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CONSERVATION PLAN FOR HIGGINS AVENUE/CBD OF MISSOULA, MONTANA

by

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A thesis submitted in partial fulfillment
of the requirements for the degree

of

BACHELOR OF ARCHITECTURE

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MONTANA STATE UNIVERSITY
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June, 1976

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INTRODUCTION

CONSERVATION PLAN FOR HIGGINS AVENUE/CBD MISSOULA, MONTANA

The last few years of my school career, my interests have leaned heavily in the direction of architectural history, historical preservation and rehabilitation of existing structures. I have also enjoyed planning courses, since I see planning as the accumulation and study of past and present history, which is applied to the future. So with these two interests in mind, I decided to investigate a problem which would further my education in both these fields.

I was exposed to Missoula through a course which encompassed researching historical structures in Montana. I realized something was amiss when I visited the city to photograph some buildings I had researched, only to find that one had been replaced by a new structure a few years earlier due to lack of room, and that another had large signs plastered over the facade. Upon closer examination I saw gaping holes punched in the street facade by buildings having been removed or destroyed by fire. I also saw, right next to a wonderfully detailed older hotel, a hamburger drive-in which took up a half block for its parking lot on Higgins Avenue. After seeing this I decided it would be a good subject to further my education.

Another major reason why I chose to study the street scene is because of a trip which I took to Europe. I was very much amazed and impressed with the human qualities of some of their streets, a feeling I had not experienced before in the United States. I think that many of the things that I experienced in Europe influenced my ideas for Higgins Avenue, and that some of these are apparent in my results.

STATEMENT

Preservation of historically and architecturally valuable structures and neighborhoods is important to the planning and development of cities, in relation to the existing context, scale and character of the place.

Preservation: A positive tool for protecting from loss or waste the essential human values of our cities.

Context: The parts that surround and throw light upon the meaning of a city, and which weave together to create coherence.

Scale: The scheme of order of a city.

Character: The distinctive quality of a city, which gives an indication of ownership, origin or relationship.

PROCEDURE

I began this study by researching the problems and issues that I would have to deal with in developing a Conservation Plan.

SITE

The site I chose to study is the central avenue of Missoula's Central Business District (CBD). The site is bounded on the south by the Clark Fork River and the Milwaukee Railroad and on the north by the Burlington Northern Railroad. I have selected the two railroad depots as physical limits to my study and I will use them as anchor points for my district.

LAND USE

The entire site is designated as Downtown Commercial, which means it is to be used for general retail, service and office, intended to reach a community market. It should also have convenient access available by automobile, bicycle or foot. The end goal for Higgins Avenue is to offer office space for the worker and accommodations for the visitor; to attract the dollar of the investor and the shopper; and, to take full advantage of the scenic setting at its location.

Surrounding Higgins Avenue and the CBD are large areas designated as high and medium density multi-family residential. These areas are close enough to supply the vitality necessary to the downtown commerical district. Every effort should be

made to draw these residents to the Central Business District. On street living should also be encouraged. The renting of the upstairs of vacant buildings or having store owners live above the stores themselves is very desirable.

Public areas which employ many office workers are near the site and the plan should be geared to reach and serve these people. It should be made as easy as possible for these people to patronize Higgins Avenue.

Land which is designated for a riverfront park connects with Higgins Avenue at its southern end. Higgins Avenue should be developed as an extension of this pedestrian way and would also serve as a connecting link from the high and medium density housing area to the riverfront park.

VEHICLE CIRCULATION

Interstate 90 serves as the principle route of bringing in automobile traffic from the surrounding areas that the Missoula CBD services. From the Interstate, the primary arterial to Higgins Avenue is Broadway. The primary arterial from the south to Higgins is across the Higgins Avenue Bridge. Three secondary arterials feed into the site and they are Spruce, Main and Front. Primary and secondary arterials must be given special consideration in vehicular circulation in planning proposals.

VIEWS

From Higgins Avenue there are three views at intersections which look to the east up Hellgate Canyon which should be conserved. These intersections are Main, Broadway and Pine. Visual awareness of the setting contributes to the enjoyment and psychological well-being of the residents. It is not only the actual loss of natural amenities that disturbs people, but also the loss of visual awareness that these amenities still exist. There is also a view worth conserving which looks off the south end of Higgins Avenue towards the Bitterroot Mountains.

ATTITUDE

Information can be gained about how people want to view their town by examining pamphlets and material, which the inhabitants have published about their city. Missoulians see their city as a great place to visit, a better place to live and an excellent location for new businesses. They see their city, also, as the center for western Montana industry, culture and tourism. More important is the theme of the "Garden City" which Missoulians regard so highly and which they take great pride in. These factors should be kept in mind in the development of the study.

PARKING

Presently all off-street parking in the Missoula CBD is

in the form of parking lots, which use valuable land and are incompatible with human values and the surrounding environment. Higgins Avenue currently uses metered parallel parking along its length for its on-street parking.

WEATHER

Missoula receives between 12 and 15 inches of precipitation annually on the average. This small amount of rainfall makes for a semi-arid climate, but it receives alot of runoff from the nearby mountains. The heaviest precipitation is received during May and June with the average rainfall of about 2 inches in each of these months. Missoula normally has 137 growing days each year. The major winds blow across Higgins Avenue at a summer sun attitude of 66.5° and a winter sun attitude of 19.5°. The continental divide shields Missoula from the severe cold air which moves down the continent from artic regions, so it has relatively mild winters for Montana.

POPULATION

General characterists of the population growth show that Missoula is experiencing the growth of a relatively young population. This is possibly due to young people attending the university and finding the area desirable enough to stay in Missoula and work and live. Also due to the attractiveness of the area, the age group above 65 is growing at an increasing rate which is expected to continue. This means greater

demands for elderly housing, mass transit systems and recreation facilities geared to an older user group.

PRESENT URBAN POLICY

The following are excerpts from the booklet "Missoula - A Policy Guide for Urban Growth" which I will expand upon and incorporate into my study:

> More intense utilization of commercial and residential areas is encouraged and anticipated.
>
> The central business district should be redeveloped as a multi-functional area for commerce, government, entertainment and living.
>
> Land use policies should be aimed at reducing physical deterioration and blight within the community and at encouraging redevelopment.
>
> Changes in current strip development patterns are needed in order to reduce dependence on the automobile and increase the likelihood that transportation by bus, foot and bicycle can assume a greater role in providing personal mobility.
>
> Cultural, scenic and historic values should be preserved.
>
> The provision for landscaping in building areas, and creating open spaces, malls, plazas, etc. in commercial areas is encouraged as an aesthetic consideration and to increase pedestrian access.
>
> Where possible, old buildings should be rehabilitated, preserving Missoula's heritage and creating an interesting shopping environment.

ECONOMY

The economic success of the CBD mirrors the attractiveness of that area for investments as well as the economic well-being

of the community. The economic base supporting past growth in Missoula has largely rested on two supports -- the wood products industry and the University of Montana expansion. Tourism is also considered a significant factor to the Missoula economy. Economic expansion should concentrate on "clean" and stable industries such a health, dental and optics which have good long-term prospects. Long term economic stability and a high quality living environment should not be sacrificed for short term economic gain.

HISTORY

The following are historical events and dates important to the development of Missoula:

1805-1806	Lewis and Clark passed thru are on their way to Pacific Coast
1812	David Thompson charted the area from the top of Mt. Jumbo
1841	First Indian mission established
1860	F. L. Worden and C. P. Higgins open Hellgate store
1864	Worden & Co. erect saw mill and Missoula is born
1866	County seat is located at Missoula
1867	Stage, pony express and post office established in Missoula
1871	The streets of Missoula surveyed and laid out
1873	First bridge across the river was constructed

1876 First fair in Missoula

1877 Fort Missoula was established

1883 First railroad arrives in Missoula

1885 "City of Missoula" was incorporated

1887 The Board of Trade was organized, and was later changed to Missoula Chamber of Commerce

1889 Missoula was temporary state capitol

1893 Legislation provided for organization of Univeristy of Montana

1902 Missoula's first and largest park donated by T. L. Greenough

1908 Milwaukee Railroad comes to Missoula

1910 First street car began operating (ceased 1932)

1911 First paving projects started in Missoula

1929 First modern dial telephone system in Montana

1942 Forest Service began training smoke jumpers in Missoula

1947 Official American Rose Society test garden established, now known as Missoula Memorial Rose Garden

1956 Montana's first pulp mill comes to Missoula

BUILDING SURVEY

"Rather than seek out what is wrong and needs to be changed, planners should start their work by taking stock of what is good."

-Michael Seelig

The purpose of this survey is to identify, document and evaluate the physical resources along Higgins Avenue, and to determine how these structures can be taken into account in the overall planning process.

The rating of the structures is figured on the following basis:

A - Structure of outstanding architectural merit

a - Acceptable and relevant architectural example of its construction period

H - Structure of important historical significance in Missoula's development

h - Relevant to Missoula development

n - No architectural or historical merit and is eligible to be replace by new compatible construction

r - Presently not indicative of its construction period, should be restored

The dates were recorded to the following system:

(1908) The date when structure was built.

(1910 & 1940) The first is when the original structure was built and the second is the date of an addition

(1890 - 1902) This indicates that the structure was built between these two dates.

(*1920) This indicates that the structure predates this year.

name
HIGGINS BLOCK

date
1889

style

rating
A H

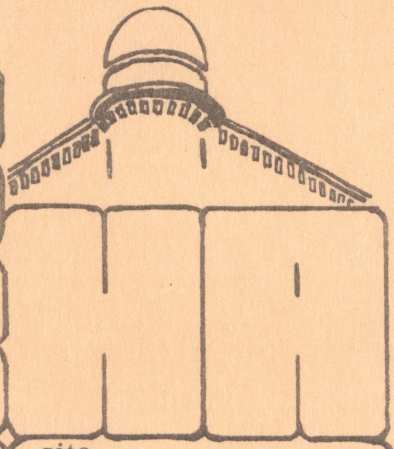
architect

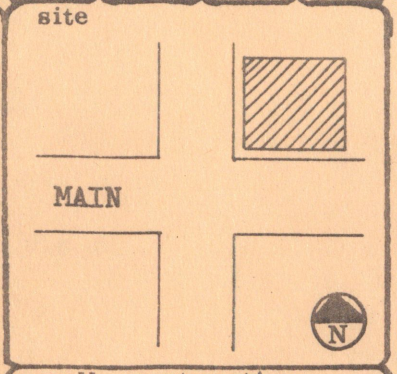
builder

original use
BANK & RETAIL & OFFICES

present use
BANK & RETAIL & OFFICES







wall construction
BRICK & STONE

no. of stories
THREE

condition of structure
GOOD

historical significance

THIS STRUCTURE WAS CONSTRUCTED IN 1889 BY C. P. HIGGINS, FOR WHOM THE AVENUE WAS ALSO NAMED. THE STONE STRUCTURE WAS ORIGINALLY THE HIGGINS BANK. HE WASN'T ABLE TO SEE HIS PROJECT COMPLETED, AS HE DIED BEFORE THE BUILDINGS WERE FINISHED. THE STONE STRUCTURE CURRENTLY HOUSES THE OLDEST FEDERALLY CHARTERED SAVINGS AND LOAN IN MISSOULA.

architectural features

THE BUILDING OCCUPIES A CORNER POSITION WITH THE CENTRAL THREE STORY SECTION MADE OF STONE, WHILE THE REMAINDER IS BRICK. A CONTINUOUS CORNICE LINKS THE BRICK PORTIONS. THE MAIN ENTRANCE IS SET AT 45° AT THE CORNER AND IS MARKED BY A TWO STORY CIRCULAR TURRET WITH A CUPOLA DOME. THE SECOND MAJOR ENTRANCE ON HIGGINS IS MARKED BY A PYRAMIDAL CUPOLA. THE CIRCULAR TURRET IS SUPPORTED AT THE BASE BY TWO MARBLE COLUMNS WITH IONIC CAPITOLS.

references

MISSOULA THE WAY IT WAS, LENORA KOELBEL
THE MONTANA HISTORIC PRESERVATION PLAN, JOHN DEHAAS

name
YANDTS BLOCK

date
1902 - 1909

style

rating
a h

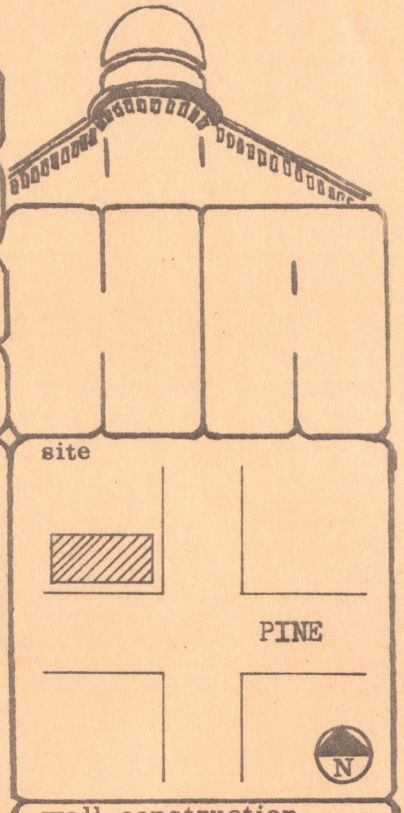
architect

builder

original use
RETAIL STORE

present use
MEN'S CLOTHING STORE





wall construction
BRICK

no. of stories
TWO

condition of structure
GOOD

historical significance

THIS BUILDING WAS ORIGINALLY THE SCHLOSSBERG STORE AND AT FIRST CONSTUCTION HAD THREE FLOORS. THE TOP FLOOR WAS DESTROYED IN THE N W YEAR'S DAY FIRE OF 1942.

architectural features

THE UPPER FACADE OF THIS BUILDING IS LIGHT COLORED BRICK WITH DARKER BRICK USED ON THE SEGMENTAl ARCHED WINDOWS AND THE QUOINS AT THE CORNERS. A METAL CANOPY EXTENDS AROUND THE LOWER HALF OF THE STRUCTURE.

references

DAILY MISSOULIAN JANUARY 2, 1942
SANBORN MAP COMPANY MARCH 1902

name
BURLINGTON NORTHERN DEPOT

date
1902

style

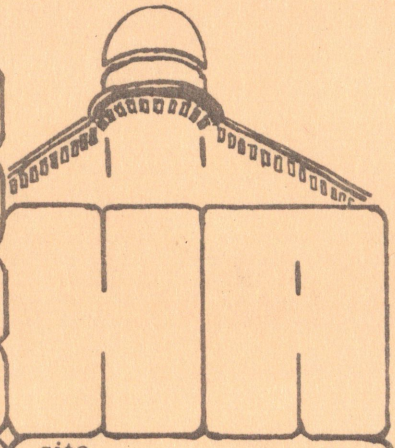
rating
A H

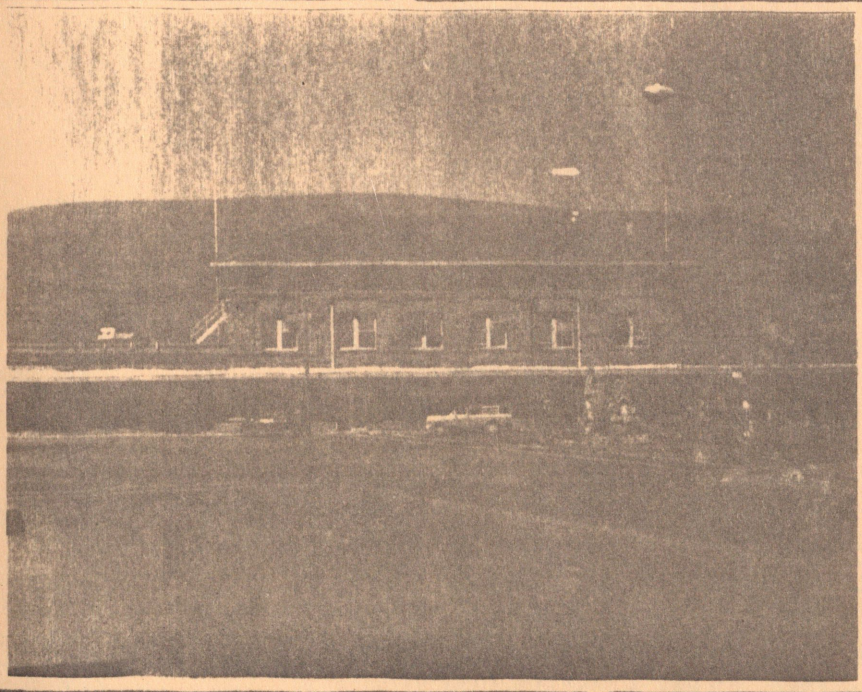
architect
ALLEN H. STEM

builder

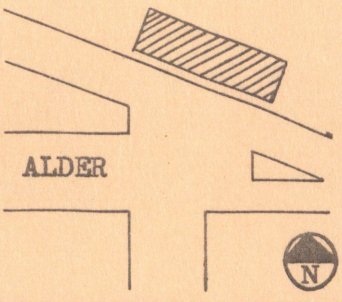
original use
NORTHERN PACIFIC DEPOT

present use
B.N.R.R. DEPOT





site



wall construction
BRICK

no. of stories
THREE

condition of structure
GOOD

historical significance

THE NORTHERN PACIFIC RAILROAD WAS THE FIRST RAILROAD TO COME TO MISSOULA IN 1883. THIS WAS A MAJOR STEP FOR MISSOULA'S GROWTH. THIS STRUCTURE WAS BUILT BY A NATIONALLY RECOGNIZED ARCHITECT, WHO HAS DONE MANY RAILROAD STATIONS ACROSS THE UNITED STATES.

architectural features

THE ROOF OF THE BUILDING IS MADE OF RED TILE. SEVEN PIERS ADORN THE FACADE, WITH THE TWO END PIERS ON EACH SIDE HAVINGORNATE CARVING BELOW THE THIRD FLOOR. WINDOWS WITH FLAT ARCHES ARE BETWEEN THE PIERS ON THE SECOND FLOOR. A ONE STOREY WING FLANKS THE THREE STOREY STRUCTURE ON BOTH ENDS. A METAL CANOPY EXTENDS ALONG THE ENTIRE LENGTH OF THE STREET SIDE OF THE STRUCTURE.

references

MISSOULA THE WAY IT WAS, LENORA KOELBEL
ORIGINAL DRAWINGS (BURLINGTON NORTHERN)

name
PARK HOTEL

date
1903

style

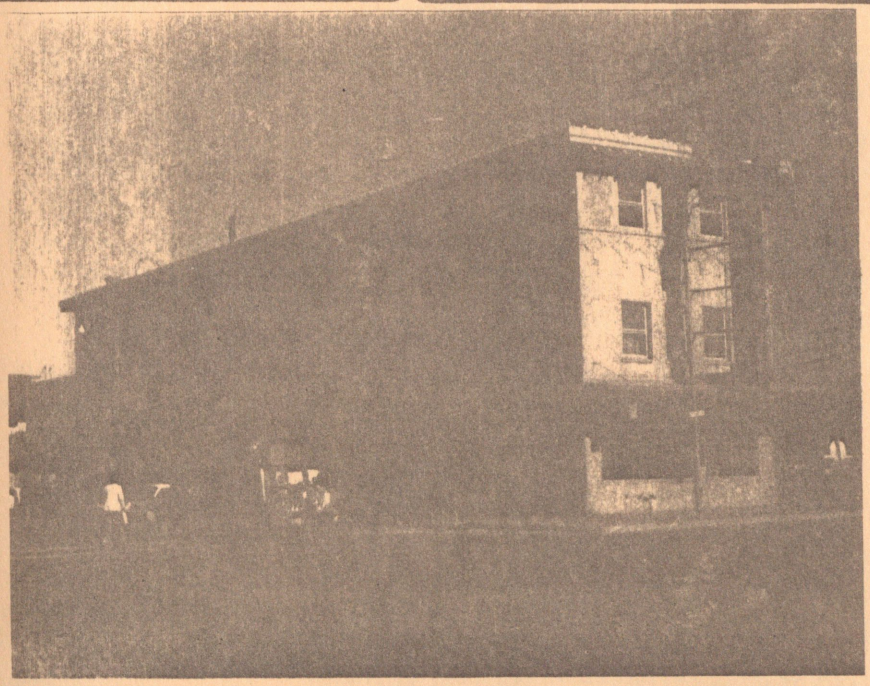
rating
A h

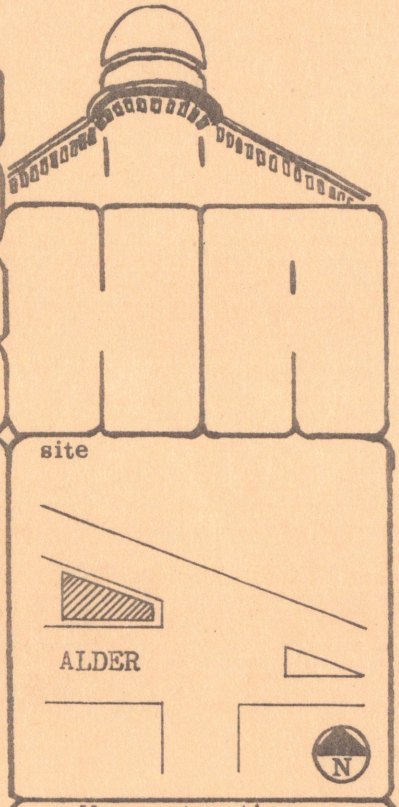
architect

builder

original use
HOTEL

present use
HOTEL





site

wall construction
BRICK

no. of stories
THREE

condition of structure
FAIR

historical significance

THIS STRUCTURE WAS BUILT SHORTLY AFTER THE NORTHERN PACIFIC DEPOT AND WAS ORIGINALLY CALLED THE GRAND PACIFIC HOTEL. LATER THE NAME WAS CHANGED TO THE KENNEDY HOTEL.

architectural features

THE BUILDING IS BUILT OF CREAM COLORED BRICK AND HAS AN ANGULAR ENTRANCE CUT ON THE CORNER FACING THE RAILROAD DEPOT. THE THIRD STOREY IS THE MOST DECORATIVE, CAPPING OFF THE STRUCTURE. A DIAMOND PATTERN OF BRICK PROTRUDE BELOW THE WINDOW SILLS OF THE THIRD FLOOR AND BRICK QUOINS ARE AT THE CORNERS AND BETWEEN THESE WINDOWS. A LARGE CORNICE TOPS OFF THE STRUCTURE.

references

DAILY MISSOULIAN APRIL 15, 1903
SANBORN MAP COMPANY JULY 1912

name
FIRST NATIONAL BANK

date
1963

style

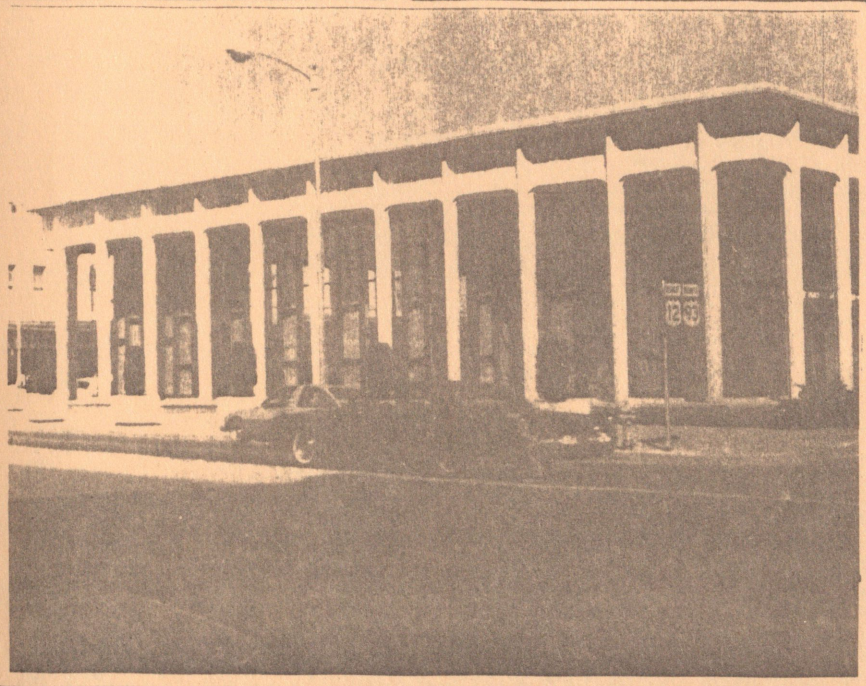
rating
a H

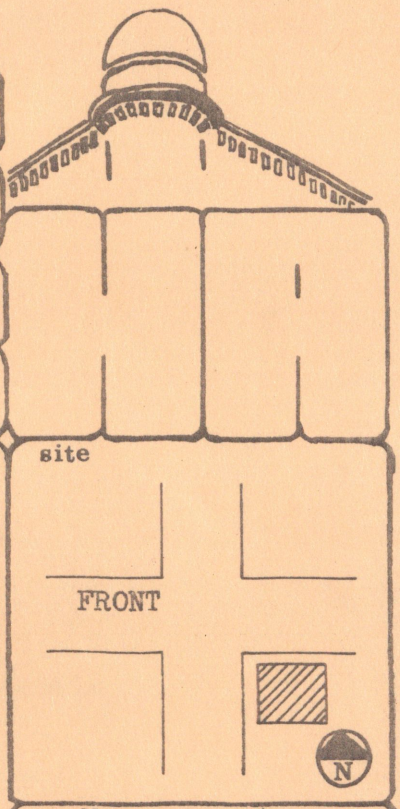
architect
FOX BALLAS & BARROW

builder

original use
BANK & OFFICES

present use
BANK & OFFICES





site

wall construction
REINFORCED CONCRETE

no. of stories
TWO

condition of structure
EXCELLENT

historical significance

THE FIRST NATIONAL BANK BEGAN IN MISSOULA IN 1873 AND IS THE OLDEST BANK IN MONTANA. THE ORIGINAL STRUCTURE ON THIS SPOT WAS BUILT IN 1890 BY THE ARCHITECTS PAULSEN & McCONNELL, AND WAS DEMOLISHED IN 1962.

architectural features

PRECAST CONCRETE MEMBERS ARE THE MAIN FEATURES OF THIS STRUCTURE. TWO STOREY WINDOWS FILL THE SPACE BETWEEN THESE PIERS.

references

MISSOULIAN-SENTINEL CENTENNIAL SEC B PG. 22
THE MISSOULA STORY
MISSOULA THE WAY IT WAS, LENORA KOELBEL

name
MCHAFFIE BLOCK (OXFORD)

date
1889

style

rating
A h

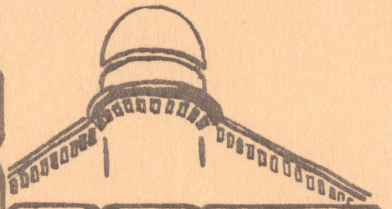
architect

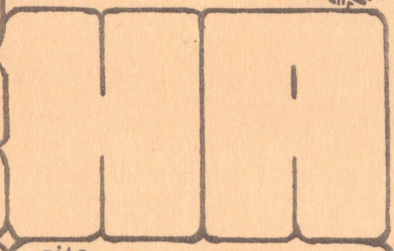
builder

original use
PRINTING SHOP

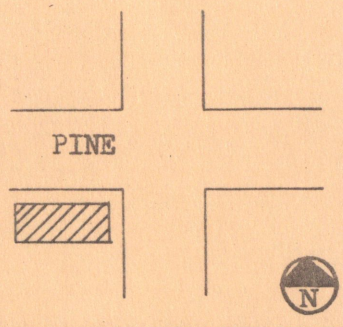
present use
CAFE - BAR







site



wall construction
BRICK

no. of stories
TWO

condition of structure
FAIR

historical significance

THIS BUILDING ORIGINALLY SERVED AS THE McHAFFIE PRINTING AND STATIONARY STORE. THE OXFORD HAS BEEN SERVING MISSOULA FOR OVER SEVENTY YEARS, AND BEEN AT THIS LOCATION SINCE ABOUT 1955.

architectural features

THIS BUILDING HAS AN EXTREMELY DECORATIVE CORNICE AND DISPLAYS THE ORIGINAL OWNERS NAME (F. M. McHAFFIE) ON THE CORNICE. CORBELING SETS AT THE BOTTOM OF THE CORNICE AND EXTENDS ACROSS THE FACADE. THE HEAD AND SILL OF THE WINDOWS ON THE SECOND FLOOR ARE ALSO ORNATE.

references

MISSOULIAN-SENTINEL CENTENNEAL SEC. D PG. 16
SANBORN MAP COMPANY NOVEMBER 1888
SANBORN MAP COMPANY JUNE 1890

name
ATLANTIC HOTEL

date
1902 - 1905

style

rating
A h

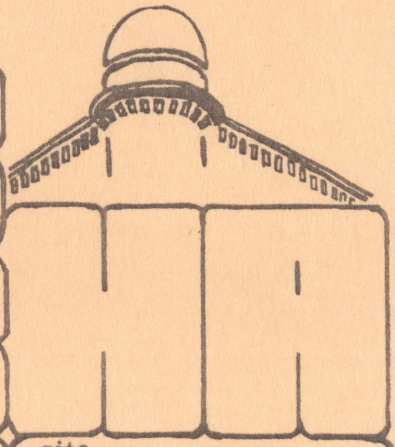
architect
A. J. GIBSON

builder

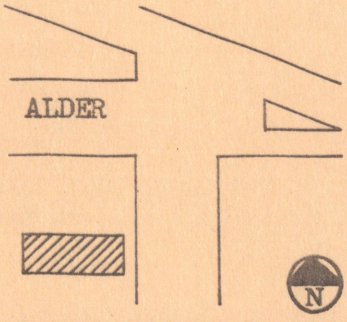
original use
HOTEL

present use
RETAIL SHOPS





site



wall construction
BRICK

no. of stories
THREE

condition of structure
FAIR

historical significance

THE BUILDING WAS ORIGINALLY ONE STOREY AND WITH THE COMPLETION OF THE DEPOT AT THIS END OF THE STREET, HERMAN KOHN HIRED GIBSON TO ADD TWO MORE STORIES. AFTER THE ADDITION, THE BUILDING HAD 30 ROOMS AND A CAFE ON THE FIRST FLOOR.

architectural features

THE BUILDING IS BUILT OF BEIGE COLORED BRICK WITH STONE SILLS ON THE UPPER WINDOWS. TWO PILASTERS FLANK THE FACADE, EXTENDING ABOVE THE CORNICE. THE SECOND STOREY WINDOWS USE BRICK TO IMITATE RUSTICATION, AND THE THIRD STOREY WINDOWS ARE FLAT ARCHED. DECORATIVE CORBELING EXTENDS ALONG THE FACADE BELOW THE CORNICE.

references

ORIGINAL DRAWINGS (WITMER & PRICE)
SANBORN MAP COMPANY MARCH 1902
DAILY MISSOULIAN 1905 (ADVERTISEMENT)

name
LUCYS

date
1908

style

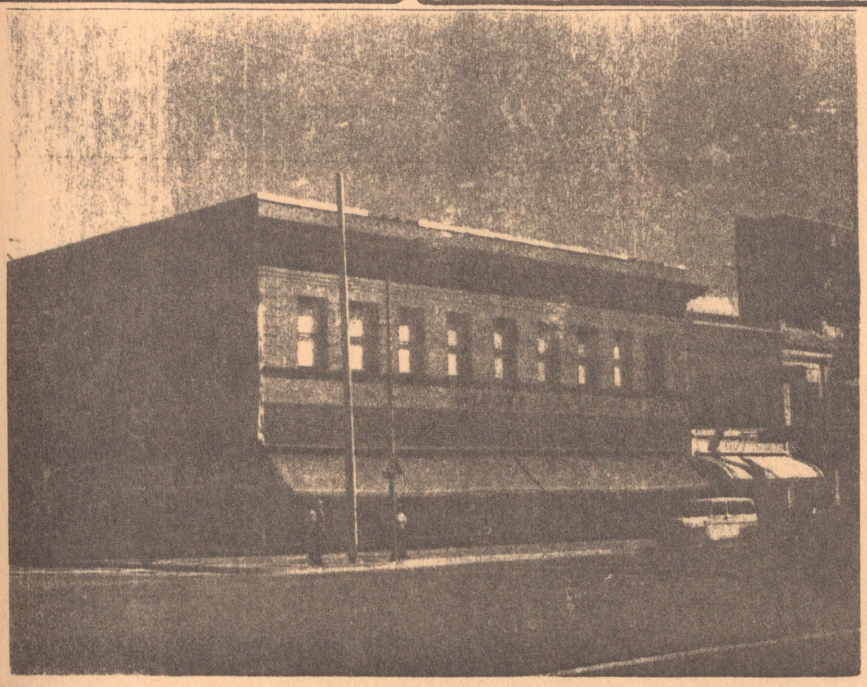
rating

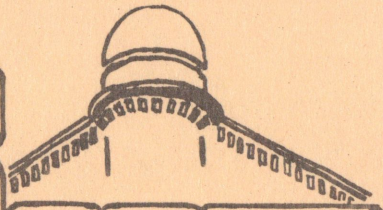
architect
A. J. GIBSON

builder

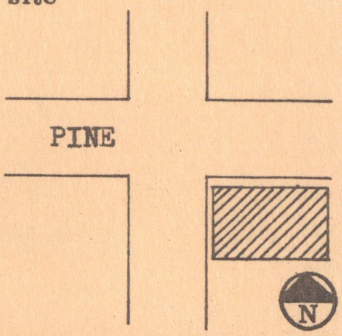
original use
RETAIL & FUNERAL HOME

present use
FURNITURE STORE





site



wall construction
BRICK

no. of stories
TWO

condition of structure
GOOD

historical significance

LUCYS WAS FOUNDED IN MISSOULA IN 1889 BY J. M. LUCY AND HE HAD THE PRESENT BUILDING BUILT IN 1908 WHEN HIS THREE SONS CAME INTO THE BUSINESS (J M LUCY & SONS). THE BUILDING WAS DESIGNED BY ONE OF MISSOULAS PROMINENT EARLY ARCHITECTS.

architectural features

THE BUILDING IS BUILT OF CREAM COLORED BRICKS WITH THE BRICKS FORMING QUOINS AT THE CORNERS. A CORNICE EXTENDS JUST BELOW THE ROOFLINE.

references

MISSOULIAN-SENTINEL CENTENNIAL JULY 27, 1960 SEC. E PG. 15
ORIGINAL DRAWINGS (WITWER& PRICE)

name
WILMA BUILDING

date
1921

style

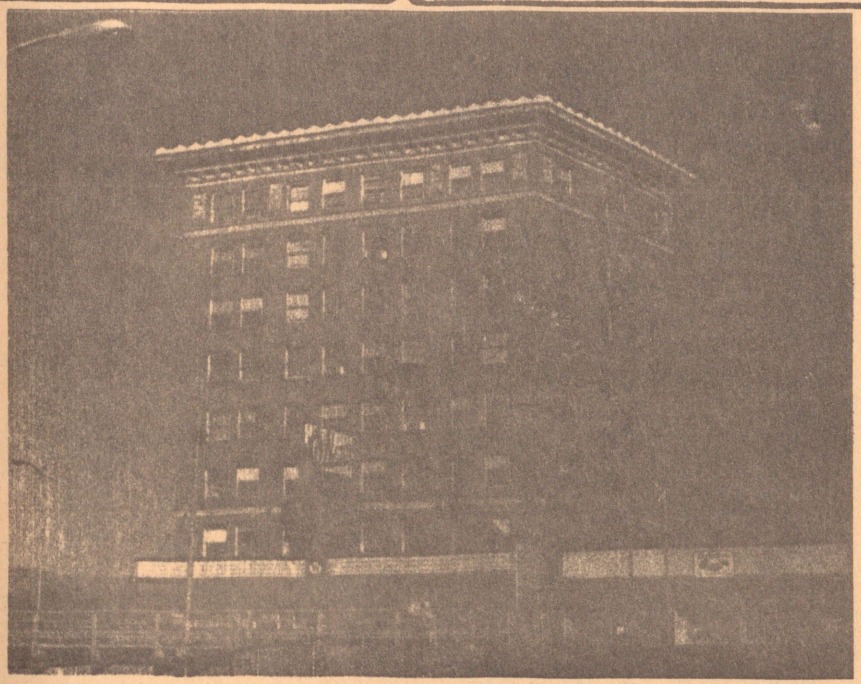
rating
A h

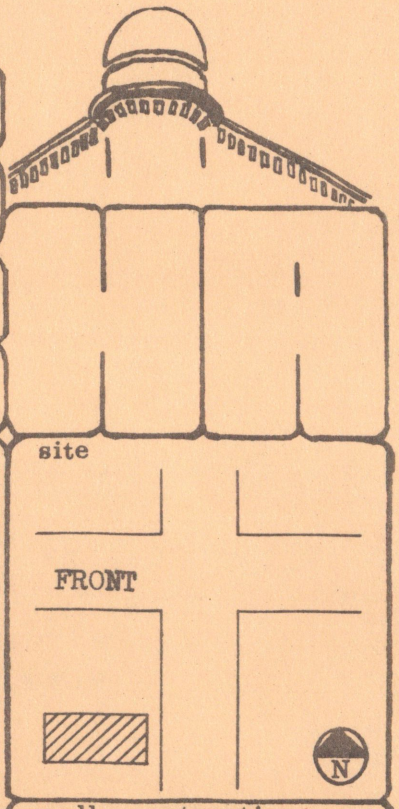
architect
OLE BAKKE

builder
G. D. FORSSEN

original use
THEATER & OFFICES & APTS

present use
THEATER & OFFICES & APTS.





site

wall construction
BRICK

no. of stories
TEN

condition of structure
GOOD

historical significance

IT WAS ORIGINALLY CALLED THE SMEAD-SIMONS BLOCK, AFTER THE OWNERS W.H. SMEAD AND W. A. SIMONS. IT WAS LATER RENAMED THE WILMA BUILDING AFTER MRS. SIMONS. THE STRUCTURE ORIGINALLY HOUSED A THEATER, SWIMMING POOL, CAFE, 50 OFFICES AND 12 APARTMENTS.

architectural features

THE BUILDING IS BUILT OF CREAM COLORED BRICKS, WITH YELLOW BRICKS FORMING A PATTERN BETWEEN THE SUPPORTING ELEMENTS. A SMALL CORNICE CARRIES THE ROOF LINES OF THE ADJOINING BUILDING AROUND THIS STRUCTURE, AND ANOTHER SEPERATES THE TOP FLOOR FROM THE REST OF THE BUILDING. A LARGE, DECORATIVE CORNICE CAPS OFF THE STRUCTURE. TWO FLOORS OF THE BUILDING ARE BELOW THE STREET LEVEL AND THE OTHER EIGHT ARE ABOVE. A CONCRETE WALK EXTENDS ALONG THE SOUTH SIDE OF THE BUILDING AT STREET LEVEL.

references

MISSOULIAN-SENTINEL CENTENNIAL JULY 27, 1960 SEC. D PG. 20

name
A & C DRUG - HALL TREE - DRAGSTADTS

date
1921

style

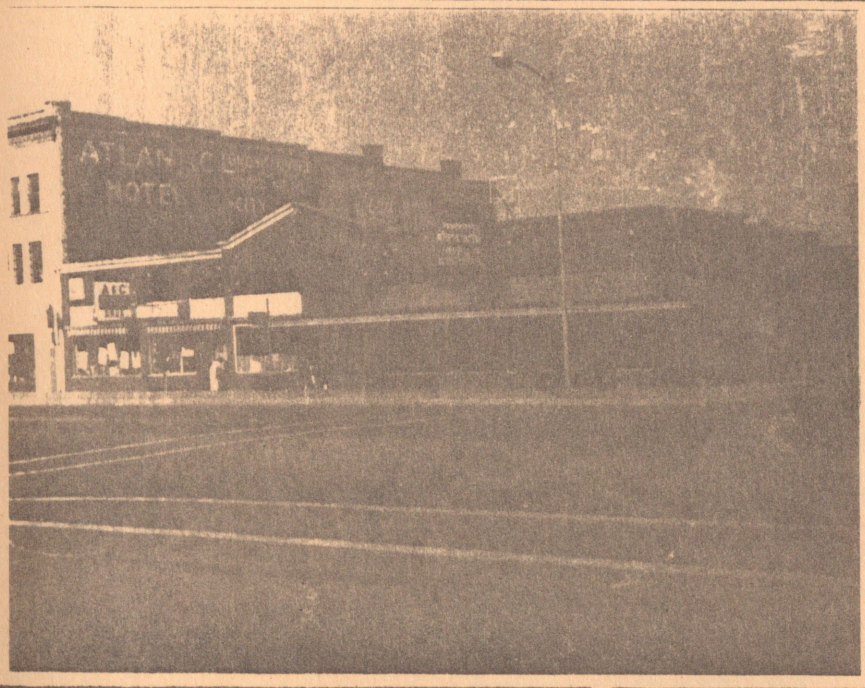
rating
a

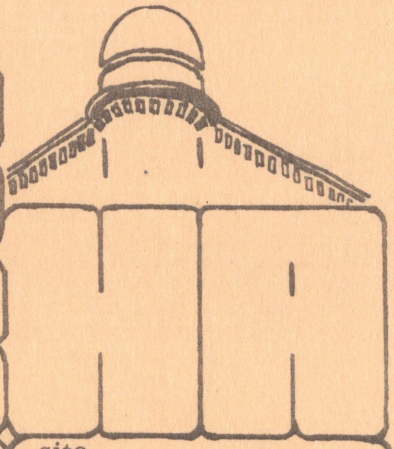
architect

builder

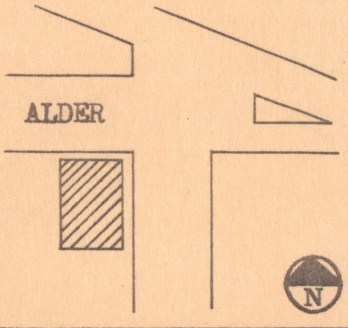
original use
RETAIL SHOPS

present use
RETAIL SHOPS





site



wall construction
BRICK

no. of stories
ONE

condition of structure
GOOD

historical significance

architectural features

THE BUILDING IS DIVIDED INTO THREE SECTIONS AND IS SYMETRICAL ABOUT THE VERTICAL AXIS OF THE FACADE. THE CENTRAL SECTION IS GABLED WHILE THE TWO ADJOINING SECTIONS ARE TOPPED WITH A FLAT CORNICE. THE UPPER SECTIONS OF THE FACADE CONTAIN PANELS WHICH ARE ROUGHCAST.

references

SANBORN MAP COMPANY 1921

name
MISSOULA MERCANTILE COMPANY

date
1877 - 1900

style

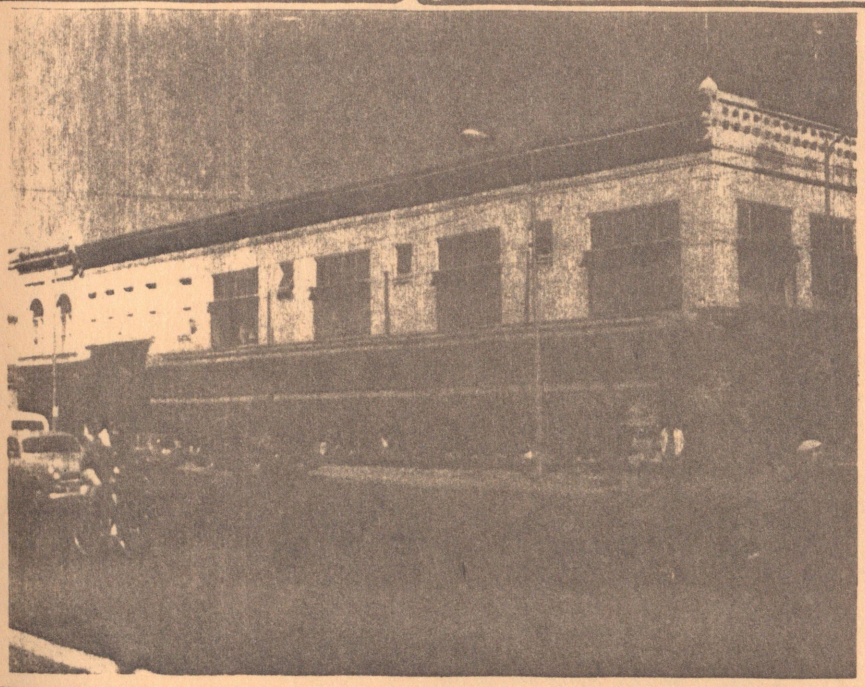
rating
A H

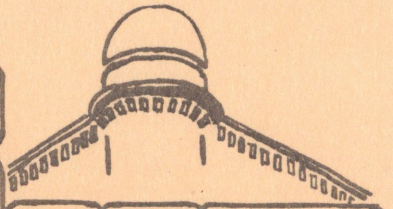
architect

builder

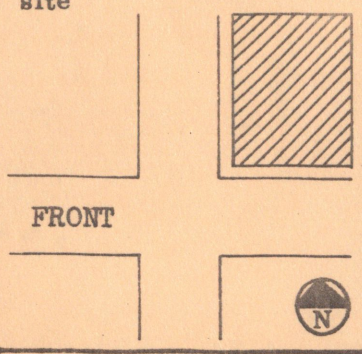
original use
DEPARTMENT STORE

present use
DEPARTMENT STORE





site



wall construction
BRICK

no. of stories
TWO

condition of structure
GOOD

historical significance

THE MERCANTILE WAS ESTABLISHED IN 1865 BY E. L. BONNER AND D.J. WELCH OTHER MISSOULA FOUNDERS TO SOON JOIN THE FIRM WERE R. A. EDDY AND A. B. HAMMOND. THE COMPANY MOVED TO THEIR PRESENT LOCATION IN 1877. BEING ONE OF THE FEW BRICK BUILDINGS IN TOWN DURING ITS EARLY DAYS IT WAS USED AS A REFUGE IN TIMES OF INDIAN UPRISINGS. THE MERCANTILE DEVELOPED INTO ONE OF THE LARGEST STORES IN MISSOULA, AND IS ONE OF THE OLDEST AND MOST SUCCESSFUL.

architectural features

THE BUILDING IS A COLLECTION OF STRUCTURES, HAVING STARTED ON THE CORNER AND GRADUALLY TAKEN OVER THE ENTIRE AREA FROM STREET TO ALLEY. A CORNICE EXTENDS ALONG THE ROOF LINE OF THE HIGGINS AVENUE FACADE. A VARIETY OF WINDOWS ADORN THE SECOND STOREY. THE FIRST STOREY FACADE IS FACED WITH CAST METAL. THE HIGGINS AVENUE ENTRANCE IS ACCENTED BY A SEMI-CIRCULAR METAL CANOPY AND IS FLANKED BY CAST COLUMNS BEARING A CAST CORNICE AND FRIEZE, WITH THE 'MISSOULA MERCANTILE CO' WRITTEN IN THE FRIEZE.

references

MISSOULA THE WAY IT WAS, LENORA KOELBEL
MISSOULIAN-SENTINEL CENTENNIAL JULY 27, 1960 SEC. A PG. 3

name
MISSOULIAN BUILDING

date
1937 + 1952

style

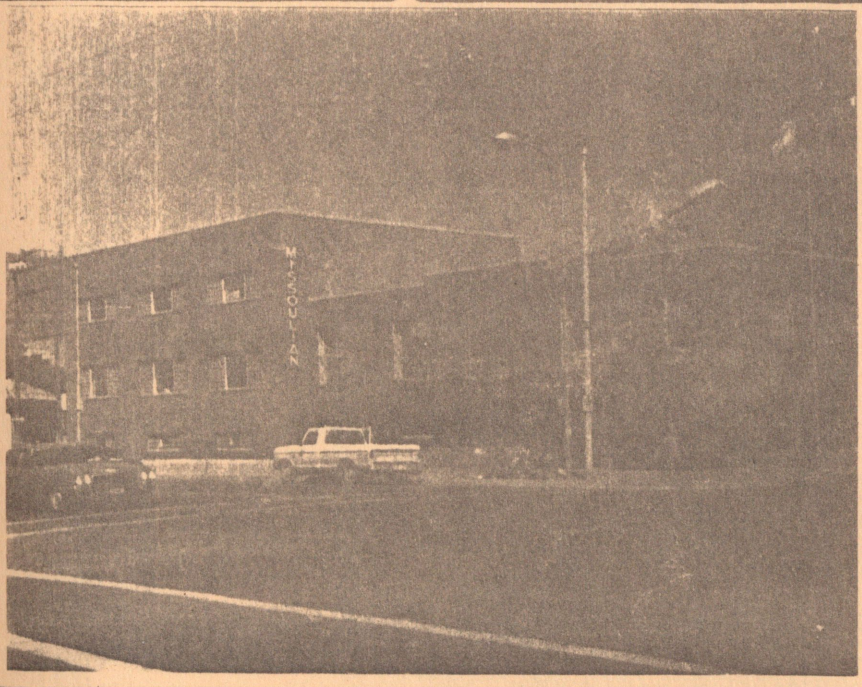
rating
a h

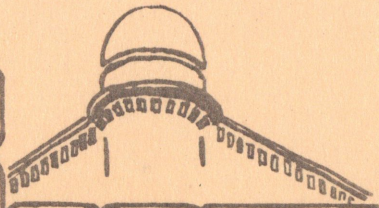
architect
C. J. FORBIS

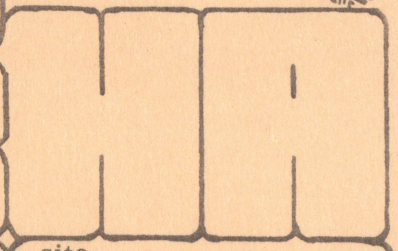
builder
GUS FORSSEN

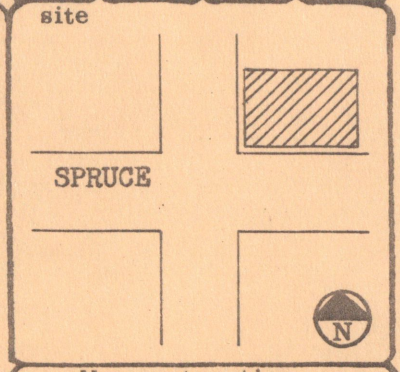
original use
NEWSPAPER OFFICE

present use
NEWSPAPER OFFICE









wall construction
BRICK

no. of stories
TWO + THREE

condition of structure
EXCELLENT

historical significance

THE MISSOULIAN HAS BEEN PRINTING SINCE 1873 AND IS THE SECOND OLDEST DAILY NEWSPAPER IN MONTANA. THEY MOVED TO THEIR PRESENT LOCATION IN MAY OF 1937.

architectural features

THE BUILDING IS CONSTRUCTED OF THREE COLORS OF BRICK: BROWN, RED-BROWN AND DARK BROWN. THERE IS A SOLDIER COURSE BELOW THE CAPPING OF THE ORIGINAL BUILDING, AND ANOTHER ABOVE THE SECOND FLOOR WINDOWS. THE WINDOWS OF THE ADDITION MAKE USE OF INDUSTRIAL SASH.

references

MISSOULIAN-SENTINEL CENTENNIAL JULY 27, 1960 SEC E PG. 5
DAILY MISSOULIAN MAY 9,1937
DAILY MISSOULIAN SEPT. 18, 1955

name
HAMBURGER ACE DRIVE IN

date
1971

style
CONTEMPORARY

rating
N

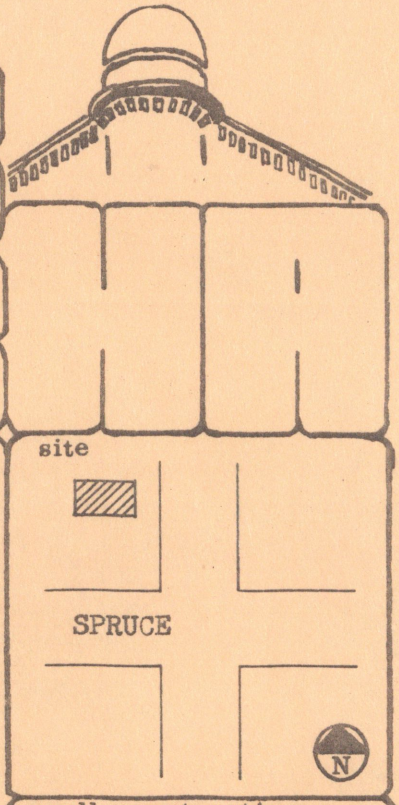
architect

builder

original use
FAST FOOD SERVICE

present use
FAST FOOD SERVICE





wall construction
CONCRETE BLOCK

no. of stories
ONE

condition of structure
EXCELLENT

historical significance

architectural features

references

DAILY MISSOULIAN MARCH 7, 1971

name
FLORENCE HOTEL

date
1941

style

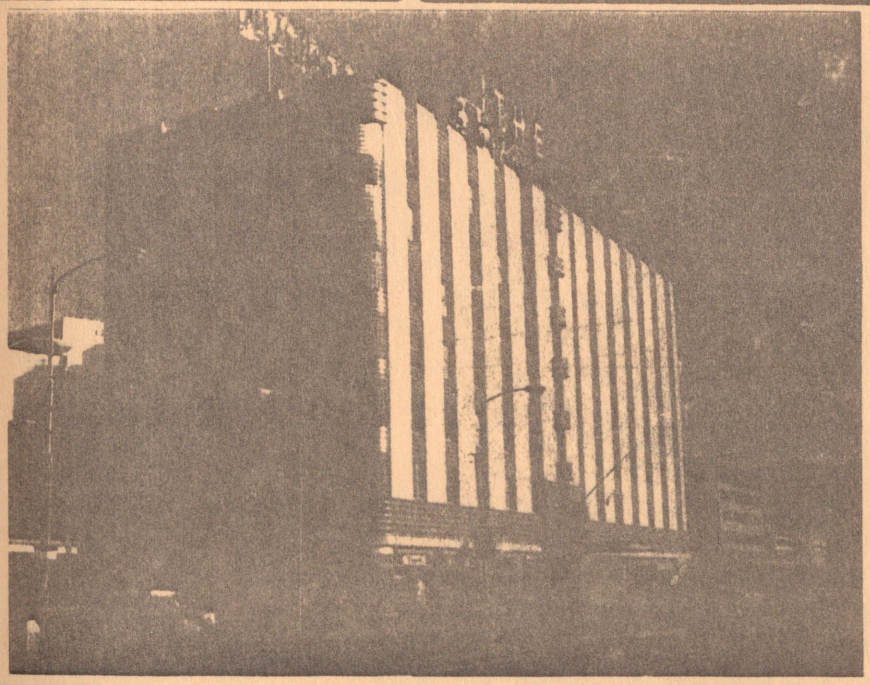
rating

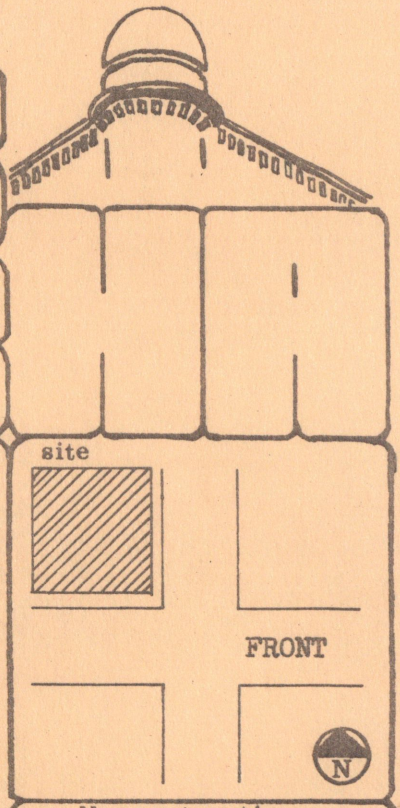
architect
G. A. PEHRSON

builder
ALLOWAY & GEORG

original use
HOTEL

present use
HOTEL





wall construction
CONCRETE

no. of stories
SEVEN

condition of structure
EXCELLENT

historical significance

THE FLORENCE HOTEL HAS STOOD ON THIS SPOT SINCE 1889, AND HAS BEEN ONE OF MISSOULA'S GRANDEST HOTELS EVERY SINCE. IT TAKES ITS NAME FROM THE WIFE OF ONE OF MISSOULA'S EARLY FOUNDERS A. B. HAMMOND. SINCE THE BUILDING OF THE FIRST FIVE STOREY HOTEL, IT HAS BEEN THE VICTIM OF TWO FIRES. THE FIRST WAS JAN. 10, 1913 AND THE SECOND WAS SEPT. 24, 1936. AFTER THE SECOND FIRE, THE PEOPLE OF MISSOULA FORMED A COMMITTEE TO FINANCE AND PROMOTE THE REBUILDING OF THE HOTEL ON THE SAME LOCATION.

architectural features

THE EXTERIOR OF THE HOTEL IS FORMED OF VERTICAL CONCRETE STRUCTURAL ELEMENTS AND HORIZONTAL BANDS OF TERRA COTA. THE INTERIOR CONTAINS AN ARCADE FOR SHOPS ON THE FIRST FLOOR.

references

DAILY MISSOULIAN JUNE 15, 1941
MISSOULA THE WAY IT WAS, LENORA KOELBEL

name
J. C. PENNEY

date
1951

style

rating

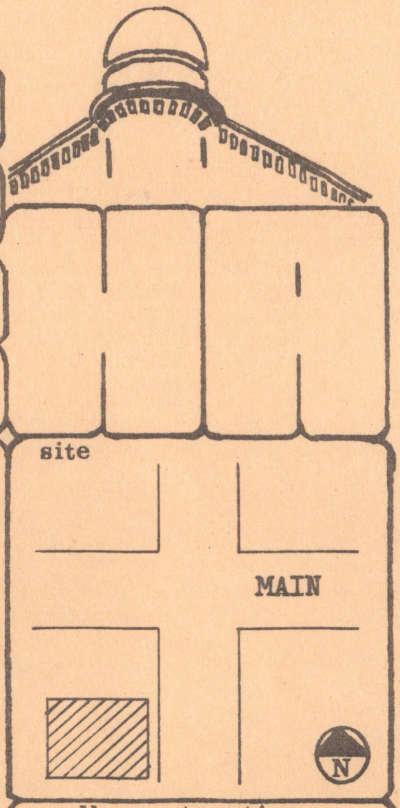
architect
FOX & BALLAS

builder
HIGHTOWER & LUBRECHT

original use
DEPARTMENT STORE

present use
DEPARTMENT STORE





wall construction
BRICK

no. of stories
TWO

condition of structure
EXCELLENT

historical significance

J C PENNEY WAS FOUNDED IN MISSOULA IN 1915 AND THEY HAVE BEEN AT THEIR PRESENT LOCATION SINCE 1928. THE PRESENT BUILDING WAS BUILT TO REPLACE ONE WHICH WAS DESTROYED IN A FIRE IN 1950.

architectural features

THE FRONT OF THE BUILDING IS FACED WITH BROWN AND LIGHT BEIGE CEREMIC VENEER. THE CENTER PANEL IS BEIGE AND THE OUTSIDE BORDER IS BROWN.

references

DAILY MISSOULIAN JULY 11, 1951 PG. 1

name
MILWAUKEE ROAD DEPOT

date
1910

style

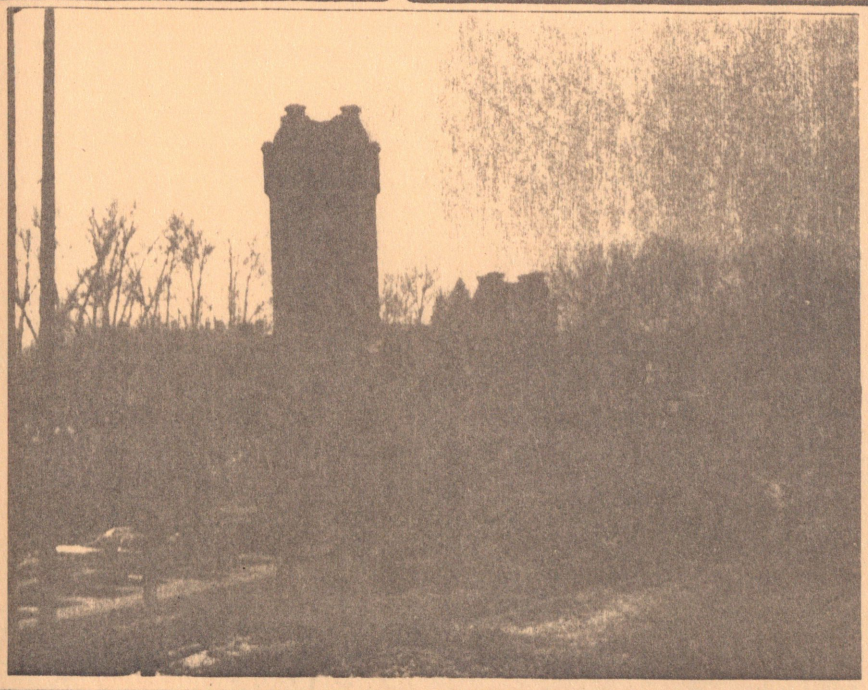
rating

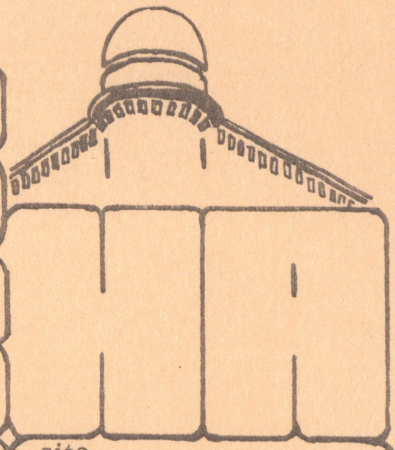
architect

builder
OLSON & JOHSON

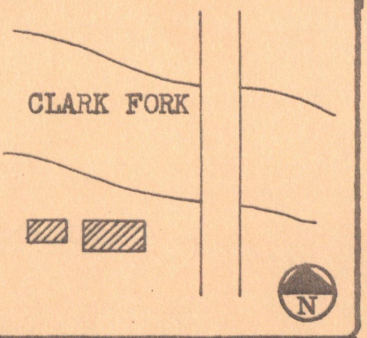
original use
PASSENGER DEPOT

present use
FREIGHT DEPOT





site



wall construction
BRICK

no. of stories
TWO

condition of structure
GOOD

historical significance

THE CHICAGO, MILWAUKEE & ST PAUL RAILROAD REACHED MISSOULA ON OCTOBER 20, 1908 AND HAS PLAYED AN IMPORTANT PART IN ITS GROWTH AS A MAJOR MONTANA CITY.

architectural features

THE DEPOT CONSISTS OF A MAIN STATION AND A BAGGAGE AND EXPRESS BUILDING. THE MAIN STATION HAS TWO TOWERS, WITH THE HIGH TOWER 87' HIGH AND 16' SQUARE, AND THE OTHER TOWER EXTENDING 15' ABOVE THE ROOF. THE BUILDINGS ARE MADE OF CREAM COLORED PRESS BRICK WITH THE SILLS AND TRIMMING MADE FROM INDIANA BUFF BEDROCK STONE. THE MAIN STATION HAS THREE CANOPIED ENTRANCES. THE INTERIORS ARE DEEP BEAMED WITH WAINSCOTTING ON THE WALLS.

references

DAILY MISSOULIAN JUNE 29, 1910
DAILY MISSOULIAN JULY 21, 1964

name
MISSOULA BANK OF MONTANA

date
1935

style

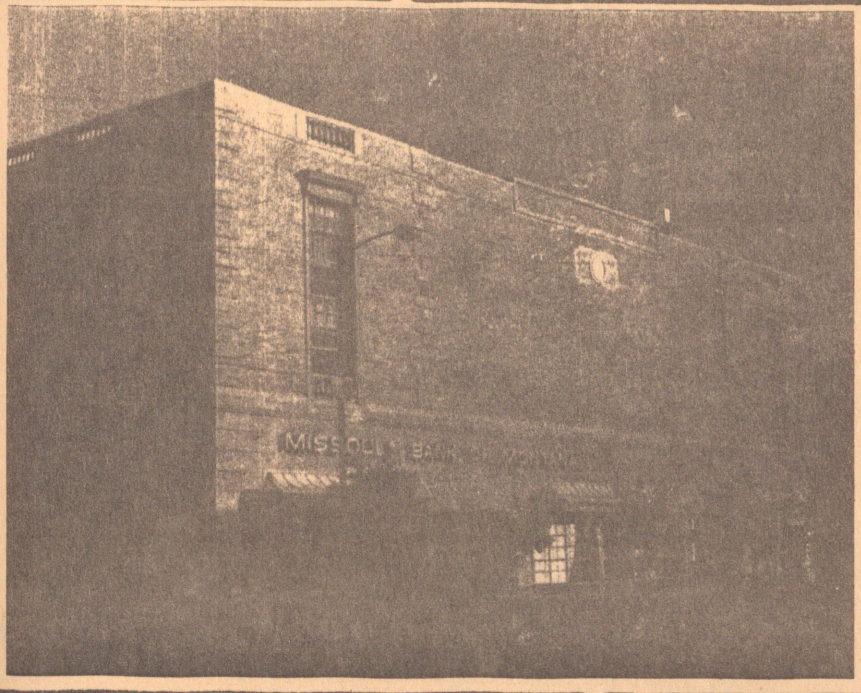
rating

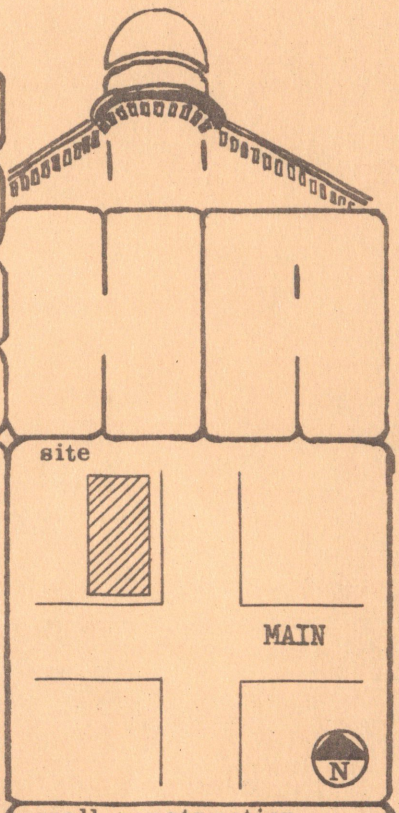
architect

builder
JOHN E. HIGHTOWER

original use
MONTGOMERY WARDS

present use
BANK AND STORES





wall construction
BRICK

no. of stories
THREE

condition of structure
EXCELLENT

historical significance

THIS SITE WAS OCCUPIED BY TWO OTHER STRUCTURES. IN 1871 C. P. HIGGINS AND F. L. WORDEN BUILT THE FIRST STONE BUILDING IN MISSOULA ON THIS SITE, AND IT WAS KNOWN AS THE STONE BLOCK. IN THE 1880'S DONAHUE CONSTRUCTED A BUILDING HERE WHICH WAS OWNED BY MARCUS DAILY AND THEN LATER AGAIN BY DONUHUE IN 1914. THE FIRST BANK OF MONTANA WAS ALSO LOCATED ON THIS SITE. THE DONUHUE BLOCK WAS TORN DOWN IN 1935 FOR THE CONSTRUCTION OF THE PRESENT BUILDING.

architectural features

ORIGINALLY THE STRUCTURE WAS COVERED WITH 250 GALLONS OF WHITE PAINT, BUT HAS BEEN SAND-BLASTED TO EXPOSE THE BRICK. THE HIGGINS AVENUE FACADE HAS A CLOCK SET IN THE BRICK AND LARGE WINDOWS SPAN THE TOP TWO FLOORS. METAL CANOPIED SHOW WINDOWS ADORN THE HIGGINS AVENUE FACADE ALSO. THE INTERIOR SPACES HAVE BEEN CHANGED TO HOUSE THE BANK AND A SERIES OF RETAIL SHOPS AND OFFICES.

references

DAILY MISSOULIAN JAN. 8, 1964 PG. 1
DAILY MISSOULIAN NOV. 8, 1935 PG. 1

name
YERRICK BLOCK (DIANA SHOP & WOOLWORTHS)

date
1897

style

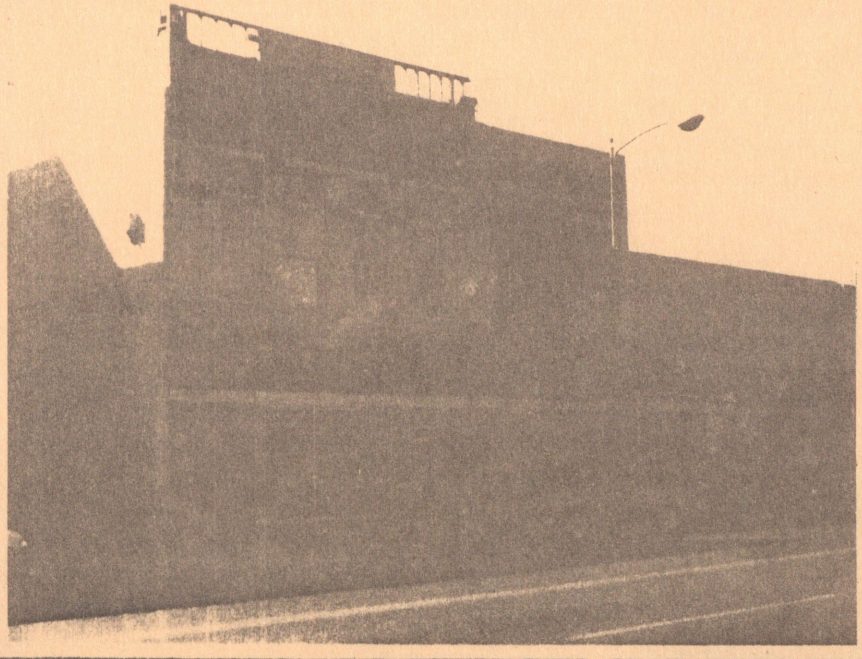
rating
ra H

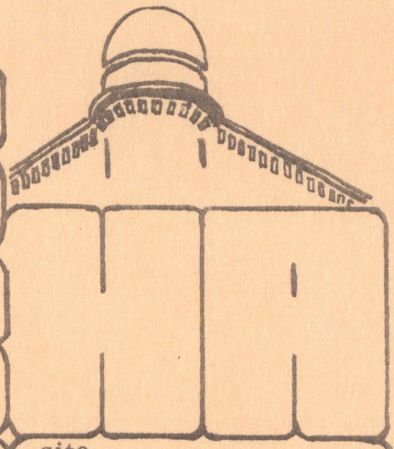
architect

builder
CHARLES OWENS

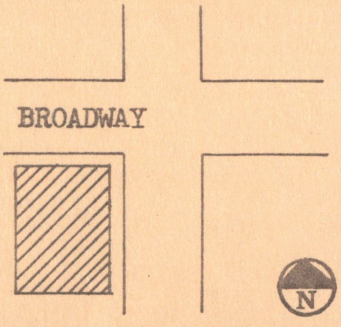
original use
IOOF & RETAIL SHOPS

present use
IOOF & RETAIL SHOPS





site



wall construction
BRICK

no. of stories
TWO & ONE

condition of structure
GOOD

historical significance

THE BUILDING ON THE SOUTH WAS THE ORIGINAL IOOF HALL AND IS STILL USED FOR THIS PURPOSE TODAY ON THE SECOND FLOOR. THE BUILDING DATES FROM THE LATE 1880'S. THE REST OF THE BLOCK WAS CONSTRUCTED IN 1897. THE GOLDEN RULE GROCERY STORE WAS ORIGINALLY ON THE CORNER AND WOOLWORTHS OPENED BELOW THE IOOF HALL IN 1911. THROUGH THE YEARS WOOLWORTHS HAS GRADUALLY EXPANDED OUT TO THE DIANA SHOP.

architectural features

THE ORIGINAL FACADES HAVE BEEN COVERED OVER AND MADE INTO FLAT BILLBOARD FACADES, BUT AT THE TIME OF THIS SURVEY THEY ARE PRESENTLY RESTORING THE UPPER FACADES BACK INTO THE ORIGINAL STYLE. THE LOWER STORE FRONTS WILL BE TIED TOGETHER AND THE BUILDING WILL HOUSE THREE SHOPS.

references

THE MISSOULIAN MAY 16, 1976
DAILY MISSOULIAN JULY 15, 1897
SANBORN MAP COMPANY MARCH 1902

name

ESQUIRE MOTORS

date

1920'S

style

rating

a

architect

builder

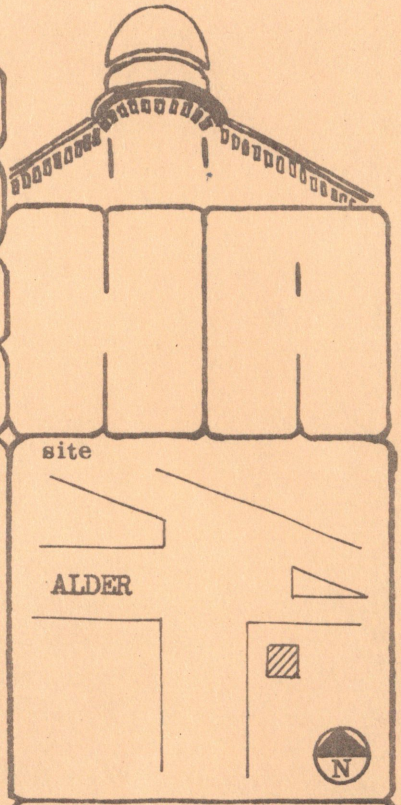
original use

SERVICE STATION

present use

USED CAR LOT





site

wall construction

BLOCK

no. of stories

ONE

condition of structure

FAIR

historical significance

architectural features

THE STRUCTURE HAS A TILE ROOF WHICH IS PATTERNED AFTER THE RAILROAD STATION'S LOCATED ACROSS CIRCLE SQUARE. THE ROOF IS SUPPORTED AT ONE END BY THE BUILDING AND AT THE OTHER BY TWO METAL COLUMNS, WHICH ARE DORIC IN DESIGN.

references

JOHN TOOLE (INTERVIEW)

name
B &B PAWN SHOP

date

style

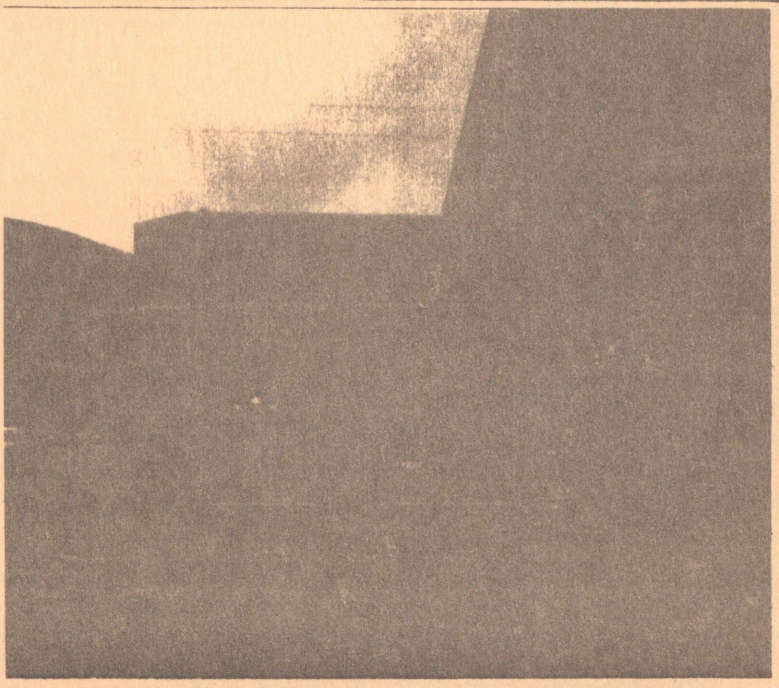
rating
N

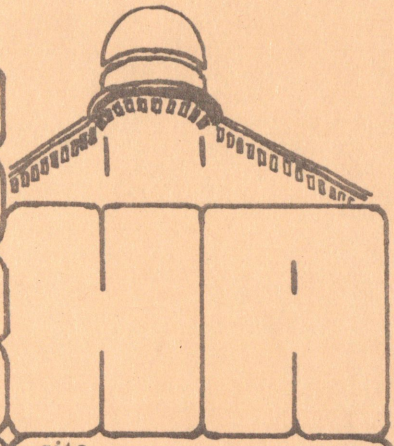
architect

builder

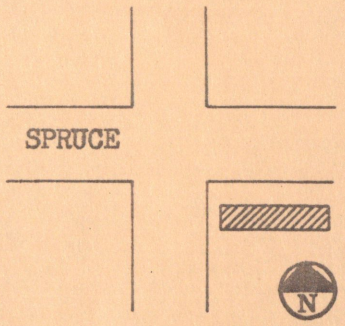
original use
GAS STATION

present use
PAWN SHOP





site



wall construction

no. of stories
ONE

condition of structure
GOOD

historical significance

architectural features

references

name

HAMMOND ARCADE BUILDING

date

1933

style

rating

architect

ROSCOE C. HUGENIN

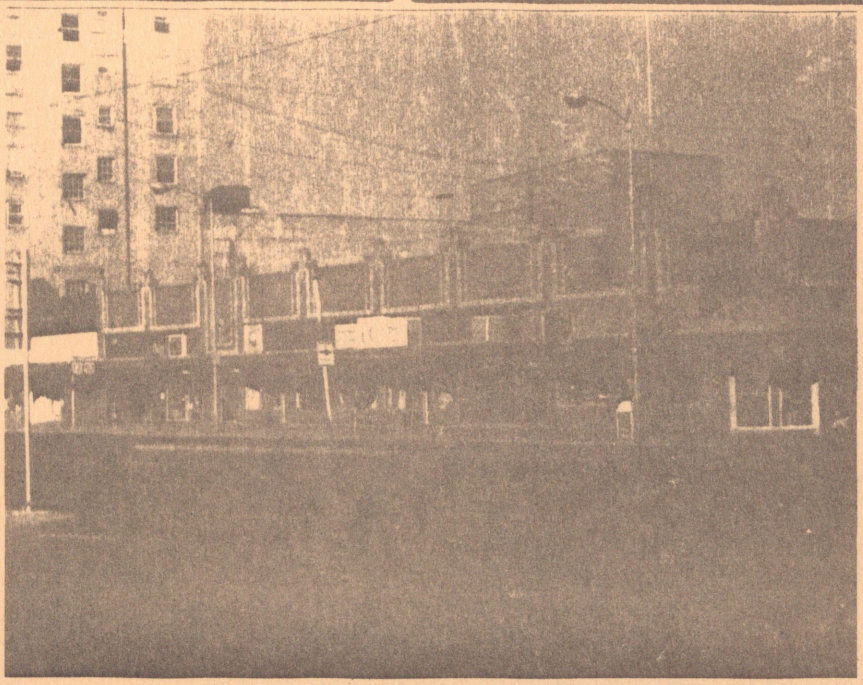
builder

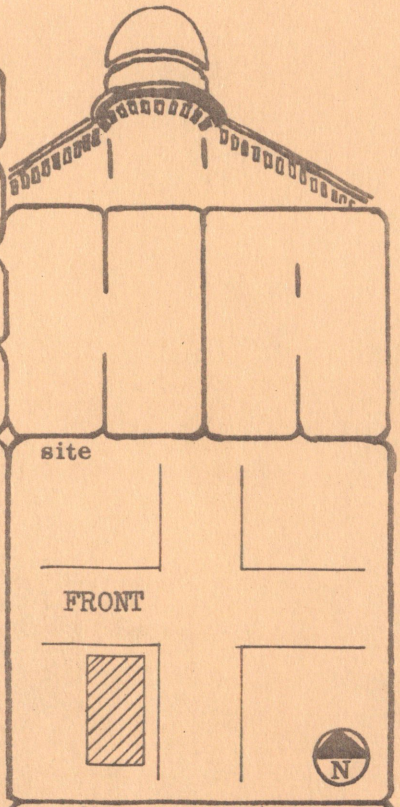
original use

RETAIL SHOPS

present use

RETAIL SHOPS





wall construction

BRICK

no. of stories

ONE

condition of structure

GOOD

historical significance

THE PRESENT BUILDING REPLACED THE ORIGINAL HAMMOND BUILDING WHICH WAS BUILT ON THIS SPOT IN 1890, AND WAS BURNED IN A FIRE IN 1932. THE BUILDING BEARS THE NAME OF A. B. HAMMOND, AN EARLY DAY MISSOULA PIONEER. THE MISSOULA DRUG COMPANY HAS OCCUPIED THE CORNER LOCATION OF THIS SPOT SINCE 1897.

architectural features

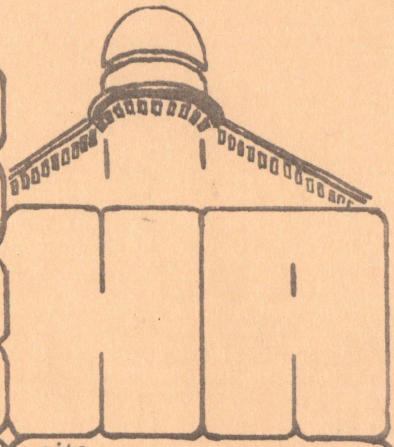
THE BUILDING IS BUILT WITH TWO COLORS OF BRICK, WITH TERRA COTA ORNAMENTATION AND A MARQUEE OVER THE ENTIRE LENGTH OF THE SIDEWALK. SPECIAL FEATURE OF THE BUILDING IS THE INTERIOR LIGHTED ARCADE, WITH PLATE GLASS SHOW WINDOWS AND A PHOTO-ELECTRIC SWITCH TO CONTROL THE INTERIOR LIGHTS.

references

DAILY MISSOULIAN APRIL 5, 1933 PG. 1

daily MISSOULIAN OCT. 10, 1932 PG. 2

name
MORGAN JEWELERS & DIXON &HOON SHOES



date
1902 - 1912

style

rating
ra

architect

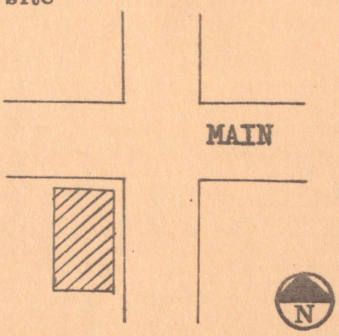
builder

original use
RETAIL SHOPS

present use
RETAIL SHOPS



site



wall construction
BRICK

no. of stories
TWO

condition of structure
GOOD

historical significance

architectural features

THE BUILDINGS ARE PRESENTLY COVERED ON THE SECOND LEVEL BY BILLBOARD TYPE FACADES WHICH SHOULD BE REMOVED TO EXPOSE THE ORIGINAL.

references

SANBORN MAP COMPANY MARCH 1902
SANBORN MAP COMPANY JULY 1912

name
WESTERNERS

date
1919

style

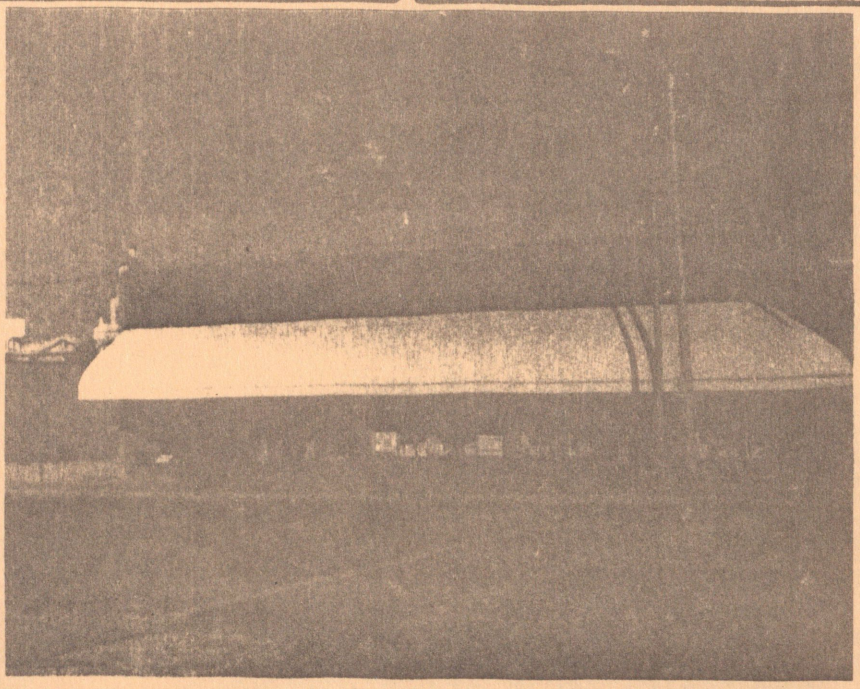
rating
a h

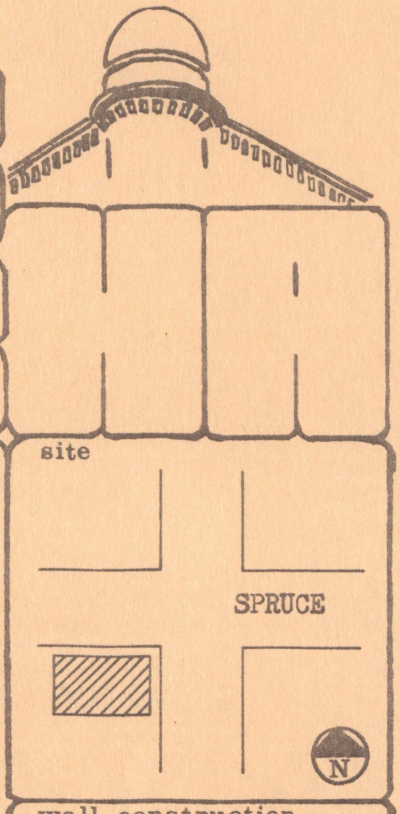
architect

builder

original use
CLOTHING STORE

present use
CLOTHING STORE





site

wall construction
BRICK

no. of stories
ONE

condition of structure
GOOD

historical significance

THIS COMPANY FIRST OPENED IN 1908 IN THE PARK HOTEL. THEY MOVED TO THEIR PRESENT LOCATION IN 1919. THE NAME CAME ABOUT BY COMBINING THE NAME OF THE TWO OWNERS 'WESTON' AND 'STERNER' IN 1920.

architectural features

THE BUILDING IS BUILT OF RED BROWN BRICK WITH A ROW OF CORBELING SET BELOW THE CAPPING. INSET BRICK PANELS ALSO ADORN THE FACADE ABOVE THE CANOPY.

references

MISSOULIAN-SENTINEL CENTENNIAL SEC. C PG. 17
SANBORN MAP COMPANY 1921

name

LARKEN FURNITURE

date

1955

style

rating

a

architect

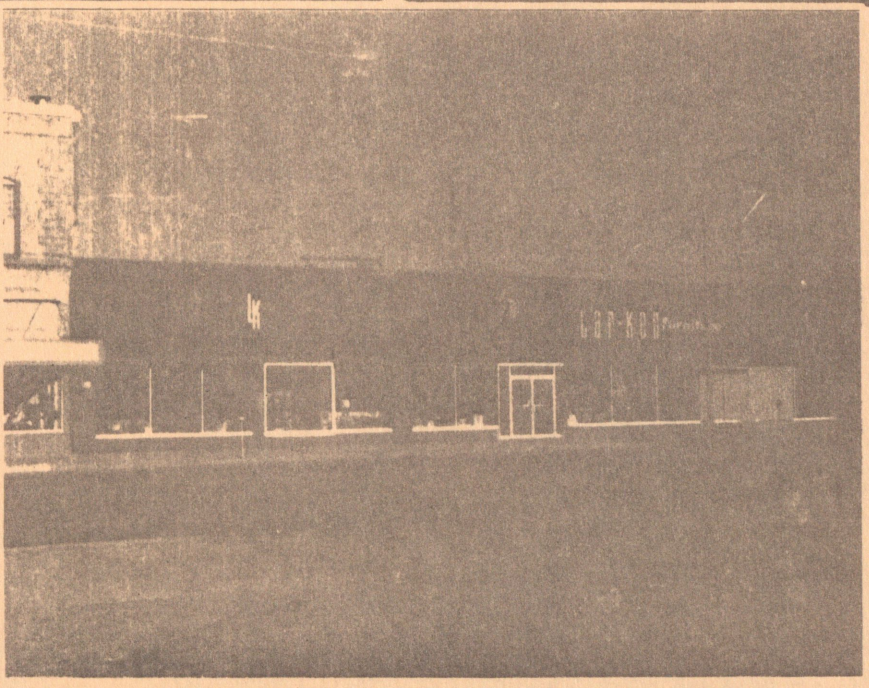
builder

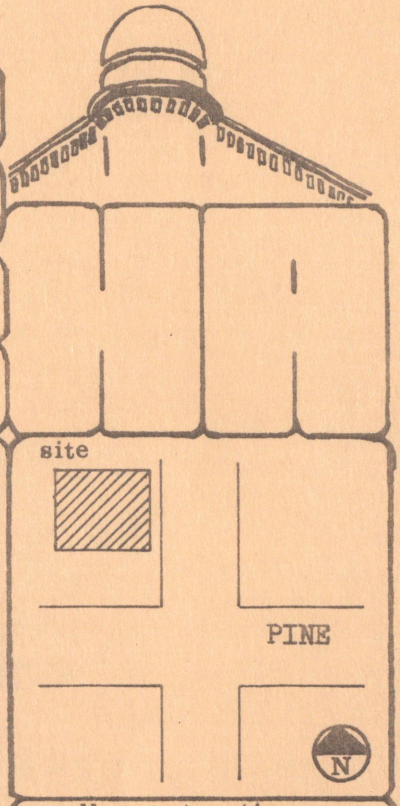
original use

HARDWARE STORE

present use

FURNITURE STORE





wall construction

BRICK

no. of stories

ONE

condition of structure

EXCELLENT

historical significance

THIS BUILDING WAS CONSTRUCTED TO REPLACE GAMBLES AND THE SHAPHARD HOTEL WHICH BURNED HERE ON JANUARY 1, 1942. THE BUILDINGS WERE HIT BY FIRE AGAIN ON JANUARY 23, 1955 AND THEN THE BUILDING WAS RESTORED TO LOOK AS IT DOES TODAY.

architectural features

GLASS SHOW WINDOWS EXTEND ALL ALONG THE HIGGINS AVENUE FACADE INTERUPTED ONLY BY THE ENTRANCE AND A PILASTER, WHICH ALONG WITH ANOTHER FRAMES AN OLD STORE FRONT. A ROW OF CORBELING EXTENDS FROM THE TOP OF THESE PILASTERS ALONG THE FACADE.

references

THE MISSOULIAN JANUARY 24, 1955

name
GARDEN CITY NEWS

date
1889

style

rating
a

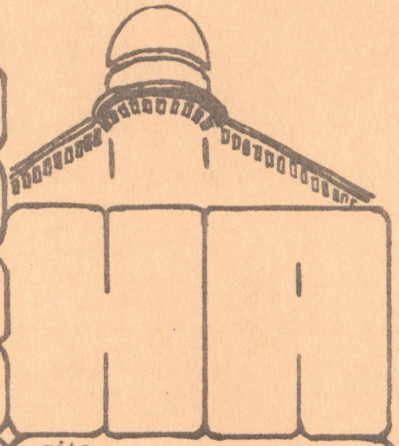
architect

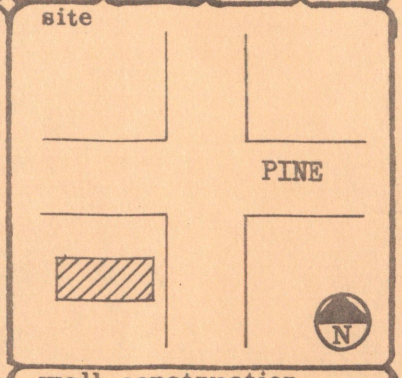
builder

original use
MEAT MARKET

present use
BOOKSTORE







wall construction
BRICK

no. of stories
TWO

condition of structure
FAIR

historical significance

architectural features

A CENTRAL ENTRANCE TO THE SECOND FLOOR WHICH IS FLANKED BY IDENTICAL STORE FRONTS. THE BRICK ON THE SECOND STOREY HAS BEEN PLASTERED OVER AND ONLY THE BRICK SILLS REMAIN VISIBLE.

references

SANBORN MAP COMPANY NOVEMBER 1888
SANBORN MAP COMPANY JUNE 1890

name
RUSANS & GAMER'S/DAVIS& GENTRY/ KLOTHES KLOSET

date
1967 - 1968

style
CONTEMPORARY

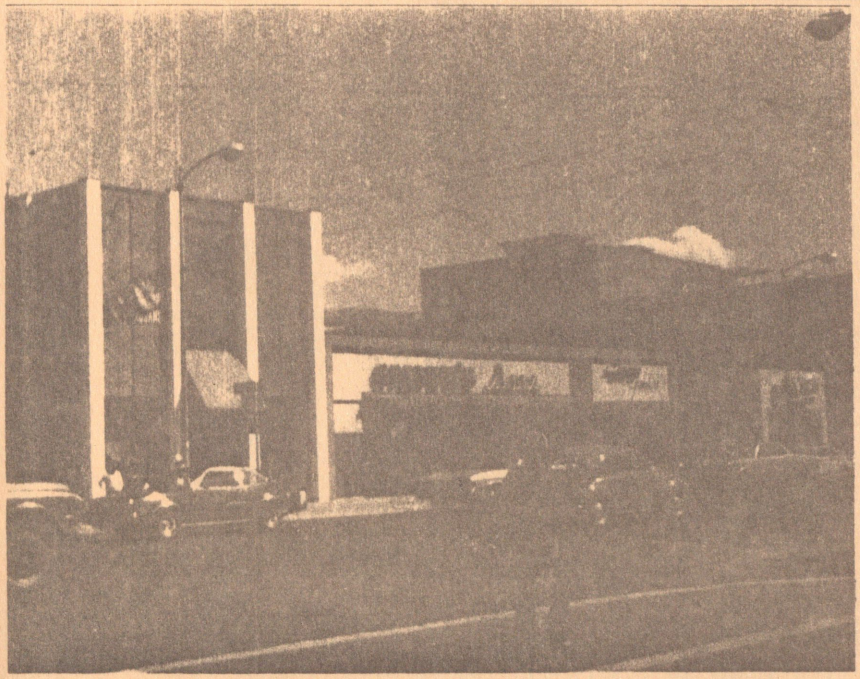
rating
a

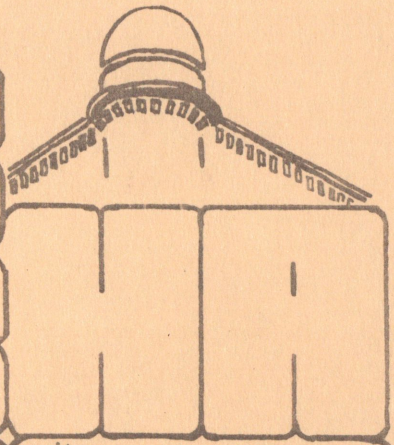
architect

builder

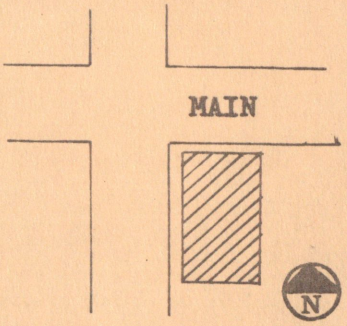
original use
RETAIL SHOPS

present use
RETAIL SHOPS





site



wall construction

no. of stories

condition of structure
EXCELLENT

historical significance

THESE STRUCTURES WERE ALL BUILT AFTER A FIRE ON MAY 9, 1966 BURNT DOWN THE STRUCTURES THAT WERE PREVIOUSLY ON THIS BLOCK.

architectural features

THE STRUCTURES ARE ALL OF MODERN STYLE , WITH VARIOUS USES OF MASONRY, STEEL, BLOCK AND CONCRETE.

references

DAILY MISSOULIAN MAY 10, 1966
THE MISSOULIAN SEPTEMBER 24, 1967

name
GOLDEN PHEASENT

date
1902 - 1903

style

rating
a

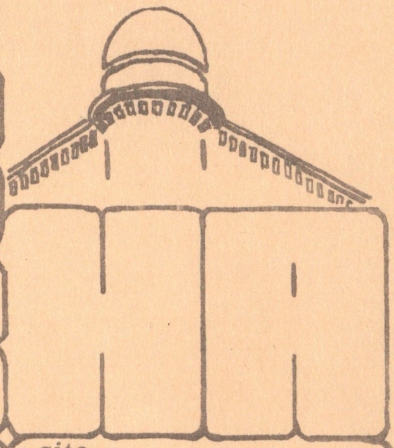
architect

builder

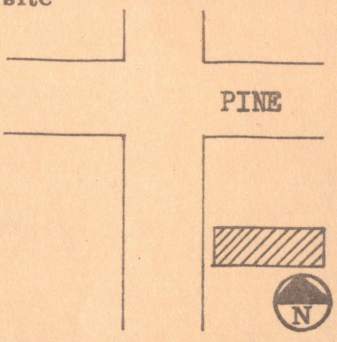
original use
RETAIL SHOPS

present use
RESTAURANT





site



wall construction
BRICK

no. of stories
TWO

condition of structure
GOOD

historical significance

WILLIAM N. DIXON OPENED UP A SHOE STORE ON THE SOUTHERN CORNER OF THIS BUILDING IN 1903 AND STILL CONTINUES THIS TRADITION ON HIGGINS AVENUE (DIXON & HOON). THE CHINESE RESTAURANT OPENED ON THIS LOCATION IN 1941.

architectural features

THIS STRUCTURE HAS A NEW STORE FRONT PLACED ON THE ORIGINAL. THE UPPER FLOOR WINDOWS ARE FLAT ARCHED WITH BRICK KEYSTONES. A ROW OF CORBELING EXTENDS ALONG THE UPPER FACADE. FOUR PIERS DIVIDE UP THE FACADE AND EXTEND ABOVE THE ROOFLINE.

references

SANBORN MAP COMPANY MARCH 1902
DAILY MISSOULIAN JULY 21, 1964 SEC D PG 13

name
BOB WARD'S CLOTHING MART

date
1890

style

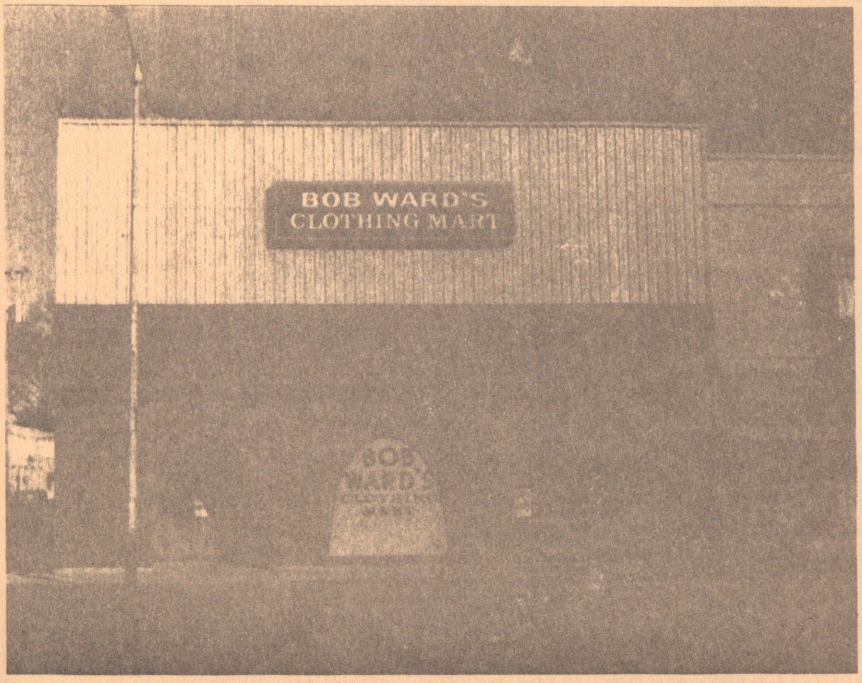
rating
ra

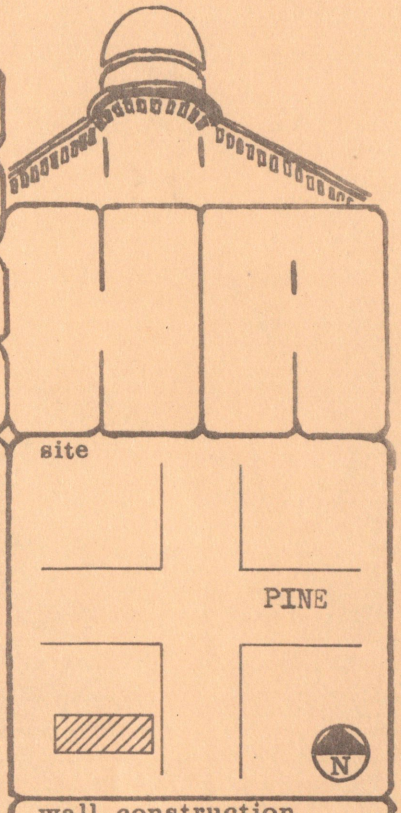
architect

builder

original use
FURNITURE & FUNERAL

present use
CLOTHING STORE





wall construction
BRICK

no. of stories
TWO

condition of structure
GOOD

historical significance

architectural features

THIS WAS ORIGINALLY TWO BUILDINGS BUT IN THE 1970'S THE INTERIORS WERE COMBINED AND THE PRESENT FACADE WAS PLACED ON THE STRUCTURE. THE BRICK FACADE BELOW CONTAINS THREE DROP ARCHES WITH A BILLBOARD FACADE ON THE UPPER FLOOR.

references

SANBORN MAP COMPANY JUNE 1890
SANBORN MAP COMPANY JUNE 1891

name
SYSTEMS WEST - EDDIES CLUB - SENIOR CITIZEN

date
1902 -1912

style

rating
a h

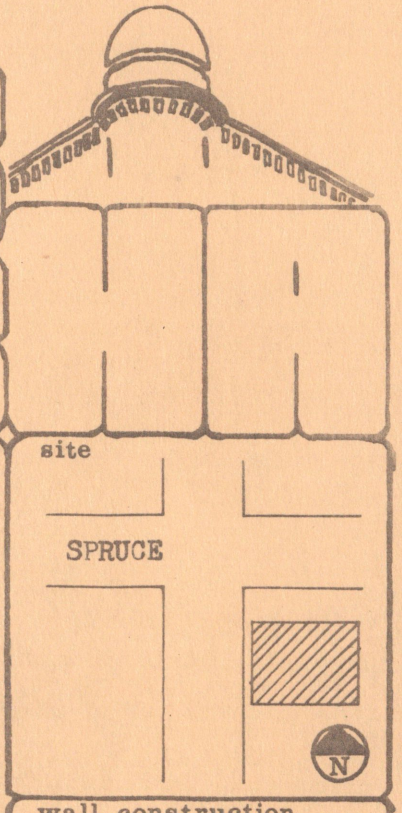
architect

builder

original use
RETAIL - HOUSING

present use
RETAIL - HOUSING





wall construction
BRICK

no. of stories
THREE

condition of structure
GOOD

historical significance

IN ITS EARLY DAYS THIS BUILDING HOUSED A PRINTING SHOP, A MUSIC STORE AND A MOTION PICTURE HOUSE (EMPRESS). LATER IT WAS OCCUPIED TWO THIRDS BY THE BELMONT HOTEL, AND ONE THIRD BY THE VICTORIA HOTEL, WITH THE VICTORIA HOTEL ON THE RIGHT.

architectural features

THE TWO MAIN ENTRANCES ARE FLANKED BY BRICK PIERS, AND THERE IS CORBELING ABOVE THE THIRD FLOOR WINDOWS.

references

SANBORN MAP COMPANY MARCH 1902
SANBORN MAP COMPANY JULY 1912

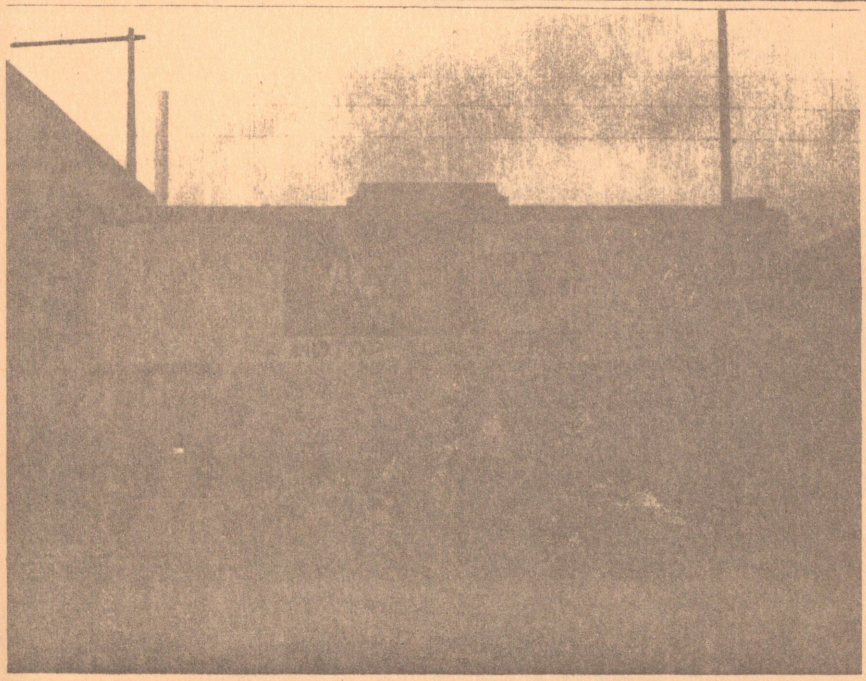
name

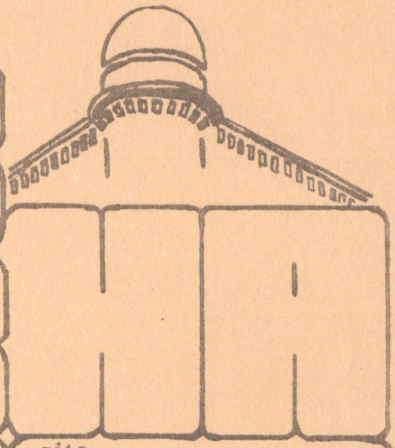
MOTOR SUPPLY COMPANY

date	style	rating
1933		a

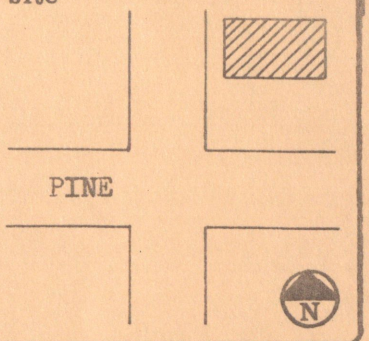
architect	builder

original use	present use
RETAIL SHOP	RETAIL SHOP





site



wall construction

BRICK

no. of stories

ONE

condition of structure

GOOD

historical significance

architectural features

THIS STRUCTURE HAS A BRICK CAPPING ALONG THE TOP OF THE WALL AND THE DATE APPEARS BENEATH THE RAISED CENTRAL PORTION OF THIS CAPPING.

references

name
DENISE'S & KIDDIE SHOP

date
1893 - 1902

style

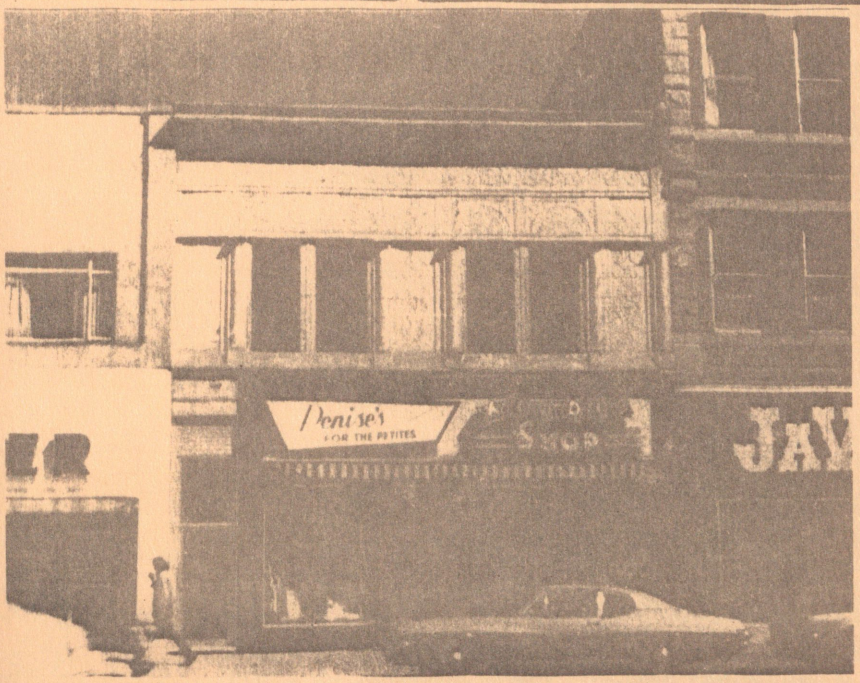
rating
a

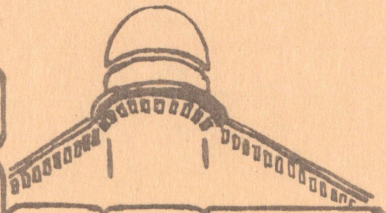
architect

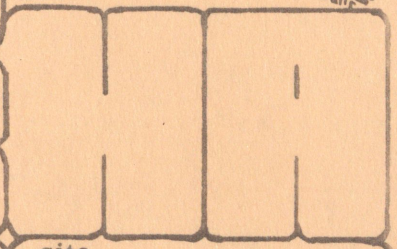
builder

original use
RETAIL SHOP

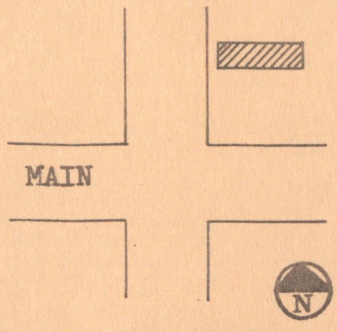
present use
RETAIL SHOP







site



wall construction
BRICK

no. of stories
TWO

condition of structure
GOOD

historical significance

THE BUILDING WAS AT ONE TIME USED FOR A MOTION PICTURE THEATER (BLUEBIRD * 1920'S).

architectural features

THE BUILDING HAS A TIN CLAD FRONT WHICH IS HIGHLY ORNATE. SMALL COLUMNS FLANK THE UPPER WINDOWS AND CAST ROUND ARCHES ARE PLACED ABOVE THE WINDOWS. A CORNICE RUNS ALONG THE ROOF-LINE WITH DENTILS BELOW.

references

SANBORN MAP COMPANY OCTOBER 1893
SANBORN MAP COMPANY MARCH 1902

name

SINGER (RANDALL BUILDING)

date

1893 - 1902

style

rating

ra

architect

builder

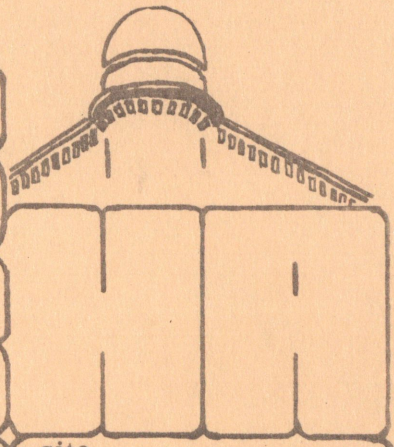
original use

RETAIL SHOPS

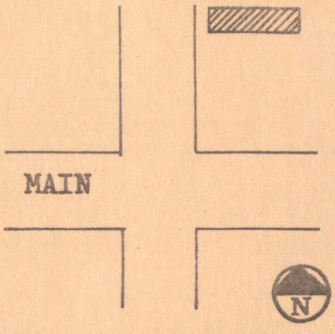
present use

RETAIL SHOPS





site



wall construction

BRICK

no. of stories

TWO

condition of structure

GOOD

historical significance

architectural features

THE BUILDING WAS ORIGINALLY A TIN CLAD STRUCTURE IDENTICAL TO DENISE'S NEXT DOOR. WHEN SINGER MOVED BACK TO HIGGINS AVENUE IN 1966 A NEW FACADE AND INTERIOR WERE ADDED TO THE BUILDING.

references

MISSOULIAN MAY 8, 1966
SANBORN MAP COMPANY OCTOBER 1893
SANBORN MAP COMPANY MARCH 1902

name
OGG'S SHOES & PETERSON DRUG CO.

date
1893 - 1902

style

rating
a

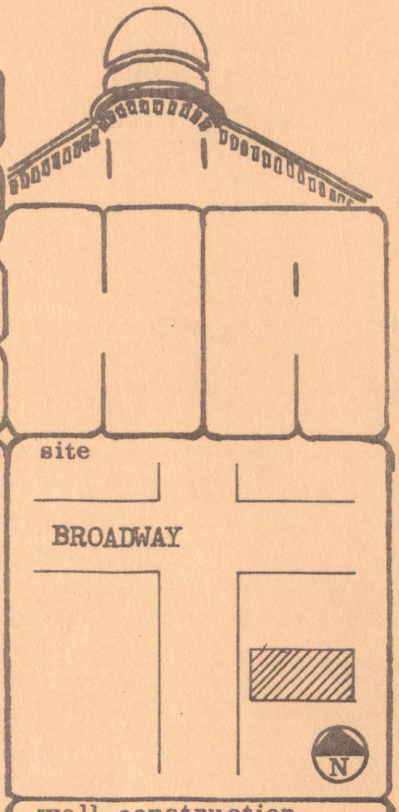
architect

builder

original use
RETAIL SHOPS

present use
RETAIL SHOPS





wall construction
BRICK

no. of stories
TWO

condition of structure
GOOD

historical significance

architectural features

FOUR PIERS EXTEND UP ALONG THE FACADE OF THE BUILDING AND REACH ABOVE THE ROOFLINE. A CORNICE RUNS JUST BELOW THE ROOFLINE, WITH DENTILS AND CORBELING BELOW THAT. INTERCONNECTING ROUND ARCHES ARE ABOVE THE SECOND FLOOR WINDOWS , WITH A SINGLE SLIGHTLY TALLER WINDOW ABOVE THE ENTRANCE TO THE SECOND FLOOR.

references

SANBORN MAP COMPANY OCTOBER 1893
SANBORN MAP COMPANY MARCH 1902

name
WESTERN MONTANA NATIONAL BANK

date
1911

style

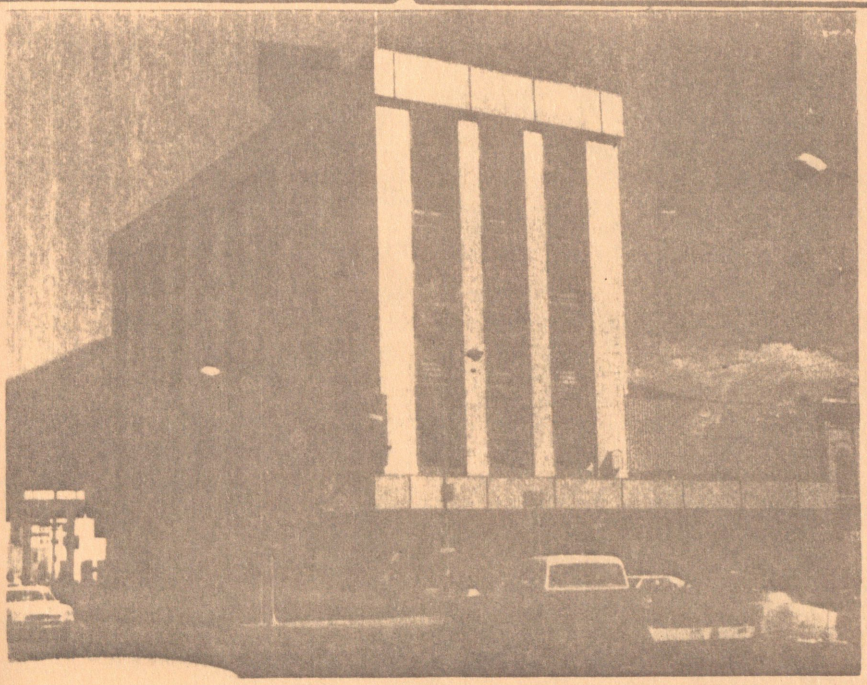
rating
rA H

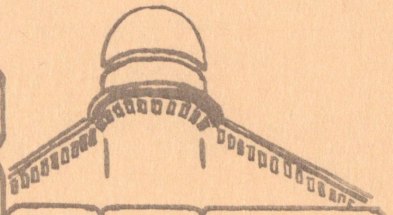
architect

builder

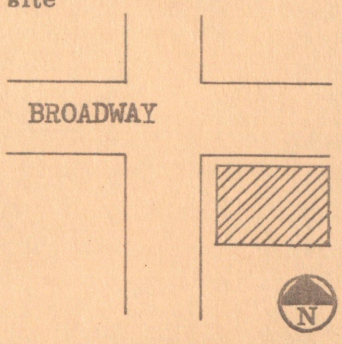
original use
BANK & OFFICES

present use
BANK & OFFICES





site



wall construction
REINFORCED CONCRETE

no. of stories
SIX

condition of structure
GOOD

historical significance

THE BANK WAS ORGANIZED ON FEB. 14, 1889, THE SAME YEAR THAT MONTANA BECAME A STATE. THE BANK MOVED TO ITS PRESENT LOCATION IN 1911 FROM THE CORNER OF HIGGINS AND MAIN.

architectural features

THE DETAILING OF THE ORIGINAL BRICK CURTAIN WALL HAS BEEN REMOVED AND COVERED OVER BY THE PRESENT SKIN WHICH HANGS ON THE ORIGINAL STRUCTURE. THE PIERS OF THE ORIGINAL ARE ABOUT ALL THAT REMAIN VISIBLE TO THE VIEWER.

references

DAILY MISSOULIAN MARCH 20, 1911
SANBORN MAP COMPANY JULY 1912

name

SMITH DRUG

date

1893 - 1900

style

rating

A h

architect

builder

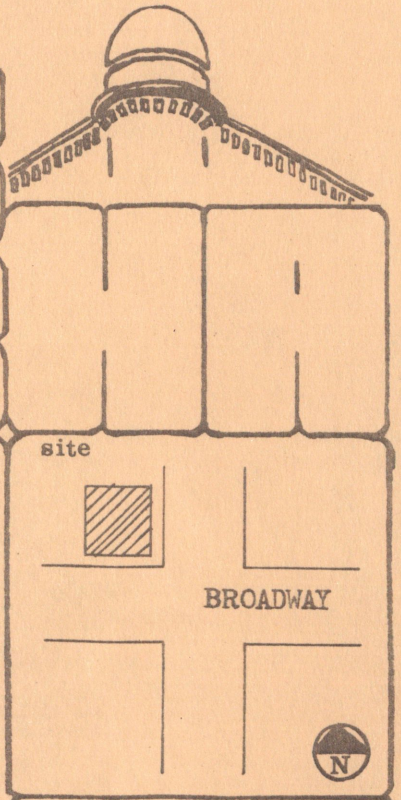
original use

GROCERY STORE

present use

DRUG STORE





wall construction

BRICK

no. of stories

TWO

condition of structure

GOOD

historical significance

SMITH DRUG HAS BEEN SERVING MISSOULA FOR OVER 75 YEARS.

architectural features

THE STRUCTURE HAS A CORNER ENTRY WITH A COLUMN SUPPORTING THE CORNER PIER. A LARGE ORNATE CORNICE TOPS OFF THE STRUCTURE. THE CORNICE HAS CORBELING RUNNING BENEATH IT. THE SECOND FLOOR WINDOWS HAVE DECORATIVE PEDIMENTS ABOVE THEM.

references

SANBORN MAP COMPANY OCTOBER 1893
DAILY MISSOULIAN 1900 (ADVERTISEMENT)
MISSOULIAN-SENTINEL CENTENNIAL SEC. C PG. 15

name
GOLDMAN & McCHESNEY BUILDING

date
1961 *

style
CONTEMPORARY

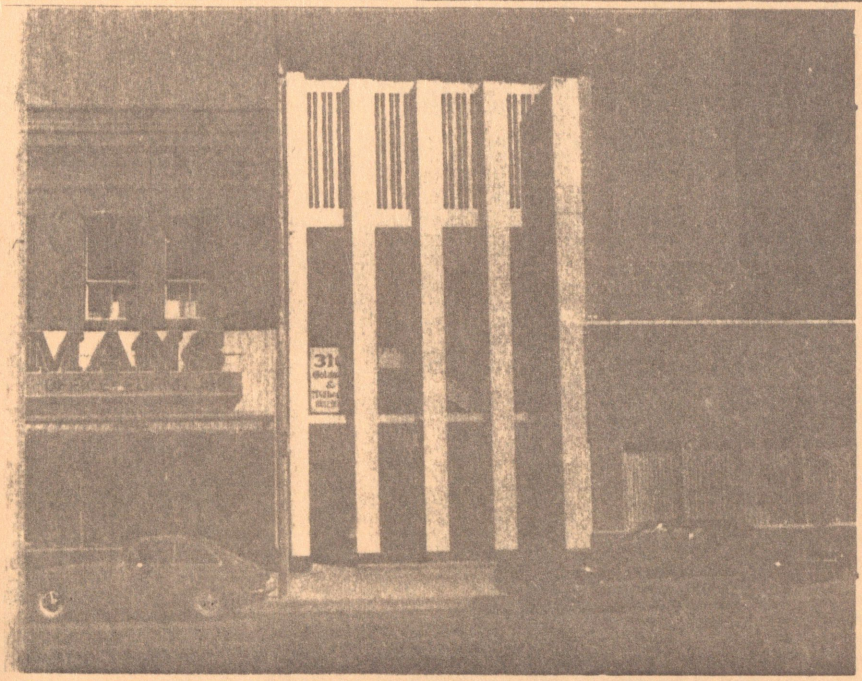
rating
a

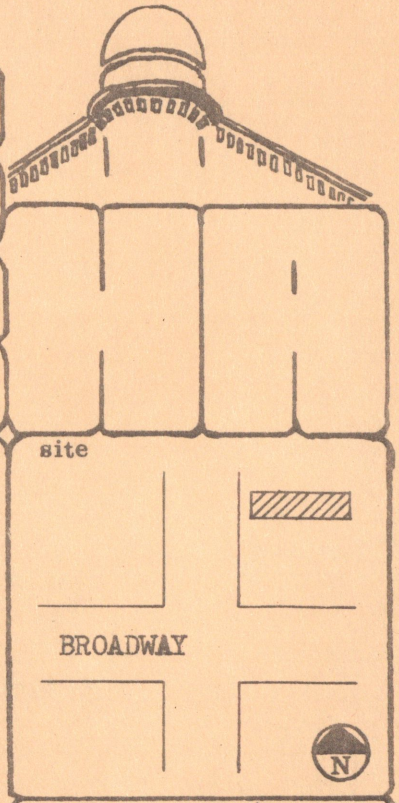
architect
WALLY ROBERTS

builder

original use
OFFICES

present use
OFFICES





site

wall construction
BRICK

no. of stories
TWO

condition of structure
EXCELLENT

historical significance

architectural features

VERTICAL CONCRETE PIERS SUPPORT THE UPPER CONCRETE FACADE. GLASS BETWEEN THE PIERS EXPOSE THE INTERIOR FOYER AND THE CONCRETE STAIRCASE.

references

STU PRICE (INTERVIEW)
MR. GOLDMAN (INTERVIEW)

name
WESTERN FEDERAL SAVINGS & LOAN

date
1956

style
CONTEMPORARY

rating
a

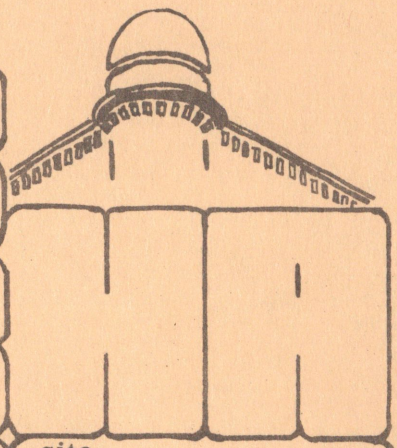
architect
FOX BALLAS & BARROW

builder
PEW CONSTRUCTION CO.

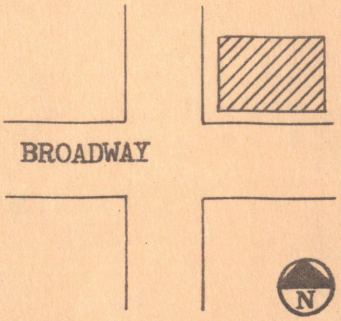
original use
BANK & OFFICES

present use
BANK & OFFICES





site



wall construction
BRICK & STEEL

no. of stories
SIX

condition of structure
EXCELLENT

historical significance

WESTERN FEDERAL HAS BEEN SERVING MISSOULA SINCE 1911 WHEN IT WAS ESTABLISHED ON JULY 8TH.

architectural features

THE MOST NOTABLE FEATURE ABOUT THIS STRUCTURE IS THAT THE HIGGINS AVENUE FACADE IS A SIX STOREY BRICK WALL.

references

DAILY MISSOULIAN NOVEMBER 30, 1955

name
WYCKMANS OFFICE SUPPLIES

date
1893 - 1902

style

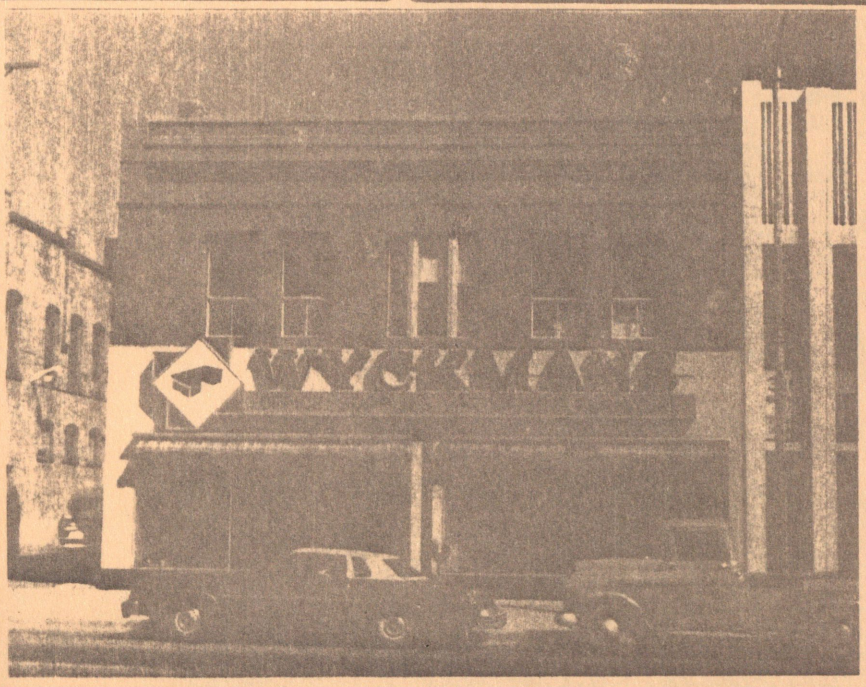
rating
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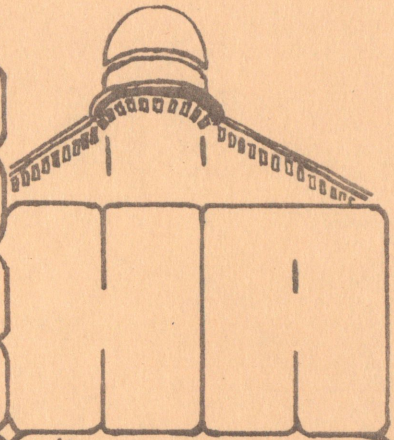
architect

builder

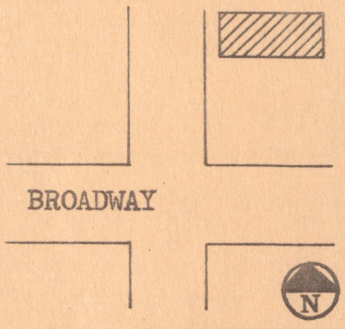
original use
BAKERY - PAINT STORE

present use
OFFICE SUPPLY





site



wall construction
BRICK

no. of stories
TWO

condition of structure
GOOD

historical significance

architectural features

DENTILS AND CORBELING FORM THE MAJOR FEATURES OF THE UPPER FACADE. THE UPPER WINDOWS ARE FLAT ARCHED WITH ACCENTED KEY-STONES. BRICK PILASTERS EXTEND UP AT THE CORNERS.

references

SANBORN MAP COMPANY OCTOBER 1893
SANBORN MAP COMPANY MARCH 1902

name

DESIGN CENTER - SHOE REPAIR - CAFE

date

1893 - 1902

style

rating

a

architect

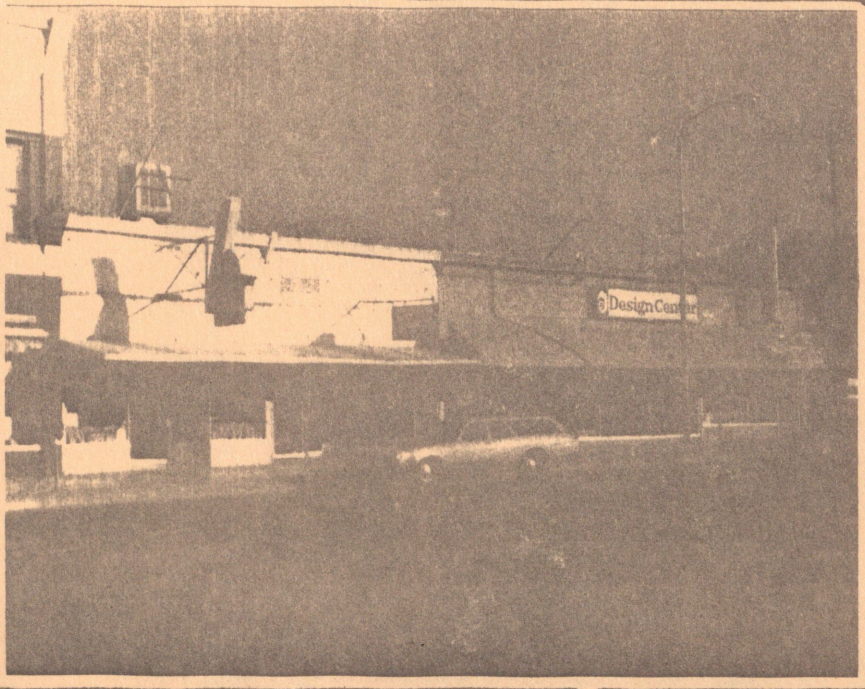
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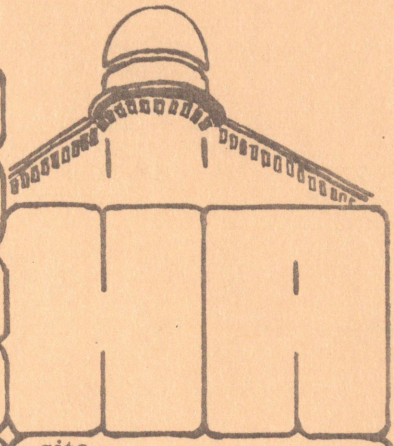
original use

RETAIL SHOPS

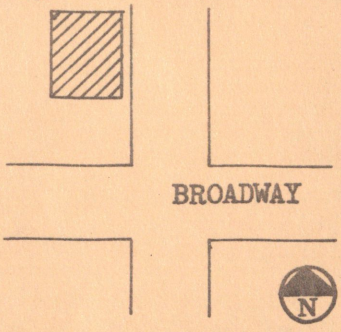
present use

CAFE - RETAIL SHOPS





site



wall construction

BRICK

no. of stories

ONE

condition of structure

GOOD

historical significance

architectural features

THIS STRUCTURE IS IRON CLAD WITH GLASS STORE FRONTS. A CORNICE EXTENDS ALONG THE ROOFLINE WITH BRACKETS SPACED BETWEEN THE MAJOR PIERS.

references

SANBORN MAP COMPANY OCTOBER 1893
SANBORN MAP COMPANY MARCH 1902

name
ARMY / NAVY STORE

date
1902 - 1912

style

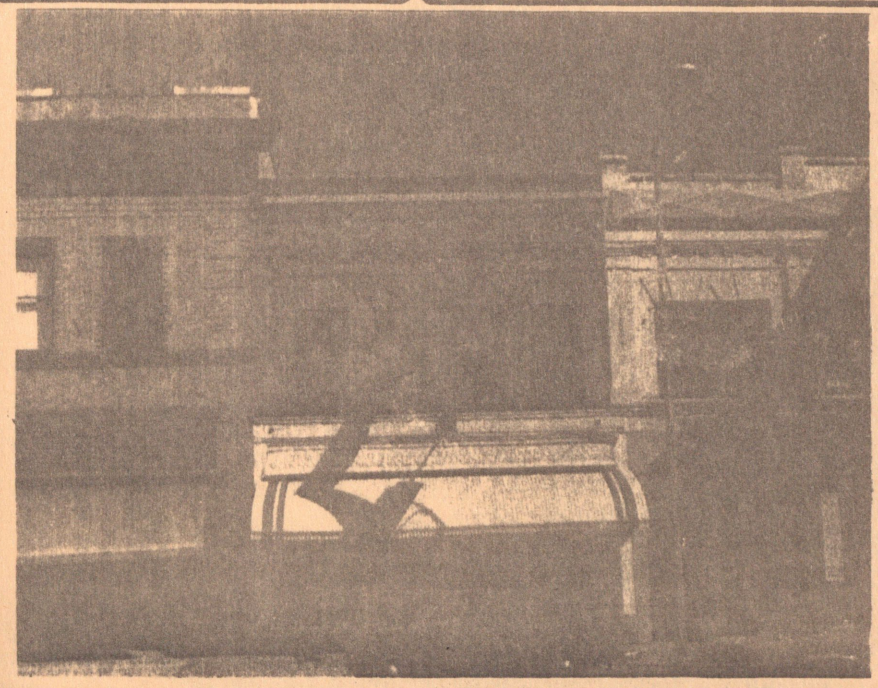
rating
a

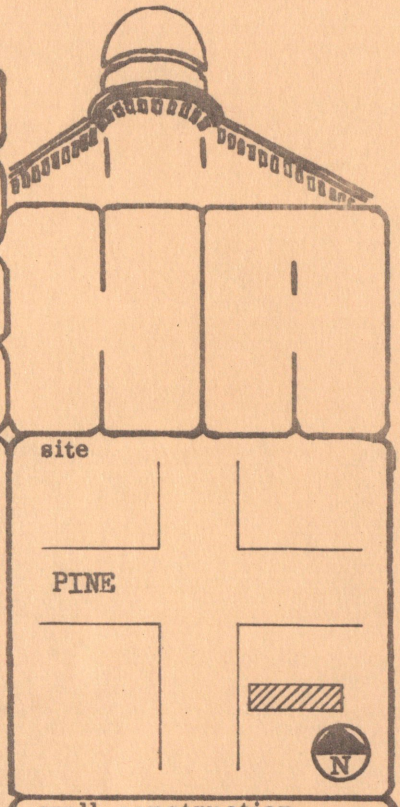
architect

builder

original use
RETAIL SHOP

present use
RETAIL SHOP





wall construction
BRICK

no. of stories
TWO

condition of structure
GOOD

historical significance

architectural features

THE BUILDING IS CONSTRUCTED OF MULTI-COLORED BRICK AND IS SYMMETRICAL ABOUT A VERTICAL AXIS. THE FOUR SECOND STOREY WINDOWS ARE FLAT ARCHED WITH BRICK KEYSTONES. CORBELING EXTENDS ALONG THE UPPER PART OF THE FACADE.

references

SANBORN MAP COMPANY MARCH 1902
SANBORN MAP COMPANY JULY 1912

SURVEY RESULTS

RATINGS

The following number of structures received the designated ratings:

1 A	5 A H	1 rA H	rA
17 a	5 A h	rA h	5 ra
H	1 a H	1 ra H	2 N
h	7 a h	ra h	

BUILDING CONDITION

All buildings along Higgins Avenue are currently in use, so none of the structures are dilapitated or in a state of neglect. Consequently, none of the structures received a rating less than "FAIR" for building condition. I reviewed this category on personal examination alone, and for a more complete review a structural analysis should be carried out.

USES

All current uses are compatible with present land use proposals and zoning. Some structures are recommended for more intensive use as they are not up to their potential capacity. Some uses will have to be oriented more to the pedestrian and away from the current automobile service.

RECOMMENDATIONS

CONSERVATION

The protection of resources from loss or waste is always recommended, and buildings are a non-renewable resource. Once a structure is destroyed it is gone forever. Another building won't spring from the ground like a pine tree, to continue its species' presence on earth. Buildings are important to create an identity and develop a sense of community in the downtown area. People want to love and believe in their hometown and they will respond favorably when you point out to them that they have created something worth saving, to pass on to future generations. Conservation of historic and architectural significant buildings creates civic pride; and then not only landmark quality buildings, but simply serviceable and familiar older buildings become "good." Elements besides structures that should be considered for conservation are public spaces, views and human qualities of urban areas. By considering these elements, this plan attempts to create a communal living room for Missoula. Not a decorative empty lot or a barren civic center, but a place with a lively, popular and historical setting.

TRAFFIC

In order to conserve Higgins Avenue, the traffic should be removed from this street. The cars destroy the human

values of the area; they dirty the buildings by their pollutents; they obscure the views of both people inside and outside of them; and they destroy the original concept of downtown as a public space for business and social functions. No one denies that rapidly moving traffic has its place in the city, it is the arrogant seizure of all roads that calls for protest. I propose that this avenue be restored back to the people.

In order to do this Higgins Avenue is turned into a complete pedestrian mall from Front Street to the Burlington Northern Depot. Traffic travels around Higgins Avenue on a one way couplet composed of Pattee, Ryman, Front and Spruce. Primary feeders for the couplet are Spruce, Broadway and the Higgins Avenue Bridge. Because of the importance of Spruce and Broadway in linking east and west areas of Missoula, these streets remain through streets and travel under the pedestrian mall. Parking is below the street, and has entrances on Spruce, Broadway and the alley between Front and Main.

UNDERGROUND PARKING

Many people feel that the improved visual appearance would be sufficnet reason for placing below the surface all the automobile traffice, parking communication and service lines. I believe it is the most effective means of conserving

the buildings, views and social context of downtown Missoula, and of recovering this street for pedestrian and public use. I would also like to think that I am giving a fairly creative contribution to the concept of the pedestrian mall.

When you have pedestrian travel and vehicle travel using the same area, you are diminishing the character of both functions. Either the vehicles are waiting for the people, or the people are waiting for the vehicles and this is true whether you have four lanes, two lanes or one lane of traffic. So a complete division of pedestrian and vehicle travel is advisable to increase both functions and to restore them to their proper perspectives.

The major reason why shopkeepers oppose pedestrian malls is that they lose the parking spaces in front of their businesses, which they so highly value. Through the instigation of an underground vehicle system, the owner still retains the important parking stalls that border his place of business. Since the below street is catering to parking and not thru traffic, only one lane in each direction is necessary. This allows 90° angle parking as opposed to the previous parallel parking on the above thru street, which now more then doubles the owners number of parking stalls fronting his store. This underground system also creates another major entrance into the shopkeepers place of business, and turns his basement

into a prime retail space.

Since the facade of these newly created storefronts will be catering to the automobile, I recommend large visual graphics on easily cleaned surfaces, with a colorful character to brighten up this tunnel like area below the surface. Spaces which do not contain basements of present structures would be used as billboard plazas. The city would rent these out as advertising spaces, as these would be prime locations for displaying to the public.

There are several examples of underground parking facilities, with the above space turned into public parks, such as Union Square in San Francisco, Grant Park in Chicago, Pershing Square in Los Angeles and Mellon Square in Pittsburgh. In this plan, however, the above space is reclaimed by turning it into a pedestrian mall instead of a public park.

STRUCTURAL SYSTEM

There are a number of structural systems which would work for this problem, but I think the most suitable is a space truss system. I have selected a flat space truss system composed of tetrahedra and octahedra. The large spanning capabilities of this system enable you to maintain a column-free area for traffic movement. I chose this system over a solid system such as concrete, because it enables you to leave portions of the structure exposed to allow the

admittance of natural light for the space below. Holes such as these also allow contact between the surface and the street below and provide activity noise and view from one space to the other. These open spaces would also help in the natural ventilation of the traffic system below. Another factor is that communications and service lines could run through the same space as the structure between the trusses.

FLOORSCAPE

Probably the greatest loss of modern day streets from the visual standpoint is the neutralization of the floor. The street has changed from a connecting surface to a dividing surface. Instead of allowing people to travel freely between structures, it has become a barrier. The river of vehicles has also damaged town life in other essential senses. It has seriously restricted the right of people to free assembly, to gather, to feel free out of doors, to stop and chat and to enjoy the pleasures of being sociable.

Probably the first reaction of a person who becomes aware of the potential of the floor is to decorate it. The floor should be considered an equal partner with the buildings. By the nature of its scale, texture and general standards, it should produce a homogenious effect. It must intrigue the eye of the pedestrian in the same manner that the buildings do, or else it will remain separate. The

floorscape should link place to place by floor patterns or other means ensuring at all times that continuity and access are maintained.

I recommend that the street be divided into three major divisions oriented lineraly to keep the original sense of progression. The first fifteen feet of floorscape adjoining the buildings will continue in its function as the traditional storefront path for the viewing of merchandise in store windows.

The next twenty feet will be an area given to the owner of the building which fronts it. This area is used for the owner to reflect his way of life. He may use this space for displaying goods, providing public amenities or any use so long as it meets the floorscape requirements. This first three feet of this strip that adjoins the central strolling area is used for advertising his business. The design of signs and the overall floorscape of the owners twenty foot area is subject to inspection of the review board and shall meet the following requirements:

Landscaping shall comprise 30% of the owners area in keeping with the "Garden City" theme. Plants and shrubs shall not exceed six feet in height, so as not to obscure buildings or views.

The owner's area must allow complete pedestrian access from primary strolling paths to traditional

walking areas. This means no level changes so as not to exclude handicapped persons (wheelchaired, elderly, blind).

The flooring surface shall be harmonious in color, texture of material and kind of material with the rest of the floor scape.

Displays and street furniture used in this strip must meet quality standards so as not to obscure or detract from the surrounding environment.

The remaining twenty-nine feet in the center of Higgins Avenue would be used as the primary pedestrain travel area. This strip is intended to get the people to use the whole mall instead of still crowding along next to the buildings, as happens in many areas which turn streets into pedestrian malls. The people who wanted to travel quickly from one place to another would use this area along with more casual strollers and the window gazers would be along the traditional storefront walk. This central strip would also be used to provide seating, resting areas and connecting holes with the activity below.

Originally Higgins Avenue was paved with vitrified bricks in 1912. I recommend that the primary pedistrian area and the traditional walking path be once again paved with a brick paving to link the buildings to the street and to turn

the street once more into a connecting surface.

HIGGINS AVENUE REVIEW BOARD.

This review board will follow these basic guidelines:

The board will be composed of five members and three alternates appointed by the city council.

All members and alternates shall be competent in matters of urban and architectural design.

The director of the Missoula Planning Board shall serve as executive secretary of the board and he may advise, but he has no vote.

A quorum is four members.

This board will review all new building projects on Higgins Avenue, all floorscape plans for privately owned strips, all facade alterations or destruction of present structures on Higgins Avenue, all advertising signs used on Higgins Avenue and any additions which have an effect on the human qualities of Higgins Avenue.

The purpose of this board is to prevent unnecessary destruction or blightery of the Higgins Avenue environment, conserve the human values of this area and protect its function as a public place.

A majority is sufficient to approve or disapprove of submission.

No member shall participate in a review in which he

or any partner or associate is the author.

BUILDINGS

Existing structures on Higgins Avenue should have all applications on the facade, since the original construction, removed. This would include signs applied to the buildings and false fronts placed over the original facade. Then the buildings should be examined to determine if cleaning is advisable. Things to be checked are: what is the dirt, what is the material to be cleaned, will cleaning effect the life span of the building. If cleaning is advisable and can be done, tests should be done to determine the type of cleaning. The buildings along Higgins Avenue are predominately masonry and there are basically three methods of cleaning masonry: water, chemical and mechanical (abrasive). The level of cleanliness desired should be determined and then several methods of cleaning should be tried on various different areas of sufficient size and allowed to weather.

If a building's construction material is in critical condition a coating may be necessary to ensure longer life to the structure. Generally, waterproof and water repellent coatings are not necessary as they tend to create more problems than they solve. But in some cases they may be used to solve specific problems.

All structures along Higgins Avenue with a rating of

outstanding architectural merit (A) should have an easement taken (donated or bought) on the facade by the city. This easement would surrender the owner's right to alter the external appearance of his structure and also stop him from demolishing the structure. Modification and maintenance which do not alter the architectural integrity of existing structures on Higgins Avenue would be allowed subject to approval by the review board.

New buildings must respect the characteristics of the environment presently there. I do not suggest that new structures should be designed in types that were popular in the past, but designed in sympathy with its context. New construction should reflect the general character of Higgins Avenue in height, massing, scale, color, texture of materials and kinds of materials. Trying to imitate historical styles and attempting to reconstruct buildings that have been destroyed is not to be encouraged. If a new building is to be constructed to replace one lost by fire or structural failure, the new building should be an honest contemporary work, with integrity and sensitivity to its environment. All new structures must pass approval by the review board.

SIGNS

Competition to attract customers leads each business to build bigger and brighter signs, with the result being visual

pollution and signs which detract from the appearance of the street. If graphic controls are uniformly applied, shopkeepers no longer feel they must erect larger and more garrish signs to attract customers. Graphics in general should be expressive of the individual, appropriate to the type of activity, compatible with visual characteristics of the area and legible in the circumstance in which it is seen. Guidelines are necessary to control size and placement of signs, not to discourage creativity and inovation, but encourage clarity of purpose and direction.

Missoula presently has a sign code which states that "provisions of this ordinance shall be in effect until such time as sign standards for areas of special control are developed." It further states that "historic and scenic areas require more stringent controls than those contained in this ordinance." With these thoughts in mind, I recommend that special sign controls be adopted for Higgins Avenue in its capacity as a historic and scenic area.

The only place advertising may be placed on building facades is on the windows. Graphics placed here would detract from the architecure no more than the items being displayed through the windows. These window graphics may not occupy more than 20% of the total area of the window, and the lettering may be no more than three inches high. Advertising is eligible in the three foot strip of the owners floor scape

property which adjoins the central strolling area. These graphics must meet floorscape codes and are subject to approval by the review board. Signs placed on the new storefronts below are to be applied flat to the facade and will not extend from the building.

GARDEN CITY

In order to reinforce the "garden City" theme that Missoulians take pride in, I recommend that green zones be introduced into the urban structure of Higgins Avenue. Part of this is accomplished through the landscaping requirements of the owner's floorscapes. Trees should be incorporated along the primary central strolling path to reinforce Higgins Avenue as a link in the pedestrian oriented park system. Higgins should be a link between the proposed high and medium density housing areas and the riverfront park.

Potted trees should be incorporated along the pedestrian mall, since they allow greater flexibility and obviously there is no soil on Higgins Avenue Mall that would support long term tree growth. These potted trees should also be clustered on traditional intersections to cut up the linear street system into visually digestable and coherent amounts, while still retaining the sense of progression. Trees should also be used to fill unfortuate subtractions in the street scene until suitable structures can be constructed.

Care for these potted trees could be connected with the University of Montana's School of Forestry. When trees became too large and started to obscure views they could be transplanted onto the riverfront park system which is in need of trees.

MASS TRANSIT

In any kind of conservation plan energy conservation is of special interest. This plan not only conserves energy by preserving structures and by proposing pedestrian traffic along Higgins Avenue, but by incorporating a mass transit system which connects into Higgins Avenue. I propose that the Burlington Northern Depot be converted to a transportation center, housing the Burlington Northern Railroad, Amtrak and Missoula Public Transportation. The railroad owns ample space for bus parking. This function would still fulfill the primary intent of the building. The two transporation methods might help to stimulate one another. To serve this center Railroad Street would be kept open to buses only.

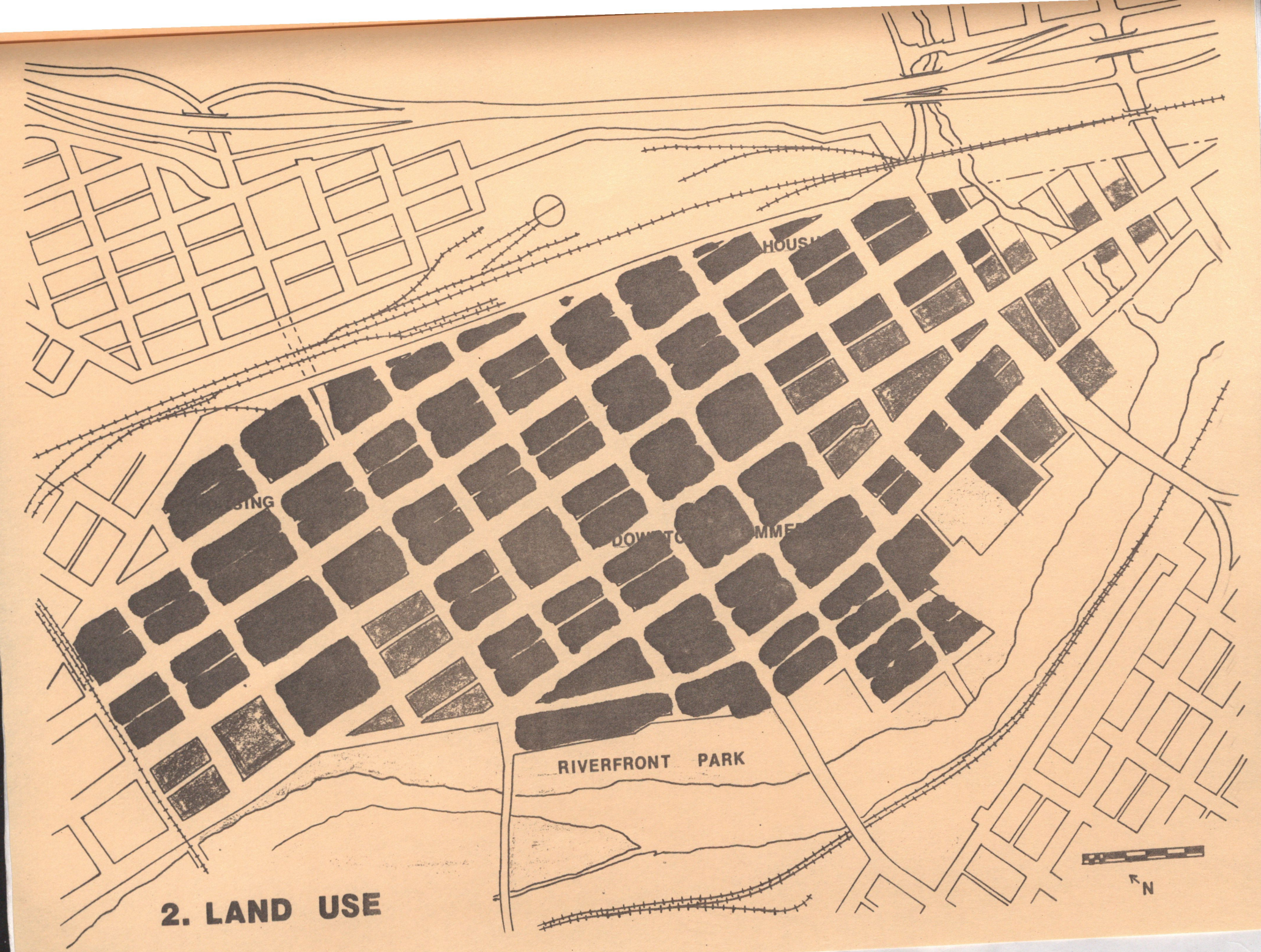
CITY FUNCTIONS

The city should strive to sponsor events which would bring people to Higgins Avenue. The creation of special days, social events, concerts and outdoor plays would help to re-establish this downtown area as the principle public

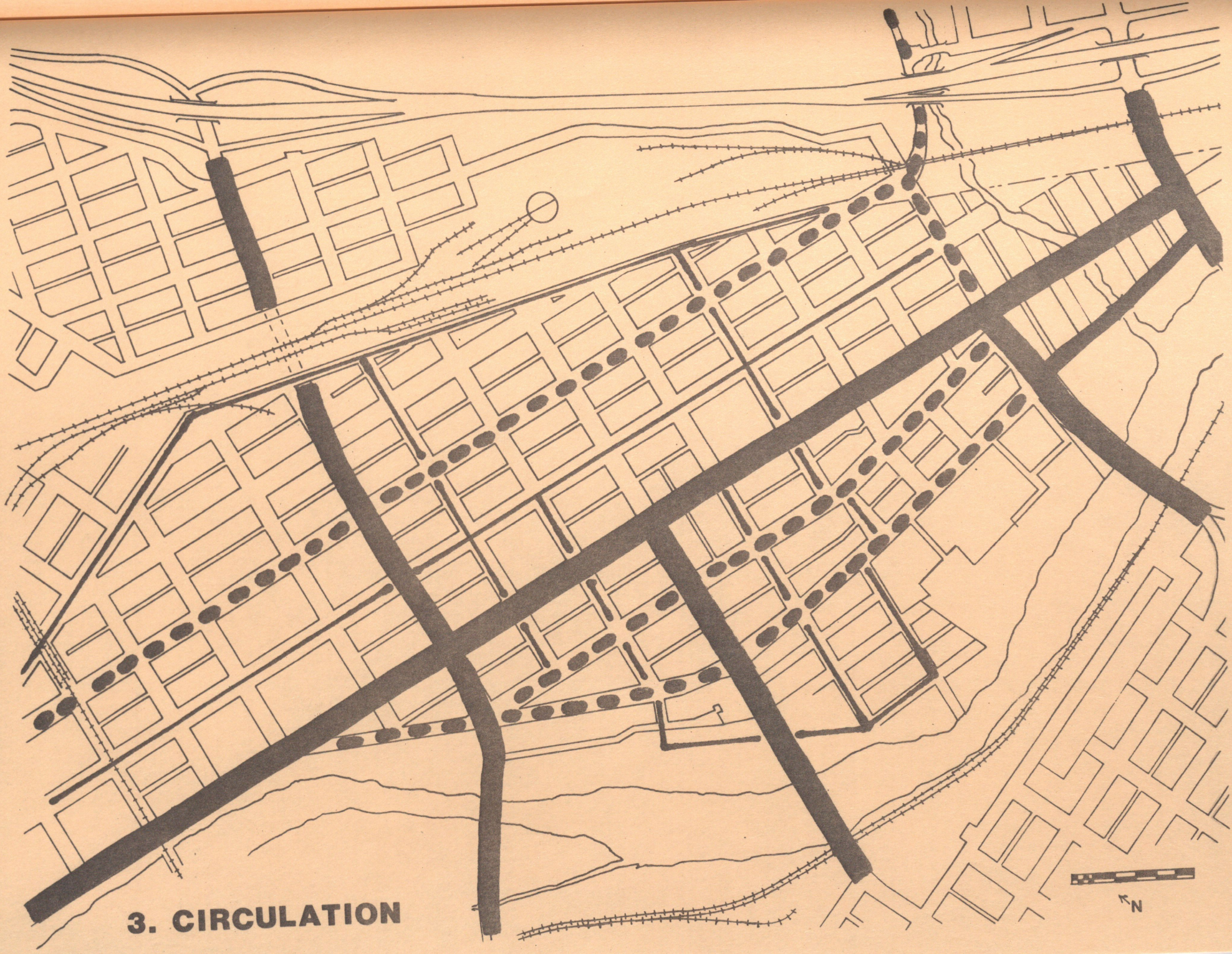
gathering place. I would also recommend that the city establish a special police foot patrol of Higgins Avenue to provide a sense of well-being to pedestrians in their living room environment and to reassure businessmen making investments in this area. I believe this will also help to create better relationships between citizens and the law.



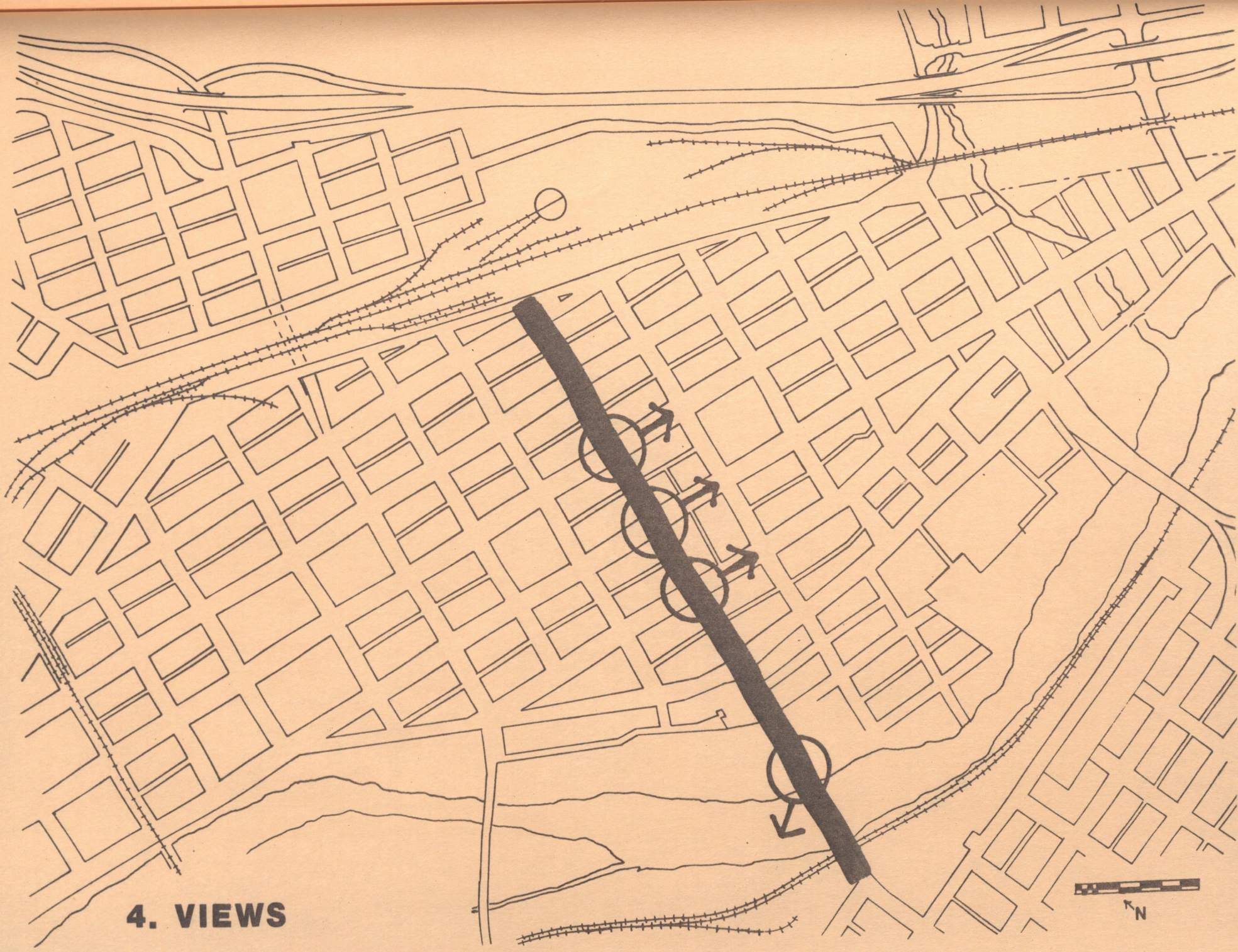
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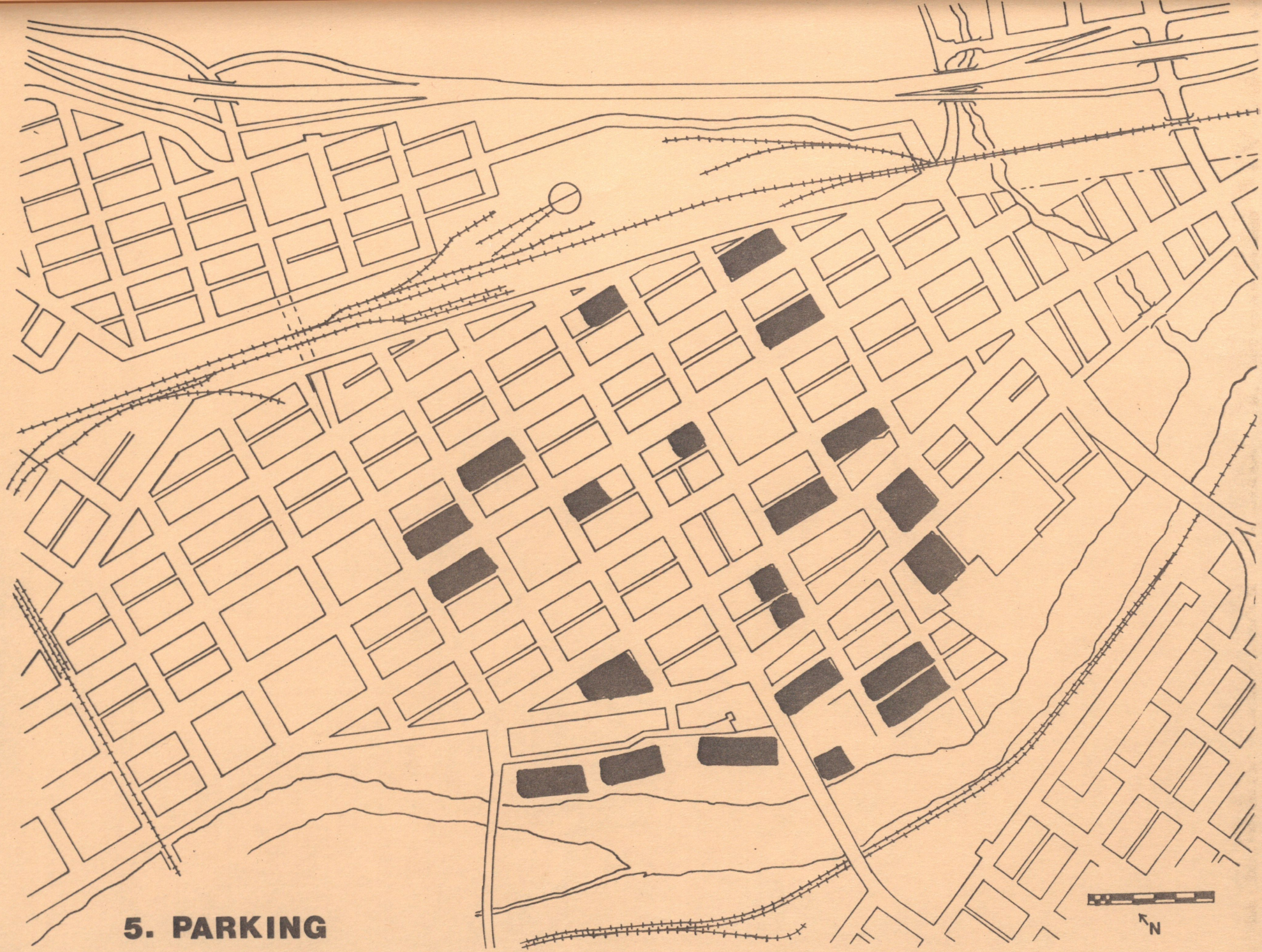


2. LAND USE

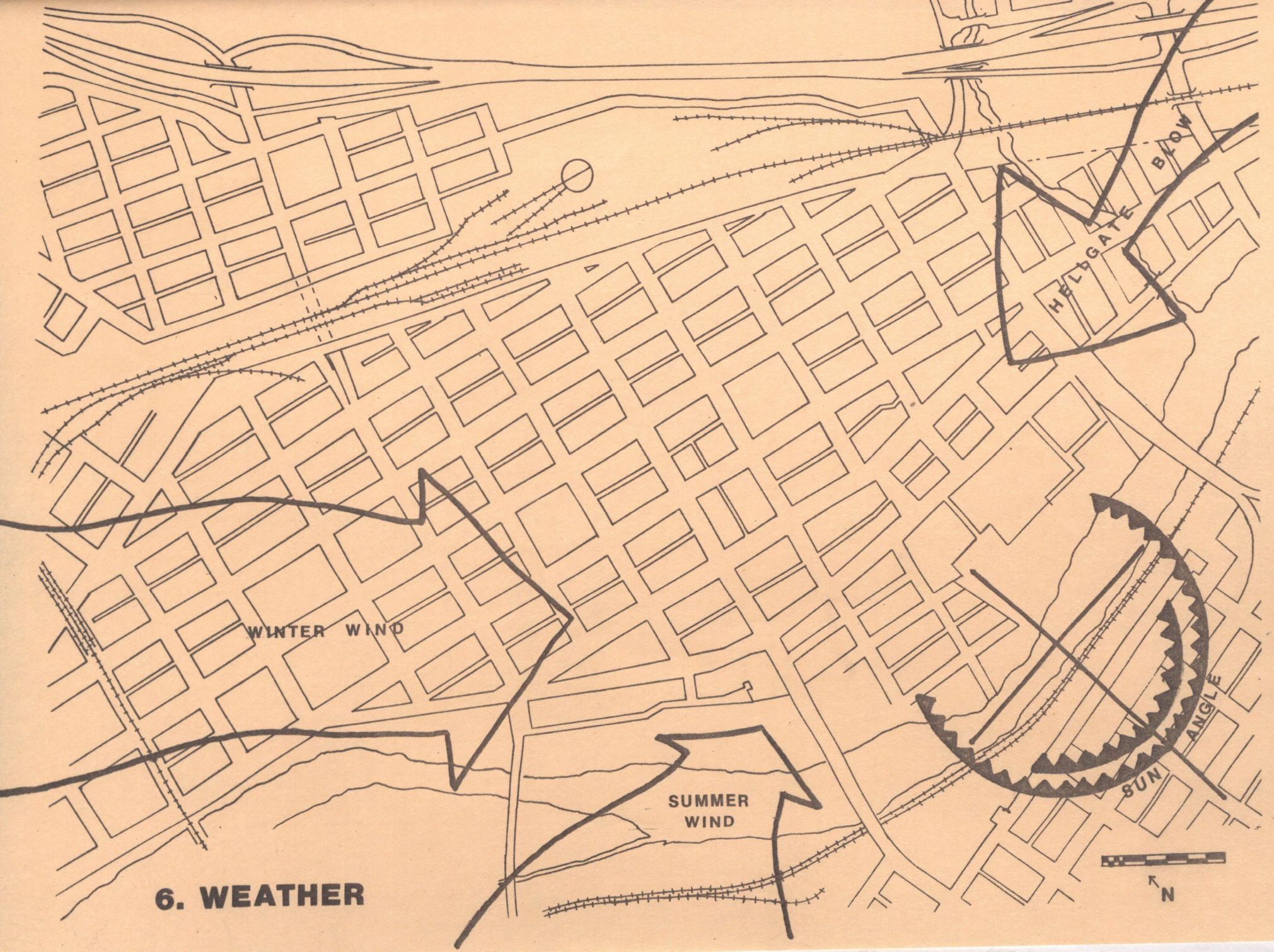


3. CIRCULATION


4. VIEWS
N



5. PARKING



6. WEATHER

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