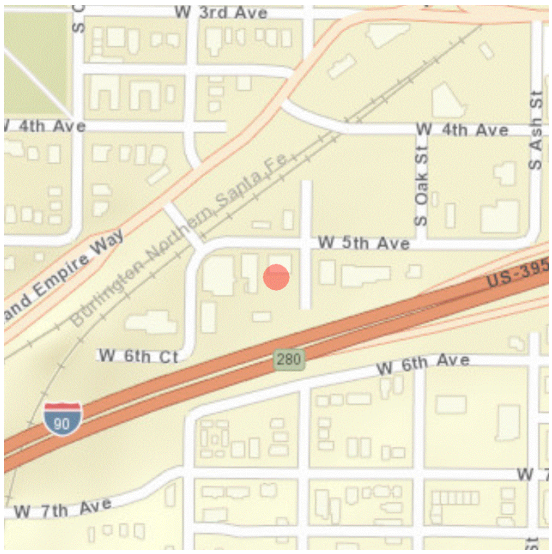
Historic Property Report

Resource Name: International Union of Operating Engineers Local #370

Property ID: 154972

Location



Address: 510 S ELM ST, SPOKANE, WA 99201

Tax No/Parcel No: 25241.4718

Plat/Block/Lot: CANNON ADD LOTS 1 , 2 AND 3 BLK 24 EXC W 40FT

Geographic Areas: Spokane County, SPOKANE NW Quadrangle, T25R42E24

Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1965	☐

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Professional

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
Architect	Miller & Fiedler
Builder	Max Kuney Company

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Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2011-06-00088, , Assessors Data Project: Spokane Commercial	6/1/2011	Not Determined	
2016-12-08751, , Spokane Mid-20th Century Modern Survey 2016	4/15/2017		

Photos

East (front) and north facades

East and north facades, showing setting

East (front) facade

East (front) facade, sign detail

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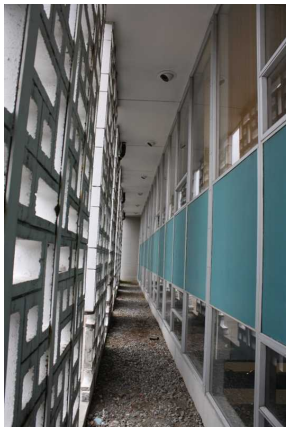
North facade

West facade

Southwest building corner

Rear (south) facade

Southeast building corner



Space between bris d'soliel and rear curtain wall

Historic Property Report

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Setting - W 5th Avenue looking west

Setting - W 5th Avenue looking east

1949 International Union of Operating Engineers

Historic Property Report

Resource Name: International Union of Operating Engineers Local #370

Property ID: 154972

Inventory Details - 4/15/2017

Common name: International Union of Operating Engineers Local #370

Date recorded: 4/15/2017

Field Recorder: Diana Painter

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Cladding	Concrete - Block (cmu)
Structural System	Masonry - Concrete Block
Plan	Square

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): No

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

Significance narrative: Neighborhood History. The 1910 Sanborn Fire Insurance map shows that this block was entirely residential at this time, although to the immediate west was the West Side Lumber Company's yard. The train had the same alignment that it does today, and still nicked the northwest corner of the block. To the west of the lumber yard was the Roslyn Fuel Company; a spur from the railroad track served this business. When this map was updated in 1950, it showed that the block had not changed a great deal, with the exception that a cold storage plant had developed on the southwest side and two shops and a carpenter shop facing Cannon Street had been built, and the lumber yard that served the carpenter shop was located where Tresko Monument and Washington Stone is today. A major change, however, was that the Inland Empire Hwy (Sunset Blvd) had been constructed to the northwest, paralleling the train tracks. In another few years, I-90 would further change this neighborhood, isolating it from surrounding neighborhoods, leading to the primarily industrial appearance that it has today (note that today there is an underpass under the train tracks at S Cannon Street and W 5th Avenue, allowing access to W Sunset Blvd).

The International Union of Operating Engineers. The International Union of Operating Engineers is part of the Northeast Washington North Idaho Building and Construction Trades Council (NEWNI Building & Construction Trades Council). Other trade unions that belong to the Council include unions of boilermakers, bricklayers, electrical workers, sheet metal and iron workers, painters, plumbers, plasterers and roofers, and a number

of other trades. The Trade Council was created in 1959 to train apprentices, advocate for safe work sites, organize new workers and promote the construction industry (Building the Inland N.W., http://bctcouncil.org/index.html).

The International Union of Operating Engineers was founded in Chicago on December 7, 1896 by seven workers and small union members. It was first known as the National Union of Steam Engineers of America. The early members' goal was to improve working conditions for construction and stationary workers, including hours, wages, and benefits. At the time, members were heavy equipment operators, mechanics, and surveyors in the construction industry, and stationary engineers (stationary engineers operate and maintain facilities, in contrast to the construction workers. See "What We Do," http://www.iuoe.org/about-iuoe/what-we-do#sthash.eDcR9lKd.dpuf). In 1897, Canada joined the union and it became the International Union of Steam Engineers.

Steam engineers were in tremendous demand at the turn of the century, due to their ability to operate the steam-driven construction equipment necessary for large scale public works and infrastructure projects. They were prized for their ability to operate the dangerous steam boilers of the day. Operating engineers gained early recognition for their work in excavating the Panama Canal (1903–1914) and in cleaning up the rubble from the 1906 San Francisco earthquake and fire. In 1912, the union's name was changed to the International Union of Steam and Operating Engineers. As members began working with internal combustion engines, electric motors, hydraulic machinery and refrigerating systems, as well as steam boilers and engines, the word "steam" was dropped from the union's name and in 1928 it became the International Union of Operating Engineers. (See "History," http://www.iuoe.org/about-iuoe/what-we-do#sthash.eDcR9lKd.dpuf). The work of operating engineers continued to be vital during World War II and the Korean War, carried on as part of the US Navy's Seabees. After World War II operating engineers helped build the federally funded interstate highway system. Today the union has 400,000 members from the United States and Canada.

In 1949 the newly constructed International Union of Operating Engineers building at 200 S Browne Street was photographed by Charles Libby (Ferris Archives, Northwest Museum of Arts and Culture, https://ferrisarchives.northwestmuseum.org/). Research did not reveal why a new building for the union was constructed so soon after the construction of this building.

Architectural Context. The IU Operating Engineers Local #370 building embodies the statements made in the introduction to the 2016 Washington State Commercial Architecture Context Statement, which is that form, not style, identifies post-World War II commercial buildings, and that understanding the forms, materials, and features of these buildings is critical to gain an understanding of them (Washington State Commercial Architecture, 1940-1975, 2016). The Operating Engineers Local #370 building is a Modern structure whose form, but more specifically its materials and workmanship, convey its architectural meaning. It takes advantage of modern materials, including decorative concrete block, aluminum curtain wall framing, aluminum panels, and precast concrete panels. It also utilizes a color that was particularly popular at mid-century, namely turquoise, that contrasts with the aluminum framing used on the building. Modern features that affiliate the building with post-war commercial architecture include the horizontal emphasis of the building, which is reinforced by the flat canopy, the deep colorful fascia, and the horizontal bands of the different materials and textures used on the building. While the building form is relatively simple and could have easily been designed to be symmetrical, the architects offset the entry, created an

asymmetrical canopy, and used materials, textures, and slight variations in the building form to give the building more visual interest. The texture and color of the building's materials and the way they are combined becomes the building's 'decoration,' another modern aspect of the building's aesthetic.

Architects Miller & Fiedler. Little is known about Miller and Fiedler Architects. One of the principals, William Gustav Fiedler, was born October 20, 1923 in Hancock, Minnesota. He became a member of the American Institute of Architects in 1965. A brief obituary in the October 20, 1997 Spokesman-Review mentioned that Fiedler, who served in the Navy, "worked as a commercial architect and had lived in Spokane for 51 years." Various AIA directories indicate that he worked as a draftsman for L. A. Klaue in 1950, for Whitehouse & Price in 1952, for E. D. McCarthy and Associates from 1954–56, and for Carlton G. Tollefson from 1957–59. Miller and Fiedler designed the St. Mary's Presentation Catholic Church in Deer Park (1968), as well as the cooling tower, pump room, and an addition to the TRIGA Nuclear Research Reactor Building at Washington State University in Pullman. Fiedler also designed the Old National Bank building (Washington State Employees Credit Union) on W Northwest Blvd. in 1971. He is also credited with the design of Assumption Parish in Spokane (1979), a design he curiously referred to as "unsophisticated." William Fiedler died on October 15, 1997 in Spokane. He was 73. Research did not reveal further information on Miller.

Physical description:

Location and Setting. The International Union of Operating Engineers Local #370 building is located in the southwest quadrant of the intersection of W 5th Avenue and S Elm Street. The building, as well as the few buildings around it, are somewhat isolated at this point. It is located north of Interstate 90 (I-90 and US Hwy 2) and south of the old Sunset Highway, or W Sunset Blvd. To the west, within the Latah Valley, is Highway 195 and S Inland Empire Way, or the old Highway 195. To the north, beyond S Sunset Blvd (and as a result, physically isolated from it) is Browne's Addition Historic District. Four blocks to the east is the approach to the Maple Street Bridge. The block on which the building is located is slightly truncated on the northwest corner by the railroad tracks, which cross over S Cannon Street with two overpasses. The southeast corner of the block is truncated by I-90 (US Hwy 2). The subject block is occupied by the Operating Engineers building (currently vacant), Ball Construction Building, and Tresko Monument and Washington Stone on the north side. In the southwest corner is L&L Architectural Sign. In the southeast corner is a large residence converted to apartments. Surrounding uses are primarily industrial, with some vacant lots. Directly across the street to the north is the Swamp Tavern.

Materials. The IU Operating Engineers Local #370 building is constructed of concrete panels and small, square, concrete blocks, with aluminum curtain walls with aluminum panels on the north and south sides. Screening the concrete panels to the left of the main entry is a wall of narrow wood strips, painted white. To the right of the main entry is a slightly raised 'pavilion' of square concrete blocks. The curtain wall on the rear, south façade is screened by a brise d'soliel of decorative concrete blocks. The building has a concrete foundation and built-up roof. The overall color scheme of the building is a slightly grayed white and dark turquoise. Trim details are wood.

Massing and design. The one-story IU Operating Engineers Local #370 building has a nearly square footprint and a flat roof with a combination of a parapet on the northeast corner and eave overhangs of various depths elsewhere on the building. The building fascia is deep and made up of turquoise panels separated with a white strip, and a white metal coping. The design of the roof is an integral part of the building's expression. The building's .29-acre parcel is slightly L-shaped and takes in the building, which is located

close to the public sidewalk on the north and east sides, a north-south asphalt drive on the west side of the building, and a portion of the asphalt parking lot to the south of the building. The parcel slopes slightly to the south. The building entry is on the east facade, behind a small lawn area. At the corner of the building and parcel, close to the intersection, is a large flag pole with an American flag in a round planting bed. The modern office building was designed by Muller & Fiedler and constructed in 1965.

Front (east) façade. The building's front entry façade faces east and is approached by a concrete walkway within an area planted in lawn. The entry consists of an aluminum-frame ensemble made up of double doors of full-height glass, flanked by one broad, one-over-one-light fixed window on the right, and three on the left. Above are five transom lights, infilled with solid panels that continue to the building canopy. This entry actually leads to a vestibule. Behind the window wall is another similar window wall at the back of the vestibule, with the exception that the two entry doors are separated. Covering the entry is an asymmetrical, flat canopy with an extension on the left side. This line continues down the front of the building to the ground with a colored, pilaster-like detail. To the right of the entry is a square pavilion-like detail (it continues around the corner) that projects slightly through the building's flat roof to mark the building corner. This feature is constructed of small, square, solid concrete blocks. Centered under the parapet is a sign that spells out "International Union of Operating Engineers" in raised, aluminum letters in a fanciful serif style. Below, a former sign said "Local #370." Both signs are lit with three can lights mounted on the wall. To the left of the entry is a screen made up of narrow, vertical wood strips that extend from the narrow eaves to the top of the foundation and extended wall that continues around the corner of the building.

North (side) façade. The north side façade is set back of the public sidewalk behind a narrow lawn area. Most of this façade is set back from a wing wall on the right and the small pavilion at the corner to the left. Surfaces here display the same square concrete blocks as seen on the front of the building. A curtain wall extends across the main portion of the façade. It is made up of ganged, one and one-over-one-light windows on the upper portion. The small lower lights are operable. Below the window wall are solid colored and west walls, and display the same detailing as seen on the front façade, with a metal coping above and turquoise panels separated by small wood strips.

West (rear) façade. The rear façade is solid concrete with no openings. Above the finished floor level, this façade is constructed of the square concrete blocks seen elsewhere on the building, which is finished in a low parapet. The area below the finished floor level is poured concrete. About one-third the way from the north end of this face is a flush metal door, accessed via six concrete steps and enclosed with a tubular metal rail. The stair is accessed via a concrete sidewalk that extends from the back of the building and parking lot.

South (side) façade. The rear façade is made up of a brise d'soliel of concrete screen block behind which is a curtain wall. This façade is enclosed on both ends by an extension of the concrete walls to each side, and by the eaves that extend to the screen block. The curtain wall is made up of one and one-over-one light windows above solid aluminum panels within an aluminum frame. Another row of one- and one-over-one-light windows are located below the solid panels, as this portion of the lot slopes down, allowing for a basement level. The screen wall extends from the ground to the eaves, separated from the building façade by a gravel bed. Mounted on the eaves are downlights that point through the screen wall. Fronting the wall is a concrete sidewalk that serves the parking area in back of the building. The screen wall is made up of seven panels of square and

rectangular concrete blocks with simple square and rectangular openings.

Changes over time. No known changes have taken place to the Operating Engineers #370 building. The building displays very good integrity but is suffering from deferred maintenance.

Bibliography:

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Washington State Commercial Architecture, Commercial Architecture Context Statement (1940-1975). Prepared for Department of Archaeology + Historic Preservation, Olympia, Washington. Prepared by Artifacts Historic Preservation, Tacoma, Washington. March 2016.

"William Fiedler," (obit.), Spokesman-Review, October 20, 1997.

"William G Fiedler," United States Social Security Death Index, accessed April 2017.

Historic Property Report

Resource Name: International Union of Operating Engineers Local #370

Property ID: 154972

Inventory Details - 6/1/2011

Common name:

Date recorded: 6/1/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 25241.4718

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Currently survey and inventory projects at the local level produce a field form for each property surveyed and include digital photographs. Volunteers doing the survey track down and manually enter all the owner, parcel, and legal data manually. Manual data entry diminishes accuracy and quantity of resources volunteers can survey. Recognizing this, DAHP uploaded building data for each Certified Local Government (CLG) on properties that were built in or before 1969 to provide an accurate and comprehensive baseline dataset. Volunteers doing survey work need only to verify data, add in photographs and extent of alterations and architectural style data, as well as expand upon the physical description and significance statement as new data is collected. For planning purposes, the attrition rate of properties built in or before 1969 can start to be measured to guide stewardship priorities.

Project methodology entailed use of the University of Washington's State Parcel Database (http://depts.washington.edu/wagis/projects/parcels/development.php) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 510 S Elm Street, Spokane, is located in Spokane County. According to the county assessor, the structure was built in 1965 and is a commercial professional building. The commercial building is a 1-story structure.