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 **RIDPATH HOTEL**

other names/site number

2. Location

street & number 515 W. Sprague Avenue ☐ not for publication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 ___ 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 ___ 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 __local

Applicable National Register Criteria

___ A ___ B __C ___ D

Signature of certifying official/Title Date

WASHINGTON 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

RIDPATH HOTEL
Name of Property

Spokane County, 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	
2		buildings
		district
		site
		structure
		object
2		**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.)

DOMESTIC: Hotel

Current Functions
(Enter categories from instructions.)

VACANT: Not in Use

7. Description

Architectural Classification
(Enter categories from instructions.)

MODERN MOVEMENT: International Style

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: BRICK
roof: ASPHALT
other: METAL

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.

NARRATIVE DESCRIPTION

Summary Statement

The Ridpath Hotel, is located in the center of the city's arts and entertainment district in downtown Spokane, Washington. The hotel is comprised of two historic buildings: a tall multi-story, International-style, brick-veneered, steel-reinforced, high-rise tower built and completed in 1952, and an attached four-story brick masonry construction commercial building built in 1905. The 1952 building is commonly called the Ridpath Hotel "tower" while the attached 1905 building is called the Ridpath Hotel "east wing." Together, the buildings originally contained more than 300 furnished hotel guest rooms, lobby and lounge, cocktail and dining rooms, meeting/convention rooms, commercial shop/store space, a drive-in parking lobby, and a below-ground drive-in parking garage for 100 cars. With 13 floors, the Ridpath Hotel tower rises above surrounding commercial buildings and offers some of the finest and most spectacular panoramic views of Spokane and the surrounding landscape. Like so many historic commercial buildings across the country, the hotel's street-level storefront facades were modified in the 1970s-1980s. Albeit some modifications, the Ridpath Hotel retains a high degree of historical integrity in location, design, setting, materials, workmanship, feeling, and association.

CURRENT CONDITION AND APPEARANCE

Site

The Ridpath Hotel is located in the heart of downtown Spokane in the Railroad Addition, city Block 9, on Lots 3 and 4 and the south 68 feet of Lots 5 and 6. Block 9 is sited between Sprague Avenue to the north, First Avenue to the south, Howard Street to the west, and Stevens Street to the east. Located in the center of the city block, lots 3 and 4 extend from Sprague Avenue, south through the block to First Avenue. Lots 3 and 4 are each 50 feet wide for a total frontage of 100 feet, and are each 155 feet deep. The south 68 feet of lots 5 and 6 are located in the southeast corner of the city block, and together total 101.16 feet wide and 68 feet deep. The south half of Lots 5 and 6 is fronted by First Avenue to the south and Stevens Street to the east. All four of the lots on city Block 9 reveal a slight downhill north-facing grade which results in Sprague Avenue along the building's north facade being lower than First Avenue which faces the building's south facade. The Ridpath Hotel is surrounded by a directionally correct grid work of paved city streets and an eclectic mix of new and historic single-story and multi-story high-rise commercial buildings that were built mostly between 1900 and 1990.

Ridpath Hotel Tower (built 1952)

Exterior

Soaring above surrounding buildings at 130 feet, the Ridpath Hotel faces north at 515 W. Sprague Avenue and is tall with 13 floors. The hotel is constructed with a fire-proof steel frame which is covered with concrete and smooth red brick veneer. The building's design resembles an inverted "T" with the longer portion at street level. The first, second, and third stories of the building are 100 feet wide and 155 deep, and comprise all of lots 3 and 4. Centered above the building's base at the third floor is a small multi-storied tower with a narrow width of 45.6 feet (from east to west). Like the building's first, second, and third stories, the tower extends the full depth of the block for 155 feet from the north façade to the south façade of the building. Due to its narrower width, the tower permits unrestricted hotel guest room windows at the east and west sides of the building. The 1952 hotel building is attached to the 1899 east wing at the southeast corner. The west side of the tower's base is adjacent to two historic buildings.

The hotel's roof is a nearly flat truncated hip with widely overhanging eaves that help shade the nearly all-glass top floor of the tower. The sloped sides of the roof are covered with metal shingles while the center truncated, flat part of the roof is covered with a combination of built-up tar and vinyl sheeting. An exterior reinforced concrete stair tower built in 1967 is attached to the east side of the building and terminates at the roof. The building is clad with a combination of stack bond and common bond red brick veneer. Tower and third-floor base windows are original vertical aluminum sash units with undivided lights arranged as singles and/or pairs

in horizontal window bands and vertical window rows. Street-level storefront windows and doors on Sprague Avenue and First Avenue reveal contemporary designs from 1978 and 1981 when they replaced original storefront fenestration. Windows along the top 13th floor of the Ridpath Hotel are floor-to-ceiling undivided plate-glass units with metal frames that are placed side-by-side to form a continuous horizontal band of windows.

North Façade
The north face of the building along 515 W. Sprague Avenue is considered the building's primary façade. It is distinguished by a full-width three-story base prominently marked by a horizontal ribbon/band of original vertical-shaped metal sash casement windows located at the third floor. Below the casement windows are street-level storefront windows and doors installed in 1981 (they replaced original storefront windows and doors). The existing storefront windows have multi-paned lights with metal frames. A front entrance is located in the center of the north façade at street level and distinguished with non-original multi-paned French doors that are flush with the planar wall surface of the building. A recessed plain metal security door is located at the west end of street level. Green marble cladding covers the wall between and around the windows and doors. A continuous full-width dark green galvanized metal shed-style metal awning with boxed eaves extends across the façade of the building above the street-level windows and doors. The metal awning projects from the planar wall surface of the building and contains recessed lighting which illuminates the sidewalk and the building's street-level façade. A recessed parking bay is located east of the front entrance French doors to the hotel. When the building was built in 1952, the parking bay was called a "drive-in lobby." From the drive-in lobby area, the parking bay leads south to an underground parking garage designed to hold 100 cars. Metal-framed multi-paned French doors that match the hotel's front doors are located in the parking bay/drive-in lobby on the recessed bay's west wall, and open into the hotel. The multi-paned street-level windows continue around the corner of the street-level façade and flank both sides of the French doors on the west wall in the recessed parking bay. Recessed lighting illuminates the parking bay. Parking bay walls are clad with dark green-painted brick laid in a stack bond veneer. The underground hotel parking is provided at the basement level below the first floor of the building, and is accessed by a concrete ramp. Large 24-inch-square reinforced concrete columns support the basement parking garage. The walls, ceiling, floor, and ramp are all made of reinforced concrete.

The tower above the three-story base of the hotel is narrower than the base, and rises to the 13th floor at the top of the building. The tower is a large, rectangular vertical box with a nearly flat truncated hip roof. The north façade of the building is distinguished from the south façade and east and west sides of the building by window placement and brick bonding patterns. At the north façade, the tower is clad with smooth red pressed face brick laid in stack bond. The window placement pattern for the north façade reveals three symmetrical vertical rows of tripartite units with minimal reveals. The windows have metal sash, are undivided, and have a fixed pane flanked by two casement windows. The east and west vertical rows of windows extend through the 12th floor but the center row of windows extends through the 13th floor. A large metal sign designed in a vertical orientation spells "RIDPATH" and is attached to the north façade of the building above the third floor between the vertical center row of windows and east row of windows. While the sign configuration is original, the Internally lit plastic letters have been replaced. A larger metal and neon sign in a horizontal orientation spells "RIDPATH" and is attached to the building's roof.

South Facade
The south façade of the building faces First Avenue and is considered the building's secondary façade. Commercial storefronts are located at street level, and feature recessed merchandise bays and plate glass display windows/doors installed in 1978. The windows and doors have metal frames and are covered by a continuous seamed metal awning (also installed in 1978) in a shed design. Walls between and around the recessed commercial bays are clad with red brick stack bond veneer. Above the metal awning at the third floor is a continuous ribbon/band of original metal sash undivided casement windows that are identical to windows on the third floor above the awning at the north façade. Above the third-floor windows at the south facade is the hotel's tower, which rises to the 13th floor. In contrast to the north façade brick stack bond cladding, the

south facade tower is clad with common bond red brick veneer and is distinguished with a different window pattern than the north façade. Windows at the south façade tower are metal-framed tripartite units with a center fixed-pane flanked by two casement windows, and are located at the east and west corner ends of the tower's south face. The two vertical rows of windows extend up through the 12th floor.

East and West Sides of Building

The east and west sides of the building are clad with brick veneer laid in a complex pattern. Horizontal bands of common bond stretch the depth of the building above and below the windows and are highlighted by recessed bands. Between the windows are sections of stack bond bricks matching the main elevation of the building. Each window is a metal-framed tripartite unit similar to tower windows at the north and south facades of the building albeit with three additional panes that differentiate the east and west wall windows from other windows. In contrast to other windows on the tower, windows at the tower's east and west walls are arranged in vertical rows of tripartite pairs. Each tripartite window has a larger center fixed-pane which is flanked by two casement windows. The entire tripartite window unit is capped with a transom window divided into three parts with vertical muntin bars that match the division points of the fixed-pane and casement windows.

Interior

The interior of the Ridpath Hotel has 133,300 square feet from the basement through the 13th floor.[1] The first two floors comprise a lobby, bar, restaurant, and dining room on the first floor, and a lounge and meeting/convention rooms at the second floor. Metal-framed multi-paned French doors open from the north façade of the building at street level and from the west wall in the recessed parking garage into a first-floor lobby. The floor is covered with marble tile and the walls and ceiling are covered with painted drywall. A five-foot-wide semi-supported "floating" stairway with an open stringer winds up to the second floor from the north end of the first floor lobby (the stairway was originally built without supports but a 1981 remodel added two walls and a door under part of the stairs to form a closet). The balustrade design is made of transparent plexi-glass panels divided and anchored to stair steps by metal balusters. The stairway's handrail is made of polished walnut and curves around corners as the stairway ascends from the first floor to the second floor. The stairway is made of reinforced concrete and the steps are covered in carpet. The lobby leads south to built-in wooden lobby desk on the east wall. The ceiling is made of painted drywall and has recessed lighting. South of the lobby desk is a set of elevator doors. The doors are plain metal and painted gold. They are surrounded by marble tile which covers the south and west walls in the elevator lobby area. A circular stairway winds from the first floor to the second floor at the south end of the lobby adjacent east of the elevators. The stairway is similar to the north lobby staircase and is made of reinforced concrete, is five-feet-wide with carpet that covers stair steps, features a transparent plexi-glass paneled balustrade, and is finished with a curved polished walnut handrail.

A door in the center of the first-floor lobby's west wall opens to what was originally called the King Cole Dining Room & Lounge. Remnants of the 1981 remodeled room exist intact and include painted drywall and marble tiled walls, recessed and pendant lighting, built-in bars, serving counter, restaurant booths, and some stainless steel kitchen fixtures. Floors are covered with a combination of marble tiles, carpet, wood, and ceramic tile.

Both the north lobby and south lobby stairways rise to the second floor of the building, which when originally built in 1952, was called the terrace level. The terrace/mezzanine area features an open lounge with a fireplace on the west wall. The original stone has been covered/replaced with modern materials. Next to the fireplace is an original curved wall clad with vertical wood boards. The floor is covered with wall-to-wall carpet, the west wall is covered with marble tile, the east, north and south ends of the mezzanine lounge are open to the lobby area, protected by half-railings made of transparent plexi-glass panels anchored to the floor with metal posts (same design as stair balustrades) forming a modified oval shape. The handrail atop the plexi-glass paneled half-walls is a continuation of the stair rail, and is made of hand-carved polished walnut. A five-foot-wide staircase on the east wall at the south end of the mezzanine leads up to the third floor, and is finished with a transparent plexi-glass paneled balustrade and curved walnut hand rail.

[1] Spokane County Assessor Records. Spokane County Courthouse, Spokane, WA.

A corridor leads south to a hotel entrance at First Avenue at the second floor. The third floor contains offices, and the fourth floor through the 12th floor contains hotel rooms. Hotel guest rooms each have 240 to 350 square feet, at least one window, eight-foot-high ceilings, painted metal lathe and plaster, wall-to-wall carpet, full bathrooms, and closets. Hallway corridors are five to eight feet wide, covered with wall-to-wall carpet, and directionally extend north-and-south and east-and-west in the center of the tower. The hotel guest rooms and hallway configurations, and the hotel window placements are all original. All bathrooms have been updated. Two elevators are located in the center of the tower. Last used as a roof-top dining room, the top 13th floor contains remnants and partially demolished kitchen, food-prep area, dining room, and restrooms.

Ridpath Hotel East Wing (built 1905)

A three-part, masonry construction, commercial building sited at the southeast corner of First Avenue and Stevens Street on the south 68 feet of Lots 5 and 6 was constructed in 1905 with two stories. Two additional stories were added to the building in 1910 plus a swimming pool in the basement. Used in concert with the Ridpath Hotel, the building was known as the Ridpath Hotel's east wing, and was connected to the 1952 building at the west wall of east wing. The building has a plain parapet with a flat roof of built-up tar and vinyl sheeting. At the First Avenue and Stevens Street facades (south and east), the building has plain cornices and is faced with blonde/buff-colored face bricks at the second, third, and fourth floors. In contrast, the exterior north and west sides of the building are made of red construction bricks (due to a shared wall, the bricks at the west side of the building are not visible and are covered with a fireproof concrete fire wall that was installed in 1950). The rear, north wall of the building supports small black iron balconies located below each window. Hotel room windows on the second, third, and fourth floors of the four-story building are symmetrically placed at the exterior and illuminate hotel rooms that ring the perimeter of the second, third, and fourth floors. Brick soldier courses with center keystone designs cap the upper edge of each upper-story window at the south and east facades. The original 1/1 double-hung wood-sash windows were replaced in 1978 with undivided dark brown-colored aluminum-sash fixed units. Street-level storefront windows at the east façade of the building along Stevens Street and at the south façade along First Avenue were replaced in 1978. They reveal dark brown-colored aluminum sash, aluminum bulkheads, plate glass windows and doors, and a dark brown-colored metal standing-seam awning that extends south along Stevens Street and west around the corner along First Avenue above the storefront windows. The awning covers storefront windows not just in the 1905 east wing but also in the attached 1952 hotel building.

The interior of the east wing has four floors and basement for a total of 33,518 square feet of space.[2] An in-ground swimming pool, dressing/change rooms, bathrooms, and storage areas are located in the basement. All finish and interior partition walls were removed in 1978. The first floor reveals a wood sub-floor, brick masonry construction perimeter walls, wood framing, wood floor joists, and wood beams. The second, third, and fourth floors of the building hold a total of 48 hotel rooms with 330 square feet of interior space per room, full bathrooms, a combination of metal lathe and plaster and sheetrock walls and ceilings, wall-to-wall carpet, and at least one window in each room. Corridor hallways are five to eight feet wide and are covered with wall-to-wall carpet. The east wing hotel room and hallway configurations, and the hotel window placements are mostly original and reveal most of the original design and floor plan for the hotel rooms, hallways, and windows when the hotel was built in 1905.[3] An original stairwell contains service stairs with wood newel posts and wood balustrade panels, and is located at the interior east wall of the building.

[2] Spokane County Assessor's Records. Spokane County Courthouse, Spokane, WA.
[3] A 1978 Spokane building permit indicates northeast and southeast corner guest rooms in the east wing were enlarged and remodeled. A current inspection of the existing remodeled rooms reveals that the two corner rooms were each enlarged to make one large room, and that the current finished walls that remain intact are original supporting walls built in 1905. The walls hold plumbing and electrical systems.

ORIGINAL APPEARANCE AND SUBSEQUENT MODIFICATIONS

Archival photographs and Sanborn Fire Insurance maps reveal original designs and building footprints for the 1905 east wing and 1952 tower that comprise the Ridpath Hotel. According to the footprint maps, the footprints of the east wing and the tower are original and have not changed. Modifications made to the Ridpath Hotel during its period of significance from 1952 to 1963, and past its period of significance include the following:

1955: The top 13th floor was remodeled for use as a dining room and lounge.

1967: A concrete stair tower was built at the exterior of the center of the east wall of the tower. Hotel rooms in the east wing were remodeled but original room and hallway configurations were retained. Hotel tower lobby, terrace/mezzanine lounge, and first-floor dining room were remodeled.

1978: The original storefront design for the east wing and the tower at the south and east facades of the building along First Avenue and Stevens Street were remodeled with a continuous metal awning and corresponding metal storefronts with plate glass display windows and doors. The first floor was removed of all finish and interior partition walls. Interior hotel guest rooms on the second, third, and fourth floors in the east wing were remodeled[4] (Spokane building permit B-20493, 21 March 1978).

1981: The rooftop restaurant atop the tower was remodeled, and the name changed from the Ridpath Roof Dining Room to Ankeny's Restaurant. Hotel rooms, the hotel lobby, mezzanine lounge, and King Cole Room (dining and cocktails in the northwest corner of the first floor) were remodeled. The original 1952 floor plan and room configurations for hotel rooms and hallway corridors were retained but hotel guest room furnishings were replaced. The exterior Sprague Avenue storefront façade was remodeled.

[4] Ibid.

RIDPATH HOTEL
Name of Property

Spokane County, 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.)

COMMERCE
ARCHITECTURE

Period of Significance

1952-1963

Significant Dates

1952

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

Cultural Affiliation

Architect/Builder

Abrams, Ned H. (Architect)
Lytel, Richard E. (Architect)
Utah Construction Company (Builder)

Statement of Significance Summary Paragraph
Provide a summary paragraph that includes level of significance and applicable criteria.

STATEMENT OF SIGNIFICANCE

Summary Statement

The Ridpath Hotel is historically significant under Criteria A as a property that is associated with the broad patterns of commerce in downtown Spokane, Washington. The hotel, completed in 1952, was described in the local press as *"Spokane's Contribution to America's Fine Hotels—Tuned to the Tempo of The Times—A Dramatic New Note in Gracious Living."* [v] Once completed, the hotel served for 40+ years as *the* place to stay in the city and as the "go to" location for a variety of events hosting weddings, meetings, receptions and conferences.

The 13-story Ridpath Hotel is also architecturally significant under criteria C as a property that embodies the distinctive characteristics of its type and period of construction. Built as the tallest hostelry in Spokane in the 1950s, at the time of construction the hotel was one of Spokane's finest examples of mid-century modern styling defined by the International style. The nominated property also represents the work of noted San Francisco architect Ned H. Abrams and Seattle architect Richard Lytel. It was constructed by the Utah Construction Company, a prominent San Francisco contracting firm whom helped shape the built environment in the western half of the United States.

The hotel featured innovative concepts that led to broad trends in the design and success of other modern hotels in Spokane. For example, the Ridpath Hotel provided a convenient "drive-in lobby" at grade with a below-ground parking garage. The hotel's novel drive-in lobby design was claimed to be the first offered in the Western United States as an off-street parking area sheltered by the hotel where patrons were able to safely embark/disembark their vehicles.[vi] Praise and promise offered in the following excerpt from a local Spokane newspaper described and stimulated the community's hopes for the future in 1952:

> *The opening in Spokane today of the new Ridpath Hotel is a notable event of importance throughout the whole Inland Empire. In its comfortable accommodations for the traveler, it's interior decoration, its novel public rooms, the Ridpath is a modern attraction that will be a real asset to the community. Aside from its normal commercial and tourist trade that the hotel will help to stimulate, the Ridpath will increase…facilities for handling conventions and will doubtless contribute much to the growth and prosperity of the city.*[vii]

The hotel's period of significance begins in 1952 when the building was built, and ends in 1963 just before the hotel was expanded to include a separate structure located across the street connected via a skywalk.

HISTORICAL CONTEXT

Spokane, Washington

The city of Spokane began in 1872 as a small Eastern Washington town centered around Spokane Falls, a natural topographic feature and now an important source of hydro-electric power. The town grew quickly and became nationally recognized as an important distribution center for mining, lumber, agriculture, and railroad transportation in the western United States. As was popular in the late 1880s and 1890s, the town's downtown business district was originally built with mostly wood frame commercial and business blocks, warehouse buildings, and lodging houses. Then in 1889, a fire began in the heart of the town's business core and quickly grew to huge proportions, engulfing the city and destroying more than 32 city blocks, nearly the town's entire central business district. After the fire, building codes were changed and fire retardant building materials and practices were mandated to prevent the possibility of damage from future fires. Brick and stone were the materials of choice, and hundreds of multi-story buildings were erected, some with steel reinforcing. Downtown re-building efforts boomed. Plain no-frills brick masonry constructed single room occupancy hotels

[v] Hotel Ridpath Advertisement. *Spokesman-Review*, 6 April 1952
[vi] Ibid.
[vii] "New Ridpath Will Be Welcome Spokane Asset." *Spokesman-Review,* 5 April 1952

were quickly erected side-by-side along downtown streets to house the influx of immigrants and people who flocked to Spokane to find jobs. In contrast, other brick and stone buildings were designed and erected as prominent, high-style commercial/business blocks, upscale apartment buildings, and luxury hotels. At 12 stories, the tallest, largest, and most luxurious hotel erected at that time in Spokane was the Davenport Hotel, constructed in 1912 by Louis Davenport. The hotel held sway for nearly four decades as the city's finest and most popular hostelry until the nominated building was constructed.

Between 1940 and 1950 the population of the county grew 35% to 221,561 people.[viii] By 1950, Spokane was ready for new beginnings. Driving the economy and population boom was the firm establishment of Spokane as the industrial and commercial center of the ever-expanding Inland Empire. During the 1950s, Spokane County emerged from World War II with a decidedly newer look. This coincided with technological advances in steel, reinforced concrete, and glass. "Form followed function" became an architectural mantra and housing styles changed from Arts & Crafts and period revival-style homes to smaller, more affordable, single-story contemporary houses with attached garages. On the commercial side, new architectural styles such as the International style and Miesian style were developed. New building types were also introduced including tall multi-story, high-rise, steel-reinforced, brick-veneered buildings with sleek contemporary styling.

One hotel more than any other in Spokane epitomized the community's post-war hope and energy and demonstrated the city's willingness to embrace a new type and style of hostelry - one that was very tall, centrally located in downtown Spokane, illustrated new cutting-edge technology and modern designs, and one with contemporary high-style looks and amenities that would attract local and national hotel guests, celebrities, dignitaries, and performing artists – the Ridpath Hotel.

Colonel William Ridpath

The nominated hotel has its origins in an earlier hotel building constructed on the same site. The first Ridpath Hotel, constructed in 1899-1900, was a multi-story Romanesque Revival style building offering a "100 daylight rooms...50 private baths" with rates advertised at $1, $2, and $3 per day.[ix] The hostelry had guest rooms on the upper floors, and restaurants/bars and shops at street level in commercial bays that faced both Sprague and First Avenues. The hotel was developed by Colonel William M. Ridpath, a Civil War officer in the United States Union Army, who relocated to Spokane in 1888. In Spokane he became a successful attorney and mining investor and was the principle owner of the Le Roi Mine in Canada. Ridpath was also active politically and sought the Republican nomination for Governor in 1904. Before moving to Spokane he served in the Indiana Legislature and was elected speaker of the house. He became interested in real estate and built the Ridpath Hotel as an investment. Reportedly the hotel had a fire in 1902 but the exterior walls were retained and the inside was rebuilt. Several alterations followed in 1912, 1926 and 1930 which reportedly included the addition of several floors to the building. Col. Ridpath passed away in 1914 and members of the Ridpath family retained ownership of the hotel where it passed down through several generations until being sold in 1988.

1952 Ridpath Hotel

The second iteration of the Ridpath Hotel occurred after a fire completely destroyed the Romanesque Revival building on March 1, 1950. Reportedly the massive blaze detained 230 firemen for six-hours and displaced 250 guests and permanent residents. Damage to the hotel was estimated at $1 million dollars. News of the fire reached beyond Spokane and was noted in papers as far south as Louisiana and as far east as Georgia. News even reached Europe, and was featured in the *Amsterdam Telegraaf* paper a day after the fire.

Clean-up efforts commenced immediately. Thomas Gose, representative of the Ridpath, noted just two weeks after the fire that plans were being made for a new hotel. By April the *Spokesman-Review,* a local newspaper, announced "work on the 250-room structure to begin in June."[x] To finance the hotel, investors W.B. Chandler, Mrs. Paul Ridpath, William P. Ridpath (her son), and Mary Ridpath Ankeny formed a new corporation, Ridpath

[viii] US Census
[ix] Polk, R. D. *Spokane City Directory,* 1904. Page 7
[x] "Ridpath to Cost Million." *Spokesman-Review,* 22 April 1950

Hotel Inc. with a Capital Stock of $1,500,000 by late April of 1951. The new hotel was to be "modernistic" with 12 floors and include outside views from all guest hotel rooms. The hotel would feature private bathrooms with bathtubs, showers, and floor-to-ceiling ceramic tile in each room, a garage lobby and underground parking, two hotel entrances (one at Sprague Avenue, the other at First Avenue), and several commercial and business space available at street level and on the third floor.

With mounting public anticipation, heightened interest, and much fanfare, the Ridpath Hotel was opened for business in April 1952. The cost of construction was higher than projected, up 300 percent from $1 million to $3 million. The new hotel was unique, elegant, and lavish. Instead of 250 hotel guest rooms, the building was built with 300 "weather conditioned rooms," a "drive-in lobby," "underground storage for 100 guest cars," and outstanding modern interior design and furnishings that totaled $450,000.[xi]

A March 30, 1952 article in the *Spokesman-Review* beamed the following accolades:

RIDPATH CLAIMS UNUSUAL CHARM
City's New Hotel Has Individuality, Glamour
The Ridpath sticks a feather in Spokane's cap…a metropolitan hostelry in the center of the city's business district. The new hotel…combines elegance and practicality, and is unique in not only housing its guests but their cars.[xii]

A few days later, the *Spokesman-Review* pictured several full pages of photographs and drawings of the new Ridpath Hotel.[xiii] Artists' renderings of the exterior and interior designs show the Ridpath Hotel and its Oval Terrace, King Cole Dining Room, King Cole Lounge (separate from dining room), Breakfast Bar, and Drive-In Lobby with captions that read:

THE RIDPATH HOTEL
Spokane's Contribution to America's Fine Hotels
Tuned to the Tempo of The Times
A Dramatic New Note in Gracious Living
In All the West, Only the Ridpath Offers This Feature: A Drive-In Lobby[xiv]

Advertisements in various Spokane city directories pictured drawings of the Ridpath Hotel with captions that said:

The West's Newest!
Drive-In Lobby [where] you go up, your car goes down.
Completely weather conditioned.
Home of distinctive King Cole Room, Oval Terrace, and Terrace Room.[xv]

On Saturday, April 5th, the hotel's much-awaited public "grand opening" and dedication premiered when the Ridpath Hotel opened its doors to the public. With 200 people in waiting, Miss Spokane, Marcia Gusman, stepped from a ceremonial platform and unlocked the hotel's front door. Then as a symbol that the door would never again be closed, she threw the key into the crowd. Lining the rear of the platform were other queens including Eileen Beckner (queen of the Calgary Stampede), Betty Rae (queen of the Banff Winter Festival), Carol Haas (queen of the Spokane Lilac Festival), Carol Braun (queen of the Portland Rose Festival) and queens from Seattle, Walla Walla, Yakima, Pasco, Ellensburg and Lewiston. Master of Ceremonies Herb Hess, welcomed a variety of speakers which included Bert B. Densow, president of the Spokane Chamber of Commerce, Supreme Court Justice Matthew Hill who extended congratulations from the Governor, and Mayor

[xi] "Interesting Facts about Spokane's New Drive-In Lobby Hotel Ridpath." Ridpath Hotel brochure, 1952
[xii] "Ridpath Claims Unusual Charm." *Spokesman-Review*, 30 March 1952
[xiii] "First Photos of Smart Interior of Spokane's New $3,000,000 Hotel." *Spokesman-Review,* 2 Apr 1952
[xiv] Hotel Ridpath Advertisement. *Spokesman-Review,* 6 April 1952
[xv] R. D. Polk, *1955 Spokane City Directory,* page. 65

Arthur R. Meehan. Thomas P. Gose, president of the Ridpath Hotel Corporation formally presented the hotel and William Elmslie its manager, invited the public in to view its attractions. The Rev Walter L. Peterson, Executive Secretary of the Spokane Council of Churches gave the invocation while the colors were presented by a Fairchild Air Force Base honor guard.

Spokane's new Ridpath Hotel quickly proved to be a bustling hub of activity. With facilities for conventions and conferences, dinners and banquets, the Ridpath Hotel rented dining, convention, and meeting rooms to various businesses, associations, organizations, social clubs, churches, and schools for luncheons, conventions, professional sessions, retreats, reunions, wedding receptions, balls and galas, pageants, and high school graduation proms. Events included functions for the American Association of University Women, Armed Services Club, Association of Anesthesiologists, Associated Industry's Board of Directors, Spokane Bar Association, Boy Scouts of America, Certified Public Accountants of Spokane, Spokane Chamber of Commerce Membership & Relations, Community Welfare Board, Exchange Club of Spokane, Fairmont Memorial Park Board, Full Gospel Business Men's Fellowship, General Agents & Managers, Inland Automobile Association, Inland Empire Veterinarians, Ladies Lions Club, Women of Rotary Club, Mortgage Men, Safety Council & Safety Engineers, Study Club, University Club of Spokane, Avon Producers, Christian Women's Club, Independent Insurance Agents of Spokane, Inland Empire Dental, Inland Empire Insurance Underwriters, Rotary, Spokane Public Relations Council, Wampum, and the Spokane Lilac Association.

The Ridpath's modern design coupled with cutting-edge technology rendered it immediately and immensely popular. High-end materials were used throughout the building including Imperial Red granite from Sweden (street entrance), Arizona Kaibab stone and Vermont slate (Terrace fireplace), Wilkeson Sandstone (circular fireplace in King Cole room), Italian terrazzo (stairs), Montana Colorosa Travertine (facings inside and out), and figured Gumwood (guest room doors). The extensive use of stone was recognized when the Marble Institute of America featured the Ridpath Hotel on the cover of one their brochures. Integrated artwork was also very important; a tenant of modern design. Custom design peices included a sculptured wire flower border against the curving Walnut east wall on the terrace level by artist Harold Balazs and Patrick Flammia; paintings in illuminated shadow boxes by Patrick Flammia and Bob Reynolds; an abstract wall sculpture on the north staircase by Gilbert Watrous; four aluminum and cedar highway maps designed by Jean Swiggett; and custom lamps designed by architect Richard Lytel and made by Metallic Arts of Spokane.

The Ridpath Hotel was the chosen venue for conventions, balls, banquets, art shows, and other events in Spokane, and regularly hosted politicians, entertainers, dignitaries, and luminaries from around the country. As late as 1985, the Ridpath Hotel was used for filming the movie, "Vision Quest," and in 1957 and 1973, the Ridpath Hotel twice housed Elvis Presley. Local newspapers reported that during his 1973 concert in Spokane, Elvis and his entourage were provided 55 guest hotel rooms on three floors.

The finished hotel was designed as a "first-class hotel" with many modern conveniences and numerous amenities when it was built, including a lower-level ramp-type parking garage, interior hotel lobby, terrace/mezzanine lounge, cafes, restaurants, dining rooms, cocktail lounge, meeting/convention/banquet rooms, in-hotel and street-level storefront shops, and a spectacular rooftop dining room on the thirteenth floor with a commanding view of the city.

The hotel became one of the most popular and sought-after hotels in Spokane during the 1960s, 1970s, and 1980s, and helped start a trend towards the construction of modern, multi-story hotels in Spokane. Examples include the Desert Caravan Inn (1951), the Tradewinds Motel (1962), Desert Sahara Motor Lodge (1962), the Thunderbird Lodge (1964), the Holiday Inn (1971), and the Sheraton Hotel (1975).

At different times from 1952 to 1985 the Ridpath Hotel also leased commercial space in the hotel to various businesses, including the Global Travel Service, Peters & Sons Florists, Vallin's English China Shop, Michael's Shoe Salon, Barclay & Brown Furniture, Gallery West Art, and Air-Sea-Land Travel Service—anything a hotel patron might desire. In addition, the hotel housed various hotel-owned businesses that retained the Ridpath name, including the Ridpath Cigar Shop, Ridpath Tailors, Ridpath Beauty Salon, Ridpath Hotel Catering, and

the Ridpath Gift Shop. The King Cole Cocktail Room operated in the northwest corner of the hotel's first floor, and the Ridpath Roof Restaurant served food, drink, live music, and dancing on the top, 13th floor of the hotel. The rooftop restaurant commanded a spectacular view of Spokane, and became one of the most popular eateries in Spokane. In 1981, the name of the restaurant was changed to Ankeny's in honor of the Ridpath Hotel's founder's daughter, Mary Ridpath, who married John Ankeny.

In 1963, with the Ridpath Hotel's business booming, the hostelry purchased land just south of the hotel along W. First Avenue, and built a new facility called the Ridpath Motor Inn. Like the hotel, the motor inn offered guest rooms, a drive-in lobby and inside parking, dining rooms, lounges, and breakfast bars. Additionally, the Motor Inn had a pool, an amenity the original hotel did not offer. Connecting the two buildings and designed to safely transport pedestrians across the street from the Ridpath Hotel to the Ridpath Motor Inn, was a skybridge over First Avenue. It was the first skywalk built in Spokane.

The Vance Corporation

To run the new hotel, the Ridpath Company hired the Vance Corporation in December of 1950 while construction and design of the new building was still in progress.[xvi] The Vance Corporation (called Vance Affiliated Hotels in 1952 when the Ridpath Hotel was built) was one of Washington state's leading hotel management companies, and helped manage the Ridpath Hotel during its heyday from the 1950s to 1970s. The Company's management experience and expertise helped drive some design decisions such as the selections of fixtures and furniture. Additionally it was their idea to add a 13th floor dinning room to the hotel and suggested changes to provide for a larger banquet room. With their help, the Ridpath implemented new types of customer service which rendered it huge successful as a hotel for travelers, business professionals, speakers, politicians, and entertainers.

An advertisement published in the *1955 Spokane City Directory* described the Vance Corporation:

A HIGH STANDARD OF HOTEL SERVICE ACROSS WASHINGTON STATE

> *More and more commercial and pleasure travelers are coming to recognize the Vance Affiliated Hotels as guideposts to the most complete, the most modern, and the most considerate hotel service in the State of Washington. These five friendly hotels—the Camlin Hotel and Vance Hotel in Seattle, the Desert Inn in Richland, the Chinook Hotel in Yakima, the Ridpath Hotel in Spokane—leave little to be desired in facilities, accommodations, and thoughtful service.*[xvii]

The Vance Corporation was started in 1906 by Joseph Vance as Vance Lumber Company in Malone, WA. In 1923, he sold the lumber mill, moved the company to Seattle, and invested in real estate. He built the Vance Building (1930), the Lloyd Building (1926), and the Vance Hotel (1926), and purchased the Camlin Hotel in downtown Seattle. In the 1930s, George Vance (Joseph's son) assumed leadership of the company, bought the Tower Building, built the Plaza 600 Building, purchased hotels in Washington and Hawaii, and ran the company until his death in 1981. The Vance Corporation was sold to Swedish investors in 1985, but was re-purchased by the Vance Corporation in 1998. A prominent and successful company, the Vance Corporation continues to offer hotel management to hotels in the state as WestCoast Hotels.

ARCHITECTURAL SIGNIFICANCE

Ned H. Abrams, Architect (1915-1999)

To design the hotel, the Ridpath family hired California architect Ned H. Abrams. At this time it is unclear how they choose Abrams, a relatively unknown architect at the time. The Ridpath was one his earliest projects and would bring him much acclaim and additional work. Abrams actually established temporary office space in the annex building during the initial construction of the tower building. The building permit (permit #B-2825, dated August 10, 1950) listed an estimated construction cost of $1,200,000; however, the actual cost eclipsed the initial estimate and eventually capped $3 million.

[xvi] "Coast Company to Help Ridpath at New Hotel." *Spokane Daily Chronicle*, 7 Dec 1950
[xvii] R.D. Polk, *1955 Spokane City Directory,* page 65

Ned Hyman Abrams was born in Philadelphia, Pennsylvania on March 13, 1915, and graduated with a Masters Degree in Architecture with honors from the University of Pennsylvania (1937/38). Upon graduation he served as a United States War Department architect and draftsman (1938-46), and then worked for the architectural firms of Kirkhuff & Bagley and Myron C. Gould & Associates before founding his own architectural firm in Sunnyvale, California in 1948. He later moved the firm to San Francisco. A busy architect with the ability to practice his trade in almost half the states throughout the country, Abrams was registered in Alabama, Alaska, Arizona, California, Colorado, Florida, Georgia, Illinois, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Nevada, New Mexico, Ohio, Oregon, Tennessee, Texas, Utah, and Washington. His work included the following areas: residential, commercial, industrial, religious, educational, health facilities, penal institutions, public buildings, mortuary structures, and city planning. Among jobs he completed, Abrams listed principle works in Sunnyvale, San Francisco, and San Jose, California; Memphis, Tennessee; and Spokane, Washington.

Early projects included the St. Michaels Industrial Building School (1947); the General Mills Cereal Plant in Lodi, California (1948); the Public Safety Building (1952) in Sunnyvale; the Honolulu Oil Corporation Geological Office (1953) in Bakersfield; and Sunnydale High School (1954). Reportedly Abrams specialized in residential design and provided the Air Force with plans for 500 units of Capehart housing units at Travis AFB (1958 with Irving Dickstein), and Capehart Housing at Mathis AFB (1951 with Joseph Gaylord). His plan for a compact ranch style dwelling was featured in a variety of newspapers in the mid 1950s from Trenton, New Jersey to Altoona, Pennsylvania.

A life-long member of the American Institute of Architects (AIA), Abrams was awarded placement into the AIA College of Fellows in 1989 by the Santa Clara Valley, CA Chapter. The nomination included the following accolades:

> *Mr. Abrams designed the first precast concrete building in California for General Mills, Lodi, using parts constructed in Salt Lake City. The year was 1946 [sic 1948], and he subsequently initiated the use of precast, tilt-up concrete buildings. In 1951, he applied for the first of three precast concrete storage facility patents, and developed the "Design System That Produces Contract Drawings" which, in the March 1970 A.I.A. Journal, disclosed and described his system to approximately 50,000 members and staff. Under sponsorship of the A.I.A. Continuing Education Department and Design Production Techniques, Inc., Abrams presented these advanced methods to over 3,900 firms at eleven university seminars, three State and four National A.I.A. Conventions, twelve component meetings, fourteen architect's seminars, and eight seminars for allied firms and organizations, in addition to over 500 participants at the Design Production Technique Laboratories, established at his Sunnyvale, CA office for the express purpose of sharing these innovative ideas.*[xviii]

When completed in 1952, Abrams' Ridpath Hotel reflected his skill as a delineator and his competency in utilizing the highest technological advances in construction. An article in the April 1951 of the *Spokane Daily Chronicle* notes:

> *The most novel innovation has been the use of a truck crane [in contrast to a guy derrick] to install steel for upper floors of the structure… Using the truck crane saved two-thirds the time normally required for such steel work… There are approximately 900 tons of steel in the new Ridpath, which…is the largest all-welded steel structure in the Pacific coast area.*[xix]

Abrams' design for Spokane's Ridpath Hotel captured the interest and passion of Spokane's citizens, as well as prospective hotel patrons, builders, and designers throughout region. While Abrams was licensed in the

[xviii] American Institute of Architects. 2013. Communities.aia.org/sites/hdoaa/wiki/AIA%20scans/A-B/AbramsNedH_FAIA.pdf
[xix] "Method of Erecting Ridpath Hotel Steel Gets Wide Attention." *Spokane Daily Chronicle,* 11 April 1951

State of Washington his only other known work in the state is limited to a $5 million dollar low-income housing project in Seattle in 1970. Abrams passed away in Coralville, Iowa on Feb 2, 1999 at the age of 98.

Richard E. Lytel, Architect

For the interior design of the Ridpath Hotel, Abrams sub-contracted with architect Richard Lytel, a well-known successful Seattle architect who specialized in hospitality projects. A graduate of the University of Washington's School of Architecture (1931) and a Fontainebleau scholar, Richard Edward Lytel gained practical experience by working for the architectural firm of Stimson & McDonald in Seattle and United Engineers & Constructors Inc. in Philadelphia. Then in 1936 he formed a short-lived partnership with architect LaMonte Shorett (1936-42). Notable projects by Lytel include the Dunbar Room in Seattle's Sorento Hotel (1961); El Gaucho in Seattle's Tower Building; the Tyee Hotel (1970) in Olympia; office modifications for the Chicago, Milwaukee & St. Paul Railroad (1953), and a model home for Pacific First Federal (1936). Lytel passed away in San Rafeal, California on November 19, 1998.

In Spokane Lytel later completed modifications for the Ridpath Roof Restaurant & Dining Room on the 13th floor in 1955; and was further commissioned to render designs and complete modifications for the Timber Topper Room in Spokane, the Spokane Country Club, and the Early Birds Breakfast Lounge in Spokane. Lytel's interior designs and use of materials for the Ridpath Hotel immediately made it a one-of-a-kind hotel, decorated with the most fashionable features and materials. An article in the April 1952 *Spokane Daily Chronicle* noted some of Lytel's contributions to the interior design of the Ridpath Hotel:

INNOVATIONS ADD TO BEAUTY AND CONVENIENCE IN NEW HOTEL

> Aside from all its modern conveniences, the new Ridpath Hotel...has a number of innovations. The Oval Terrace (mezzanine) is so constructed that...the... main lobby may be seen from any point. The sculptured wall flower border against the fluted walnut east wall on the terrace is the work of two Spokane [artists]...Harold Balazs and Patrick Flammia. Paintings in the illuminated shadow boxes along the walls were done by Flammia and [artist] Robert Reynolds. The free-standing staircase—no visible means of support—is in Terrazzo marble from Italy. Much of the credit for the unusual features can go to Richard Lytel, design consultant and architect in charge of the interior. [xx]

Utah Construction Company

To construct the hotel, the Ridpath family hired the Utah Construction Co. a prominent construction firm with a national presence. The company was founded by the Wattis brothers in 1900 in the San Francisco bay area. A short four years after its founding, the company was awarded the contract to build the Feather River rail route between Oakland, California and Salt Lake City. This $60 million contract was challenging, but after five years, very profitable. The Feather River route was completed for the Western Pacific Railroad in 1911. The Utah Construction Company thrived, and soon captured a large share of the tunneling, grading, and track projects for the rapidly expanding railroads in the mountain west. Seeing the end of railroad expansion, the Wattis brothers looked for ways to diversify their business.

In 1917, they were awarded the $7 million O'Shaughnessy Dam contract in the Hetch Hetchy Valley of California's Sierra Nevada Mountains. Success with the O'Shaughnessy Dam convinced the Wattis brothers to bid on more dam projects. In 1922, Utah Construction Company formed a partnership with the Morrison-Knudsen Company of Boise, Idaho. The MK-UC partnership successfully built 58 dams throughout the American west from 1916 to 1969 which included serving as the main contractor for the Hoover Dam (1931). Other projects included the Alaskan Highway in 1942. In the 1950s Utah Construction Co. diversified again, this time into mining construction, and in the 1960s south land development projects. They also served as one of the lead contractors for the Minuteman Missile silos built throughout the United States. By the 1970s, Utah Construction had changed its name to Utah International, and was sold to the General Electric Company in 1976. The Wattis brothers' original $8,000 investment in 1900 grew to $478 million in the 1970s.

[xx] "Innovations Add to Beauty and Convenience in New Hotel." *Spokane Daily Chronicle,* 3 April 1952

The choice for the Utah Construction Company as the primary contractor for the construction of the Ridpath Hotel was key in implementing the technological advances of the building's design. Since the hotel was designed as a steel framed building, an experienced respected professional contractor was needed for the erection of the building. The company sub-contracted with local firms to complete other aspects of the building. The Warren, Little & Lund received the contract for the mechanical work, and the firm of Maxwell's Inc. handled the electrical work. Other subcontractors included: Halvorson & Henderson (lath & plastering); Krueger Sheet Metal Co (roofing); Bush & Latta (painting); Union Iron Works (structural steel); George B. Deeble (ceramic tile); Swanson Stone & Marble Co. (stone & granite); and Johnson Lumber & Millwork Co. (millwork). Glenn J. Chamberlain was the main structural engineer and the firm of Earl & Gropp were the main electrical and mechanical engineers.

The International Style (1925-1960)

Abrams designed the hotel in the latest architectural fashion using minimal ornamentation to achieve a modern "up-to-date" look. Now known as the International style, style originally emerged in the late 19th century from architect's dissatisfaction with the use of non-functional period revival styles while capitalizing on the development of new technologies and materials like iron, steel, reinforced concrete, and glass. The goal was to help a rapidly industrializing society built quick/economical buildings and houses. The International style began in central Europe and spread to the United States in the 1920s and 1930s, the formative years for Modern architectural expression. Stalled by WWII, the style became the "dominant tendency in Western architecture during the 1950s of the 20th century".[xxi] It's appearance is late in the Pacific Northwest and examples tend to be watered down versions.

The International style espoused boxy, simplistic, geometric shapes; cantilever construction; light/taut exterior surfaces without applied ornamentation or decoration; flat roofs usually without a ledge/coping at roof line; and prominent rectangular ribbons or bands of windows with metal/steel sash (usually casements) set flush with outer walls. Windows sometimes wrapped around exterior corners of buildings and helped strengthen asymmetrical façade designs. Emphasis was on volume rather than mass—walls were not used for structural support but functioned as "curtains hung over a structural steel skeleton."[xxii] Famed French architect Le Corbusier stressed the idea that houses and buildings were "machines for living"[xxiii] where all superfluous ornamentation and decoration were absent, and technical perfection, excellent proportions, efficient designs, and intrinsic qualities of building materials were revered. An eclectic mix of artistic expression, function, and technology characterized the International style, defined by some as an "austere and disciplined new architecture."[xxiv] *American Building Surveys* through the U.S. Department of the Interior offered the following summary of the International style and building type:

> *As a set of principles emphasizing functionalism, stark simplicity, and flexible planning, the International style continues to exert a great influence on modern architecture."*[xxv]

The Ridpath Hotel well illustrates tenets of the International style with its steel framing, reinforced concrete construction, prominent geometric shape, asymmetrical designs, low hip roof that appears flat due to building's 13-floor height, smooth brick veneer, ribbons and bands of windows (both vertical and horizontal) with minimal reveals, building volume versus mass (especially seen in windows with minimal reveals and flush with exterior walls), and technological perfection.

[xxi] *Britannica Online Encyclopedia.* 2013. http://www.britannica.com
[xxii] McAlester, Lee & Virginia. *A Field Guide to American Houses.* New York: Knopf, 1989, p. 469
[xxiii] Ibid, p. 470
[xxiv] *Britannica Online Encyclopedia.*
[xxv] Poppeliers, John C. and S. Allen Chambers, Jr. and Nancy B. Schwartz. *What Style Is It?* U.S. Dept. of the Interior: Preservation Press. 1983, p. 92

1905 Ridpath Hotel East Wing

The east wing of the Ridpath Hotel was purchased by Mary Ridpath Ankney in 1936. Ankney hired the Spokane architectural firm of Rigg & Vantyne to establish and construct connections from all four floors of the building to the original Ridpath Hotel. The construction work was completed for $12,000 as noted on Spokane city building permit #B-49929, dated 11 June 1937. The newly attached building was known as the Ridpath Hotel's "east wing." It survived the 1950 fire. Once the new 1952 tower was completed, the building was reconnected to the new structure.

The east wing was originally built in 1905 as a four-story brick building. It was developed by Spokane businessman, John Sengfelder, who bought the south half of Lots 5 and 6 located on the southeast corner of First Avenue and Stevens Street in 1904. The next year, he built a two-story brick masonry construction building which he called the Trenton Hotel (also called the Trenton Block), and listed the hostelry in the alphabetical and classified sections in Spokane city directories from 1905 through 1910. A large sign attached to the building above the building's front entrance on First Avenue read THE TRENTON in capital letters. Another sign hung suspended over the sidewalk in front of the building and simply read TRENTON.[xxvi] The Trenton Hotel's lobby, the Trenton Bar, and Clough Printers were located in the building's street-level storefronts along First Avenue.

In 1907, John Sengfelder leased the building to businessman, H. P. Nicholas, who, in 1910, constructed two additional stories atop the second floor, and added a swimming pool in the basement of the building. At that time, swimming pools were called "swim tanks," "plunges," and "baths" and were used by mostly men. The *1910 Spokane City Directory* listed the building as the St. Nicholas Hotel complete with a Turkish bath in the basement. The proprietor of the Turkish bath was the Spokane Turkish Bath Hotel Company, who placed an advertisement in the June 12, 1910 edition of the *Spokesman-Review* newspaper. The advertisement read:

ST. NICHOLAS HOTEL
Corner Stevens and First
A New Hotel Equipped With a Fine TURKISH BATH and SWIMMING TANK
Apply at the office for a bathrobe, dress and re-dress right in your own room,
and take the elevator to the bath parlors in the basement

In addition to the Turkish bath, the St. Nicholas Hotel included a hotel lobby at the first floor, the St. Nicholas Hotel Barber Shop at 504 W. First Avenue, and the St. Nicholas Hotel Bar at 506 W. First Avenue.

In 1918, John Sengfelder and his wife, Elizabeth Sengfelder, sold the property to the YWCA (Young Women's Christian Association) for $116,000.[xxvii] The front entrance to the YWCA was listed in city directories as 502 W. First Avenue. Three other entrance doors located in front of the building along First Avenue opened to the YWCA Café, the YWCA's Traveler's Aid Society of Spokane, YWCA Girl Reserves, and the YWCA Employment Office. After 20 years, the YWCA outgrew its four-story brick building and sold it in 1937 to the Ridpath Hotel for $57,500.[xxviii]

Once in ownership by the Ridpath the hotel's storefront commercial bays were occupied continuously by a variety of shops, offices, and businesses for more than ten decades, and provided a microcosm of human services that helped render the Ridpath Hotel one of most popular hostelries in downtown Spokane. A front entrance was located at 10 S. Stevens Street, and led to hotel rooms on the second, third, and fourth floors. Hallway corridors inside the building led west to fire doors that opened to the interior of the original Ridpath Hotel building.

Street-level storefronts along West First Avenue in the hotel's east wing held a plethora of cafes and restaurants, beauty salons and barber shops, clubs and associations, and offices—all easily accessible and

[xxvi] *Trenton Building photo archive, 1908, MAC L87-1.970-08*
[xxvii] "Y.W.C.A. To Move in New Home Soon." *Spokane Daily Chronicle,* 14 Oct 1918.
[xxviii] "Sale of Y.W.C.A. Building to Ridpath Hotel Is Forecast." *Spokesman-Review,* 29 April 1937.

convenient necessities for hotel patrons who stayed, boarded, or resided in the hotel. At different times, the street level storefronts at 502-506 W. First Avenue housed Toby's Fountain Lunch (1940), Von's Coffee Shop (1945), the Ridpath Coffee Shop (1950), Mettler's Coffee Shop (1952-53), Hunt's Coffee Shop (1956), Colony House Restaurant (1960-1965), Panorama City Inc. (1970), Dial Finance of Washington (1975-1980), and the offices of Michael Hagan, Attorney at Law in 1990. The commercial bay at 508 W. First Avenue was occupied through the years by the Western Machinery Company/Ingersoll-Rand Machine Company/Western-Knapp Machine Company (1940), LeRoi's House of Beauty (1945), Von-a-Lue's House of Beauty (1950-1953), Ridpath Beauty Salon (1960-1970), Natural Noggin's Styling (1980), Carlos Beauty Shop (1985), and the First Avenue Salon (1990). The storefront addressed at 510 W. First Avenue was leased at different times by NW Mining Association (1940), Mirror Barber Shop (1945), Clifford Brown Barber Shop (1950), Ridpath Tailors (1952-53), Stitchin' & Stuff Needlepoint (1980-1985), and Lynn Tiffany Boutique (1990).

CONCLUSION

The Ridpath Hotel is significant as a property that made deep and lasting impact on the economy of downtown Spokane. Over the course of 40+ years it hosted countless guests (some famous); stewarded parties, conventions and receptions; and served as a location for business and social meetings of Spokane's citizenry.

The hotel was also one of the first examples of the International style in the region and represents the early work of a noted architect. It was touted as the first all-welded steel-frame, multi-story, high-rise hotel building constructed west of the Mississippi River [xxix] and was praised as offering the West's first "drive-in parking lobby". In 1952 when the hotel was built, the Ridpath Hotel also set the architectural standard in downtown Spokane where turn-of-the-century hotels were perceived as out-of-touch, out-of-style, and out-of-date.

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"Ridpath Hotel Appoints New Chef and Assistant Chef." Spokesman-Review, 10 March 1954
"Ridpath Hotel Deal Is Set: Modern Units Will Replace the Spokane." *Spokesman-Review*, 22 April 1961
"Ridpath Hotel Dedication Seen by Several Hundred." *Spokane Daily Chronicle*, 5 April 1952
"Ridpath Hotel Fire Recalled." *Spokesman-Review,* 1 March 1950
"Ridpath Hotel Fire of Interest Abroad, News Clip Reveals." *Spokane Daily Chronicle*, 28 March 1950
"Ridpath Hotel Loan Approved." *Spokane Daily Chronicle*, 16 Nov 1950
"Ridpath Hotel Motor Inn May Replace Spokane Hotel." Spokesman-Review, 20 April 1961
"Ridpath Hotel To Cost Million." *Spokesman-Review,* 22 April 1950
"Ridpath Hotel To Have Bibles: Gideons to Present 300 Copies at Ceremony Tomorrow." *Spokesman-Review,* 5 April 1952
"Ridpath Hotel Reservation Card" advertisement, 1962
"Ridpath Lobby Featured." *Spokane Daily Chronicle,* 30 Oct 1957
"Ridpath Plans Civic Party." *Spokesman-Review*, 4 April 1952
"Ridpath Renovation Started." *Spokane Daily Chronicle,* 22 Dec 1977
"Ridpath Restaurant Renovation Planned." *Spokesman-Review*, 11 Dec 1980
"Ridpath Roof Due for Big Renovation." *Spokane Daily Chronicle,* 8 Dec 1980
"Ridpath Roof To Close, Remodeling Scheduled." *Spokane Daily Chronicle,* 11 Dec 1980
"Ridpath Sidewalks Clear of Barricades." *Spokane Daily Chronicle*, 25 March 1952
"Ridpath Sold in $9 Million Transaction." *Spokesman-Review,* 16 June 1988
"Ridpath Stands With Taft." *Spokane Daily Chronicle*, 9 January 1912
"Sale of Y.W.C.A. Building to Ridpath Hotel is Forecast." *Spokesman-Review,* 29 April 1937
"Says Ridpath Can Carry Spokane." *Spokane Daily Chronicle*, 15 January 1904
"Says Ridpath Well Fit." *Spokesman-Review*, 1 Sept 1908
"Swedes Buy Firm that Manages Ridpath." *Spokane Daily Chronicle*, 12 Dec 1985
"Snowblaze, Ridpath Deal Announced." *Spokesman-Review,* 27 Feb 1974
"St. Nicholas Hotel." *Spokesman-Review,* 12 June 1910
"St. Nicholas Hotel May Be New Quarters of YWCA." *Spokane Daily Chronicle*, 2 April 1918
"Two Spokane Firms Win Ridpath Jobs." *Spokesman-Review*, 11 April 1950

"Vance Affiliated Hotels" advertisement in Polk *Spokane Directory,* 1955
"Will Spokane Have A Little Tammany?." *Spokane Daily Chronicle*, 27 April 1904
"Will They Really Bolt? Ridpath Forces Still Claim Hope of Beating the Instructions for McBride." *Spokane Daily Chronicle*, 20 April 1904
"YWCA to Ridpath." *Spokane Daily Chronicle*, 8 April 1937
"Y.W.C.A. To Move in New Home." *Spokane Daily Chronicle,* 14 Oct 1918
"250 Guests Periled in $1,000,00 Spokane Fire." *Seattle Daily Times,* 1 March 1950
"8,000,000 Gallons Poured on Blaze." *Spokane Daily Chronicle,* 9 March 1950

Previous documentation on file (NPS):

___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: Spokane City/County Office of Historic Pres.

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property Less than 1 acre.
(Do not include previously listed resource acreage.)

UTM References _X_ NAD 1927 or ___ NAD 1983

(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	11	4-68-540	52-78-060	3			
2				4			

Verbal Boundary Description (Describe the boundaries of the property.)
The nominated property's urban legal address is the Railroad Addition to Spokane Falls, Block 9, Lots 3 and 4, and the south 68 feet of Lots 5 and 6. The nominated property is otherwise known as Spokane County as tax parcel numbers 35191.2002 and 35191.2004.

Boundary Justification (Explain why the boundaries were selected.)
The nominated property includes the entire urban parcels associated with the Ridpath Hotel.

11. Form Prepared By

name/title Linda Yeomans, Preservation Consultant (Edited by DAHP Staff)
organization Historic Preservation Planning & Design date Sept 5, 2013
street & number 501 West 27th Avenue telephone 509-456-3828
city or town Spokane State WA zip code 99203
e-mail lindayeomans@comcast.net

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.)

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: ***RIDPATH HOTEL***
City or Vicinity: ***Spokane***
County: ***Spokane***
State: ***WA***

Photographer: Linda Yeomans, preservation consultant and nomination author, and Daniel Lazarek, architect
Date Photographed: 2013
Description of Photographs and corresponding numbers:

Photo 1	Northeast façade corner of Ridpath Hotel in 2013
Photo 2	Northwest façade corner in 2013
Photo 3	Northwest façade in 2013
Photo 4	North façade in 2013
Photo 5	Stack bond brick veneer in 2013, north facade
Photo 6	North façade at street level in 2013
Photo 7	North façade front doors in 2013
Photo 8	North façade "drive-in lobby" for underground parking garage in 2013
Photo 9	North façade underground parking garage entrance in 2013
Photo 10	Underground parking garage in 2013
Photo 11	Underground parking garage in 2013
Photo 11a	Underground parking garage in 2013
Photo 12	Bar in northwest corner of first floor in 2013
Photo 13	First floor lobby, looking north in 2013
Photo 14a	First floor lobby, looking north in 2013
Photo 14b	First floor lobby, looking north in 2013
Photo 14	First floor lobby elevator, looking south in 2013
Photo 15	First floor lobby stairs, handrail detail, in 2013

Photo 16	First floor lobby stairs, looking south in 2013
Photo 17	Mezzanine in 2013
Photo 18	Mezzanine in 2013
Photo 19	Mezzanine in 2013, looking south at south stairs
Photo 20a	Third floor, looking north from south stairs in 2013
Photo 20	Meeting/banquet room, second floor in 2013
Photo 21	Typical hallway between hotel guest rooms on floors four through twelve in 2013
Photo 22	Typical hotel guest rooms in 2013
Photo 23	Window in hotel guest room in 2013
Photo 24	Street level commercial bay, looking southwest in 2013
Photo 25	Window in service stairway in 2013
Photo 26	Service stairway in 2013
Photo 27	13th floor, looking southwest in 2013
Photo 28	13th floor, looking northwest in 2013
Photo 29	13th floor, looking southeast in 2013
Photo 30	13th floor skylight in 2013
Photo 31	South façade of Ridpath Hotel on W. First Avenue in 2013
Photo 32	South façade in 2013
Photo 33	South façade in 2013—notice skywalk and adjacent attached east wing of hotel
Photo 34	Southeast façade corner of east wing in 2013
Photo 35	East façade street level of east wing in 2013
Photo 36	South façade at street level of east wing in 2013
Photo 37	First floor, east wing in 2013
Photo 38	First floor, east wing in 2013
Photo 39	Stairway from east façade of east wing in 2013
Photo 40	Typical hallway in east wing in 2013
Photo 41	Typical hotel guest room in east wing in 2013

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

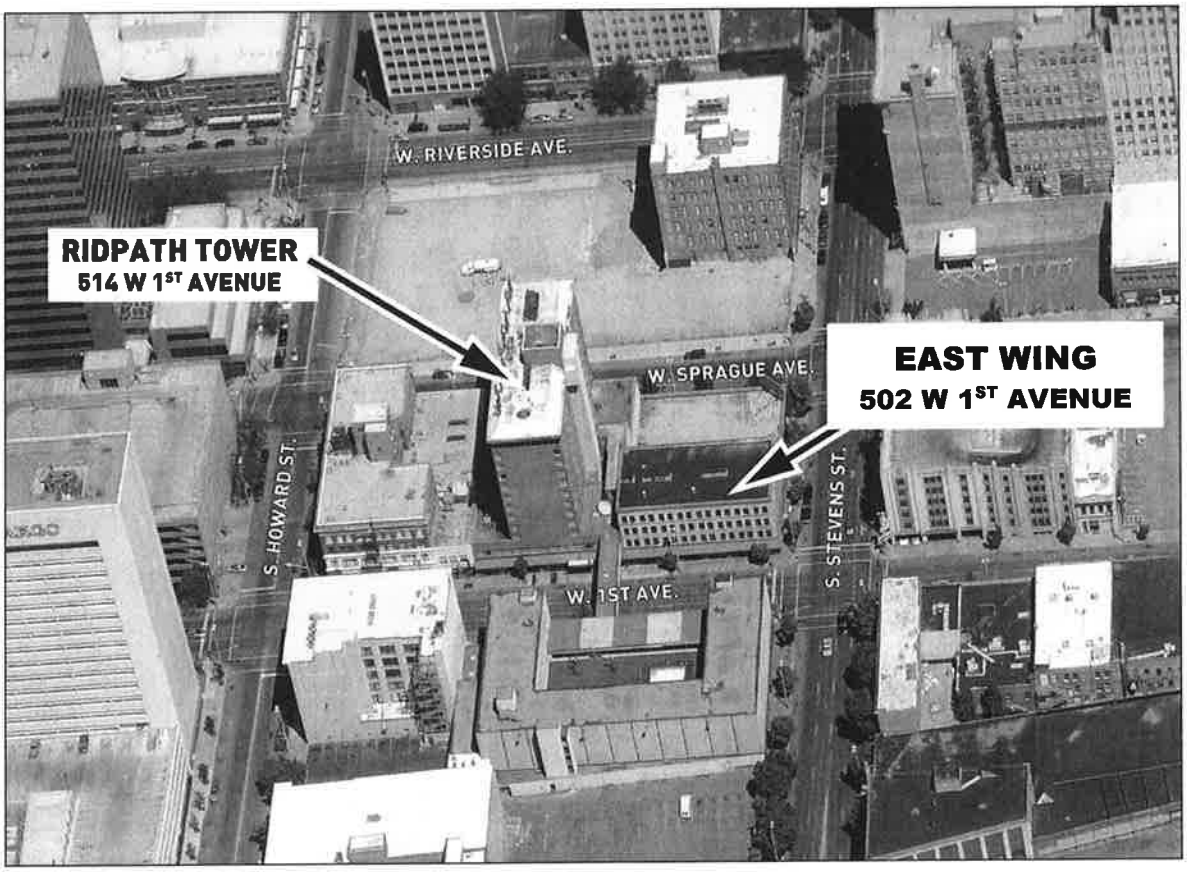
name Ridpath Club Apartments LLC (Ron Wells, Managing Partner)

street & number 1325 W. First Avenue Suite 300 telephone 509-624-8050 (Ron Wells)

city or town Spokane state WA zip code 99201

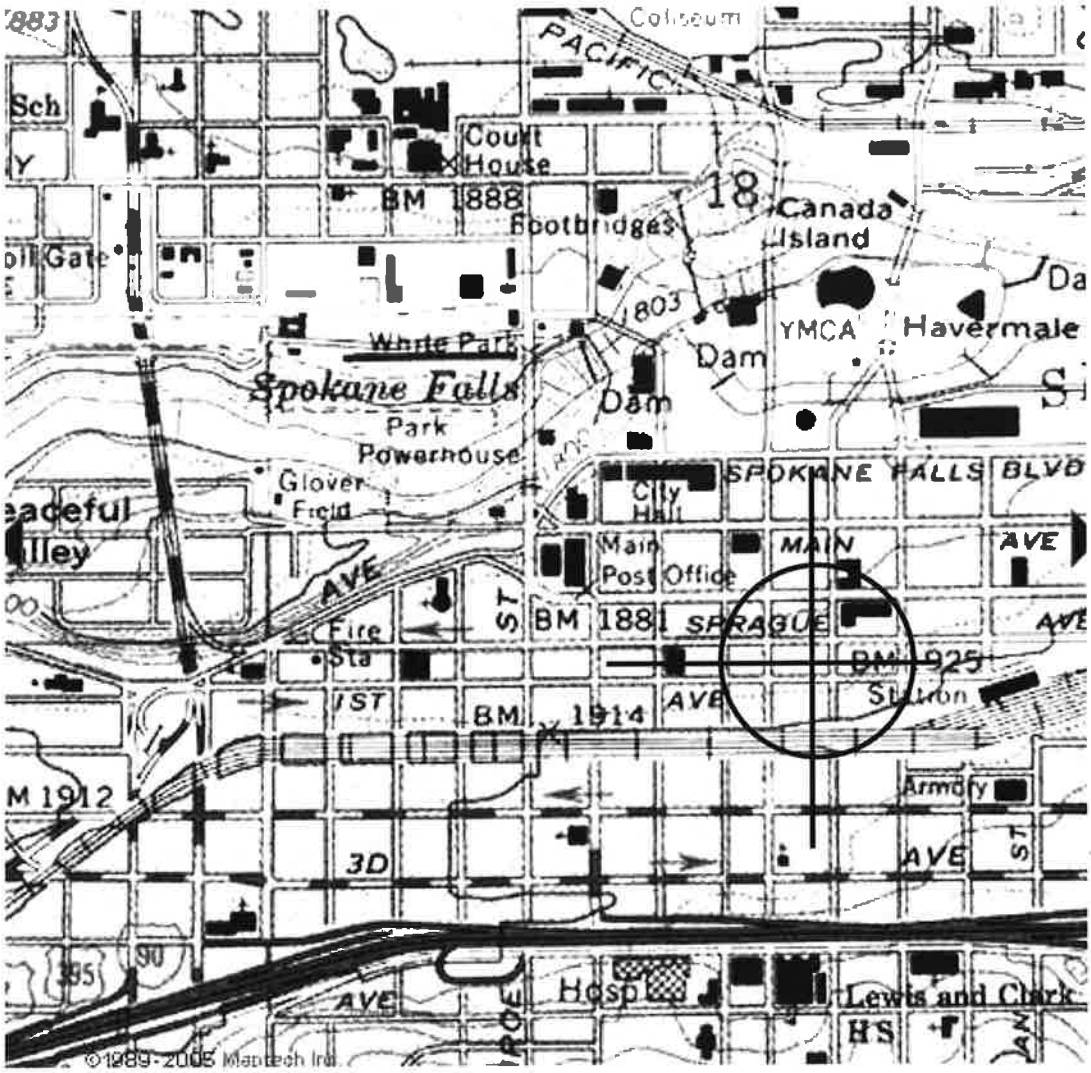
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

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.

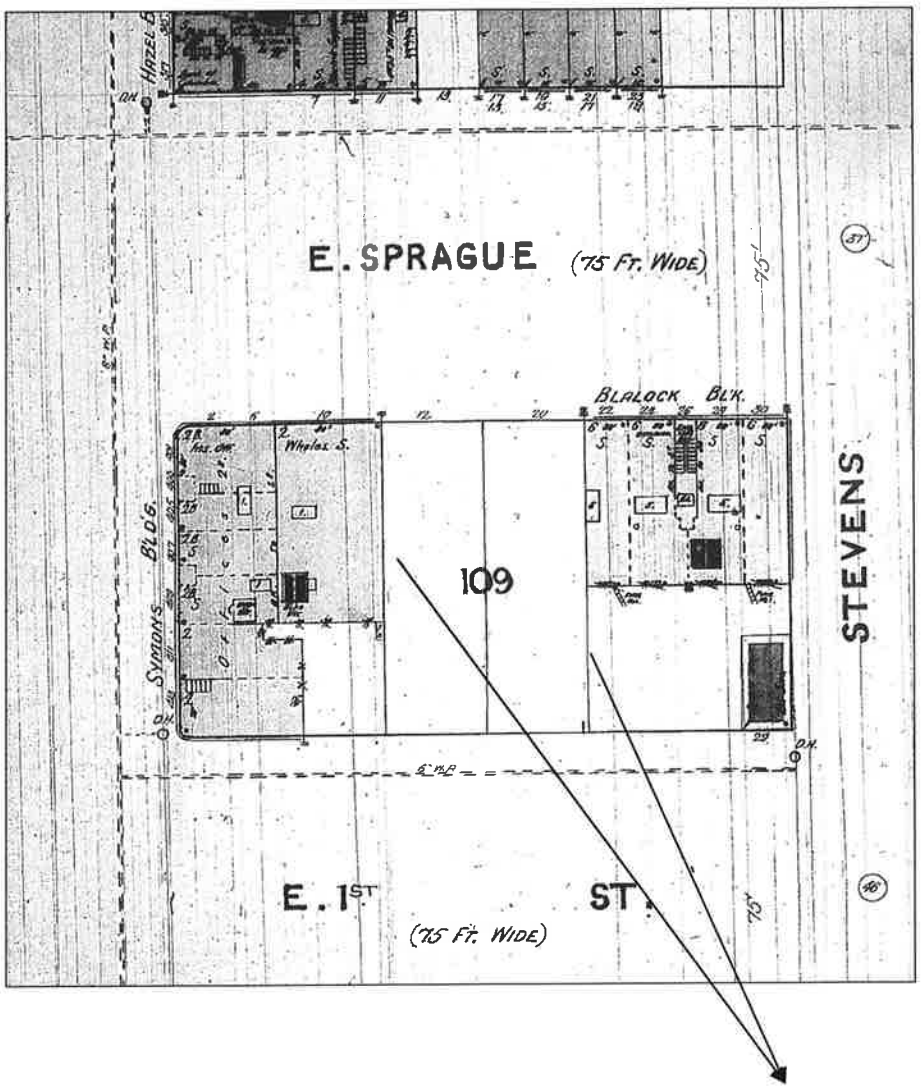


Bird's eye view of Ridpath Hotel in 2013

RIDPATH HOTEL
SPOKANE COUNTY, WA



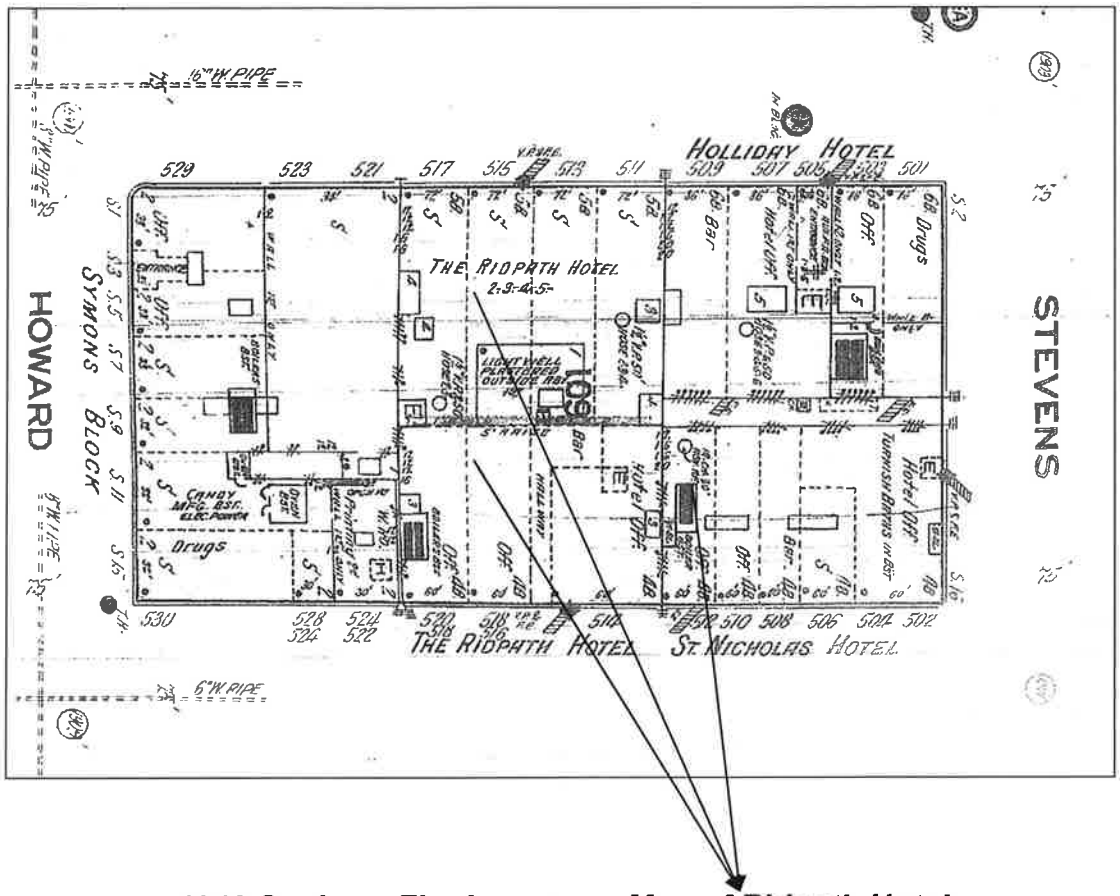
USGS QUAD
Zone 11: 4-68-540E 52-78-063N



1902 Sanborn Fire Insurance Map of Ridpath Hotel property

north

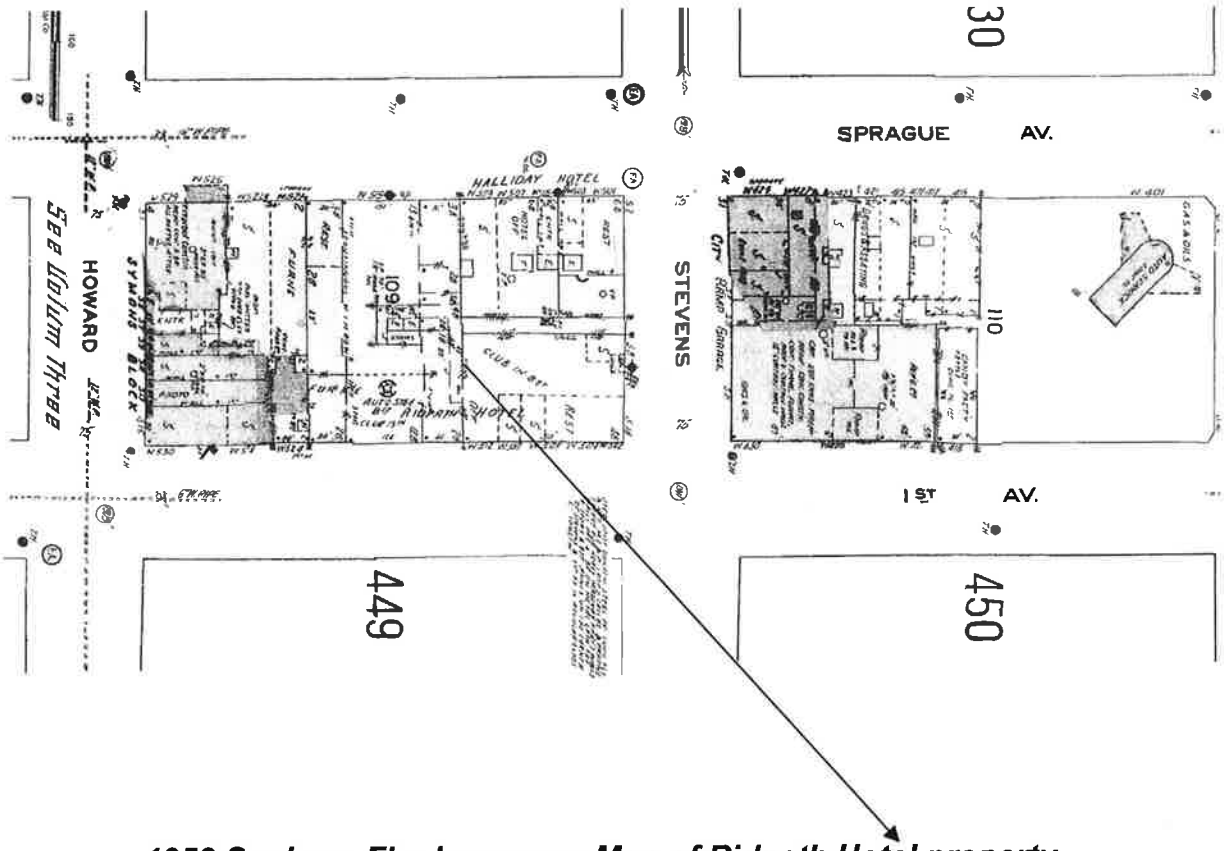
RIDPATH HOTEL
SPOKANE COUNTY, WA



1910 Sanborn Fire Insurance Map of Ridpath Hotel

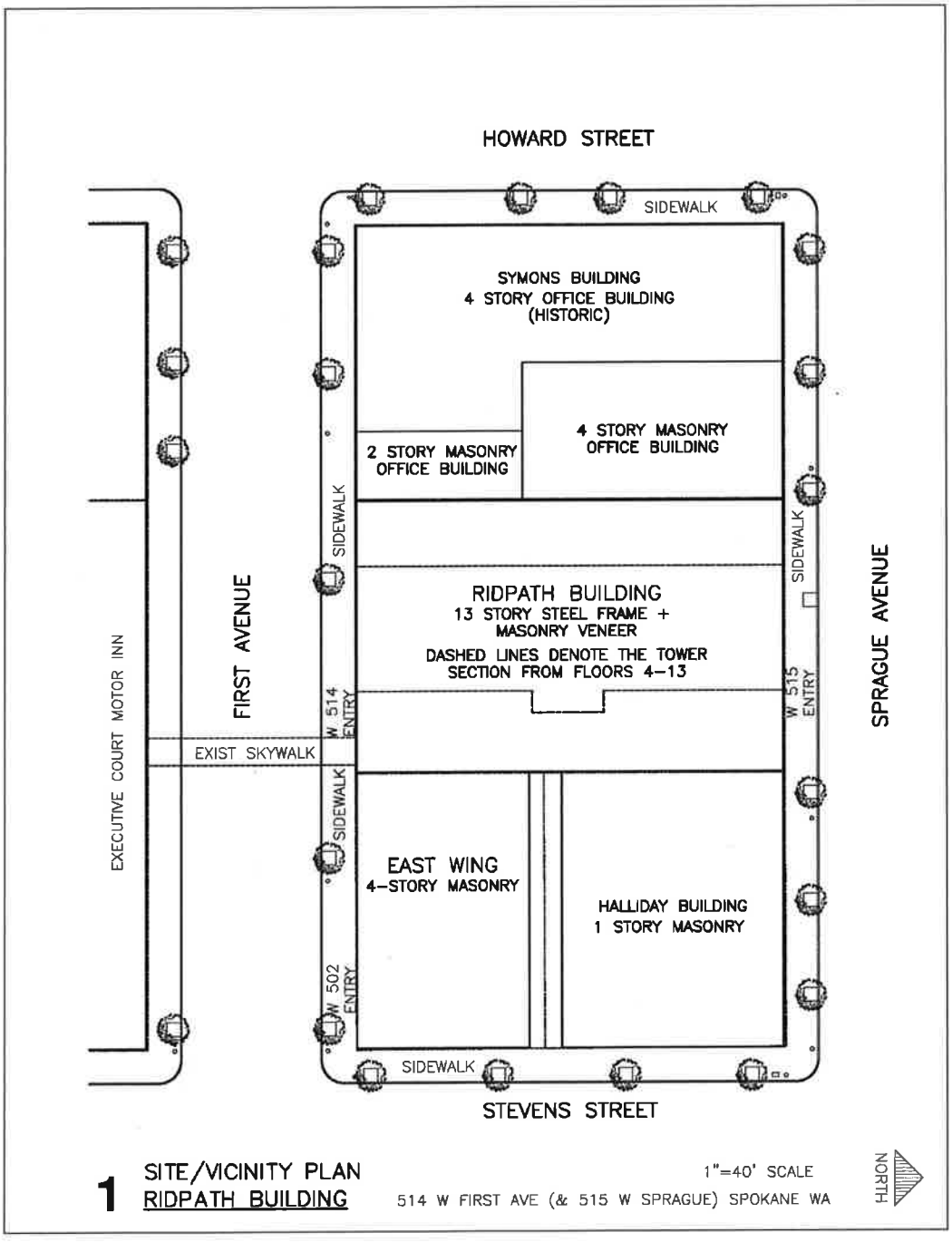
north

RIDPATH HOTEL
SPOKANE COUNTY, WA

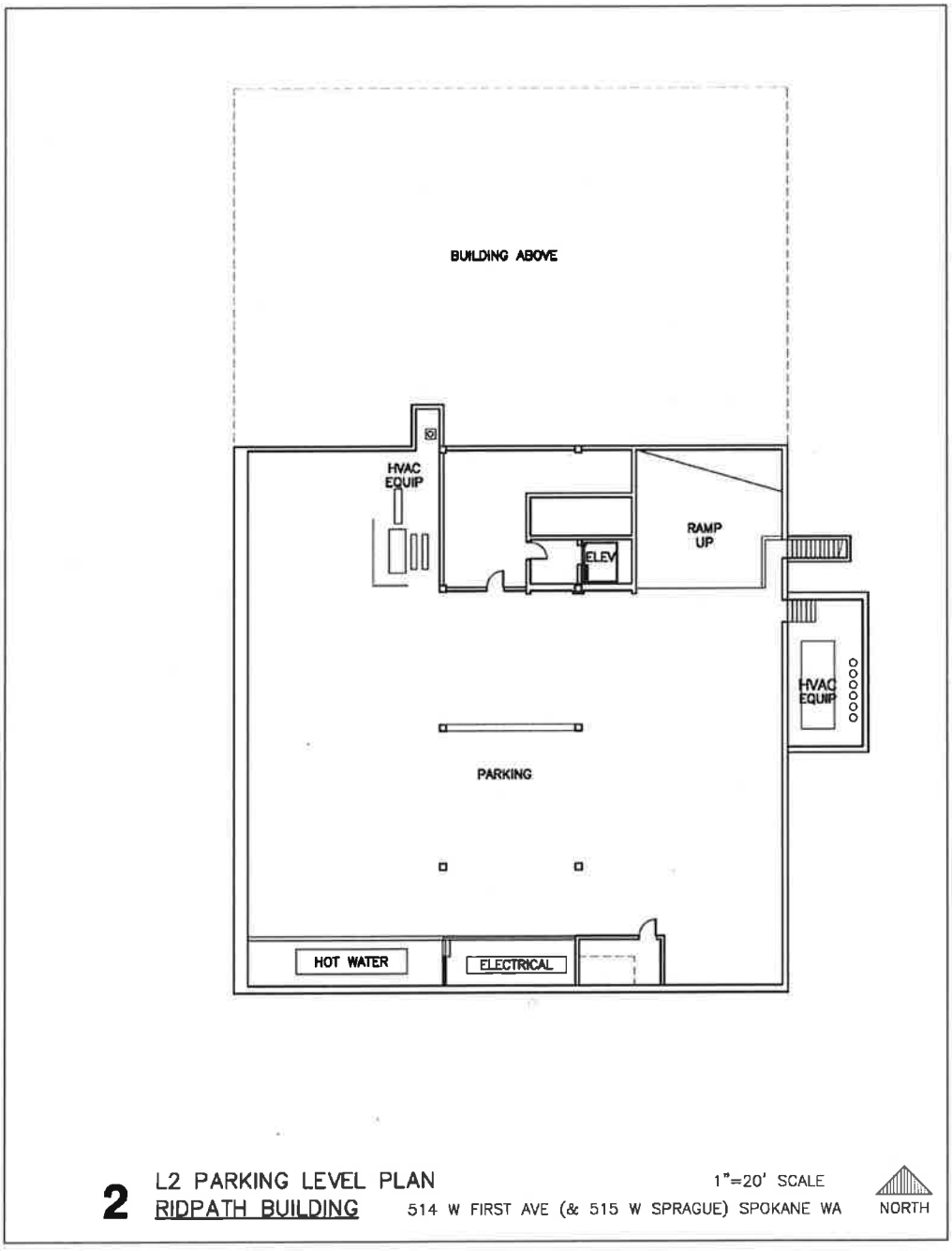


1953 Sanborn Fire Insurance Map of Ridpath Hotel property

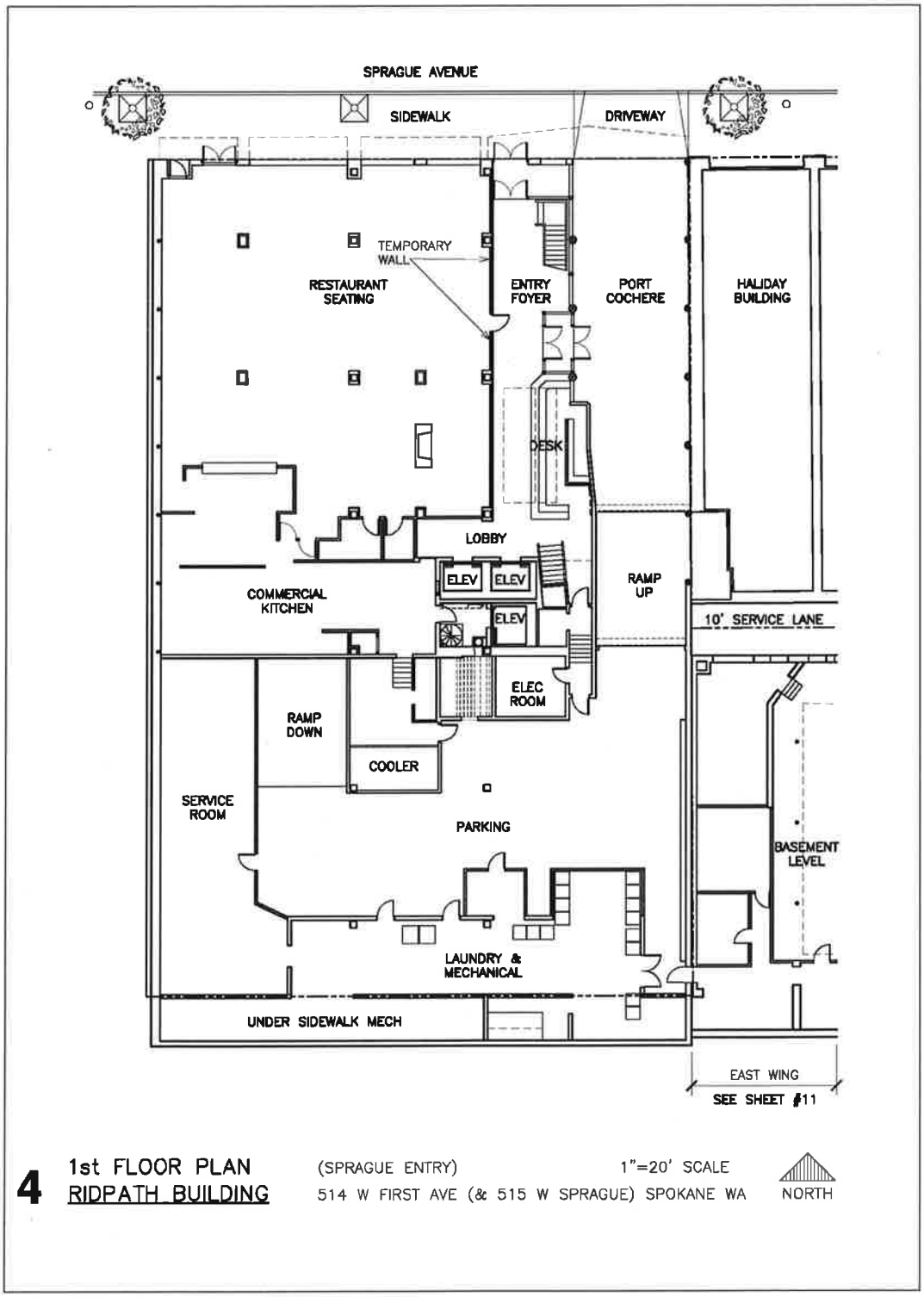
north



Site Plan- Ridpath Hotel

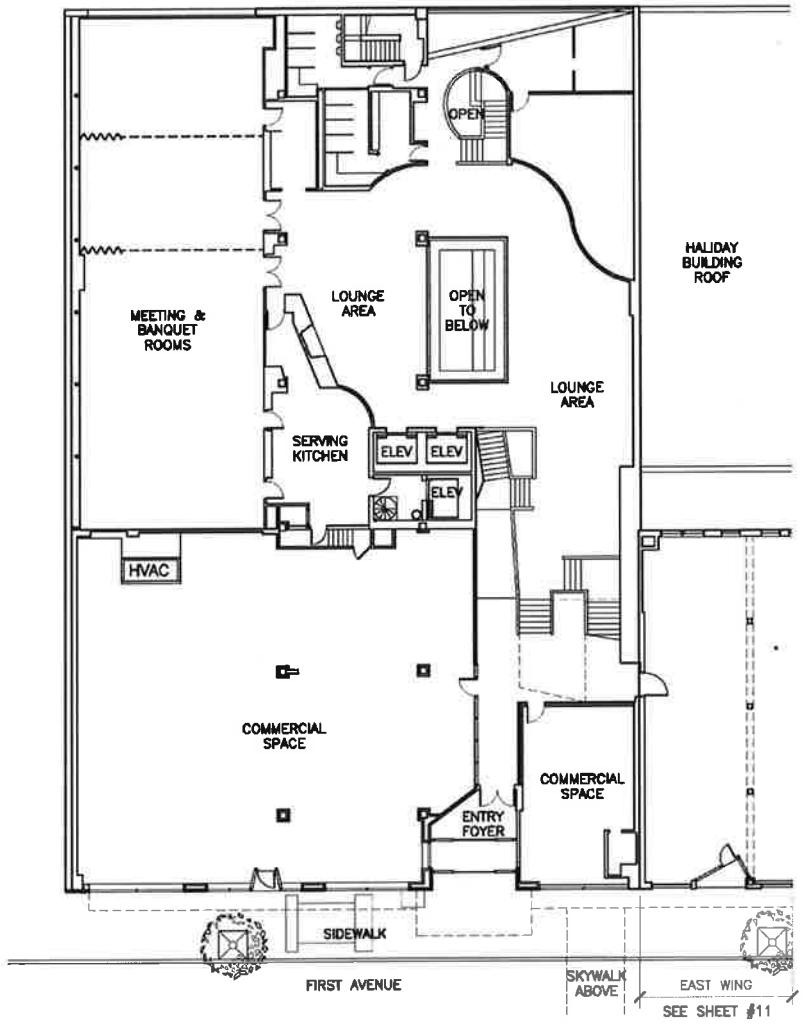


Ridpath Hotel
Parking Level



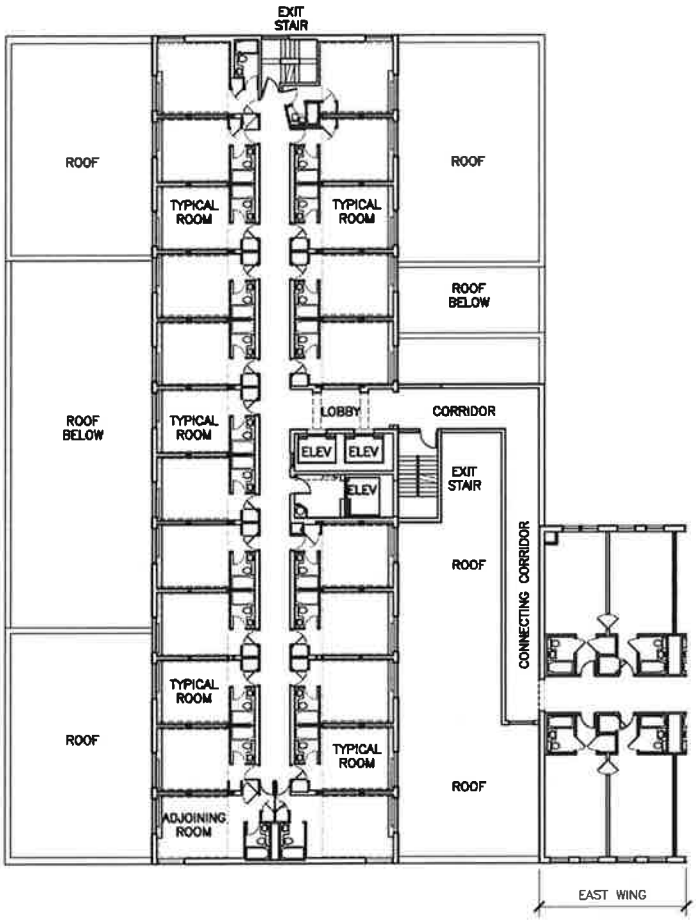
Ridpath Hotel
1st Floor Plan

RIDPATH HOTEL
SPOKANE COUNTY, WA



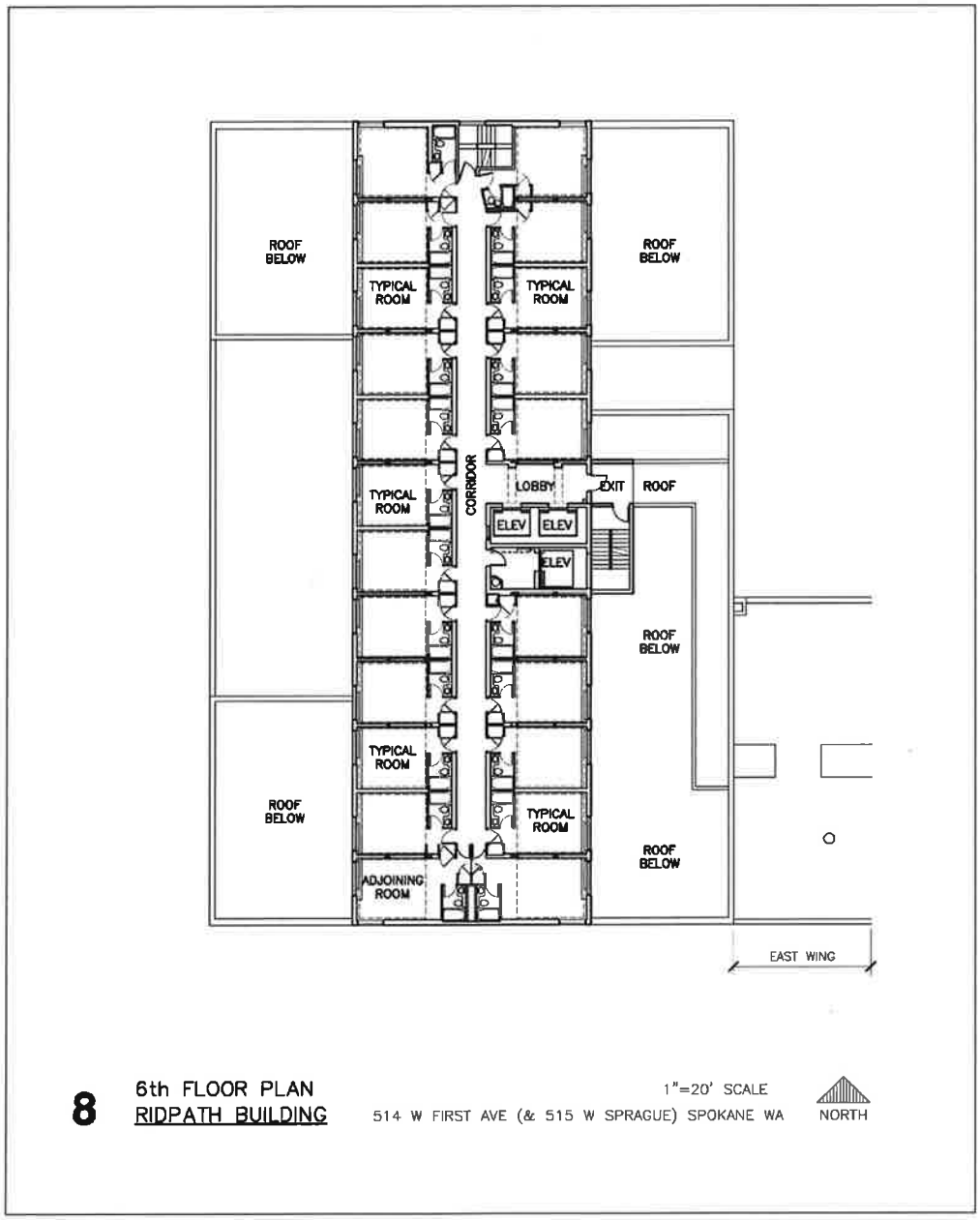
5 2nd FLOOR PLAN (FIRST AVENUE ENTRY) 1"=20' SCALE NORTH
RIDPATH BUILDING 514 W FIRST AVE (& 515 W SPRAGUE) SPOKANE WA

Ridpath Hotel
2nd Floor Plan

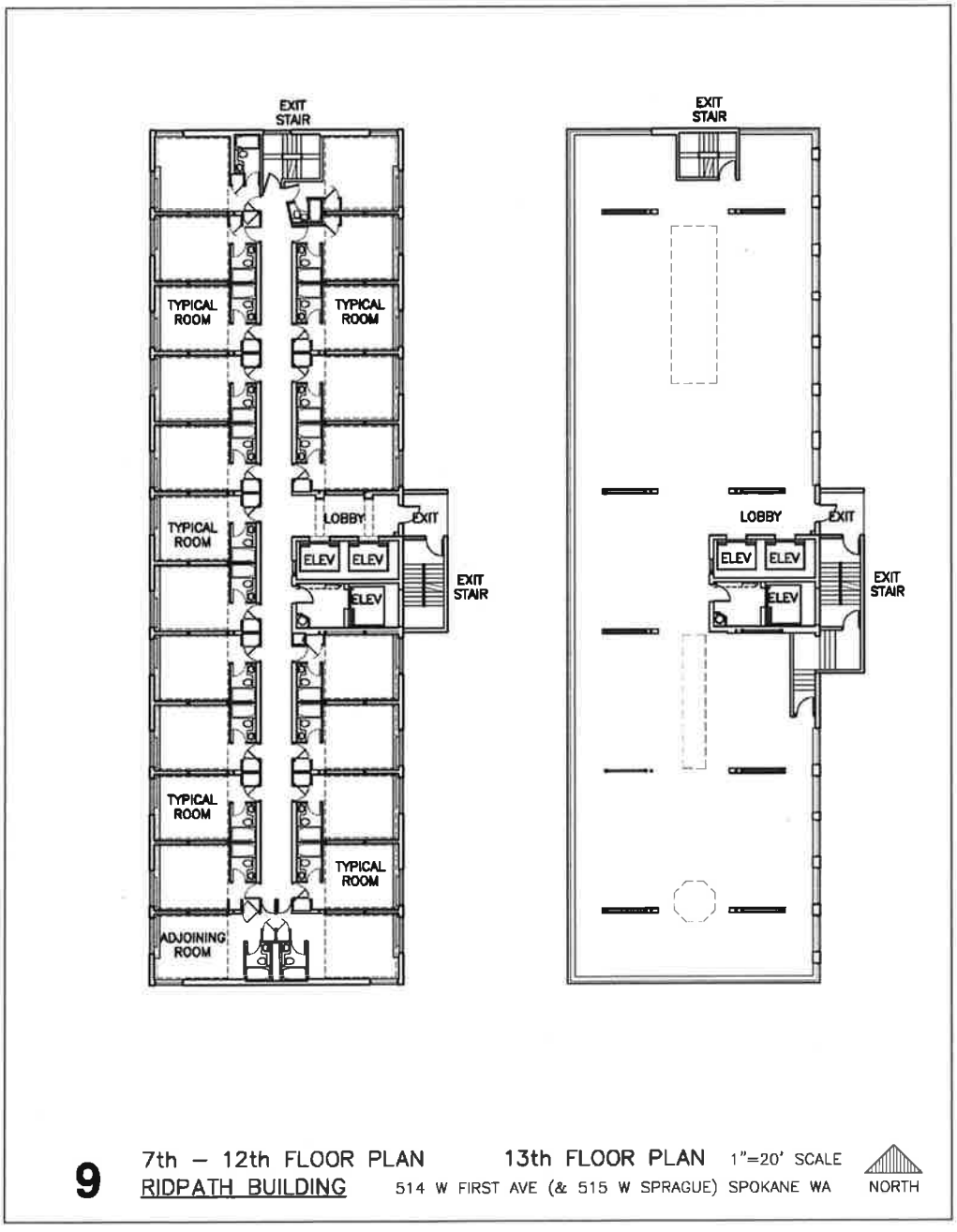


7 4th & 5th FLOOR PLAN 1"=20' SCALE NORTH
RIDPATH BUILDING 514 W FIRST AVE (& 515 W SPRAGUE) SPOKANE WA

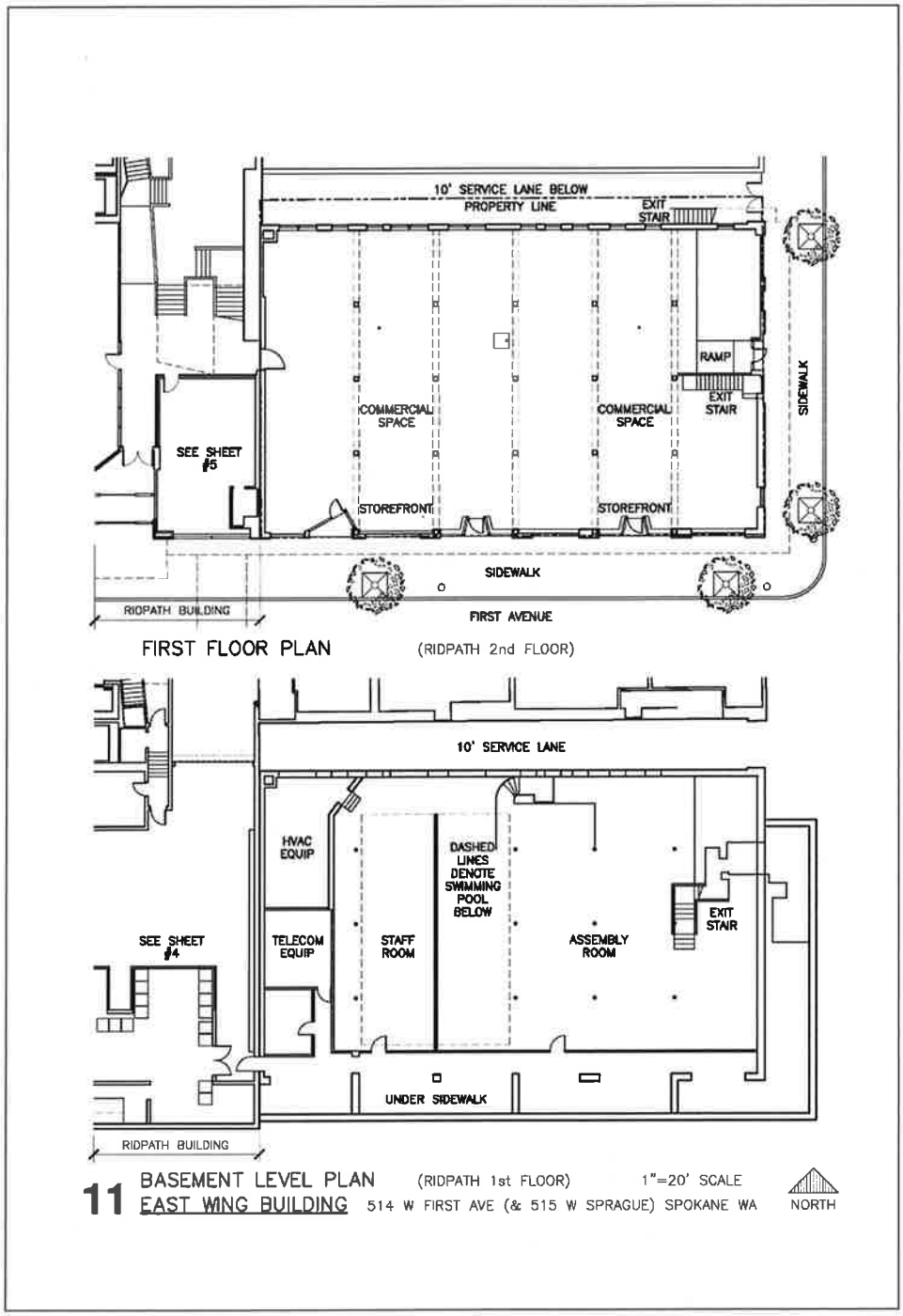
Ridpath Hotel
4th – 5th Floor Plan



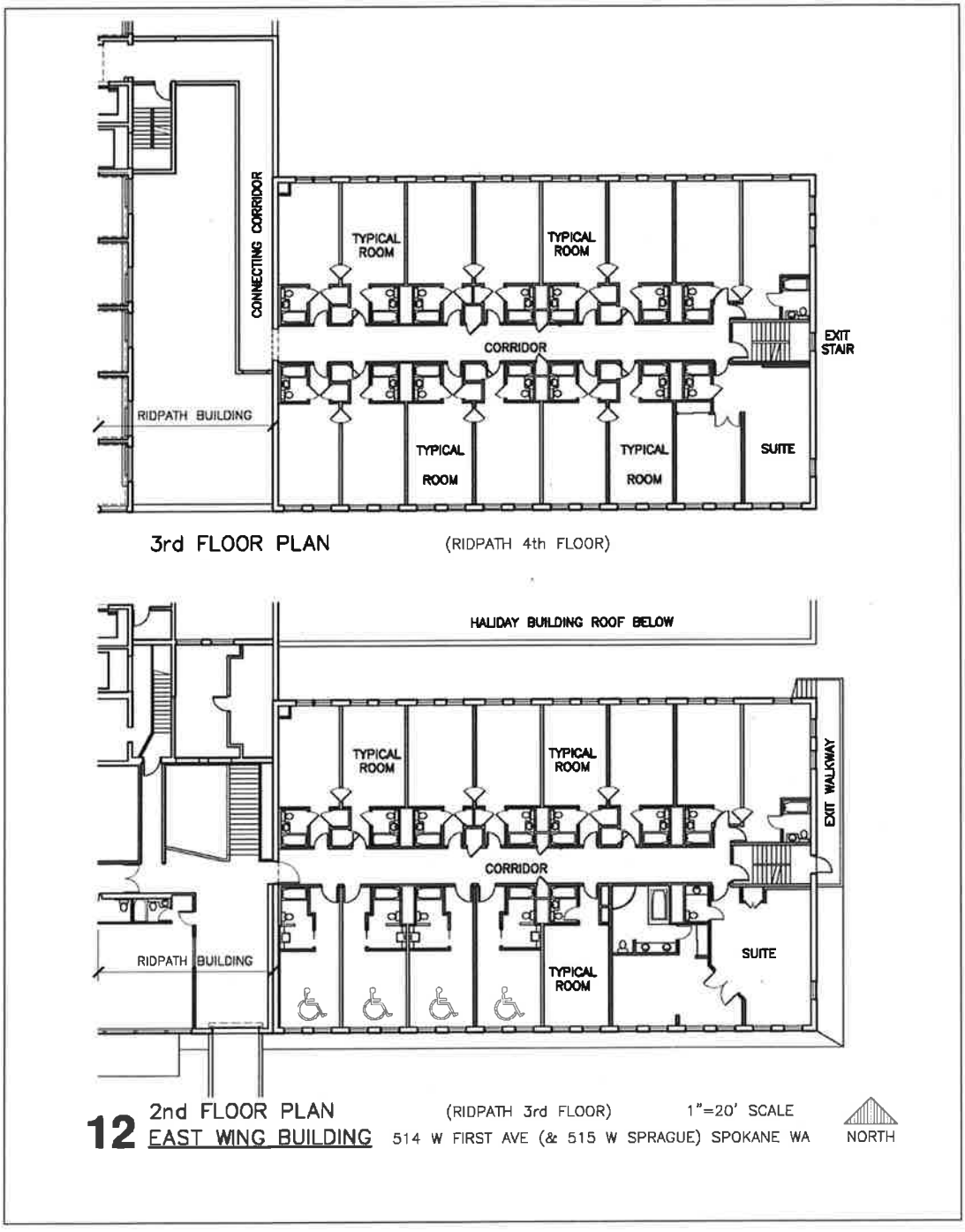
Ridpath Hotel
6th Floor Plan



Ridpath Hotel
7th – 12th Floor Plan



Ridpath Hotel – East Wing
Basement Plan



Ridpath Hotel – East Wing
2nd & 3rd Floor Plan

c.1952 photo of Ridpath Hotel, north façade

c.1951 construction photo of Ridpath Hotel, north façade

Delegation of queens gathered for the dedication of the Ridpath Hotel. Miss Spokane, Marcia Gusman is on the far left and Queen Carol Haas of the Spokane Lilac Festival is on the far right. The others are from Seattle, Yakima, Pasco, and Portland.

Postcard Ridpath Hotel, north façade, c. 1955

Postcard Ridpath Hotel and Motor Inn, c. 1965

c.1952 photo of Ridpath Hotel, main entry facade

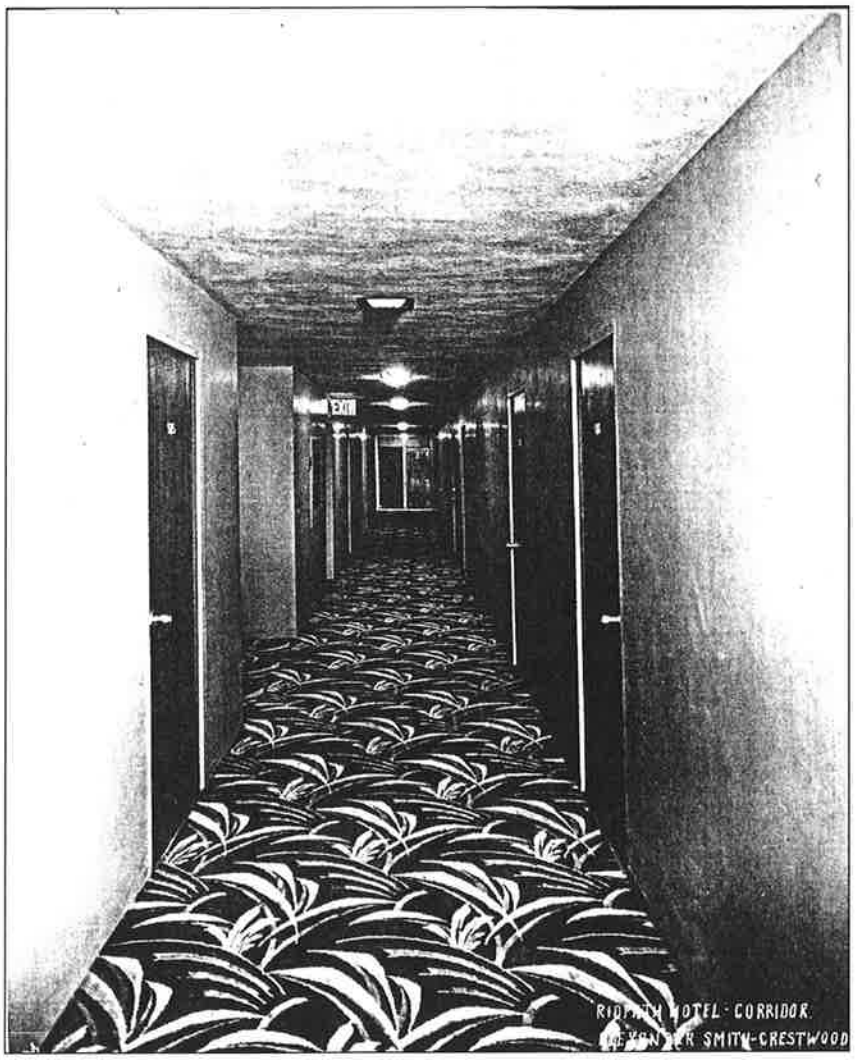
1954 photo of "drive-in lobby" at Ridpath Hotel

1952 photo of lobby in Ridpath Hotel, looking south towards check-in desk

1952 photo of view of check-in desk from mezzanine level

1952 photo of mezzanine lobby in Ridpath Hotel, looking south

1952 photo of mezzanine lobby in Ridpath Hotel, looking west



1952 photo of typical interior corridor in Ridpath Hotel

1952 photo of typical hotel guest room in Ridpath Hotel

1952 photo of typical hotel guest room suite with two double beds

1957 photo of Ridpath Roof Restaurant

1961 photo of Ridpath Roof Restaurant

22 THE SPOKESMAN-REVIEW, SPOKANE, WASH. WEDNESDAY MORNING, APRIL 2, 1952

First Photos of Smart Interior of Spokane's New $3,000,000 Hotel

MARQUEE OF NEW RIDPATH HOTEL stands out boldly in this photo looking west on Sprague. The 13-story structure will provide 300 rooms with top floor to be occupied by Spokane University club. (All 8-E photos this page by Bill Kay)

WEST END OF TERRACE LOBBY featuring stone fireplace is shown in upper photo. Entrance to banquet room is through door to left of piano. Bottom photo shows east end of terrace with dining space in far corner. Hotel provides for underground parking for 100 cars and drive-in lobby beneath the oval terrace. Center of terrace is open, protected by a special hand railing.

HOTEL'S 300 ROOMS CONTAIN modern hardwood furniture, full-length mirrors in addition to vanity mirrors, blower heaters and three-way, indirect lighting. This room is one of the combination single or double rooms on west side of building. Double bed becomes day seat.

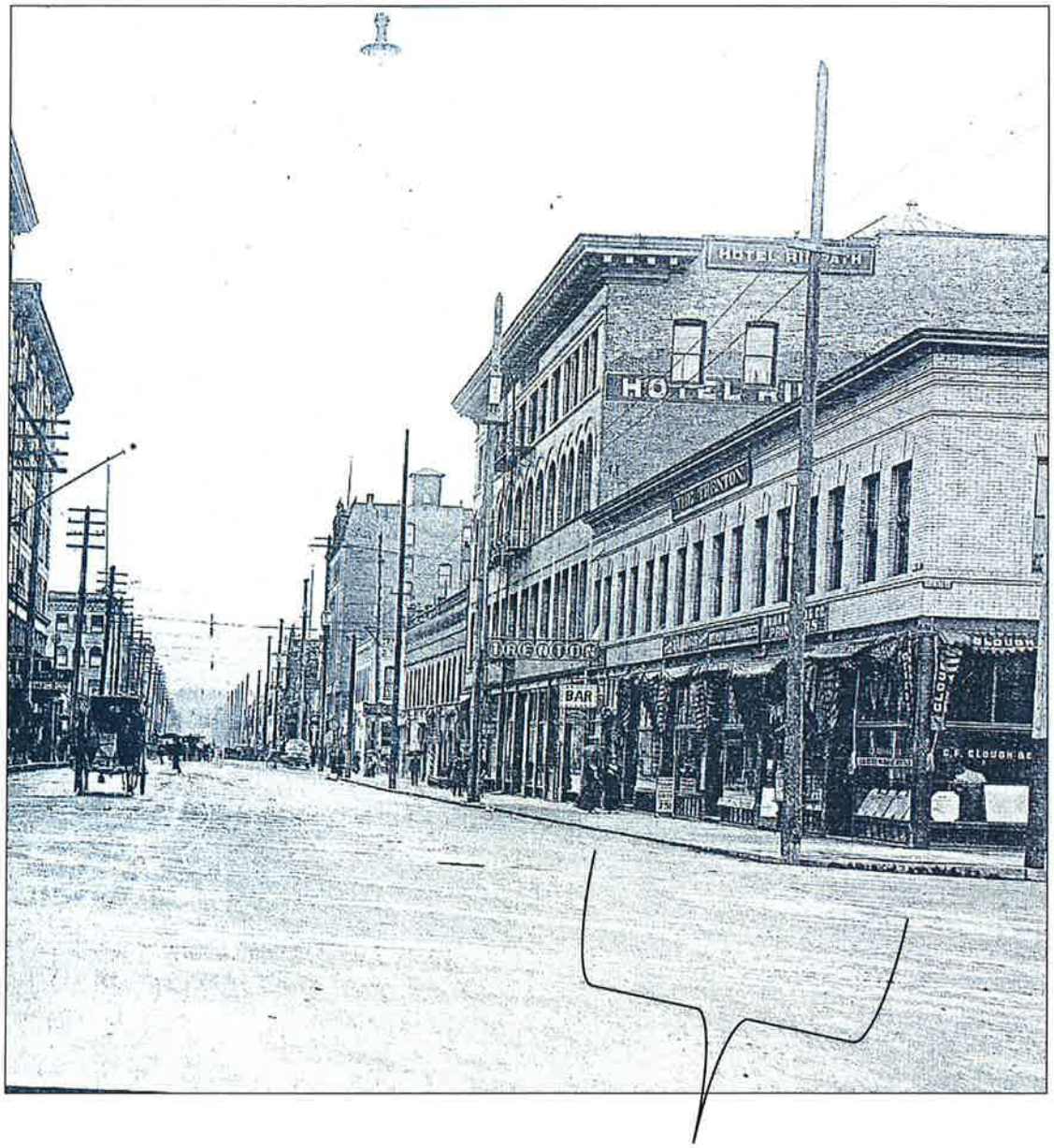
TYPICAL OF NEW HOTEL'S tiled baths for all rooms is the one shown above. Modern fixtures have been installed, including bath tub and [illegible]. The new Ridpath, under construction since August, 1950, will

THIS ROOM IS ONE OF A SUITE and has two double beds. Each floor has at the south end a suite of three rooms, one with double bed, one with twin beds and one with two double beds. Each one has own bath.

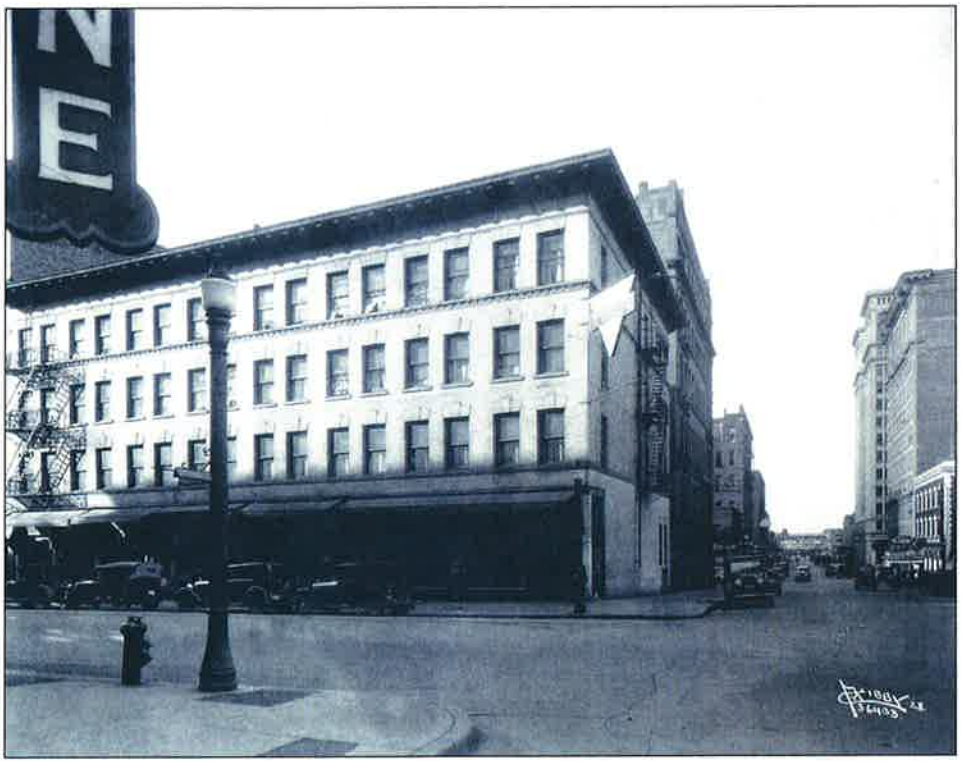
DOUBLE ROOM with northern exposure. Ridpath hotel was furnished at a cost of $450,000. Annual payroll will be more than $1,000,000 and expenditures for food and maintenance will be more than $1,000,000.

THIS DOUBLE ROOM is located on the third floor o with exposure to the west. Many of the 300 all-w beds which can be converted easily into sitting area

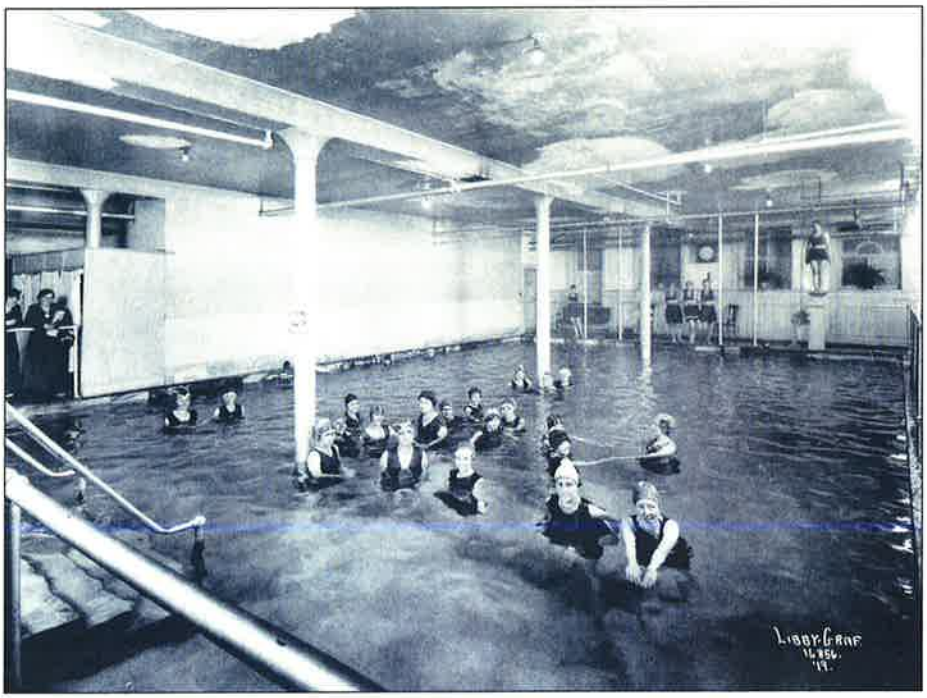
Newspaper article for opening of Ridpath Hotel – Spokesman Review: April 3, 1952



1908 photo of the Trenton Hotel (right) on West First Avenue. Original Ridpath Hotel in foreground adjacent to Trenton Hotel (later purchased by the Ridpath Hotel in 1937)



1925 photo of the East Wing /YWCA, south facade (later owned by the Ridpath Hotel in 1937)



1919 photo of YWCA's basement pool

HOTEL RIDPATH AND NEW ADDITION, SPOKANE, WASH.

1937 photo of original Ridpath Hotel (left), south façade, including their new purchase of the YWCA Building (right)

c.1925 photo of original Ridpath Hotel

1950 photo of fire damaged Ridpath Hotel

RIDPATH HOTEL
SPOKANE COUNTY, WA

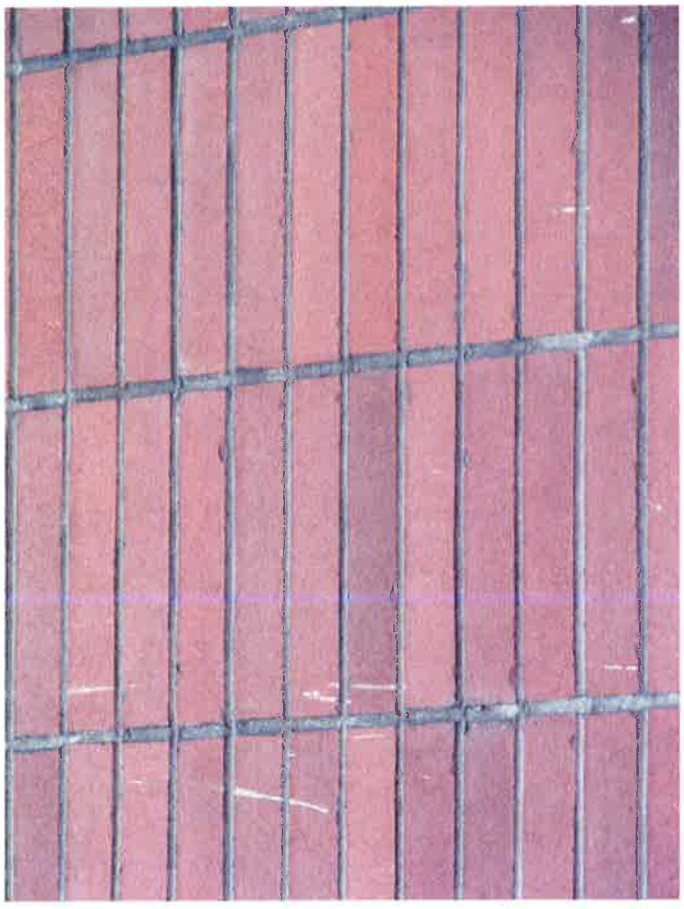
Seattle Daily Times – April 28, 1952

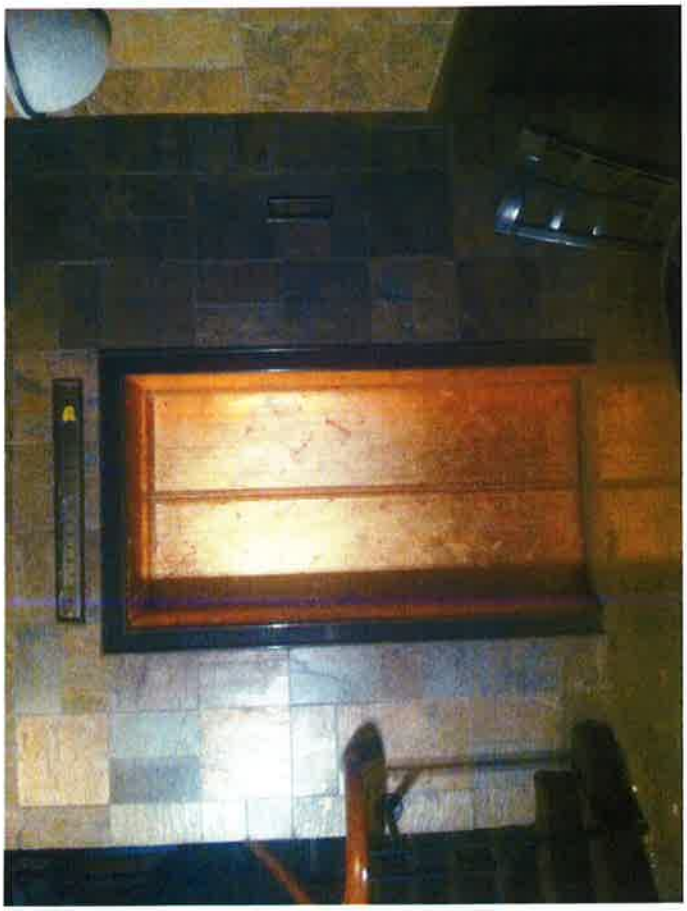
The Oregonian – April 22, 1952

Ridpath
PISTOLE

Ridpath

Ridpath
RESTAUR
LEAS
JEFF OTTN





The Redpath