United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name **Parkade**

other names/site number Parkade Parking Garage, Parkade Plaza

2. Location

street & number 511 W Main Avenue ☐ not for publication

city or town Spokane ☐ vicinity

state Washington code WA county Spokane code 063 zip code 99201

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria

X A ___ B X C ___ D

Signature of certifying official/Title Date

WASHINGTON STATE SHPO
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

Parkade
Name of Property

Spokane Co., WA
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

x	private
	public - Local
	public - State
	public - Federal

Category of Property
(Check only **one** box.)

x	building(s)
	district
	site
	structure
	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		site
		structure
		object
1		**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION: Road-related (vehicular)
COMMERCE/TRADE: Specialty store

Current Functions
(Enter categories from instructions.)

TRANSPORTATION: Road-related (vehicular)
COMMERCE/TRADE: Specialty store

7. Description

Architectural Classification
(Enter categories from instructions.)

MODERN MOVEMENT - New Formalism

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: CONCRETE, GLASS
roof: METAL
other:

Narrative Description
(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

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

CURRENT APPEARANCE AND CONDITION

Site

Located in Spokane's downtown business core on a flat and level site, the building occupies the northern half of the block bounded by Riverside Avenue on the south, Howard Street on the west, Main Avenue on the north and Stevens Street on the east. A public plaza forms the southern boundary and runs east-west between Howard Street and Stevens Street. With an address of 511 West Main Avenue, the building occupies all of lots 1 through 5 including the north half of a vacated alley along the south side an the northern portion of lot 6. The main parcel is 320 feet west to east, and 150 feet in width; the building is 301'-2" feet in length by 123 feet wide. Across the plaza to the south is a row of commercial buildings that front along Riverside Avenue, but also have entrances to the plaza that were developed in conjunction with the building of the Parkade and its plaza. The building is also connected via a second-floor skywalk system to the blocks to the north across Main street, to the west across Howard Street, and to the south over the plaza to the buildings along the south side of the block. Two walkways connect in the buildings to the south, and, in turn, connect to the blocks across Stevens Street to the east.

Exterior of the Parkade

The ten-story concrete structure, except where-mentioned, is steel reinforced poured-in-place concrete; including the basement (long-term parking), ground floor podium of concrete arcades that houses retail shops and supports the horizontal band of second-floor skywalks, and the open, colonnaded nine floor-parking garage. The four facades are generally symmetrical and similar in detailing. A pronounced flared cavetto cornice terminates the facade and transitions to a concrete ledge which is topped by a red sheet-metal hipped roof set back several feet from the edge. Attached to the south side of the parking structure that is approximately 301 feet east to west, and 102 feet north to south (wall to wall), is the helical spiral concrete ramp on the southeast corner, and the rectangular shaft of the elevator/sign tower slightly west of center. The building height is 101 feet to the top of the cornice ledge, and 171 feet to the top of the elevator/sign "Parkade" tower.

The three distinct vertical elements that comprise the composition are the main building mass distinguished by the colonnade of narrow rectangular white concrete columns that are terminated by a gracefully flared concrete

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

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

The overarching, cantilevering “skywalks” project ten feet from the façade plane on the south, west and north sides to cover the street level sidewalks that follow the building’s perimeter. Along the east side, the skywalk projects five feet from the façade plane. The skywalks are configured with precast concrete spandrel walls or rails that are congruent to the arched bays which they front. A segmental arch on the bottom side of each panel presents a scalloped effect. Above each of the arched rail panels, again corresponding to the ground floor bays below, is a yellow canopy. The canopies of the north and east facades are canvas over a tubular steel framework that is attached to the concrete columns. Visible behind the skywalk and canopies are the open ribbed colonnades of the second through tenth floors. These columns correspond to the bays of the ground floor in that each of the ground floor columns aligns with every fourth column of the upper floors. In the span between the ground floor bay columns, two columns fill the gap. The columns are poured-in-place and tied with steel rebar to the floor beams and attached to the poured in place garage floors and internal wall and beams; portions of the skywalks were precast and lifted into place, and the cornice segments as well as the top element of the spiral ramp in the southeast corner were precast and lifted into place.

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

During a recent renovation of the building, primarily removal of water-damaged rusted rebar and cracking/spalling concrete, it was determined that the rounded cornice corners were unsafe and beyond repair and were removed. Over the years, the concrete had cracked, spalled, and shed chunks of concrete to the sidewalk below. These corners were wrapped in metal bands and chicken wire to retain the loose concrete. After these elements were removed, it has created a slightly different appearance of the corners.

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

North Facade

The north side along Main Avenue is the major public face and stretches between Howard Street on the west and Stevens Street on the east. Divided horizontally into the ground floor retail base and cantilevering skywalk, the nine-story middle parking garage, and topped by a flaring arched cornice, the building is strongly vertical. From corner to corner, the ground level façade is divided into seventeen arched bays accentuated by cantilevered arches that extend from the square columns dividing the bays to support the skywalk. Corresponding to the ground floor arched bays, the 52 concrete columns dividing the arched bays of the ground floor are aligned with every fourth column extending from the second story level. Above the second floor-skywalk level, the rectangular columns are 9-inches wide by 23-inches deep. These columns appear above the skywalk that runs horizontally at the juncture of the first and second floors and cantilevers over the sidewalk as it wraps the west, north, and south facades. They also frame the ground floor bays, with every fourth column merging with the stouter columns and extending to ground level to divide the retail bays. The arches and precast concrete spandrels enclosing the skywalk wall present a scalloped appearance as they extend along the perimeter of the building.

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

All the bays are configured identically with a vertical bush hammered 24-inch square concrete column spaced about 17’-10” on center. The bay opening is 16 feet between columns and 50 feet from grade to top or arch. The square columns extend from sidewalk grade to the point at which the elliptical arches of the window bays intersect the vertical faces of the columns. At that point, the columns narrow and begin an arch to project ten feet over the sidewalk and support the bottom face of the arch as it extends to and terminates behind the horizontal cast concrete skywalk spandrels. Aligned over the storefronts and congruent with the arches of the storefront bays the scalloped spandrel panels of the skywalk form the outside walls of the skywalk perimeter. Composed of precast concrete, four-inches thick, the panels are attached to the ends of the cantilevered arches that spring from the square concrete posts that divide the bays.

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

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

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

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

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

Fronting the storefronts and skywalk is the vehicle entry ramp along the south side of eastbound Main Street. The ramp begins is ascent east of the intersection with Howard Street--three bays east of the northwest corner--and rises to the

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

East Façade

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

and spacing of the second through tenth floor columns and flared cornice. Visible behind the concrete colonnade are the horizontal concrete floor slabs and cable and metal plank car guards.

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

Extending from the southeast corner end bay beyond the south façade plane is the spiral exit ramp, below which is the rotunda office space. The spiral ramp is open and extends 50 feet from the south wall plane to within one foot of the former First National Bank Building. Poured in place, the ramp is finished with a raw, board-pressed concrete finish. Eight levels running between floors three and ten are displayed in eight arch segments as the final level joins the second-floor exit level. On the west face, the ramp segments run between the eighth and second floors; the south façade reveals the slope between the floors at each level, and on the east side, the ramp runs between the third and tenth floors. The ramp is topped by a corona composed of precast concrete cornice elements that extend above the concrete shaft forming the axis of the ramp structure. This cavetto-arch arcade projects south of the central building wall and continues the building cornice at the same height. The 60-foot-diameter crown is a half-circle with the precast cornice elements, spaced at 5-feet on center and topped with a flat concrete ring that projects over the open exit ramp as it descends to the next floor level.

The spiral ramp is 70 feet in diameter and projects 50-foot beyond the plane of the south façade. Beneath the ramp, like an axle anchoring it to the ground, is a 36-foot diameter concrete shaft with an octagonal window bay arrangement—a rotunda office suite. Six semi-circular-arch window bays and one entry bay are formed by 24-inch bush hammer concrete columns and stucco arch heads.

A 13-inch-high polished black granite bulkhead wall frames the bottoms of the windows which are inset 16-inches from the column faces. The bay openings are segmented into three sections to follow the curve: 42”-64”-42” between the columns. These dimensions correspond to the length of the granite bulkhead panels and the space between the vertical square-aluminum mullions that divide the bays into three glass panels. The compound arch over the bays is elliptical along the bottom curve and transforms to segmental along the top curve. Additionally, the stucco panel slopes up from the sash plane (15-inches deep) out to the façade plane as it intersects with the top of the column. Above the stucco arches the concrete wall is patterned with vertical board impressions that extend into the bottom of the ramp. The poured-in-place concrete “roof” varies in height in accordance with the slope of the circular ramp as it spirals down. The bush hammered concrete columns, inset into the wall, begin to angle inward at the intersection of the top arch and narrow to 9-inches as they extend to the underside of the ramp.

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

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

The vehicular exit ramp is at the north corner with vehicles turning from an eastbound movement out of the garage to a southbound movement to descend and merge with traffic traveling along Stevens Street. Aligned below that ramp and outside the east façade plane is a ramp that descends into the parking garage – south bound with a right turn to the west to enter the garage basement. The 13-foot-wide ramp, with 11-foot travel lane, is set about six feet from the façade plane, with a one-foot gap between its inside edge and the five-foot-wide skywalk along the east façade. Along the east side of the building is the vehicular exit ramp which descends from the second-floor parking level to Stevens Street. Thirteen-feet-wide (11-foot travel lane), the concrete ramp opens to the street next to the stair housing. Concrete slab railings and steel rod balusters anchored by concrete curbs line the edges of the ramp. As with the ramp on the north side, bush hammered concrete columns support arched concrete beams with arches matching those of the main façade in form, spacing and material.

South Facade

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

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

glass glazing is anchored. The glass panels are vertically aligned and caulked into place. The yellow canopies are barrel-shape arches and overhang the glass ledge below.

Above the skywalk level, the interior of the garage is visible through the vertical ribs that enclose the space. The slope of the concrete parking floors can be discerned on the south façade as well as the north façade. On the south façade, the edges of the floor decks, the guard rails—steel planks and steel cables, are visible in their upward slope to the west. As described above, the building is terminated with flared precast cavetto brackets supporting a concrete cornice ledge. The hipped roof is set back and only visible from a distance.

The white-stucco elevator lobby and tower, is 171 feet in height and projects approximately 20 feet from the façade plane and is 36 feet in width. The tower shaft is clad with 12' x 12' stucco panels and the "penthouse" sign housing is stucco over steel lath and mesh. At the top, the shaft flares out ten feet in rounded corners to create a platform and housing for the free-standing 9-foot-tall lettered signs, "PARK" and "PARKADE," that announce parking in all four directions. At the bottom of the shaft, the 13-inch polished black granite base molding along the storefront bays continues around the perimeter of the tower. The sides of the tower are blank except for the double-aluminum-frame-glass panel-door entry on the west side and the single-door entry on the east side. In the rounded-corner door head above the west entry are the white-painted letters "PARKADE." Three elevators and a utilitarian stair tower are within the entry lobby. The east face of the tower supports an array of metal conduit attached to the wall that rises from the ground to the skywalk level then curves at a right angle to enter the building. This utility feature was added to update the power infrastructure within the parking garage.

On the east side of the elevator lobby are five bays consisting, from west to east, of an entry bay, storefront window bay, entry bay, storefront window bay, and storefront window. The bays are configured identically to the other facades with polished black granite bulkheads, elliptical-arches and square aluminum sash moldings. The bay next to the elevator lobby is configured with a centered door and flanking glass panels. Aluminum jamb moldings extend from grade to top of arch and separate the flat steel panel door section from the single-light side panels. The section of the storefront below the door head is obscured by interior shade panels. The next bay has a single-glass panel storefront and is also obscured. The third bay is configured identically to the entry bay, but with an operable aluminum-frame glass panel door with metal panel transom. Bay 4 is a storefront bay divided vertically by three aluminum mullions into four glass panels. The east bay is the same as Bay 3, except that the glass panel is backed with chipboard. All three door openings are 40" x 72" high.

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

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

West Facade

Fronting along Howard Street, the west façade is typical with arched ground floor retail bays, skywalk, and the colonnade of rectangular concrete columns that extend to the flared cavetto cornice. The ground level façade is composed of six identical elliptically-arched bays including the main entry bay at the south end (same as all ground floor facades). From the entry to the north corner, is the glass panel entry bay, a glass panel storefront bay, three bays that are filled with brick (original configuration), and a glass panel storefront bay in the north end. The entry bay is glass enclosed and framed with low polished black granite bulkhead walls and extruded square anodized aluminum frames and mullions. The door assembly is inset from the single panel glass wall plane. The side walls connecting the front wall and the door assembly single glass panels. Set 3'-6" in from the front wall plane, the door assembly consists of double-aluminum-framed automatic sliding doors and identically-configured glass panel sidelights. A wide aluminum head supports the doors and separates the single-panel segmental-arch transom window. The next bay is a storefront with glass obscured by interior shading. The bay is typical and composed of a low 15-inch granite bulkhead wall and aluminum frame window divided into six panels by one horizontal and two vertical mullions. The three brick-wall bays are configured identically to those of the north and south facades: brick wall planes set inward four inches from the column faces and framed on the sides and top arch with flat aluminum moldings with a 6-inch gap to emphasize line definition. With the bottom row set on the concrete foundation at sidewalk grade, the four-inch square bricks are in an offset bond. At the fifteenth row from grade, the brick pattern changes to a fan pattern that follows the line of elliptical arch head. The window bay at the north end consists of a single plate glass panel that is obscured by an interior screen (opposite the Pharmacy). A sheet of plywood covers the southern half of the window.

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

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

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

ramps and the spiral ramp in the southeast corner. Beneath the tilted and overreaching “roof” of the bottom spiral is the rotunda office and its arched window bays.

Interior of the Parkade

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

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

The ground level is allocated to retail use with Rite Aid drug store as the primary tenant with a floor area of approximately 18,000 square feet. Rite aid occupies the western two-thirds of the ground floor space with a double-door entry on the south end of the west facade, facing west. Rite Aid also has an access from the stair/elevator lobby along the south façade. The space is open with a row of rooms, including the pharmacy along the north wall. Included in this area are storage and stock rooms, employees lounge and restrooms, and offices within a mezzanine section. A row of square sheetrock columns clad with a six-foot tile-embossed vinyl wainscot covers the lower half of the columns. The concrete floor is covered with 12-inch vinyl tile, the walls and the ceiling with sheetrock. Fluorescent light fixtures run north south in parallel rows from wall to wall between the display aisles. A variety of exposed pipes, conduit, and ducts are attached to the ceiling. The windows along the west and south sides have been covered primarily by wall display racks and shelving. Only one window bay in west end of the south façade is fully open. In those window bays that are blocked, only the upper portions of the bush hammered concrete arches are visible.

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

The parking garage floors are flat slab poured-in-place concrete that slope up to the west along the southern half, and up to the east along the northern half. A poured-in-place concrete wall in the middle of the structure separates the north and south halves. The wall is open at the west and east ends to accommodate the transition between the parking decks on the north and south sides. Heavy, 26-inch by 12-inch, concrete beams cross the parking slabs from north to south. They span the parking decks and tie into the concrete columns

forming the outside facades of south and north sides and into an east-west beam in the center dividing wall. These lateral beams are spaced on every-other column, approximately 11'-8" on center. Near the mid-point of the east-west axis on each of the parking floors is a pedestrian passage through the center wall that provides access to the elevator/stair tower on the south façade. Access to the elevator lobby is provided by a single-aluminum-frame glass panel door. Within the frame formed by two square columns is also a vertical single-panel glass sidelight. In the adjacent column-framed space is a 5' x 5' clear glass window above a solid bulkhead wall. An illuminated sign panel above the window announces: "ELEVATORS."

The top floor is open and divided by the top of the center wall. A view from the west end shows the ramp floor on the south side inclining down and the ramp floor on the north side inclining up with the low concrete center wall dividing the sloping floors. The top of the spiral ramp and massive post and beam structure are revealed in the southeast corner. Enclosing the view is the structure and underside of the corrugated sheet metal roof. The open sides display the graceful arches of the cornice brackets in which 2-foot-diameter round holes are centered within the spandrels of the arches. Elevated slightly above the cornice ledge are concrete bases upon which the steel I-beams of the roof structure are anchored. The lateral cross beams are supported by every fourth column, as are the smaller beams supporting the ends of the hipped roof sections. Steel posts rising from the low central wall support the east-west ridge beam. Rod-suspended metal shade pendant lights are attached to the ceiling over the parking stalls. Metal halide fixtures are also used for traffic lanes while pairs of up-mounted spot lights provide display lighting that highlights the building form.

PLAZA AREA

The open-air plaza between the parking garage and the Fidelity Building is wholly paved with red brick. The original pavers are laid in overlapping concentric circles, and has been retained. Dividing the space is a raised rectangular plant and water feature. While the reflecting pond water feature has been infilled with soil, and the shell-like fountain has been removed, the overall shape and detailing of the feature has been retained. It sits on an east/west access, adjacent to N Howard Street. Recently a low aluminum fence has been installed around the edge of the raised bed. Free standing light fixtures are not original but per historic images, are reflective of the original multi- globe design. On the Howard Street side, a skywalk was completed a year after the parking structure opened, thus giving the plaza an enclosed and sheltered appearance. The skybridge architectural detailing matching those attached to the parking structure making a seemly transition. It boasts a half-round viewing platform to the east which protrudes slightly towards the plaza, centered over the water feature/raised planting bed. The arcaded shop spaces to the south are attached to the Fidelity building and are not part of the nominated resources. These were originally one-story spaces and were expanded to a second level in 1978. Designed by Warren Heylman, they are reflective of the original 1960s design of the garage, but differ in detailing and execution.

ALTERATIONS

The parking garage has a high degree of integrity. Due to tenant changes and consolidation, some alterations to storefronts along Main Avenue and along the south Plaza side have taken place. However, these changes have not impacted the basic form and rhythm of the shop bays. Only window and door configurations have been altered. The southwest corner retail bay, facing the plaza area, has been consolidated into one business, currently a Rite Aid drug store. On the Skywalk level, Orange Julius occupied a small retail space west of the elevator/stair lobby for many years (1979-1995). While there, unique table and bench seats were installed in the span between the Parkade concrete structural columns. These have been removed.

In 1979 portions of the open-air fabric canopies covering the original skywalk sections were enclosed by metal covers and tinted glass windows. Matching the design and colors of the fabric canopies, the replacement roofs included the skywalks along the along the west side building and its extensions to the Bennett Block and Fidelity Building, and the skywalk on south façade (facing the open plaza area). The fabric canopies were retained along the north and east facades. A fire destroyed the interior of the Orange Julius shop on the

skywalk level just west of the elevator/stair lobby. No damage was done to the skywalk or to the parking garage structure, but Orange Julius did not return.

In 2018 the skywalk over W Main Avenue that connected the parking garage to the Bennett Block was modified. While the basic superstructure of the skywalk was retained, the upper deck was replaced with a modern glass curtain wall system. The portion of the skwalkway which had extended to the west over Howard Street was removed altogether in 2016. That portion of the skywalk which connected the Parkade to the former Bon Marche Department Store (Welch Building) was not replaced after renovation of the building.

During a 2022 renovation of the building, it was determined that the rounded cornice corners, by then held together with chicken wire, were unsafe and beyond repair and were removed. The removal of these corner elements has created a slightly different appearance of the corners, but has not compromised the overall character of the building.

Parkade
Name of Property

Spokane Co., WA
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [x] 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 or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

ARCHITECTURE
COMMERCE
COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1967-1969

Significant Dates

1967
1969

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Heylman, Warren Cummings (Architect)
SCEVA Construction (Builder)

Narrative Statement of Significance

(Provide at least **one** paragraph for each area of significance.)

The Parkade, a futuristic parking structure in downtown Spokane, Washington is historically significant under Criterion A for its direct connection to the economic growth of downtown Spokane. Wholly completed in 1969, the construction of the Parade and its connected skywalks, tried to stem an increasing retail shift from the downtown core to the outlying suburbs during the post WWIII era. At the time, the central city was under siege as the result of the opening of several new shopping centers and strip malls, on both the north, south, and east sides of the city. As a strategic effort to shift retail shopping patterns, the Parkade kicked off a new vision of shopping in the downtown core – with easy parking in the central core of the city, and direct connection to various retail spaces in other buildings via a system of skybridges. After construction of the Parkade garage, and the initial three skybridges associated with the project, other skybridges followed in the proceeding years. By 1984 the skybridge system in Spokane had expanded to 10 city blocks with fourteen bridges in total, making the system the second largest skybridge system in the nation behind Minneapolis, Minnesota.

To create a forward-thinking building, a private group of investors hired local architect Warren Cummings Heylman. Under Criterion C the garage serves as an important example of the work of master architect Warren C. Heylman, who's unusual designs pushed the architectural envelope in the Inland Northwest during the post-war period. With no two buildings alike, Heylman's bold and unusual designs left many to question his aesthetics. However, several of his projects received architectural accolades (including the Parkade) and the Parkade helped him to become one of the region's most prominent architects during the post-WWII period. He opened his own independent practice in 1952, and the Parkade serves as an example of his early work, helping him to establish larger commissions.

The period of significance begins in 1967, the year the Parkade parking structure was completed, and ends in 1969, the year the last skybridge, which was part of the original plan that connected the Parkade to an adjacent building to the south, was built.

Spokane Background

Situated near the eastern edge of the fertile Columbia Plateau, the Spokane area has been inhabited for millennia by numerous Native American groups. By the mid-nineteenth century, a successful fur trade economy in the Pacific Northwest fueled an influx of white settlers. After Congress established the Washington Territory, the territorial government created Spokane County in 1858. Founded in the 1870s, the city of Spokane Falls was incorporated in 1881. The town's first settlers operated mills, utilizing the waterpower provided by the falls. The arrival of the Northern Pacific Railroad in 1881 stimulated growth and urbanization, and enabled Spokane Falls' development as a regional distribution center. New warehouses, lumberyards, and fuel depots were built near the rail lines, and single room occupancy hotels were constructed to house transient workers. By the turn-of the century the population had reached 36,848 inhabitants and grew to 104,402 by 1910.

While population growth slowed during the teens and 20s, it began to increase again with the lead up to WWII. In fact, World War II provided a catalyst for the local economy. In 1941 the local airfield (called Gieger Field) was purchased by the War Department as a training base for the Boeing B-17 Flying Fortress aircraft. Adjacent to the field, the Spokane Army Air Depot (today Fairchild Air Force Base) was completed in 1943. In 1942 Spokane became home to the Velox Naval Supply Depot, an important regional operations base. Fort George Wright, a military post constructed in the 1890s, was repurposed in 1941 to house the headquarters staff of the Northwest Air District. Baxter Army Hospital (today Mann-Grandstaff VA Medical Center), a 400-building complex, opened in 1943. The hospital complex included its own bank, fire station, library, and restaurants, employing about 3,000, in addition to a prisoner of war camp.

After the war, Spokane's population had increased by 40,000 people, and the population swelled to 161,721 people by 1950. The pent-up demand of returning veterans fueled the construction of hundreds of single-family homes in the suburbs to the north, south, and east of the city. By the end of the 1950s, another 20,000 people established residency in the community; clocking in at 181,608 inhabitants by 1960.

Driving the economy and the population boom was the establishment of Spokane as the industrial and commercial center of the ever-expanding regional area, called the "Inland Empire". Big, nation-wide companies established businesses in the city. Among them was the Kaiser Aluminum & Chemical Co. plant which built on the outskirts of the city the largest aluminum rolling mill west of the Mississippi and, at the time, the second largest aluminum reduction mill in the United States. They had a payroll of over $62 million dollars annually by 1953. The strong economy, bolstered by returning GIs, contributed to a local construction boom. By 1955, more than 1,000 building permits had been issued for a total value of $16 million. The estimated number of dwelling units in Spokane grew to 57,333 by 1956. Eighty-three percent of the homes were owner-occupied.

While many new commercial buildings were built in downtown Spokane were built during this time, suburban sprawl began to facilitate the construction of various small and large shopping centers across the burgeoning residential suburbs. New concepts in shopping also appeared - the strip mall and the shopping mall. Among the first was Northtown Shopping Center in 1955, some two-and-a half miles from the downtown core. Others quickly flowed such as the Five-Mile Shopping Center in the northwest edge (1956) of the city, Lincoln Heights in the southeast quadrant (1958), the Manito Shopping Center in the middle of the South Hill (1959); the Shadle Center (1961) in the northwest quadrant (1961), and the University City Shopping Center in the Spokane Valley (1965).

As commercial development in the suburbs increased and businesses moved out of the downtown core, so too did the number of blighted and vacant downtown buildings. By the 1960s, the physical condition of Spokane's central business district was largely in a state of decline. The Spokane River, the original catalyst for development and a valuable natural resource, was polluted, lined with abandoned warehouses and parking lots, and was crisscrossed by railroad trestles. Portions of the river had also been infilled to facilitate better water flow for power generation, and there were proposals to pave over additional sections of the infill for parking.

Planning for the Future of Downtown - Spokane Unlimited, Inc.

Soon downtown business owners began to raise deep concerns about the retail growth of the city outside the downtown core. Noticeable urban blight was beginning to affect the quality of downtown, and thus effecting revenues and the tax base of the city as well. To combat this trend, a core group of business professionals formed a non-profit corporation called Spokane Unlimited, Inc. in 1959.

Backed with $150,000 in support, the corporation's stated purpose was to facilitate "the planning and building of the Spokane of tomorrow" and to help in the "development of a plan to expand and transform the central area into an efficient, productive and beautiful core for the metropolitan area." John G. F. Hieber, a long-time downtown property owner, served as President of the newly formed organization.

Among the first tasks of the group was to hire an outside consultant firm, EBASCO Services (an architectural and engineering firm who specialized in large scale projects) of New York, to help chart a plan for the improvement of and reinvestment in the downtown business core. According to EBASCO Director of Community Planning, Thomas E. Flowers Jr., an unusual feature of the Spokane development project was the method of financing. He stated at the time that, "This is one of the few instances where a large, representative group of diverse businessmen have come together and subjugated their personal interests to propose and finance such a plan." EBASCO was paid entirely from private sources.

By September of 1959 EBASCO had opened a Spokane office in the Davenport Hotel which would house a team of community planners and economists. Working under a $100,000, 15-month contract, the first step was to conduct research and analysis, followed by a submission of a tentative plan, a firm development plan, and finally an execution program.

After working closely with the city planning commission, county planning staff and other agencies, EBASCO released their *Central Business District Development Plan* in June 1961. The detailed plan held several key objectives, one of which focused on automobile and pedestrian movement within the downtown. The plan suggested a core retail area with major retail, office, hotel and restaurant facilities which would be oriented to the pedestrian-shopper and businessman. Key to the plan would be a system of off-street parking facilities and pedestrian malls, with overhead walkways and plazas, all linked together.

The plan depicted a total of six parking garages scattered across the downtown core, two at the west end (west of Lincoln Street), three between Stevens and Washington streets (at the northeast and southeast corners), and one near the northwest corner at Post and Main. Due to the difficulty of acquiring land to carry out the plan, EBASCO suggested the use of eminent domain and public funding.

Although the newly completed EBASCO Plan was not formally adopted by the city for several months, in January 1962 it was referenced by and endorsed by the City Traffic Department who was in the process of designing a one-way street system in the downtown core. As additional groups learned about the plan and some portions began to be developed, Spokane Unlimited Inc. became increasingly frustrated by the slow movement of the city on one of the key aspect of the plan - parking. Soon they decided to take matters into their own hands.

Led by John G. H. Heiber, a subset group of the Spokane Unlimited formed their own limited liability partnership in 1965, with the goal of creating a privately funded, ten-story parking garage and retail facility. Five businesses invested in the project - the Bon Marche, the Old National Bank, Fidelity Savings & Loan Association, Hieber Properties, the Crescent and First National Bank. Collectively the group became known as Parkade Inc.

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

Their multi-million-dollar parking garage would cover a half block after the razing of six existing buildings. Long-term leases were negotiated for the four pieces of property that would be linked in the development. Commenting on his company's role in the development, Philip W. Alexander of the Bon Marche, said: *"This is a tremendous addition to our substantial investment in downtown Spokane. Our company, already operating this large department store and office building, is planning for its future many years ahead. We believe our capital investment in this large parking facility will add greatly to our role as a merchandising center for the Inland Empire."* Dewitt E. Wallace, president of the Old National Bank noted that his bank had *"recently completed a $1.5 million modernization project on the Old National Bank Building and our participation in this parking facility is another step to enhance the attraction of the central business district."* James Brennan, president of First National Bank, noted that they were investing in the project as part of the bank's long-range plans for its future in downtown Spokane. E. J. McWilliams, president of Fidelity Savings & Loan, stated that "*Convenient and inexpensive parking near downtown stores, offices and financial house has been needed in Spokane. The Parkade development will help to maintain and even improve the position of this community as a hub of industry and trade. Naturally, we are delighted."*

Hieber, was excited to point out to the local press that *"This concept of assembling several pieces of property under long-term ground leases for a large development makes possible a private enterprise renewal project. It keeps capital costs down and is a pattern which perhaps could be used for other large developments."*

Confident that their project would be approved, the development team started the demolition of existing buildings on the proposed site in June - before they had final approval to complete the details of the building as envisioned. To clear the way for construction, city council approval was still needed to vacate the alleyway between Main Street and riverside, and an ordinance needed to be developed to grant easements for the construction of pedestrian bridges over the sidewalks and intersections. Such approval was finally granted on November 8, 1965.

A rendering of the futuristic building had appeared in the local newspaper in October with the headline, “$2.5 Million Building Planned.” The 10-story structure of cast concrete, designed by Warren Cummings Heylman & Associates, would provide parking spaces for a total of 940 cars, have a full floor of retail space on the sidewalk level, and pedestrian “skywalks” circling the second story of the parking-shopping areas which would connect adjacent business blocks across the various streets. Extending through the block, adjacent buildings to the south would also be connected by a “landscaped mall” designed for pedestrians and a variety of outdoor events, ranging from art displays, musical performances, promotional events, to style shows. Shops would front the mall which would feature a large central fountain. It was suggested that shops could include a civic theater booth, a candy shop, a flower shop, or a book stand.

After reviewing several bids, the contract for the construction of the Parkade was signed on February 3, 1966. By then, the cost estimate had risen by another million dollars with a projected opening in the Spring of 1967. SCEVA Construction Co. of Spokane was awarded the contract.

Once construction was underway, several additional investors came on board, including Seattle-First National Bank. By the middle of February footings were being poured, and by May, the “modernistic arches” that lined the perimeter of the first floor had been built. Construction proceeded rapidly and the local newspaper, the *Spokane Chronicle* reported that by early August, one third of the building had been completed. The hope was that the facility would open in the Spring. Over the course of its construction, both the *Spokane Daily Chronicle* and *The Spokesman-Review* regularly reported updates, many of which were illustrated with dramatic photos of the construction progress.

Soon tenants who would occupy the ground floors were announced. These included: Monte’s Hallmark Shop; Callahan’s Northwest Radio & TV; The R. Allan Brown Interior Design Studio; Hickory Farms; Early Dawn Ice Creamery with the décor of an old fashioned ice cream parlor; and Monte’s Hallmark Shop which featured greeting cards, gift items, stationery, fragrances and party goods.

After a rapid construction window of a little over a year, the parking garage building formally opened on March 17, 1967. The skywalks would follow a few months later. At the 45-minute dedication ceremony, Spokane Unlimited Executive Secretary and master of ceremonies, King Cole boasted that he would be “telling the story of the most beautiful parking facility in the world.” Set against a background of music, balloons, flowers, bands and singers, recognition was given to various people who were responsible for all phases of the project. Mayor Nel R. Fosseen, Miss Spokane Terry Starr, and County Commissioners Jack Geraghty dedicated the structure at noon. Noted participants in the program included Chuck Perchesky (a Gonzaga student and star of Broadway Musicals); the waltzing couple of Beverly Cooley and John Lear from Spokane’s Silver Star Spurs; and a 15-piece band from the American Federation of Musicians Local No.105.

Upon completion, management of the parking facility was transferred to National Garages, Inc., one of the country’s largest firms specializing in the management and operations of garages. Donald Wood, formerly of Cleveland, Ohio, was reported as manager of the Spokane operations.

With completion of the main parking structure, the second phase, to connect the building to adjacent buildings across the street to the north, west and south, began. Three skybridges were initially built: 1) spanning Howard street, 2) spanning W Main Ave, and 3) spanning the open-air plaza to the south.

The *Spokane Daily Chronicle* noted on June 22nd, 1967:

> "The first section of a "skybridge" planned eventually to link major business buildings in a number of downtown blocks in an overhead system of walkways is under construction across Main and Howard to the Bon Marche. The $200,000 project was announced today by Philip W. Alexander, general manager of the Bon Marche and vice president of Parkade, Inc., and John G. F. Hieber, president of Parkade and manager of Hieber properties.

The three skybridges were planned to match architectural detailing of the bridges which were connected directly the facades of the parking garage. Each would connect directly to the second-story "skywalk" on its northwest and southwest corners. From the northwest corner a bridge would cross W Main Avenue into the southwest corner of the existing 1889 Bennett Block, which at the time housed the Brook's Department Store for Men. Here a curved stairway allowed pedestrians to go down to street levels, or they could continue across a second bridge to the west across N Howard Street. This bridge connected directly to the Bon Marche store – entering on a second-floor balcony level. These two bridges were constructed nearly concurrent with the main parking garage and opened first, on September 28, 1967; just a month after the garage opened.

One year later (Sept 30, 1968), a permit was issued for the third bridge which connected the Parkade across the plaza to Fidelity Mutual Savings building to the south. With a value of $26,000, SCEVA was also hired to complete the bridge and as well as a remodeling of the 1952 medium-rise bank tower. The architectural firm of Evanoff & Kabush completed the Fidelity Building work, while Heylman supervised the skywalk portion of the project. The project included new entrances on Riverside and on Howard, a new access to the Fidelity Plaza, and remodeling of the main bank floor interior. The new skywalk, which completed the original vision of the Parkade a drawn by Heylman, opened in February of 1969.

At the time a Spokane Chronicle reporter noted that Parkade and its "skybridge" program marked "Spokane as one of the most progressive cities of its size in the county. Although they will be very attractive and will do much to enhance the corner of Main and Howard, perhaps of greater consequence will be that pedestrians will be able to cross the streets above the motor traffic, avoiding cars and traffic lights and protected from rain or snow."

Parkade manager Don R. Woods stated the Parkade was: "extremely well planned for both looks and smooth operation, and I can't say enough about the architect, Warren Cummings Heylman." Woods added, "I don't know of any city of this size that has a parking facility of this scale and caliber." Woods reportedly had worked from coast to coast in every phase of automobile caretaking since his graduation from high school.

King Cole, executive secretary of Spokane Unlimited, Inc. called the completed project a "bellwether of community progress" and told Spokane Kiwanis Club members that "our business district now has the mode, and progressive image it needs," Cole stressed to the group that, "The Parkade with its light, airy design is a test by which other projects will be measured."

Accolades for the building poured in from a variety of sources. In July, the downtown Rotary Club chose the Parkade for an award for civic beautification, noting that the Parkade Building was a "Symbol of City's Change." Additionally, they gave their "Distinguished Service Award" to John G. F. Hieber, president of Parkade, who accepted on behalf of the other project principals.

Then in 1968, the Parkade was featured in the *AIA Journal,* gracing a full three page spread and the cover of the August issue. The article, titled "The Gala Garage," included nine photos of the facility which it termed "a bright spot and a fun place." It was also mentioned in Architecture West (Aug 1968), and was featured in a full-page advertisements for the Lehigh Cement Company; featured in Architectural Forum (May 1969), and Architectural Record (May 1969). At their annual meeting, the garage received top honors from the

Washington Concrete Institute Award (1968). The Spokane AIA Chapter featured the Parkade in a 1967 promotional book: A Selection of Contemporary Architecture in Spokane, Washington.

Soon after it's opening the Parkade became the nexus for several additional downtown improvement projects. This included new retail spaces, new office buildings, and the remodeling of several older buildings. Additionally, the skywalks spurred the construction of additional ones, eventually creating an entire second floor walking system in the downtown core; albeit it took a few additional years.

The first big push for a comprehensive skywalk system, came after the completion of the Parkade in 1977. The proposal was to add four additional skywalks to the system, thus connecting several buildings at the second floor level and creating a mini shopping mall within the downtown core. Completed in 1978, eventually the system would connecting both stores and office buildings over a 14-block area, forming a full loop; that would all connect back to the Parkade. The success of the Parkade also spurred on the construction of a second major parking garage in the downtown core in 1972, this time in northwest quadrant of the city.

In reflecting on the role of the Parkade in the revitalization of Spokane's downtown business core some 10 years later, *Spokesman-Review* reporter Joel Ream touted its importance to the downtown, and reported in April 1976 that the Parkade was finally returning a modest profit. "A financial report ….showed that the seven partners in the Parkade divided earnings of about $127,000 last year." While the operations lost money in the first five years, it turned $200,000 in 1974, the year the city hosted the World's Fair - Expo '74. Ream noted that as a financial investment the $3.5 million building cost "would have brought higher returns invested in almost any fixed income securities…" but, the project was an important civic building that had paid dividends tenfold as a "catalyst for new offices and retailing structures in its area, helping boost the city's tax base."

As a model for urban redevelopment, the project was visited and studied by community leaders from dozens of other cities, all seeking guidance on downtown renewal efforts. However, by the 1990s, the excitement of the skywalk system began to fade. A new emphasis was placed on street level retail and activity at the ground floor level. By 2005 the *Journal of Business* reported the results of a recent survey of downtown skywalk spaces and indicated that 40 percent of the retail spaces at the skywalk level were empty. Out of the 119 skywalk spaces throughout downtown, 49 were vacant. At the time by comparison, 58 of the 317 street-level spaces downtown, or 18 percent, were vacant. After a remodel of the former Bon Marche, in 2018 the bridge over Howard Street was demolished (and replaced further down the street by a new bridge), and the original skywalk bridge spanning W Main Street (to the Bennett Block) was heavily modified.

ARCHITECTURAL SIGNIFICANCE

Parking Garage Facilities in Spokane

At the time the Parkade was constructed, the idea of a ramp-type parking facility was not a new concept in the city. In fact, the first ramp type parking garage built in the downtown had been built over 30 years prior - the City Ramp Garage, constructed in 1928. The six-story structure housed 350 automobiles. And like the Parkade, it also included retail shops on the ground floor. It's construction was also privately-funded.

Despite the increase in parking spaces in the downtown core, parking in the downtown was a constant problem. In 1946 the Chamber of Commerce got involved forming a sub-organization called the Downtown Parking Association (renamed the Better Parking Association of Spokane - 1947), to put some pressure on city planners to think about parking issues more seriously.

To help solve the issue, in several cases existing buildings were converted to parking garages. In other cases buildings were town down for surface parking. Innovative entrepreneurs also sought ways to solve the issue with technology. Among them was local inventor Royal Riblet who in 1933 was granted a patent for a mechanical parking garage system that utilized a chain driven ring of stalls which could move around an

elliptical turntable. While the Riblet system was never built, Spokane appears to have been a leader in finding innovative solutions to parking problems.

In 1947 two brothers, Vaughn and Leo Sanders, who were inspired by the mechanical automation of the timber and milling industry invented the *Pigeonhole Parking* system. The invention, utilized hydraulics to lift cars to a said level and row, then pushed the car into place - all in an open-air skeletal steel frames. A full scale, operating facility opened in Spokane in 1950 (22 N Madison St.). The four-story structure could hold 142 automobiles. Quickly pictures, stories and movie reels appeared in newspapers and magazines across the world. And the Sanders brothers began taking orders. Units were soon installed in Los Angeles, San Francisco, Bosie, Tulsa, Maddison, Harrisburg, Dallas, New York City, and Chicago. Four other units were installed in Spokane (118 n Washington, w 817 1st Ave.; w 807 2nd Ave., Main & Lincoln (shopping center garage), however after the initial surge of interest, business began to slow by the early 1960s. All of the Spokane units were eventually dismantled and were eventually shipped to Hawaii in the mid 1970s.

Not to be outdone, inventor William J. Portor created his *Parkmaster* system in 1953. This system utilized a massive, 2-car elevator bearing a turn-table which could then place cars on concrete shelves, two cars deep, surrounding the elevator shaft. The first full scale garage opened in Spokane in January 1957 and could accommodate 172 cars on five floors (w 715 1st Ave). Though the company claimed multiple units were planned in various communities across the U.S., the only other system was installed in Winnipeg, Canada. After legal issues, the company struggled and filed for bankruptcy in 1959.

A third system in Spokane was also created during this time, the *Systematic Parking Company*. In this system, an elevator would be installed between two banks of parking stalls and cars were pulled onto the elevator horizontally. While no commercial units were sold, the establishment of three different parking solutions in a remote community in the Pacific Northwest demonstrates the great concern that the business community had about parking.

ARCHITECT & CONTRACTOR

Architect – Warren Heylman

Heylman's design for the Parkade was intended to give the structure a monumentality which was not always afforded such utilitarian structures. Exploiting the malleability of concrete, he provided the complex with three distinct volumes: a garage, elevator tower, and a circular ramp, each with characteristic touches that suggested the sleekness of modern car design and the swooping curves of modern freeway off-ramps.

Reported Heylman had visited 20 cities, including Detroit, Boston, New York, St. Louis, Salt Lake City and New Haven, Conn., to observe operations of parking structures there. Designing a parking garage is not an easy task. "All the floors are sloping in this thing – nothing is level," Heylman said. However, Helyman paid close attention to the various details of the building. Light, long columns in exterior design were used to create a strong vertical effect. Light arches, a "working arch," Heylman notes, create a wide overhang at the top of the building, protecting the white outer walls and offering shielding from bad weather. For increased visual effect as viewed from a distant, the hipped metal roof was coated with terra cotta colored vinyl plastic.

All of the floors were color coded to aid in wayfinding of a vehicle. A sculpted tower extending 175 feet above the ground and far above the main structure served two purposes. While its major function was to house the passenger elevators and mechanism systems for it, the tower also served as a signage beacon for motorists, so they could easily find the facility while navigating through in the downtown core.

In describing his design, Helyman said the building was of "classical proportion" and was created to combine the structural elements required for a parking facility with the "grace and beauty of line". A secondary goal was to fit with the retail function of the ground floor.

Local Spokane architect Warren Cummings Heylman was born on September 12, 1923 in Spokane, graduated from Lewis & Clark High School in 1942. He initially went to undergraduate school at Washington State University but was drafted into the Navy. After being accepted into the Navy V-12 program at the University of Kansas and he graduated there with an architectural engineering degree in 1945 under the tutelage of architecture professors Joseph Kellogg and Verner Smith. Heylman graduated at the top of his class with Tau Beta Pi honors, and was the Scarab Architectural Award winner that year. After midshipman school at Notre Dame, he served as a gunnery duty officer aboard a Navy transport ship in the Pacific.

After serving his requisite time, he was discharged in 1946 and returned to Spokane gaining practical experience by working for architect G.A. Pehrson, for the firm of Whitehouse & Price, and for John P. O'Neil. Then in late 1950, during the Korean War, Heylman was called back to active duty and spent the next two years aboard the tactical cargo vessel, the USS Warrick (AKA-89).

On the day he returned to Spokane, December 1, 1952, Heylman opened his own independent architectural practice. Within a week he received his first commission, a residential design, and a month later he got a job designing a dental clinic. From there, jobs flowed into his office until his retirement in 1984.

Over the next forty years, Heylman's unique designs garnered him many awards and accolades. Working with associate John E. Klapp, his forward thinking and unusual designs were at times controversial among the general public. Commercial and governmental projects included the Liberty Lake Golf Course Clubhouse (1957); the Lincoln Garden Apartments (1962); the Spokane International Airport (with William Trogdon, 1965); Hangman Valley Golf Course Clubhouse (1968); and the Riverfalls Tower (1973)—all in Spokane. Outside of the city, Heylman is also credited with the design for the Whitman County Library in Colfax (1960, NRHP); the Federal Building in Wenatchee (1968); and the Capitol Lake Towers (1973), a high rise apartment in Olympia. He has also designed over twenty, single-family houses in Spokane.

His most controversial project was the Spokane County Social and Health Services Center (1977). The fortress-like building won architectural accolades by his peers, but was greatly under-appreciated by the public. Despite the controversy, Heylman's playful forms pushed the architectural envelope to its very edge. Over the years, he was awarded six, AIA Spokane Chapter Honor Awards. Heylman was named a Fellow in the American Institute of Architects in 1983 and was noted for his design work of more than 1,000 projects.

While working Heylman once commented that he faced limitations in money and space in projects throughout his career. "That's always a good thing to have: confines," he said. "It's not necessary for a building to look commercial to do the job," he remarked . . . "I've been criticized for some of the things I've done. Doing what you think is right is not always popular."

Regardless of his critics, at the time of his passing on August 10, 2022 at the age of 98, the Spokesman Review noted that "There's a handful of architects who you can say truly shaped the city's landscape," among them was Warren C. Heylman; an architect who put his own unique stamp on the skyline of the city.

Builder - Sceva Construction, Inc.

To construct the Parkade, the investment group hired the Sceva Construction Company. Incorporated in 1950 by Paul H. Sceva Sr., Paul H. Sceva Jr., and P.M. Winston, the company was Spokane-based and would eventually grow to become one of the largest construction firms in the Inland Northwest. Paul Sr., who lived in Tacoma, was most likely the financial backer and had been a prominent builder in Tacoma during the early part of the 20th century. Paul Jr., who served as President of the construction firm, had a mechanical engineering degree from the University of Washington and grew up working for his father in Tacoma. For several years, he served as assistant chief engineer at the Todd Shipyards in Seattle and worked in the

construction industry in Nevada before starting the Sceva Construction in Spokane. P.M. Winston was reportedly a friend-of-the-family, and most likely also provided financial support.

By all accounts, business went well for Sceva. Their first known project was the Grace Avenue Pumping Station for the City of Spokane. Numerous projects followed and by 1960, the construction company's projects reached a volume of $3 million dollars. They employed three full-time engineers and sixteen construction foremen. Projects constructed by the firm can be found throughout eastern Washington, Idaho and Montana and range from schools to office buildings, and several major government contracts for the Air Force and Navy.

Known early projects include numerous Safeway Stores in the Inland Northwest; the National Guard Tower at Fairchild AFB; the Exhibition Building at the Spokane County Fairgrounds Spokane Fairgrounds (1953); the Consolidated Freightways Terminal (1954); a Whitworth College classroom building (1955); a warehouse building for Prudential Distributors (1956), Pacific Telephone and Telegraph company office building (1955), Airman's Dormitories at Geiger (1958), Desert City Center Motel (1959).

Later projects included the Whitman Co. Library (1960) in Colfax; Colfax High School (1960); Lincoln Jr. High School in Pullman (1961); additional seating at Albi Stadium (1962); the Wallace Residence Hall at the U of I (1964); the Spokane YMCA (1964); Kennedy Pavilion at Gonzaga University (1964); Kennedy Library at EWU (1966); Hangman Valley Golf Course (1967); and the Physical Education building at U of Idaho (1969). They were also key to helping build-out various building for the Expo'74 World's Fair in Spokane including the interior of Russian Pavilion.

Paul Jr retired in 1970 and passed the ownership of the business to Frank R. Noble and Donald C. Wilely. The company continued to be active until their liquidation in 1983. Paul Jr. passed away in Spokane in 1996.

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Previous documentation on file (NPS):

__X__ preliminary determination of individual listing (36 CFR 67 has been requested)
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__X__ State Historic Preservation Office
____ Other State agency
____ Federal agency
__X__ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned):

Parkade (Name of Property) | Spokane Co., WA (County and State)

10. Geographical Data

Acreage of Property 1.6 acres
(Do not include previously listed resource acreage.)

UTM References ____NAD 1927 or ____NAD 1983

(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

Or Latitude/Longitude Coordinates
(enter coordinates to 6 decimal places)

	Latitude	Longitude		Latitude	Longitude
1	47.658952°	-117.421070°	3	47.658448°	-117.419661°
2	47.658959°	-117.419677°	4	47.658340°	-117.421051°

Verbal Boundary Description (Describe the boundaries of the property.)

The nominated area is located in Section 18 of Township 25, Range 43 East of the Willamette Meridian, in Spokane, Washington and is legally described as Lots 1 - 5 and the northern portion of Lot 6 of Block 15 of the Resurvey & Addition of the original Spokane Falls plat. It is otherwise identified as Parcel No. 35184.2416 and the northern half of Parcel No. 35184.2407.

Boundary Justification (Explain why the boundaries were selected.)

The nominated boundaries encompasses the Parkade parking structure (it's attached skybridges within said parcel), the plaza area to the south (which sits on a portion of an adjacent parcel) and skybridges above the plaza. The adjacent parcel includes the rest of the plaza space, a portion of a skybridge and arched covered shopping spaces (not part of the nominated site). The original connected skybridges to the northwest corner of the parking structure have been altered and or removed. In 2018, the upper enclosure of the bridge spanning W. Main Street was replaced with a new modern enclosure, and the bridge spanning N. Howard Street was removed that same year. The bridge spanning the plaza area, while constructed a year after the main parking garage was built, was part of the original design scheme and follows the architectural detailing of the 1967 skybridges.

11. Form Prepared By

name/title Jim Kolva (Edited by DAHP Staff)
organization Jim Kolva Associates date July 2025
street & number 115 South Adams Street, Suite 1 telephone 509-458-5517
city or town Spokane state WA zip code 99201
e-mail jim@jimkolvaassociates.com

Parkade
Name of Property

Spokane Co., WA
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

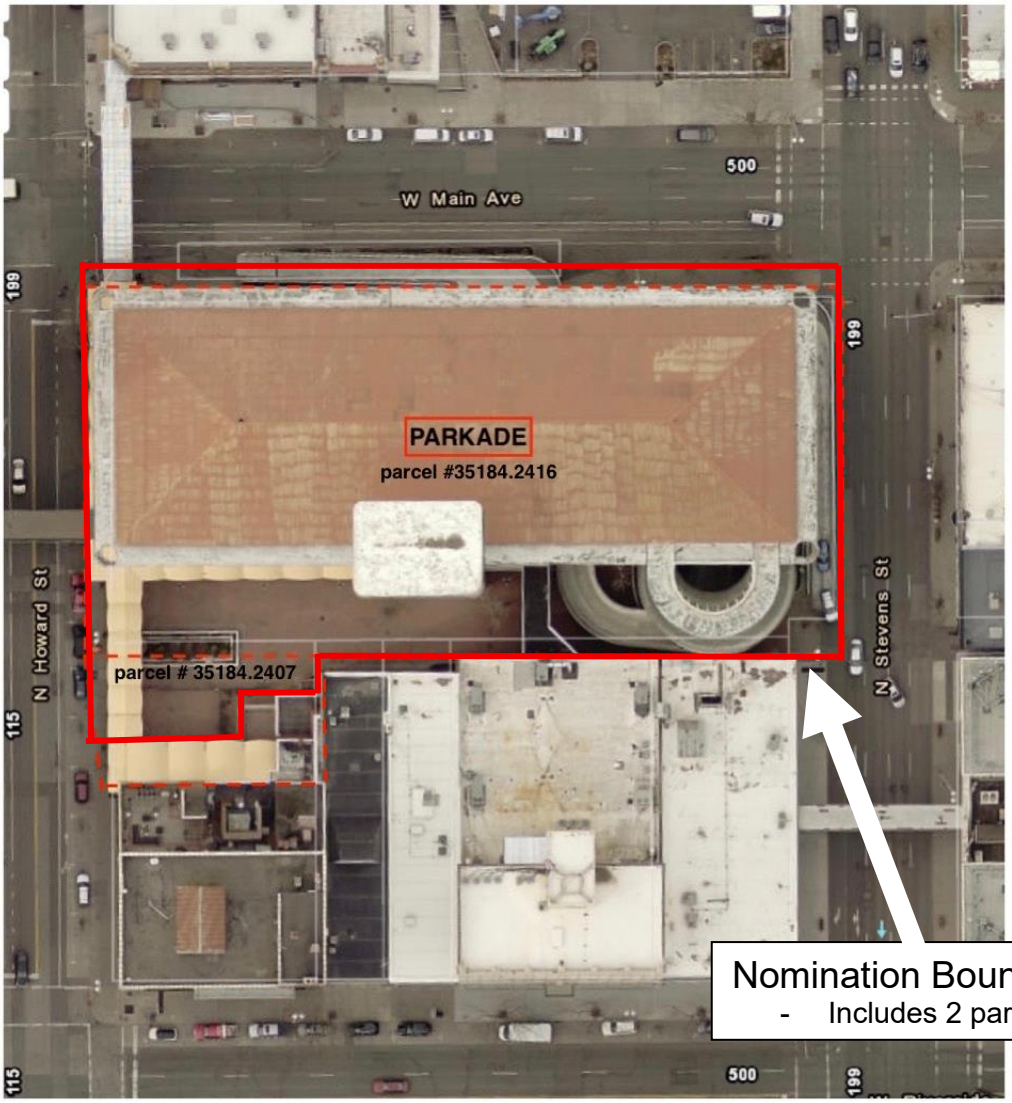
Google Earth Map

Parkade
Spokane, WA

1	47.658952° Latitude	-117.421070° Longitude	3	47.658448° Latitude	-117.419661° Longitude
2	47.658959° Latitude	-117.419677° Longitude	4	47.658340° Latitude	-117.421051° Longitude

Parkade
Name of Property

Spokane Co., WA
County and State



Nomination Boundaries
- Includes 2 parcels

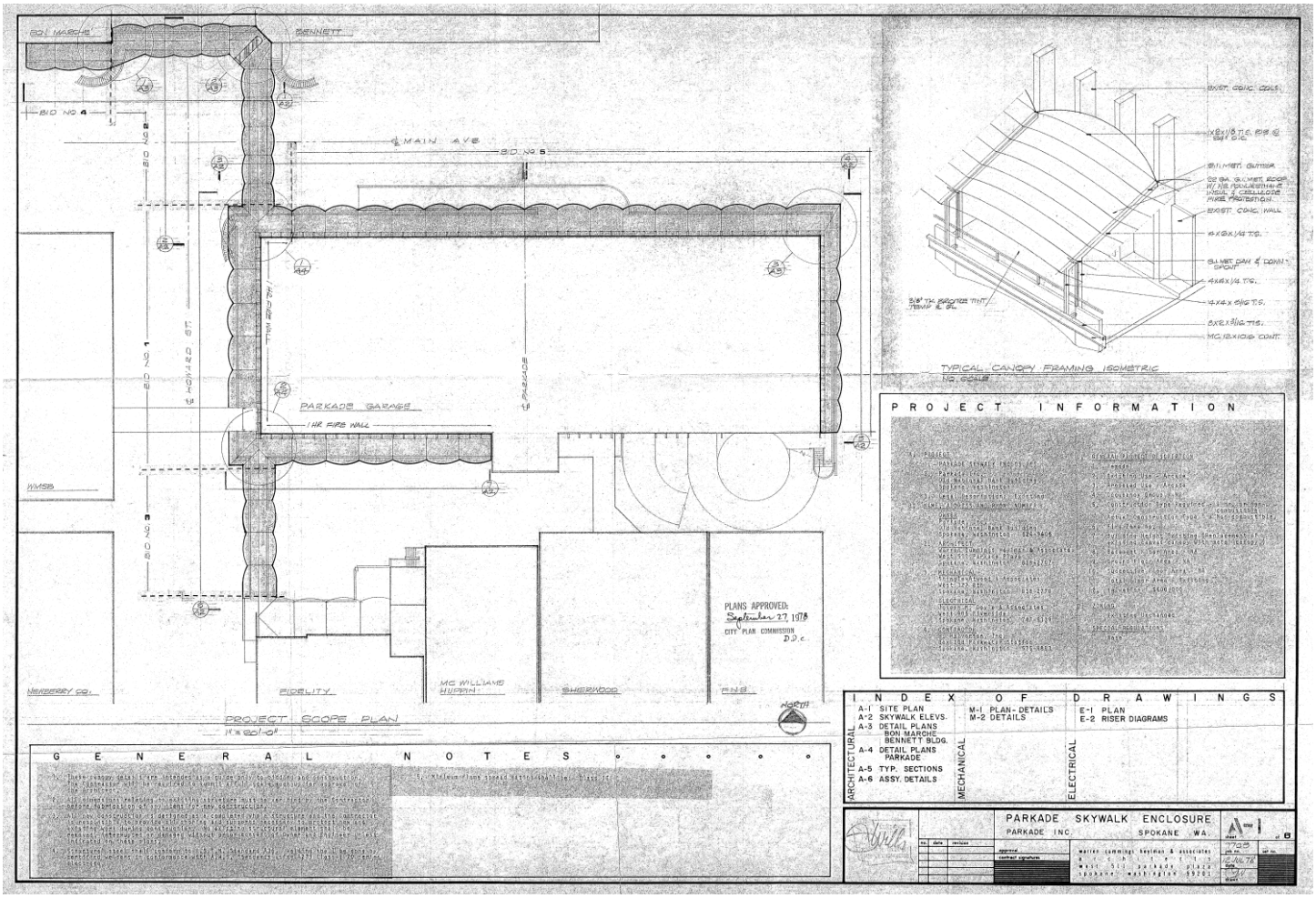
Spokane City Map. January 2021

511 WEST MAIN AVENUE
PARKADE SITE LOCATION

N
No scale

Parkade
Name of Property

Spokane Co., WA
County and State

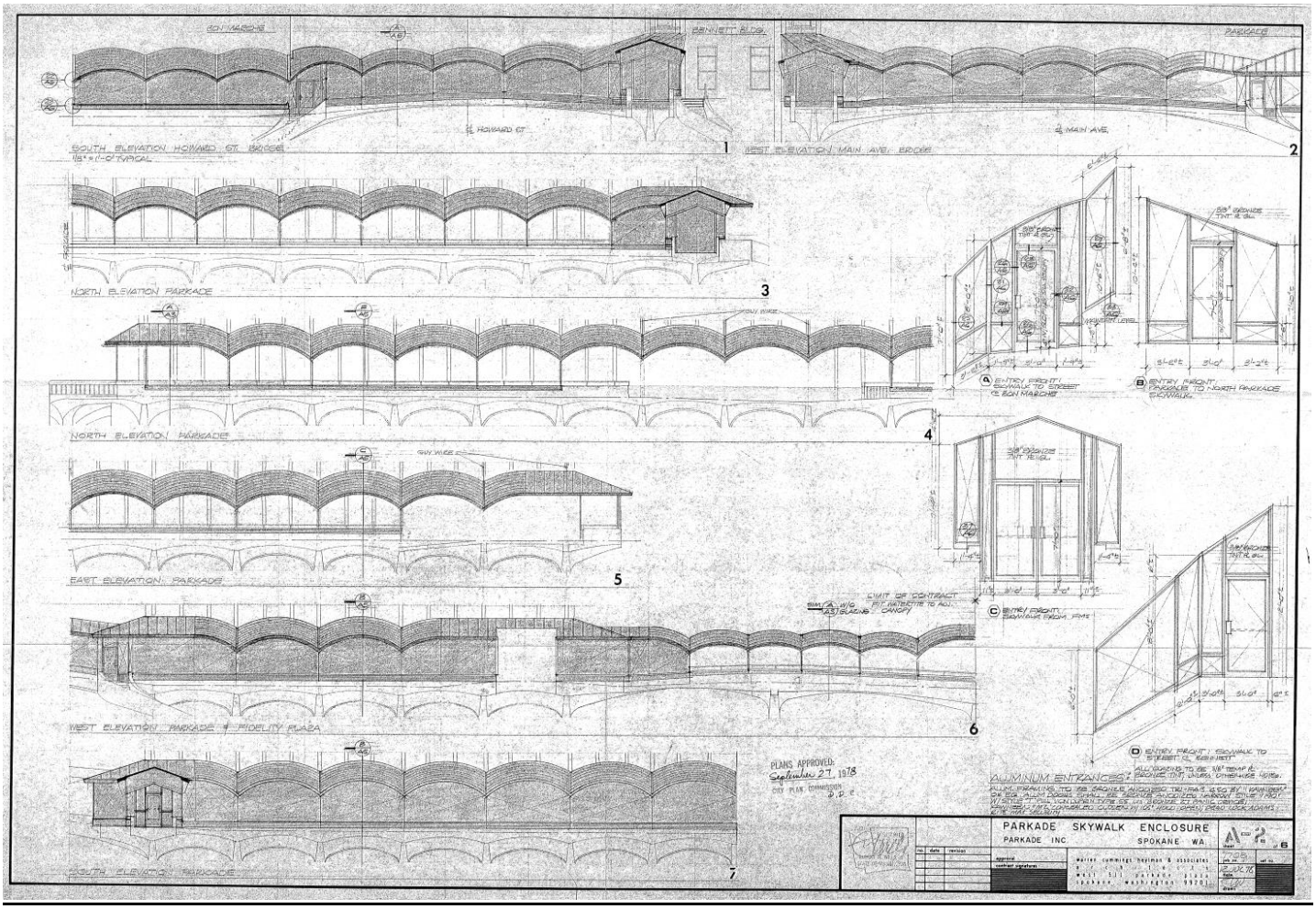


Parkade

Site Plan showing original skywalk system layout as completed - 1968

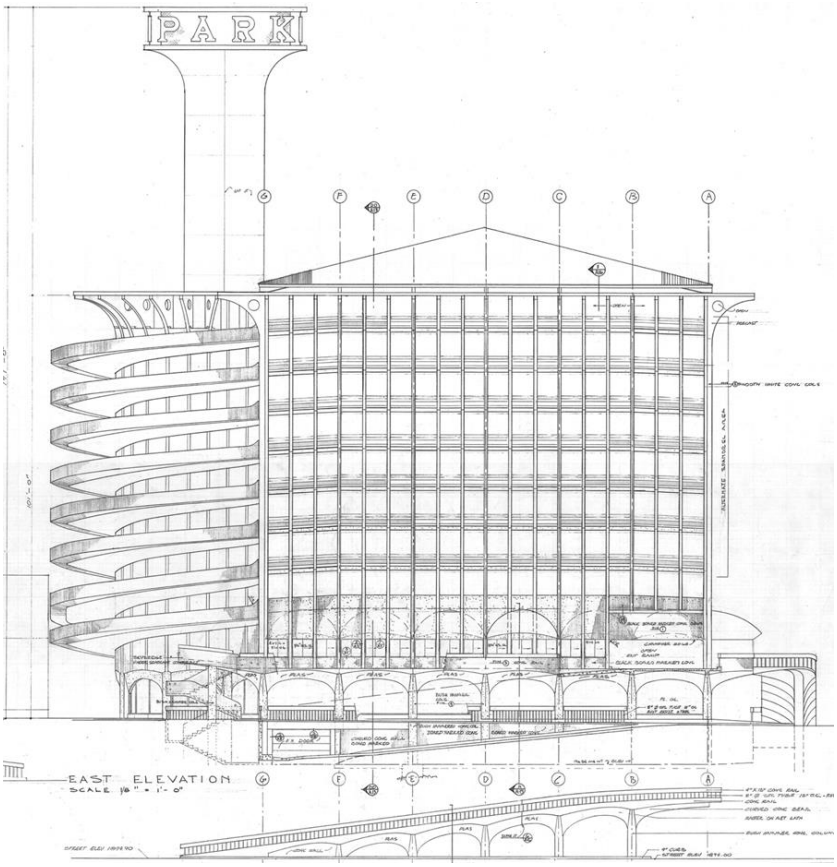
Parkade
Name of Property

Spokane Co., WA
County and State

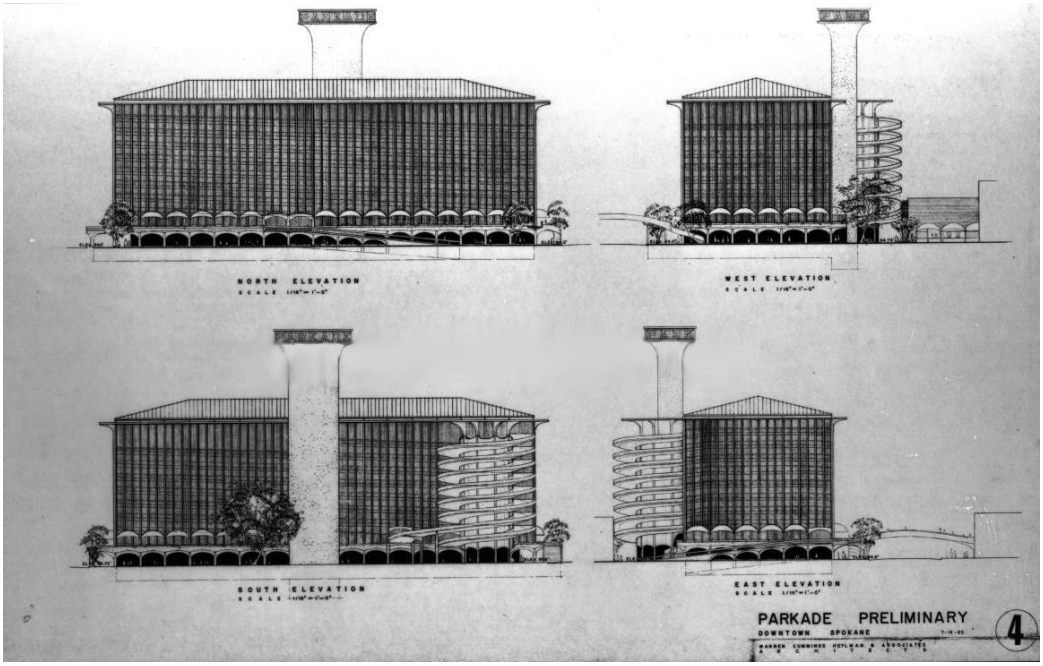


Parkade

Elevation and details of skywalk system



Parkade
Elevation Drawing
East Facade



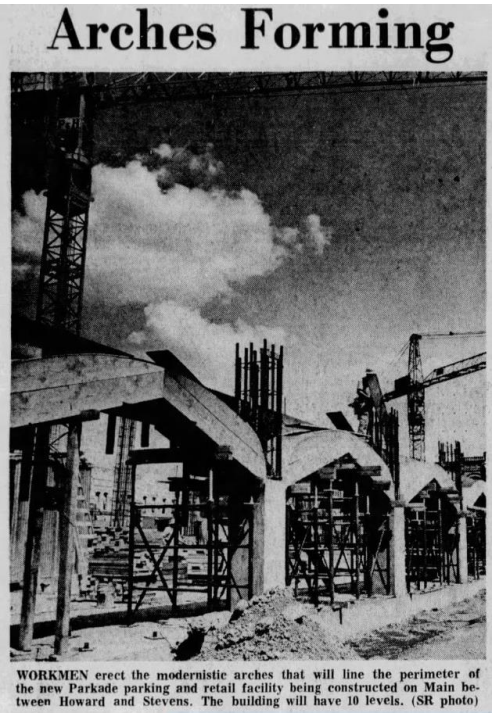
Preliminary Elevations
Warren C Heylman & Associates - 1965.

Downtown Parking Project Unveiled

—Chronicle photo by C. Wesley Cameron

This is the Parkade parking and retail building as depicted in a model which was to be presented at a public hearing today before the City Plan Commission. This view of the 10-story structure, from the south side, shows in the foreground the mall that will run through the middle of the block behind the facility. The spiral form at right is the circular drive ramp. The building will face north on Main between Howard and Stevens. Note the covered skywalks at lower left. They will circle the Parkade Building at the second-story level and extend over adjoining streets to connect with several stores.

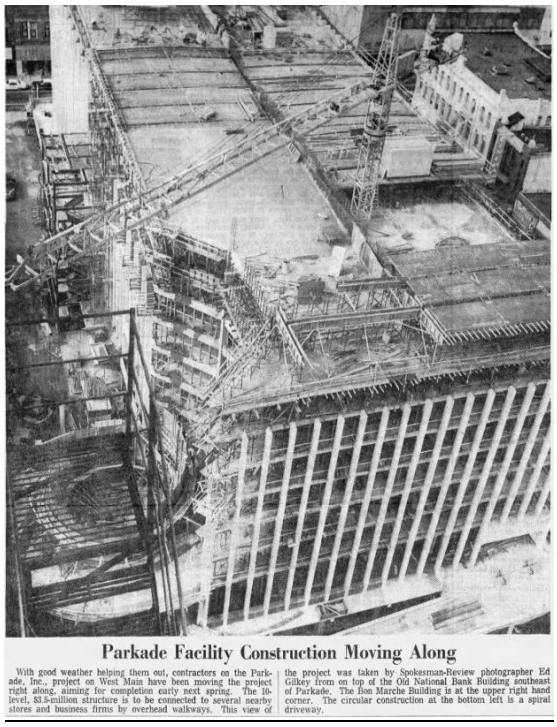
Architectural Rendering – Spokane Chronicle: June 10, 1966.



Arches Forming

WORKMEN erect the modernistic arches that will line the perimeter of the new Parkade parking and retail facility being constructed on Main between Howard and Stevens. The building will have 10 levels. (SR photo)

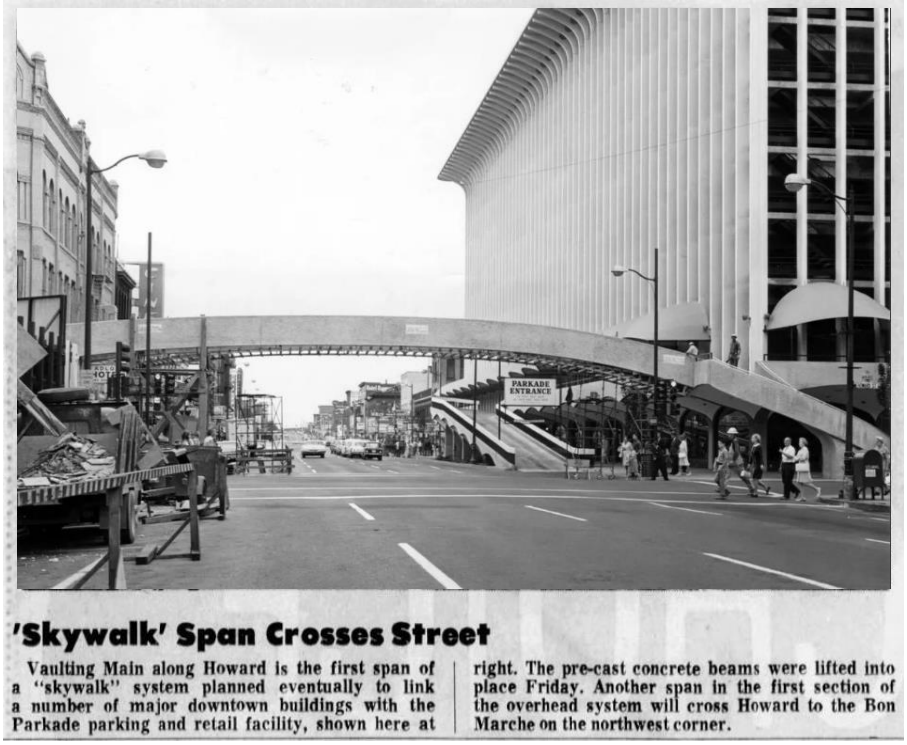
"Arches Forming" –
Spokesman Review: May 5, 1966.



Parkade Facility Construction Moving Along

With good weather helping them out, contractors on the Parkade, Inc., project on West Main have been moving the project right along, aiming for completion early next spring. The 10-level, $3.5-million structure is to be connected to several nearby stores and business firms by overhead walkways. This view of the project was taken by Spokesman-Review photographer Ed Gilkey from on top of the Old National Bank Building southeast of Parkade. The Bon Marche Building is at the upper right hand corner. The circular construction at the bottom left is a spiral driveway.

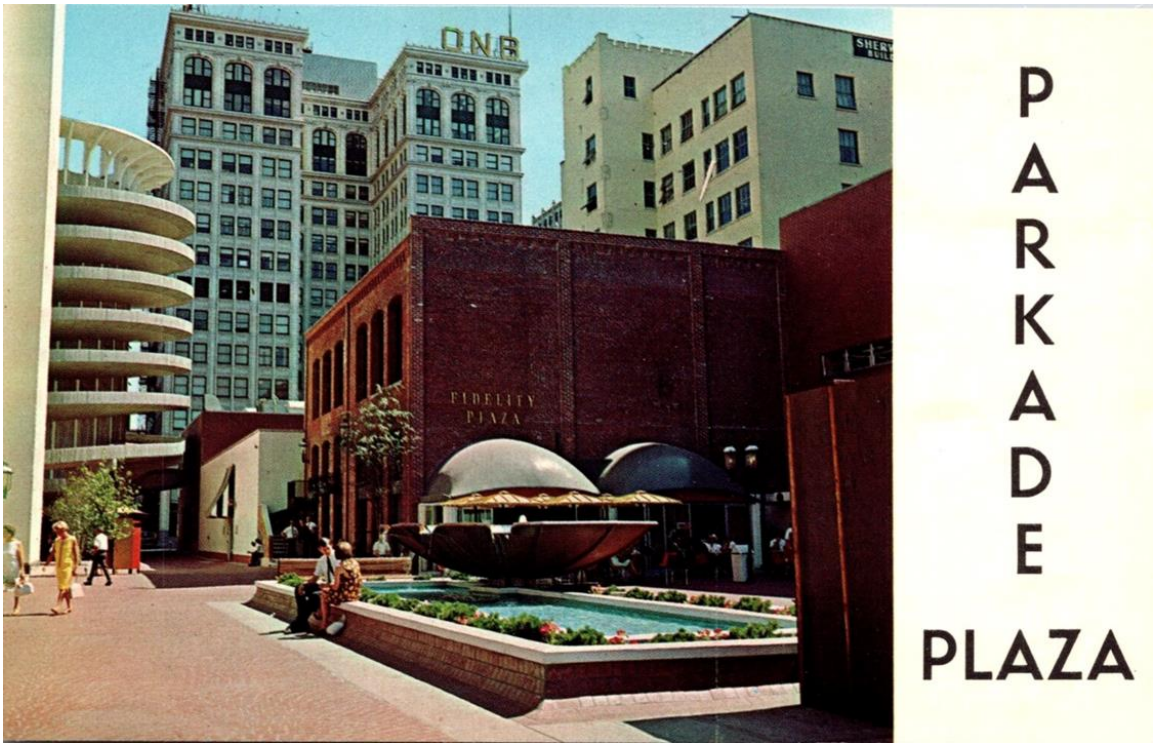
"Parkade Facility Construction Moving Along" –
Spokesman Review: November 27, 1966.



'Skywalk' Span Crosses Street

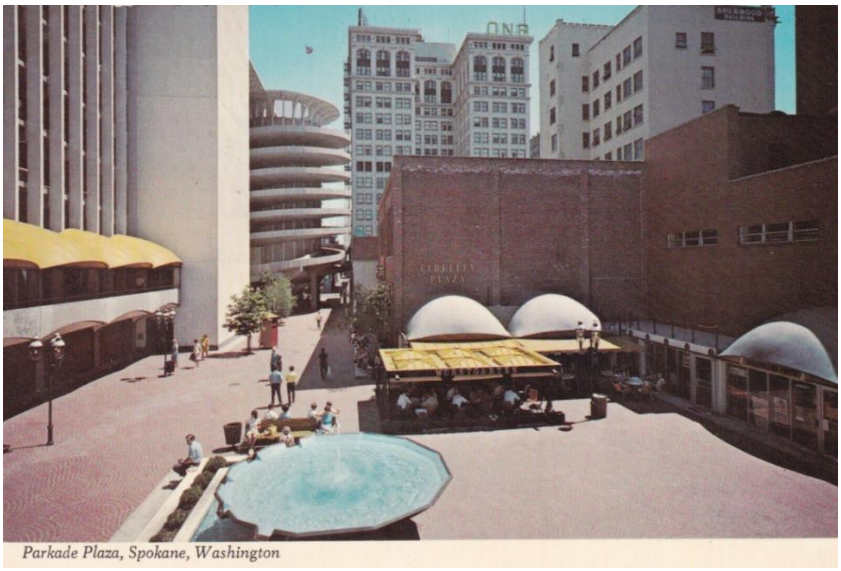
Vaulting Main along Howard is the first span of a "skywalk" system planned eventually to link a number of major downtown buildings with the Parkade parking and retail facility, shown here at right. The pre-cast concrete beams were lifted into place Friday. Another span in the first section of the overhead system will cross Howard to the Bon Marche on the northwest corner.

"Skywalk Span Crosses Street" –
Spokane Chronicle: August 8, 1967.



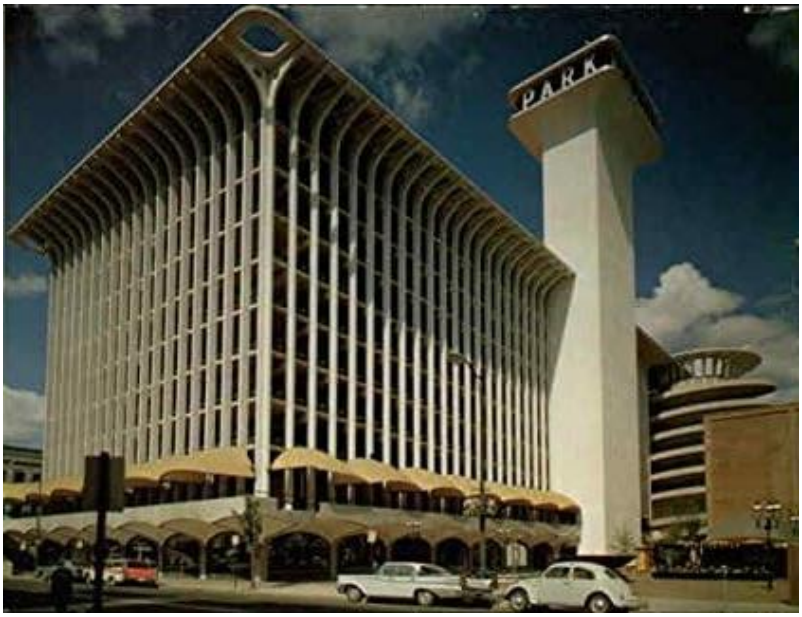
Postcard – Parkade Plaza, view to east showing fountain. c. 1967

Parkade Plaza, view to west showing fountain and skywalk system connection to Fidelity Bank. c.1975

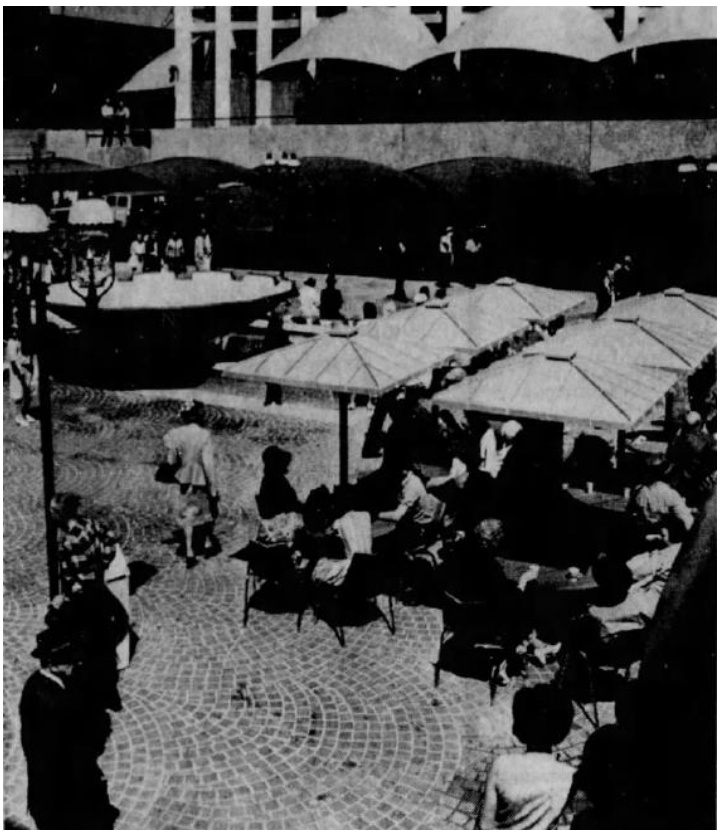


Postcard – Parkade Plaza, view to east from skywalk showing fountain and original plaza shopping area. c. 1967

"Lights Go On at Spokane's Futuristic Parkade Center" – Spokesman Review: May 7, 1967.



Postcard – Parkade, Note skywalk enclosing plaza yet to be constructed. c. 1967



"Civic, Business Leaders Dedicate Parkade Plaza" – Spokane Chronicle: May 19, 1967.

"Grand Opening: Parkade Plaza" – Spokane Chronicle: May 18, 1967.

a NEW Shopping Experience
PARKADE PLAZA

GRAND OPENING
MONTE'S
Hallmark Shop

SOCIAL STATIONERY
Fashionable Hallmark papers designed in a wide variety of socially correct sizes and colors. A gift any Mother will appreciate...$1.25 to $5.00.

PLAYING CARDS
Hallmark Playing Cards feature designs Mother will love with lacquered edges and deluxe plastic finish. Many designs have matching party accessories. Double deck in gift case...$2.70.

THOUGHTFULNESS ALBUM
Elegant embroidery design embossed on 8" x 10" portfolio containing calendar pages for listing all important occasions. Album $4.50, complete with assortment of Hallmark cards.

KEEPSAKE FILE
An attractive, expandable file to keep and protect special clippings, photographs and mementos. Includes sheet of labels to personalize Mother's album...$3.95, gift-boxed.

Don't forget to buy at least two Mother's Day cards—and then you can choose the perfect gift from our wonderful selection designed with Mother in mind. Come in and see our new store and all the wonderful things to choose from.

FREE GIFT: Be sure to ask for your Hallmark Date Book or Calendar

MONTE'S Hallmark Shop
SPOKANE
Parkade Plaza RI 7-2220

GRAND OPENING
Hickory Farms OF OHIO

Special! ALL BEEF SUMMER SAUSAGE
BEEF STICK

Reg. $1.69 lb.
CUT ANY SIZE
$1.49 lb.
Try some of this tasty summer sausage—so ideal for snacks, sandwiches & hors d'oeuvres.

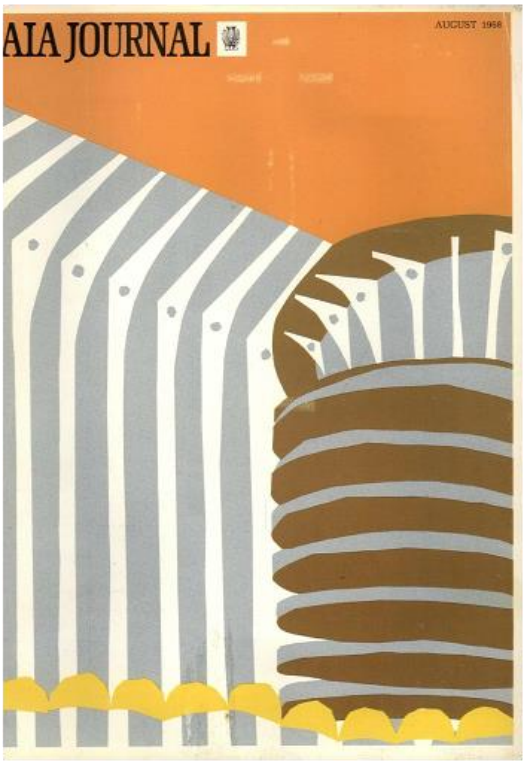
FREE! 1 BOX HICKORY FARMS
OLD-FASHIONED CRACKERS
with each CHEESE BALL purchased

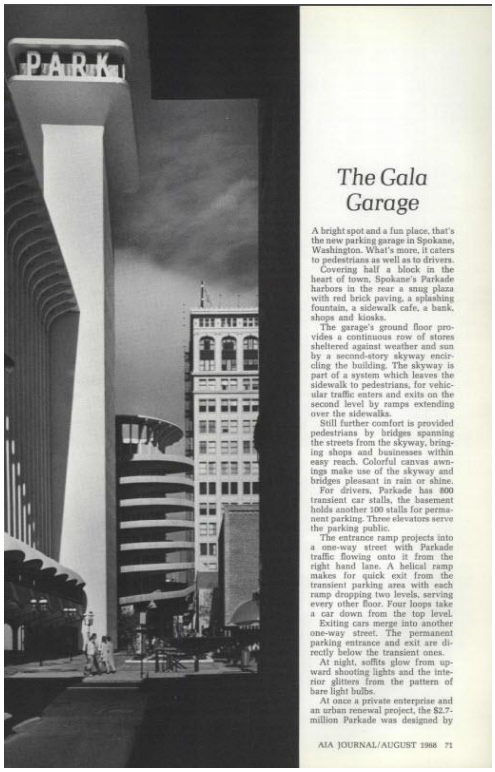
THE HICKORY FARMS STORY
America's Leading Cheese Store
Old-fashioned Hospitality and Decor
Join us for a cup of coffee and samples
You'll like our famous products

BIG RED BARN PLAYHOUSE
ONE WILL BE GIVEN AWAY EACH DAY DURING OUR GRAND OPENING
An unusual, popular children's toy made of lasting corrugated paper. It's 66" long, 40" wide and 59" high. Register at our display.

Hickory Farms OF OHIO
PARKADE PLAZA—SPOKANE PHONE RI 7-8273

"New Shopping Experience: Parkade Plaza" – Spokane Chronicle: May 10, 1967.





The Gala Garage

A bright spot and a fun place, that's the new parking garage in Spokane, Washington. What's more, it caters to pedestrians as well as to drivers.

Covering half a block in the heart of town, Spokane's Parkade harbors in the rear a snug plaza with red brick paving, a splashing fountain, a sidewalk cafe, a bank, shops and kiosks.

The garage's ground floor provides a continuous row of stores sheltered against weather and sun by a second-story skyway encircling the building. The skyway is part of a system which leaves the sidewalk to pedestrians, for vehicular traffic enters and exits on the second level by ramps extending over the sidewalks.

Still further comfort is provided pedestrians by bridges spanning the streets from the skyway, bringing shops and businesses within easy reach. Colorful canvas awnings make use of the skyway and bridges pleasant in rain or shine.

For drivers, Parkade has 800 transient car stalls, the basement holds another 100 stalls for permanent parking. Three elevators serve the parking public.

The entrance ramp projects into a one-way street with Parkade traffic flowing onto it from the right hand lane. A helical ramp makes for quick exit from the transient parking area with each ramp dropping two levels, serving every other floor. Four loops take a car down from the top level.

Exiting cars merge into another one-way street. The permanent parking entrance and exit are directly below the transient ones.

At night, soffits glow from upward shooting lights and the interior glitters from the pattern of bare light bulbs.

At once a private enterprise and an urban renewal project, the $2.7-million Parkade was designed by

AIA JOURNAL/AUGUST 1968 71

72 AIA JOURNAL/AUGUST 1968

Warren Cummings Heylman & Associates for local businessmen who wanted not only to provide their patrons with convenient and economical parking but to upgrade the immediate vicinity as well.

The City of Spokane, only too happy to have private enterprise take care of urban renewal, did not charge for the air rights or tax the bridges. This $134,000 project was undertaken by a department store and a property management company and is maintained by these two in conjunction with Parkade.

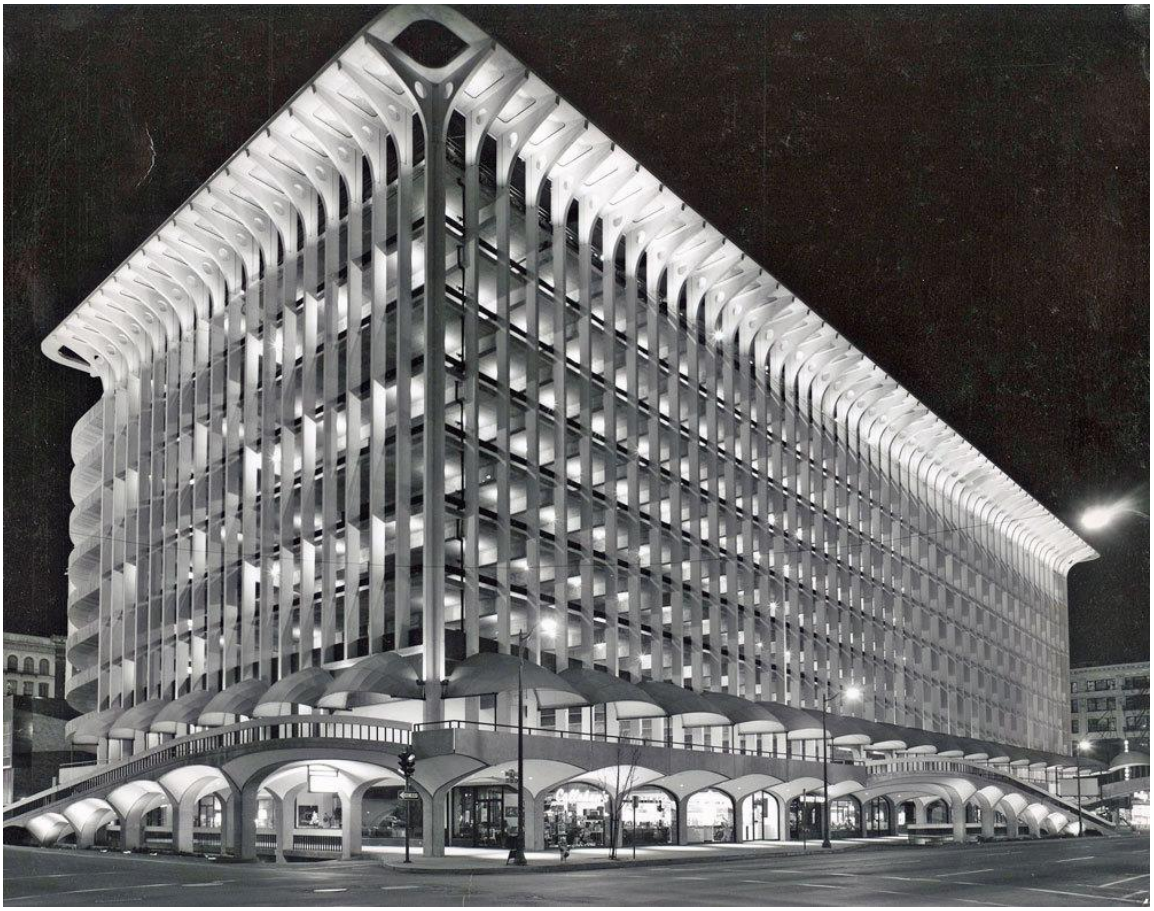
With the transformation of an abandoned alley into the plaza, a facelift for the surroundings followed as a matter of course. It was a natural thing also for the bank and the stores by the plaza to open entrances to this new center of activity.

Parkade's ground-level stores were built both as an attraction and to augment the revenue from parking. A roof on the garage was found to be another economical asset and it, too, with its bright orange color, adds to the garage's light atmosphere.

The tower is Parkade's focal point, serving as a homing beacon to guide and attract drivers. One who was attracted to it was photographer Gordon Peery who recorded these moods of Parkade —sort of a busman's holiday pedestrian style. □

AIA JOURNAL/AUGUST 1968 73

"The Gala Garage" – AIA Journal, August 1968



Parkade northeast corner showing car exit ramps - promotional photos, 1967

Parkade northwest corner showing skybridge across W Main Avenue - promotional photos, 1967

Parkade.

Washington's prize-winning concrete design.

Parkade Parking Garage in Spokane was selected as the outstanding concrete design in the State of Washington by the Washington Aggregate and Concrete Association. The interesting structure consists of two floors of shopping and office area topped with an eight-floor parking facility. Built almost entirely of reinforced cast-in-place concrete, a variety of finishes are employed for accent: exposed rough-form texture, bushhammered surfaces and both rough-board and dimpled surfaces on the precast units. Lehigh Cements were used for the majority of the concrete supplied including precast units. Lehigh Portland Cement Company, Allentown, Pa.

The spiral exit ramp features a rough-board textured railing and inner core. Its curves provide a pleasing contrast to the rectangular lines of the main structure.

Ground level of spiral ramp section shows the blending of concrete finishes that lend interest and variety to the design.

This beautiful facility provides off-the-street parking for 936 cars in the heart of downtown Spokane. Dimpled, textured precast facia panels were used on the second floor of the structure as well as on the skywalk leading to an adjacent store.

Owner: Parkade, Inc., Spokane
Architect: Warren Cummings Heylman and Associates, Spokane
Structural Engineer: Esvelt and Saxton, Consulting Engineers, Spokane
General Contractor: Sceva Construction Co., Spokane
Ready-Mixed Concrete: Acme Concrete Co., Spokane
Precast Concrete On Parkade: Ace Concrete Company, Spokane
Precast Concrete On Skywalk: Central PreMix Concrete Co., Spokane

LEHIGH CEMENTS

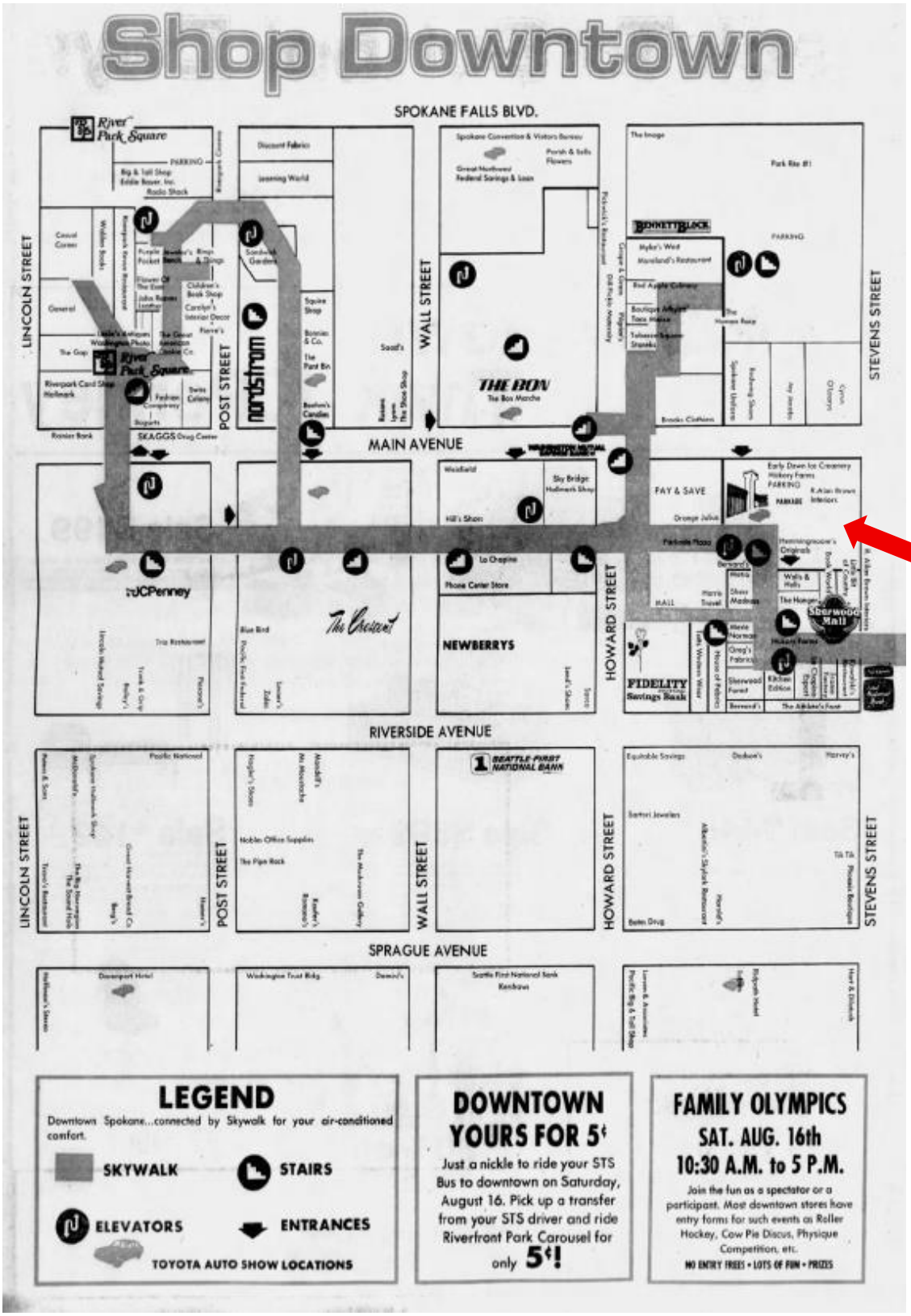
FORUM–MAY–1969

15

Advertisement featuring the Parkade – Lehigh Cement Company – Architectural FORUM, May 1969

Parkade
Name of Property

Spokane Co., WA
County and State



Parkade

Advertisement: "Shop Downtown" – Spokane Chronicle, August 13 1980.

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Parkade
City or Vicinity: Spokane
County: Spokane **State:** WA

Photographer: Harry J. "Jim" Kolva

Date Photographed: October 2020 to January 2021

Description of Photograph(s) and number:


PARKADE


PARKADE
BENNETT BLOCK

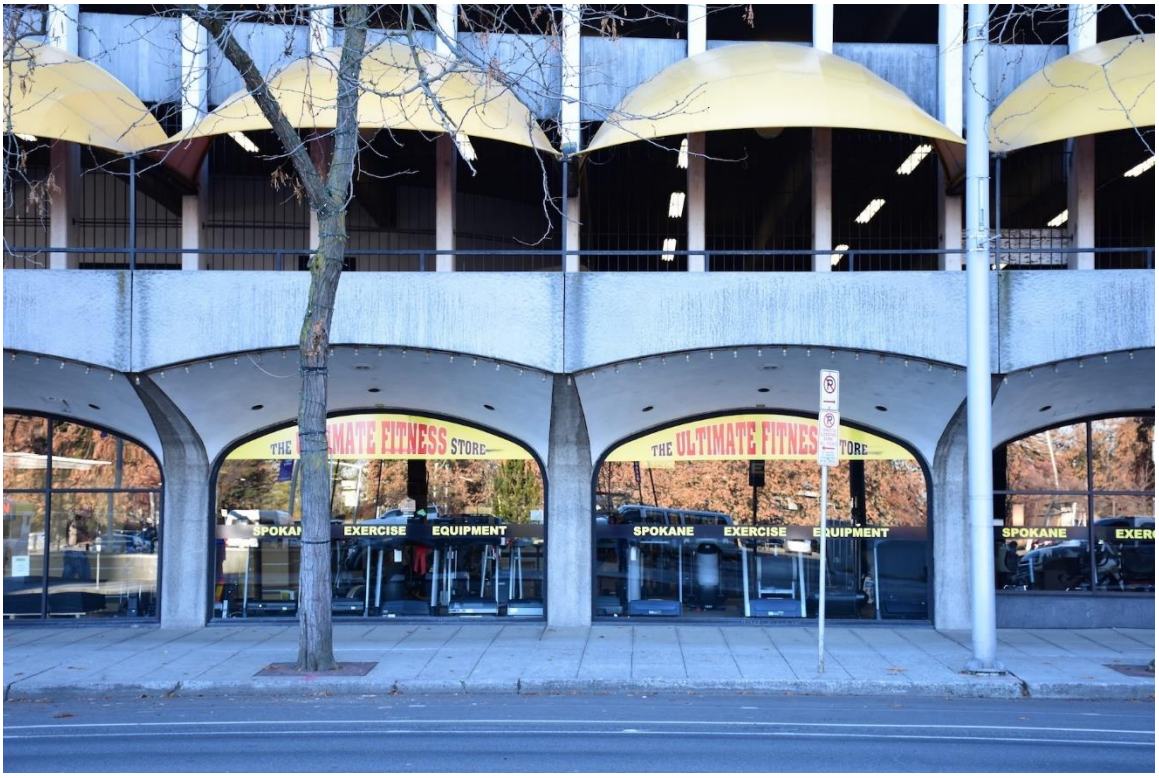
Parkade
Name of Property

Spokane Co., WA
County and State

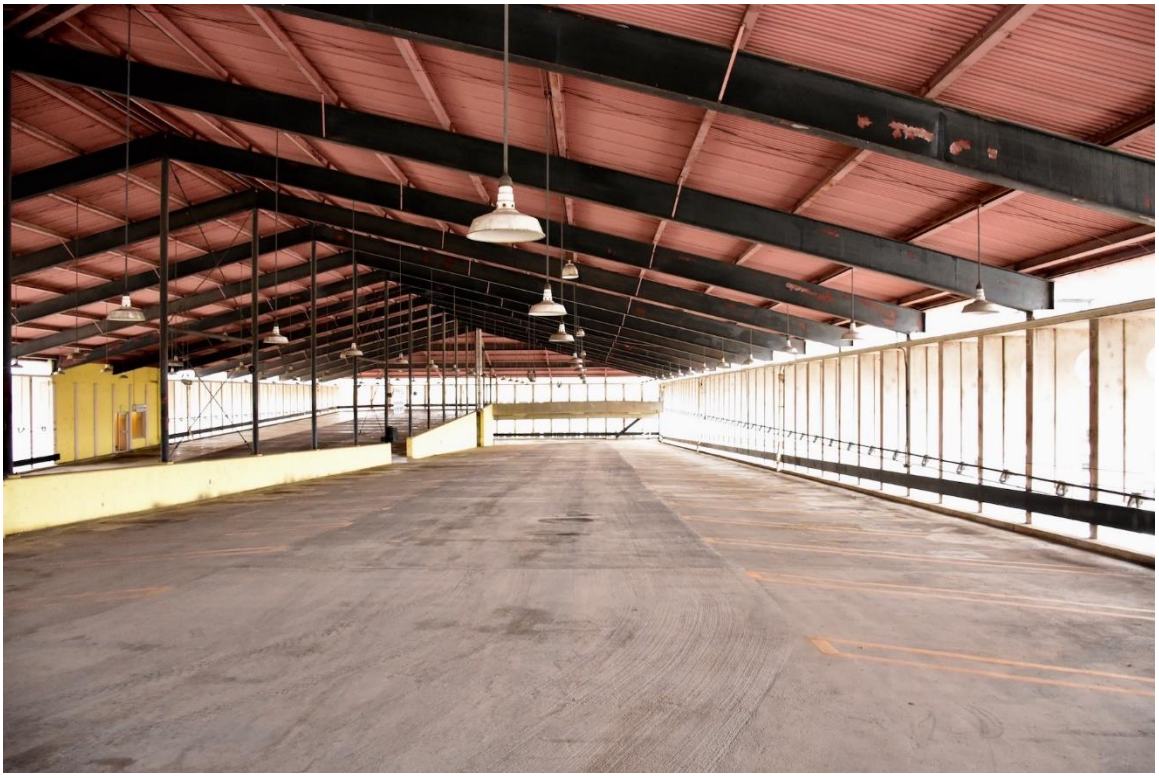
Parkade
Name of Property

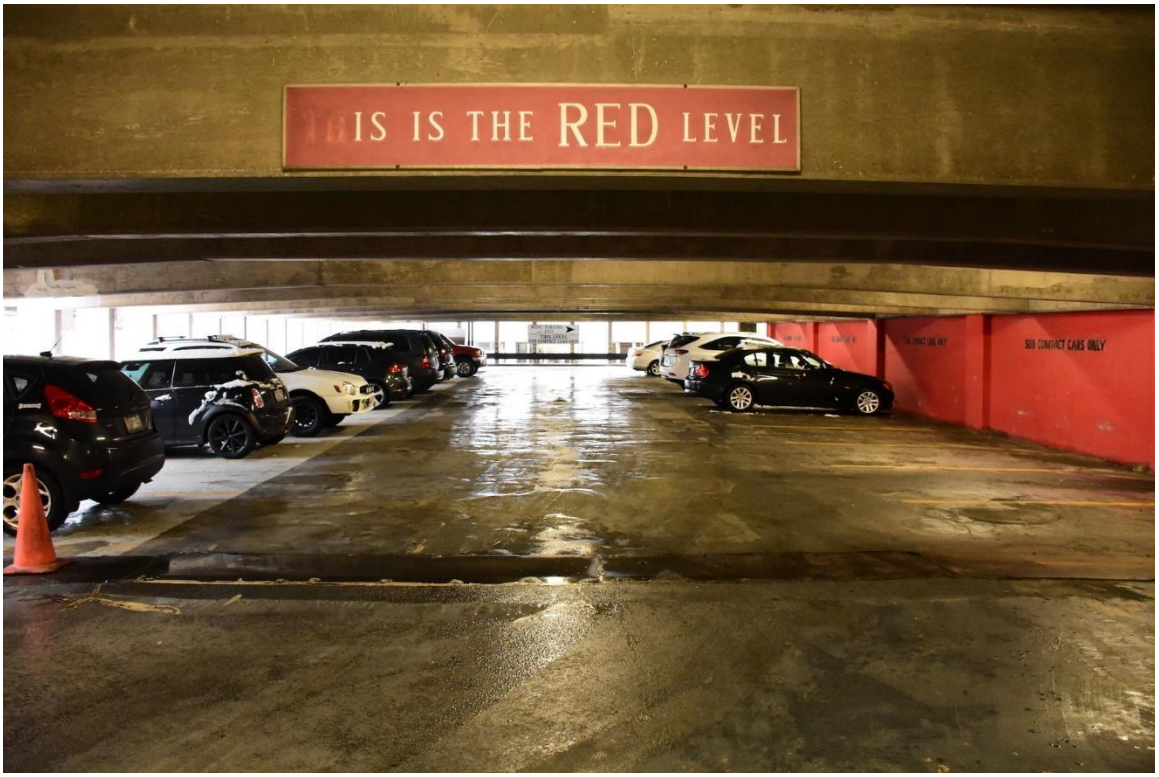
Spokane Co., WA
County and State

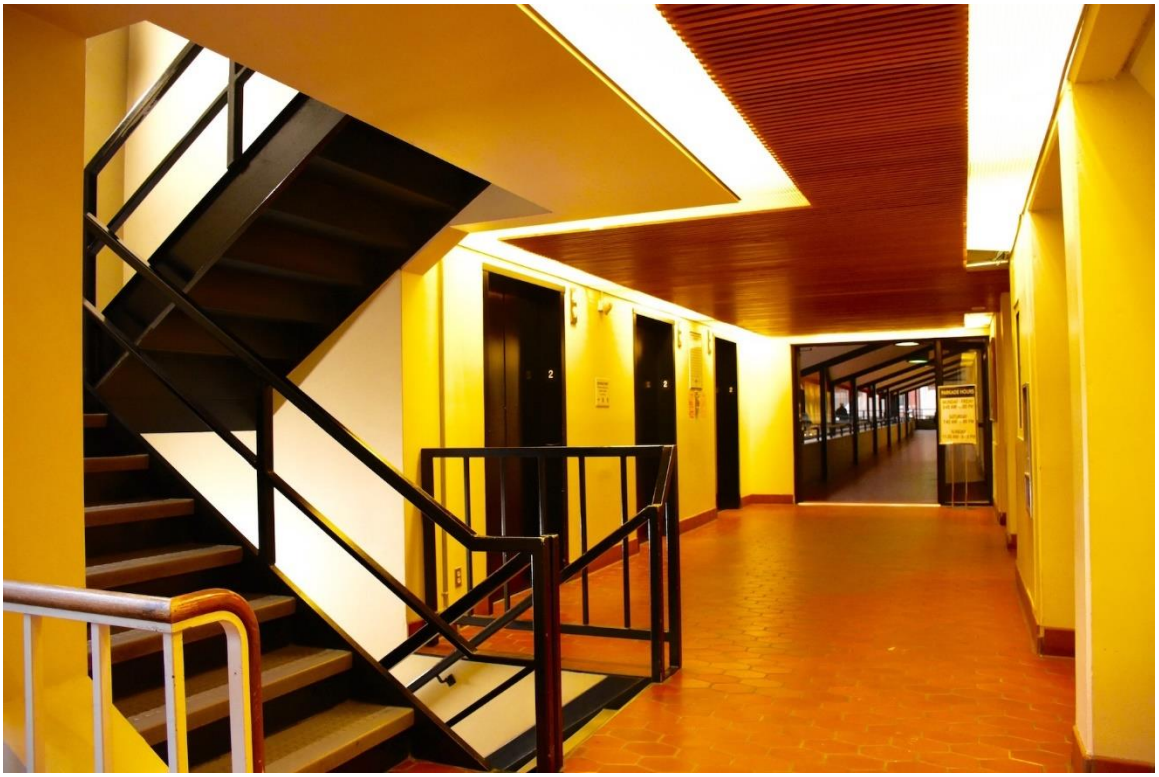

SPOKANE
EQUIPMENT


THE ULTIMATE FITNESS STORE
SPOKANE EXERCISE EQUIPMENT
THE ULTIMATE FITNESS STORE
SPOKANE EXERCISE EQUIPMENT
SPOKANE

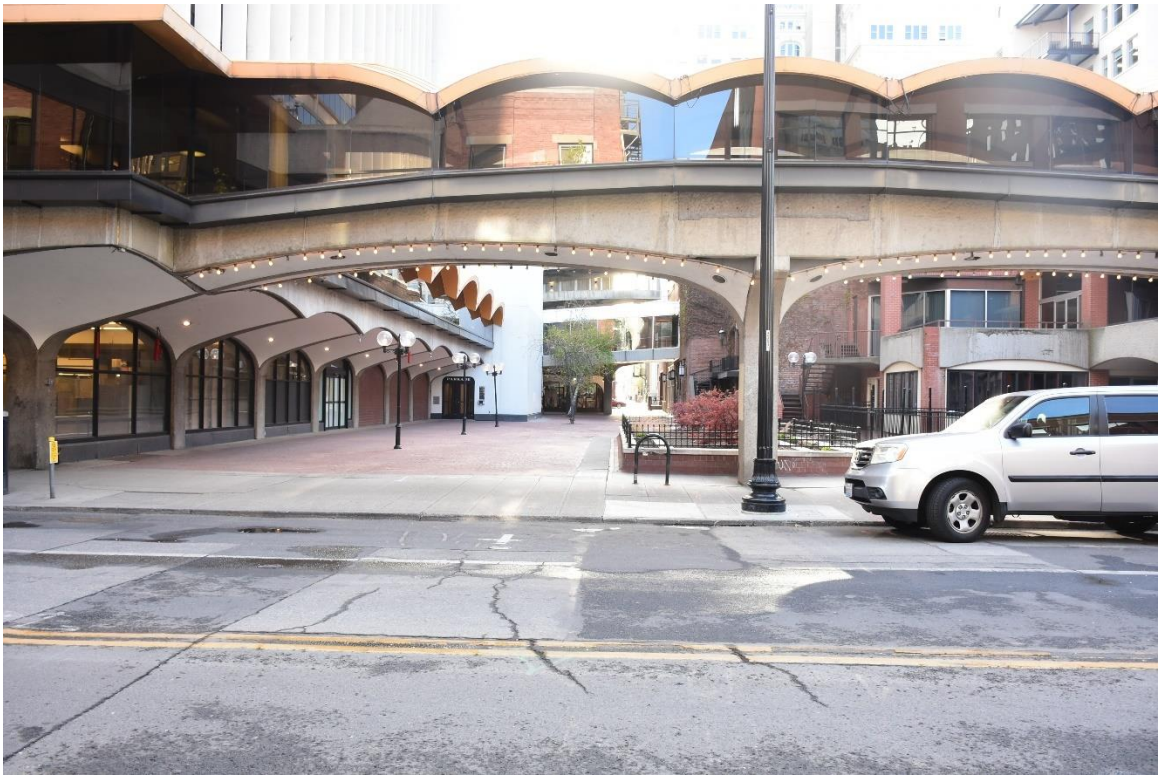

ENTROPY




IS IS THE RED LEVEL
SUB COMPACT CARS ONLY




EXIT
GOOD HUMOR
pepsi
Dr Pepper



Parkade
Name of Property

Spokane Co., WA
County and State

Property Owner: (Complete this item at the request of the SHPO or FPO.)

name GT Mukiteo, LLC. CO: Charlie Bauman

street & number 1421 34th Avenue, #300 telephone 425-802-3352

city or town Seattle state WA zip code 98122

name Jim Wants a Normal Company Name LLC

street & number 784 Clearwater Loop telephone

city or town Post Falls state ID zip code 98954

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Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.