



The City of Seattle

## Landmarks Preservation Board

Mailing Address: PO Box 94649, Seattle WA 98124-4649

Street Address: 600 4th Avenue, 4th Floor

LPB 119/22

### **REPORT ON DESIGNATION**

Name and Address of Property: **former Fire Station 26 / South Park Neighborhood Center**  
**8201 10<sup>th</sup> Avenue S**

Legal Description: Lots 1, 2, 3, and 4 in Block 3 of River Park Addition to King County, according to the Plat recorded in Volume 7 of Plats, Page 41, in King County, Washington.

At the public meeting held on April 6, 2022 the City of Seattle's Landmarks Preservation Board voted to approve designation of the former Fire Station 26 / South Park Neighborhood Center at 8201 10<sup>th</sup> Avenue S as a Seattle Landmark based upon satisfaction of the following standard for designation of SMC 25.12.350:

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

### **DESCRIPTION**

#### ***Setting and Site***

Located in Seattle's South Park neighborhood, Fire Station No. 26 building stands at the location of a former town center prior to South Park's 1907 annexation by Seattle. While South Park's present-day commercial core centers around 14<sup>th</sup> Avenue S between Dallas Avenue S and S Henderson Street, the 1905 Sanborn map indicates a commercial cluster in South Park to the north and west, concentrated along Valley Road (present day Dallas Avenue S) between Orchard Avenue (present-day S Rose Street) and S Elmgrove Avenue, with numerous stores, a drug store, a lodge hall, and warehouses. South Park's Town Hall was located at the northwest corner of Southern Avenue, Washington Boulevard, and Valley Road in this first town center. The building and a non-historic 1981 south addition occupy four full lots at the southwest corner of S Southern Street and 10<sup>th</sup> Avenue S. The front, east facade faces 10<sup>th</sup> Avenue S with the main north side facade overlooking S Southern Street. An asphalt paved parking area extends west of the building into an adjacent tax parcel (7327900095). A concrete-paved 10-foot-wide alley runs along the south side facade.

**Administered by The Historic Preservation Program**  
**The Seattle Department of Neighborhoods**

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The site slopes away from the building on the east and north sides. The basement on the west side is partially day lighted due to the lower grade level at the parking area. The building is set back from the lot lines consistent with residential development patterns in the area, with concrete sidewalks along both S Southern Street and 10<sup>th</sup> Avenue S. Street trees include a Norway maple (southeast corner), a Bird cherry (northeast corner), a Thundercloud purple leaf plum (north, center), and a Red maple (northwest corner). Street trees, based on trunk diameter, and that streets exist in a 1977 but not a 1969 USGS aerial were planted in the early to mid-1970s consistent with other street trees along S Southern Street and 10<sup>th</sup> Avenue S. Three columnar evergreen trees, planted after 1960 based on historic photographs, grow along the east facade against the building. Low ornamental shrubs occur as foundation plantings along the east and north facades. A lawn extends from the foundation planting beds to the sidewalk and planting strips along the building's east and north sides.

### ***The Buildings and Changes Through Time***

The one-and-a-half story building has an L-shaped plan with a rectangular plan south addition. The main personnel and fire engine entrances are on the front east facade oriented towards the former town center.

#### Foundation & Structure

The building features reinforced concrete footings and perimeter foundation walls that project slightly at the base of the exterior walls. These carry the building's structure of unreinforced brick masonry and internal wood posts and beams. Girders (6x8-inch) carried on piers (8x8-inch) support the mid span of floor joists within the south portion of the building. The addition features reinforced concrete foundation walls supporting the platform frame structure.

#### Exterior Walls

The building's exterior unreinforced Flemish bonded (alternating headers and stretchers in each course) brick masonry walls are exposed on the front east, north, and west facades. The brickwork on the south facade remains visible within the south addition. A soldier course of high fired brick with concrete outer corner blocks wraps the top of the walls. The brick consists of high fired darker and lighter colored extruded bricks with a rough surface texture and relatively wide (nominally half-inch) mortar joints (flush filled and struck tooling with a rough texture rather than a smooth, compacted tooled surface). Decorative pattern work occurs in the stepped east gable end and on the north facade's west end, both consist of cast stone and high fired red brick. Shingles clad the roof dormers and the portion of the central tower that extends above the roofline. A painted, cementitious coating clads the south addition's exterior walls.

#### Roof

The building features a cross-hipped roof with a stepped parapet prominently located above the engine bay doorway and a second shaped parapet on the east end of the south facade. The roof has broad open eaves with exposed sheathing and rafter ends with chamfered lower edges and a fascia board and frieze molding wrapping the top of the wall. A replacement metal gutter wraps the perimeter of the roof and connects to external replacement metal downspouts.

The shaped parapet above the engine bay doors rises from cast concrete brackets set at the top of the wall with flat and angled shoulders ascending to a round arched central portion that is capped with a

decorative finial. Coping material is painted and attributed as cast stone based on the other cast stone detailing. The stepped parapet on the south facade rises from cast concrete brackets with flat and angled shoulders ascending to a side wall chimney that serviced the lounge room. The same coping materials cap this parapet. Added steel seismic restraints anchor the chimneys and east parapet back to the building's roof framing. The original cast stone caps and the round ball finial at the east parapet have been removed. Round arched dormers project off the north and east roof slopes providing ventilation and day lighting to the attic. Each is clad with metal roofing. The central tower is partially visible on the north and east sides above the adjacent roof slopes and has a hip roof with an elliptical arched wall dormer. Asphalt composition shingle roofing covers the roof and the hipped tower roof. A brick chimney is in the southwest portion of the roof and connects to the boiler room in the basement.

### Windows

The building retains its original wood 6:1 double hung windows. Window placement on each facade is regularly spaced and organized to provide day lighting and ventilation for interior spaces. All window openings feature wood brick moldings with a decorative rounded profile, wood sills with painted cast stone lug sub-sills, steel lintels with soldier course red brick headers flanked by square cast stone blocks. Original interior casings consist of painted wood with decorative raised inner and outer profiles and mitered corners. Windows have painted stools and apron with decorative moldings at the stool/apron transition and along the lower edge of the apron. Added exterior shades on the west facade at two windows help reduce solar gain from the afternoon sun.

The east dormer features an original round arched 7-lite wood window. The north wall dormer features an original 3-lite elliptical head wood window. A metal louver replaces the original 7-lite window in the north dormer.

The south addition features vinyl 1:1 windows on the east and south facades. A steel sash 6:1 window is at the west end of the greenhouse and visible on the interior, but covered over on the exterior.

### Entrances

Several entrances provide access to and egress from the building interior. Original building entrances are tied to internal functions and listed below in descending importance relative to the building's original role as a fire station. The south addition has two doorways on the west end, one providing access to the kitchen and the other to the greenhouse. Both are single lite anodized aluminum doors with concrete stairs leading up to a shared concrete landing.

### Engine Bay

Located on the east facade, this provided access to the apparatus room containing the engine and is central to the role of the building's design as a fire station. Designed for outward opening double doors, the doorway retains its segmental arched soldier course red brick header. The header features cast stone skew backs (block with a sloping face supporting the outer ends of the arch) and a decorative cast stone key stone. Original painted wood brick moldings with a decorative curved profile wrap the jambs and soffit of the doorway. Replacement recessed paneling with a center personnel door replaces the original multiple lite wood doors. A concrete driveway connects the doorway with 10<sup>th</sup> Avenue S.

### East Front

Located on the east facade, this doorway provided access to the lounge area and the point of entry for any visitors to the fire station. The doorway matches the window openings in that it features flat, red brick soldier course header with outer square cast stone blocks. Original painted wood brick moldings with a decorative curved profile wrap the jambs and soffit of the doorway. The original single lite hopper transom remains above the replacement single lite anodized aluminum door. The original shed roof carried on decorative painted wood scroll type brackets projects out over the front stoop. Alterations replaced the original concrete stoop with the existing concrete landing, stairs, universal access ramp, and associated painted metal railings.

### West Service

Located on the west facade, this doorway provided staff access to the dormitory. The doorway also matches the window openings with the same soldier course header with square cast stone outer blocks, and painted brick moldings at the jambs and soffit. An original concrete landing and stairs with painted metal railings services this entrance. A replacement anodized single lite door provides interior access.

### Basement

Located on the west facade, this doorway provided staff access to the basement boiler room. The doorway sets in an areaway partially below grade with concrete steps descending to the doorway and original metal railings along the top of the areaway retaining walls. The doorway is set within the concrete basement walls and consist of a replacement flush metal panel door.

### Interior

The interior layout corresponds to the functional role of the building as a fire station. The basement layout reflects mechanical, storage, and bathhouse functions. Public facing elements such as the lounge, apparatus room, and offices are located along the outer east and north sides of the floor, with the more private dormitory, kitchen, and bathroom functions along the south and west sides of the floor. The first floor is the primary function space with secondary mechanical and storage functions in the basement and the small attic.

### Basement

The basement is limited to the west portion of the building, with the south and southeast portion being unexcavated crawl space and the northeast portion below the apparatus room being a concrete slab on grade. A centrally located direct flight stair provides access from the first floor. A short north-south corridor connects to the boiler room (a doorway in this room connects to the fuel room), north and south storage areas, and the tower. Spaces have utilitarian finishes with concrete floors, painted board formed concrete walls, and replacement gypsum board ceilings. One original 5 cross panel wood door remains at the storage room, with an original tin clad door at the boiler room with replacement doors at the south storage area and the tower. A mechanical vent replaces the former coal chute door connecting the fuel room to the parking area on the west side of the building. A central floor drain is located within the 7-foot square plan tower used for draining fire hoses.

## First Floor

This floor consists of the building's main function spaces. Descriptions are organized by original room functions, with current use and alterations noted. Short corridors link between the main rooms. Original doorways between rooms retain painted wood casings matching those at window openings. Pendant and stem light fixtures are attributed as original based on their stems/chains, bowl holders, and white glass bowls provide lighting.

- The apparatus room is in the northeast corner, and originally housed the fire engine when not in use. The current use is office space. Doorways on the west and south walls connect to adjacent spaces including the tower.
- The lounge is in the southeast corner, and originally provided a gathering and recreation space for firefighters. The current use is split with the south half functioning as the entrance lobby. The north half of the space is offices with an added partition separating this use from the south portion. Finishes consist of original painted plaster walls and painted wood baseboard, and added acoustical tile ceiling, and flooring. The original red brick fireplace with a painted wood mantel remains on the south side of the room.
- The locker room links the lounge with the dormitory and consists of a short east–west corridor with lockers extending north and south. The current use of the corridor remains circulation with lockers converted to office use. Original built-in lockers remain south of the corridor with an added partition closing off the area to the north. Finishes consist of original painted plaster walls and painted wood baseboard, and added acoustical tile ceiling, and flooring.
- The dormitory is in the southwest corner, and originally provided a six-bed sleeping area. The current use is circulation, storage, and offices. Alterations converted a south window opening to doorway for access to the south addition. Low moveable partitions and low built in partitions provide for office and storage functions. Finishes consist of original painted plaster walls and painted wood baseboard, and added acoustical tile ceiling, and flooring.
- The north–south corridor is in the west portion of the building and connects the dormitory with the kitchen, lavatory, and offices. A short flight of stairs and an added universal access lift transition up from the dormitory to the corridor. Gray floor tiles (attributed as linoleum and original) with a yellow/tan compass rose provide the flooring throughout the corridor. Finishes consist of original painted plaster walls, ceiling, and painted wood baseboard. Six panel doors having square upper and lower panels and tall middle panels with original door knobs and escutcheons provide access to connecting rooms.
- The kitchen is along the west side of the building and currently functions as office space.
- The lavatory is along the west side of the building and remains in lavatory use. Original Alaska Token marble wainscoting wraps the west, north, and east walls with terrazzo flooring and integrated base throughout the space (with a section of the floor cut out and replaced with concrete). Replacement partitions, grab bars, and lavatory fixtures support ongoing restroom use.
- The two offices are at the north end of the building are currently used for meetings and office functions. Finishes consist of acoustical tile ceiling, and original painted plaster walls and wood baseboard, with replacement flooring and LED ceiling lights.

- The south addition consists of a main community space in the central and east portions with a commercial kitchen in the west end and a greenhouse along the south side at the west end. The greenhouse has additional heating to support year-round use of the space. A 6:1 steel sash window is in the west end of the greenhouse, but has been covered over from the exterior.

### ***Character-defining Features***

The following features contribute to the historical and architectural significance of the building. They relate to its original construction and use as a fire house.

- Massing and setback fitting with the residential character of the immediate neighborhood, and orientation towards and location as part of the former town center.
- Exterior walls including the unreinforced Flemish bonded brick masonry, textured red brick and high fired red brick, soldier course band along the top of the walls, cast stone details, mortar joint widths and tooling.
- Windows including 6:1 double hung, and round arched and segmental arched windows in the dormers, brick moldings, sills and subsills, interior trim (casings, stool, apron), and window headers (soldier course bricks and cast stone blocks).
- Roof including hip roof form, open eaves, rafters, fascia and molding, stepped parapets and cast stone coping, and chimneys.
- Entrances including the engine bay jambs/soffit, brick molding, and header (soldier course bricks with cast stone skewbacks and keystone); east front including jambs/soffit, brick molding, header, shed roof extension and brackets, and transom; west service entrance including jambs/soffit, brick molding, header, and exterior stairs and railings; and the basement entrance including the exterior stairs, railing, and areaway.
- Interior including pendant and stem light fixtures attributed as original, the brick fireplace, built in lockers, linoleum flooring, original cross panel and six panel doors, hardware and casings, and baseboards.

### ***Alterations***

The following timeline highlights key alterations to the site and building.

#### 1951-1968

Construction of a separate 14x22-foot temporary building directly south of the building based on the building existing in a 1968 USGS aerial, but not in a 1951 Sanborn Fire Insurance Map. The concrete foundation remained through 1977 based on USGS aerials.

#### 1976

SDCI microfilmed drawings indicate the City remodeled the building in 1976 for use as a neighborhood center with the City Architects Office preparing drawings for converting the apparatus room to a social hall, with reception and office functions in the former lounge, dormitories, and locker rooms. Restrooms were built within the tower at the first-floor level.

#### 1981

In 1981 the City hired architects Arai Jackson to design the south addition to the building to provide a large main hall at the east end, with a commercial kitchen, associated storage and a green house at the

west end of the addition. This work is evident in SDCI microfilmed drawings indicate and also included remodeling of the original building. The project converted the apparatus room to a classroom, the dormitory space into a game room, and the small kitchen into an office. This work included converting two south window openings (lounge and dormitory) to doorways for access.

### Undated

Undated alterations include the following were made post 1970s.

- Replacement flooring in the lounge and dormitory
- Parking lot addition west of the building, expanding what was historically a driveway along the west side of the building.
- Added a personnel door to the engine bay infill.
- Installed moveable partitions and low built in rooms within the dormitory and a universal access lift.
- Removal of the cast stone chimney caps.
- Installation of steel tie backs at the parapets and chimneys, connecting to the roof framing.
- Converted the apparatus room to office use.
- Bisected the lounge with a partition along the north side as part of converting that portion to office use.
- Installation of LED lighting in the offices.

The addition of acoustical ceiling tiles in the building.

## **SIGNIFICANCE**

### ***Introduction***

The South Park Fire Station (Fire Station No. 26) was constructed in the South Park neighborhood of the city in 1920. The construction of the new fire station building in South Park demonstrated the value added to the community through annexation to the City of Seattle. A series of infrastructure improvements were undertaken by the city in South Park during the 1910s and 1920s, including connection to the municipal water system in 1910, the construction of a new school building (Concord School, Seattle Landmark) in 1914, and streetlight and sidewalk installations in 1928. The construction of W Marginal Way S in the mid-20<sup>th</sup> century bisected the South Park neighborhood. Fire Station No. 26 is the only civic building from that early 20<sup>th</sup> century era of municipally-funded construction in South Park that remains on the east side of W Marginal Way S.

### ***Neighborhood Context: South Park***

Unless otherwise noted, the South Park neighborhood context is summarized from a 2009 historic context statement, "History of South Park," prepared by Thomas Veith for the City of Seattle Department of Neighborhoods, Historic Preservation Program.

South Park is a small, dense neighborhood located within Southwest Seattle that is defined by surrounding industrial development, the dredged and straightened path of the Duwamish River creating the Duwamish Waterway, and a diagonally oriented multi-lane freeway (State Route 99/W Marginal Way S). The South

Park neighborhood is located within the *dx<sup>w</sup>dəwʔábš ʔálʔaltəd*—ancestral land of the Duwamish Tribe, the *Dx<sup>w</sup>dəwʔabš*—Seattle’s First People. Since time immemorial, they have called the land around South Park home. The arrival of Euro-Americans in the greater Puget Sound region in the early 1800s led to the colonization and settlement of the present neighborhood land area.

The first white people to live on the land known as the South Park neighborhood were George Holt, John Buckley, and Augustus Hograve; they arrived between 1851 and 1852 and settled on land claims west of the Duwamish River. As more white Euro-Americans arrived in the area, encroaching on Duwamish land, King County was created in 1852 to govern the area, followed by Washington Territory in 1853. The 1857 King County Census indicated that farmers lived in the area now known as South Park. More land was converted to agricultural use during the 1850s and 1860s as the white Euro-American population increased in the area. Early white families in the South Park area included Daniel Schneider and his wife Lucinda (Maple), William Dennis, A. W. Moore, Edwin D. Boone, the Fenton family, Julius Horton, and Michael Kelly and his wife Elizabeth Jane (Fenton).

In 1889, Washington became the 42nd State in the United States. At the end of that same year, it appears that I. William Adams and his wife, Frances, purchased the Donovan farm, which would be the original site of the town of South Park. Adams platted a townsite for South Park—the South Park Addition—and filed it with the King County Auditor on January 18, 1890. This plat encompassed the entirety of the A. Hograve donation land claim and consisted of 49 blocks. A second plat was filed with the King County Auditor on January 10, 1891, by Alexander and Jane Prentice. This plat, River Park, abuts the north edge of the South Park plat and extended to an oxbow in the Duwamish River. The River Park plat encompassed portions of the George Holt donation land claim and consisted of 52 blocks of varying sizes. A third plat, South Park Heights, was filed in 1892. The nominated property lies within the River Park Plat in block 3.

Significant developments occurred in the growing South Park neighborhood in the 1890s. The post office opened on June 25, 1892; George W. Brown was appointed the first postmaster. A public school, South Park School, also opened in 1891 or 1892. Two Roman Catholic brothers, Brother Callixtus and Brother Henry formed a Catholic school, Brothers School, in 1892 (later known as Our Lady of Lourdes). Railway service also began in 1892, with a wooden drawbridge constructed over the Duwamish River at Eighth Avenue S to extend the Grant Street Electric Railway trolley service to South Park; the trestle started at Kenyon Street and went across the river to Myrtle Street. By 1899, a new two-story school building was erected to house eight grades.

The 1900 U.S. Census indicates residents within the South Park area were overwhelmingly, 98%, white with the majority born in the U.S as well as immigrants from northwestern Europe—mostly Germany, Sweden, England, Ireland, Norway, Denmark, and Scotland—and England and French Canada. The remaining 2% of residents in 1900 were mostly single Japanese men, employed as house servants or gardeners, who had immigrated in the 1890s or 1900, and a few Black families.

In 1902, South Park incorporated as a town. The town had three mayors: S. J. Bevan (1902–1903), G. C. Lingenfelter (1903–1905), and A. G. Breidenstein (1906–1907). Soon after incorporation, the town petitioned the U. S. Congress to dredge the Duwamish River to improve navigability to and from the town. The 1905 Sanborn maps of South Park depict the area as still sparsely developed with the bridge connection with Georgetown along Eighth Avenue S. Commercial development was concentrated along Valley Road (present day Dallas Avenue S), with numerous stores, a drug store, a lodge hall, and warehouses. The Town hall was located at the northwest corner of Southern Avenue, Washington Boulevard, and Valley Road at the first town center.



South Park, and its approximately 1,500 residents, was officially incorporated within the city of Seattle on May 3, 1907, through Ordinance 15917; the streets were renamed in 1907 through Ordinance 17213. Annexation provided residents with access to water from the Cedar River, along with sewer, electrical, and fire services. The town's school was also incorporated into the Seattle school district. The school district constructed a new school for South Park, Concord School (723 S Concord Street, Seattle Landmark), in 1914.

In 1908, the South Park post office became a branch of the Seattle Post Office. A new South Park railway line provided service to the area in 1909. That same year, Commercial Waterway District No. 1 was formed to maintain the Duwamish River. The neighborhood's first fire station—no. 26 in the city—was established in 1910 at 8201 10<sup>th</sup> Avenue S. The fire station was constructed near the South Park community's original town hall and its earliest commercial corridor.

Although efforts had been underway for decades to control flooding along the Duwamish River, dredging began in 1913 near the old County Poor Farm on a tract of land owned by King County on the Georgetown side of the river. Dredging was complete by 1918, with significant impacts on South Park, from physical to political. The dredging project filled in the oxbow along the eastern edge of the neighborhood and added over 66 acres to the neighborhood. The river's deep channel encouraged industrial uses along its new route, creating tension with the neighborhood's agricultural and residential uses that continues to the present. New bridges provided increased access to the neighborhood, including a steel, low level swing bridge (Oxbow Bridge, then First Avenue S Bridge) at First Avenue S in 1911, and a new drawbridge at Eighth Avenue S between 1914 and 1915. By the 1917 Sanborn, a second town center or commercial core had developed in South Park—located where the streetcar line turned at Eighth Avenue S and S Cloverdale Street. The intersection had a handful of stores, but the largest concentration of non-residential buildings in South Park continued to exist along Dallas Avenue S near the fire station and former Town Hall.

In the midst of the dredging and public works projects, World War I erupted in Europe. The U.S. entered the war in April 1917. Industrialization and the establishment of factories along the Duwamish River supported the war effort. William E. Boeing acquired the Heath Shipyard in 1910 and by 1917 had started to convert the shipyard's building (the NRHP-listed Boeing Airplane Company Building or "Red Barn") to aircraft manufacturing. Boeing, first named Pacific Aero Products Company, received its first major government contract in September 1917, which led to extensive development of the company's site near South Park to meet the demand. Numerous alterations were made to the Boeing site in the 1920s to support the growing plant.

In 1920, the neighborhood remained predominately white, with individuals of Japanese descent comprising the largest people of color population group. Key employers in the neighborhood were shipyards, factories, and machines shops. The drawbridge at Eighth Avenue S was altered between 1924 and 1930 to make a perpendicular crossing over the Duwamish and a new moveable bridge was built at 14<sup>th</sup> Avenue S in 1931. The 14<sup>th</sup> Avenue S bridge (prior to its demolition) provided a direct connection between what would become South Park's commercial district and the west end of Boeing Plant Number Two across the river. More commercial development shifted to 14<sup>th</sup> Avenue S following the construction of the bridge over 14<sup>th</sup> Avenue S.

The end of an era for South Park came in 1935 when the South Park line of Seattle's street railway system ceased service. Bus service replaced the street railway line in 1936. The Eighth Avenue S bridge had a short life span following its reconfiguration and was permanently closed in July 1937 and demolished by

1939. This left the First Avenue S and 14th Avenue S bridges as the primary transportation connections to and through South Park. Gas and service station construction picked up along 14th Avenue S during the 1940s as more workers were traveling across the nearby bridge to work at Boeing and the shipyards. During this period, industries along the Duwamish expanded to support production of war planes as World War II raged overseas and the U.S. officially entered the conflict in December 1941. The increase in workers in the area put pressure on residential housing within the neighborhood as South Park provided a nearby residential area for workers. On February 19, 1942—after the United States entered World War II—President Franklin Roosevelt issued Executive Order 9066 which authorized the Secretary of War and the military to prescribe exclusion zones to restrict or prohibit anyone from entering, remaining in, or leaving. While Japanese were not explicitly addressed in EO 9066, its implementation resulted in the forced relocation of all people of Japanese ancestry from Western Washington, Western Oregon, and California, including South Park’s Japanese residents. After the war ended and Japanese were allowed to return to Seattle, many of South Park’s Japanese farmers did not return to the neighborhood.

When the war ended in 1946, it was clear that industry had truly surrounded South Park and was continuing to invade. South Park consistently felt industrialization pressure, particularly once the Seattle City Council rezoned the South Park area as “transition to industrial” in 1956. This rezoning was met with significant resistance from residents and small business owners who felt that their formerly pastoral neighborhood was being taken over by industry and freeway construction. Residents pushed back against rezoning and the potential loss of neighborhood identity. Prior to World War II, the neighborhood had hosted an annual Labor Day celebration—reflecting South Park’s agricultural and industrial worker roots. During the war, the celebration fell by the wayside; however, South Park resurrected the festival in 1962 with the South Park Community Club organizing a co-ed baseball game, family events, and dances for teenagers and adults at the South Park Fieldhouse.

By the 1951 Sanborn, South Park’s commercial core had shifted to 14th Avenue S and the area around the fire station and former town hall become increasingly residential. A new First Avenue S bridge was constructed in 1956 to better support industrial development in the Duwamish Valley and increased north-south traffic to and from Seattle. Construction on W Marginal Way S as State Route 99 was completed by the mid-1960s, completing bisecting the South Park neighborhood diagonally and intruding with a large cloverleaf intersection to connect traffic from the 14th Avenue S Bridge with SR 99.

In the midst of increasing industrialization, the demographics of the neighborhood began to change. Until World War II, Seattle and King County had limited numbers of Latino migrants and immigrants; however, during the war, many Latinos migrated to Seattle to work in booming wartime industries such as Boeing. Following the war, a second wave of Latinos identifying themselves as Chicanos arrived in Seattle, with many moving to neighborhoods around South Park in the 1960s. Many individuals within this second wave were from the Yakima Valley, attending the University of Washington. These students launched Chicano student activism for civil rights and social change. Despite their presence, written records did not adequately reflect the Latino population in Seattle until the 1970 Census.

Beginning in 1972, South Park began a long and arduous neighborhood planning process to determine a central vision for the neighborhood. Over 12 years, numerous competing plans were developed and finally, an official South Park Neighborhood Plan emerged and was adopted by Seattle City Council on December 17, 1984. In the midst of the neighborhood planning, South Park continued to build. In 1970, a new pavilion housing a gymnasium/multi-purpose room was constructed at the east end of Concord School, designed by Shavey & Schmidt. In 1972, a new fire station was constructed at the southeast corner of Eighth Avenue S and S Cloverdale Street. The old fire station no. 26 then became the South Park

Neighborhood Center in 1976. The South Park Community Center replaced the South Park Field House in 1989 at the northwest corner of S Sullivan Street and Eighth Avenue S.

Social change and increased ethnic diversity are hallmarks of this period. An ever-increasing Latino population in surrounding residential neighborhoods (i.e., White Center) spurred the establishment of the Seattle Medical Clinic by Sea Mar—a non-profit organization addressing the health care needs of Western Washington’s Spanish-speaking community. Spanish-speaking patients struggled to find health care with the language barrier, racism, and with many transitioning from a rural to urban life. Sea Mar incorporated as a non-profit in 1977 and purchased a clinic property (8720 14th Avenue S) in South Park along its main commercial corridor in 1978 to establish their first clinic that has since grown into a statewide resource for Latinos. By the 1980 U.S. Census, the census tract within which South Park resides (tract 112) had started to display more diversity, with 12% of the population non-white and 88% white. This diversity significantly increased over the next 40 years, with 33% non-white and 67% white in 1990; 56% non-white and 44% white in 2000; 55% non-white and 46% white in 2010; and 63% non-white and 37% white in 2020.

An emphasis on open space and environmental protections gained momentum in the late 1970s. Duwamish Waterway Park at 10<sup>th</sup> Avenue S and S Kenyon Street opened in 1978. A significant success for agriculture occurred in 1979 with the approval by King County voters of a farmland preservation bond measure of \$50 million to purchase development rights in the Duwamish Valley. By 1980, only 6,755 acres of farmland were left. Pollution control measures were implemented along the Duwamish Waterway by 1980 as the waterway’s industrial activities degraded the delta area. In 2001, the U.S. Environmental Protection Agency (EPA) recognized the long-term industrial pollution in the area and listed the lower Duwamish as a superfund site.

Concord School was listed as a City of Seattle Landmark in 1998 (the only landmark listed in South Park as of 2021) and then remodeled and reopened in 2000. South Park also received its first physical library branch in 2006.

Today, South Park continues to be a diverse and vibrant neighborhood in Seattle.

### ***Fire Stations in Seattle***

Unless otherwise noted, the following history of the Seattle Fire Department has largely been summarized from Cathy Wickwire’s “Survey Report: Comprehensive Inventory of City-Owned Historic Resources, Seattle, Washington,” (2001).

Like other communities, Seattle’s fire department had its beginnings in a volunteer program, with the first official volunteer company established in July 1870, followed by a volunteer fire department (Seattle Engine Company No. 1) in July 1876. The volunteer company grew over the next several years, adding equipment and a new fire station building, and an April 1884 city ordinance established the Seattle Volunteer Fire Department and allowed for the purchase of equipment and establishing additional companies, but not hiring of firefighters. The Great Seattle Fire, which began on June 6, 1889, and eventually destroyed over 30 square blocks in the city’s commercial district, taxed the capacity of the volunteer fire department. As a result of this devastating fire, the city established a municipal water system and a paid, professional fire department. Less than five months after the fire, City Council passed Ordinance No. 1212 on October 17, 1889, creating the Seattle Fire Department. The first Fire Chief, Gardner Kellogg, hired 32 firefighters and the department began operation on October 26, 1889.

The fire department used temporary stations until the following July, when two new fire stations were completed. These Shingle-style stations, Fire Station No. 2 on Main Street between Seventh and Eighth avenues and Station No. 3 on the corner of Third Avenue and Pine Street at the southern foot of Denny Hill, both opened in July 1890. Four more stations were constructed for the fire department over the next six months:

- Fire Station No. 4, Fourth Avenue and Battery Street (October 1890)
- Fire Station No. 1 (headquarters), southwest corner of Seventh Avenue and Columbia Street (November 1890)
- First Hill, Broadway and Terrace Street (December 1890)
- Fire Station No. 5, foot of Madison Street at the waterfront and housing the first fireboat “Snoqualmie,” (January 1891)

Early stations were sited close to the downtown core but fanned out as the department grew. The North Seattle Annexation in 1891 doubled the city’s already growing population and multiple fire stations were constructed between 1894 and 1908 to provide service to the newly annexed areas in Seattle. Seattle’s population ballooned from 80,671 to 237,194 from 1900 to 1910 through a mix of annexation efforts and an expanding and thriving economy. A series of annexations between 1905 and 1910 further increased the city, welcoming Southeast Seattle, Ravenna, South Park, Columbia City, Ballard, West Seattle, Rainier Beach, Georgetown, and Laurelhurst into the city’s fold. Access to municipal services—including the fire department—drove voters to approve annexation in these neighborhoods and independent cities. Fire stations were added to these areas over the next several years, some in new buildings and others in repurposed structures until funds could be allocated to build new. During this period, new fire station construction embraced masonry over the wood-frame stations of earlier years and an eclectic mix of styles, including Flemish, Tudor Revival, and Shingle Style.

Ten new fire stations, eight of which replaced previous structures, were constructed between 1921 and 1930. This period of construction reflected a shift to reinforced concrete construction, with only two of the ten constructed of brick. This period is marked by the work of city architect Daniel Huntington, with at least 10 but possibly 20 new stations bearing his designs. Mediterranean-influenced styles dominated this period, and some designs were repeated with only slight modifications, like the designs for stations nos. 12, 26 (nominated property), and 29).

Despite the wave of new construction, the fire department struggled with housing their equipment in their station houses as firefighting equipment modernized. In 1924, the Seattle Fire Department fully shifted to motorized vehicles after completing their phase out of horse-drawn apparatus and retiring their horses.

Station construction and even services stalled during the Depression years of the 1930s as the city tried to economize by closing some stations and laying off firefighters. Only two stations were completed during this period, and both reflect popular architectural trends: The Art Deco Fire Station No. 6 (1932) in the Central District and the Streamline Moderne Fire Station No. 41 (1934) in Magnolia. The completion of Fire Station No. 41 marked the end of a three decade-long build out of the Seattle Fire Department, which included the construction of over 40 stations.

No new stations were constructed for the Fire Department for fifteen years, due to the impacts of the Great Depression followed by World War II. However, with a post-war population boom and additional city annexations, 10 new stations were constructed between 1949 and 1965, some of which were replacement stations and others were on new sites. Six of the new stations were designed by Fred B.

Stephen and reflected the popularity of Modern architecture during the time. Through annexations of areas to the north and northeast, the Seattle Fire Department also acquired existing King County fire district facilities. A modernization program began in full force in the mid-1980s, and the Seattle Fire Department modernized and remodeled many of their stations. The historic fire stations were mostly either converted to new uses, sensitively remodeled, or sold to private owners. The Seattle Fire Department, with over 130 years of service to the community, continues their mission to save lives and protect property through emergency medical service, fire and rescue response, and fire prevention.

A number of former and current Seattle fire stations are listed as Seattle Landmarks:

- No. 3 in First Hill, 301 Terry Avenue (1903)
- No. 23 in the Central District, 722 18<sup>th</sup> Avenue (1909)
- No. 25 in Capitol Hill, 1400 Harvard Avenue (1909)
- Georgetown City Hall/Fire Station No. 27, 6202 13<sup>th</sup> Avenue S (1909)
- No. 18 in Ballard, 5427 Russell Avenue NW (1911)
- Wallingford Police and Fire Station No. 11, 1629 N 45<sup>th</sup> Street (1913)
- No. 33 in Fern Hill, 102335 62<sup>nd</sup> Avenue S (1914) - now a private residence
- No. 2 in Belltown, 2318 Fourth Avenue (1921)
- No. 37 in West Seattle, 7300 35<sup>th</sup> Avenue SW (1925)
- No. 14 in SoDo, 3224 Fourth Avenue S (1927)
- No. 16, in Green Lake 6846 Oswego Street (1928)
- No. 13 in Beacon Hill, 3601 Beacon Avenue S (1928)
- No. 17 in the University District, 1010 NE 50<sup>th</sup> Street (1930)
- No. 38 in Ravenna/Bryant, 550 33<sup>rd</sup> Avenue NE (1930)
- No. 6 in the Central District, 101 23<sup>rd</sup> Avenue S (1931)
- No. 41 in Magnolia, 2416 34<sup>th</sup> Avenue W (1934)
- No. 5 on the waterfront, 925 Alaskan Way (1963)

### ***Construction and Use of the Building***

Since its construction in 1920, Fire Station No. 26, has remained a community building. It first served the South Park neighborhood as a fire station for over 50 years before transitioning to serve as a community center, which it has continued to do for nearly 50 years.

#### Fire Station No. 26

When South Park citizens voted for annexation into Seattle in 1907, one of the draws for joining with the larger city was access to municipal resources, such as schools, electricity, and the municipal water system. Connecting in with Seattle's water system was inherently tied with the city's fire department, as well. In a public meeting to discuss the impacts of annexation, Seattle City Engineer R.H. Thomson shared with attendees a state supreme court decision that precluded Seattle from giving or selling water to neighboring towns and, thus, Seattle could not assist in fire protection. Municipal water arriving in South Park initially ran into difficulties navigating under the railroad grade into the community, requiring tunnelling through the grade. By November 1909, South Park still only had a hand engine and bucket brigade for fire protection and residents began to make an appeal to the City for better services as

municipal water mains and fire hydrants were finally being installed. The City purchased 4 lots from Patrick McGee to establish a fire station in South Park.

The neighborhood's first fire station—no. 26 in the city—was open by 1910 at 8201 10<sup>th</sup> Avenue S. The fire station was established in a former furniture store building located at the corner of 10<sup>th</sup> Avenue S and Southern Street. A building permit from 1911 (no. 103384) indicate the intention to convert South Park's old city hall into a fire station, but no drawings or specifications were filed with the permit, and it does not appear that change occurred. On the 1917 Sanborn Map, the two-story, wood-frame station is identified as "South Park Hose Company No. 26," and featured 8 men, 2 horses, 1 hose wagon, a 1,050-foot 2 and one-half-inch hose on the cart, a 1,250-foot 2 and one-half-inch hose in reserve, and 2 3-gallon extinguishers.

Efforts to construct a new fire station building in South Park began as early as 1916, but the \$6,000 line item for the new station was stricken from the city's budget in September 1916. The City applied for a building permit (no. 195159) in August 1920 to build a new station for Fire Station No. 26. H. J. Allan was listed as the contractor and the City as the Architect. Drawings for the fire station list Daniel R. Huntington as the architect. City Council appropriated \$12,000 for completion of the new fire house at their August 23, 1910, meeting.

Upon its completion, the new Fire Station No. 26 provided fire protection services to South Park for the next 50 years. A 1942 building permit (no. 353744) called for the construction of a temporary building to house equipment of auxiliary firemen during the war emergency (World War II). However, the temporary structure was never built according to a 1943 inspection associated with the permit. A small gable roofed building was built off the south side of the station between 1951 and 1969—based on the structure not existing in a 1951 Sanborn Fire Insurance Map, but existing in a 1969 USGS aerial—and remained through 1977.

In the Fire Department's efforts to modernize facilities in the 1960s and 1970s, plans were made to acquire land and new fire apparatus to construct a replacement station by 1976. The new fire station was constructed for the South Park neighborhood at 800 S Cloverdale Street ahead of the anticipated 1976 completion date. The building was decommissioned as a fire station when a new fire station no. 26 was constructed. The new station was dedicated on May 22, 1973, and was said to be the first major capital improvement in South Park since 1928. Those 1928 improvements include street light and sidewalk installations, according to Tony Ferrucci in 1973, then president of South Park Community Council.

### Neighborhood Center

The City of Seattle continues to own the building at 8201 10<sup>th</sup> Avenue S, but in 1972 the building became the South Park Neighborhood Center. The City remodeled the building in 1976 for use as a neighborhood center with the City Architects Office preparing drawings for converting the apparatus room to a social hall, with reception and office functions in the former lounge, dormitories, and locker rooms. Restrooms were built within the tower at the first-floor level. In 1981 the City hired architects Arai Jackson to design the south addition to the building to provide a large main hall at the east end, with a commercial kitchen, associated storage and a green house at the west end of the addition. This work also remodeled the original building, converting the apparatus room to a classroom, the dormitory space into a game room, and the small kitchen into an office.

As the Neighborhood Center, the fire station building continued in active community use. An early community use included vision screening for children (ages 3-5). The South Park Neighborhood Center is managed by the South Park Area Redevelopment Committee and hosts community meetings as well as recreational and community services. The South Park Area Redevelopment Committee began representing a 44-acre core area of South Park with 24 members with hopes to expand. A 1976 newspaper blurb about the committee called it, "The activist complement to the old social club, the South Park Community Club." The committee's activism pushed the city to more carefully consider South Park, whose residents often felt forgotten with increasing industrialization threats, including a proposed ammonia plant in the mid-1970s, and rising crime rates. In 1990, the committee hosted a crime prevention forum with city and police officials, which led to the cleanup of a lot which had been used by drug dealers and users and the installation of crime-watch signs. The committee worked with residents to pursue cleanup of the Duwamish Waterway Park in the neighborhood, organized neighborhood cleanups of South Park, and opposed the closure of South Park Courts—a 1940s King County-operated housing community.

The South Park Area Redevelopment Committee uses the Neighborhood Center to provide resources for people with limited means, in one of Seattle's most diverse communities—providing food and clothing to low income families and those experiencing homelessness as well as social services. Another key role of the South Park Area Redevelopment Committee is serving as a fiscal sponsor for other groups in the South Park neighborhood.

The Neighborhood Center hosts a weekly food and clothing bank on Thursdays and Saturdays, operated by Providence Regina House. The Neighborhood Center is also home to the South Park Senior Center which, services King County residents 50 years and older. The Senior food bank has operated from the building since 1981. The Senior Center hosts a bi-lingual community connection program to explore social services and resources available to seniors. They have fitness classes, Vietnamese karaoke, a book club, bingo nights, community parties/events, and deliver meals to homebound seniors. Villa Comunitaria, a Latinx led organization, which started as the South Park Information and Resource Center in 2005, has operated in the building since 2013. They assist residents with housing, health, education, legal matters, and seeking citizenship, while providing overall community support through civic engagement. Villa Comunitaria's focus on learning and leadership development has helped the community thrive and prosper, empowering families through culturally relevant means, and offering a welcoming environment with childcare opportunities.

### ***Architect and Builder***

#### Daniel R. Huntington (1871-1962) – Original Architect

Daniel Riggs Huntington was born in Newark, New Jersey, in 1871 to parents John and Mary C. (Keorton) Huntington. He began his career as an architect by 1889 and practiced in both New York and Denver, Colorado. He worked as a draftsman for Balcom and Rice in Denver between 1889 and 1894 and then moved to New York, where he continued to work as a draftsman, but for W. Wheeler Smith, Architect, between 1894 and 1900. He established his own practice with William E. Fisher—Fisher and Huntington—back in Denver in 1900, where he stayed until 1905. He married Jessie Maud Lytle on July 20, 1904, in Ohio. Together they had one child, son Daniel R e then moved to Seattle and was partnered with James Schack as Schack and Huntington (1906-1909). Schack and Huntington designed First Methodist Episcopal Church (1907, Seattle Landmark) at 801 Fifth Avenue, the Arctic Club/Morrison Hotel at 509 Third Avenue (1908), the Delamar Apartments (1909) at 115 W Olympic Place, and a number of private residences.

In addition to working with Schack, Huntington had partnerships with Carl F. Gould (Huntington and Gould, 1909), Arthur Loveless (Huntington and Loveless, 1913-1914) and Archibald Torbitt (Huntington and Torbitt, 1928-1931). With Gould, Huntington designed the Sanitary Public Market (1910) as well as a mixed-use buildings and residences. With Loveless, Huntington designed residences and apartment houses. With Torbitt, Huntington designed the Piedmont Apartments at 1215 Seneca Street in Seattle plus two projects in Hoquiam (in association with Edwin St. John Griffith)—Seventh Street Theater (1928) and City Hall (1929).

Huntington also had periods spent in private practice (1909-1913, 1915-1916, and 1922-1927) in addition to a significant stint as Seattle City Architect between 1912 and 1922. During his time as city architect, he is credited with designing a number of fire stations, the Fremont branch of the Seattle Public Library (1921), the concrete piers for the University Bridge, Lake Union Water power Auxiliary Plant (1912), Lake Union Auxiliary Steam Electric Plant (1914), and six buildings at the original Firland Sanitorium (now CRISTA Ministries campus). Fire stations attributed to Huntington include:

- Wallingford Police and Fire Station, 1629 N 45<sup>th</sup> Street (1913), Shingle Style, Seattle Landmark – now a medical clinic/office
- No. 33 in Lakeridge/Fern Hill (this is presently Rainier Beach), 10235 62<sup>nd</sup> Avenue S (1914), Tudor Revival, Seattle Landmark – now a private residence
- No. 7 in Capitol Hill, 402 15<sup>th</sup> Avenue E (1920), Tudor Revival – now a commercial building
- No. 26 in South Park, 8201 8<sup>th</sup> Avenue S (1920), Mission Revival – now a community center
- No. 29 in West Seattle, 2139 Ferry Avenue SW (1920), Mission Revival, demolished and replaced
- No. 12 in Madrona, (1920), Mission Revival – now a public library
- No. 2 in Belltown, 2320 4<sup>th</sup> Avenue (1921), subdued Mission Revival, Seattle Landmark
- No. 37 in West Seattle, 7302 35<sup>th</sup> Avenue SW (1925), Mission Revival, Seattle Landmark – now a private residence
- No. 14 in SoDo, 3224 4<sup>th</sup> Avenue S (1927), Mission Revival, Seattle Landmark
- No. 16 in Green Lake 6846 Oswego Street (1928), Mission Revival, Seattle Landmark

Huntington designed three fire stations in the 1920s with similar designs: No. 26 in South Park, No. 29 in West Seattle, and No. 12 in Madrona. Of the three, No. 26 and No. 29 were the most alike and practically identical. Historic photographs of the recently completed buildings indicate that the only discernable differences were the presence of a keystone in the jack arch above Station No. 26's garage and a transom above the door to the lounging room in Station No. 26. The Huntington-designed Station No. 29 was demolished in 1969 and replaced with a new station in 1970. Station No. 12 is quite similar to Nos. 26 and 29 with the exception that it does not have an eave extended over the main entrance to form a porch hood and it has a gable on hip roof rather than a hip roof.

Designs attributed to Huntington during his periods of sole proprietorship include the Rainier Chapter House of the Daughters of the American Revolution (1925), the Northcliff Apartments (1925, demolished) with John Stailffer Hudson, and the West Seattle Dairy Building (1927, demolished). During his career as an architect, he briefly taught at the University of Washington (1923-24) and participated in the local chapter of the AIA, serving as president (1918-19, 1925), secretary, and a board member.

In addition to his architectural work, Huntington was an accomplished painter, studying with painter and muralist Eustace Paul Ziegler (1881-1969). Huntington was a member of the Pacific Northwest Academy of Arts and the Seattle Fine Arts Society.



Huntington appeared to retire from active architecture practice during the Great Depression, but briefly worked as an architect for Washington State University (1944-46) before moving to Oregon City to retire in 1947. He returned to Seattle in 1955, but passed away on May 13, 1962.

#### Harvey J. (H.J.) Allan – Contractor

Harvey J. (H.J.) Allan was born in River John, Nova Scotia in ca. 1865. He immigrated to the United States in 1888. He arrived in Seattle in ca. 1890 where he began working as a contractor. During his career, Allan served as the contractor on a range of projects including:

- Three one-and-a-half-story residences at 425, 429, and 431 Queen Anne Avenue N for Mrs. J. F. Mitchell (1900) – not built or demolished
- A one-and-a-half-story frame building at 1420 E John Street (1902) – now demolished
- A two-story house at 913 16<sup>th</sup> Avenue N (1905) – no 913 16<sup>th</sup> Avenue existed on the Sanborn maps, so possibly not built
- A two-story house at 533 15<sup>th</sup> Avenue N (1905) for Mrs. J. W. Trotter – not built or demolished
- A five-story concrete and mill construction factory at 701 Snoqualmie Street (1907) – extant
- A one-story reinforced concrete building at 918-28 Boylston Avenue (1909) for R. D. Merrill – not built or demolished
- A one-story frame dwelling at 624 Westlake Avenue N (1928) for Roy Investment Company – not built or demolished

He was married to Annie K. Allan and they had two sons: E. K. Allan and Lorin R. Allan. He lived at 1420 E John Street (a house he built) at the time of his death in March 1937.

#### ***Architectural Style – Mission Revival***

Fire Station No. 26 was designed in the Mission Revival style. Although not a particularly common architectural style in Seattle, there a number of fire stations (former and current) in the city that exhibited the style—No. 12, 13, 14, 16, 26, 29, 37, and 38. Some of these buildings are more strictly aligned with Mission Revival while others are more transitional in style, reflecting Art Deco and Streamline Moderne elements.

The Mission Revival style began in California in the late 19<sup>th</sup> century as architects began focusing on the Spanish mission architecture for inspiration. The style gained traction by 1885 but increased in popularity after the style was utilized on the California Building at the 1893 Columbia Exposition in Chicago. The style was used on a variety of building types, including churches, civic buildings, and residences. The Lewis & Clark Centennial Exposition in Portland in 1905, which utilized Spanish Renaissance on the primary fair buildings, raised awareness of the style here in the Pacific Northwest.

Key characteristics of the Mission Revival style are curvilinear shaped parapets or dormers, arches, patterned tiles, carved or cast stonework, and occasionally other wall surface ornament. Stucco is a common exterior material as well as red tile roofs, but brick, wood, and stone are also used. Buildings may be symmetrical or asymmetrical. Windows vary but typically are multi-lite in the upper sash. Station No. 14 is the most classically Mission Revival in its expression, with stucco walls, shaped parapets, and a red

tile roof. Station No. 37 also has those elements but leans more Spanish Colonial as it lacks the characteristic shaped parapet.

Stations No. 26 and 29—both designed by Daniel R. Huntington—are smaller than Station No. 14. The original designs for all three featured an asymmetrical primary facade, prominent shaped parapet highlighting the garage doors for the fire trucks, and stone and tile accents. Station No. 12, another Huntington design, is a more simplified version of 26 and 29 and lacks the shaped parapet element. All three were constructed in 1920 and their smaller scale reflects the Fire Department's transition from horse-drawn to motorized fire engines.

Stations 13, 16, and 38 were constructed in the late 1920s and into 1930 and reflect the transition to more streamlined architecture. They have more simply curved parapets, rather than the parapets that reflect the shapes of historic missions, flat roofs, and a horizontal emphasis.

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**The features of the Landmark to be preserved include:** the site, and the exterior the 1920 building (including the portion that is now part of the contemporary addition's interior).

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