

Historic Name: Auto Interurban Company Garage
Common Name: Carnation Garage
Assessor address: 444 W. Cataldo Avenue, Spokane, WA 99201
Historic address: 444 W. Cataldo Avenue, Spokane, WA 99201
Parcel No. 35181.4206
Plat/Block/Lot: KEYSTONE ADD L21TO27 & L53TO59 B6
Acreage: Less than one
Township/Range//Section: T25R42E Section 18
Survey Name: Carnation Garage
Field Recorder: Jim Kolva
Owner: City of Spokane – Spokane Parks Department
Address: 808 W. Spokane Falls Boulevard 99201-3333
Telephone/Email:
Classification: Building
Within a District: No
Contributing: No
Eligibility Status: Not Determined - SHPO

DESCRIPTION

Historic Use: Garage for repair and maintenance of motor vehicles, primarily buses and trucks.

Plan: Rectangle

Stories: One and basement

Current Use: Vacant

Condition: Original 1914 garage is altered, the roof has collapsed and it is essentially a ruin. The 1928 garage addition that encases the west and north sides of the 1914 building is in poor condition, but essentially intact.

Structural System: The 1914 garage is brick with wood trusses that have failed resulting in a caved-in roof. Basement is basalt rubble and terra cotta block walls supported by steep posts and beams.

The 1928 addition is poured-in-place concrete with rebar encased concrete post and beam basement. The east basement wall is basalt rubble with reinforced concrete post and beam to support the first floor. On the first floor, a portion of the east wall is brick, and the north and west walls are poured-in-place concrete with a glazed terra cotta block parapet. The roof is supported by a clear-span steel-truss low barrel roof. The trusses run east-west with steel-truss cross bracing.

Changes to Interior: original 1914 garage a ruin. The 1928 addition is in poor condition but essentially unaltered.

Changes to Windows: Windows in the 1914 building have been bricked-in. The original industrial steel sash windows of the 1928 building are intact and covered with plywood. The sash is rusted, and most of the glass lights are broken.

Changes to Cladding: Original brick, poured in place concrete, and glazed terra cotta block.

Changes to Height: None.

Foundation: Stone and concrete

Roof Type and Material: The 1914 building had a flat built-up tar composition roof that has collapsed. Over the 1928 garage is low barrel with four skylights clad with built-up tar composition. The roof section of the westerly finger that extends adjacent to the 1914 building between the front entry and the garage is flat built-up tar composition.

Form/Type: Commercial garage/warehouse

NARRATIVE

Date of Construction: The building was built in two sections, and consists of a brick building to which a concrete building was added. The brick southeastern portion fronting on Cataldo Avenue was built in ca. 1914. A reinforced concrete addition in 1928 extended the building frontage along Cataldo and wrapped around the west and north sides of the original building. The 1928 addition expanded the garage to Dean Avenue with a new frontage and entry bay. (Assessor's Field Files and Sanborn Maps)

Architect and Builder: Architect is unknown, but the owner at the time of construction of the 1914 building was Frank A. and Grace O. Empry. Herbert S. Hawley, owner of Auto Interurban Company, was owner of the property and initiated the 1928 addition to house his bus fleet.

Property appears to meet criteria for the National Register of Historic Places: Yes

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

SUMMARY AND CONCLUSIONS

National Register Criteria For Evaluation

The building has two faces, one that fronts on Cataldo Avenue and is composed of the original 1914 brick building with the concrete two-bay 1928 addition; and the 1928 concrete addition that fronts on Dean Avenue. The Cataldo façade is altered and retains little or no integrity. Indeed, the roof of the 1910 building has collapsed and behind the exterior walls is essentially a ruin of twisted wood trusses and roofing material.

The 1928 addition turns the corner from its front entry bays and extends north to Dean Avenue. The west side façade is the poured-in-place wall and contains original industrial steel sash window bays. The east façade is the east wall of the original 1914 building and has been altered. A short segment of the 1928 addition is visible between the 1914 façade and a two-story building adjacent to the north half of the subject building.

The building is potentially eligible under Criterion A for the development of early intercity transportation in the Spokane area, and Criterion C for architecture and its association with that transportation evolution.

The 1928 garage addition extends to Dean Avenue along which it fronts. The north façade is a second front to the building and retains good integrity of original design and material. Although poorly maintained, the façade conveys a distinctive form and is characteristic of industrial buildings of its late-1920s period.

Herbert S. Hawley, owner of Auto Interurban Company, bought the 1914 brick building and significantly expanded and updated its function with the addition in 1928. Hawley expanded his bus and transport business and used the building for bus storage and maintenance. Hawley was noted in Spokane and the surrounding region for the transportation system that he moved to and expanded in Spokane. Auto Interurban provided passenger and freight service and demonstrated the flexibility of motor vehicle service from the 1920s through the 1950s.

In spite of its physical condition, the 1928 addition, particularly, is associated with the Auto Interurban Company and the development of early motor vehicle and bus transportation in the Spokane Region. The company provided service and connections that were not possible by electric trolley, train, or other modes.

the National Register of Historic Plan under Criterion C, architecture. Furthermore, the alterations also leave the building with insufficient integrity to be considered under Criterion A, for its former association with the saloon and tavern business in Spokane. The building is also not associated with a significant person in Spokane's history, thus not eligible under Criterion B.

Context and Potential Historic District

The Carnation Garage along with its adjacent neighbor to the east, the Dance Street Studio, is within a sea of parking lots, crossed by two east-west streets. Historically, these two buildings have essentially stood alone save for a few wood-frame residential structures that were scattered between the basalt bluff on the south, Howard Street on the west, Boone Avenue on the north, and Washington Street on the east. Historically, from 1902 through the present, there has never been a continuous group of buildings along either Cataldo or Dean avenues. With the development of the former Spokane Coliseum and the new Spokane Arena, the area has been developed as asphalt parking lots to serve those buildings. Essentially the area, except at the intersections of Cataldo and Dean Avenues with Howard and Washington streets, between the bluff on the south and Boone to the north evolved and is dominated by asphalt parking lots.

The 1910 and 1948 Carnation Building (Broadview Dairy) at the northwest corner of Washington and Cataldo was truncated in 2012, with the westerly 125 feet being demolished to leave a building about 100 feet in length. The building now presents a blank façade to the west and subject buildings. North of the Broadview Dairy and fronting on Washington Street are the 1954 (remodeled) one-story Hunter Veterinary Clinic at the southwest corner of Dean Avenue, and

a 1951 (remodeled) one-story office building at the northwest corner of Dean. A couple of lots west along the north side of Dean Avenue is a 1987 office building set back behind a parking lot. The remainder of the land on the north side of Dean is covered with asphalt parking lots westerly to the Spokane Civic Theater on the corner of Howard Street.

Historic buildings of the same era as the subject buildings are at the northeast and southeast corners of Cataldo and Howard streets. Both are three-story brick buildings constructed in 1904 (northeast corner) and 1906 (southeast corner) and both were remodeled in 1990 and 2006, respectively. Further, both front to the west toward the Spokane Area, with blank facades facing to the east. A 1945 concrete block storage garage with parking lots on all sides, is on the north side of Cataldo is between the corner of Howard and the Carnation Garage. The 1985 Spokane Federal Credit Union drive-through banking facility is north of the 1904 building, fronts along Howard Street and Dean Avenue. At the northeast corner of Dean Avenue and Howard Street is the 1966 Spokane Civic Theater, a one-story concrete block building that fronts on Howard Street and Gardner Avenue.

There are, however, large gaps between the building pair in the middle and the buildings at the ends. The Carnation Garage was associated with the Carnation Dairy Company (now Broadview Dairy but no longer operating as such), but its origins and use for several decades was its use by the Auto Interurban Company as its private bus garage and repair facility. The Dance Studio had been used for food distribution by the H.J. Heinz Company, as an electrical supply distributor, truck body manufacturer, sheet metal shop, sign shop, and other commercial uses.

The context of the North Riverbank district between Lincoln Street on the west and Washington Street on the east and north to Boone Avenue has and is currently dominated by the Spokane Arena. Indeed, historically, free-standing industrial buildings such as the flour mills, Continental Baking Company, railroad warehouses, and the Carnation Building. If we look further west the County Courthouse, Public Safety Building, and Jail dominate the streetscape and skyline. Recently, the YMCA and YWCA building looms large along Monroe Street. And the arena, and its predecessor, the Coliseum, have coexisted with its historic neighbors for several decades.

DESCRIPTION OF PHYSICAL APPEARANCE

The building is midblock between Howard Street and Washington Street, and spans the four lots in between Cataldo Avenue and Dean Avenue to front on both streets. The west façade is exposed and faces a gravel lot used for storage and parking. The east side of the building has an undeveloped parcel on the south half, and is adjacent to the two-story Dance Street studio on the north half.

The one-story brick and concrete front façade, 444 West Cataldo, faces south toward Cataldo Avenue. About 75 feet in width and 20 feet in height, the building spans the 200 feet between Cataldo Avenue and Dean Avenue, to which the north end fronts. Composed of the original 1914 brick building on the east and a 1928 poured-in-place concrete and brick addition on the west, the front façade is flat and featureless except for three garage door bays and a single window bay.

The building is in poor condition – scruffy is the best description—with a portion of the southeast corner parapet coping and bricks missing, two bricked in garage door openings in the eastern half, splotched and peeling paint, dangling wires, one patched metal roll-up garage door, and two severely weathered wood panel roll-up garage doors. The wood panel doors are in the 1927 concrete addition. Within the westerly bricked-in garage door opening is a square window with concrete sill. The opening is covered with painted plywood. The poured-in-place concrete wall is slightly lower than the original brick section but is finished to the same height by extension of a brick parapet wall to the same height as the original building. The peeling white-painted letters “Carnation GARAGE” are centered in a red field over the metal roll-up door. A glazed terra cotta coping tops the parapet wall behind which is a flat built-up tar composition roof. A low barrel roof penetrated by five skylights and clad with built-up tar covers the northern portion of the building.

The fully exposed west façade is flat unpainted concrete that reveals a basement level as the grade drops down from Cataldo on the south and Dean on the north. The brick parapet of the front wall extends about 2-feet above the concrete side wall which steps down in five steps toward the middle, then in one step, rises about two feet and continues to the north end. A flat metal panel door is near the southwest corner. Eight equally-sized vertically-oriented window bays are within the wall at first floor level, and eight horizontally-oriented bays are in the basement level. All openings are covered with red-painted plywood. Near the north corner next to a chainlink fenced enclosure that is covered with a weather board shed roof is a plywood covered vertical opening that may have been a pedestrian door.

The window openings at the first floor level are patterned in three groups and a single bay, and at different levels. From south to north are a single bay, two bays at a higher level, and three bays, a blank gap, and two bays, all at the same level as the single south bay. The sash is steel configured five columns and four rows of lights. The center section of two-by-two lights pivots in the center to swing open horizontally. Two rows are exposed and the lower section covered with painted plywood. Glass is broken and the sash is severely weathered.

The east façade is featureless brick clad in peeling paint. Two segmental-arch window bays are in the façade, but are covered with painted plywood. At the juncture of 1914 building and the 1928 addition, within the concrete wall, is a four-foot by ten-foot plywood-covered vertical window opening with the upper row

of the steel sash exposed. The bottom of the opening is about five feet above grade. Just north of this opening, the two-story brick Dance Street studio abuts and obscures the northern portion of the east façade.

The 1928 north façade, aside from being deteriorated, is virtually intact from its original construction. Horizontal in orientation and symmetrical in arrangement, the façade is composed of a poured-in-place concrete wall topped with a three-step gable of glazed terra cotta blocks. The horizontal form pattern is embedded in the wall. Behind the parapet is a low barrel-vaulted roof. The concrete section contains three window bays flanking each side of a roll-up shop door. The symmetry of the window and door arrangement is slightly off by the width of the east and west end wall sections, and the width of the concrete columns dividing the openings. The end wall section is wider on the east corner than the west; and the dividing columns are wider on the west side than the east. The horizontally segmented sheet metal shop door is centered and is a replacement of the original door.

The window openings are framed with a beveled edge and a narrow, slightly projecting sill. The steel sash, set about four-inches into the concrete opening, consist of paired 18-light steel muntins (3 columns, 6 rows) joined by a vertical steel mullion. The sash within the windows differs slightly. From east to west, bays 1, 3, and 5 are configured with a six-light pivoting section that swings open (pivot pins are on the sides, and top swings in and bottom out). Bays 2, 4 and 6 are fixed.

Interior

Entry to the 1914 building is from the rollup metal door in the center of the south façade from Cataldo Avenue. Entry to the 1928 addition is via the two derelict shop doors in the west portion of the south façade. An at grade entry to the first floor is available from Dean Avenue. The 1914 building, having suffered a collapse of the wood truss roof is essentially inaccessible because of wooden debris.

The entries to the 1928 addition consist of a down ramp to the basement level through the westerly door, and an up ramp to the first floor via the easterly door. A pedestrian door on the west wall near the corner provides access to the landing of the down ramp. The down ramp plunges into the darkness of the dank and seeping basement garage level. The ramp and walls are poured-in-place concrete. A large galvanized vent pipe and horizontally-oriented corrugated rusted steel panel frame the ramp corridor to the garage floor. Along the east wall is a grid of steel bolts with upturned ends that project about 12-inches out of the concrete wall.

The basement level has a concrete floor with metal grate drains, and heavy concrete posts and beams (beams are spalling and exposing steel rebar). Rusted metal pipes are suspended from and crisscross the ceiling. Plywood panels high on the outside wall cover the window openings. Also suspended

from the ceiling is a grid pattern are green porcelain enamel metal light shades. The walls on the west and north sides are concrete. Basalt rubble with supporting concrete posts and beams comprise the east wall. Also used to divide the 1914 building and 1928 addition are brick and terra cotta block, with some recent walls of concrete block. The 1914 section is generally basalt rubble and brick with round steel posts and square beams for structural support. Mechanical equipment and electrical panels were in the 1914 section.

The exit from the basement is the concrete ramp back up to the landing in the southwest corner. From the landing and the easterly rollup door is an ascending concrete ramp along the brick west side of the original building. Rusted corrugated metal clads the west wall of the ramp which opens into an expansive garage space. Along the ramp corridor, the ceiling consists of wooden rafters and roof deck. At the juncture of the north end of the original brick building, the roof section is elevated, a low barrel form, and supported by steel trusses running east-west, with north-south cross bracing. The garage space is open, and expansive. Large windows (covered with plywood) and a centered roll-up garage door dominate the north end. Light enters from five skylights, the northern windows and windows along the west wall. All sash is steel as described in the exterior description. A large red brick chimney, about 38-inches wide by 24-inches deep projects from the west wall near the northwest corner and extends through the roof (about 15 feet above the concrete wall).

The interior is unfinished. The east wall is brick with concrete posts and beams for structural support. The brick north wall of the original building

OVERVIEW OF BUILDING'S HISTORY

As depicted in a 1902 Sanborn Insurance Map, the area between Washington and Howard Streets, and Dean Avenue and the edge of the basalt bluff overlooking the Spokane River was primarily in residential use. Small wood frame dwellings, associated sheds and outbuildings dotted the long blocks between Howard and Washington Streets. Because of the basalt bluff and river to its south, there was no north-south through street between the bounding streets. Neither Dean Avenue nor Cataldo Avenue was improved and, indeed, a frame dwelling and associated sheds were in the middle of the right of way at the Washington Street intersection. The Sanborn Map also advised that neither Dean nor Cataldo were improved. And, dwellings encroached in the street rights of way of both Cataldo and Dean near the Howard intersection on the west ends. Below the basalt bluff, the Sanborn depicts multiple tracks, and O. R. & N Co's (Oregon Railroad and Navigation Company) rock crusher with a note "Stone Quarry" along the bluff.

In 1910, the O. R. & N Company's passenger depot was on the broad bench between the basalt bluff and the north bank of the Spokane River. A cluster of five rail tracks crossed between Washington and Howard streets below the bluff. Frame dwellings interspersed with small frame stores occupied the frontages

along Cataldo and Dean avenues. Most of the lots toward the east end of the block were vacant. A new large two-story frame building labeled “Express” occupied the parcel near the eastern end of the block at #433 Dean Avenue. Two new three-story brick buildings occupied the northeast and southeast corners of Cataldo and Howard avenues.

Frank A. and Grace O. Empey owned the lots on which the garage would be built in 1913. Empey received a building permit on April 17th 1913 to construct a garage on lots 57 and 58, Block Six, Keystone Addition. A Mr. Birdleson was the building contractor, but no architect was listed. The value of the one-story brick building was stated at \$5,000.

On July 24, 1913, Frank Empey and wife, Grace, executed a Memorandum of Agreement with the neighboring property to the east, lot 59, owned by Frank Zell and his wife Nancy. The purpose of this agreement was to memorialize the stone foundation of the building constructed by Empey as a party wall—half on the lot 58 and half on lot 59. In this agreement the lot owners would have equal rights to the wall and Zells would reimburse Empeys \$300 of the \$600 they had expended on the wall. The wall would have a depth of 80 feet from Cataldo Avenue.

The Western Motor Company received an electrical permit in October 1913.

On April 17, 1914, Empeys sold the garage to H. C. Bennett, a bachelor, who in turn, sold it to the Ostroski-Breslauer Company on June 16, 1914. On January 4, 1915, William Christian purchased the property for \$10,000 in “Gold Coin of the United States.” The next owner was the Big Bend Land Company that acquired the property on April 7 1916, then sold it the following year to Herbert S. Hawley for \$8,000.

In March 1917, Nixon Kimmel of Auto Interurban received an electrical permit.

Herbert S. Hawley purchased lots 21 and 22, adjacent to the north of his building on lots 57 and 58 from Gavin C. Mouat on March 30, 1925 (Mouat had purchased from lots 21 and 22 from the Estate of John T. Davie on April 18, 1923.) In July 1925, H. I. Hawley received a permit to change the service and meter.

In two separate transactions in 1927 (November 9th), Herbert and wife, Eva, by quitclaim deed, transferred lots 57 and 58, and lots 21 and 22 to the Auto Interurban Company.

Herbert S. Hawley was the owner and president of the Auto Interurban Company. The building on lots 57 and 58, and the lots adjacent to the north (21 and 22) were purchased in the transaction. In 1928, the brick building fronting on Cataldo Avenue, was expanded by adding a concrete and masonry building along the

west side and extending from its north wall to Dean Avenue, along which a new front entry was completed.

On October 8, 1956 by warranty deed and bill of sale, Auto Interurban Company transferred its property to the Carnation Company. In addition to the land and building (lots 21 through 27 and lots 53 to 59), two oil tanks, one gasoline tank, one diesel fuel tank, east grease pit, fan, two alemite pumps, and all buildings and improvements. The last listing in Polk for Auto Interurban at this address was 1956; thereafter, the Carnation Garage was listed at 444 West Cataldo (and addresses between #418 and #444)

The Carnation Company would operate its dairy plant across Cataldo Avenue, and the garage until March 1989 when it transferred the property to the Beverage Company of the Northwest, Foremost Dairies. Foremost declared bankruptcy, and Goodale and Barieri bought the Broadview Dairy in 1991. The City of Spokane acquired a portion of the former Carnation/Foremost property, including the former Carnation Garage, in May 2000.

Herbert S. Hawley (1874 – 1953)

1930 Census listed as President and Manager of a Transportation Company; resided at and owned a house at 2403 N. Atlantic valued at \$5,000, age 55, born (estimated) in 1875, and wife age 52. He was born in Oregon and his parents born in New York.

1940 Census – same address as 1930, still President and owner of Auto Interurban

A Death certificate was issued 2 March 1953 in Los Angeles, CA. His age at the time of death was 78. He apparently died in the hospital following a prostate operation. Hawley is buried at Greenwood Cemetery, Spokane .

The Spokesman-Review in its March 3, 1953 (p6:5) edition reported the death of H.S. Hawley:

FOUNDER OF BUS COMPANY DIES

H.S. Hawley, 78, Headed Auto interurban Lines

Herbert Spence Hawley, 78, president and founder of the Auto Interurban company, died yesterday in Glendale, Calif, where he had been in ill health following a recent operation.

The Auto Interurban company was started by Mr. Hawley in 1911 with two six-passenger cars between Priest River and Priest Lake, Idaho, where connections were made with the Great Northern railway. At present, the company has a fleet of about 50 busses and an investment estimated at \$500,000 in real estate and equipment with operating rights through the Colville valley via Deer Park,

Chewelah and Northport to Trail, B.C.; Cusick and Lone to Cheney and Coeur d'Alene and Wallace, Idaho.

In 1913, Mr. Hawley came to Spokane and inaugurated a passenger and freight service to Reardan, Wash. which later extended to Davenport and Almira. The equipment included trucks with built-in cross seats for passengers. The vehicles had solid tires and were chain driven. A schedule also was maintained between Spokane and Newman Lake.

Purchased Rights

In 1922, the company purchased the operating rights between Spokane and Coeur d'Alene and five years later the Colville valley line was purchased with a later extension to Trail, B.C. In the same year, a purchase was made of the Spokane-Cheney right and suburban bus service was set up to all communities in the Spokane valley via Trent and Sprague avenues.

The Metaline Falls division was purchased in 1928 and two years later the company bought the operation rights between Coeur d'Alene and Wallace, resulting in completion of a route from Spokane to Wallace.

The company now maintains service for communities in the Spokane valley to the Trentwood aluminum rolling mill and the naval supply depot, averaging 150,000 miles each month and carrying an average of 155,000 passengers monthly

Married in 1896

Mr. and Mrs. Hawley were married in Ballard, which now is part of Seattle, in 1896. [the article lists survivors]

The *Spokane Daily Chronicle* also reported Hawley's death on March 3, 1953 (p3:3):

HERBERT HAWLEY RITES THURSDAY

Funeral services for Herbert Spencer Hawley, 78, president and funder of auto interurban company, will be Thursday at 1:30 p.m. At Thornhill-Carey's.

Dr. Charles f. Koehler will officiate and burial will be in Riverside Park.

Mr. Hawley started the bus service in 1911 with two passenger cars between Priest River and Priest Lake, Idaho, and came to Spokane in 1913 to expand the business. He died yesterday in Glendale, Calif., where he had been in ill health following a recent operation. His home was at S3825 Skyview drive.

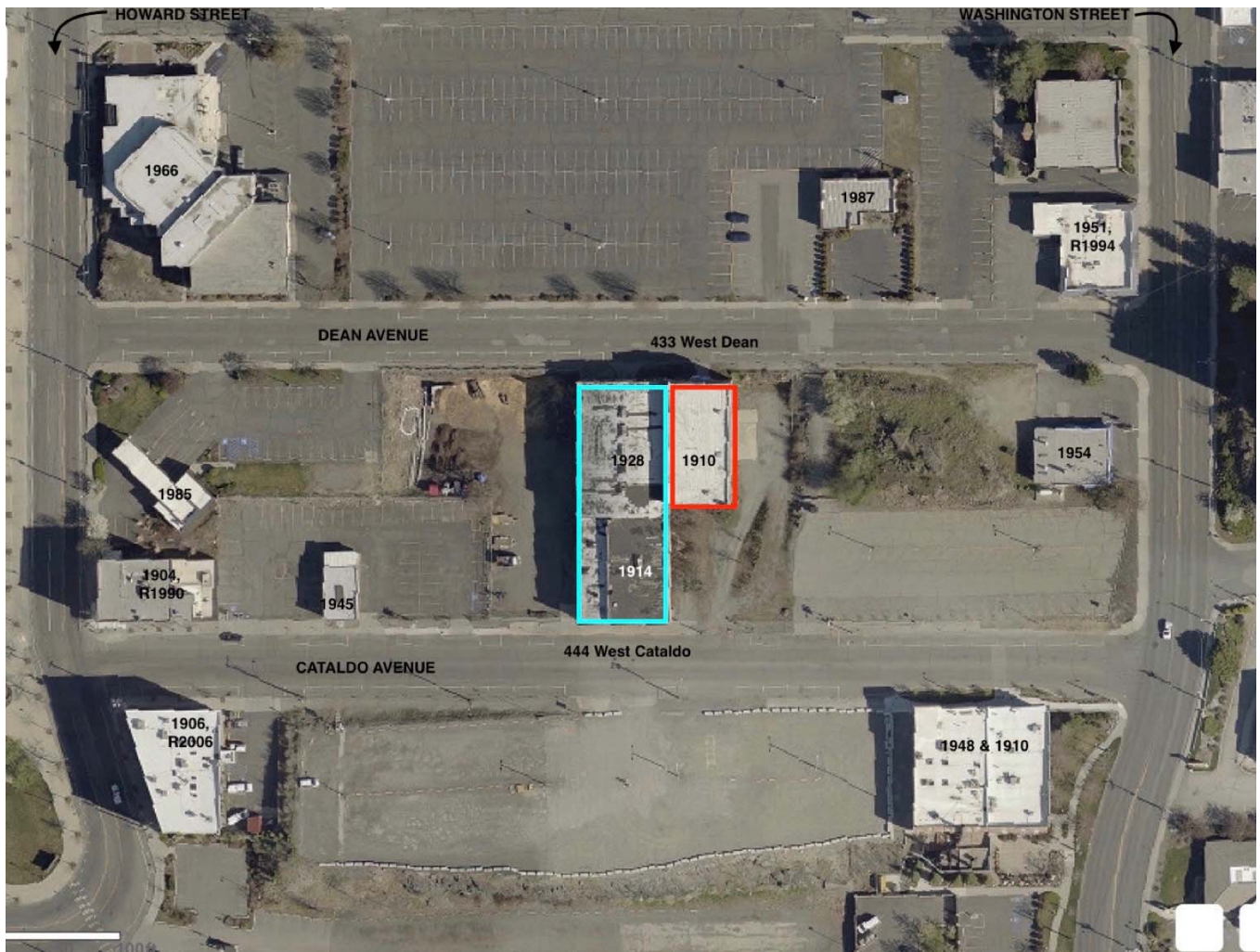
Find a grave, has Hawley's birth as 26 November 1874 and his death in 1953, buried at Riverside Memorial Park

THEN AND NOW, Monday, May 19, 2014 – (spokesman.com-reviewed 11/18/18):

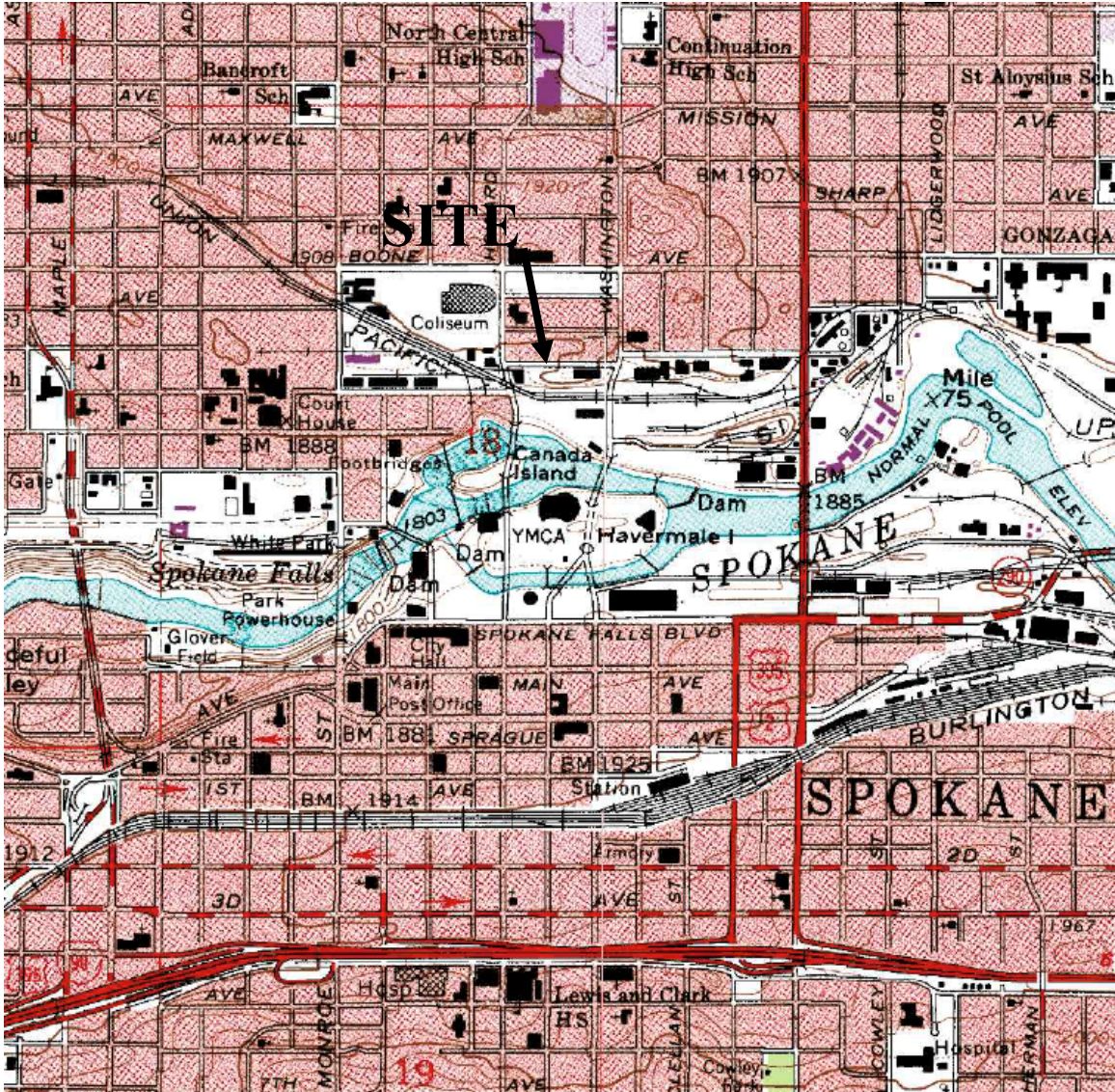
Motor Bus Depot

In the 1920s, the gasoline-powered bus was showing itself to be a more flexible mode of public transit than the streetcar or train. Three old buildings along Front St., between Howard and Wall St., were turned into a bus depot in 1924 by the Auto Interurban Co. and the Spokane-Lewiston Stage Line. The buildings dated from 1890-1892. The ground floors were connected and space leased out to vendors of food, sanitary conveniences, souvenirs and general merchandise. It was the first unified bus plaza in Spokane. Before that, bus companies jockeyed for curb space near their offices downtown. With the new Motor Bus Depot, commuters taking local buses could wait out of the rain. Young people headed to Pullman or Moscow for college dragged their heavy trunks to the curb each fall. School kids carried stamped bus tokens for their ride home. During the Christmas holiday, long-distance travelers flooded through. Curbside traffic blocked Front St. so an open concourse was added on Wall St. in 1930. By then, the terminal was also home to the Interstate Coach Co., Union Pacific Stages, Priest River Line, Washington Motor Coach, Medical Lake Stage Line and the Ford-Tum Tum Stage Line. During World War II, locals were asked to postpone vacations and other trips during the holidays so soldiers in transit could get home on leave. The depot was the brainchild of Herbert S. Hawley, operator of the Auto Interurban Company. He started in 1911 with two passenger cars carrying passengers from the train depot in Priest River up to Priest Lake. He came to Spokane in 1913. When Hawley died at age 78 in 1953, Auto Interurban was running 50 local and regional buses. More companies were added until a new depot was needed. The Union Bus Depot opened in 1949 at 1125 W. Sprague. The old depot continued for a few years, then closed for good. Great Northwest Federal Savings and Loan tore the buildings down in 1977 to make way for a new bank.

MAPS AND PHOTOS



CARNATION GARAGE, 444 WEST CATALDO AVENUE



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

444 WEST CATALDO AVENUE SITE LOCATION

↑
N
1" = 2000'

ADDRESS W 4th CATALDO LOT BLK

ADDITION
DESC. SPO 81 L21 TO 278 53 TO 59 6
KEYSTONE ADD
~~18531-4206~~
35181-4206

YEAR	A. V.	BY
1974	78700	MO
1976	94700	TLK
1980	73300	DW
1984	73300	IS
1988	73300	IS
2003	72600	bl

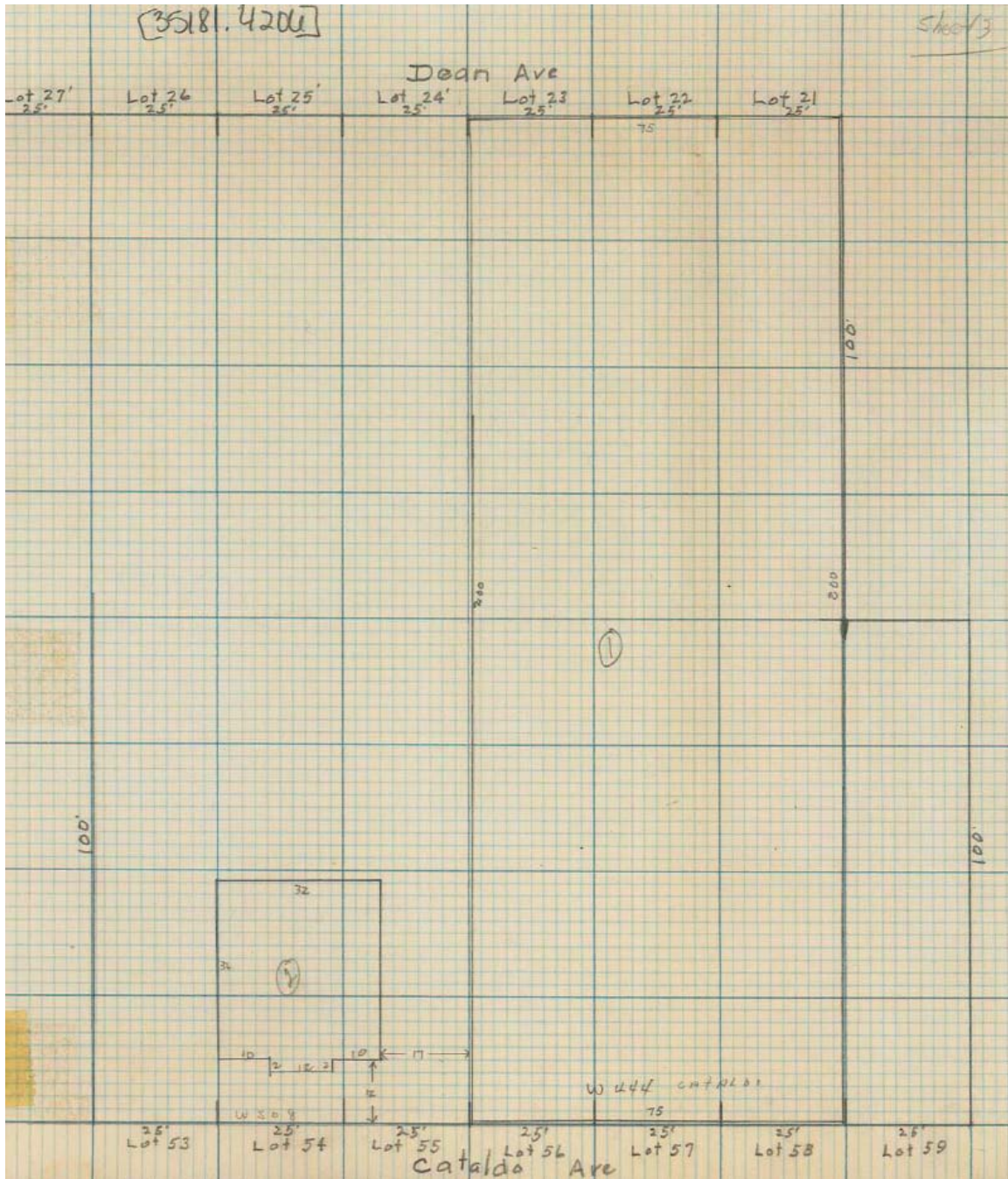
4-30-76 TLK OSC 2-20-80 DW Sheet 1 of 2

TYPE-USE	INT. WALLS	BASEMENT ROOMS	GEN'L CONDITION
Apartment	✓ CON. BRICK	Plastered	Very Good
✓ Office 8x10		Living Room	Good
Warehouse	FLOOR FINISH	Service Room	✓ Fair -
Gas Station	Asphalt Tile	HEATING	Poor
Motel	Fir	Pipeless Furn.	
✓ Garage	Linoleum	Hot Air	FLOOR STRUCTURE
Store	✓ Cement	Hot Water	✓ Reinf. Conc.
No. Stories		Air Cond. & Fan	Conc. Slab
✓ Basement	EXT. WALLS	Radiant	Mill Const.
3 No. Rooms	✓ Brick	Electric	
No. Apts.	✓ Concrete	✓ Oil Burner PRESSURE	INT. PARTITIONING
	Siding	Coal Stoker	✓ Few Wood Conc.
		Steam	Average " "
CONSTRUCTION	ROOF COVERING	✓ Central	Many " "
Frame	Asphalt Shingles	overhead fans	
Steel Frame	Corr. Aluminum	PLUMBING	EXTRA FEATURES
✓ Reinf. Conc.	✓ Tar-Gravel	Toilets	○ Air Conditioning
✓ Brick		Tubs	○ Thermo Windows
Pumice Blk.	ROOF CONSTR.	Basins	Marquees
	Flat	Sinks	Size x
FOUNDATION	Pitched	Urinals	○ Store Front
✓ Thickness 20" 16"	✓ Steel Truss 3/4 LRG STEEL	Showers	Insulation
	✓ Wood Truss 1/4	Laundry Trays	Cold Storage
		H. W. Tanks	Sound Proofing
○ ELEVATOR	BASEMENT	○ Sprinkler System	
Kind	✓ Full 11250	No. Heads	
	Size x		

Yr. Built	% Fin.	Class	Sq. Ft.	Cu. Ft.	Height	Per	Rate	Life	A. V.
1914			1ST Floor	11250	26250	550	2.18	40	57300
1928	100	L-4.1	15000				2.49		78700
3rd floor no com. val 3' to									
Land Values									
LAND VALUES 35,000 0.5%									
Year	1980	1984	1988	2003					
Value	157500	175,000	175,000	280,000					
Total									57300
									78700
									92

(Form A)

Spokane County Assessor's Field File



Assessor's Field File Sketch



1. Context along Cataldo Avenue, looking east from Howard Street



2. Context along Cataldo, looking west



3. Carnation Garage, west and south facades, looking northeast



4. Front facade at 444 West Cataldo, looking north



5. Southeast corner and rear of Dance Street Studio, looking northwest



6. Context along Dean Street, looking west from Washington Street



7. Context along Dean Avenue, looking east from Howard Street



8. Dance Street Studio and northeast corner of Carnation Garage, looking southwest



9. North facade, looking south



10. Northwest corner showing north and west facades



11. West facade, looking east along Dean Avenue



12. Southwest corner, portals to the interior

INTERIOR PHOTOS



1. West bay, ramp down to basement garage



2. Basement garage, looking north along west wall



3. Basement garage, looking northeast



4. Basement ceiling showing spalling concrete and rusted rebar



5. Basement garage, looking east - reinforced concrete post and beam, basalt rubble wall



6. Looking southeast at northeast corner of 1914 building, steel post and beam



7. Basement of 1914 building - equipment room, looking west



8. Basement ramp to exit landing



9. Ramp from entry/exit landing to first floor garage – 1914 building along east side



10. First floor garage, large enough for the elephants in the room, looking northwest



11. First floor garage - clear span, looking north



12. 1914 building interior, looking east



13. 1914 building - roof collapse, looking south from north wall



14. Looking southeast at door and fire door in northwest corner of 1914 building



15. First floor garage on north side of 1910 building, looking east



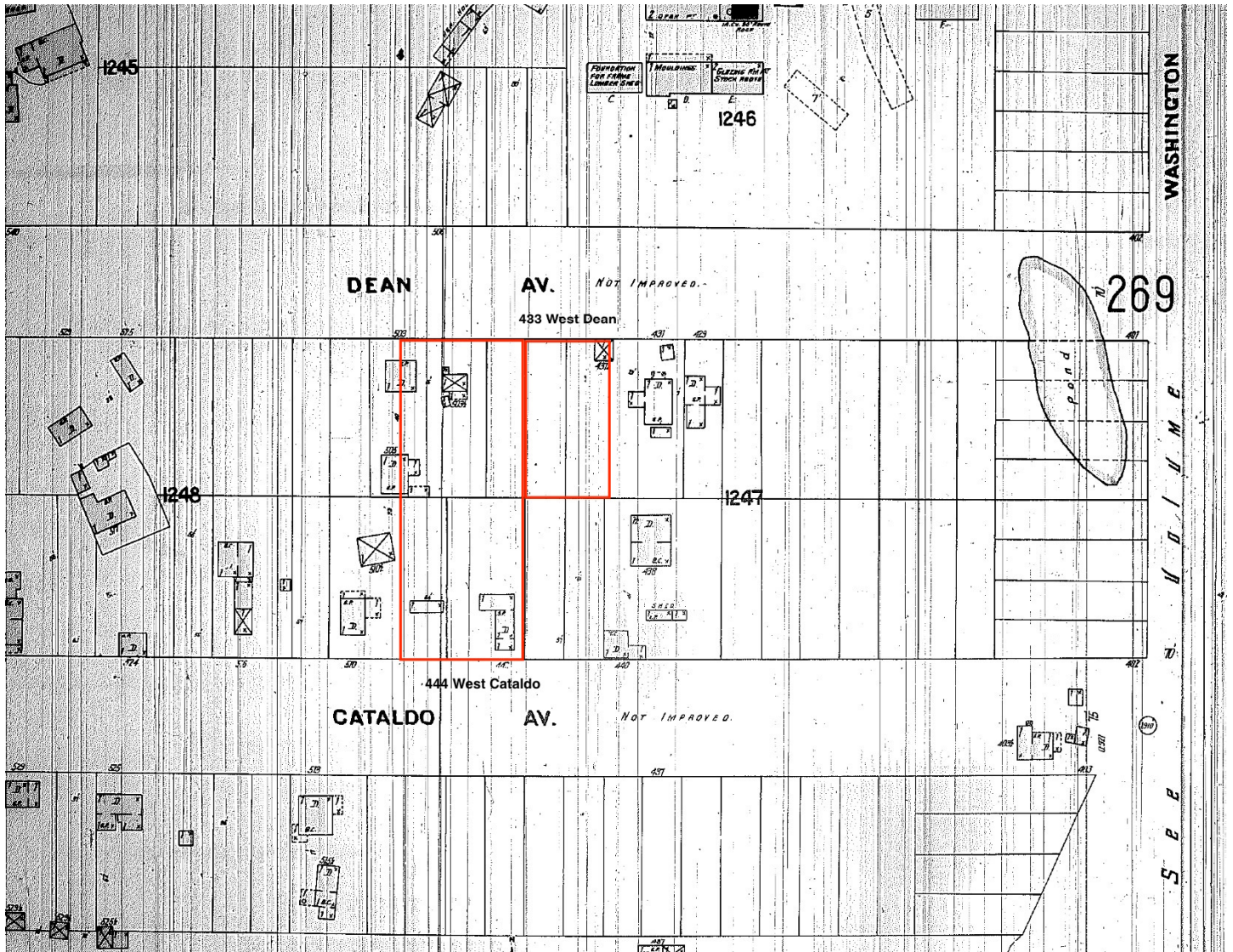
16. Chimney in northwest corner of garage, looking west



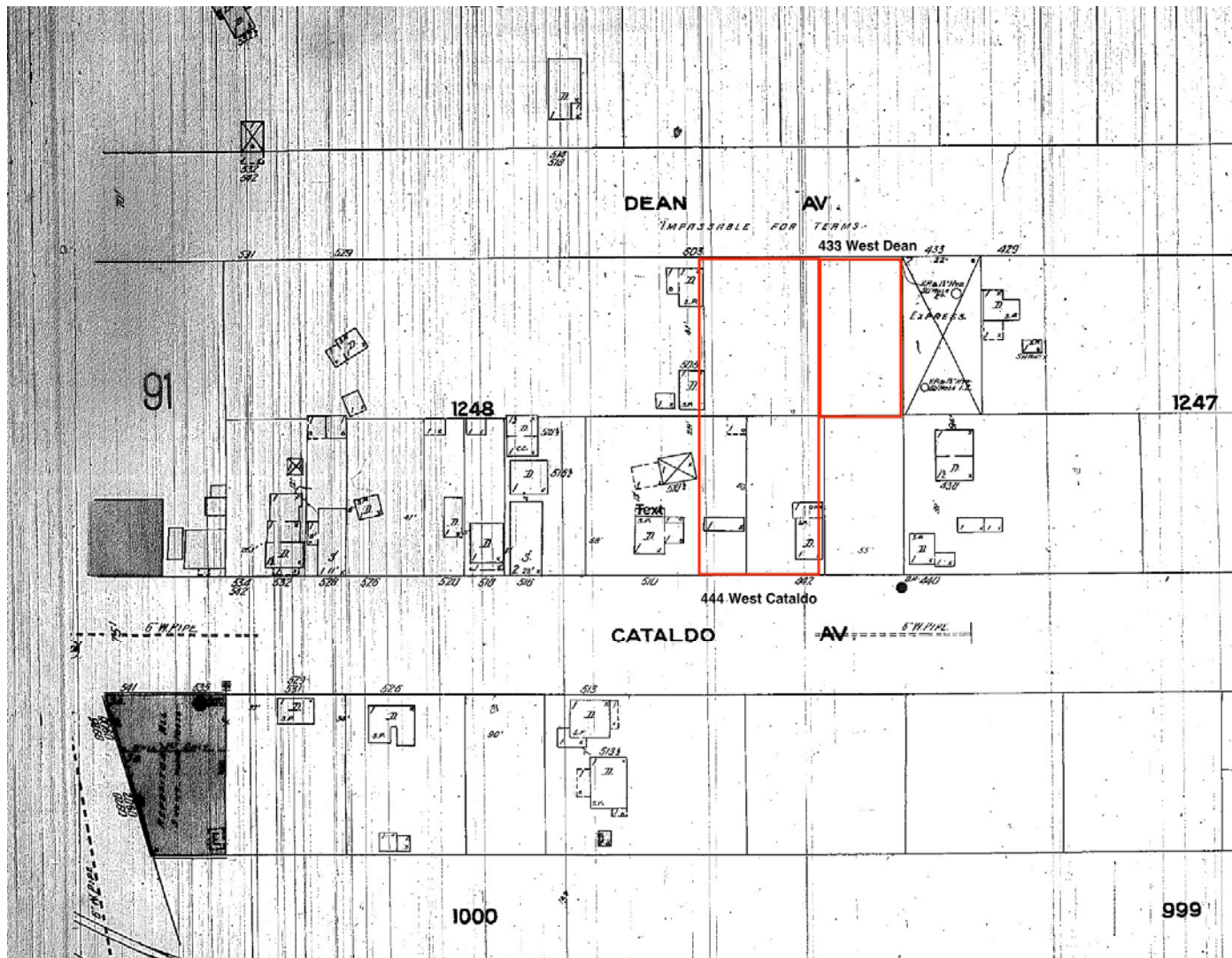
17. Looking south at ramp to exit to Cataldo Avenue



18. Exit/Entry door to Cataldo Avenue, looking south



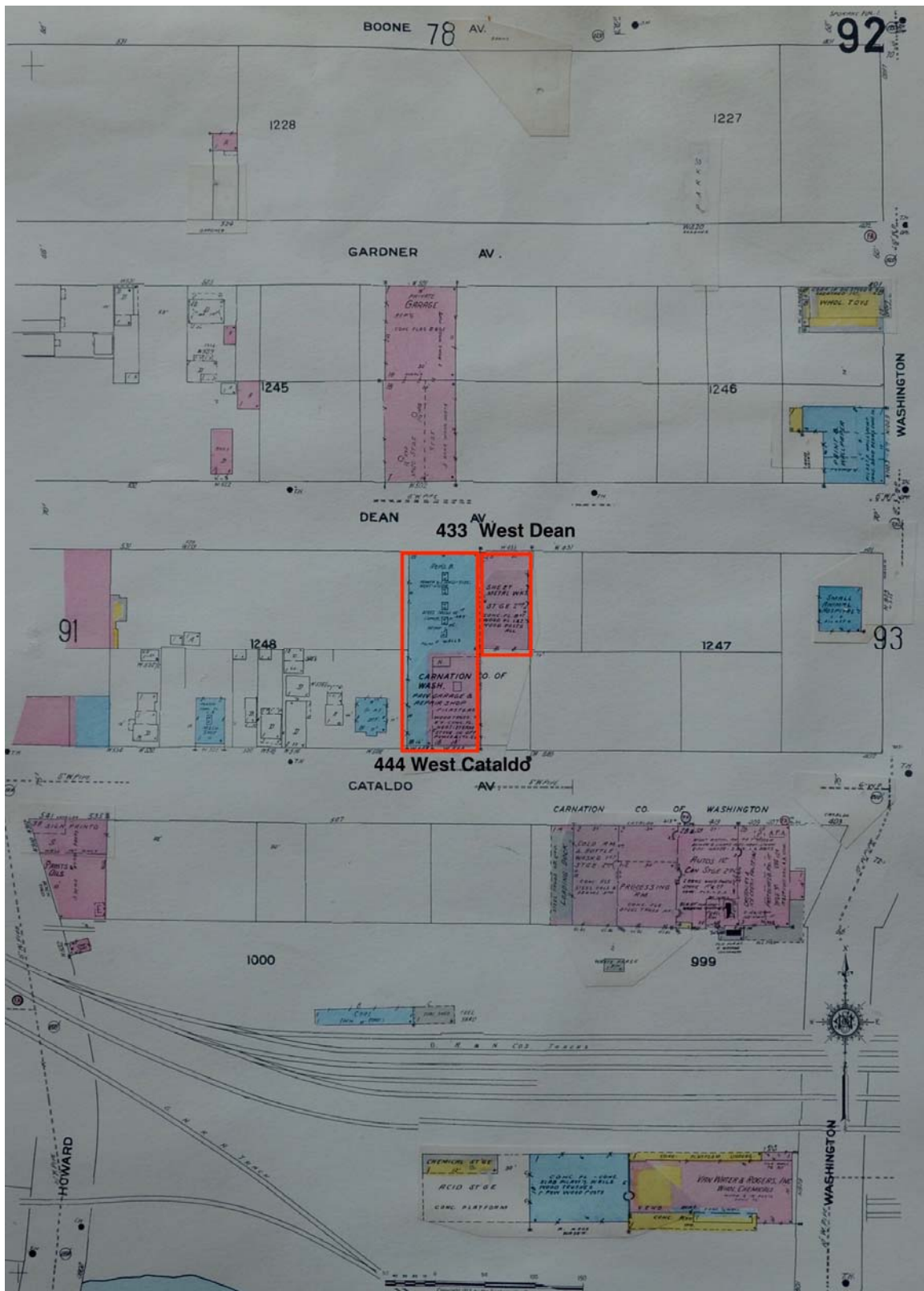
1902 SANBORN, P. 78



1910 SANBORN, P. 78



1910 SANBORN, UPDATED TO 1928, P.92



1958 SANBORN, P. 92