



The City of Seattle

Landmarks Preservation Board

700 Third Avenue · 4th floor · Seattle, Washington 98104 · (206)684-0228

REPORT ON DESIGNATION

LPB 273/05

Name and Address of Property: **Seattle Fire Station #14
3224 4th Avenue South**

Legal Description: Seattle Tide Lands, Block 2, Lots 1 - 5

At the public meeting held on June 15, 2005, the City of Seattle's Landmarks Preservation Board voted to approve designation of Seattle Fire Station #14 at 3224 4th Ave. S. as a Seattle Landmark based upon satisfaction of the following standards for designation of SMC 25.12.350:

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

DESCRIPTION

The Site

Completed in 1927, the reinforced concrete fire station is located at 3224 - 4th Avenue South at the northeast corner of 4th Avenue South and South Horton Street. The site is 130' wide by 270' deep, or 35,100 square feet (0.81 acres). Near the east property line is a concrete stem wall running slightly diagonally from southeast to northwest, following the right of way of the Northern Pacific and Union Pacific railroads, and cutting off the northeast corner of the parcel.

The fire station is bordered by a four-lane street, South Horton Street, which provides two-way traffic in two lanes, with an additional lane of parking on each side of the street. The front of the building faces onto 4th Avenue South, a busy, industrial, six-lane arterial. To the north of the site is Hanford Place, a 60' wide street that had been vacated since prior to 1940. Historic photos and a map from ca. 1920 identify it as Canal Street. The southern 30 feet has been acquired for use as a driveway by the Fire Station No. 14.

The building originally spanned the full width of its 100' site, with no setbacks from either the north or south property lines. The site currently extends 30' north of the station, utilizing property from the vacation of Hanford Place. The usable east setback varies from 120'-9" at the northeast corner to 130'-2" at the southeast corner, providing an area for apparatus, training drills, and equipment

testing. The primary west elevation is setback from the street 30' with the exception of the central Watch Office bay, which extending 7'-10" into that setback.

Original construction drawings show 10' wide sidewalks on the north and south sides of the building, with the sidewalk on the west being removed to accommodate the apparatus driveway. Presently, there are no sidewalks or curbs around the building to separate it from the streets. A chain link fence and gate extend north from the northwest corner of the west facade, preventing public access to the north side of the building.

The flat site has no landscaping and is entirely paved, a feature consistent with other nearby properties. Paving at the east (back side) and north of the building was replaced in 1954 to improve drainage, and portions were re-paved in 1966. A pumper test pit was built at the southeast corner of the site in 1965. Concrete paving at the primary apparatus driveway on the west, and the apron portion immediately east of the building were paved over with asphalt in 1987 as part of the major renovation.

The neighborhood that surrounds the station is made up by industrial and commercial buildings, as well as numerous railroad tracks, primarily for cargo shipping. Directly north of the property there is Pacific Industrial Supply, an 18,000 square foot building from ca. 1928. Across 4th Avenue South to the west is a wood frame convenience store / gas station from 1984, with a Burger King fast-food restaurant to the south. South of the station, across Hanford Street is a 1-story wood frame shop building from 1954. The surrounding blocks and the station parcel are zoned IG1 U/85, a category that allows construction of industrial buildings up to 85' tall and full lot coverage.

The Building Structure and Exterior Features

Station No. 14 is distinct among the subject stations, both in its size and complexity. While six of the eight stations hold one or two companies and corresponding apparatus bays, Stations No. 14 and 17 each have four apparatus bays. According to current tax records, the sizes of the smaller, one and two bay stations range from 2,568 to 8,130 square feet, while Station No. 17 contains 12,537 square feet, and Station No. 14 contains 16,831 square feet. The size and internal complexity of Station No. 14 results from additional programmatic requirements for its use as both an active station and a Training Facility for the entire Seattle Fire Department. These program elements, a relatively sprawling footprint, and a large, program intensive site make it unique within the city's fire stations.

In addition, the building was constructed in on a fill site in Seattle's South Industrial Area. This area was once a tidal flat, and thus the foundation system sits on pilings. Unlike at other stations, there was little opportunity for construction of a large sub-grade space or basement. Typical stations throughout the city utilized Basements for program and service spaces, including the lower level hose towers. Many of the other stations were constructed on sloping sites, which helped minimize the building's size and scale. In contrast, at Station No. 14, the subgrade conditions and requirements for separate training and hose towers resulted in taller vertical elements and a complex massing.

Fire Station No. 14 is constructed of reinforced concrete walls and a concrete frame with concrete footings, and pilings. Exterior walls are clad with rough-finish painted stucco, with several original brick infill panels and brick windowsills. The first floor is concrete slab with integral beams over a

crawlspace and a small partial basement. The second floor is a concrete slab with integral concrete beams. The roof is primarily flat concrete slab supported by integral concrete beams, with side gables and Mission type clay tile roofs along the west facade. The roof tiles are used typically on sloped gable roofs, over the Apparatus Bays, in the northwest and southwest corners of the roofs and on the small roofs of the towers.

The center mass of the primary facade extends to enclose to a second floor, with a similar side gable tile roof. The gable ends are stucco clad and feature sloped parapets that terminate the roofs at the north and south ends. This treatment is found also on the north and south gable ends of the walls at the main floor. A center cross gable extends back to the side gable, with a stucco gable parapet wall facing the street, similar to those on the north and south elevations. This pitched roof was constructed with a concrete slab at the ceiling line, and wood framing above the ceiling. New built-up roofing was installed on the flat roof portions in 1953, and again in 1987.

Station No. 14 is unique among the subject stations, as it also currently serves as the training facility for all cadets recruited to the Seattle Fire Department. The building is programmatically divided, with the training programs and support spaces primarily using the northern half of the building, and the station personnel occupying the southern half.

Station No. 14 has retained its original footprint, despite several interior renovations. Overall the building is 100' wide and up to 113' deep, including projections on the front and back. The shape is irregular, but the massing and composition of the front façade are symmetrical. At the center of this primary west facade there is a projection of approximately 17' by 8', which originally enclosed the Battalion Chief's Garage. Presently it encloses the Watch Office. This one-story space was converted in 1987, and an original sloped skylight above it was removed and replaced by Mission roof tiles to match adjacent roofing.

On the back or east façade there are two projections, each approximately 20'-wide, which extend from the north and south corners by 21.5' and 16' respectively, creating a court-like space which contains a stair to the basement. The northeast projection is taller stories, and originally housed the Handball Court (currently a Classroom). The southeast projection contains the Training Tower, which extends approximately 73' above grade. A slightly shorter 57'-tall Hose Tower is located nearer the center of the main structure. These both share the Mission Style details of the main building, with gabled, roof tiles, and stucco clad walls with brick infill.

Unlike the other subject stations, the form of this building is not specifically centered on the Apparatus Rooms as the largest and most prominent feature. The primary west facade presents a strong sense of hierarchy and order, however, with symmetrical Apparatus Bays flanking the central two-story central portion. Formality and focus are provided by symmetry within the bays and by other elements, such as the tile roof eaves, which are supported by decorative, shaped rafter tails.

The double-width apparatus bays are located at the northwest and southwest corners. Each contains two, 10.5'-wide by 12'-high bays, which are separated by a concrete pier. The original paired apparatus doors have been replaced with automatic overhead doors, which contain little of the original stylized detail. Near the center portion, each wing also contains a single-entry door, with an arched concrete surround. The entry doors were replaced in 1987 with metal storefront-type doors,

but the surrounds remain intact. These are similar to those on the sides of the projecting Watch Office.

Original paired apparatus doors with large steel hinges emphasized the importance of the bays. All of the original apparatus doors and heavy strap hinges were finished in contrasting colors, resulting in a strongly graphic front façade composition, as evident in the 1936 era tax photo. These elements were all replaced by contemporary overhead doors, with automatic openers, which were installed in 1987. The contemporary doors are painted a bright red, with the color emphasizing their large scale rather than details. The balance of the building is painted a khaki with slate blue at the base and door surrounds. Anodized aluminum windows are a dark bronze color.

Few, if any, of the original doors and windows remain on the building. Many of the exterior doors are panel types, and appear relatively new. A door to the smoke chamber on the east side of the Training Tower appears to be original. Drawings dating from 1961 call for single-pane aluminum frame replacement windows. Most of these were replaced again in 1987 with double-glazed aluminum framed windows with muntins and true divided lites to simulate the original patterns. Most windows are rectangular, with widths ranging from 2' to 5'-3" and heights from 1'-7" to 9'-8". Some are operable hopper types, while the rest are fixed. A single large arched head window appears on each of the gable ends of the Apparatus Room walls.

The two-story portion at the front of the building features two large, vertically aligned, multi-paned windows on each side, flanked by narrow inset brick panels. Above these, at the center of the gable parapet, there is a painted sign, noting "SFD" within a large circle, and "FIRE STATION 14." A flagpole also extends from the top of the gable to emphasize the center section. At the first floor, the original paired apparatus doors have been replaced with a large central multi-paned window, flanked by smaller windows, similar to those at the second floor. The balance of the wall was infilled with concrete and clad in stucco to match adjacent surfaces. The windowsills are brick, but laid in a stacked double rowlock course, rather than as a soldier course of the original openings.

Behind the main facade, the Training and Hose Towers are visible, as is the original chimney. The two towers are clad in stucco and have large brick panels surrounding the tall, narrow windows. The chimney is simply clad in matching stucco.

The north and south elevations of the building are almost identical. They are treated in a more utilitarian fashion as secondary facades and less visible from the street. The west ends of these facades are detailed similar to the primary west facade, with projecting gable parapets and tile roofs. A large, multi-paned, arched window is centered beneath the gable on the north and south facades, flanked by two brick infill panels that are original, and similar in size to nearby windows. Window glazing in the south wall has been painted white to protect the Ladder Truck from exposure to the sun.

The Apparatus Bays extend back to meet the two-story, flat-roofed sections of the building. These sections are characterized on the exterior by stepped parapets over tall narrow windows, with a continuous brick sill, and shorter flanking on the upper floor level. Low-relief bands of concrete trim the heads of these windows and wrap onto the side elevations. These bands suggest a Moderne influence on the building design. A single, original-entry door with a low-relief concrete surround is centered in the two-story section of the south and north facades. On the north elevation,

there is a similar door and window assembly additional tall windows at the first floor level. On the south facade, to the west of the Training Tower were two openings that have been infilled with stucco-clad concrete block. The infill texture is rough, making the original openings quite evident.

The seven-story Training Tower is located near the east end of the south facade, recessed from the main façade to allow a small two-story space at its base which is used for storage and a smoke chamber for training exercises. This space has a tile roof, and three small arched blind openings, each fitted with a square window. The Training Tower is stucco clad with a large panel of brick surrounding a vertical slot subdivided by diagonal concrete bands that reflect the stair slope. Originally, the slot was open, but the openings were infilled with brick in 1966 to reduce wind impacts in the tower.

On the north facade, there are no windows at the east end of the building, in keeping with its original use as a Handball Court. The interior space has since been converted into a Classroom. In 1965, a steel-framed canopy was added at the east end to provide a covered exterior space.

The east facade is the most utilitarian one, reflecting its design for regular use and abuse of training and testing. Nearly all the window and door openings on this elevation remain extant. On the upper floor level, large window openings at the ends flank bands of windows across the center, which share a continuous brick sill. The first floor level wall has three large window openings at the north end. A pair of overhead doors at the south end replaced original pairs of doors.

At the south end of the facade, the Training Tower extends from grade. It features an arched entry opening at its base and openings at each upper level. These openings are accessible from the tower stairs or from a wall-mounted steel fire escape structure. The Training Tower shares a similar design with the Hose Tower, including front-facing gable parapets and gable roofs, brick panels, and windows on the east and west elevations. (Windows in the Hose Tower are glazed.)

The Plan and Interior Features

The plan features two 30.5'-wide, double width apparatus bays at the northwest and southwest corners of the building, which flank a central two-story mass. The balance of the building has a T-shaped second floor, except for the original Hand Ball Court / Classroom at the northeast corner, which is one and a half stories. A 5' tall clerestory monitor extends above the main second story roof, providing natural light to the Locker Room below.

The North and South Apparatus Rooms face onto 4th Avenue South on the west side of the building, flanking the central Watch Office and Officers' quarters. In these one-and-one-half-story spaces, the ceilings following the form of the gabled roof above. Original radiators in the Apparatus Bays have been removed, and the original apparatus doors have been replaced with automatic overhead doors, but otherwise, the original finishes in these rooms remain. Floors are concrete with integral concrete cove bases and plaster coated walls. The rooms are similar except for the deep southern portion of the South Apparatus Room, which has been shortened to provide a storage room at the back. In 2001, an exhaust system was installed in the bays to improve air quality in the station. The system includes sheet metal roof exhaust vents, and flexible suspended ductwork, with sections that extend to the floor where they are attached directly to the apparatus exhaust.

Typically, the exterior walls of all occupied spaces have been furred out and insulated, and sheathed with painted gypsum wallboard. Many of the original, hollow clay tile (HCT) interior walls have been removed, and new partitions are framed with non-combustible metal studs. Living spaces are finished typically with resilient flooring and rubber molded base. Suspended ceilings with acoustic tiles are provided in the first floor living and training spaces.

The station was originally designed with five spiral chutes from second floor Dormitories that sloped down to the Apparatus Rooms. Early firefighters complained about scratching the metal with snuff cans and equipment, and the chutes were promptly replaced with fire poles. In recent years, use of the fire poles has declined. (The poles have been removed from some stations and they are not provided in new fire stations for safety reasons.) Currently, only two fire poles remain in Station No. 14, one at the intersection of the two main halls in the center of the station, and one in the hallway connecting the North and South Apparatus Rooms.

The Watch Office, Officer's and Medics' quarters separate the two Apparatus Rooms, and form a core at the front, center of the first floor. The Watch Office area formerly functioned as the Battalion Chief's Garage. Flanking the Watch Office are an Officer's Room on the north, and the Medic Room on the south. Behind the Watch Office, the original drawings show a hallway connecting the two Apparatus Rooms, with a central Instrument Room, stair to the second floor and a spiral chute on the north, and a spiral chute and small restroom on the south. The Instrument Room has since been removed, as have the chutes, but a fire pole remains on the south side. A portion of the hallway currently serves as a battery charging station for cordless tools and equipment. The Bullpen (Lounge) and an additional Officer's Room are accessed to the north and south respectively from a central hallway, which leads back to the Beanery and Kitchen.

The center of the station originally featured a two-story volume in which a spiral chute stood, with locker rooms at the periphery of the second floor balcony. The opening in floor has been infilled, and the chute removed to provide space for additional functions on the second floor.

The Beanery and Kitchen occupy a central area near the east wall of the building. The nearby hallway is lined with food lockers. The Hose Tower space is south of the Kitchen, with its associated access room, connecting to the exterior east wall. The original Hose Rack Room, and other equipment and storage spaces in the southeast corner of the building were remodeled in 1999 to provide space for laundry and decontamination. The nearby Training Tower is accessible only from outside.

The station's regular fire fighting personnel occupy the southeast portion of the building. Three training rooms are presently provided in the northeast corner of the building. These and the other training and office spaces on the second floor function independently from the crew quarters. The separation is physically denoted with a heavy metal gate. Two of the classrooms replaced original Lounge and Reading Rooms, and a third classroom replaced the original Handball Court. The latter classroom was remodeled in 1987, and a Projection Room was inserted at its west end.

A concrete stair, located north of the Kitchen, provides access to the second floor and partial basement. The small basement, on the east side of the building, contains spaces for the boilers, and storage (originally the fuel and fan rooms), and the lowest levels of the Training and Hose Towers. The basement is also accessed via an exterior stair on the east side of the building.

On the second floor, the north wing contains three carpeted offices and a storage space for the training program, which replaced the original North Dormitory. An identical South Dormitory in the south wing has been replaced with a Weight Room and Fitness Testing Room. Original drawings show a layout for 18 beds in each of the Dormitories, a far higher occupancy than the current six to seven on-duty personnel.

Current men's and women's shower rooms are located between the north and south wings, with Locker Rooms, and a hallway to the Crew Quarters to the west. The current Dormitory replaced the original Battalion Chief's Room and Officer's Rooms. The space is partitioned for privacy of sleeping firefighters.

Documented Changes to the Building

The following changes to the building are indicated in historic photos or in DPD records, or have been observed at the building:

- 1926: Original Drawings (Building Department)
- 1953: Re-roof flat portions of roof (Department of Buildings)
- 1953: Paving and Drainage (Department of Buildings)
- 1961: New Aluminum Windows (Department of Buildings)
- 1965: Addition of classroom at northeast corner, east lot paving & pumper test pit (Department of Buildings)
- 1966: Construct canopy & alter building, including brick infill at training tower (Permit Records)
- 1972: Construct partitions on 2nd floor (Permit Records)
- 1981: Training Division Space Upgrade (Dept of Administrative Services, Project Mgt. Div.)
- 1986: Renovation (Stickney & Murphy Architects)
- 1999: Laundry/Decontamination Room Alteration (Calvin Jordan Associates)
- 2001: Exhaust System Upgrade (Architectural Interior Design Association)

The 1985 project was described in a 1983 study by architects from the Morse Stafford Partnership, which called for the building's renovation, along with renovation of ten other stations and modifications to eight others for larger apparatus. This project anticipated that Fire Station No. 14 would house two, 27'-long pumper engines, one trailer, one aid unit, one, 49'-long ladder, and staffing typically by six personnel at any one time, excluding trainees and training staff.

The project budget was set in 1983 at \$677,000, and it was intended to provide upgrading to meet the 1979 UBC, and an additional 40-year life to the station. The project was constructed by R. E. Brett Construction and completed in July 1987. The work included additional paving to the parking and driveway areas, in-kind replacement of original windows, reconfiguration of the Kitchen and Beanery, conversion of a Lounge and Reading Rooms to Training Rooms, relocation and compartmentalization of Dormitory/Bunk Rooms, new Locker Room and restrooms including facilities for women firefighters, new Weight Room on the second floor, and upgrading of all systems and finishes.

STATEMENT OF SIGNIFICANCE

Historic Overview

The Seattle Fire Department

(Note: An overview of the Seattle Fire Department, up to the 1920s, is provided in the appendix to the landmark nominations of the eight fire stations. This report includes an overview of the department in the early decades of the 20th century, and specific history of Station No. 14, and other fire stations in the city's South Industrial area. Much of the information in this section is from Wickwire's 2001 survey "Comprehensive Inventory of City-Owned Historic Resources, Seattle, Washington.")

Once the Seattle Fire Department became well established in the city's downtown core, new stations were then opened to extend service to outlying areas. By the 1890s, new electric streetcar and cable car lines were bringing substantial real estate development to these and other previously inaccessible areas. A flurry of fire station construction followed in the first half of the 1890s.

Between 1900 and 1910, Seattle's population almost tripled from 80,671 to 237,194. The Gold Rush had attracted an influx of newcomers to the area, seeking to take advantage of the great wealth being generated by the gold mines in Alaska and Canada. Not only did Seattle become a major shipping and trade center, but the city also moved beyond resource-based industries to sophisticated manufacturing.

The annexation of South Seattle in 1905 began a series of annexations over the next five years, which culminated with the annexation of the Laurelhurst District in December of 1910. In 1907 alone, there were seven separate annexations, including Southeast Seattle, Ravenna, South Park, Columbia City, Ballard, West Seattle, and Rainier Beach. In April of 1910, Georgetown was the last independent city annexed by Seattle, which already surrounded it completely. These annexations once again doubled the size of the city and immediately increased the overall population. Voters in these southern areas approved the annexations based on promises of better municipal services, including professional fire protection services. However, it was several years before the Seattle Fire Department was able to finance paid companies within the 32 square miles annexed in 1907, with the exception of a new station in Ballard.

In 1909, Fire Station No. 29, West Seattle's first station, opened in the small, wood-frame building formerly occupied by the volunteer fire company. It was located at 44th Avenue SW and SW Walker Street at the far northern end of the peninsula. In 1910, Fire Station No. 26 opened in the old South Park Fire Station, at 10th Avenue South and South Southern Street, and Fire Station No. 27 opened in the old Georgetown City Hall, at 13th Avenue South and South Bailey Street. The same year, Fire Station No. 28 opened in the Rainier Valley. It was the first new fire station built in the recently annexed southern areas of Seattle.

In the second decade of the 20th century, the Seattle Fire Department built twelve permanent stations and one temporary station, including five replacement stations. Half of the new stations were wood-frame structures while the other half were made of either brick or reinforced concrete. All five of

the structures, which replaced earlier buildings, were of masonry construction. The Fire Department inaugurated service in Mount Baker, Wallingford, Rainier Beach, and Washington Park with the opening of new fire stations in these areas. These new stations helped fill in large geographic gaps in the service provided to the north, central and southeast areas of the city.

In 1920, a third fire station opened in the Industrial area south of downtown Seattle. Located at the foot of South Massachusetts Street, this two-story reinforced concrete building replaced a temporary station, which had also served as living quarters for the crew of the fireboat “Snoqualmie.” Since 1912, the “Snoqualmie” had been moored along the Duwamish Waterway. A new fireboat, the “Duwamish,” was stationed on the central waterfront in 1910.

Between 1921 and 1930, ten new fire stations were completed, and all but two of them replaced earlier structures. Unlike most of the early masonry stations, only two of the new stations were made of brick while the rest, including Station No. 14, were of reinforced concrete construction. By this time, two decades of growth had brought fire protection services to most areas of the city. Many of the early fire stations were considered too small or too old to accommodate modern fire fighting equipment and motorized vehicles, which necessitated their remodel or replacement. This was especially the case after 1924 when the gradual phase out of all horse-drawn apparatus was complete, and the last of the Department’s horses were retired. Service improved in the southwest and northeast areas of the city with the construction of two new stations in the second half of the decade.

During the 1930s, the Seattle Fire Department suffered the effects of the nationwide financial depression. Between April 1933 and January 1934, many stations were closed, and hundreds of firemen were laid off. Only two new permanent fire stations were completed in the decade. Thus ended more than 30 years of growth for the department, which had resulted in the construction of over forty new stations. Most of the new structures featured unique designs, which were in keeping with the architecture of the time and sympathetic to residential neighborhoods. Coverage had been extended to nearly all areas of the city. A number of older, wood-frame fire stations remained in service, which would soon require replacement. Until 1949, the combination of financial difficulties due to the Depression and shortages of labor and materials brought on by the Second World War halted construction of any new fire stations.

Between 1965 and 1975 the Seattle Fire Department replaced ten older fire stations with modern new facilities and added service in West Seattle. The Department also closed four older stations and transferred responsibility for their service areas to nearby stations. The City of Seattle eventually sold most of the former fire station buildings to private property owners but retained several of the former stations and converted them to new uses. In the mid-1980s, the Department undertook a program of modernization and substantially remodeled many of their stations including Station No. 14.

More than one hundred years after its establishment, the Seattle Fire Department continues its mission to curtail loss of life and property by fire through inspection and certification of building safety systems, public education, regulation of hazardous material storage, and fire suppression.

Historic Development of Seattle's South Industrial Area

South Seattle's industrial area extends south of Pioneer Square. Presently it ranges up to one mile in width, extending from Elliott Bay and the Port of Seattle's loading docks along Alaskan Way on the west, to the edge of the Interstate Highway, I-5, and the western foot of Beacon Hill on the east. Because of annexations, the city's south industrial area extends down the length of the Duwamish Valley to the far southern edge of the South Park neighborhood.

The original shoreline ran south of Pioneer Square. Filling of the approximate 3,000 acres of tide flats had been considered by Seattle's city fathers as early as the late 1860s. The daily presence of tides and the steep topography of Beacon Hill had inhibited southward expansion of the city. It took until the 1890s, however, before the State's Harbor Line Commission redrew the high tide shoreline boundary and redefined State-owned tidelands and upland properties. In 1893 the State Legislature authorized excavation of waterways in publicly owned shore and tidelands with excavation materials to be used to expand incorporated towns and cities. In 1894 the Seattle and Lake Washington Waterways Company was established. By 1896 it had reclaimed 175 acres of tide flats and had created the 1,000'-long East Waterway bulkhead.

Seattle's ambitious City Engineer, R. H. Thompson, was appointed in 1892. His plans for dredging the Duwamish River and flood control efforts resulted in the creation of Harbor Island, which further consolidated south Seattle for industries. By 1900, through combined public and private efforts, over 1,400 acres had been reclaimed to make up the city's new industrial neighborhood. By the 1920s, new industries, including the Boeing Company, moved to the area. Filling continued, but at a less hectic pace, up to 1930. As the tidelands were filled and Harbor Island constructed, the Port of Seattle extended its activities to new facilities along the East and West Waterways and along the Duwamish River.

The Seattle Tideland Plat, was a "unique geographic land mass was created when the tidelands of the Duwamish estuary were gradually filled between 1895 and 1929. This massive engineering effort was made possible by the expansion of railroad and port facilities and triggered associated real estate sales and gradual development of transportation-related industrial and warehouse structures during the following two decades." (*Ball Field EIS, Appendices Inventory Form*)

South Seattle also is associated historically with railroad transport as well as the filling of the tide flats. The "Railroad Era" began in the 1883 when the Northern Pacific (NP) extended its line north from Tacoma to Seattle. Regional rail development was dominated by national rail concerns. The NP completed its rail link east through Stampede Pass in the Cascades in 1887. Construction of Seattle's first passenger stations followed, in 1883 and 1892. The Great Northern line extended its line to Seattle in 1893. King Street Station was constructed in 1904 – 1908 for shared use by the Great Northern and the Northern Pacific. Between 1906 and 1914, four railroad companies – the Milwaukee, Great Northern, Union Pacific and Northern Pacific – spend \$20 million for land acquisition and construction of tracks, support facilities, and the Union Depot of 1908 – 1911. The Chicago Milwaukee St. Paul and Pacific Railroad Company began service in the Puget Sound Region in 1906 – 1908, and extended its lines to Seattle in 1917. By 1918, the four transcontinental

railroads that were operating in Washington entered Seattle via the Duwamish Valley, thus reaffirming the industrial nature of the former flood plain and tidelands. (Lars, p. 12.)

Seattle's pattern of economic growth had been well established by the late 19th century. Early on it was dominated by shipbuilding and metal trades, and the remaining lumber mills in Ballard. With exception of these and several flour mills, manufacturing was limited. Goods were exported by ship from Seattle to Alaska, the Orient or to British Columbia, and by rail to the Midwest and East. The real basis for the city's economy was trade. "By 1916, Seattle would become the leading port on the Pacific Coast in terms of dollar value of its exports and imports. But, unlike other port cities, Seattle accomplished this in the absence of a major industrial base. By then the city's economy had become a mixed one. . . By 1914 there were \$89,340,000 in imports and \$65,560,000 in exports, and by 1917 to \$377,992,000 in imports and \$211,599,000 in exports." (Berner, 1991, p. 21-30.)

As Seattle emerged as the leading shipping port on the Pacific Coast in the teens, the long-sought manufacturing base became something of a reality. Manufacturing growth during this time depended on a wartime industry – shipbuilding. . . During World War I, this industry, like the aircraft industry during World War II, spawned numerous, associative manufacturing ventures. Beginning in the 1920s however, the manufacturing sector began its decline, and by 1929 it contributed only half of what it did a decade earlier to the overall economy.

World War II brought an unusual intensity to the city's specific war-related industries. However, this boom ended quickly. After the war, manufacturing provided only 20% of Seattle's total economic output. In 1948, Dunn and Bradstreet characterized the city as "a regional distribution and service center." (Berner, 1992, p. 168 – 178.) Beginning in the 1950s, many of Seattle's remaining traditional manufacturing interests in its south industrial area relocated out of the city to larger parcels where single-story facilities could be constructed.

Construction History of Station No. 14

As industries moved into the city's south industrial area, it was necessary to provide them with local fire protection services. In 1907, a two-story wood frame Fire Station No.14 was constructed on the southwest corner of First Avenue South and South Holgate Street. This station was one of nine fire stations built between 1894 and 1908 that used a similar design. Fire Station No. 19, located at 672 South Nevada Street near the south end of Harbor Island, was constructed the same year.

In 1920, additional service was provided by Fire Station No. 31 in a new two-story reinforced concrete building located at the foot of South Massachusetts Street. With the 1927 opening of the new Fire Station No. 14, the old building was abandoned, and Fire Station No. 19 was closed as well when its engine company moved to the larger facility. The new building is much larger than the average neighborhood structures, and it became the primary fire station for the entire industrial district.

Current Use

According to the Seattle Fire Department website, Station No.14 presently serves as a working fire station and as the Department's primary training facility. New recruits are trained at the station, and youths in Explorer programs attend summer programs.

Up until 1972 Station No. 14 housed Engine Companies 14 and 19. It originally provided space for the Chief of Battalion 1, from 1927 to 1932, and briefly for Battalion 7, in 1971 - 1972. Presently it is the only station in the city without an engine company, but it houses Ladder Company 7 unit and an aid unit (A14). Current apparatus includes a 1994 Simon-Duplex LTI, 100' Aerial ladder truck, and special apparatus at various other times, such as a hose wagon, foam carrier, Civil Defense Rescue Truck, and fuel tanker. The station is presently the home to a dive unit, a rescue unit serving the south end of the city, and one of the city's two tunnel rescue units.

The emergency rescue unit serves three main functions. It is a heavy rescue unit that provides equipment such as the “jaws of life” and lifting slings that can move large objects, such as concrete from a collapsed structure. It also includes a high-angle rescue unit, which provides ropes to lower rescuers to a victim. In addition, the confined space rescue unit provides hydraulic tools that can drill through at least a foot of concrete to reach enclosed victims.

In 2002, the station dispatched approximately 2,300 units. Of these, about 600 were in response to fire calls and about 1,200 (over 50%) were in response to requests for EMT or paramedic assistance. The percentage of aid calls is lower than that at many of the other stations, and this may be due to the station's location in an industrial rather than residential area of the city. The remaining dispatches responded to a range of other requests, including those for investigations, rescues, fuel leaks and spills, and marine emergencies.

Daniel R. Huntington

The design of Station No. 14 has been attributed to the prominent Seattle Architect Daniel R. Huntington. However, original construction drawings for the station do not identify Huntington or any other architect and note only “Drawn by Baker.” This may be a reference to an architect, Frank Baker, who may have been an employee of the city. (Very little has been discovered about Baker or Frank Baker during the research for this nomination.)

As City Architect, Huntington designed the Lake Union Steam Plant, and the Fremont Library. Altogether he was responsible for the design of five of Seattle's fire stations. These include one in a Gothic Revival Style, No. 33, and a Tudor Revival Station No. 3. He design of Station No. 37 featured a Mission Revival Style, his Wallingford Police and Fire Station featured a Shingle Style. By appearance, other fire stations of the 1920s may have been influenced by Huntington's work.

Born in Newark, New Jersey, Daniel Riggs Huntington (1871 - 1962) spent his formative years on the East Coast. Records about his higher education and architectural schooling are unclear, suggesting that Huntington may have lacked formal architectural training. His architectural career 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 have been recognized as

landmarks within the local Wyman Historic District with one listed on the National Register of Historic Places. (Colorado OAH, Historic Guide to Colorado Architects.)

Arriving in Seattle in 1905 or 1906, Huntington initially established a practice in 1907 – 1909 with James H. Schack. The firm's work included the First Methodist Episcopal Church and the Arctic Club. (City of Seattle Landmarks Nominations and other sources suggest Schack was the designer of these two buildings.) 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*. (Schack later created a partnership with Arrigo Young and John Myers. That firm later became TRA.) Schack & Huntington's Arctic Club/ Morrison Hotel, was identified by contemporary accounts as "one of the largest and most beautifully appointed Clubs west of Chicago." (Calvert, 1913, n.p.)

Huntington designed the impressive Delamar Apartment Building in a Renaissance Revival Palazzo Style on Queen Anne Hill in 1907 – 1908. *The Seattle Mail & Herald* predicted that Huntington 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. p. 9 - 10.)

In September 1912, Huntington began serving as the City Architect, a position to which he was formally appointed to in 1916. ("Construction News," *Pacific Builder and Engineer*. October 1916, p. 12.) He held this position until 1921 while continuing his own private practice. (During this same time Huntington had a brief association with architect Arthur L. Loveless in 1912 -1914 with a focus on residential buildings. The two men continued to share office space until 1916.) Huntington independently designed his own residence in 1924, and the Northcliffe Apartment Building and Daughters of the American Revolution Rainier Chapter Meeting House in 1924 - 1925. His Mission Revival Style Fremont Library of 1921 is a Mission Revival style building and very similar to Fire Station No. 37.

As City Architect, Huntington's work was prolific and included several structures that have been recognized as Seattle City Landmarks, including the aforementioned Fremont Library, and the Lake Union Steam Plant (1909, and 1911 - 1921), the concrete piers for the University Bridge (for which he received an AIA Honor Award in 1927), ten city fire stations, including Station No. 2, 3, and 33. Other buildings designed by Huntington as City Architect included six Tudor Revival Style structures at the Firlands Sanatorium, presently the CHRISTA Ministries Campus (including the Administration Building, Detweiler Building, and the Powerhouse), at least ten police and fire stations, and the University and Ballard bridges.

In 1927 Huntington partnered with architect Arch Torbitt to form the firm Huntington & Torbitt. Their firm designed the Piedmont Apartments, Hoquiam City Hall, and the Seventh Street Theater in Hoquiam. Huntington's career and work were impressive, and in 1928 *Pacific Builder and Engineer* profiled him and his work in a series titled "Ace Men of the Pacific Northwest." (The article praised his "old school" architectural apprenticeship, in lieu of formal college education, described his career, and listed some of his buildings.)

Huntington twice served as the President of the Seattle Chapter of the American Institute of Architects, once as Secretary, and he also sat on the organization's Board of Directors in 1922 -

1923. Besides his successful architecture practice, he taught at the University of Washington, and was employed as architect for Washington State University in 1944 - 1946. He became successful as an oil and watercolor artist late in his career, and exhibited in Seattle and New York City. He retired to Oregon City, Oregon in 1947, but returned to Seattle in 1955. Huntington died on May 13, 1962 in Seattle at the age of 91.

Huntington may not have had the social ties to the city's cultural and political elite as some architects, but was well respected. His architectural work has been described as "straightforward and elegantly detailed." As an architect he was well regarded as a successful practitioner by his colleagues, and noted for a number of public and private buildings. (Veith, "Daniel R. Huntington," in Ochsner's *Shaping Seattle Architecture*. p. 119.)

The Mission Revival Style

With the use of gable roof forms, clay roof tiles, stucco cladding, and towers, Station No. 14 is an example of the Mission Revival Style. The 1919 era Station 36 was similar in its use of Mission Revival on a flat roofed building with a tall tower. Four other extant Seattle fire stations are based on the Mission Revival Style -- No. 37, 13, 16, and 38. Station No. 14 is the largest of these buildings, and it combines utilitarian architectural design with features of Mission Revival in a hybrid fashion, rather than the more pure use of the style at Station No. 37. However, unlike Stations No. 13, 16 and 38 it seems to lack the cubist massing and reduced ornament that suggests the Moderne style. Mediterranean and Mission Revival styles flourished in California, particularly before the 1920s and in other areas of the country, during the years 1915 to 1945. In California, Revival designs often "built on an existing popular flavor for regional traditions, using ideas from similar European regions added to local traditions ... The use of the revival style avoided extensive adaptation of local traditions and provided (and guaranteed) the respectability of their precedents." (Gelernter, p. 235.) These styles are somewhat unusual in Seattle, and are more often associated with sunnier climates. Their use appears to be more common in more romantic, or thematic building types, such as theaters, hotels and resorts, and housing, rather than in fire stations.

In the western United States the most directly related predecessor of the Mediterranean style was the Mission style. In California's 1890s-population boom, an immediate identity was needed to market real estate. Local eighteenth and nineteenth century Spanish Colonial Missions, rather than Native American Pueblos, were used to supply the necessary imagery and tradition and exerted strong stylistic influences. Consequently Hispanic elements were incorporated into the style. As other architectural elements were drawn from geographically similar areas such as Mexico, Italy, Greece, and North Africa the Mission style developed into what is considered the Mediterranean style. (Gelernter, p. 199 - 200.)

In California and the Southwest the Mission Style was adapted in image-conscious buildings, such as the California Building California Building at the Columbia Exposition in Chicago (1893, designed by A. Page Brown) and buildings at the 1894 California Midwinter Fair in San Francisco. Other early examples include the Riverside Inn (1890 – 1901), the Alvarado Hotel in Albuquerque (1901 – 1905), buildings at the Pan Pacific Exposition (1915) in San Diego. The Santa Fe and Southern Pacific Railroad selected the style for many resort hotels in California and the Southwest

Characteristics of the Mission style include buildings with deeply recessed openings – sometimes fronted by arcades or porches. Roof forms are typically gable or hip forms, clad with red "Mission Style" (half-vault shaped), glazed or unglazed terra-cotta tiles. Walls are nearly always clad with stucco, and both exterior and interior wall surfaces are typically smooth plaster. The buildings often feature exposed wood framing elements on the interior, and carved rafters and beam-ends. Balconies, terraces, or patios are provided to create a close indoor-outdoor relation. Decoration may include ornamental ironwork and glazed tiles, with foliate and geometric motifs drawn from Plateresque or Churrigueresque styles in friezes and panels cast in terra cotta or plaster. Cast iron or turned-wood window grills are often present. Balconies are frequent, as are towers or turrets capped by domes or pyramidal roofs. (Although they are close in appearance, the absence of sculptural ornament is considered a "negative" characteristic, which distinguishes Mission Style buildings from those of the Spanish Colonial Revival Style.)

Architectural historian Marcus Whiffen has described the Mission Style as a California counterpart of the earlier Georgian Revival in the East. It represented a distinctly Western interest in history in reaction to popular styles in the East, as well as disenchantment with other architecture styles at the turn of the century. Inspiration for the Mission Revival style came from the Spanish Colonial Missions of the seventeenth and eighteenth century. Later, in the well known Bay Area work of Bernard Maybeck and Irving Gill's Women's Club and Community Center (1913 and 1914) in La Jolla, there is an emphasis on simpler designs and more cubist or Moderne forms. (Whiffen, p. 213 - 216.) In Seattle this transition is represented by Station No. 17

With exception of some single family houses, apartment buildings and low-scale court like multiplex dwellings, there are few examples of the Mission style in Seattle. Prominent residential buildings in Seattle that were designed in this revival style include the L'Amourita, El Cerrito, and Linda Vista Apartment Buildings in the Eastlake neighborhood (1908 - 1909, 1915, and ca. 1920s respectively), and the El Monterey Apartments in the University District (ca. 1920). Non-residential examples of Mission Revival buildings, include the Cornish School of Art (1920 - 1921) on Capitol Hill

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The features of the Landmark to be preserved, include:

- the exterior of the building, and
- the site

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