

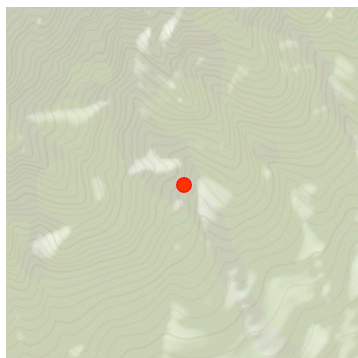


Historic Property Report

Historic Name: Parkade

Property ID: 11950

Location



Address: 511 W Main Ave, Spokane, WA

Location Comments: W Main Ave between N Howard and N Stevens Streets

GeographicAreas: Spokane County,SPOKANE NW Quadrangle,T25R43E18

Information

Construction Dates:

Construction Type	Year	Circa
Built Date	1967	<input type="checkbox"/>

Number of stories: N/A

Historic Use:

Category	Subcategory
Transportation	Transportation - Road-Related (vehicular)

Historic Context: Architecture



Historic Property Report

Architect/Engineer:

Category	Name or Company
Architect	Heylman, Warren Cummings & Partners

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2011-03-00043, , Nifty From the Last 50	4/1/2003	Not Determined	
2016-12-08751, , Spokane Mid-20th Century Modern Survey 2016	12/21/2016		

Photos



North and east facades, looking south

Historic Property Report



Historical view, south facade with sign



Detail of skywalk along Howard Street



North facade, looking west



Plaza north of building, looking east



nw corner

Historic Property Report



Awning over pedestrian walkway, typical



Awning covering sidewalk, typical



Pedestrian stair at Main & Howard



Retail storefront, typical



Pedestrian overpass on W Main Ave



Auto ramp and awnings, north facade

Historic Property Report



Auto ramp and awnings



View of building corner



View of existing ramp and sign



View of skywalk to north and west



View of plaza north of building



Typical floor, looking west

Historic Property Report



Detail of guard rail, looking south



Detail of existing ramp, looking east



View out top floor of Parkade



View from Parkade, looking north



Corrugated metal roof, looking east



Detail of eaves



Historic Property Report

Inventory Details - 12/21/2016

Common name: Parkade
Date recorded: 12/21/2016
Field Recorder: Diana Painter
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Articulated Frame - Concrete
Roof Type	Hip
Roof Material	Metal - Corrugated
Cladding	Concrete
Structural System	Masonry - Poured Concrete
Plan	Rectangle

Surveyor Opinion

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

Property is located in a potential historic district (National and/or local): Yes

Property potentially contributes to a historic district (National and/or local): Yes

Significance narrative: History. The Parkade Plaza Parking Garage was constructed for \$3.5 million in 1967 by Sceva Construction Company, with concrete furnished by the Acme Concrete Company. The ten-story structure, with a basement, was designed by Spokane architect Warren C. Heylman and was built to accommodate 970 automobiles. The Parkade is particularly notable for its connection to the Spokane skywalk system, which increases its utility as a significant urban design feature in downtown Spokane. A privately funded urban renewal plan, the Ebasco (Electric Bond and Share Company) plan, completed in June 1961, suggested that more parking was needed in downtown Spokane (Youngs, 1996:116). There were six buildings on the property, a portion of which was owned by John Hieber, the president of Spokane Unlimited Inc., and a former classmate of the architect. Spokane Unlimited Inc. was a nonprofit organization made up of the city's business leaders. Its goal was the revitalization of downtown Spokane, and they saw the development of parking and a system of pedestrian bridges as one way to achieve this

Historic Property Report

goal. After procuring the land through purchase and long-term leases, the proponents were successful in gaining bank financing. Ground-breaking occurred in 1965, construction began on February 3, 1966, and the building opened in 1967 ("Parkade Center to Open . . .", 1967).

Philip W. Alexander, managing director of the adjacent Bon Marche at the time, and vice president of the Parkade, claimed that the Parkade wasn't just a parking garage but a 'symbol of new life in the heart of Spokane:' "We wanted and got a dramatic structure. It is aesthetic and functional and is already spurring plans for upgrading other properties around it." ("The Parkade," Wikipedia).

Historical Context. Architectural historian Amanda C. R. Clark notes in her entry on the Parkade for Archipedia, an online architectural encyclopedia, that, "By 1965, American automobile makers were generating more than nine million cars a year, continuously offering new, more modern models. These increases gave rise to newly built highways and, in turn, accelerated the post World War Two flight from American downtowns to the far-flung, expanding suburbs on the edges—well beyond the streetcar suburbs that had marked an earlier form of suburbanization. In an attempt to bring the middle class back to the rapidly decaying downtowns, civic leaders and developers across the nation sought to construct office buildings, civic centers, concert halls, stadiums, and stores to reduce blight and revitalize the economic and cultural pulse of the cities." Spokane's King Cole's response was as follows: "We felt that with self-service parking, which was an innovative thing, we could solve the parking problems by providing a first-class facility, good service, clean, and up to date . . . It was really the beginning of downtown renewal" (Youngs, 1996:154). Heylman himself said of the Parkade, "I just wanted a sign. I wanted a landmark so everybody knew where they were going to park" (Deshais, 2016).

The Architect Warren Heylman. Warren C. Heylman (1923 -), the architect for the Parkade, was born in Spokane and attended Washington State University. He was awarded an architectural engineering degree by the University of Kansas in 1945. Heylman was employed by Spokane architect G. A. Pehrson from 1945 to 1946, worked for the venerable architecture firm of Whitehouse & Price from 1946 to 1948, and for John P. O'Neill from 1948 to 1950. He founded his own eponymous firm in 1952. Among his most well-known buildings, in addition to the Parkade, are the Liberty Lake Club House (1957); Spokane International Airport (with William Trogdon) (1965); Hang Man Valley Club House (1969); Cathedral Plaza, Riverfalls Tower and Lincoln Garden apartments; the Whitman County Library; and the controversial Spokane County Social and Health Services Center (1977). He designed more than twenty houses, among them the Wrightian-style Norman Wells house (1954).

Heylman was in practice for forty years, officially retiring from his firm in 1984. He was awarded six American Institute of Architecture awards over the course of his career, a Concrete Institute Award for the Parkade, and was inducted in the American Institute of Architects College of Fellows in 1983 (Houser, <http://www.docomomo-wewa.org/>).

Architectural Context. The Parkade is designed in an architectural style known as New Formalism. New Formalism is a style that emerged in the 1960s which is most often seen in public or civic and commercial architecture. It is a style that applies the formal geometries of classicism in new forms, materials, and decorative expressions. New Formalist buildings often display simple volumes on a raised base, one story or more in

Historic Property Report

height. Formal rhythms are applied with colonnades and pilasters, or sometimes patterned screens or grills. Geometric features that accentuate the roofline in place of a traditional cornice. Concrete is a popular material for New Formalist buildings, which often exploit the plastic qualities of this material. Heylman's Parkade building expresses the formal qualities of New Formalism in its regular rhythm of vertical columns and highly symmetrical design. It is a particularly expressive example of the style, however, with its "Parkade" sign and incorporation of punched circular openings, curved brackets, and spiraling ramps.

Physical description:

Location and Setting. Spokane's Parkade is located at the heart of the city, which is part of its appeal and effectiveness as a parking garage and originally, as an urban renewal project. It occupies the north half block between W. Main Avenue, N Stevens Street, W Riverside Avenue, and S Howard Street. The ten-story parking garage is located one block from Riverside Park, the location of Spokane's 1974 Expo '74. To the north of the building on the west side are three, one, two and three-story structures, two of which are nineteenth century buildings; on the east side is a large, half-block-size surface parking lot, matched by another large surface parking lot across Stevens Street. To the east is the three-story Fernwell Building and Levy Block on the north side; on the south side is a 14-story building with a modern skywalk at the second level to the two-story building that occupies the southeast corner of the subject block. The 14-story building is matched by another tall bank building, to which it is connected by another modern skywalk, on the south side of Riverside Avenue. The half block that is south of the Parkade is occupied by a two-story building on the southeast corner, followed by the eight-story Sherwood Building; two, two-story buildings; and an eight-story building on the southwest corner. There is a brick-clad plaza between the Parkade and the buildings to the south, with retail uses at the ground floor and second story skywalks above. In the block across Howard Street is a three-story building to the south; another small, three-story building; and a 14-story building with a modern skywalk connecting it to the Parkade skywalk. Most of the buildings are occupied by offices with retail uses at the ground floor. Several of the high-rise buildings are bank office buildings. Many of the buildings are historic, appearing to date from the late nineteenth to early twentieth century, but several are modern. All skywalks are modern in their detailing but for the Parkade skywalks, which date from the time of the building's construction.

Connections to the blocks immediately surrounding the Parkade are made via the Parkade's own skywalk system and modern skywalks, all at the second level. Automobile connections to the ground are made via long ramps that parallel the building face, which are enclosed with hefty balustrades whose balusters echo the vertical emphasis of the building. The structure for the ramps displays the same arched and vaulted supports that are characteristic of the building as a whole. The spiral ramp in the southeast corner is another way to exit the building. Pedestrian stairs that land on sidewalks surrounding the Parkade are curved, meeting the ground with fanciful geometries.

Materials. The Parkade is a concrete building with a steel and reinforced concrete frame, a concrete foundation, and a corrugated metal roof. Portions of the building have a board-formed finish, in contrast to the smooth finishes of the concrete in other portions of the building. Interior railings are composed of metal panels and steel cable, which do not interfere with the visual vertical thrust of the building.

Massing and design. The Parkade is a ten-story parking garage with a rectangular

Historic Property Report

footprint and a moderately pitched, hip roof. The severity of the building's massing is broken by the whimsical, 175-foot-tall "Parkade" sign that rises high above rear façade; its circular exiting ramp in the southeast corner of the building; its curved "eaves," punctuated by circular openings; and dramatic lighting at night. The building is integrated with its urban surroundings by a second-level skywalk system with curved yellow awnings that extends north and west and south and east. The design of the awnings over the skywalk echo the arched openings at the base of the building that frame retail uses, as well as the vaulting that supports entrance ramps. All four building facades are largely symmetrical and identical between the 3rd and 9th floors. The vertical concrete columns that extend outward from the building are visually dominant, but allow for a view of the sloping interior floors of the building. The metal panels and steel cables that make up interior guard rails recede from view due to their color, thereby supporting the vertical emphasis of the building.

North front façade. The front façade of the Parkade displays an automobile ramp paralleling W Main Avenue from close to N Howard Street to just east of the center of this façade, entering the second level of the garage. The horizontal line here is extended by a walkway with an enclosed concrete balustrade topped by a tubular rail. This continues to the northeast corner, where another ramp extends southward, parallel to the east face of the building. The awnings at the second level extend across the full width of the north façade, sheltering the walkway and visually separating the base of the building from the central shaft. A second-level pedestrian crossing covered by the colorful awnings is located at Main and Howard, crossing to the north side of the street and then west along Main to the former Bon Marche/Macy's.

West side façade. The west side façade, on Howard Street, features one pedestrian stair to the street, in the southwest corner of the building, and a second level skywalk that extends across this entire frontage to the southeast corner, where it continues across the plaza, connecting to the building to the south.

South rear façade. The south façade of the Parkade is its most expressive. The spiral exit ramp is located in the southeast corner of the building. It has solid rails of board-formed concrete, giving it a somewhat rustic appearance, in contrast with the remainder of the building. It is topped by a trellis-like structure that is composed of a curved, flat concrete ring supported by the large-scale modern brackets that also support the extended eaves of the building. Like the 'brackets' on the top of the Parkade, they are curved and smooth, with no architectural detailing but for the punched circular openings. In the center of the rear façade is the elevator tower, which rises 175 feet, past the roof of the building, to form the four-sided "Parkade Park Parkade Park" sign, which can be seen throughout the city center and beyond. The elevator shaft that forms the column for the sign is rectangular in plan, then curves at the base of the sign to form a platform that supports the sign's free-standing letters, which are enhanced with neon and topped by a flat roof. At the ground level, the spiral ramp nearly touches the building next door to the south, forming in a covered pedestrian walkway.

East side façade. On the east side façade the treatment seen on the front façade continues, with the auto ramp meeting the ground at about the alley point between W Main and W Riverside Avenues. The pedestrian walkway that continues at the second level also terminates here. Under the last rung of the spiral existing ramp, which is at the third floor level, are additional shops, under arched openings. Behind the auto ramps are vaulted passageways similar to those on the front of the building.

Historic Property Report

Interior. The Parkade garage type is a 'sloping floor with an express helical down ramp' (Packard, 1981:55). The first floor contains ground-level retail uses whose storefronts display a variety of treatments. The second floor represents the first floor of parking, and connects to the extensive Spokane skyway system, in addition to the exterior pedestrian walkway on three sides of the building. The second-level walkway forms a canopy over the sidewalk and plaza to the rear of the building. Parking floors two through nine have a relatively low clearance, under deep concrete beams. A concrete wall running east-west separates the two internal halves of the building. The top floor has a high ceiling, under a hip roof supported by steel beams. The elevator system is accessed via an enclosed elevator lobby at the center rear of the building. A utilitarian metal stair is located in the northwest corner. The guard rails on the parking floors are made up of a wide metal panel fastened to the exterior concrete columns of the building, topped by two steel cables that are also fastened to the columns via a steel plate. The system is relatively open, lending a somewhat transparent feel between the parking floors and the surrounding city.

Changes over time. No known changes have taken place to the parking garage, but for changes to retail storefronts. The building appears as photographed for publicity shots shortly after its construction. A fountain associated with the building was disassembled in 2014.

Bibliography:

The AIA Historic Directory of American Architects,
<http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/What's%20here.aspx>, accessed December 2016.

American Institute of Architects, Spokane Chapter, *A Selection of Contemporary Architecture in Spokane*, Washington (brochure), 1967.

Clark, Amanda C. Roth, "Parkade," *Classic Buildings*, SAH Archipedia, <http://sah-archipedia.org/>, accessed December 2016.

Deshais, Nicholas, "Warren Heylman's architectural vision 'all over' Spokane," *Spokesman Review*, July 10, 2016.

Houser, Michael, "Warren C Heylman," *Docomomo wewa*, <http://www.docomomo-wewa.org/>, accessed December 2016.

"The Parkade," Wikipedia, https://en.wikipedia.org/wiki/The_Parkade, accessed December 2016 (quoting article published on the occasion of the garage opening: "Parkade Center to Open March 17." *Spokesman Review*, February 19, 1967).

Youngs, J. William T., *The Fair and the Falls, Spokane's Expos '74*. Cheney, WA: Eastern Washington University Press, 1996.



Historic Property Report

Inventory Details - 4/1/2003

Common name:

Date recorded: 4/1/2003

Field Recorder: M. Houser

Field Site number:

SHPO Determination Not Determined

Detail Information

Characteristics:

Category	Item
Structural System	Masonry - Poured Concrete
Cladding	Concrete - Poured
Plan	Rectangle
Foundation	Concrete - Poured
Roof Type	Flat with Eaves
Form Type	Commercial - One-Part Vertical Block
Roof Material	Asphalt/Composition - Built Up

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): Yes

Significance narrative: Chosen by Spokane Chapter of the AIA for outstanding architecture.