site
- ☐ moved & date \_\_\_\_\_

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

## 8. Spokane Register Criteria and Statement of Significance

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

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory history.

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

## 9. Major Bibliographical References

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

## 10. Geographical Data

Acreage of Property: less than 1  
Verbal Boundary Description: RAILROAD ADD L5-6 B19  
Verbal Boundary Justification: Nominated property includes entire parcel and urban legal description.

## 11. Form Prepared By

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

## 12. Additional Documentation

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

13. Signature of Owner(s)

*[Signature]*

14. For Official Use Only:

Date nomination application filed: 2/6/18

Date of Landmarks Commission Hearing: 2/21/18

Landmarks Commission decision: 2/21/18

Date of City Council/Board of County Commissioners' hearing: 4/30/18

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

*[Signature]* 4/26/18  
Megan Duvall Date

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

Attest:

*[Signature]*  
City Clerk

Approved as to form:

*[Signature]*  
Assistant City Attorney



### SUMMARY STATEMENT

Rising five stories from a basalt rubble, brick, and concrete basement, the commercial-style Otis Hotel is unreinforced red brick supported by a wood beam structure. A flat roof tops the building. Built in 1911 as a single room occupancy hotel (SRO), the building occupies the southwest corner of First Avenue and Madison Street in downtown Spokane with its primary facades facing east and north. One hundred feet wide, the building is approximately 155 feet in depth and covers the entire site. The three-story Commercial Block abuts to the west, and Railroad Alley runs along the south side of the building. Because the Commercial Building does not extend back to the alley, a portion of the west façade is open to an asphalt parking lot to its west.

Constructed of red brick in running bond, the north and east facades are richly detailed by the use of brick coursing, molded concrete elements--belt courses and sills, and terminated by the pronounced molded sheet metal cornice. The hotel lobby has a mid-block entry on the east façade marked by a projecting sheet metal canopy. Two shop-front bays flank the south side of the hotel entry and lobby, and a single shop-front bay flanks the north side. The upper four floors of the east side are symmetrically-divided into seven window bays in the central section and three window bays at each end section.

The primary commercial façade fronts along First Avenue. Originally divided into five shop-front bays, the front has been significantly altered to its current two entries accessing three bays. The four upper floors are also symmetrically-divided with two window bays in the center section and three window bays at each end section. The projecting sheet metal cornice with low parapet wall terminates the east and north facades. A flat roof with elevator penthouse and skylights tops the building.

The building is currently vacant, deteriorated, and is being gutted in preparation for renovation, under a National Park Service Part 2 application. The intent of the renovation is to retain and approximate historical exterior elements encountered during the removal of applied materials in conjunction with information from historical photographs. The interior work will restore the historic lobby, and substantially retain the public corridors and stairs of the upper residential floors.

### DESCRIPTION OF PROPERTY

As the commercial face of the building, the north façade that fronts along the south side of First Avenue consists of the ground floor storefronts and the four upper floors of apartments. Eight windows bays vertically divide the north façade: two widely-spaced bays are in the center section and three grouped bays in each corner section. The corner sections are composed of a middle window opening that is smaller—narrower and a higher sill level—than the flanking openings. Raised brick quoins, which also mark the corners, vertically divide the façade into the three sections.

The ground floor of the main (north) façade has been completely altered with the corner brick piers as the only visible original elements. The corner piers rise from a square base comprised of plaster over brick, and terminate in a simple square capital that supports the heads of the storefront windows. Brick-coursed horizontal grooves (striations) create a block pattern that extends to the quoins of floors two through four. The original façade has been partially removed with the remnants buried beneath a veneer of brick tile, brick-embossed fiberglass panels, and

storefront windows covered with plywood. Beneath the plywood, the wall is composed of a “brick” bulkhead wall, storefront windows, and “brick” transom band. A single entry bay with one door to each bay had provided access to the two bays in the eastern portion. To the west, the remainder to the façade had been combined into a single business, the Coach House Restaurant. This 1970s façade consists of six flat wood pilasters with square capitals that support a corbeled cornice. The main entry is marked by a triangular broken pediment and projecting flat canopy. Above the pediment is a projecting sheet metal sign with a rotating panel “Restaurant Open 24 Hours,” and a fixed box panel below “Carriage Room.”

The solid “brick” transom band extends up to a slightly recessed double brick course and above that is a field of seven brick courses. A flat molded concrete belt course (sill course) projected from the brick field by a quarter round molding forms the sill course for the second floor window bays. This belt course runs from the northwest to the northeast corner and wraps the corner to continue its run to the southeast corner pier. Detailing the corners and vertically dividing the façade into three sections are two columns of brick quoins. Four slightly projecting brick courses separated by four courses in the façade field climb between the second floor belt course and a fifth floor belt course of the same width, but with a concave molding supporting the flat section.

Strongly articulated horizontal bands of molded concrete belt courses separate the first floor shop fronts and second window bays, and the fourth and fifth floor bays. Essentially, the building is divided horizontally into three sections. The window bays are further articulated by flat molded concrete sills that project from the brickfield and beyond the brick jambs, and the flat-arches formed by double half-wide brick voussoirs.

The fifth floor seems to be squeezed between the molded concrete belt course and the pronounced pressed sheet metal cornice. The decorative quoins terminate below the belt course, but recessed brick panels that span the brickfield between the window openings add detail. The rectangular shapes vary in width depending on the distance between the window openings. The height of the panels is established by the sill line of the smaller windows, with all of the window heads in alignment. Set within the window openings are metal trim moldings and double-hung metal sash painted a dark brown (replaced originals in 1980s).

The sheet metal cornice, painted red, wraps around the southeast, northeast, and northwest corners, terminating about five feet in on the northwest corner, and continuing along the east façade on the northeast corner. Composed of a frieze attached to the brick wall, large block dentils hanging from the projecting corona, and convex cymatium, the cornice is topped by a low brick parapet wall. Glazed terra cotta tiles form the coping atop the wall. The roof is covered with an EPDM fabric. An elevator penthouse, two chimneys, two small skylights, and roofed lightwells rise above the roof deck. The skylights and roofs over the lightwells will be removed and a penthouse for a new stairwell in the northwest corner will be added.

Attached near the east corner is a fire escape that extends from the second to fifth floors with a ladder to the roof. Access to the fire escape is provided by windows at each end of the internal central-north-south hallway. At the corner is a vertical sheet metal sign that extends from the middle of the second floor to the top of the fourth floor. “The Otis Hotel” and a double arrow formed in glass (neon) tubes project from the flat surface of the sign.

### **East Façade along Madison Street**

The east façade, along the west side of Madison Street, is divided into three horizontal sections and three vertical sections, with the same upper window arrangement as the north, but in a wider field. The upper four floors are symmetrically-divided into seven window bays in the central section and three window bays at each end section. As with the front, molded concrete belt courses at the second and fifth floor levels, molded concrete sills, and the molded sheet metal cornice provide horizontal elements and enrich the upper levels of the façade. Brick quoins provide demarcation of the vertical divisions and accentuate the corners.

The ground floor, with its widening bulkhead wall, shows the downslope of Madison Street from south to north. The ground floor striated brick courses are formed by a horizontal pattern of four courses, a recessed course, four courses, recessed course, etc. This pattern details the field between the bulkhead wall and the brick courses forming the window head. That pattern runs from the northeast to the southeast corners, detailing the brick pier in the northwest corner, a solid brick wall between window and entry bays, and four pilasters framing the bays that flank the lobby entry and storefronts in the southeast corner.

The striations running south from the northeast corner pier are interrupted by a storefront window bay filled in with painted plywood. A low wood panel bulkhead wall forms the bottom while a molded wood header forms the top. Above the storefront window is a transom that extends to the brick window head. Like the storefront, the transom is covered with plywood panels into which horizontal louvers have been installed. Although not defined as a pilaster, a molded concrete capital details the inside corner of the window bay. The wall section south of this bay is solid striated brick that runs about fifty feet to a single door opening. A plaster-clad bulkhead wall forms the base for this brick section.

The hotel lobby has a mid-block entry (slightly south of) on the east façade marked by a projecting sheet metal canopy. Two shop-front bays flank the south side of the hotel entry and lobby, and a single shop-front bay flanks the north side. A door opening, framed by the brick wall and inset from the façade plane, is north of the shop bay. Plywood covers both the door and transom window above. The transom is also covered with plywood. Brick piers, detailed in striated brick pattern, rise to a brick window head and frame the shop front bay which is covered with plywood. A low bulkhead wall with three recessed wood panels is visible beneath the plywood.

The southerly brick pier framing the storefront also frames, along with a pier on the south side, the entry to the hotel lobby. Beneath a sheet metal canopy that projects about ten feet over the sidewalk is a metal-frame, double-door entry with sidelights and a transom window. All are covered with plywood. The canopy is attached to the wall by two ornate wrought iron scroll brackets below and two chains attached to the wall above the canopy. On the inside edge of the brick piers framing the entry bay are narrow pilasters clad with glazed terra cotta tile. South of the hotel entry is a large window bay in the lobby wall. Plywood panels cover the window but the tiled bulkhead wall remains exposed. Terra cotta tiles in a brown and white checkerboard pattern decorate the wall.

A blade sign, "Otis" in neon tube glass, and "Hotel Entrance" painted below, is attached to and extends from the wall above the canopy.

A striated brick pier topped with a molded concrete capital separates the lobby window bay from two storefront bays that extend to an identical pier with a capital in the southeast corner. The bay windows are covered with plywood, and plywood clads the low bulkhead walls. A steel post, clad with a recessed wood panel divides the two bays.

### **South Façade along Railroad Alley**

The south façade is a flat brick wall with little detail except for the southeast corner, window openings, and brick sills. The southeast corner exhibits the detailing of the east façade that wraps around the corner before terminating. Thus, the striation of the corner pier, the capital topping the pier, the belt course between the first and second stories, the corner quoins, the belt course of fifth floor, and the sheet metal cornice are revealed in a narrow column from grade to parapet. The wall terminates in a glazed terra cotta coping course. Nine window bays divide the façade. All are flat-arched with brick voussoirs and brick sills. Except for the egress windows at the fire escapes, the sash is one-over-one steel painted dark brown. The windows of the fourth bay from the east are shorter in height than the other bays because of a higher sill height. The fire escape runs between the second and fifth floors with a ladder to the roof, and stairs that drop to the ground. The ground floor from east to west consists of a corner shop front that is covered with plywood, a high horizontal window, a loading door, pedestrian door, vertical window, and pedestrian door in the southwest corner. These openings are covered with plywood.

### **West Façade (rear of building)**

Because the abutting Commercial Block does not extend to the alley, the southern one-third of the rear façade is visible from the alley and parking lot west of the building. The ground level is painted white and has a pedestrian door and a loading door but no windows. Visible on the second through fifth floors are the openings for the light wells, with a corresponding window bay on each side. (The openings on floors 2 and 3 are filled in with painted and ribbed sheet metal panels. On these floors, a hallway had been added ca. 1980s that connected the east-west lateral halls with the stairway in the southwest corner). The fourth floor opening is open, and on the fifth floor, is an open slot that extends through the parapet wall. The light well openings are wider than the flanking window bays, and framed by a brick sill and a segmental arch formed by voussoired bricks. The windows are likewise framed by brick sills but with flat arches formed by voussoired bricks. The sash is double-hung one-over-one steel painted dark brown. Two brick chimneys and window openings are visible in the façade section over the Commercial Block. The façade terminates in a glazed terra cotta coping course.

### **Interior**

The basement is divided into two sections that correspond to the structural division of the building. An east-west brick wall divides the building at the north wall of the lobby. The basement walls are concrete, basalt rubble, and brick. The northern section of the basement is unfinished and in deteriorated condition. Scaffolding has been placed beneath the sidewalks to prevent collapse. The southern portion is finished with concrete floors, with some wood and tile overlay, and includes the abandoned furnace, elevator shafts, electrical and communications equipment, and, at one time, the support functions of the hotel. Stairs from the lobby and from the egress stairs in the southwest corner provide access. Again, this space is largely deteriorated and will be renovated and adapted to the new use.

The first floor, that has essentially three floor levels and is comprised of storefronts and utility rooms, open to Madison Street and the alley on the south one-quarter; steps down about two feet to the hotel lobby and support rooms which are also accessed from Madison Street; and steps

down another four feet to the commercial storefronts that open to First Avenue on the north. At one time, there were five storefronts along First Avenue. Over the years, primarily in the 1960s-to-1970s, these spaces were consolidated into three spaces. In the last five years, the interior walls have been gutted and the deteriorated space is entirely open.

The lobby with access from the main entry on Madison Street is the only intact space within the ground floor. Further, it is the only space that has enough integrity to be renovated. Even this space, however, has been severely damaged from water infiltration—plaster is separating from wood lath and some trim is water-damaged. It is the intent of the building owner to restore, to the degree possible, the ca. 1910s-1950s lobby. The rectangular space that runs east-west is accessed from the original entry vestibule through aluminum-frame glass panel doors (outside these doors are covered with plywood). Original wood trim and leaded glass sidelights and transoms frame the entry and interior doors, as well as the wall panels of the interior vestibule walls. Within the lobby are original wood-clad posts and beams, and wood wainscot trim. The window to the south of the entry retains the upper sections of multi-lite leaded glass (lower tier has been replaced by single-panel sections). The original radiator cases and trim are extant. Two elevators are along the north side of the lobby with an open staircase that wraps around the north wall of the elevator shafts. A pigeon key case is in the southwest corner with an abutting door opening that provides access to the office and support areas. A door and ramp to the north side commercial bays are in the northwest corner. The floor is brown and white ceramic tile in a checkerboard pattern. The ceiling is plaster that is separating from the wood lath.

The upper floors are essentially (and were originally) identical and configured as single room apartments. From the lobby, a double elevator and stairwell that wraps around the elevator shaft provides access to the four residential floors and open to a north-south hallway at the front of the building (fronting Madison Street). That main hallway extends to the north and south emergency exit windows/fire escapes. A bank of rooms is on each of the outside walls and the inside corridor wall. Four double-loaded lateral hallways run west from this main hall. An open stairway is in the southwest corner of the building that provides access between the fifth floor and an exit at ground level, and continues to the basement. The six interior banks of rooms have access to light from lightwells that extend from the second floor and open to the roof (roofed over in the 1980s, but to be reopened). Most of the rooms are without restrooms and are outfitted with a closet and a sink. The restrooms are at the corners of the central and outside lateral hallways. These restrooms are divided: one with two toilet stalls, a sink and a tub, and the other with two toilet stalls and a sink. Over the years a few of the rooms have been combined, and kitchens and full bathrooms have been installed. There are approximately 40 rooms in each of the second and third floors, and 50 rooms in each of the fourth and fifth floors. According to an article at the time the building was constructed, there were 212 hotel rooms.

During the 1980s in order to provide emergency egress, a new hallway was cut into each of the second and third floors. These new north-south hallways created a loop that connected the west ends of the lateral hallways and the stairs in the southwest corner. In constructing the hallways, end rooms were truncated or eliminated, and the light wells were walled in (ribbed metal visible in west wall light well openings). This feature was not added to the third and fourth floors.

The hallways and rooms have plaster over lath walls and ceilings, and pine or fir floors. In many cases, floors have been overlain by carpet, and, in some cases, linoleum. The original hallway doors are five-panel wood with a transom window that opens into the room. A 10-inch wood base, and 4-inch chair rail, and 4-inch trim around the doors add detail to the hallways. Within



the rooms, approximately 13-feet by 14-feet in dimension, is 10-inch base molding, and 4-inch molding around the doors (hall and closet) and exterior windows. Original door passage hardware has been replaced. In some cases, original entries have been closed in and flat wood slab doors have replaced the original doors.

The open hallway in the southwest corner is wood with wood treads, risers, handrails, and square spindles. Newel posts are relatively plain, and in some cases the entire balusters and newel posts are removed (but will be replaced).

#### ORIGINAL APPEARANCE & SUBSEQUENT MODIFICATIONS

Several photos document minor alterations to the building's exterior. They include Libby photos from 1937, 1945, 1951, and 1956 (the 1937 and 1945 photos are available).

The basic configuration of the building remains the same; indeed, even the blade sign over the hotel entry canopy and the monumental corner sign were extant in the 1937 photo, albeit with a different hotel name than it began or ended with. No photos, however, are known that show the building in the year it opened, 1911.

It is the development plan for the building, per the Federal Historic Tax Credit Application Part 2 approval, to restore to the degree possible the 1930s era façade.

#### **East Façade and Hotel Entrance**

The bay openings and windows are essentially the same as depicted in the 1937 photograph, however, the canopy has been stripped of decorative metal and glass features on the top and bottom of the canopy structure. The doors to the lobby are aluminum-framed replacements. The lower sections of the leaded glass lobby window have been altered by removal and replacement of the multi-lite section by single-lite glass panels. It appears that the storefronts are largely intact, but that cannot be determined until the plywood is removed.

#### **North Façade Storefronts**

The storefronts have been completely altered, but there may be remnants of the original façade. There are several sections of multi-lite (4-inch) leaded glass transom panels behind the brick tiles. Again, once the plywood can be removed the remaining trim and moldings will be assessed to identify original material. Some alterations were completed initially in the early 1950s, with the major alterations and current façade added in the 1970s.

#### **Interior**

Other than the lobby, the first floor will be essentially a new plan with new materials. Historically, five to six tenants occupied the First Avenue frontage of the first floor. Over the years, the westerly spaces were consolidated into a single restaurant and the two easterly spaces remained as separate storefronts. The remaining demising walls were removed several years ago. The storefront at 106 South Madison was also gutted during this period. The storefronts at 112 and 114 had, in its last use, been combined and divided into office uses that have subsequently been gutted.

The second through fifth floors, per the Part 2 approval, will retain the original public spaces floor plan with a couple of exceptions. Two rooms will be eliminated in the hallway opposite the elevator landing. In the present configuration, it is not possible to provide the hall width (because of structural posts) for handicap accessibility, thus two rooms would be eliminated and turned

into a lobby space. The main and lateral hallways will be retained, but the access to the fire escapes will be truncated and included in the rooms at the end of the hall. The original door and transom openings will be retained with original five-panel doors to the degree possible. The southwest stairs will be refurbished. An additional egress stairway will be constructed in the northwest corner with egress to First Avenue.

**SECTION 8: STATEMENT OF SIGNIFICANCE****Area of Significance:**

A – Broad Patterns of Spokane History

C - Architecture

Significant Dates: 1911 - construction

Period of Significance: 1911-1948

Architect: Cowley &amp; Rigg

Building Developer: Dr. Joseph E. Gandy

Building Contractor: unknown

**SUMMARY STATEMENT****Significant under Category A – Broad Patterns of Spokane History**

The 1911 Willard Hotel is eligible under Category A because its construction began during the city's most significant period of growth, 1900 to 1910. As an early downtown single room occupancy hotel (SRO), the Willard Hotel is a specific property type within the downtown district. In the commercial vernacular style, the building exhibits the characteristics of a single room occupancy hotel, with commercial use on the ground floor. The living units were small rooms with no kitchen or bathroom (bath and toilet down the hall), and only a sink. This floor plan and room configuration is characteristic of SROs. With the hotel lobby and commercial storefronts on the first floor, the building housed second- through fifth-floor rooms and provided lodging for working class clientele in the growing downtown. The Willard operated continuously as a lower-to-middle income apartment building from its completion in 1911 to ca. 2007, although the last years of its life were serving a low-income clientele. The Willard was one of many such hotels and apartment buildings that existed along First Avenue. The developer/owner of the hotel, Dr. J.E. Gandy also owned the Commercial Block, an SRO, abutting the west wall of the Willard. Gandy and his family resided in the hotel until 1920, and both buildings remained in the ownership of the Gandy family until 1969.

As a former SRO, the building exemplifies aspects of the characteristics (but most will be removed) described in the multiple property documentation "Single Room Occupancy Hotels in the Central Business District of Spokane, Washington, 1900 to 1910."

The building is individually listed in the National Register of Historic Places (1998) with significance under Criterion A and C. The period of significance was from 1911-1948. The building is also a contributing building of the West Downtown Historic Transportation Corridor National Register District as an SRO.

**Significant under Category C – Architecture**

The five-story red brick and stone building is a good example in the downtown of commercial style single room occupant (SRO) residential hotel. With commercial use on the ground floor and apartments above, the building was a classic SRO.

The detailing suggests the work of an accomplished architect, in this case, Arthur Cowley and Archibald Rigg. It is interesting to note that Arthur Cowley was involved in designing three of four corner buildings in the block bounded by Madison Street, Second Avenue, Jefferson Street, and First Avenue: the Otis Hotel (Willard), the Alberta Apartments (Boja, 1910), the Norman Hotel (Windsor Annex, 1911) and the Jefferson Hotel (Windsor, 1908). The five-story building along with the five-story Madison Hotel across Madison Street, anchors the southern corners of

the Madison and First Avenue intersection. The detailing of brick coursing, the symmetry, and the division of the building both vertically and horizontally by brick quoins, window arrangement, and contrasting belt and sill courses, and the prominent sheet metal cornice, create a distinguishable edifice that enriches the First Avenue street front and complements the Madison Hotel to the east, and the Parsons Hotel, a block further west.

West First Avenue became a major corridor of single room occupancy hotels, several of which remain in a frontage that runs from Monroe Street to Jefferson Street. The Commercial Block in 1906 was followed by its abutting neighbors on the west, the Windsor Annex (Norman Hotel) that in 1910 would fill in the gap to the corner anchored by the 1909 the Windsor Hotel (Jefferson Hotel), and on the east, the Willard Hotel in 1911. Preceding the Willard across Madison Street to the east, was the New Madison Hotel in 1904, and further east at the other end of the block, the oldest in the neighborhood, the Montvale in 1899. In the block to the west of Jefferson Street is the Parsons Hotel (1908-09).

#### **Development of the Willard Hotel Block**

The first map depicting the site of the Willard Hotel was the 1888 Sanborn Fire Insurance Map, but it only showed a portion of the lot along the west side of Madison Street. First Avenue bounds the north side, Jefferson Street the west side, and the Northern Pacific Railroad on the south side.

The 1889 Sanborn showed a frame dwelling and outbuilding on the two lots that Gandy had purchased from the Northern Pacific RR Co. in 1882 and 1883. Dwellings occupied the three lots to the west. South of the half-block was the Northern Pacific Railroad main line and spurs.

New buildings were depicted a year later in the 1890 Sanborn. The frontage along First Avenue was filled in with new buildings. The Gandy lots contained three buildings with lodgings facing First Avenue, a dwelling facing Madison Street, and the Washington Stone Co. at the southeast corner facing the Northern Pacific railroad tracks. Eight dwellings occupied the middle of the block, facing both First Avenue and the NP tracks. "Star Feed and Sale" with lodgings, and a feed and hay warehouse, another dwelling, a print shop, and a vacant lot completed the block. L. Levinsky's Lime Warehouse was the sole structure in the rail corridor to the south.

The 1891 Sanborn showed about the same structures, but two had transitioned to brick, and three dwellings had been removed. The frontage of the Gandy lots had been filled in, with one of the buildings constructed of brick.

In 1902, the Gandy lots were fully developed with two-story lodgings along First Avenue, the dwelling along Madison Street, but Washington Stone had vacated and the building it had occupied was now a livery stable. Livery stables occupied the west end of the block, and "White Front Livery Feed Stable and Corral" ran the entire frontage of Jefferson Street between First Avenue and Railroad Alley. Klondike Livery, a wagon and carriage house with stables to the rear were also First Avenue neighbors. Across Railroad Alley to the south was the Diamond Ice and Fuel Company that featured a rail spur and accessory buildings with "coal in sacks" and coal sheds. Across First Avenue to the north, the brick Felix Block, along with the Montvale Block (1899) on the block to the east, began the march of single room occupancy hotels along First Avenue. All Saints Cathedral anchored the west end of that block.

Dramatic changes were depicted on the 1910 Sanborn. The Gandy lots were shown as a blank captioned with "FOUNDATION FOR 5 STORY BRICK BUILDING." The Commercial Hotel, built by Gandy and his wife in 1906-07, occupied the middle of the block and fronted along First Avenue. Two frame dwellings remained in a void to its south. The lot abutting the west, was captioned "EXCAVATION FOR 3 STORY BRICK BUILDING." The end of the block occupying the entire Jefferson Street frontage (Jefferson Hotel, 1904), and with its front door on First Avenue was a new three-story brick building. [Note: the 1910 Sanborn shows the Jefferson Hotel (Windsor) in place. Assessor shows 1909 as construction date, with a couple of journals (and SR-7/2/1908) announcing in 1908 that it would be built by Harry Oechsi with Keith & Whitehouse and Arthur Cowley as architects. According to the Assessor's files, the Norman hotel was built in 1908, but the 1910 Sanborn shows the lot as being excavated, and *The Spokesman-Review* in an October 1910 article mentions the building, along with the Willard, as filling in the block front along First Avenue: "The material is brick and terra cotta, matched with the Windsor hotel building on the southeast corner of Jefferson street and First avenue." Also note that the Parsons Hotel, completed in 1909, is on the west side of Jefferson Street.]

By 1911, and depicted on the 1926 and the 1952 Sanborn maps, the entire block was filled with brick buildings. The five-story Willard (Otis) was completed in 1911 (and renamed the Atlantic by 1926), the three-story commercial block in 1906-07, the three-story Windsor Annex (now Norman) 1911, and anchoring the west end of the block, the three-story Jefferson (Windsor) in 1909. The Jefferson (Windsor) was designed by Keith and Whitehouse and Arthur Cowley. Further, the Norman, originally called the Windsor Annex was built in 1911 or 1912. An SR 1910 article, with a photo of the block, reports the construction of the building next to the Jefferson (Windsor) Hotel and attributed its design to Cowley and Rigg.

#### **Chronology of the Development of the Willard, the Atlantic, the Milner, the Earle, and the Otis Hotels**

Dr. Joseph Gandy arrived in Spokane Falls in 1880, served a two-year stint as a surgeon for the U.S. Army, and soon began purchasing property and developing buildings. Deed records show that J.E. Gandy purchased Lot 5 Block 19 from the neighboring Northern Pacific Railroad Company (NPRR) in 1882 for the sum of \$100. The price had increased substantially when Gandy purchased the adjacent lot, Lot 6, from the NPRR in the following year for \$150. Gandy received a permit to connect to the water main in 1903, built some minor buildings on these lots over the next two decades and would, in 1906, build with his wife the Commercial Block on the westerly abutting lots 3 and 4.

The 1910 Sanborn Insurance map showed the completed Commercial Block and "FOUNDATION FOR 5 STORY BRICK BUILDING" on the two easterly lots on which the Willard would soon rise. In August of 1910, Gandy applied for a side sewer permit. And apparently the bricks were stacked quickly because in the fall of 1910 both of Spokane's daily newspapers published articles of its nearing completion.

*The Spokane Daily Chronicle* included a photo in its September 16, 1910 edition with the caption: "New Gandy Building on First Is Soon to Be Ready for Tenants."

On October 30, 1910, *The Spokesman-Review* reported: "TWO BUILDINGS REPLACE SHACKS ON FIRST AVENUE," and illustrated with a photo.

The above picture shows the north side of First avenue, from Madison street to Jefferson street in which two costly buildings have been built this summer. These two buildings are on sites formerly occupied by livery stables and have added thousands of dollars to the value of the block.

The building shown at the left end or east end of the block is the J.E. Gandy building, being completed at a cost of \$130,000. This building is 100 by 155 feet, has 212 rooms on the four top floors and seven store rooms on the ground floor, besides the hotel lobby, dining room and kitchen. The basement is full size and finished. The building was designed by Cowley & Rigg, architects.

The other new building which is shown next to the right hand end of the picture is owned by Rachael Newman, at a cost of \$45,000. This is a three-story brick structure, with two store rooms on the ground floor, a full basement, and 52 rooms. It has a frontage of 50 feet and is 155 feet in depth. The material is brick and terra cotta, matched with the Windsor hotel building on the southeast corner of Jefferson street and First avenue. This building also was designed by Cowley & Rigg. C.W. Pettifer was the contractor.

In 1911, based on electrical and other building permits, the occupants of the commercial spaces of the Willard included Shaddock Drug in the northeast corner at 1101 West First, T. J. Riley at 1103, and Goodyear Rubber Company at 1107. On the Madison side, Spokane News Company occupied 114 South Madison. Over the years, as is typical with downtown commercial buildings, the tenants both downstairs and upstairs would change. The name of the hotel would also change several times to the present day.

The 1920 Polk Directory listed the Willard Hotel at 110 South Madison as under the management of the Dessert Hotel Company (a 1916 listing had J.E. Gandy as the manager). Although the Willard was no longer managed by Gandy, Polk listed Gandy, Joseph E, physician, as a resident of the building.

The 1920 census indicated that Gandy and his family continued to live in the building in unit #131. Joseph was 72 and his wife Harriet was 77 years of age. The census counted a total of 113 residents in the building, 15 families with 44 persons in numbered units, and 69 "Roomers," of which 56 were men, in three groups of units. Most all the residents were born in the United States, with nine Canadians, three Englishmen, three Swedes, two Germans, and one each from Ireland, Norway, and France. A wide variety of vocations were represented: janitor, meat cutter, telephone operator, contractor, printer, bookkeeper, upholster, teacher, machinist, blacksmith helper, laborer, repairman-auto, saw setter, pressman, electroplater, farm laborer, cattle buyer, saleslady, dressmaker, dental assistant, cook, clerk, barber, nurse, stenographer, and others.

In the following year, Polk listed the Atlantic Hotel at the 110 South Madison address. Fredrick Marschante of Dessert Hotels was the resident manager. Permits were issued for the Atlantic hotel in 1922—a sign of 200 lamps in September. In October, owner J.E. Gandy would apply for a permit to make alterations to the Atlantic Hotel with a value of \$200.

On March 26, 1923, J.E. Gandy granted a Deed of Trust to Lloyd E. Gandy in the amount of "\$1 and love and affection" for Lots 5 and 6, Block 19. The elder Gandy would later move in and

live with his son Lloyd, an attorney, at West 27 Sumner. The 1929 Polk Directory listed Joseph E. Gandy, physician, Joseph E. Gandy Jr., student, and L.E. Gandy at that address.

In 1929, Mrs. S.M. Roland, nurse, was listed as manager, and was included in the 1930 census as a "Lodger," 57 years old, with the profession as nurse. Ms. Roland was one of some 95 "Lodgers" listed as residing in the hotel. As opposed to the 1920 census which listed apartments with families, the 1930 mix was all lodgers, single people ranging from 18 to 85 years of age, distributed almost evenly in the ten year spans from 20 to 29, 30 to 39, and 40 to 49. Eleven nationalities were represented, and as with the 1920 group, a wide variety of jobs represented including aviator, furniture varnisher, piano player, railroad brakeman, theater stage employee, saladmaker, watchmaker, and printer as well as most of those listed in 1920.

In 1930, the hotel still carried the name Atlantic under the operation of Dessert. J.E. Sullivan, barber, had a shop at 106 South Madison, and the Spokane News Company maintained the 114 address. On West First Avenue, G.H. Smith, barber, and the Atlantic Pool Hall occupied 1105, E.B. Osterhout Restaurant was at 1107, 1109 was vacant, and Autowrecking Supply was at 1111.

In May of 1933, Lloyd Gandy, owner, took out a building permit for work valued at \$2,000 to repair fire damage.

The last listing in Polk as a member of the Dessert Hotel family was in 1931, but the name Atlantic Hotel would persist until 1940 after which the Milner Hotel took its place. The 1940 Polk listed Sun Drug Co. at 1101 West First, Pacific House and Window Cleaners at 1103, Atlantic Beer Parlor at 1105, White Spot Restaurant at 1107, Sunburst Club Beer Parlor at 1109, and AA Auto Wrecking at 1111. On the Madison side, Spokane News remained at 112 and 114, and Rainbow Mining and Milling Ltd. occupied 106.

In 1947-1948 the name of the hotel again changed, and it was now called the Earle Hotel. In October 1947 Charles Quisenberry obtained a building permit to alter the front and interior of West 1107 for a beer tavern and restaurant in the amount of \$3,000. Lloyd Gandy applied for permits in March of 1948 for electrical work for the Milner Hotel; and in September, to install bathrooms with a construction value of \$12,000, for the Earle Hotel. The tenant mix in 1950 was about the same as previous years, but Lee and Hodgen Variety occupied 1101 West First, the Handy Mart grocery would occupy 1103, Arrow Cleaners and Tailors at 1105, the Earle Grill at 1107, Sunburst at 1109, and Bradley Heiser Co., Contractors at 1111. The Earle Beauty Shop was at 106 and John Wilson Wholesale Auto Access was at 112-114 South Madison.

In March of 1955, L.E. Gandy applied for a building permit to provide an elevator shaft for \$5,000, and Otis Elevator Co. received an electrical permit to install an elevator. In the following year, 1956, the Earle Hotel would become the Otis Hotel. Changes were made under permits issued to L.E. Gandy in December for cutting an opening to connect the Earle Grill with the Otis Hotel Lobby and for a corridor partition "as shown in plans." In February 1956, the Earle Grill at West 1107 received a building permit for interior alterations for a restaurant and lounge in the amount of \$20,000. Electrical and plumbing permits were issued for the same project. In February of 1957, Lloyd E. Gandy and his son, Joseph E. Gandy signed a mortgage to Washington Mutual Bank for a \$160,000 loan secured by Lots 5 and 6 (the Otis Hotel), and Lots 3 and 4, Block 19 (the Commercial Block).

In 1960 Lee and Hodgen Variety continued to occupy 1101 West First, the Handy Mart grocery remained at 1103, 1105 was not listed, Ritter's Restaurant, Falls Room and Cocktail Lounge was now at 1107, Sunburst remained at 1109, and Chuck and Ted's Tailors relocated to 1111. The TV Ad-Visor Publications was at 106 and John Wilson Wholesale Auto Access continued at 112-114 South Madison. In 1962, and the Coach House was first listed in Polk in the place of Ritter, and applied for electrical permits in 1964. The Coach House would have the address 1107 West First and expand to the west and occupy the bays at 1109 and 1111 until it was no longer listed in Polk in 2002.

Lloyd E. Gandy passed away in 1963 and the property passed to Joseph E. Gandy, the grandson of the builder of the Willard Hotel. In 1969, the property would again transfer within the family from Joseph E. Gandy, Executor of the Estate of Lloyd E. Gandy, to Joseph Edward Gandy, II, as trustee, and from Helen D. Gandy, Widow of L.E. Gandy to Joseph Edward Gandy, II, trustee. The property included Lots 5 and 6 on which the Otis Hotel was sited, and Lots 3 and 4, Block 19 on which the abutting Commercial Block was sited. On July 1969 (recorded in 1971) Joseph E. Gandy, II, would transfer via Statutory Warranty Deed, both the Otis Hotel and the Commercial Block to Jack and Vera Poulin and C.H. and Edythe Preble. [Note: genealogical research could not confirm that Joseph E. Gandy, II (or that he existed) was the son of Joseph E. Gandy, the grandson of Dr. Joseph E. Gandy. This author believes that Joseph E. Gandy, grandson and Joseph E. Gandy, II are in fact the same person and the Warranty Deed executed in April 1969 was to make that correction (or clarification) so that the Gandy family estate could be legally sold.]

The "brick" cladding that currently graces the front façade was added in 1972 per a building permit issued on September 6, 1972, to Kop Construction to "reface the front with an incombustible material," a construction value of \$8,000. At that time Lee and Hodgen Variety remained at 1101, Handy Mart at 1103, the Coach House at 1107; and Sunburst Tavern and the address 1109 was no longer listed, and Carlos Hair Styling continued to occupy 1111.

The Poulin-Preble partnership would own the building until 1981 when the buildings transferred to Otis Holdings, and in 1986 to John and Min Ha. In 1992, Spokane Housing Rehabilitation was owner of the building. Handy Mart, the Coach House and Carlos Hair Styling remained as tenants. On Madison Street, Point Man Ministries was at 106 and City Gate at 112-114. In 1992 was the last year that Handy Mart and Carlos were listed.

The Coach House Restaurant was last listed in 2002. Thereafter the address 1107 was not listed, and the occupants along West First included the Outreach Center at 1103 and a coin operated laundry at 1101. In the meantime, Pat Sullivan, MSW, was providing outreach services to veterans residing at the Otis for the Spokane Veteran's Administration Hospital.

2007 the Otis made the news when low income and residents were forced to move out in the wake of gentrification of the old downtown SROs. "Low-income tenants face evictions, uncertain futures," reported *The Spokesman-Review* in June. Ownerships would change and bankruptcies would occur over the next several years while the roof leaked, pigeons deposited guano and the building deteriorated.

After the controversy of evicting the low-income residents, the Otis became a stage set for low budget movies. In "Give 'em Hell, Malone" with Thomas Jane and Ving Rhames in 2008, the third floor window over the hotel entrance burst and exploded with flying glass as Thomas Jane



jumped out and landed on top of the entry canopy with brief case and gun in hand. Jim Kirshner of The Spokesman-Review commented: "Give 'em Hell Malone," on the other hand, is set in an unspecified low-rent film-noir 1940s fantasy world. Spokane fills this bill quite nicely, mainly because the director stayed mostly within three blocks of the downtown railroad tracks. Massive chunks were filmed at the old Otis Hotel."

Scenes for "The Big Bang" were filmed there in 2009 with Sam Elliot, Antonio Banderas, Snoop, Dogg, and Delroy Lindo. Also in 2009 was "Wrong Turn to Tahoe," with Cuba Gooding Jr. and Harvey Keitel.

And Adam Boyd, Spokane Arts Commission, listed as a Spokane movie people should see (SR, 2013), Give 'Em Hell, Malone (2009), directed by Russell Mulcahy and starring Thomas Jane. A gritty gangster film a little in the vein of Dick Tracy, the opening action/shoot out sequence has the Otis Hotel on First Avenue getting destroyed by special FX bullets and some hefty stunt work. (Adam Boyd, 2013)

The Otis would also be a backdrop for "The Immoral Augustus Gladstone," March 2014, produced by Robyn Miller, co-founder of the company Cyan Worlds. Finally, the television series Z-Nation, in a 2014 episode, spilled blood to go with the bullet-pocked walls from the previous mayhem that would fill the big screen.

### **Historical Context**

The historical context for Spokane has been included in several National and Spokane Register nominations, including the West Downtown Historic Transportation Corridor (WSU, 1999), East Downtown National Historic District (Woo, 2003) and National Historic Register multiple-property listings: Single Room Occupancy Hotels in the Central Business District of Spokane, WA 1900-1910 (Holstine, 1993); thus the Spokane historic context discussion is abbreviated.

The Spokane River and its falls had long been a gathering place for native American tribes. It also attracted white settlers, J.J. Downing and family, and S.R. Scranton who established a claim in Spokane Falls in 1871. James N. Glover and Jasper Matheney would follow and purchase the claims of 160 acres and the sawmill from Downing and Scranton. Early industry would use the water power for milling and sawing lumber and to generate electrical power. The settlement would grow slowly until the coming of the railroad.

The Northern Pacific Railroad arrived in Spokane Falls in 1881 (the "e" was added to Spokane in 1883), the year of Spokane's incorporation, and with the connection of the eastern and western branches in 1883, transcontinental service through Spokane Falls was established. Spokane continued to grow as a regional shipping and distribution center through the 1880s. Between 1886 and 1889 the population increased from 3,500 to 20,000 people. Although suffering a set back by the fire of August 4, 1889, which destroyed approximately thirty-two blocks of the business district from the railroad tracks to the river and from Lincoln to Washington Streets, the city quickly rebounded as new brick buildings rose from the ashes. The devastation wrought by the fire resulted in a city ordinance to reduce fire hazard, leading to brick and terra cotta becoming the dominant building materials of the rebuilt downtown.

When Spokane rebuilt the downtown after the fire, the business district would spread east to Division Street and follow Monroe Street across the river. Sanborn Fire Insurance maps from 1891, 1902, and 1910 show a marked increase in the building of commercial buildings in the east

downtown. Frame dwellings gave way to brick commercial buildings and street frontages began to solidify. Among the property types and businesses that were prevalent were hotels, lodging houses, saloons, banks, drug stores, and restaurants. They were built to meet the needs of a rapidly growing population.

Generally, warehouses cropped up along the Northern Pacific rail corridor, between the two alleys bracketing the tracks. In the blocks south of that warehouse district were shops and two-to-three-story apartment buildings and hotels. These apartment blocks ran along Second and Third avenues, and the cross streets including, Post, Howard, Stevens, and Washington as they advanced up the lower South Hill.

According to Woo (2003), Spokane's population exploded from 36,848 to 104,402 between 1900 and 1910.

This growth mirrored the population expansion of the state that saw its greatest increase in the same decade. Many people moving to Washington settled in the state's three largest cities: Seattle, Tacoma, and Spokane. Various industries rapidly developed and with it a demand for more buildings. Most of the city's urban downtown skyline was created from about the late 1890s to 1912 with the construction of office buildings, banks, hotels, department stores and other commercial buildings. As author John Fahey describes, Spokane, which had put up 675 new structures in 1900 as migration accelerated, built 1,500 to 1,900 buildings a year from 1904 through 1909.

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

The West Downtown Historic Transportation Corridor National Register Nomination discusses the characteristic buildings within the district: Railroad-dependent warehouses and businesses, single room occupancy hotels and lodgings, and automobile-related businesses. In describing the SROs:

On the streets that run parallel to the railroad, lodgings for transient workers emerged in the form of single room occupancy hotels (SROs) and other lodging houses. Ten commercial style brick lodging houses stand extant along West 1<sup>st</sup> Avenue (old Highway 10). Two brick commercial style apartment buildings remain on West 2<sup>nd</sup>. A majority of the twelve are framed, brick blocks with terra cotta or metal trim. Most have brick, basalt, or poured concrete foundations. Roofs are typically flat. Eight of the hotels were constructed in the first decade of the twentieth century. The earliest, the Montvale Block, dates from 1899, part of the rebuilding boom that followed the 1889 fire.

**Characteristics of Single Room Occupancy Hotels (SROs)**

Craig Holstine in his National Register Thematic nomination, described the characteristics of the SRO as such:

Single room occupancy hotels were typically of unreinforced masonry construction, usually red or buff bricks. Architectural detailing was rarely elaborate, and normally sparse. Although sizes varied, they were normally more than two and less than five stories high, ...Most SROs had basements, usually used to house coal-burning furnaces and for storage. ...

In most SROs, a stairway entering from the front of the building provides direct access to the second level, where a small lobby or waiting area with a built-in bench is situated adjacent to a manager's office or nook with registration desk. Interior stairways are often included in SROs, usually positioned near the rears of the two side wings, or in the building's midsection. Fire escapes provide emergency exits from rear hall windows.

Fenestration patterns on the upper levels normally reflected the regular, consistent arrangement of the guest rooms. Windows were almost always double hung wood sash. Plate glass display windows were common features of the street level commercial bays that existed in most SROs.

Perhaps the most character-defining feature of single room occupancy hotels is their floor plans on the upper, residential floors. Normally hallways cross the width of the buildings paralleling the street behind the bank of rooms facing onto the street; hallways, often wide in dimension, run at ninety degree angles off the front hall into side wings of the buildings, with rooms facing into the hallways. Rear hallways paralleling alleyways behind the buildings may exist to complete a square configuration surrounding a light well providing sunlight to interior rooms. In the typical modified "U" shaped buildings, the light well opened out into the alleyway behind the structures. Some upper level hallways received both artificial and sunlight from ceiling skylights. ... Hinged transoms above the doors provided ventilation to the rooms, all of which had additional ventilation from exterior windows. The few interior rooms without exterior windows were apparently connected via single doors with another room having an exterior window.

While some rooms were originally equipped with private baths, the overwhelming majority of rooms in all SROs did not have baths nor toilets. The features were found on each floor and shared in common by residents of as many as 19 rooms. Some rooms had sinks with hot and cold running water, but most appear not have had sinks originally. Some SROs had built-in closets; most had wardrobes or armoires.

The Willard, built at the end of the period designated by Holstine, exhibits many of the characteristics described above. Although its well-appointed lobby was more akin to a commercial hotel, the Willard's layout was a classic SRO - with a main corridor paralleling the Madison Street frontage, five lateral hallways running west from that corridor and bracketing three lightwells, restrooms down the halls, and minimal amenities. Rooms each had a window,

either on the outside wall, or predominantly, along the inside lightwells. Rooms also had a transom window that opened into the hallway, and along with the windows provided ventilation. Rooms also had sinks and a closet, but the toilets and tubs were down the hall. The 1920 census suggested that permanent residents resided in numbered apartments, and “roomers,” perhaps more transitory, lived in more basic rooms.

**Dr. Joseph E. Gandy, Building Developer, and Gandy Family, Owners**

Dr. Joseph Edward Gandy was born in Sheboygan, Wisconsin on August 24, 1847. In 1864 after moving to Iowa with his family and attending secondary school, Gandy enlisted in the 44<sup>th</sup> Iowa Infantry and fought in the American Civil War. After the war, Gandy attended and graduated from Cornell College at Mount Vernon, Iowa. He then completed his medical studies at the University of Michigan. In 1875 he settled and began his medical practice in Tacoma. He was a member of the territorial legislature and in 1879 supported the subdivision of Stevens County to create Spokane County to which he moved in 1880. Joining the 250 or other inhabitants at that time in the city of Spokane Falls. In 1881, Dr. Gandy was appointed surgeon for the United States Army and serviced a two-year term, but continued the practice of medicine until 1889.

Gandy started purchasing land and outfitting the lots with buildings, and with partners built the Union Block in 1883. He built a second Union Block (Tull and Gibbs Building), the Gandy Block on Sprague, and the Commercial Block in 1906 before starting the Willard Hotel in 1910. He was one of the organizers of the Exchange National Bank, the Citizens National, and the Big Bend National Bank of Davenport.

After Dr. Gandy's death in 1934, the property passed to his son, Lloyd E. Gandy, who was born in 1877 in Puyallup, attended Spokane public schools, and received a law degree from the University of Michigan in 1903. Newly married, he returned to Spokane to practice law. He was involved in community affairs, and as a Republican, was elected to the Washington State Legislature in 1910. He represented the governor at a reception in Washington D.C. honoring Theodore Roosevelt after he left the Presidency. He was an organizer of the Spokane Social Service Bureau and Community Welfare Federation, and active in the Boy Scouts. In 1959, the Eastern Washington Historical Society honored Lloyd Gandy as an outstanding pioneer citizen. Upon Gandy's death in 1963, the family property holdings on West First which included the Otis as well as the adjacent Commercial Block were passed to his son Joseph E. Gandy until their sale in 1971.

Joseph was the third generation of Gandy's to own the property. He was notable in Seattle civic affairs. Born in 1904 in Spokane, educated in Spokane public schools and the University of Michigan, Gandy moved to Seattle, practiced law, and was partner in a Seattle Ford dealership. He served as president of the Seattle Chamber of Commerce in 1956, was president of the board of Century 21 Exposition (Seattle World's Fair), he was honored by the Seattle-King County Association of Realtors as the First Citizen Award for service to the Seattle community in 1962, and finally he was appointed by Governor Dan Evans to chair the State Stadium Commission which resulted in the construction of the King Dome. He passed away in 1971 at the age of 66.

**Architect – Arthur W. Cowley and Archibald Rigg**

Arthur W. Cowley, born in Spokane, practiced architecture in Spokane from about 1906 until his death in 1949. Cowley was recognized in the West Downtown Historic Transportation Corridor

National Register Nomination (1999) as designer of three major apartment buildings in the same block: the Otis Hotel, the Alberta Hotel, and Jefferson Hotel. Also in the district, but at the time of the nomination were not attributed to Cowley, are the Norman Hotel (adjacent to the Jefferson) also a contributing building, and the Child, Brothers and Day Auto Supply (at 1217 W First, 1910, altered and non-contributing). Additionally, Cowley designed the Inland Auto Freight Company building, a contributing building to the East Downtown Historic District (see list of buildings below).

Cowley's early work was noted in The Spokesman-Review in its 25<sup>th</sup> Anniversary edition marking Spokane's economic progress on June 17, 1909, featuring Spokane's economy and prominent citizens, included a sketch of "New Apartment House of N.W. Durham" with "Arthur W. Cowley Architect"

A little over a year ago this gentleman opened offices at 631-632 Peyton bldg. for the purpose of carrying on a general architectural business. Mr. Cowley was formerly an engineer of the Great Northern railroad and for a time was chief draftsman for that system. Since entering the architectural field Mr. Cowley has met with flattering success. During the year he was [sic] been actively engaged here he erected the Wellington apartments Sixth and Stevens street; the Buckman apartments, First avenue and Elm street; the Windsor store and hotel building, First avenue and Jefferson street, and several of the better class apartments in Spokane. He is now putting up the new N.W. Durham apartments at Third avenue and Lincoln street, a cut of which appears on this page. Mr. Cowley has also designed and prepared the plans for several handsome residences. Mr. Cowley is an enterprising young man, full of ambition and thoroughly conversant with this business.

N.W. Durham, in his history of Spokane (1912), wrote the following about Cowley, still early in his career in Spokane:

Spokane has grown rapidly and Mr. Cowley has had his share of the business in his line, his intelligently directed effort bringing him substantial reward while his work has been an element in the city's improvement. He has introduced many innovations in building lines and the structures which he has erected are the principal ornaments of their respective neighborhoods, pleasing to the eye and constructed with conscientious regard for real utility, and the comfort and health of their occupants. Because of his operations unsightly vacancies have become occupied by attractive edifices and real estate in all parts of the city have rapidly advanced in value.

Cowley is noted for his apartment and industrial buildings, several of which remain in use in Spokane. The Goodyear Tire and Rubber Building is one of four known industrial/commercial buildings that are extant in Spokane, and retains the best integrity of those buildings. Besides the Child, Brothers and Day Auto Supply (1911, 1217 West First Avenue), which is totally altered, are the Consolidated Motor Freight Warehouse (1935, 126 S. Sheridan/Pacific), and Inland Auto Freight Warehouse (1929, 159 S. McClellan). The Inland Auto Freight Warehouse has been altered by converting truck loading doors to window bays, and changing the original windows, but retains its basic form with relatively good integrity. The Consolidated building has also been altered but retains its basic form and some of the original windows.

An article in *The Spokesman-Review*, at his death in 1949 included below, recaps Cowley's life in Spokane and his important contributions to the city's architectural legacy.

#### **Arthur Cowley Taken By Death**

Arthur W. Cowley, one of Spokane's first native citizens whose life and that of his family have been interwoven in the history and development of this city since its establishment died yesterday in a hospital following a short illness.

The city's growth is full of evidence of Mr. Cowley's life, as he was a prominent architect here for nearly 43 years. He drew plans for some of Spokane's most substantial business and industrial buildings and fine homes which are monuments to his skill and ability. He remained active in his profession until shortly before he died.

Mr. Cowley was born October 9, 1878 in Spokane. He was the son of Henry Thomas Cowley, an early-day missionary who was one of the first settlers in this region. The only other white families here at the time the elder Mr. Cowley arrived were those of A.M. Cannon, J.J. Browne, and James N. Glover. Arthur Cowley was one of the first white children born in Spokane.

His father answered the invitation of the Spokane Indians to settle among them and the younger Mr. Cowley grew up under frontier conditions. He began his life in the home which his father and friendly Spokane Indians built in the center of the Spokane's camp, a beautiful wooded site now the location of Cowley park on Sixth between Browne and Division.

When the Cowleys arrived at Spokane Falls the little town had only one store. The Spokanes welcomed them, bringing them dried salmon, lean venison and a pail of milk.

After they had settled, the elder Mr. Cowley was able to build his first church at the site which is now Bernard and Sprague.

#### **Archibald Grant Rigg, Rigg and Vantyne Architects**

The biography of Archibald Rigg was provided by Michael Houser, State Architectural Historian ( <http://www.dahp.wa.gov/learn-and-research/architect-biographies/archibald-g-rigg>), and Durham in his history of Spokane.

Archibald Grant Rigg was born in Stratford, Ontario, Canada on April 5, 1878 and received his formal education from Trinity College in Toronto, and Columbia University in New York. ... Upon graduation Rigg took a job in Danville, Illinois and formed the partnership of Lewis & Rigg, through which "several notable buildings" were designed.

[Because of] health concerns, Rigg moved west, landing in Spokane where some reports indicate he became the head draftsman for the architectural firm of Cutter & Malmgren (1904-1905). His time in the west however was short-lived and around 1906, he was called back to east to Indianapolis to take care of his ill

father.

While [in Indianapolis] ... "he worked for architects Herbert Foltz and Wilson Parker. At the time, the firm was busy conducting a large amount for the State of Indiana, which gave Rigg additional experience and insight on how to handle large government projects. Projects by Foltz & Parker during his time in Indianapolis included several structures at the Indiana State Insane Asylum; the First Christian Church of Indianapolis; the J. A Sutherland House (1907); the Harry W. Long House (1907); the Senator Beveridge House; and the Indianapolis County Club (1910).

In 1910, he returned to Spokane and formed a partnership with Arthur W. Cowley. They made a specialty of designing apartment houses. Projects include the Wellington Apartments; the Altadena Apartments (c.1912); the Garry Apartments; the Buckman Apartments; and the Close-In Apartments. Other projects included the Gandy/Willard Hotel (1911) [Otis Hotel, and down First Avenue, the Norman and the Jefferson] the Spokane Taxicab Garage (c.1912); and a variety of homes for several of Spokane's most prominent citizens.

...

By 1914 Cowley and Rigg had parted ways and Rigg formed a private independent practice (1914-1919). His projects during this time period included the Spokane County Tuberculosis Sanitarium (1914); a School in Davenport (1915); St. Luke's Hospital and attached wings (1917-1919), the Downriver Club House (1916); the Symons Building (1917); a remodel of the Tidball Block (1917); the Robert Grinnell House; the Dr. Cunningham House; and the Dr. Charles & Edith Rigg House (1914). [Rigg also designed the Shoshone County Infirmary and Isolation Hospital in Silverton, ID and the Spokane County Infirmary and Isolation Hospital in Spangle.]

In 1919 he entered into a new partnership with Roland M. Vantyne. The new partnership may have been formed to take on the work of designing over 50 buildings for the U.S. Army at Greene Park Amusement Park in Tacoma. For the Greene Park development, Rigg & Vantyne opened an office in Tacoma to coordinate the firm's designs with local contractors, Pratt & Watson. Their most notable design at the Park was the Red Shield Inn (1919); a Swiss Chalet inspired structure which now serves at a military museum for Joint Base Lewis-McChord.

It was during this time that Rigg received his architect's license - #220, on March 17, 1920. He was part of a large group of individuals whom were grandfathered in when the state began requiring architectural licenses in 1919.

Other projects in the Spokane area included the Salvation Army Headquarters Building (1921); Hutton Elementary School (1921); the Masonic Temple and subsequent enlargements; the Idaho State Tuberculosis Sanitarium (1922) in Payette; the US Post Office (1933, with G. Albin Pherson); the Science Hall/Abelson Hall (1935) at WSU; KFPY Radio Station Building (1936); and Shriner's Hospital for Crippled Children (1938).

Over the course of his 50+ year practice, Rigg designed hundreds of buildings in a wide range of architectural styles spanning from the Revival period of the teens and twenties and into the post WWII era.

Rigg and his wife, Mayme Ethel Beck, were socially active and prominent members of Spokane's society. Together they had one daughter, Marian Beck. Rigg was a Mason in Oriental Lodge Number 74, and was a member of several social and professional organizations, including the Scottish Rite, El Katif Shrine, the Spokane Chamber of Commerce, the Spokane Amateur Athletic Club, the Inland Club, the Rotary Club, the Spokane Society of Architects, and the Spokane Chapter of the AIA where he served as chapter Vice President in 1931.

Rigg passed away in Spokane at the age of 80 on February 18, 1959.



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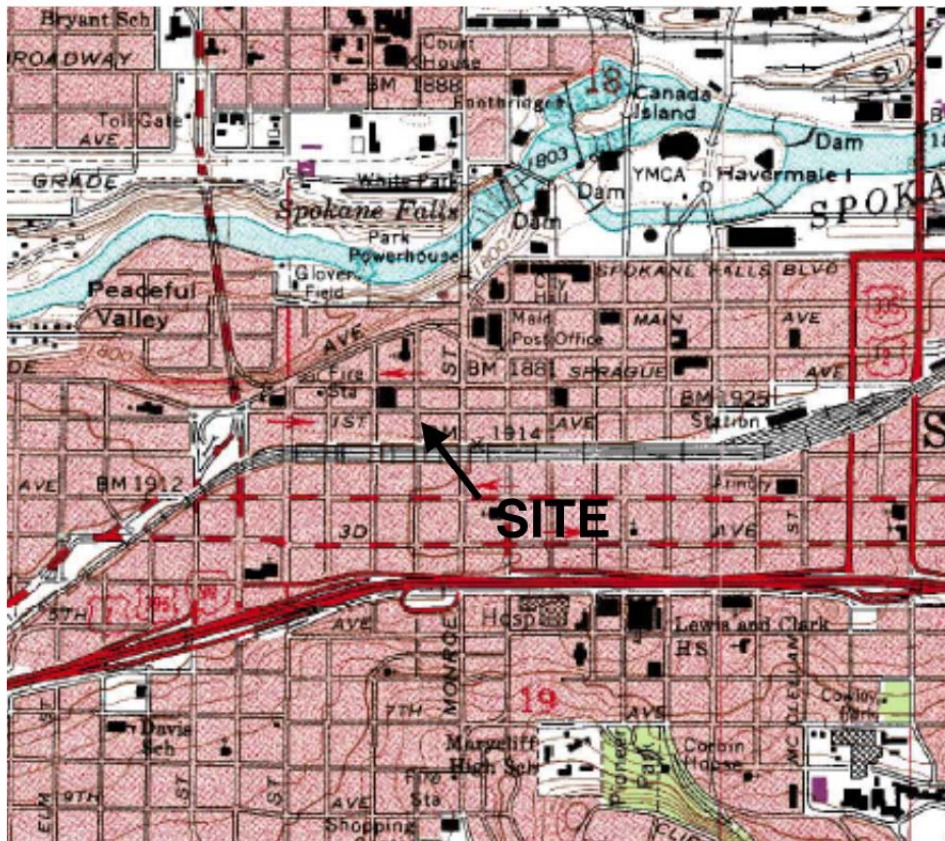
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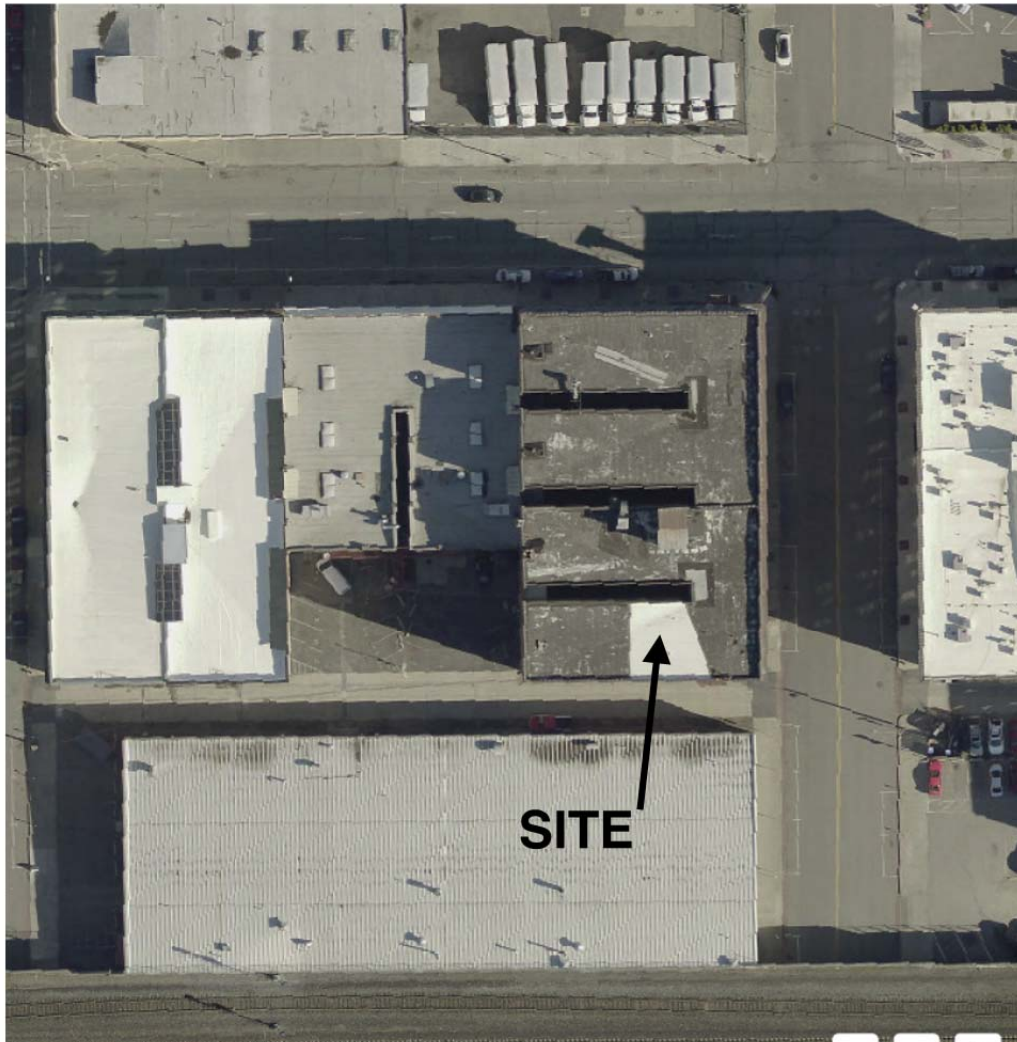
## Maps, Articles, Photographs & Drawings



USGS 7.5 Minute Quadrangle. Spokane NW, Wash. 1974. Photorevised 1986

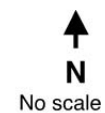
**OTIS HOTEL**  
**110 S. MADISON STREET**

↑  
N  
1" = 2000'

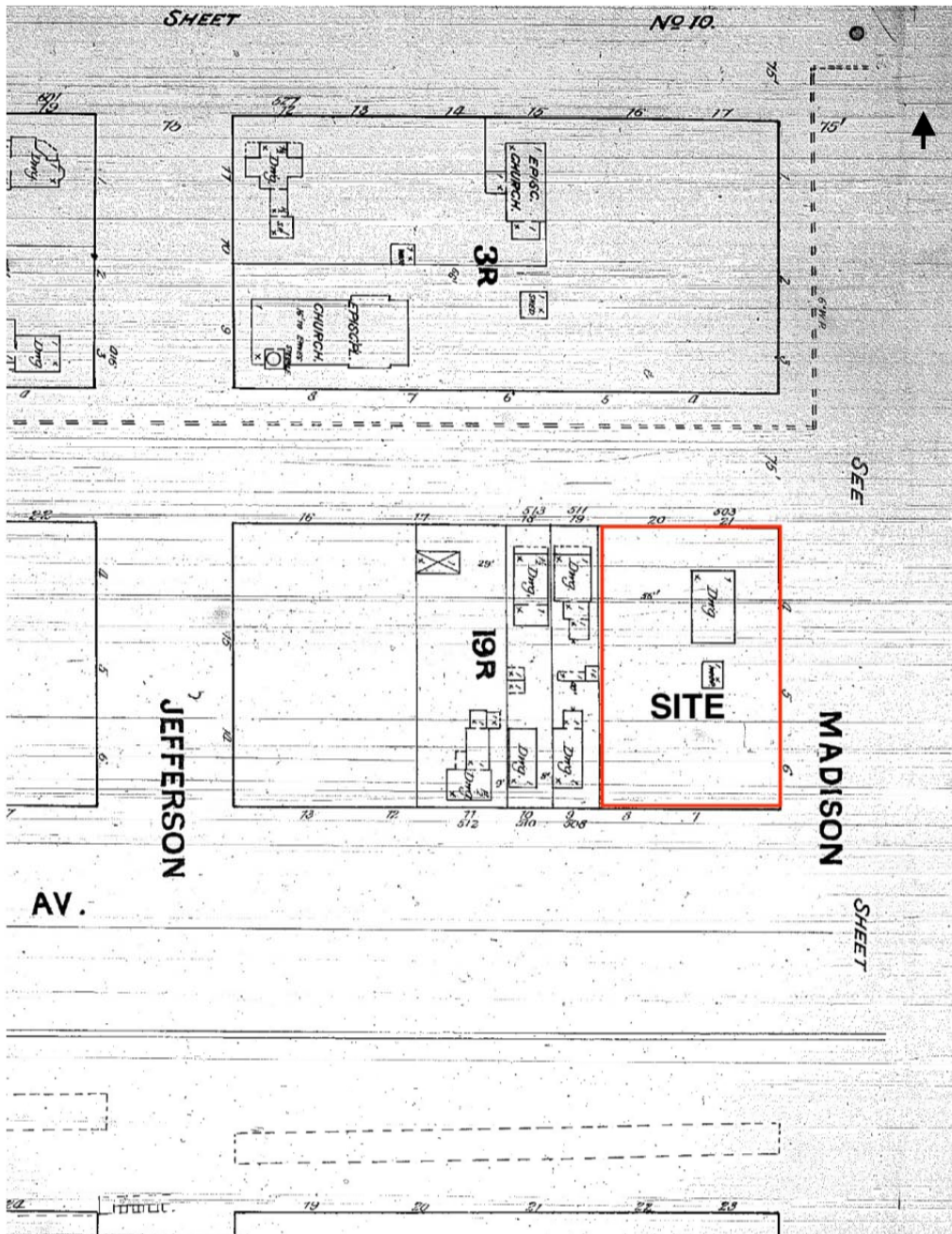


Spokane City Map – August 2017 Download

**OTIS HOTEL**  
**110 SOUTH MADISON STREET**

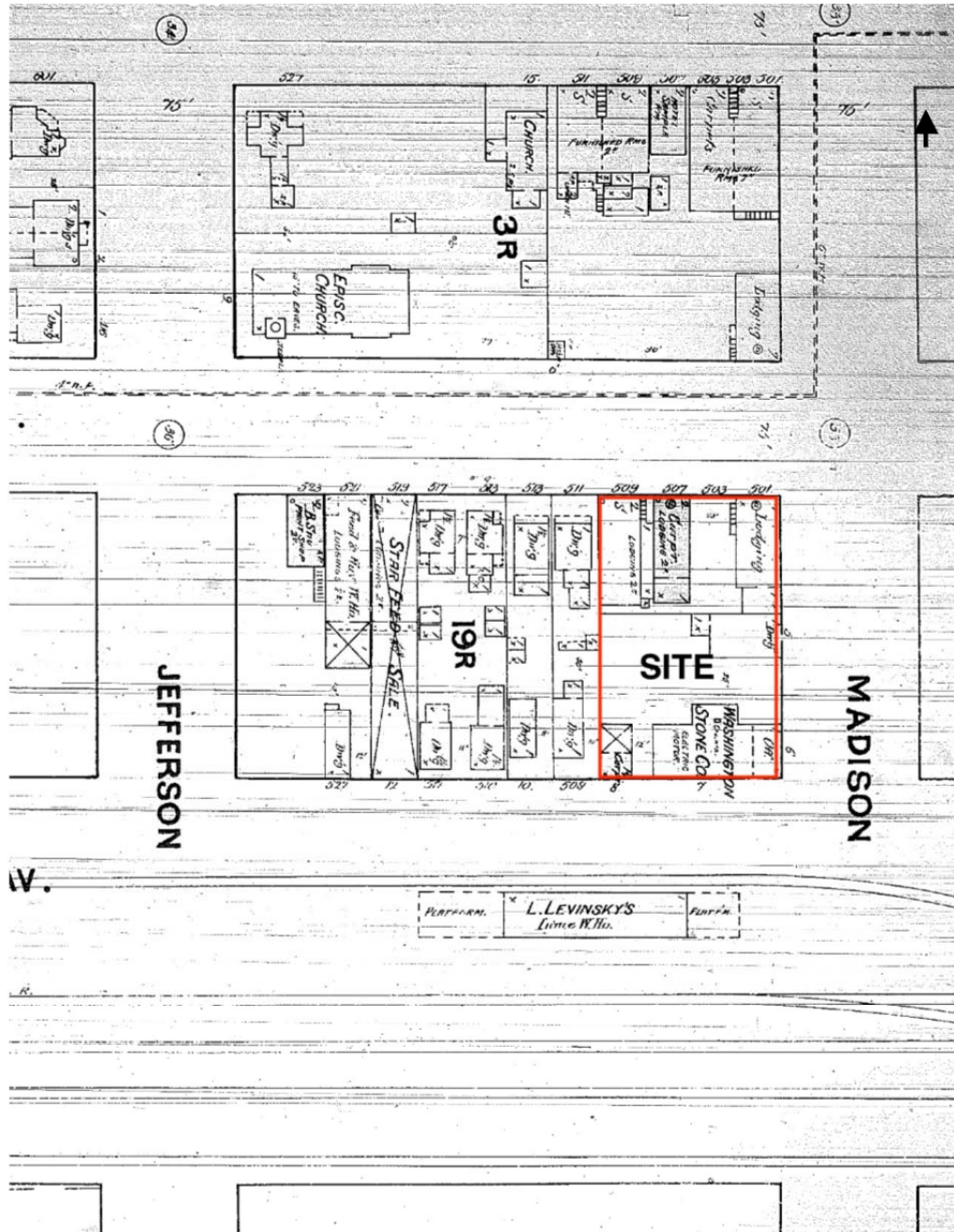






Sanborn Insurance Map – 1889 – page 11

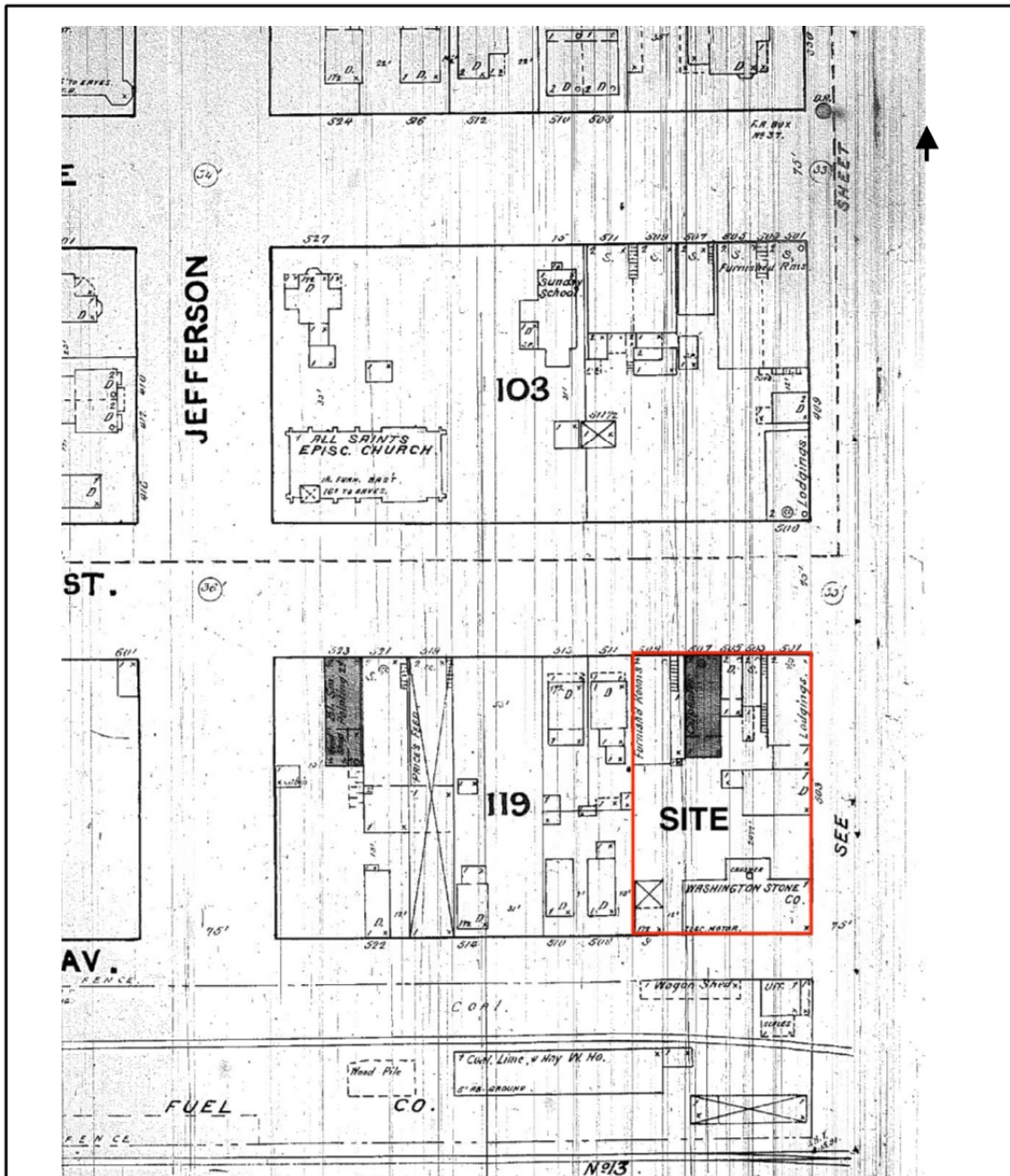
**110 SOUTH MADISON STREET  
1889 SANBORN MAP**



Sanborn Insurance Map – 1890 – page 12

**110 SOUTH MADISON STREET  
1890 SANBORN MAP**

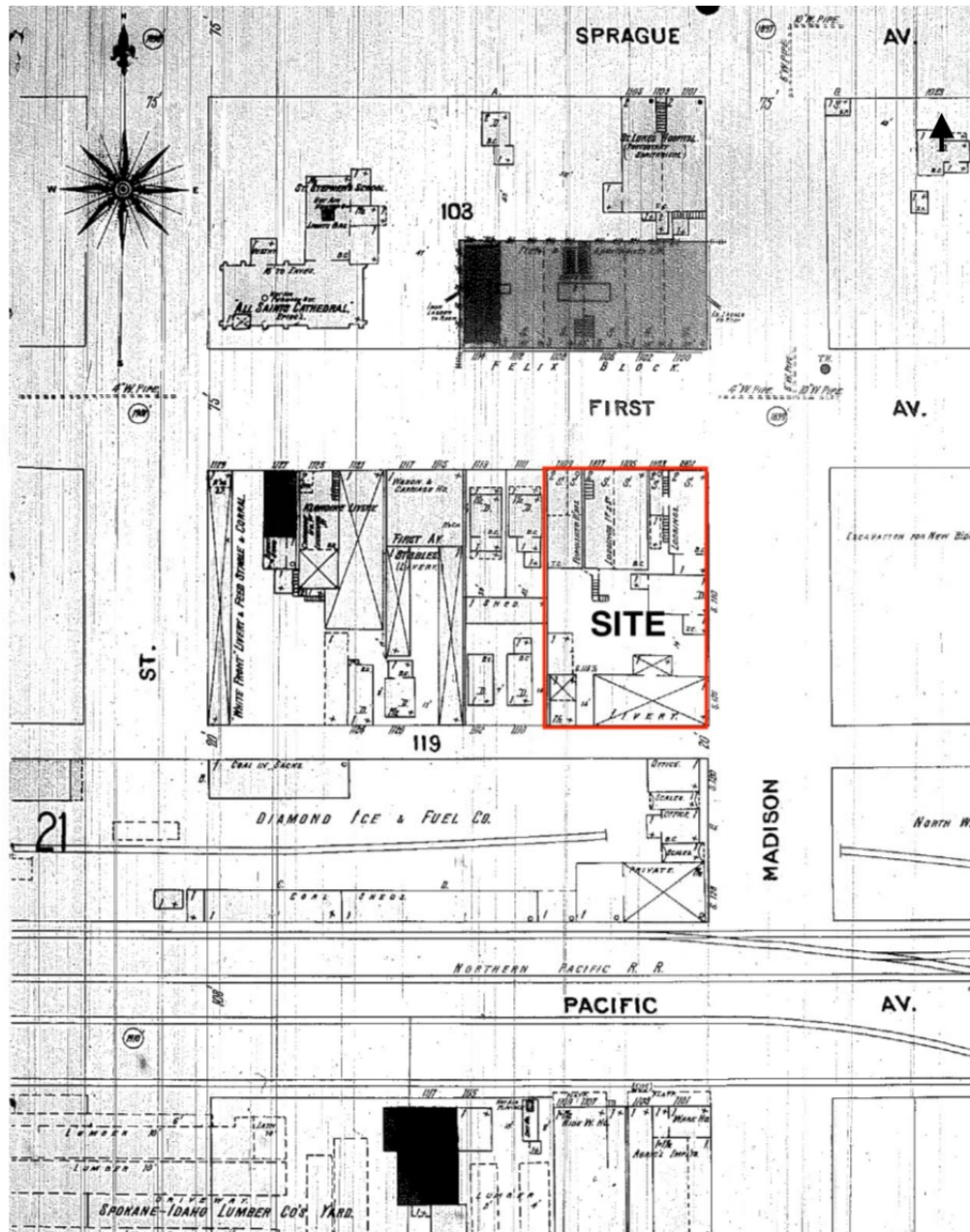




Sanborn Insurance Map – 1891 – page 11

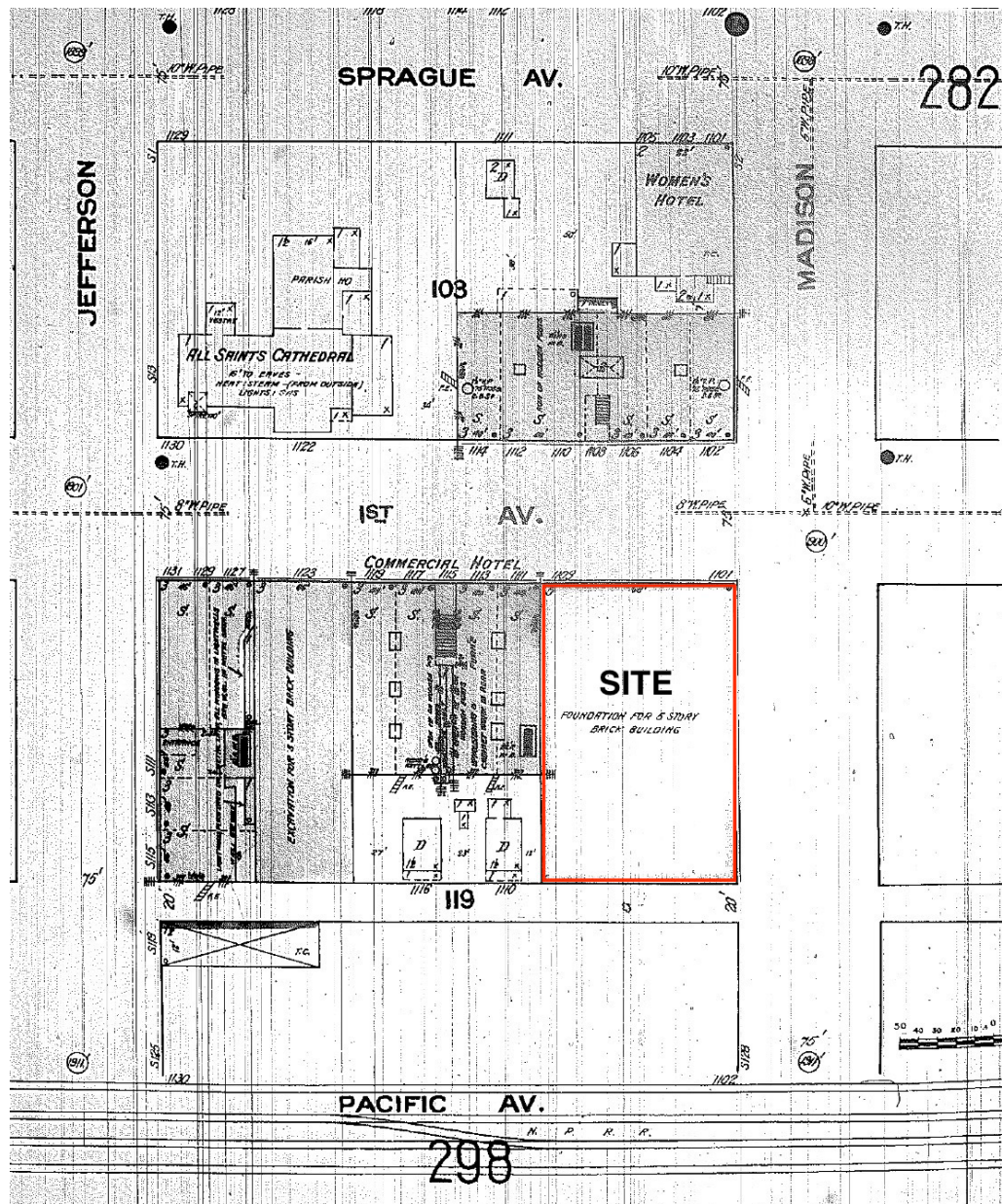
**110 SOUTH MADISON STREET**  
**1891 SANBORN MAP**





Sanborn Insurance Map – 1902 – page 22

**110 SOUTH MADISON STREET**  
**1902 SANBORN MAP**

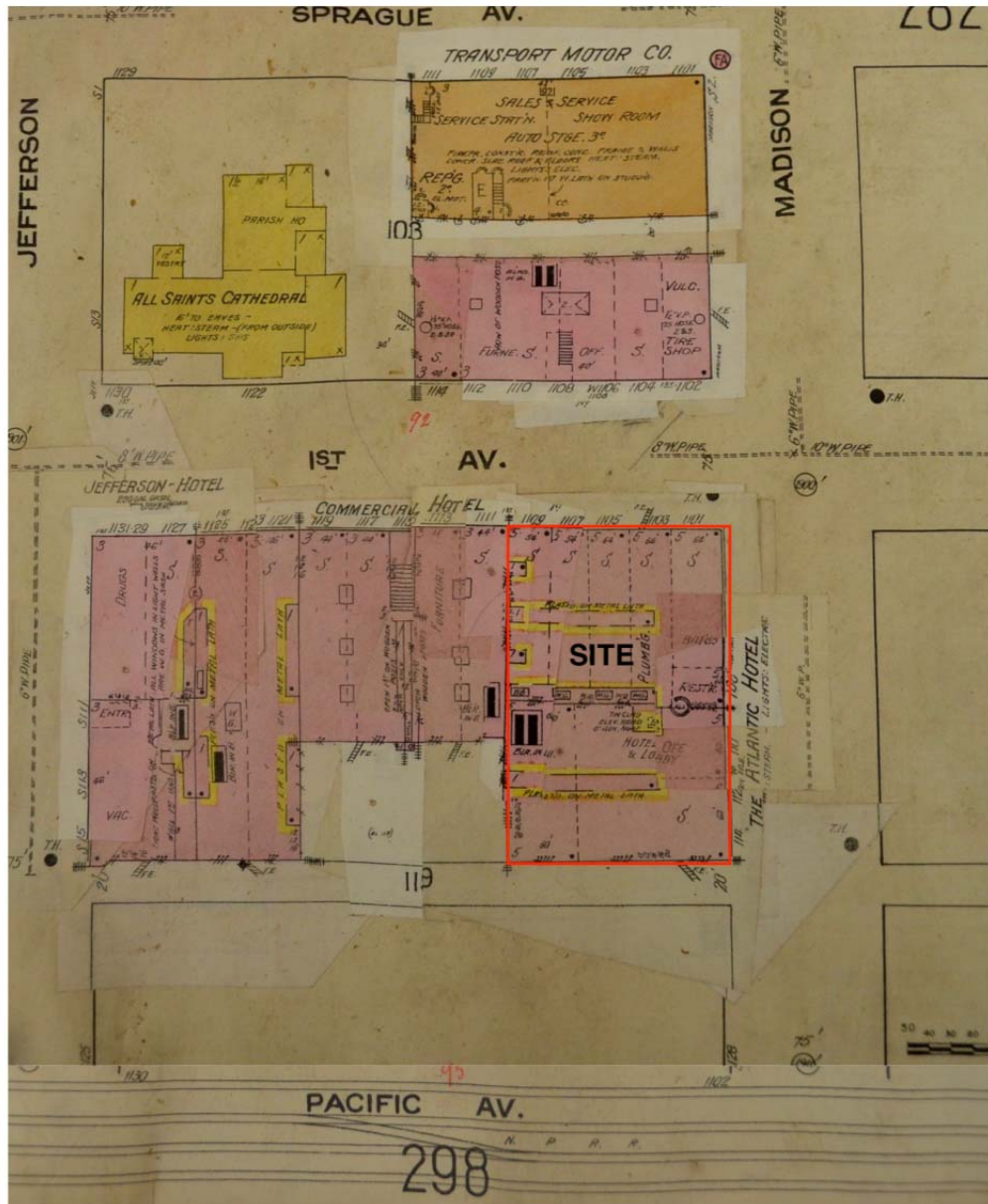


Sanborn Insurance Map – 1910 – page 281

**110 SOUTH MADISON STREET**  
**1910 SANBORN MAP**







Sanborn Insurance Map – 1910-1926 – page 281

**110 SOUTH MADISON STREET**  
**1926 SANBORN MAP**





Libby Photography – Otis tiff-1937-L87-1.11589-37







1. Northeast Corner Showing North & East Facades



2. North-Front Facade Along First Avenue, Looking South



3. Northwest Corner, North Facade, Looking Southeast



4. Southeast Corner-East Facade Along Madison Street, Looking Northwest





5. Southwest Corner, West Rear and South Alley Facades, Looking Northeast

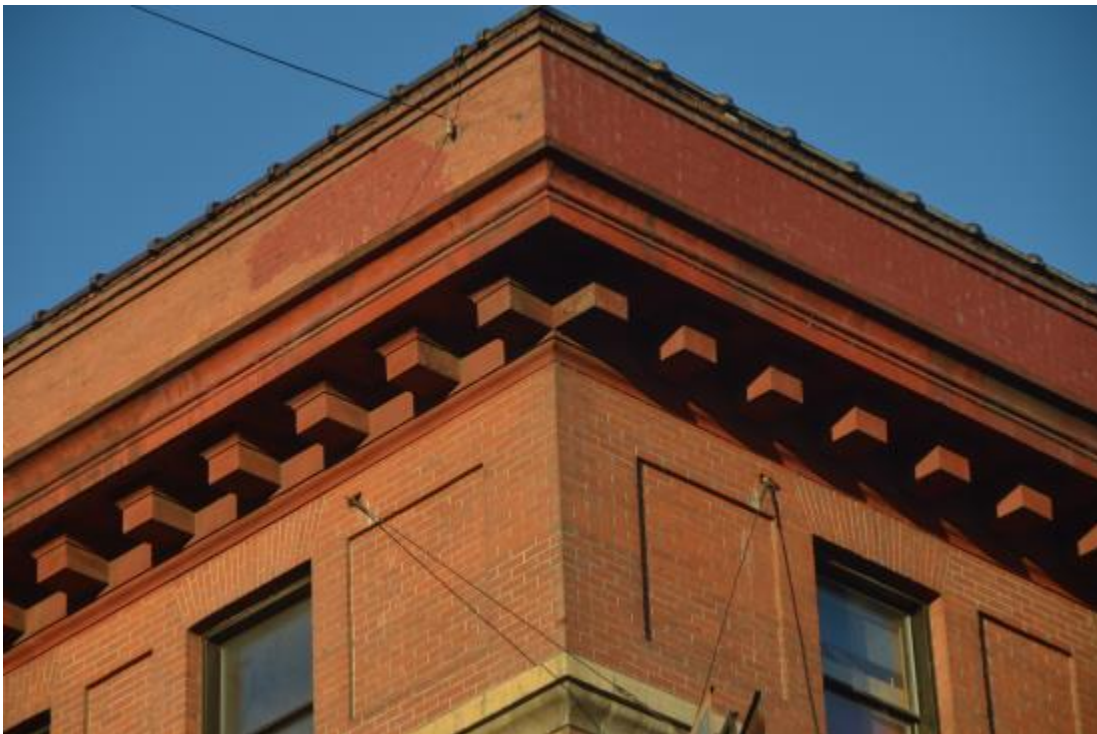


6. East Facade Hotel Entry & Lobby Front and North Side Commercial Bay





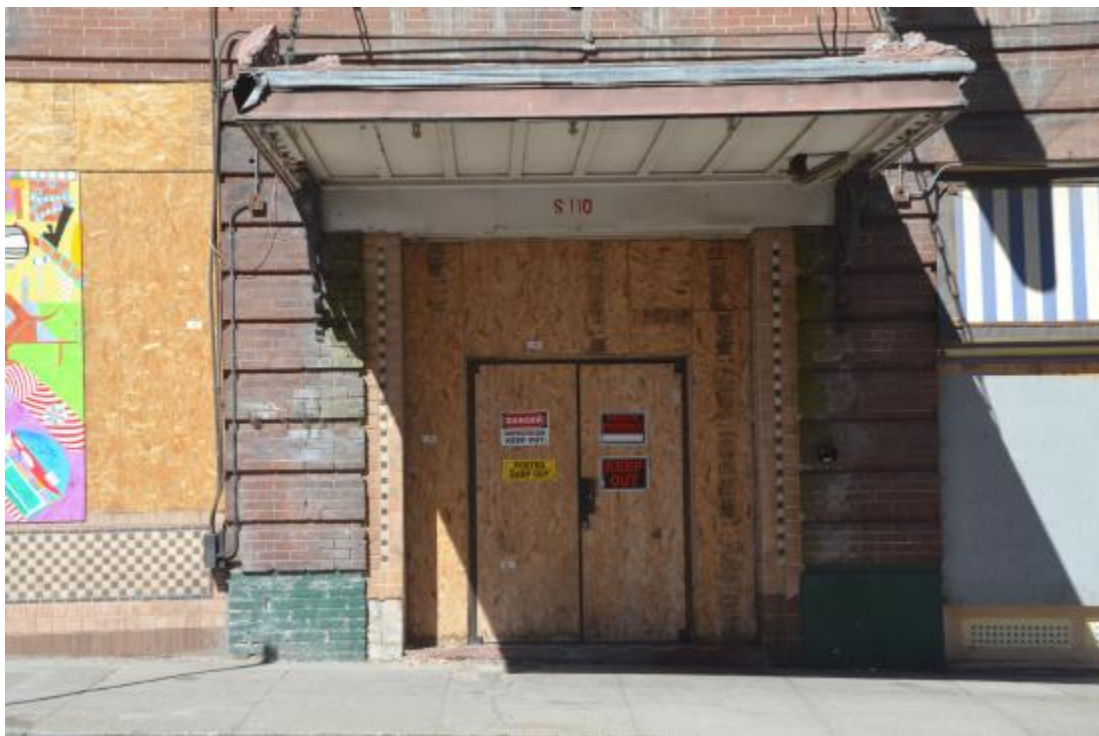
7. Northeast Corner, North Facade First Floor, Looking West



8. Northeast Corner Showing Parapet and Cornice, Looking Southwest



9. Penthouse and Shed Covering South Skylight Well, Looking West



10. Entry to Hotel Lobby, and Flanking Commercial Bays, Looking West



1. Lobby Vestibule-Inside of Main Entry Bay, Looking East Toward Madison Street





2. Lobby, Looking Northeast Toward Entry Vestibule



3. Lobby, Looking East Toward Main Entry



4. Lobby, East End, Looking East



5. Lobby, Looking West Toward Registration Desk



6. Typical Back Room, West of Registration Area





7. Retail Space North of Lobby Entry Vestibule & Along East Side, Looking Southeast



8. North Side Retail Bays 1& 2 Along East Side, Looking North



9. First Floor-Southeast Commercial Bays, Looking Southeast



10. First Floor-South Commercial Bays, Looking South at Exit to Alley





11. Basement, Looking North Along East Wall



12. Basement - Supporting the Sidewalk, North Side



13. Basement, South Section, Looking Southeast Toward Sidewalk Vault Scaffold



14. Basement, South Section, Looking Northwest Toward Boiler Room



15. Lobby, Northwest Corner, Door to Retail Bays, Stairs to 2nd Floor, Looking North





16. 2nd Floor Stair/Elevator Vestibule, Looking Southeast



17. 2nd Floor, Lateral East-West Hallway, Looking East From West End



18. 2nd Floor, North-South Front Hallway, Looking North From Stair/Elevator Vestibule



19. 2nd Floor, Typical Room on East Side



20. Typical Room Showing Sink and Medicine cabinet



21. Common Restroom, Looking from Hallway



22. Common Restroom Showing Toilet Stall





23. Central Stairway Between 4th & 5th Floors



24. 5th Floor-Stair/Elevator Lobby, Looking South



25. Stairs in Southwest Corner, Looking Down From 5th Floor to 4th Floor



26. Northeast Corner-Hotel Sign, Looking West



27. "Give 'em Hell, Malone" - 10/9/2008



28. "Give 'em Hell, Malone" - 10/9/2008

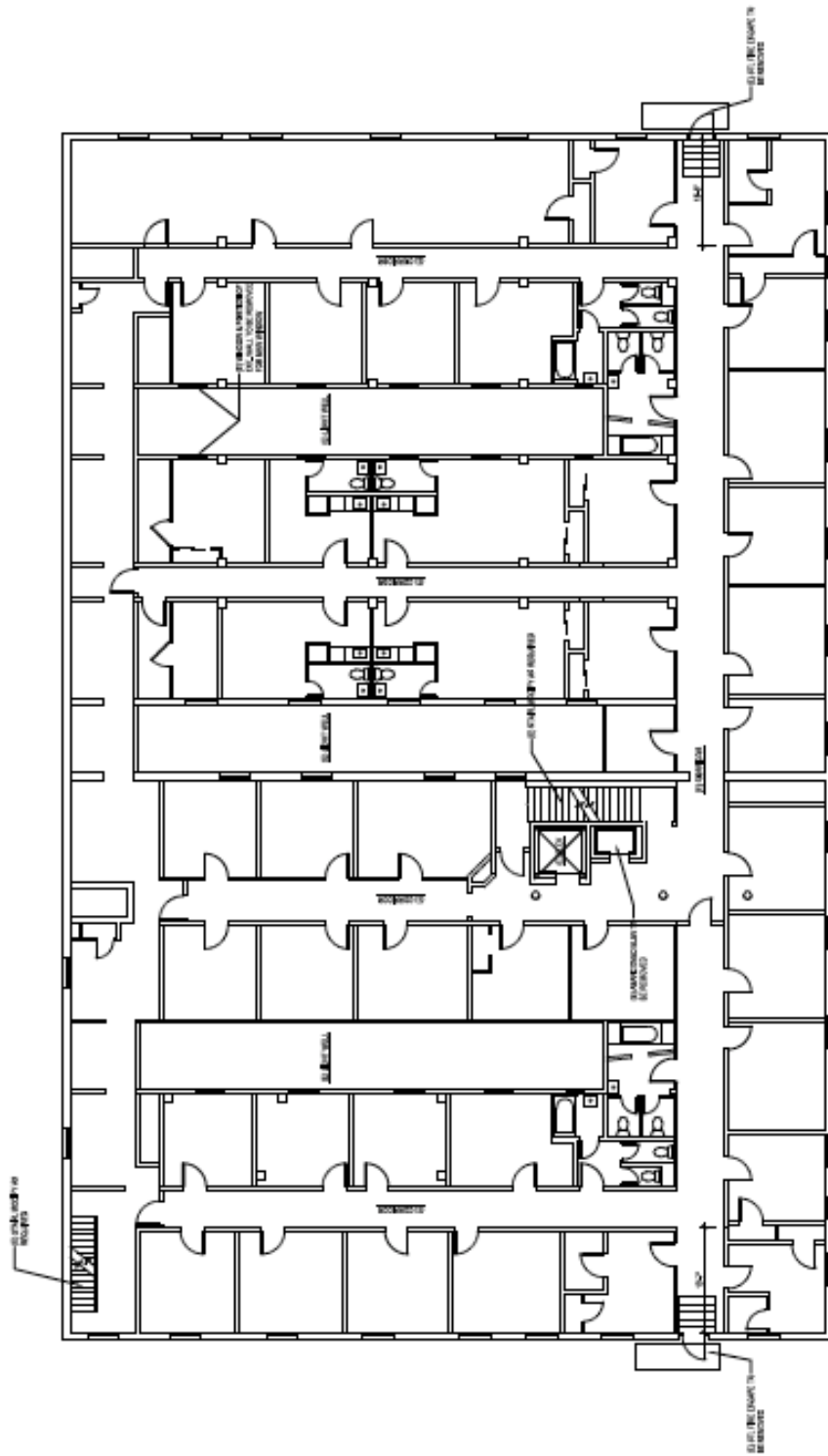












LEGEND  
——— EXISTING TO REMAIN  
- - - - - TO BE DEMOLISHED

1. 2ND-3RD FLOOR DEMOLITION PLAN  
Scale: 1/8" = 1'-0"

