Historic Property Report

Historic Name: Dick's Hamburgers

Property ID: 154968

Location

Address: 10 E 3RD AVE, SPOKANE, WA 99202

Location Comments: E 3rd & S Division

Tax No/Parcel No: 35202.3717

Plat/Block/Lot: SAUNDERS ADD LOTS 1 THRU 7 B24

GeographicAreas: Spokane County,SPOKANE NW Quadrangle,T25R43E20

Information

Construction Dates:

Construction Type	Year	Circa
Built Date	1965	☐

Number of stories: N/A

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Restaurant

Historic Context: Commerce, Architecture

Historic Property Report

Architect/Engineer:

Category	Name or Company
Architect	Douglas Durkoop
Builder	Freeman Construction Company, owner Clarence Freeman

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	3/18/2017		

Photos

East & north facades

North, front facade

North & west facades

Front counter

South, rear facade

East side facade

Dick's sign, looking east

Dick's sign, looking west

West facade, south end

View of space frame roof

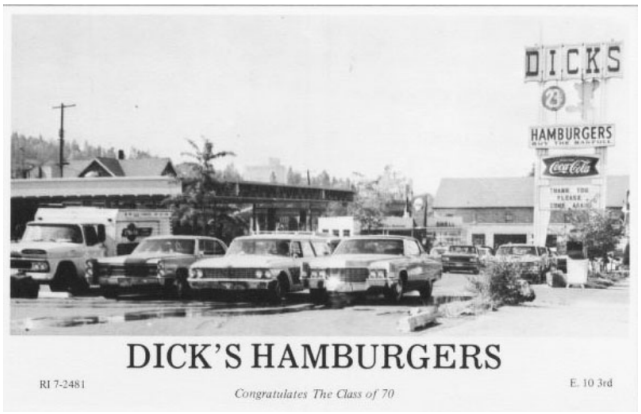
Front counter at Dick's

Wind screen

Accessory structure, north & west facades

Accessory structure, north, front facade

Accessory structure, north & east facades



Dick's Hamburgers in 1970

Construction of I-90, Division St exit on right

Dick's Drive-In on 30th Ave NE, Seattle, 1963

Dick's Drive-In sign on 45th Ave, Seattle,1954

McDonald's in Downey, CA, 1953

Historic Property Report

Inventory Details - 3/18/2017

Common name: Dick's Hamburgers

Date recorded: 3/18/2017

Field Recorder: Diana Painter

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Cladding	Concrete - Block (cmu)
Structural System	Masonry - Concrete Block
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): No

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

Significance narrative: History of the Area. In 1910, according to the Sanborn Fire Insurance maps, the area in which the Dick's Hamburgers building is located today was still residential. The date of the next map, 1950, shows that although the freeway was not yet in place, 3rd Avenue was in transition. The southeast corner of the intersection of Division and 3rd Avenue was occupied by a gas and oil service station and a 25-car garage. To the east, where the Frankie Doodle's restaurant is located today, was a building that appears to have been converted to a multiple dwelling unit. Apartments and lodgings occupied the rest of the block. Across the street to the north were a large tractor sales and service business and an auto sales and service business. Inexplicably, in the northwest quadrant of the intersection was St. John's Lutheran Church, with the Covenant Church to the north, and apartment buildings to the west. The block to the immediate west was occupied by multi-family housing, "Liberty Hall," and a used automobile sales lot.

According to building permit records, a two-story, 13-unit apartment building addressed as 10-16 E 3rd Avenue, was demolished on this site in 1964. These same records indicate that on May 26, 1965, a building permit was issued to architect Douglas Durkoop to construct the Panda Drive-In restaurant on lots 1-6, with 43 parking spaces (24 were required). By 1966 the business was named Dick's Hamburgers, named after owner Abe Miller's son Dick.

Prior to the construction of Interstate-90 (I-90), Sprague Avenue, which is four blocks north of E 3rd Avenue in this location, was an important commercial corridor. It was an important transportation corridor as well. It was linked to Route 10 in the 1920s, Washington State's first cross-state road. I-90, which supplanted Route 10, was funded by the Federal Highway Act of 1956. The section of highway over Sunset Hill was constructed in 1961-62, but could not be opened for an additional two years, due to a lawsuit between Deaconess Hospital and the Washington State Department of Transportation. Once the lawsuit was settled, the final segment of the freeway, between Maple and Helena Streets, and including Division Street, could get underway. The Division Street exit from I-90, which is located at the rear of the Dick's Hamburgers lots, was improved from the southwest corner of the parcel and along the west boundary with a stone wall and landscaping in 2014.

Fast food. Fast food has a long history in the United States, beginning with the industrial revolution and the movement of workers to the city to work in factories and manufacturing and in the businesses that served the workers. Fast food in early days was served in cafeterias, delicatessens, soda fountains, and places like Woolworth's lunch counter. Eating out, rather than at home, also grew in popularity in the early twentieth century. According to historian Chester Liebs, the number of restaurants in the US increased by 40% between 1910 and 1927 (Liebs, 1995:206). The impact of growing automobile ownership had an even larger effect on the restaurant industry.

The roadside food stand preceded the drive-in. According to historian Liebs, the first fast food stand was the White Castle hamburger stand, which opened in 1921, and set a precedent for today's fast food restaurant. It was notable for its decent, cheap food of consistent quality, and memorable architecture. The architecture became part of the branding for the restaurant chain: " . . . along the highway, the successful food merchant needed to make sure that a restaurant's exterior would send a message readily understood by the class of patron he was aiming for . . ." (Liebs, 1995:206)

Another early fast food phenomenon was the drive-in, where "tray girls" (or carhops) visited patrons in their cars to take and then deliver their order. The popularity of the drive-in grew after World War II, once the rationing of gas, rubber and certain metals was over. It is estimated that in 1964 there were 35,000 drive-ins in the United States, with the largest number being in California (Liebs, 1995:210). It was at this time that cantilevered canopies to shield cars and attendants came into use. However, this service option drew to a close by the end of the 1970s for a variety of reasons, not the least of which was the seasonal nature of the drive-in. They also got a bad reputation as a "hangout" for teenagers.

The fast food restaurant in its current form got its start in 1939, when the brothers Maurice and Richard McDonald opened up a drive-in restaurant in San Bernardino, California, the beginning of what became McDonald's fast food chain. The McDonald brothers standardized the preparation of food, as well as the service (called the

"Speedee Service System"), and began the practice of using all-disposable, paper cups, wrappers and bags. When traveling salesman Ray Kroc visited the McDonald brother's stand in 1954, he was struck by their rationalized process. According to the McDonald's website, Kroc "was stunned by the effectiveness of their operation. They produced a limited menu, concentrating on just a few items – burgers, fries and beverages – which allowed them to focus on quality and quick service." Kroc talked the McDonald brothers into allowing him to franchise McDonald's nationally, a story that is well documented in the recent movie, "The Founder." By 1958, McDonald's had sold its 100 millionth hamburger.

The concept of consistent food quality and service caught on quickly, and by the mid-1950s, fast food giants Burger King and Kentucky Fried Chicken, as well as McDonald's, had numerous restaurants throughout the US. The popularity of fast food chains is attributed to the fact that, "From a customer's standpoint, the service was extremely fast, tipping was not required, the premises were generally clean, and the food was predictable." (Liebs, 1995:214). Eventually, fast food restaurants began adding dining areas for those who wanted to "dine in" and drive-throughs – replacing the drive-in - were added for those who wanted to eat in their cars or take food home.

The McDonalds and Kroc also standardized the architecture of McDonald's. In 1953, the McDonald brothers hired architect Stanley Clark Meston, who had specialized in automobile showrooms and had once worked for architect Wayne McAllister, who is perhaps best known for his 1949 design for the Bob's Big Boy hamburger chain and many early casinos in Las Vegas. The McDonalds had Meston design a new McDonald's in Downey, California, which became the chain's prototype restaurant, to be replicated by the company's franchisees. The Googie style building was completed in 1953. According to the Los Angeles Conservancy, "Since the brothers were so proud of their food preparation techniques, they revealed their operations with canted plate glass surrounding the kitchen, allowing inspection from all sides." A careful look at the Downey McDonald's (the oldest surviving McDonald's restaurant still in operation) reveals the qualities that are also shared to this day by Dick's Hamburgers and Dick's Drive-In (see below). They include the expansive use of glass on three sides of the building, allowing views of the cooking and service operations inside; a deep canopy that shelters the walk-up customers; the use of strong, vibrant colors; and a prominent sign. In the case of McDonald's, the arches stood in for the sign, and to this day signals "McDonald's" around the world.

Architectural Context. Dick's Hamburgers is designed in the Googie style of commercial architecture. Googie architecture is named after the 1949 Googie coffee shop in Los Angeles designed by John Lautner. The term was popularized by architectural historian Douglas Haskell, who wrote about it in the 1952 issue of House and Home magazine. Googie buildings are known for their eye catching forms and signs that can be easily seen at the speed of automobile travel.

Googie architecture popularized the future. It occurred at a time when the public was fascinated by technology and the idea of the future, including space travel and the atomic age. This enthusiasm could be seen not only in buildings that housed new types of commercial development, but could also be seen in cartoons like The Jetsons and amusement parks like Disneyland's Tomorrowland. The popularity of the Googie style waned by end of the 1960s, however, perhaps paralleling the diminishing of the public's belief ". . .that this was indeed a new era, that the long-promised future of benevolent

technology and prosperity had at last arrived to deliver the good life to all" (Hess, quoted by Novak, 2012).

Googie architecture is characterized by an unusual, eccentric building shape, often accented by neon, OR simple building forms overshadowed by a dominant, typically neon, sign, and the use of humor and visual gags. Other qualities include employing bold angles and eccentric rooflines, colorful signs with pop culture imagery, large plate glass windows (often canted windows), and sweeping cantilevered roofs over exterior areas. The main representative of the Googie style at Dick's Hamburgers is the Dick's sign, although the space frame, illuminated by extensive fluorescent lighting, also conveys the building's architectural style.

History of the Building. Dick's Hamburgers is very like Seattle's Dick's Drive-In in appearance, which is a small chain in the Seattle area that opened in 1954 with its flagship building on 45th Street, in the University District. According to Dick's website for the Seattle location, "Before Ray Kroc incorporated McDonald's, Dick Spady had a vision to bring fast-food to Seattle. It was the early 1950's and America was on the move - in their cars that is - and looking for a place to easily park and enjoy the new American classic meal: Burgers, fries, and shakes. It was a food revolution waiting to be tapped-in to by some local entrepreneurs." A primary difference between Dick's Drive-In on 45th and the Dick's in Spokane is the space frame roof that Dick's in Spokane utilizes for its building, which lends the building an even more modern appearance. (Note that there is no relationship between Dick's Drive-In and Dick's Hamburgers).

Architect Douglas Charles Durkoop. Born in 1921 in Spokane, architect Douglas Durkoop graduated from Lewis & Clark High School in 1939. He attended the University of Washington from 1939–40, then entered the University of Oregon in 1941. Like many men of his generation, however, Durkoop put his plans on hold to serve his country at the outbreak of World War II, enlisting in the Army in 1942 as a private in the Corps of Engineers. Once his enlistment term was up in 1946, he returned to Oregon, earning a Bachelor of Architecture degree three years later. Durkoop worked as a draftsman at Moffatt, Nichol & Taylor, a Portland structural engineering firm, before returning to Spokane, where he was employed as a draftsman at the prestigious architectural firm of Whitehouse & Price and as a job captain for Culler, Gale & Martell. After a period of time operating his own practice, Durkoop formed a partnership with Keith Boyington in 1961. Principal works include the Lincoln Height Congregational Church (1957), the Communications Facility for the Yaak Air Force Station in Montana (1958), the Fairfield Seventh Day Adventist Church (1961), Stejers Shopping Center (1961), and Joe Albi Stadium (1962). Durkoop died in Spokane in 1988.

History of the Business. Dorothy and Abe Miller, who married in 1940, opened an amusement business and the original Panda Restaurant at Wellesley and Division in the early 1950s. They later opened an additional restaurant on Northwest Boulevard and the one at 3rd and Division in an auspicious location adjacent to the future I-90. In 1966, the 3rd and Division restaurant became Dick's Hamburgers, named after their oldest son, Dick. Miller worked at the Sunshine Mine in Idaho and then Kaiser Aluminum & Chemical Corporation in Spokane before joining the Merchant Marine in World War II. In 1954, he opened a hamburger stand called Kirk's, which he operated with his wife Dorothy. In 1965 he opened Dick's, which was Spokane's first true fast-food restaurant, according to the author of Abe Miller's obituary. According to this same author, "Dick's succeeded on the premise that it is better to make 2 cents each on a thousand hamburgers than a

dollar each on only a few burgers." He was known as being hard working, self-disciplined, unpretentious, kind, and honest; his nickname was "Honest Abe." He worked until he was 92, visiting Dick's every day and keeping the books. Dorothy and Abe Miller were married for 66 years, until Abe's death in 2007. Dorothy and Abe Miller's son Kevin Miller now owns the business and property, along with the long-time operator of the business, Lynda Peterson.

Physical description:

Location and Setting. Dick's Hamburgers is advantageously located directly adjacent to I-90 at the Division Street exit. It is located in the southeast quadrant of the intersection of E 3rd Avenue and S Division Street, and faces north, overlooking 3rd Avenue. The property is composed of several parcels, the main parcel occupied by Dick's being about a quarter acre in size. The two-story building to the south, which is associated with Dick's Hamburgers, is located on a separate parcel that abuts the freeway. Dick's iconic sign is north of the restaurant, close to the northwest corner of the site. Third Avenue in this location is occupied by numerous commercial enterprises, many with associated surface parking lots, and many that are automobile oriented, such as fast food restaurants, gas stations, auto repair businesses, car rental businesses, and motels. To the immediate east is Frankie Doodle's, a restaurant also owned by Kevin Miller. Across the street to the north is a gas station and Miller Paint store; to the west is a car rental business and U-Haul business; and to the northwest is a new small strip mall. East 3rd Avenue in this location is a three-lane, eastbound arterial with parking on both sides of the street. Division Street is a major north-south arterial in Spokane, and also brings business to Dick 's Hamburgers. South Division Street is a four-lane, northbound arterial. To the south, on the south side of the freeway, are Providence Sacred Heart Hospital and many associated clinics and businesses.

Materials. Dick's Hamburgers is a concrete block building with a built-up roof over a metal space frame. The foundation is also concrete. Windows and doors have aluminum frames, and the areas below the window sills are finished in ceramic tile. The counters themselves are stainless steel. The secondary building to the rear of the lot is also a concrete block building. A prominent feature of the property is the fluorescent lighting affixed to the underside of the space frame that forms the building's roof.

Massing and design. Dick's Hamburgers is a one-story building with a rectangular footprint and deep canopies on the east, north and west sides. At the front of the building, facing 3rd Avenue, the deep canopy is supported by two aluminum-clad columns. This covered area accommodates the walk-up pedestrian traffic. The roof also shelters picnic tables placed in front of Dick's, within a former parking area. This area is sheltered from the weather on the west and east sides by telescoping screens of full-height glass. The deep overhang also extends over the east and west sides of the building, covering the parking directly adjacent to the building in these areas. Originally, the building had parking directly adjacent to the building on all four sides. Perpendicular parking is also located around the periphery of the site on the west, south and east sides. The generous driving lane around Dick's enters the site from the north, encircles the building in a counter-clockwise fashion, and exits onto 3rd Avenue on the east side of the building. An important aspect of the building is how it is used. Parking occurs around the building and the perimeter of the site. Patrons walk up to the front window and counter, where they order food from the menu that is on the wall behind the cooks and counter workers. They pay for and receive their food through openings in the Plexiglas windows that separate the workers from the patrons. Then they eat at the picnic tables on the site, in their cars, or take the food away to eat later. This is the classic take-out fast food

pattern.

Some landscaping is located around the perimeter of the parcel, including trees and low shrubs on the front edge of the parcel, where the Dick's sign is located. Trees are placed at each corner of the building. A low, simulated basalt and concrete wall is located at the southwest corner of the site. This transitions into a raised planter with shrubs and young trees on the west boundary of the site. These improvements were constructed sometime after 2014, as a beautification project sponsored by the Washington Department of Transportation and City of Spokane.

North front façade. The north side of the building is where the walk-up order window and counter is located. In front of the building is a raised concrete pad, which originally kept the parked cars away from the front of the building. Behind the two columns that support the roof in this area, the floor is clad in terra cotta-colored tiles. The upper portion of the front façade consists of a fully glazed wall of primarily one-over-one-light windows in aluminum frames that stretch across the entire frontage, above a stainless steel counter and ceramic-clad bulkhead. The front wall consists of the order window, where arch-shaped openings are cut in the Plexiglass to facilitate the ordering and receipt of food. Above the wall is the space frame canopy, which is painted pink. At the ceiling level are many fluorescent lights mounted on the underside of the canopy. Can lights, also mounted on the space frame, provide additional lighting here. The bright lighting lends a floating appearance to the building. On each end of the front façade are panels of telescoping doors of full-height glass set in an aluminum frame. They stretch from the corner of the building to the columns when extended. These provide some weather protection for patrons. The canopy itself is supported by two aluminum-clad columns. Behind the windows Dick's employees are visible, cooking and taking orders. The menu is on a painted sign on the back wall of the work area.

West façade. The front windows of the building wrap around to the side façade, and extend about two-thirds the depth of this façade. They are again framed in aluminum and provide a full view of the interior of the building. Between the windows and the bulkhead is an extension of the front counter that is only a few inches in width at this location. The area below this small projection is again clad in ceramic tile, white with red accents. The south side of this façade is concrete block in a stacked pattern. Panels that are three blocks in width are separated by 'pilasters' of blocks that are two blocks in width. The pilasters are painted white, whereas the recessed panels are painted dark pink, gold, red and pale pink. The raised concrete pad here separates a walkway around the building from the parked cars directly adjacent to it.

South rear façade. The canopy extension over the rear façade is only about six feet in depth. It covers the concrete walkway around the building that is raised and separates pedestrians from parked cars. The rear of the building is concrete block painted white. There are three flush metal doors here, two for restrooms and one for the restaurant. Some equipment mounted on the west side of this façade is protected by three pink metal bollards.

East façade. The east façade of the building has an identical appearance to the west façade.

Dick's Hamburger's sign. The sign is an essential component of an auto-oriented business. It allows the business location to be visible to freeway drivers, in this case, as

well as drivers on the surrounding arterials, and pedestrians. In the case of Dick's Hamburgers, it is the main stylistic component of the site. This, along with the pink space frame of the roof and accompanying lighting, are the main features that convey the Googie style of the building. The Dick's Hamburgers sign also reveals the business's history. The two pylons on which the sign is mounted are tapered at the bottom and extend above the sign in two small spires. On the west face are six separate sign components. The top sign spells out "Dicks" in independent panels with jaunty scallops above and below. The panels each have their own color of red, yellow, white, blue or green. This is followed by a painted panda offering a burger to a neon-illuminated chicken in a round disk. These two animals are 'standing' on the "Hamburgers Buy the Bagfull" sign, an illuminated panel in a slightly angled blue frame. Below this is a "Drink Coke Cola" sign, the same type as found throughout the United States, if not the world. Below this is an illuminated reader board. On the day that the building was photographed, it said, "Happy Thanksgiving, Closed Thursday." On the 1970 "Congratulations to the Class of 70" photo of the sign seen here, the east side spelled out, "Thank You, Please Come Again," which it still does today. The east face is the same as the west, with the exception that the panda and chicken are not visible. Note that the 1970s sign advertised burgers for 23 cents. The base of the sign is enclosed with a three-sided metal barrier with an open horizontal rail, painted pink.

Accessory structure. The building to the rear of the Dick's Hamburgers lot is a concrete block building of the same stacked blocks seen in the Dick's Hamburgers building. It has a flat, built-up roof and concrete foundation. The north entry face of the building has a paneled overhead door on the west side at the ground level, and a pedestrian entry with a flush door on the east side. A stair enclosed by a metal rail leads from this door to the second floor pedestrian entry. To the left or east of the entry door of full-height glass are two horizontally oriented, multi-light, anodized aluminum-frame windows. The east and west facades of the building have no openings. They repeat the same pattern as the rear of the restaurant, with panels of dark pink, gold, red and pale pink separated by white-painted pilasters. The flat roof of the building has deep boxed eaves and a deep fascia, painted pale pink. The rear of the building abuts the retaining wall of the freeway. It has no openings and no features, other than the pilasters at each end and overhanging eaves. The first floor of the building was constructed in 1975 and the second floor was added in 1982. It is a non-contributing building on the site due to its age.

Changes over time. No known changes have taken place to Dick's Hamburgers, with the exception of changes to the sign. Dick's Hamburgers was constructed in 1965, on what was known as the future route of I-90 through Spokane, although this segment would not be under construction until 1969. The accessory structure to the rear of Dick's Hamburgers was constructed in 1975 and a second story added in 1982.

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Historic Property Report

Inventory Details - 6/1/2011

Common name: Dick's Hamburgers

Date recorded: 6/1/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 35202.3717

SHPO Determination Not Determined

Detail Information

Characteristics:

Category	Item
Form Type	Commercial
Foundation	Concrete - Poured
Roof Type	Flat with Eaves
Roof Material	Metal
Cladding	Concrete - Block (cmu)
Structural System	Masonry - Concrete Block
Plan	Rectangle

Surveyor Opinion

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

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 10 E 3rd Avenue, Spokane, is located in Spokane County. According to the county assessor, the structure was built in 1965 and is a commercial restaurant. The commercial building is an unknown number of stories.