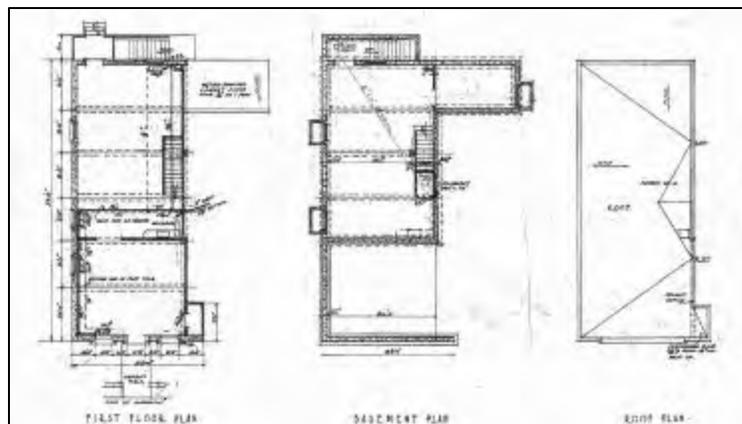


Landmark Nomination
Fire Station No. 9 Substation/Annex
Seattle



BOLA Architecture + Planning
Seattle

April 2009

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FIRE STATION NO. 9 SUBSTATION / ANNEX

3829 Linden Avenue North, Seattle

Landmark Nomination
April 17, 2009

1. INTRODUCTION

Background

This landmark nomination report provides historic and architectural information about an accessory building on the site of Fire Station No. 9 in Seattle's Fremont Neighborhood, a block west of Aurora Avenue North/Highway 99. The subject building is located at 3829 Linden Avenue North along with a single-engine firehouse. It was constructed in the early 1920s as a "Substation" or "Signal Station," according to historic tax, permit, and drawing records. Currently it has the common name of Fire Station 9 Annex.

The building was used originally for receiving and transmitting alarms from pull boxes north of the Ship Canal to a centralized Fire Alarm Office of the Seattle Fire Department (SFD). Since the 1980s it has been used as a preparation and storage facility for oxygen tanks. Currently there are two large compressors for filling the tanks within the building, along with storage for empty oxygen tanks. Once filled, tanks are delivered to several SFD caches in the city by a transporter van, Air Unit No. 9. This vehicle also supplies oxygen tanks to firefighters at fires.

This landmark nomination report provides historic context and architectural information about the building, followed by a bibliography. It is illustrated with historic maps and historic and contemporary photographs. The report has been prepared by preservation architect Susan Boyle and assistant Tanya Hayes, of BOLA Architecture + Planning at the request of the City's Fleets and Facilities Department, which manages the city's fire station facilities.

In response to a 2003 Levy project for Seattle Fire Department facilities, Fleets and Facilities plans to replace, upgrade, or renovate 32 neighborhood fire stations. The Levy project seeks to demolish and replace both the subject building and the neighboring 1953 – 1954 station house with a new station. The new facility will be built to current codes and safety standards. The design of the new station, by Mithun Architects of Seattle, currently is in a schematic phase. During construction, the personnel, vehicles, and apparatus from Station No. 9 will be relocated to an interim facility.

Research

The research was undertaken and the report drafted in July and August 2008. The report was later finalized in March and April 2009. Fieldwork involved several tours of the Fire Station No. 9 property, including one interior tour, to note and photo document its existing conditions and context. Station personnel provided comments on the building's known history during these tours.

Historic research included reviews of historic information, maps, photographs, and records from the City of Seattle Department of Planning and Development (DPD) microfilm library. Reviews were conducted of digital photography collections and records at Museum of History and Industry, University of Washington Library Manuscripts and Special Collections Division, and the King County

Tax Assessor's for both current records and archival property record card and photo. Some information was derived from several other landmark nominations of fire stations dating from the 1920s and 1930s, which BOLA previously prepared in 2003 – 2004. The City's Fleets and Facilities representatives provided drawings of the original and Modern era firehouses on site and the design for a prototypical substation. Additional information came from the local fire-fighting museum, the Last Resort Fire Department, which is housed in Station No. 10 in Seattle's Pioneer Square. Historic Kroll maps and records, photos, and SFD records from the Seattle Municipal Archives were useful in documenting the site and building's early history.

Research on the original designer, City Architect Daniel Riggs Huntington, included information from architectural history publications, scrapbooks in the Seattle Public Library Seattle Room collection, and landmark nominations for several other fire stations that he designed. Historic context information about the neighborhood came in part from earlier community surveys and nomination reports.

Local and National Landmarks

Designated historic landmarks are those properties that have been recognized locally, regionally, or nationally as important resources to the community, city, state, or nation. Official recognition may be provided by a listing in the State or National Registers of Historic Places or at the local level by the City's designation of the property as an historic landmark. Typically, a property listed in the National Register has broader significance than one that is locally designated as a landmark property.

The City of Seattle's landmark process is a multi-part proceeding of three sequential steps involving the Landmarks Preservation Board:

- 1) Submission of a nomination and its review and approval by the Board
- 2) A designation by the Board, and
- 3) Negotiation of controls and incentives by the property owner and the Board staff.

A final step in Seattle's landmark process is approval of the designation by an ordinance passed by the City Council. All of these steps occur with public hearings for input from the owner, applicant, the public, and other interested parties. Seattle's landmark process is quasi-judicial. The Board renders rulings rather than serving as an advisory body to another commission, department, or agency.

Under this ordinance, over 300 individual properties have become designated landmarks in the City of Seattle. Several hundred other properties are designated by their presence within one of the City's seven special review districts or historic districts known as Harvard-Belmont, Ballard, International District, Pioneer Square, Columbia City, Fort Lawton, and Pike Place Market.

Designated landmark properties in Seattle include individual buildings and structures, building assemblies, landscapes, and objects. In contrast to the National Register or landmark designation in some other jurisdictions, the City of Seattle's process does not require owner consent.

Seattle's Landmark Criteria

The City of Seattle's Landmarks Preservation Ordinance (SMC 25.12.350) requires a property to be more than 25 years old and *"have significant character, interest or value, as part of the development, heritage or cultural characteristics of the City, State or Nation."* The standard calling for significant character may be described as a standard of integrity. Integrity is a term used to indicate that sufficient original building fabric is present to convey the historical and architectural significance of the property.

The City's ordinance also requires a property meet one or more of the following six designation criteria:

Criterion A. *It is associated in a significant way with an historic event, which has had a significant effect on the community, city, state or nation.*

Criterion B. *It is associated in a significant way with the life of a person important in the history of the city, state or nation.*

Criterion C. *It is associated in a significant way with a significant aspect of the cultural, political or economic heritage of the community, city, state or nation.*

Criterion D. *It embodies the distinctive visible characteristics of an architectural style, period or method of construction.*

Criterion E. *It is an outstanding work of a designer or builder.*

Criterion F. *It is an easily identifiable feature of its neighborhood or the city due to the prominence of its spatial location; contrasts of siting, age or scale; and it contributes to the distinctive quality or identity of its neighborhood or the city.*

In Seattle a landmark nomination may be prepared by a property owner, the City's Historic Preservation Office, or by any interested party or individual. The ordinance requires that if the nomination is adequate in terms of its information and documentation, the Landmarks Board must consider it within a stipulated time frame. There is no city ordinance that requires an owner to nominate its property. However, such a step may occur if an owner proposes substantial development requiring a Master Use Permit (MUP).

Seattle's landmarks process does not include consideration of future changes to a property, the merits of a development proposal, or continuance of any specific occupancy, as these are separate land use issues.

2. PROPERTY DATA

Historic / Current Name: Fire Station No. 9 Substation/Annex
Address: 3829 Linden Avenue North
Seattle, WA 98103

Site Location: West side of Linden Avenue North between North 38th and North 39th Streets in the Fremont neighborhood, one block west of Aurora Avenue North/Highway 99

Tax Parcel Number and Legal Description: No. 1972201405
Lots 5, 6, 7, and 8, Block 16, Denny and Hoyts Addition, according to the plat thereof recorded in Volume 2 of Plats, page 136, in King County, Washington; Except portion for street.

(See the property description below.)

Original Construction Date: 1921
Original / Present Use: Instrument Room and Storage / Storage

Original Designer: Daniel R. Huntington, City Architect
Original Builder: Unknown

Site Area: 13,356 square feet, per King County Parcel Viewer
Building Area: 2,376 square feet, per King County Parcel Viewer

Original / Present Owner: City of Seattle, Fleets and Facilities Department
Owner's Representative: Teresa Rodriguez, Project Manager
700 Fifth Avenue, Suite 5200 (delivery)
P.O. Box 94689 (mail)
Seattle, WA 98124-4689

Property Description: Disclaimer: The following description of Seattle Fire Station 9 property is provided for historical and landmark purposes only. This is not a legal description to convey the property. The descriptive text was created by the Real Estate Services Division staff of the City of Seattle Fleets and Facilities Department, and may be used only with permission from Fleets and Facilities. Do not separate this disclaimer from the following description for ANY purposes without written permission from the City of Seattle.

"Lot 8, Block 16, Denny & Hoyt's Addition to the City of Seattle less portion set aside for street purposes under Ordinance # 87092 and further described as; Beginning at the intersection of the southeasterly line of lot 7 and the northeasterly line of lot 8; thence South 01° 24' 06" East along the southeasterly line of lot 8 30 feet to the intersection with the northeasterly line of lot 9; thence at a right angle North 88°42' 34" West 101.59' along the southwesterly line of lot 8 to the easterly right of way line of Fremont Lane N which is 30' northeast of the center line of Fremont Lane N; thence North 34° 37' 42" West parallel to the northeasterly line of Fremont Lane N 17.81' to a point on the northwesterly line of lot 8; thence North 01° 24' 27" West 15.7' along the northwesterly line of lot 8 to the intersection with the southwesterly line of lot 7; thence at a right angle South 88°42' 34" East 112' along the northeasterly line of lot 8 to the point of beginning."

3. ARCHITECTURAL DESCRIPTION

Neighborhood Context

The surrounding block on which Station No. 9 is located contains residential structures, primarily wood-frame single-family houses and duplexes. An early Kroll Map from 1912 – 1920 shows the presence of these buildings. The early fire station appears to have been an anomaly in terms of its size, use, and public ownership. In the block directly north of the station there is B. F. Day Elementary School, at 3921 Linden Avenue North, a 1900 era designated city landmark.

Presently the neighboring lots contain two wood-frame houses and multiplex dwellings, many of which date from the early 20th century. To the south, the residences include an older two-story duplex at 3821, which dates from 1900 (Parcel No. 1972201425), and a low-rise duplex at 3915, which dates from 1956 (Parcel No. 1972201430). To the north of the station, the neighboring house at 3833 dates from 1906 (Parcel No. 1972201400). On the east side of Linden Avenue North the lots are filled with single family houses which range in construction dates. One of the oldest ones is the house located at the north end of the block at 3840 Linden Avenue North, which dates from 1904 (Parcel No. 1972201460).

The Site

The site is a parcel of four 30'-wide lots, which together make up a total of 13,356 square feet (0.31 acre) according to King County tax assessment data. The legal description for the property cites Denny & Hoyts Addition, Block 16, Lots 5 to 8. This site is located on the west side of Linden Avenue North, one block west of Aurora Avenue North or Highway 99, and one block east of Fremont Avenue North. It is positioned mid-block between North 38th and 39th Streets. (North 39th Street appears as a typical neighborhood street, but it also serves as an exit from the south-bound lanes of Highway 99.)

What appears to be an alley between Fremont Avenue North and Linden Avenue North is an unimproved street, Fremont Lane North. This short street is accessible off of North 39th Street, but dead-ends behind the subject building. An undated site survey, which appears to date from 1921, identified this right-of-way as an alley.

The property measures 120' along the west and east and 112' along the north and south. The earlier survey indicates that most of the site slopes slightly from the northeast to the southwest, with an estimated total grade change at the building area of 4'. The grade near the south end of the west property line is lower, and there is an estimated 6' to 8' drop at the back that allows for access to the basement of the subject building and the stationhouse. The basements of the two buildings are also linked by a 10+/-' wide underground corridor, which is evident at the side yard between the buildings due to its flat membrane roof and curb surround at grade. The elevation on the narrow parcel on the west side of the alley-like street, Fremont Lane North, drops off steeply by an estimated 20' to the elevation of Fremont Way North. This small parcel is heavily wooded, and obscures views to or from the subject building.

Site landscaping has always been minimal. Currently the front yard serves as a wide driveway and is covered with concrete paving. There is grass planted in the space between the subject building and the firehouse to the north. The historic tax assessment photo, dating from 1937, shows the bare site and the building with vines growing on the front facade.

The Building

Property tax records cite the subject building as a one-story, stucco-clad, 2,376 square foot concrete structure with a partial basement. Some documents suggest that the building dates from 1914. This date is questionable as Seattle Fire Department records and drawings indicate clearly that the building was designed in April 1921 and constructed soon afterwards. Historic King County Assessor's Property Record Card, photo, and site sketch are useful in showing the character of the building in 1937. The record card notes that the property then included the dwelling to the south at 3825 Linden Avenue. It shows the subject building, with its L-shaped footprint, and overall approximate dimensions of 22' on the west facade, 25' on the front or east facade, and 54' deep along the south facade. The easternmost 7' wall section of the north facade projects northward by 3' to give greater width to the primary facade and provide internal closet space. The projection also allows for a symmetrical composition of the primary east facade.

The City's Fleet and Facilities Division has provided copies of the original design drawings of April 29, 1921, which have been copied and included at the end of this report. The plans showed a larger building, which included an additional 15' bay to the north for a Battalion Chief's vehicle, driver's room, room and office, and bathroom. This portion was identified as a bid alternate in the drawings. It was not constructed possibly in an effort to reduce costs, and instead the smaller floor plan was built. The resulting smaller structure featured a symmetrical primary east facade. It was constructed largely as shown in the drawings with exception of the decorative elements on the front facade.

The original design drawings show 7.5"-wide cast stone arched surrounds at the front windows and door, and cast concrete panels and Classical style bases below the two front windows, along with floral patterned sgraffito treatment in panels on the two outer ends of the raised parapet and in a sign band between them. (Sgraffito, derived from the Latin word for "scratched" is a plaster decorative treatment, developed originally in Germany in the 13th century and used in frescos in the Italian Renaissance. Use of this technique on more contemporary buildings indicates a neo-classical reference.) Instead of this original design treatment, the building was constructed with a smaller footprint and with the simpler brick surrounds and inset decorative treatment.

The entry door was a single panel type with turned wood grilles in front of the glazed panel of the door and transom window above it. The two windows on the front are wood-frame, double casement types with divided light sash. The original design shows the building's front facade finished with a white cement plaster. The north, south, and west facades are clearly secondary as they have no decorative treatment; three windows each in the west and south elevation are simple double-hung types with cast concrete sills and metal frames.

The tax assessment property record card from the mid-1930s cites the building's reinforced concrete construction as "Solid-Good" while the accompanying photo shows two bays in the north facade that appear to have canted openings within them. Very little other information is cited in this record with exception of the first floor ceiling height. Interior floor-to-ceiling heights have been verified on site as 11' to 12' at the first floor and 10' at the basement.

The present structure closely matches the building shown in an oblique view in the 1936 tax record photo. Its concrete frame provides six bays along the north and south of varied widths ranging from 8'-6" to 10', with concrete perimeter walls and plaster-clad hollow clay tile partitions. While painted, the heavy, board-formed original concrete surface remains visible on portions of the south and west facades.

The building has a flat roof with raised parapet along its primary east facade and raised piers at the outer corners. As noted previously, the composition of this facade is simple and symmetrical with three similar arched head openings set within the concrete mass. These openings presently contain a single,

non-original metal door and the two paired original rectangular casement wood windows, each set below a circular concrete infill panel. The door and window openings are detailed with brick surrounds, and the windows have brick sills. Within the centered opening, the door is topped by an original transom fitted with grillage. Each side opening contains a multi-light, wood-frame double casement window with 1:4 sash pattern. Above—across the top of the arches—there is a simple panel outlined by inset bricks. Similar detailing decorates the tops of the outer piers, which also contain diamond shapes.

The north, south, and west walls are very utilitarian, expressive only of the concrete frame. Board-formed concrete is apparent on the south and west facades, while the north facade is finished with a stucco, with a swirl like texture. At the northwest corner there originally is a tall brick masonry chimney that appears to be original, although the masonry appears newer, and it may have been re-laid. The south facade is characterized by three original window openings which have been infilled with painted brick masonry. There are several windows at both the basement, with those on the north facing into covered light wells and those on the west fully above grade. These and the first floor level, appear to be the original wood windows.

Heating and lighting elements in the substation do not appear to be original. Interior finishes are limited to paint on the concrete floors and ceilings and painted plaster or concrete walls.

The building interior is subdivided at the first floor into two spaces, with a painted and plastered hollow clay tile partial partition set below the second beam line. The original partition was full width and fitted with a door. A concrete stair leading to the basement is located to the west of the partition. The basement contains a toilet room, located below the stairs and storage space. A wide underground corridor leads from the north side of the basement into the basement of the nearby station house. This concrete-framed corridor is evident at grade level as a flat roof covered with membrane roofing.

Original Use and Changes through Time

The original use of the building is cited on original drawing records as “Fire Alarm Sub-Station No. 1, Fire Station No. 9.” Interior rooms were identified primarily as “Battery Rooms,” with an “Instrument Room” in the front two bays. This front space was partitioned by a plaster-covered clay tile and separated by a pair of doors from the Battery Room in the back. The use of the instrument room was likely one of communication when there were still fireboxes located throughout the city. (It is doubtful that the building functioned as an electrical substation wherein electricity voltages are reduced. Until the substation was constructed, the signal functions were in the attic of the original station house.)

Beginning in the late 19th century and up until the 1920s, bells were used as fire alarms. (One example of such a devise is the historic 1890 era, 75' tall bell tower in historic Port Townsend.) Seattle's early signal system was similar to those in other locales, with telegraph equipment using Morse code linked to fire alarm boxes installed in strategic neighborhood locations. The Gamewell signal alarm system, named for its manufacturer, was used by fire departments throughout the nation. An alarm would be triggered after the glass in front of the signal box was broken, a key removed and used to open the box, and a lever pulled to lift an iron weight. Gears and a small cog that acted as a telegraph devise would send a coded signal by wires to the Fire Department's Alarm Office (later the Fire Alarm Center).

A dispatcher at the Fire Alarm Center would look up the street location based on the alarm box number, determine the necessary response, and notify the corresponding stations. This system was used into the late 1970s, although many households had telephones installed in the 1930, and nearly all had phones by the 1950s. In the final days of the signal system, a confirmation was transmitted to each station's watch office, where the call would be read by a “running card.” When the station bell

rang, house lights would come on and apparatus doors opened automatically. With the installation of telephone lines and newer equipment, the use of fire alarm boxes was replaced, and pull box alarms in the city were fully discontinued by 1978.

Former firefighter Galen K. Thomaier, of the Last Resort Fire Department (the museum in Station 10, the former headquarters in Pioneer Square) has cited the early use of the subject building:

Fire Alarm Sub-Station #1, next to Station 9, went into service in 1922. The previous sub-station equipment was housed in the attic of “old” Station 9, which sat on the same site as the present Station 9. The purpose of this sub-station was to receive all box alarms that came in north of the canal, and re-transmit them to the [Department’s] Fire Alarm Office. This was necessary so that all circuits could cross the canal in one location, rather than in several locations ... A firefighter from Engine 9 [tested the equipment] twice daily ...

[At one time] there also was a small sub-station in a back room of old Station 36 (at 2219 West Spoke Street in West Seattle). It received all the box circuits from West Seattle, Alki, Arbor Heights, etc., and re-transmitted them across the Duwamish River to the Alarm Office similar to what happened at 9's. (Thomaier)

The subject building has functioned for some time to store oxygen tanks and compressors to fill those tanks. This use emerged with the increased focus on emergency medical services in the 1980s. However, the filled tanks are of two types—the medical oxygen for use in aid calls and those carried by all firefighters along with their bunking gear to active fire calls. The current site has a wide driveway with a parking space directly in front of the substation/Annex for a special SFD van, which is fitted out for delivery of the oxygen tanks. Presently the subject building is one of two or three used by the SFD for oxygen storage. Deliveries of oxygen are made from the building to other caches throughout the city and to active fires.

Some changes to the building are clearly evident from a review of historic photographs and by observation, and these have been noted. There are no original plans, except those supplied by Fleets and Facilities Department. Only the following permit records, dating from 1986, are available at DPD:

<u>Permit No.</u>	<u>Date</u>	<u>Description</u>
8600975	02/27/1986	Portions of existing fire station per plan
9007038	11/13/1990	Non-structural alterations
9102673	05/24/1991	Mechanical work
9806200	08/17/1998	Fuel Tank Installation
9900591	02/05/1999	Laundry room Addition
990405-032	04/05/1999	Electrical work
9902665	05/06/1999	Alterations for Seismic Upgrade
990506-022	05/06/1999	Electrical work
9905472	08/25/1999	Interior renovation
991022-035	10/22/1999	Electrical work
991119-011	11/19/1999	Mechanical work
2001556	03/01/2000	Mechanical work
000328-019	03/28/2000	Electrical work

Stylistic Features of the Substation Building

In the early 20th century there was a concerted effort by SFD to provide buildings of a scale and design consistent with their neighborhood settings, and the scale and setback of the subject building reflects this effort. In contrast with the older residences around it, the building's design is very utilitarian but for a few decorative features on its primary east facade. Its massing, with raised piers at the outer corners of the front parapet, reflects a design trend in the 1920s towards a modernistic interpretation of Mediterranean or Mission Revival as seen in other SFD buildings of the same period. Stylistic features, while minimal, include the raised piers, and the use of brick in modest decorative door and window surrounds and in panels across the top and in the end piers, and the turned wood grille in the transom above the original main entry door.

Similar stylistic features of the substation are seen in some of the SFD stations of the 1920s, including several designed by City Architect Daniel Huntington, such as Station Houses No. 14 (1926 – 1927) on 4th Avenue South, and No. 17 (1930) at Roosevelt Way NE and NE 50th. Both of these concrete-frame structures have flat roofs and massing with end piers. Bi-axial symmetry used in the composition of their primary facades. As with Station No. 2, a Huntington-designed facility at 2334 4th Avenue in the Denny Regrade, brick was used as a trim, inset and decorative panel material rather than in the single trim courses. Huntington's design for former Station No. 7 (ca. 1920) at 15th Avenue East and East Harrison Street, further accentuated the use of brick.

A visual comparison of the subject building to other SFD facilities underscores the functional aspect and minimal design treatment of the Station No. 9 Substation/Annex. The original design for the subject building, prior to the construction contract, was for a larger structure with more classical-inspired decorative detailing on the front facade, including low relief panels with a floral design, and cast-in-place, raised concrete panels below the two windows. The original drawing records indicate that these elements were deleted during the bidding along with a proposed north bay.

The Adjacent Station House

The present station house building on the site, located approximately 12' north of the subject structure was constructed in 1953. This building is not the subject of this report, but it is described herein only as part of the site context. The station house is a one-story 5,084 square feet structure with a basement. It features a low gable roof, clad in roman brick exterior veneer masonry and wood siding. The building provides space for a single apparatus, a control room, kitchen (beanery) and dining area, sleeping quarters, bathrooms, and service spaces. The basement contains storage spaces and a large exercise room. The station is a single-engine facility with four SFD personnel assigned to it in each shift.

The existing T-shaped station building was one of six Modern style fire stations built during the post-war era of the late 1940s and 1950s. The City's Historic Sites Survey Inventory form describes this building's features:

“Large window openings on the north and south elevations of the engine bay contain multi-paned windows. A wide side gable roof covers the office at the front and the crew quarters along the rear. On the (primary) east elevation, the office has a recessed entrance door north of center adjacent to a wall of windows at the northern end abutting the engine bay. Three window openings line the south elevation below the wide gable end...” (Department of Neighborhoods Historic Site Inv. #SFD005)

The inventory form noted changes to the stationhouse building from a 1986 renovation resulted in the raised height of the current apparatus doors. The surveyor concluded that the station building is well maintained and retains good physical integrity, but it made no mention of the substation building. (Ibid.)

4. HISTORIC CONTEXT

Overview of the Fremont Neighborhood

Fremont is one of the city's oldest neighborhoods. Its commercial core is located at a distinct physical juncture in Seattle where it developed historically as an early bridgehead community. Prior to its 19th century settlement, the area was part of a forested slope that rose from the northeast edge of Lake Union up to Green Lake. A natural drainage ditch at this corner of Lake Union ran from Fremont to Salmon Bay.

Early settlers came to the area to establish homesteads beginning in the 1870s. The area's commercial core was part of a homestead of William Strickler. By 1887 the Seattle Lake Shore and Eastern Railroad was in operation bringing passengers twice daily from downtown Seattle to the outlying town of Ballard and the villages of Latona, Edgewater, and Fremont. In 1887, Edward Blewett and his agent, Luther Griffiths, purchased a town site parcel for \$55,000. The two men, originally from Fremont, Nebraska, named the town after their hometown. In 1888, they platted the Denny-Hoyt Addition, which comprised most of lower Fremont, into commercial and residential lots. This area includes the Fire Station #9 and substation site.

In 1891, the Seattle Electric Railway and Power Company extended trolley service from downtown Seattle to Fremont. Later, the Seattle Electric Railway also was routed through Fremont. The Fremont community grew quickly with local shops, churches, boarding houses, housing for mill workers, and hotels. By 1891, when Fremont was annexed into the City of Seattle, it had an estimated population of 5,000. After Fremont's annexation into the City of Seattle, in 1891, construction began on the present B. F. Day School. Additions to the school were constructed in 1901 and 1916. In 1901 – 1902, Station No. 9, the first fire station north of Lake Union was built, and by 1904, a local bank was established.

Fremont's character as a major crossroads was strengthened in 1902 with construction of the first Fremont Bridge. (The Northern Pacific Railroad also constructed a trestle near the same location in 1914.) Between 1914 and 1917, the Lake Union (Government) Ship Canal and Chittendon Locks were constructed to link Lake Washington and Lake Union with the Salmon Bay in Ballard. The freshwater lakes were envisioned by the City primarily for shipyard facilities. Repair yards were established on Lake Union, serving ships and federal military fleets during and after World War I.

The Fremont Bridge opened in 1917, further identifying downtown Fremont and serving as its southern gateway. Cars, trolleys, buses, and commercial transport on both trucks and ships passed through the neighborhood with increased traffic congestion. In the 1920s the Fremont Library, Odd Fellows Hall, and Baptist Church were built.

Fremont developed an early identity as a diverse blue-collar neighborhood with an upstanding reputation. Until speakeasies were created during Prohibition, the neighborhood was dry, due in part to an early prohibition on saloons within a two-mile radius of the University of Washington. Fremont suffered during the Depression, particularly with bankruptcy and closure of the Bryant Mill in 1929. After 1932, when construction of the George Washington Memorial Bridge and Highway 99 were completed, the nature of Fremont changed. In the late 1930s the neighborhood lost its only bank, and in 1944 its post office relocated. The opening of the Aurora Bridge and Interstate Highway 99, high above the neighborhood, routed people away from Fremont. The neighborhood's commercial center lost vitality as a result. Fremont gradually became the home of low-income and poorer families, unemployed workers, and retired people. Many buildings were characterized as "blighted" by the 1950s.

Relatively few new buildings were built in Fremont between the 1930s and the 1970s. One exception was the firehouse at Station No. 9, which was constructed in the early 1950's. The neighborhood's resurgence began in the late 1960s and 1970s. Students, artists, and craftspeople moved into the area for its open studios, small stores, and workshops. The community-based Fremont Fair and Solstice Celebration were established in the 1970's, and the Fremont Public Association (FPA), a social service organization, was organized in 1974.

Physical development increased in neighborhoods throughout the city in the late 1980s and 1990s. In Fremont, this resulted in greater density and construction of many new multi-family, mixed-use, and commercial buildings in the vicinity of the subject property, within the historic commercial core, and along Fremont Avenue North and Aurora/Highway 99.

Historic Overview of Seattle Fire Stations

The Seattle Fire Department was organized in response to the great fire that destroyed most of the city's downtown in June 1889. The department replaced volunteer firefighters with professional men, using the latest equipment, including horse-drawn engines and hose units. Initially the SFD constructed impressive stone and masonry fire stations in the downtown area. The 20th century ushered in three decades of growth for the Department and established the present network of fire stations. Over twenty new permanent fire stations were built between 1900 and 1910, including a new headquarters in Pioneer Square and five replacement fire stations. The majority of these were two-story, wood-frame structures, although six were constructed with brick. Three of the five structures, which replaced earlier buildings, were of masonry construction. New fire stations in Madrona, Beacon Hill, Green Lake, the University District, Cascade, Greenwood, and the Industrial area extended service to these neighborhoods for the first time.

Between 1921 and 1930, ten new fire stations were completed. All but two of these replaced earlier station structures. Unlike most of the early masonry stations, only two of the new stations were made of brick while the rest were of reinforced concrete construction. By this time, two decades of growth had brought fire protection services to most areas of the city. However, many of the early fire stations were considered too small or too old to accommodate modern firefighting equipment and motorized vehicles, which necessitated their remodel or replacement. Presently eight of the ten stations remain. Located in neighborhoods throughout the city, these eight were recently nominated and designated as city landmarks:

Station No. 37 (1925), a Mission Revival style building at 7302 - 35th Southwest in Southwest Seattle (Daniel Huntington, architect)

Station No. 14 (1926 - 1927), a large Mission / Mediterranean Revival style building at 3224 - 4th Avenue South in the city's South Industrial area (Daniel Huntington, architect)

Station No. 16 (1927 - 1928), a Mission Revival / Modernistic style building at 6846 Oswego Place Northeast, in the Green Lake neighborhood, with an original plan similar to those of Stations No. 13 and No. 38

Station No. 13 (1927 - 1928), a Mission Revival / Modernistic style building at 3601 Beacon Avenue South on Beacon Hill, with an original design similar to those of Stations No. 16 and No. 38.

Station No. 17 (1930), a somewhat Moderne / Art Deco style building at 1020 Northeast 50th Street in the University neighborhood/Roosevelt District

Station No. 38 (1930 – 1933), a Mission Revival / Modernistic style building at 5503 - 33rd Avenue Northeast in the Ravenna / Bryant neighborhood, with an original design similar to those of Stations No. 13 and No.16.

Station No. 6 (1932), an Art Deco style building at 101 - 23rd Avenue South, at the corner of Yesler Way in Seattle's Central District

Station No. 41 (1934), a Streamlined Moderne style building, designed under the federal CWA program, at 2416 - 34th Avenue West in the Magnolia neighborhood

Overview of Fire Station No. 9

The subject building is an accessory structure that was built as an addition to the original Fire Station No. 9. The former station was constructed in 1901 and was later demolished and replaced by the existing 1953 – 1954 era station. The former station house was a two-story wood-frame structure.

Fire Station No. 9 was one the neighborhood stations built originally around the turn of the 20th century. It provided professional fire protection to the Fremont area, which had been annexed by the City of Seattle in 1891. Even after annexation, the Fremont area lacked formal fire protection until its residents successfully petitioned City Hall. Instead, fire-fighting was undertaken by volunteers who had organized Hose Company 8 in October 1893. The volunteer company worked out of rented quarters near North 34th Street and Linden Avenue North.

Fire Station No. 9 initiated services in December 1901, covering an extensive service area of residential and neighborhood commercial buildings in Wallingford and Fremont. When the Wallingford Police and Fire Station No. 11 opened in 1914, it took over much of the serviced area to the east. (Located at Densmore Avenue North and North 45th Street, that station operated until 1965. It was subsequently recognized as a designated city landmark and rehabilitated as a community health clinic and temporary library. It is currently used solely for medical services.) The 1901 era Station No. 9 firehouse was one of a number designed to resemble a large Four-Square house.

The current 1953-1954 era firehouse is a Modern building designed by architect Fred Bennett Stephen, son of well-known Seattle School District architect James Stephen. Fred Stephen designed the six new post-war Seattle fire stations built in the 1950s and 1960s. In 1986, Fire Station No. 9 was closed for extensive renovations of the station house building. The City has current plans to demolish and replace the building to meet programmatic needs of the Fire Department under a large levy-funded project. The new building design, by Mithun Architects, currently is in a schematic phase.

The Original Architect, Daniel Riggs Huntington (1871 – 1962)

Drawing records from April 1921 attribute the subject building's design to the prominent Seattle Architect Daniel R. Huntington. (The drawings cite Huntington as D. R. Huntington, City Architect. The title strip identifies the person who drew and traced the drawings simply as "L.B.") While the current building appears consistent with the view in the 1936 tax assessor's record, it differs in size and space from the original design drawings. As previously noted, the existing building appears to be the result of a lower-cost design shown as a bid alternate in the same drawings.

The building's design appears to be consistent with Huntington's work as the City's Architect in the early 20th century and his work on other fire stations in the 1920s. As City Architect, Huntington also designed the Lake Union Steam Plant and the Fremont Library. Altogether he was responsible for the design of ten of Seattle's police and fire stations. These include one in a Gothic Revival Style, No. 33; a Tudor Revival Station, No. 3; two that utilize aspects of the Mission Revival style, No. 14 and No. 37; and the Shingle Style Wallingford Police and Fire Station No. 11. Huntington is reported to have designed Station 2 in the Denny Regrade and two others that are not active fire stations—No. 7 on Capitol Hill and No. 12 in the Madrona neighborhood.

Born in Newark, New Jersey, in 1871, Daniel R. Huntington spent his formative years on the East Coast. Records about his education and architectural schooling are unclear, suggesting that he may have lacked formal architectural training. Regardless, he went on to establish an architectural career that spanned nearly 60 years from 1889 to 1947 in a number of associations in New York, Denver, and Seattle.

Huntington's early career included an apprenticeship with Balcom & Rice, Architects, in Denver, and later employment with W. Wheeler Smith of New York in 1894. From 1900 to 1905 he partnered with William E. Fisher in the Denver firm of Fisher & Huntington. (Fisher and Huntington are credited with the design of six houses in Denver, of which three are cited as landmarks within the local Wyman Historic District; one of these is listed on the National Register of Historic Places.)

Arriving in Seattle ca. 1905 or 1906, Huntington established an initial practice in 1907 – 1909 with James H. Schack. Early projects by the partnership included the First Methodist Episcopal Church and the Arctic Club. The firm's First Methodist Episcopal Church was cited in August 1907 as a "graceful work by the able young firm of Schack & Huntington" by *Pacific Builder and Engineer*. (City of Seattle Landmarks Nominations and other sources suggest Schack was the designer of these two buildings. Schack later established a partnership with Arrigo Young and John Myers, a firm that later became TRA.) Schack & Huntington's Arctic Club/Morrison Hotel was recognized as one of the most beautiful clubs west of Chicago in 1913.

In 1907 – 1908, Huntington designed the impressive De la Mar Apartment Building in a Renaissance Revival Palazzo Style on Queen Anne Hill. *The Seattle Mail & Herald* noted that he would "surely be a factor in the architectural line and leave his impress for future generations" adding that, "in the short time he has been in practice here, there has come to him a large clientele" (*The Seattle Mail & Herald*, March 23, 1907). Other Seattle buildings designed by Huntington in 1909 – 1910 include the Mines Building at the Alaska-Yukon Pacific Exposition, the Johnson and Hamilton Mortuary, (currently law offices) at 1400 Broadway Avenue, a sanitary market in Seattle, and the E. H. Shumway Mansion at 11410 - 99th Place Northeast (relocated from 528 Lake Street) in Kirkland, WA.

Huntington began serving as the City Architect in September 1912, a position to which he was formally appointed to in 1916. He held the position until 1921 while continuing his own private practice. During a portion of this period (1912 – 1914) he also formed a residential practice with architect Arthur L. Loveless. The two architects continued to share office space until 1916.

Building designs attributed to Huntington as City Architect also include six Tudor Revival Style structures at the Firlands Sanatorium (presently the CHRISTA Ministries Campus in the Shoreline area), ten police and fire stations, and the University and Ballard bridges. In 1921 Huntington designed the Station No. 9 Substation/Annex and several other city projects, including the Fremont Branch of the Seattle Public Library. The library, a Mission Revival design, is located approximately three blocks south of the subject property.

In 1924 – 1925 he independently designed his own residence in Montlake. In the same period, he produced designs for the former Northcliffe Apartment Building on First Hill and the Daughters of the American Revolution Rainier Chapter Meeting House on Capitol Hill. Huntington's tenure as City Architect occurred during a time of considerable building by the city. Several of his buildings have been recognized as Seattle City Landmarks, including the Lake Union Steam Plant (1909 and 1911 – 1921), the previously noted Fremont Library, concrete piers for the University Bridge (for which he received an AIA Honor Award in 1927), and many Seattle fire stations.

In 1927, Huntington joined with architect Arch Torbitt to form the partnership Huntington & Torbitt. Their firm designed the Piedmont Apartments, Hoquiam City Hall, and the Seventh Street Theater in Hoquiam. Huntington's career was impressive, and in 1928 *Pacific Builder and Engineer* profiled Huntington and his work in a series titled "Ace Men of the Pacific Northwest" wherein he was praised for his "old school" architectural apprenticeship, in lieu of formal college education.

Huntington served twice as the President of the Seattle Chapter of the American Institute of Architects and once as Secretary. He was elected the local AIA Board of Directors in 1922 – 1923. Besides his successful practice, he taught at the University of Washington. In 1944 – 1946, he was employed as architect for Washington State University. Late in life, Huntington became successful as an oil and watercolor artist, and he exhibited his works in Seattle and New York City. He retired at the age of 76 in 1947. He moved to Oregon City, Oregon, in 1947 but returned to Seattle in 1955. He died on May 13, 1962, leaving a built legacy from a prolific career.

[Note: Drawings of many of Huntington's public buildings, including the designs for the subject building, are available at the Fleets and Facilities' Department. The University of Washington Special Collections has original drawings for a few of his projects: the Residence for William Peachy (by Gould and Huntington) and Del-a-Mar Apartments, Fire Station No. 2 and Machine Shop, and Fire Station No. 7 (by Huntington). Schack and Huntington projects represented in the University's collections include the AYP Mines Building No. 3, Arctic Club Building, Benson Residence, and Schwager Residence by.]

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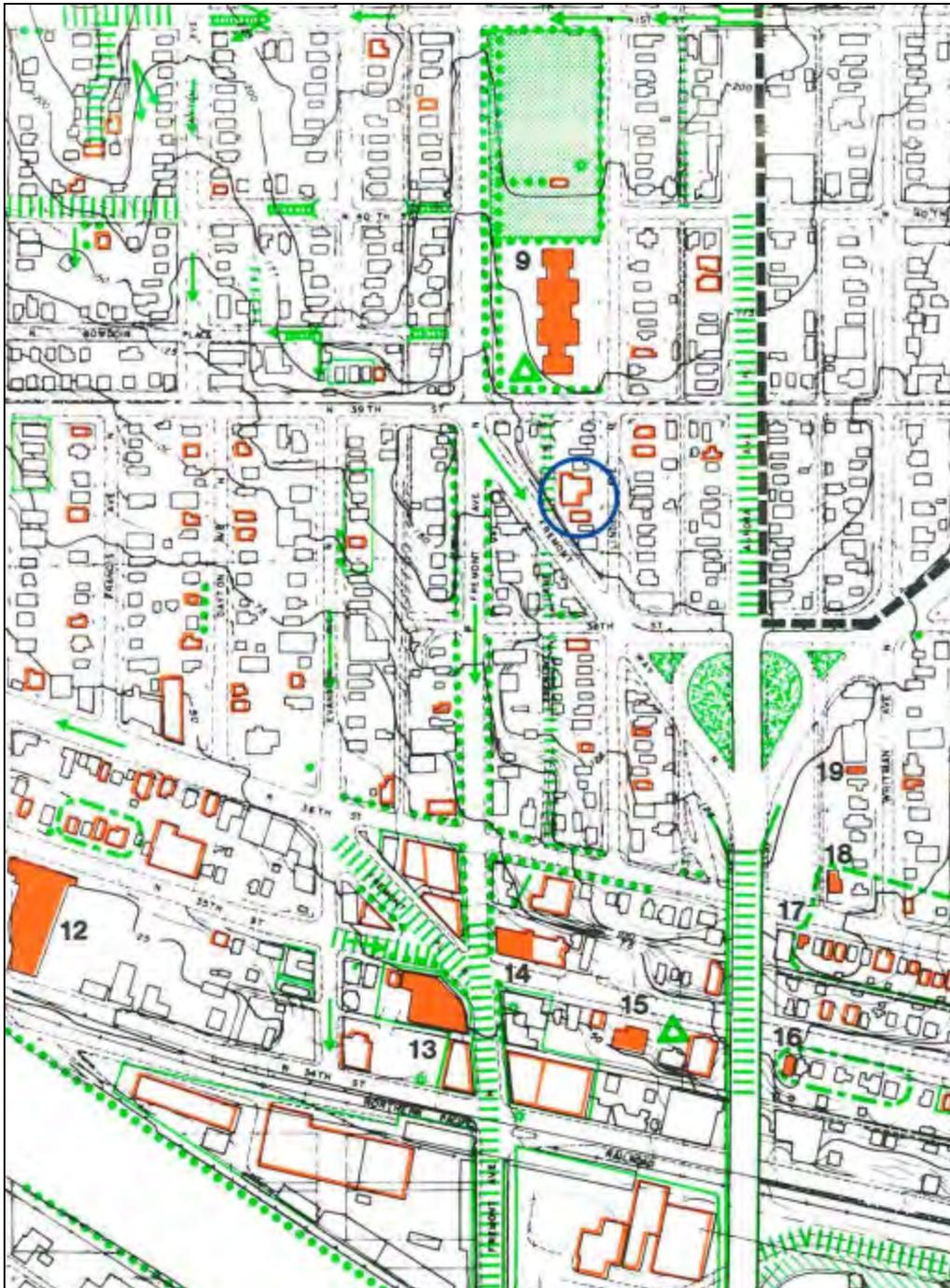
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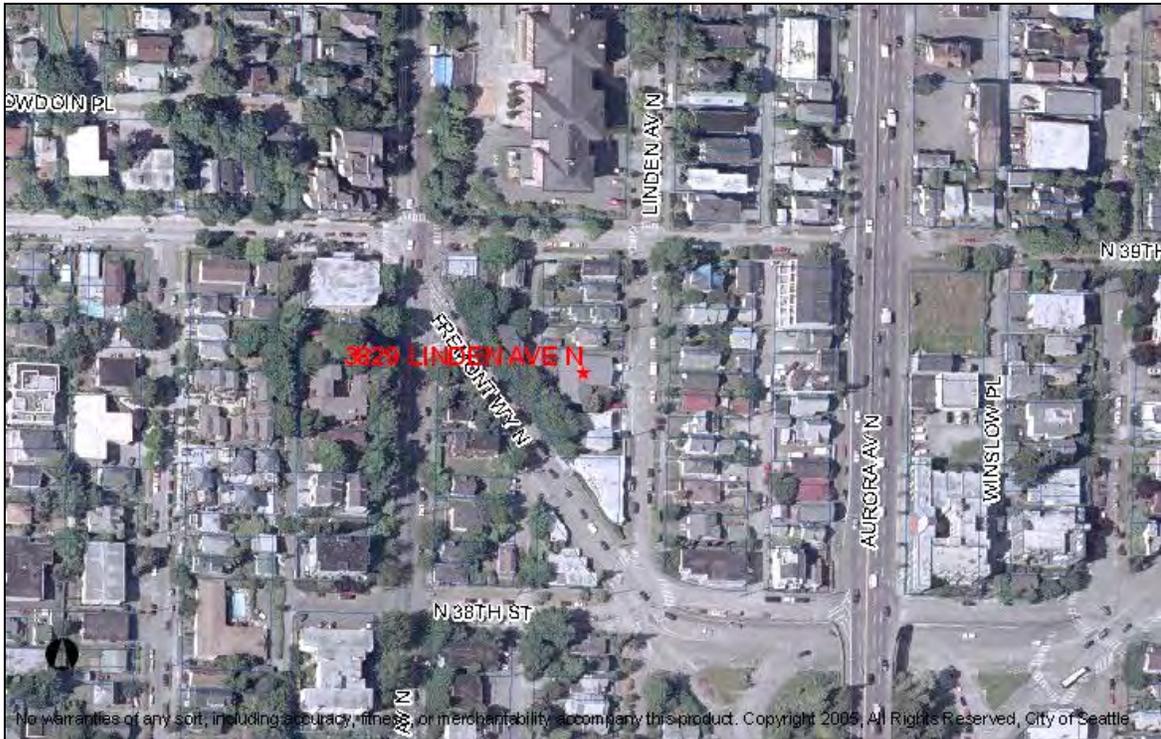
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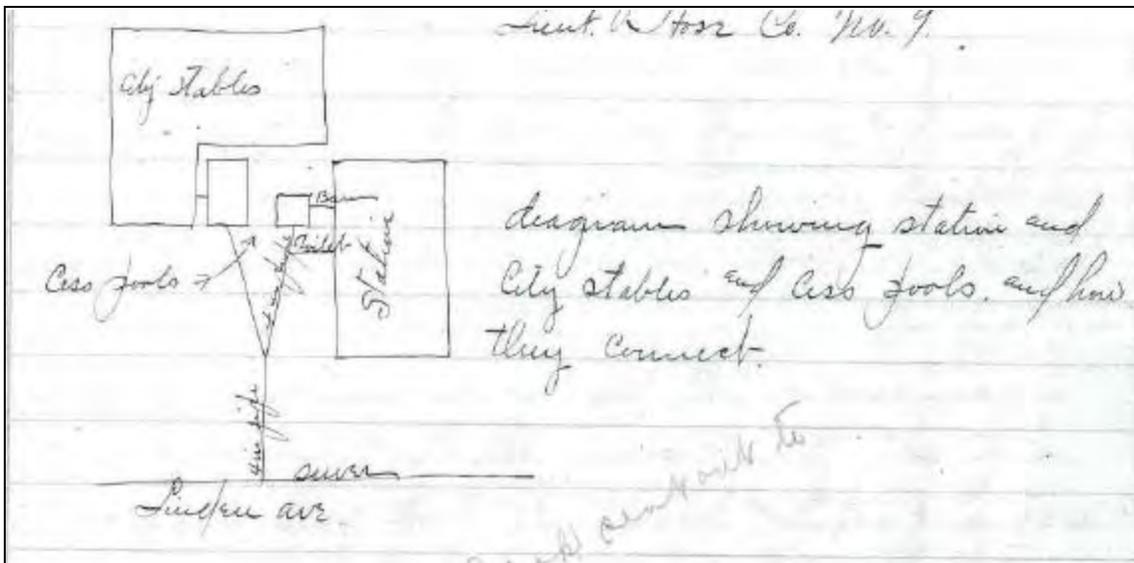
Below, an excerpt from the survey map from a 1975 historic and urban inventory of the Fremont neighborhood by Nyberg and Steinbrueck. Both the 1921 Substation/Annex and 1953 - 1954 Fire Station at Station No. 9 were cited as "significant to the neighborhood." The site is indicated by a blue circle. Other buildings, shown in solid orange, were noted in the survey as "significant to (the) city." These shown include No. 9, B.F. Day Elementary School (dating from 1892+); No. 12, Car Barn at 3400 Phinney Avenue N. (ca. 1895); No. 13, Fremont Building at 3427 Fremont Avenue N. (1901); No. 14, J.P. Dean Building at 3500 Fremont Avenue N. (1906); No. 15, Fremont Branch Library at 731 N 35th St. (1921); No. 17, a ca. 1890 Residence at 911 N 36th St.; No. 18, Dr. Patterson House at 916 N 36th St. (1891); and No 19, a ca. 1890 Residence at 3633 Whitman Avenue N.





Above, a 2002 aerial photo of the Fire Station No. 9 property, marked in red, and the surrounding area. The map dates from 2005. Construction over the last three years is not shown. (DPD Map Center, accessed June 2008)

Below, a diagram plan of Fire Station No. 9, which was included in a letter from SFD Lieutenant E. E. Blackford of Company No. 9 to Fire Chief F. L. Stetson, dated May 28, 1912. This plan shows former buildings on the site, which then included the ca. 1901 station, the L-shaped City Stables, a garage, and an unidentified structure. The stable and other buildings were on the present site of the subject building. The main subject of the letter was problems with sewer piping and cesspools. (Seattle Fire Department records, Seattle Municipal Archives)





Above, a context view of Aurora Avenue N., looking south from N. 39th Street in July 1930. (Seattle Municipal Archives, Item No. 54452)

Below, the neighborhood seven blocks north of Fire Station No. 9, in a view from 46th Avenue North and North Linden Street in 1932. (Seattle Municipal Archives, Item No. 5806)





Above, the earlier 1901 era station on the site, shown with the horse-drawn apparatus. (Seattle Fire Department)



Left, two historic photos from June 28, 1935 show Station No. 9 with the original fire house which dates from 1901 - 1902, and a former wood framed garage and tall wood fence on the site.



In the lower photo, a view looking northeast, the partial south facade of the subject building is visible behind the delivery truck. (Seattle Municipal Archives, SFD Collections, both photographs)



Above, the 1936 tax assessor's photo of the subject building, looking southwest at its north and east facades and the neighboring house to the south at 3821 Linden Avenue N. (King County Assessor, Property Record Card, King County Regional Archives) Below, a similar view from a 2003 photo that shows only a portion of the former substation in the background and the present stationhouse in the foreground. (Seattle Municipal Archives Photography Collection, Item No. 136594)



The contemporary photos that follow were taken in July 2008. Unless otherwise noted these are by Susan Boyle or Tanya Hayes of BOLA Architecture + Planning.



Above, a context view looking South on 39th Avenue North. Below, Context view looking Northwest on 39th Avenue North with B.F. Day School in the background.





Above, a context view looking southeast at older houses on the block. These three, at 3808 – 3812 and 3814 are opposite the station property. Below, a view looking southeast in the alley-like street behind the station property. Only the roof of the stationhouse is visible in this photo.





Above, a view looking northwest at the adjacent houses at 3821 Linden Avenue, the subject building, and the Station No. 9 Firehouse (left to right). Below, an oblique view, looking southwest, at the subject building's primary east facade and a portion of its secondary north facade.





Above, a view looking west at the primary east facade. The wide flush steel entry door is not original. Below, an oblique view looking southeast at the back (west) facade and partial north facade.





Above, an oblique view of the south facade. Board formed concrete and non-original, brick-infilled window openings characterize this utilitarian, secondary façade. Below, a partial view of the north facade, which shows recesses between several of the western bays. The original building may have been constructed with infill areas on this site to allow for expansion. The concrete on the north facade is finished with heavily textured stucco.





Top left, a detail view of one of two windows on the primary east façade.



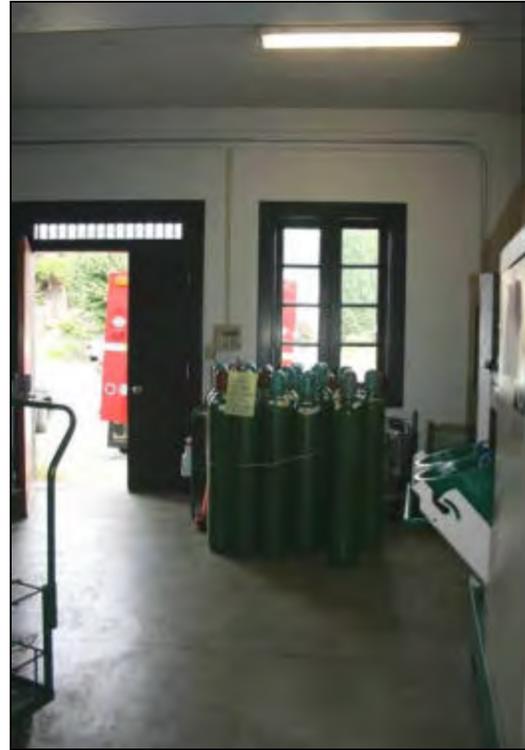
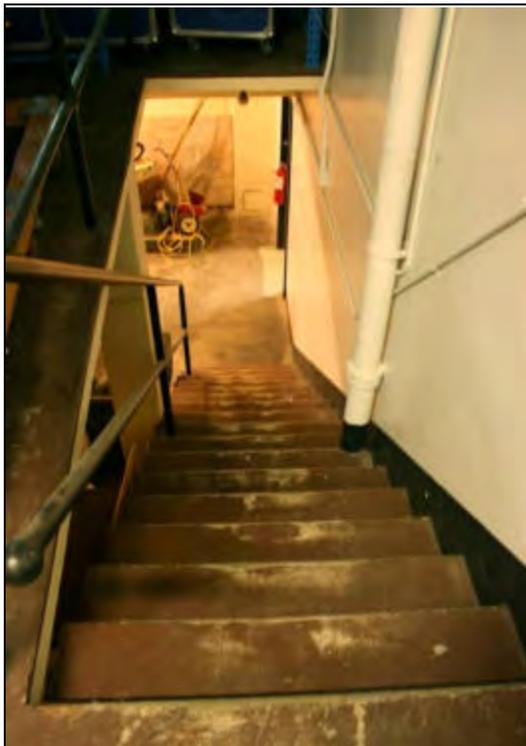
Below left, detail view of the door on the east façade. The spindle work in front of the transom is original.

The use of brick as a simple decorative treatment contrasts with the cast ornamentation shown in the original design drawings for the building, which are included with this report.



Above, a view looking west at the 1st floor.

Below, the cast concrete stair to the partial basement is located along the north wall.



Above, a view in the 1st floor, looking east.

Below, looking north in the corridor between the building's basement and the stationhouse.





Above and below, two view of the eastern portion of the present basement and storage areas.



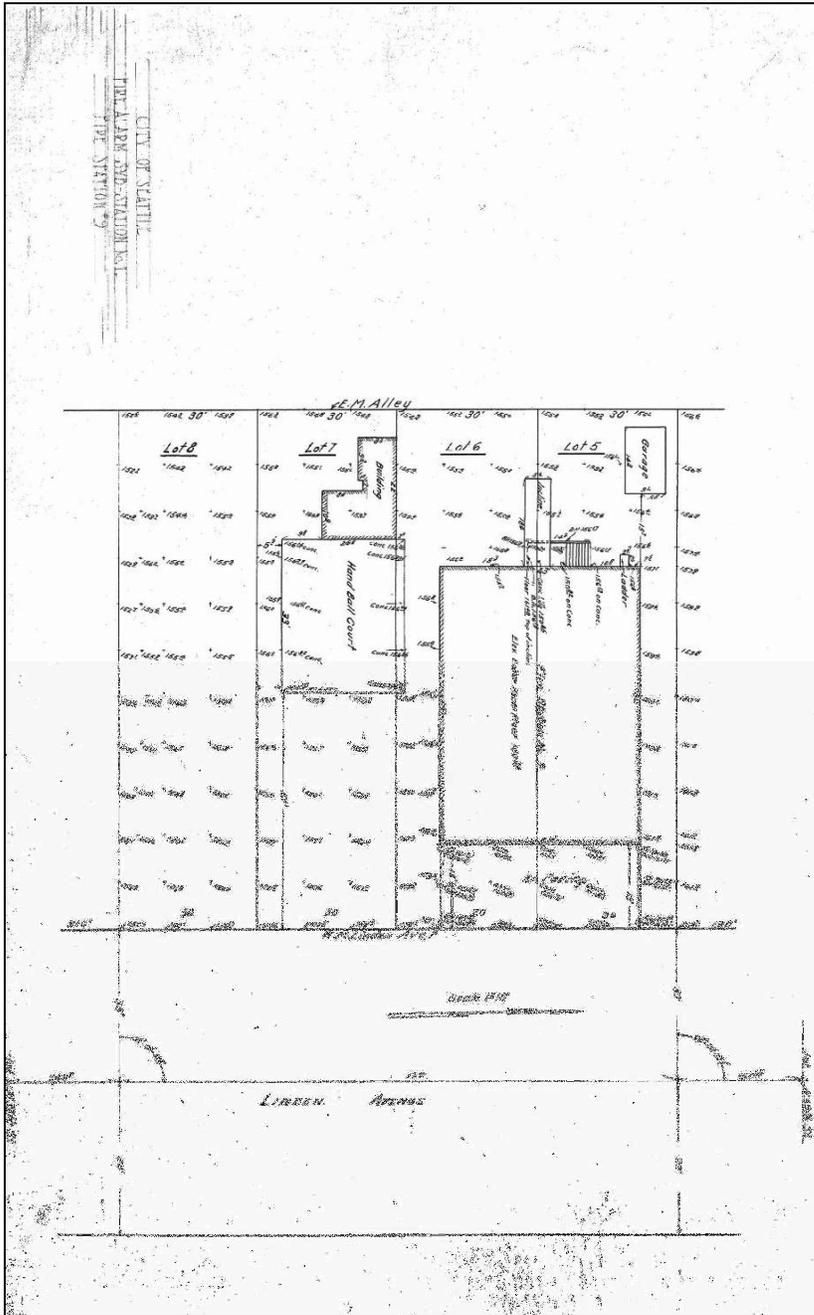


On this page, two images of other Huntington designed fire stations. Above, former Station No. 7 on Capitol Hill (Seattle Municipal Archives) and below, SFD Station No. 2 in the Denny Regrade. (Museum of history and Industry, Image No. 1983.10.2210)



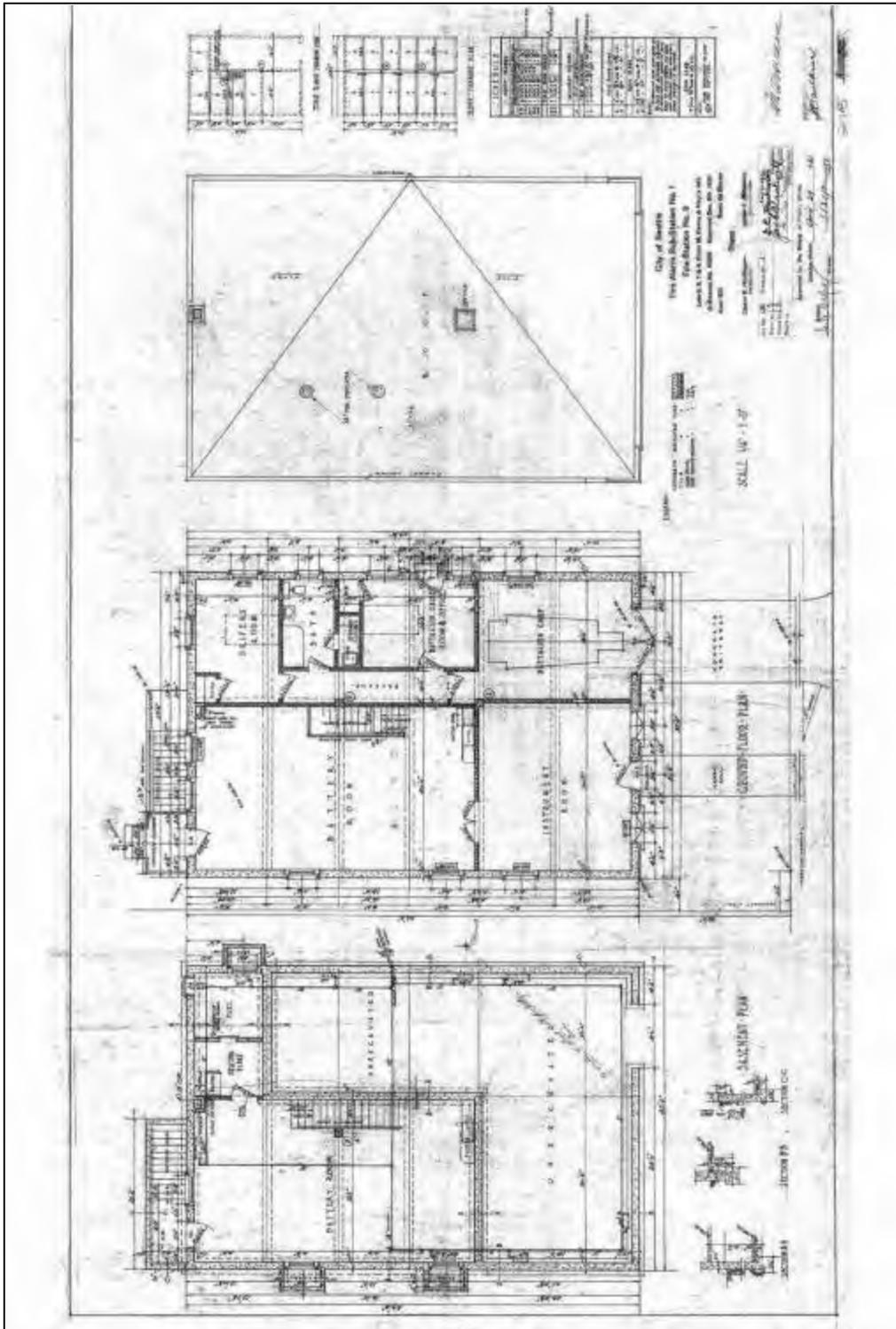
Property of Museum of History & Industry, Seattle

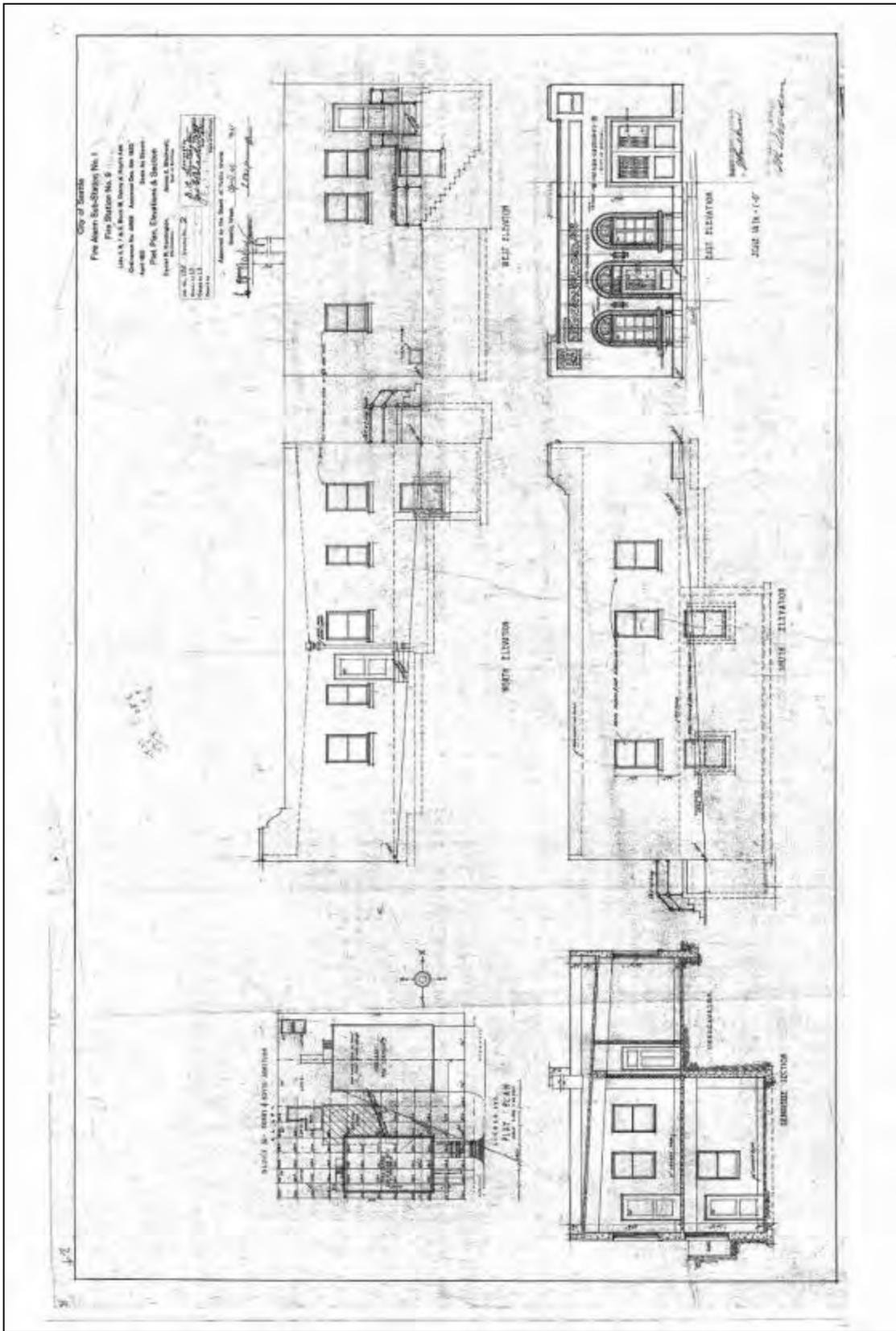
On this and the following five pages are historic reduced scale drawings of the original Fire Station Substation design dating from 1921.

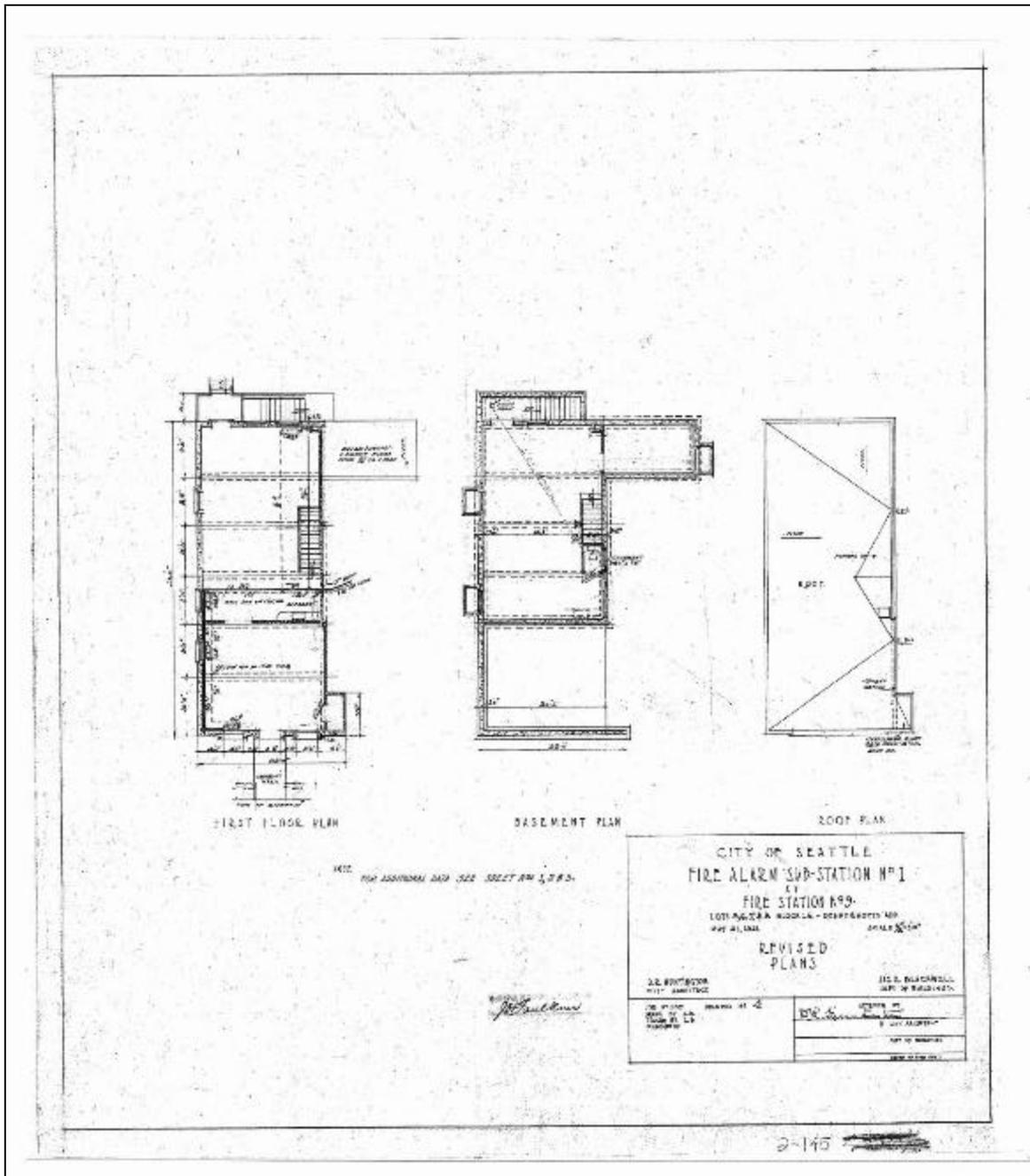


Above is a survey cited as "Fire Alarm Sub Station No. 1, Fire Station No. 9." This plan does not show the former stable, but it does show the original Fire Station on Lots 5 and 6 as well as the pre-existing open handball court and a small L-shaped building on Lot 7 (both removed for construction of the subject building). North is oriented to the right on this page, and on the survey Fremont Lane North is identified as an alley. Elevations, noted by the grid of numbers, indicate an overall slope of 10' from the northeast to southwest corner, and 6' drop along the east property line. (City of Seattle, Fleets and Facilities Division)

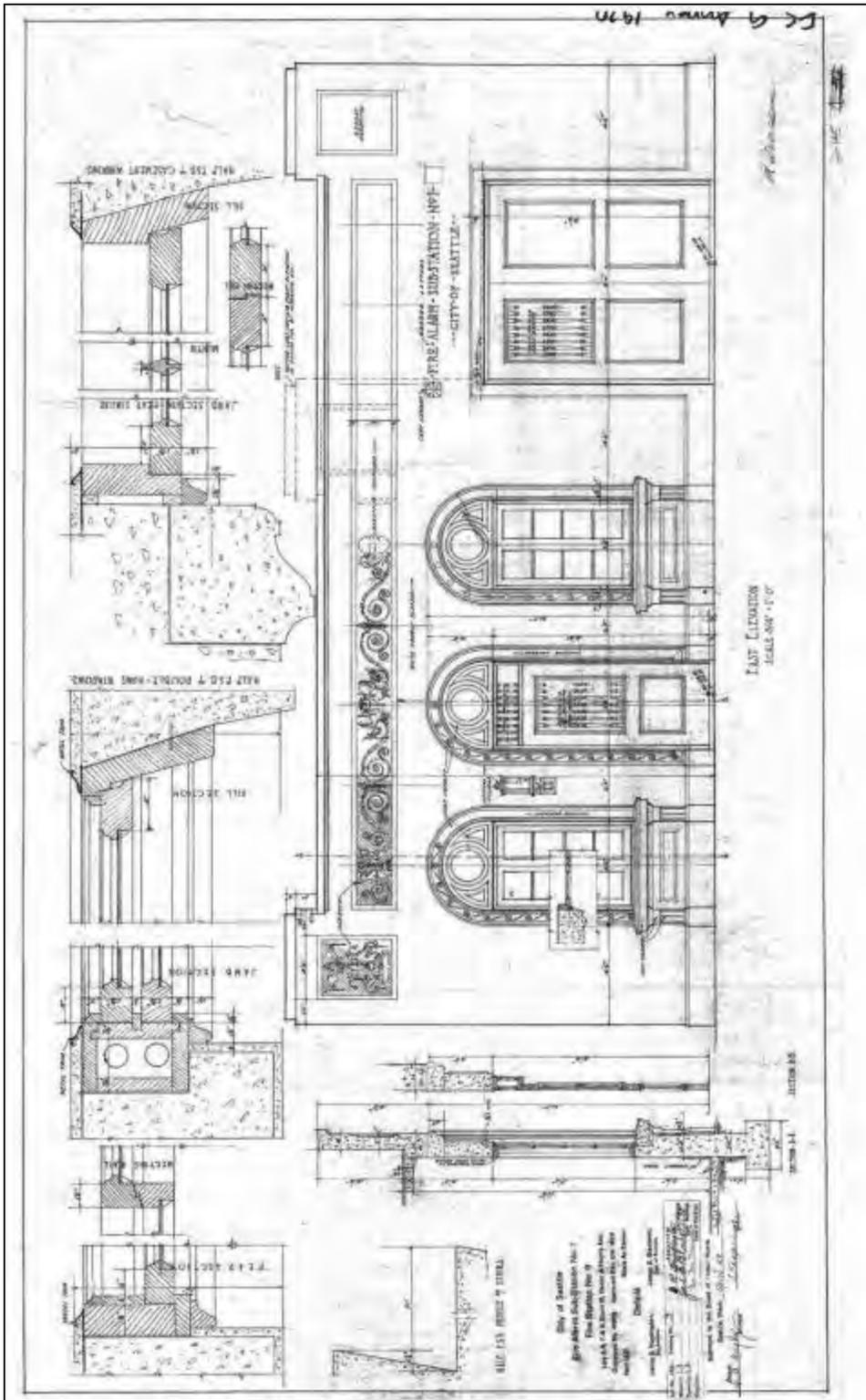
The original design floor plan drawing, below, of April 29, 1921, show a design of the building as a larger structure with a width of 37'-6". However, when constructed it was reduced to 20'-5" width by elimination of a driver's room and a Battalion Chief's office, bathroom and vehicle parking area. Spaces on the plans are noted as Instrument and Battery Rooms at the 1st floor with a Battery Room, Hearing Plant/Fuel space in the smaller Basement.







The revised design, above, represent the subject building as it was constructed. This drawing also dates from April 29, 1921. The original drawings are signed by D. R. Huntington, City Architect, with a notation that they were drawn and traced by "L.B.," an unknown city employee.



Above, the front (east) elevation showing the original design for the originally planned, wider building, with its “sgraffito “ decorative details, white plaster finish and neo-classical base treatment below the window sills. The revised drawing mass is indicated by the dashed line work.

Below, a contemporary survey of the property by Bush, Roed & Hitchings Inc., Seattle. North is oriented up on this page. (City of Seattle Fleets and Facilities)



Below, a survey drawing of the subject building on Lot 8, prepared by Mithun Architects in 2004.



Below, a sketched site plan identifying the Substation and its site, Lot No. 8. In this plan, North is oriented up on the page. (BOLA Architecture + Planning)

