Seattle Fire Station No. 37
Landmark Nomination Report
October 2004

1. Introduction

This landmark nomination report for Seattle Fire Station No. 37 is one of eight local landmark nominations for existing fire stations built by the City of Seattle in the 1920s and 1930s. These nominations are accompanied by a separate appendix that provides background on the nomination process, a historic overview about the Seattle Fire Department, its organization and facilities, fire fighting apparatus, and other information about the stations and an expanded bibliography. Separate nomination reports are provided for Fire Stations No. 6, 13, 14, 16, 17, 38 and 41.

Station No. 37 dates from 1925, and is oldest of this group of buildings. It is a Mission Revival style building, located at 7302 - 35th Avenue Southwest, in Southwest Seattle. Records are not clear, but it appears that city architect Daniel R. Huntington designed Station 37. As city architect he was responsible for the design of the three other Mission Revival style civic structures of this era.

Five Mission Revival Style stations are presented for consideration as landmarks. Station No. 37 embodies more of the massing, materials and features of the style than do the buildings. Three other stations are very similar in their original design and they feature Mission Revival / Modern qualities: Station No. 16 near Green Lake and Station No. 13 on North Beacon Hill, both from 1928, and Station No. 38 in the Ravenna /Bryant neighborhood from 1930. The fifth station is No. 14, located at 3224 - 4th Avenue South in the city's South Industrial area, a larger Mission / Mediterranean Revival style building constructed in 1926 - 1927. This report includes the attached City of Seattle Landmark Nomination form, and descriptive text on the historic and architectural significance of Fire Station No. 37, illustrated by historic and contemporary maps, photos and drawings, and a bibliography.

Background

This landmark nomination was developed by BOLA Architecture + Planning at the request of the City of Seattle, represented by its Fleets and Facilities Department. The City is providing the nominations for the eight fire stations in response to a historic 2001 survey of its public facilities. The survey suggested that these buildings meet the designation criteria required of Seattle Landmarks. Formal evaluation by the Landmarks Preservation Board is sought to resolve the status of each of these properties as future changes are proposed to them. The changes, funded by a 2003 levy, include the proposed remodel and expansion of Station 37, along with four other stations in 2006 - 2008. These proposed projects will respond to changing needs for fire fighting, emergency preparedness, and medical aid services.

Research

Research and development of this nomination report were undertaken in April - July 2004 by BOLA principal Susan Boyle, AIA, assisted by intern Matt Hamel and research assistant Angela Cassidy. Research included several review meetings with the Seattle Fire Department (SFD), and collection of documents from its collection. Additional historic documents came from the following sources:

- City of Seattle Department of Planning and Development (DPD, formerly DCLU) drawings and permit file, which document the original design, construction dates and changes through time
- UW Suzzallo and Architecture Libraries, and the UW Special Collections digital photo collection and architects' biographies

- City of Seattle Clerk's Municipal Archives digital historic photo collection, and historic annual reports of the City's Architecture Division
- City of Seattle Department of Neighborhoods, for information on the SW Seattle neighborhood
- City of Seattle Fleets and Facilities drawings archives
- Seattle's Historic Preservation Program files for inventory and survey forms of these and other fire stations, and for designated landmark buildings designed by architect Daniel Huntington
- History.Link.org, on-line essays (Huntington, and West Seattle)
- Architectural publications on the Mission Revival architectural style and its design features Architectural history and other publications about the fire station as a building type, and fire fighting techniques, vehicles and equipment in the early twentieth century
- Kroll Map Company, historic real estate maps
- The Seattle Public Library collections, including *Polk Directories*, publications and newspaper articles on this fire station and its neighborhood, and scrapbook clippings on the original and later design architects
- The City of Seattle Fire Department, and personnel from Company 37, who provided insight into the history of the Station
- Galen K. Thomaier, of the Lake Resort Fire Dept., who provided additional information about the fire fighting apparatus

On site research included several tours of the building and neighborhood to document the presence or loss of original design features, changes through time, and current conditions. Its neighborhood context in Southwest Seattle and exterior and interior views of the station were documented with photographs. Others buildings designed by architect Daniel Huntington, the station's presumed original designer were visited and photographed.

2. Property Data

Building Name:	Fire Station No.37
Address:	7302 - 35th Southwest, Seattle Washington 98126
Location:	Southeast corner of 35th Avenue Southwest and Southwest Othello Street A Spanish Revival style building in the Southwest Seattle neighborhood
Tax ID No.:	8122100070
Legal Description:	Lots 14- and 15, Block 1, Sunrise Heights Addition to the City of Seattle
Date of Construction:	1925
Original Designer:	Daniel R. Huntington (The April and May 5, 1925 original drawings note "Drawn by Baker, traced by W.B." and "Drawn by Shoemaker. However, a number of sources accredit the design to City Architect Daniel Huntington.)
Later Designers:	Church Suzuki Architects, and Steve Worthy, Landscape Architect, designers for the 1985 - 1986 remodel

Original Contractor:	Unknown
Original / Present Use:	Fire Station
Original/Present Owner:	City of Seattle
Property Size:	9,465 square feet (0.22 acres)
Building Size:	5,360 gross square feet (5,360 net square feet), according to current property tax records

3. Architectural Description

The Site

Fire Station No. 37 is located at 7302 - 35th Avenue Southwest, at the corner of Southwest Othello Street in Southwest Seattle. The site is 80' wide and 118'-2" deep and contains 9,465 square feet. It slopes downward to the east, with an overall estimated grade drop of 5'.

The Fire Station is bordered on the south by a four-lane street, Southwest Othello Street, which provides two-way traffic in two lanes, with two additional lanes of parking. The front of the building faces onto 35th Avenue Southwest, a major arterial in West Seattle. Historic photos and maps show the neighborhood as a relatively open, undeveloped area, with few roads and no sidewalks until ca. 1920. Presently, the site is surrounded on the west and north by 5' wide sidewalks and 10.5' parking strips. To the back, there is a 16' wide, partially paved alley.

The building is set back approximately 29' from the front or west property line, and 5.5' from the north and 16' from the south property lines. The back setback, of 26.5', allows space for landscaping and a six-stall, paved parking area, along with the back porch and steps to the basement. Site landscaping is domestic and garden-like. The front and side have lawns, and there are several mature conifers at the southwest corner and the north side of the building. Evergreen laurel, privet and photinia bushes are used to screen the back parking area and provide a privacy buffer along the south property line. An aluminum flagpole is placed on the northwest lawn area in front of the building.

The front driveway was expanded in width in 1986 - 1987. Presently its width nearly corresponds with that of the 32' apparatus bays. Originally the 27' wide driveway was denoted by two octagonal raised blocks, set in front of the apparatus doors to serve as door stops. These have been removed to allow more width for the larger, contemporary vehicles and Engine 37. When the driveway was expanded, the walk to the front door was modified to its current curvilinear form and a curb was added.

The neighborhood that surrounds the station primarily contains wood-frame single family residences, placed typically on 40', 60' or 80' wide by 100' deep parcels. Historic maps and existing building styles suggest that most of these houses date from the 1920s - 1940. (No building was constructed on the lot directly south of the station until after the late 1930s.) Presently there are houses located north and south of the station on 35th Avenue Southwest. This street also contains some strip commercial development farther north and south. The station is slightly larger than most of the surrounding houses, but it fits into the urban context because of its scale and architectural design features.

The site of Station No. 37 is residential and is zoned SF 5000, which allows construction of single family buildings up to 30' in height and 35% lot coverage, or 1,750 square feet, whichever is greater.

The Building Structure and Exterior Features

The building is structured with tall reinforced concrete foundation walls, wood framing, and roof trusses, and originally with hollow clay tile infill walls. It is clad with a rough-finish, painted stucco and features Mission style roof tile. (Original tiles were removed, salvaged, and reinstalled in 1987 over new roof sheathing in an early preservation effort.) Set above the tall foundation, the one-story building is made up by two sections. The primary west elevation exhibits the gable-front southern half and the northern, a hip roof wing.

These roofs cover the primary 54' by 53'-4" building footprint. In addition there is an 11'-10" wide, gable-roofed bay that projects 4'-10" bay forward on north side, and the 31'-10" wide apparatus bay, which projects 3'-10" forward on the front (west elevation) and 1'-6" from the back (east elevation). Rising above the roof there are the 7'2" x 11+/-' hose tower and two chimneys. These vertical, stucco-clad elements also feature gable roofs with Mission style roof tiles. Because of its visible size height and details, the hose tower recalls the bell towers of early Mission churches.

The taller apparatus bay occupies the southwest corner of the building. To the north of it is the current Watch Office (originally denoted as an Instrument Room). The L-shaped station crew quarters wrap the northeast corner and extend along the width of the back east elevation. Concrete stairs along the back east lead to an entry door at the basement level. The back also features a raised, wood frame open porch to access the main floor of the building.

The building is characterized by its Mission Revival style details and materials, and features stippled stucco exteriors with brick trim, red tile roofs, and some arched window openings. Gable roofs are finished with decorative bargeboards supported by small brackets, and ornate outriggers seem to support the overhanging roofs. Window openings are typically rectangular and contain casement types with and without transom windows, and fixed types. Exceptions are two arched head openings with arched head transoms over casement windows in the northern bay, and two small arched head windows in the attic bay on the east elevation and arched head openings in the hose tower. With exception of those at the basement, the windows feature brick sills. Windows are typically 3' in width, with heights of 3'-7", 4', and 4'-3". The taller windows contained rectangular or arched head transoms within overall openings of 6'-1" or 6'-6". Smaller windows are 1'-8" by 4'-5", or 1'-8" by 3'-1 with arched heads.

The projecting apparatus bay, with its tall gable end dominates the primary west elevation. Presently it contains two 10' x 10' overhead metal doors, which replaced the more ornate, original wood plank doors with ornate metal strap hinges. The present doors feature a stamped square pattern and a glazing band, which attempt to emulate the original raised panel doors. Above the doors there is a shallow tile clad pent roof set over a flush band of brick trim. A concrete pier and the steel frames separate the two vehicle doors. To either side of the door openings, there is a small, decorative brick arch. Another small decorative arch is provided above the rooflet, over a tile vent opening.

The northern end of the west elevation contains the main entry door, which leads into the current Watch Room. Three tall narrow window openings with brick sills and an entry door characterize this wall, with narrow casement windows below the fixed transoms. The south elevation of the apparatus bay contains nine similar window openings.

The north elevation is composed with the lower hip roof in front of the raised ridge of the apparatus bay. It contains an exterior chimney, which narrows above the roof line, with symmetrically placed window openings to either side, the projecting bay of the Captain's/Officer's Room, and five smaller casement windows into what is the present Beanery/Kitchen (originally the Dormitory). The back or east elevation contains three first floor windows in the large gable end of the apparatus wing, set below the small arched attic level windows. In the northern half of this elevation there is the original back entry door, with

symmetrically placed tall casement windows with transoms off a reconstructed wood-frame deck, stairs and railing assembly. The composition of this elevation provides a sense of localized symmetry within an overall asymmetrical massing. Newer metal louvers have been fitted into several of the lower openings at the basement level. Other original windows at the basement level contain double-glazed aluminum windows. At the main floor level, the windows remain wood sash set into original frames.

The south elevation is simpler than the others and features windows on an unarticulated wall. At the main level it contains single and paired tall casement windows with transoms. There are two smaller window openings at the basement level at the back, where the sloping grade allows daylight to the lower floor. Downspouts are placed to the outer edges of the wall, similar to their locations on other facades.

The Plan and Interior Features

Station No. 37 is embellished on its exterior with Mission Revival elements and materials. In contrast, according to original drawings and archival tax assessment records, the building design is a rather utilitarian and follows the conventions of an L-shaped plan with crew quarters wrapping the large apparatus room. A major remodel of 1986 - 1987 upgraded structural/seismic and building systems, and reconfigured the crew quarters for greater comfort and efficiency. Nonetheless, Station No. 37 retains its original footprint and most of its original features, and its physical integrity.

The building contains a large, two-vehicle Apparatus Room, of approximately 30' by 38' with a concrete floor slab and walls. Original finishes included painted plaster over roof rafters and the lower truss cord members, painted plaster over wood stud wall framing, wood casing over concrete posts, and stucco-clad exterior walls of concrete and hollow-clay tile. Presently the finishes include painted gypsum wallboard, and resilient flooring. Some of the original trim remains.

Original drawings show some additional interior finishes in the Watch Office and crew quarters. These occupied rooms were finished typically with painted plaster with 1x8" wood cover base, a 1"x4" wood chair rail and simple painted 1"x2" picture molding near the ceiling. Interior doors typically were made of stained wood veneer, in standard sizes of 2'-4" to 3' widths by 6'-6" to 7' heights. The doors featured 5.5" wide stiles and rails, with two lower panels below a single upper panel of wood or glass. Simple wood trim, originally stained, surrounded the doors or windows on the interior. All of the trim is presently painted to match wall surfaces.

A unique feature of Station No. 37 is the fireplace with glazed tile surround in the original Instrument Room (present Watch Office). The fireplace, located on the north wall, has a non-original firebox insert with polished brass and glass door. It remains functional and is used several times each year during special celebrations.

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:

1925:	Original construction
>1956:	Replacement of coal fired boilers with oil fired burner system.
Ca. 1961	Replace linoleum flooring in Watch Office
1986 - 1987:	Repairs and Renovations (Church-Suzuki Architects)
June 1998:	Exhaust Upgrade (C. Frost Company)

The 1986 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. 37 would house two pumper engines and staffing (typically by three personnel at any one time). The project budget was set in 1983 at $264,000, and it was intended to provide upgrading to meet the 1979 UBC, and an additional 40-years life to the station. The actual project, constructed by Lunde Construction and completed in May 1986, cost $295,909. The work included additional paving to the parking and driveways areas, in-kind replacement of original windows and/or window sash.

The original Dormitory, at the northeast corner of the building was replaced with a larger Kitchen/Beanery and Day Room, and an L-shaped Dormitory, with two beds, was fitted into the southeast corner. A Women's Restroom/Shower Room was installed at the first floor along with a new Men's Restroom/Shower Room, and an original Storage Room in the basement was remodeled as a Weight Room. The Watch Office received a new desk on the south wall with direct access into the Apparatus Room through a glazed interior window. The building's mechanical, electrical, lighting, and communications systems and finishes were upgraded at this time.

Current Conditions, Use, and Proposed Plans

Station 37 is one of the few older stations, which has not been expanded beyond its original footprint. According to the Seattle Fire Department's web site, Station 37 presently houses one primary engine, No. 37, which is a 1999 E-One 1500/500 pumper (gallons per minute of water and psi tank capacity.). It also houses a reserve engine (Engine 36).

In 2002 Station No. 37 dispatched approximately 2,000 units. Of these, about 300 were in response to fire calls, while an estimated 1,000 were in response to requests for emergency medical technician or paramedic assistance. Other dispatches including investigations, rescues, and fuel leaks or spills.

4. Historic Context

Historic Overview of the Seattle Fire Department

(Note: An overview of the Seattle Fire Department, up to the 1920s, is provided in the introductory report to the landmark nominations of the eight fire stations. This report includes the following overview of the department in the early decades of the 20th century, and the specific history of Station No. 37 and other fire stations in West Seattle. Much of the following text in this section is from Wickwire, "Survey Report: Comprehensive Inventory of City-Owned Historic Resources" of May 20, 2001.)

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.

Growth in Seattle in the late 1990s was fueled initially by an unprecedented increase in the City's population after the Klondike Gold Rush began in 1897 and later by further annexations of territory between 1905 and 1910. 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 it also moved beyond resource-based industries to manufacturing.

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 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 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 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 Ballard where the large, Flemish Revival Fire Station No. 18 was constructed by 1911.

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, which 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 located at 10th Avenue South and South Southern Street, and Fire Station No. 27 opened in the old Georgetown City Hall building located at 13th Avenue South and South Bailey Street. The same year, Fire Station No. 28 opened in the Rainier Valley and was the first new fire station built in the recently annexed areas

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. These new stations helped fill in large geographic gaps in the service provided to the north, central and southeast areas of the city.

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 were of reinforced concrete construction. By this time, two decades of growth had brought fire protection services to most areas of the city. However, many of the early fire stations were considered

too small or too old to accommodate modern 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.

The 1925 Fire Station No. 37 was the fourth (station) to be built in West Seattle, but the first in the southern end of the peninsula.

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. Coverage had been extended to nearly all areas of the city. However, 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 economic depression of the 1930s and shortages of labor and materials brought on by the Second World War halted construction of any new fire stations for a fifteen-year period.

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 closed four older stations and transferred responsibility for their service areas to nearby stations. The City eventually sold most of the former fire station buildings to private property owners but retained and converted several of them to new uses. In the mid-1980s, the Department undertook a program of modernization and substantially remodeled many of their stations, treating the older historic structures with great sensitivity.

More than 100 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 buildings.

Historic and Urban Context of Southwest Seattle

Fire Station No. 37 is located approximately one and a half miles southeast of Alki Beach and one mile southeast of the historic commercial center of West Seattle. White Center, an older suburb with a neighborhood commercial core, is to the south, and Fauntleroy is to the west. The surrounding neighborhood is known commonly as Arbor Heights, and nearby there are the Highpoint and Westwood neighborhoods. The nearest commercial center is approximately twelve blocks to the southeast of the station in a commercial mall known as Westwood, which dates from the late 1970s.

The need for fire protection services in West Seattle had been recognized early, before its annexation to the city in 1907. Its first fire station was built as a volunteer station in the Admiral District. This building replaced by Station No. 29 in ca. 1909. Construction of Station No. 32, in the Youngstown neighborhood (presently Delridge), followed in 1914. Station No. 36 was built in 1919. Construction of Station 37 followed in 1925 to address the needs of the City's far southwest residential neighborhoods. Fire Station No. 37 remained the only fire station in the area until the 1971 construction of Fire Station No. 11 in the Highland Park neighborhood to the east.

Neighborhoods in Southwest Seattle contain some older houses and commercial structures, but their primary development was the results of expansion before and after World War II. Seattle's population surged during the war because of the migration of workers to the region that worked in military-related industries, and continued to rise after the war due to the baby boom. This, combined with a rising economy and increased auto ownership and use, drove the city's suburban housing market and the construction of new neighborhoods such as Southwest Seattle.

One designated landmark buildings in the area, the Fauntleroy Community Church and YMCA, is located less than a mile southwest of Station No. 37, at 9260 California Avenue Southwest. There are two designated landmark houses in West Seattle. The other six designated landmarks in are located north of the station. The landmark buildings include the following:

- Haiwatha Playfield, 2700 California Avenue Southwest
- Admiral Theater, 2343 California Avenue Southwest
- Fir Lodge / Alki Homestead Restaurant, 2727 - 61st Avenue Southwest
- West Seattle High School, 4075 Southwest Stevens Street
- Gatewood School, 4320 Southwest Myrtle Street
- Log House Museum, 3003 - 61st Avenue Southwest.

According to the city's historic survey of municipal buildings there are a number of additional properties that may meet the ordinance criteria for landmarks, including Camp Long at 5200 - 35th Avenue Southwest.

The 1990 census noted that the West Seattle District is home to approximately 75,000 people. According to census data this number rose to over 78,800 by 2000. Households in the district are slightly larger than is typical in the city. There are more married couples and single parent families, and slightly fewer single person households in the area when compared to the city at large. Over 73% of the district is residential, which is comparable to the citywide rate.

Population increases in the last two decades (from 1980 to 1990 and from 1990 to 2000) compare to those in the rest of the city. Between 1990 and 2000 the number of young children in the district (under the age of 5) increased, while the population of the elderly (people of 65 years and older) decreased. Despite this trend, the gradual aging of the population has impacted the types of services provided by the Seattle Fire Department in West Seattle as it has throughout the city, with increased medical aid and fewer fire, rescue and other incidences. In the last decade, aid calls have averaged 80% of total services.

Construction of Station No. 37

Fire Station No. 37 is significant for its associations with West Seattle neighborhood and the city's Fire Department. Station No. 37 is the second oldest fire station currently in use in Seattle. With exception of an eight-month period in the early 1930s, it has been in continuous operation for nearly 80 years. It was the fourth station in West Seattle and the third to be built by the Seattle Fire Department in the area, following Stations No. 29, and 32. Constructed as one of the new two-vehicle type buildings in the 1920s and 1930, and presently housing Engine 37, the station is located in the city's far southwest area.

West Seattle was annexed by the city in 1907, but full municipal services were not immediately forthcoming. West Seattle had a volunteer fire department before annexation with a fire station located at the northern end, which was near the later site of Station No. 29. Fire Station No. 29, at 44th Avenue Southwest and Southwest Walker, was the first Seattle fire station in operation in the district. It was followed by that of Station No. 32 in 1914, a Craftsman/Shingle Style building. In 1919 Fire Station No. 36 was built on Southwest Spokane Street near the West Seattle Bridge. (All of these buildings, with exception for No. 37, have been demolished and replaced.) In 1971 Fire Station No. 11 was built in the Highland Park neighborhood to augment the services of No. 37.

Consistent with station site planning concepts of its day, Station No. 37 was not located near large assembly buildings, such as churches. Presently, however, there are a number of small churches in the immediate that were built, as the neighborhood developed, after the 1950s. Nearby civic institutions

include the new Highpoint Public Library at 3411 Southwest Raymond Street, at 35th Avenue Southwest, and the Southwest Public Library at 9010 - 35th Avenue Southwest.

Between April 1933 and January 1934, many stations were closed, and firefighters were laid off in an effort at economizing by Mayor John F. Dore due to the city's economic state during the Depression. During this period it appears that relief workers employed by the WPA may have occupied the building, perhaps in association with their work on nearby public parks and other building projects in West Seattle.

The Original Architect, Daniel R. Huntington

City architect, Daniel R. Huntington, was responsible for the design of many of Seattle's early twentieth century fire stations, and several sources attribute the design of Station No. 37 to him. The building appears similar to several earlier public buildings by Huntington, notably the Mission Revival style Lake Union Hydro House and Fremont Public Library.

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 he may have lacked formal architectural training. His architectural career spanned nearly 60 years, from 1889 to 1947, 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 Denver. The firm of Fisher and Huntington is 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 OAHP, Historic Guide to Colorado Architects.)

Arriving in Seattle in 1905 or 1906, Huntington initially established a practice with James H. Schack, Schack & Huntington, which dated from 1907 to 1909. Schack & Huntington's work included the First Methodist Episcopal Church and the Arctic Club. Records from City of Seattle Landmarks Nominations and other sources suggest Schack was the designer of these two buildings. (Schack later created a partnership with Arrigo Young and John Myers. The firm later became TRA.) Schack & Huntington's Arctic Club/the present 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. In its March 23, 1907 edition *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. Their partnership focused on residential buildings. The two men continued to share office space until 1916.) During this period Huntington also practiced independently, and designed his own residence in 1924, and the Northcliffe Building and Daughters of the American Revolution Rainier Chapter Meeting House, both 1924 - 1925.

Huntington's 1921 Mission Revival Style Fremont Library is stylistically very similar to Fire Station No. 37. Local architectural historian Carolyn Tobin, Huntington has referred to the library's design as an "Italian Farmhouse," a description which could also apply to the fire station building. (Tobin, n.p.)

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

In 1927 Huntington partnered with 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 was 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, exhibiting work 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 appears to have been very skilled in developing designs for many building types, and adept at using popular revival styles. Examples of his mastery of revival styles include the fine Tudor Revival style Firlands Sanatorium, and Fire Stations No. 3 and 33; the Mission Style Fremont Library and Station No. 37; and the Shingle Style Wallingford Fire and Police Station. Private commissions included the Colonial Revival Rainier Chapter House for the Daughters of the American Revolution, and the Art Deco Piedmont /Tuscany Apartment Building.

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 *Shaping Seattle Architecture.* p. 119.)

The Mission Revival Style

With the use of gable and hip roof forms, clay roof tiles, stucco cladding, and arched window openings, the exterior of Station No. 37 is a simple example of the Mission Revival style. It shares stylistic features with several other stations, but they are more integrated with this building. Four other Seattle fire stations are based on the Mission Revival or Spanish Mission styles, No. 13, 14, 16 and 38, as was the original Station No. 36. Station 14 utilizes some elements of the style as well.

These architectural styles are somewhat unusual in Seattle, and are more often associated with sunnier climates. Their use appears to be more common in romantic, or thematic building types, such as theaters, hotels and resorts, and housing, rather than in civic buildings. However, in buildings, such as No. 37, which are intended to fit into a residential scale neighborhood, the style appears applicable and successful.

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.)

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 plastered. 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. (Wiffin, 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 multi-plex 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, such as the Cornish School of Art (1920 - 1921) on Capitol Hill, remain unusual in Seattle.

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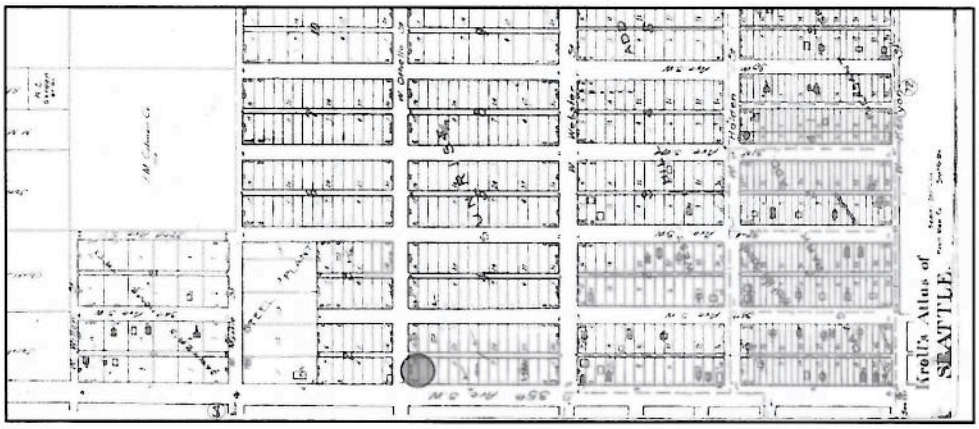
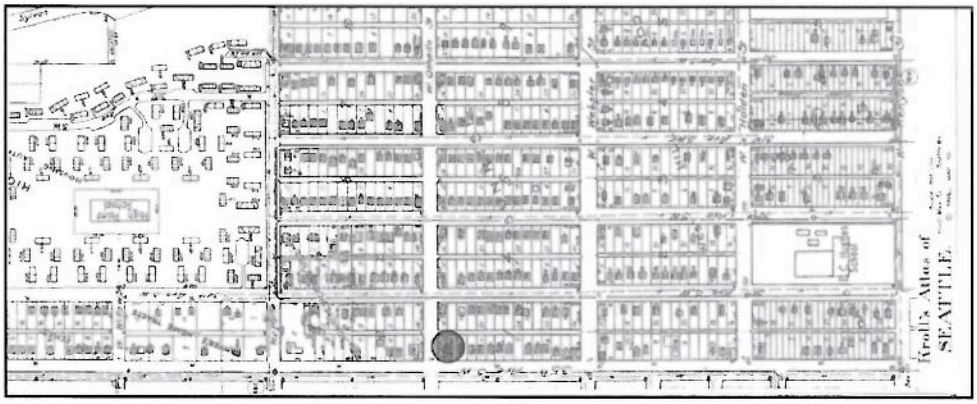
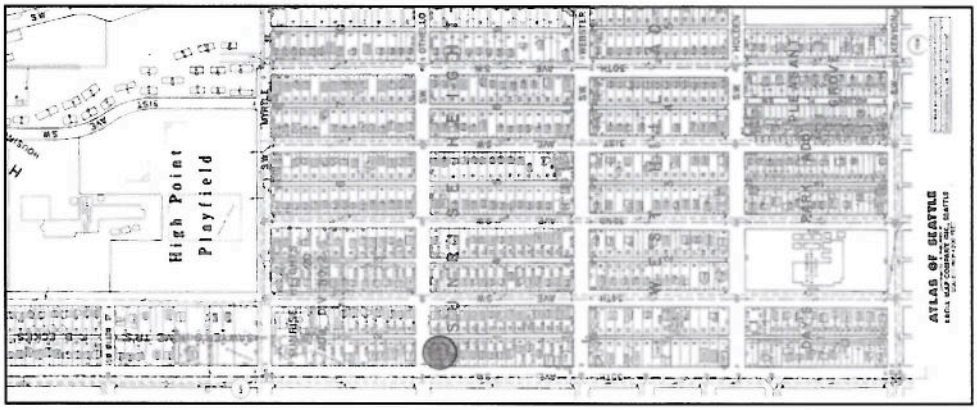
Below, figure-ground maps of the neighborhood surrounding and east of Station No. 37 in southwest Seattle, dating from 1912, 1940 and 2000, which show the gradual development of single-family residences in ca. 1910 - 1940, and the increasing larger apartments and commercial buildings along 35th Avenue Southwest. Source: Kroll Map Company.



1912 Kroll Map



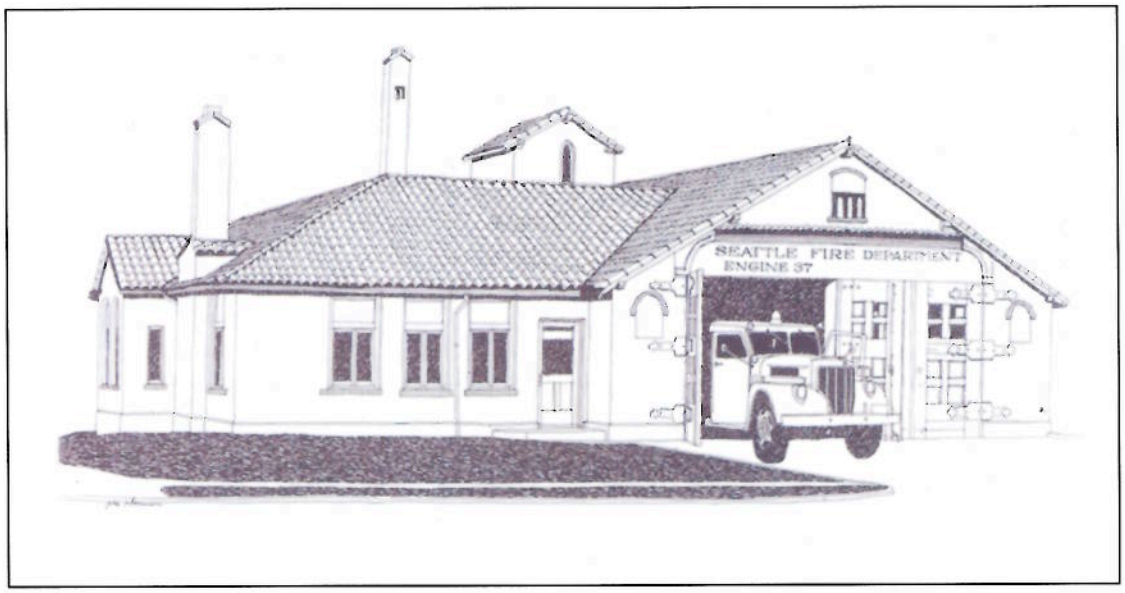
1940 Kroll Map



2000 Kroll Map

Above, view looking northeast, ca. 1937. Source: King County Tax Assessment Records.

Below, 1970-era sketch of historic "Firehouse 37", view looking southeast. Source: *Seattle Firehouses.*

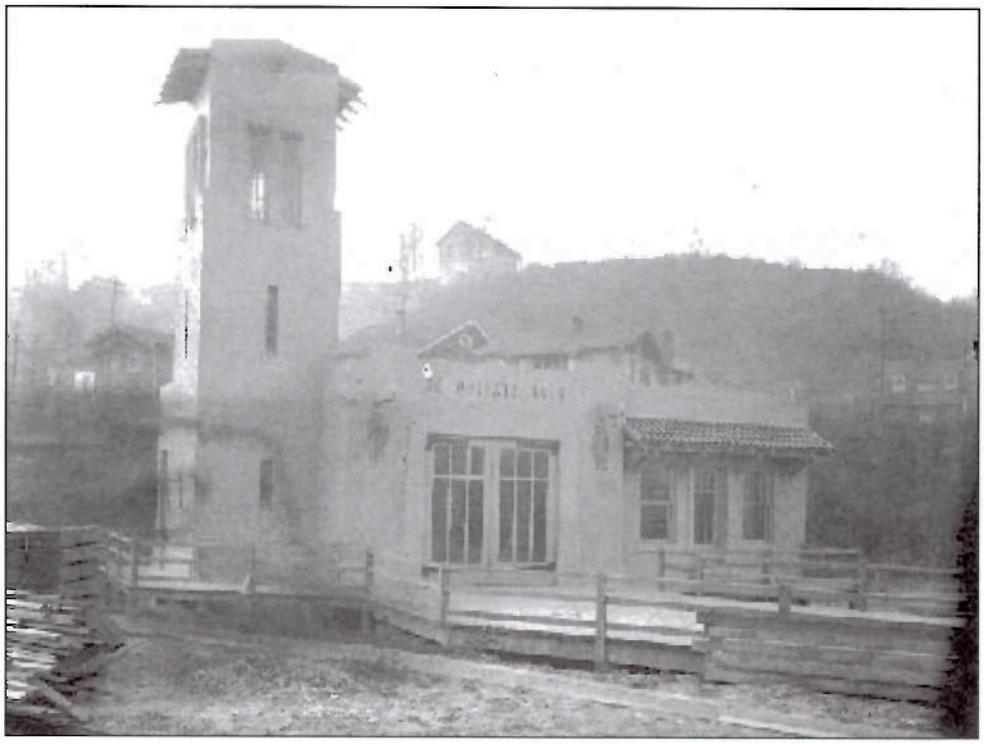


Above, a 1921 era view of another fire station in West Seattle, No. 29, which was constructed at Ferry and Walker Streets, in 1909. Source: Seattle Municipal Archives, Item No. 2702. This building is typical of the smaller, one-engine earlier stations. It is a brick cladding which features a Dutch Revival parapet treatment at the roof gable over the apparatus bays.

Below, historic view of Seattle's Fremont Library, a similar scale Mission Revival style building, which dates from 1921. It was designed by City Architect Daniel Huntington, who was responsible for the design of Station No. 37 and several other fire stations in the city. Source: Seattle Public Library.

Above, view of another fire station in West Seattle, No. 32, which was constructed in 1914 at Southwest Alaska and 44th Avenue Southwest, 30+ blocks north of Station No. 37. It was razed in 1966. This building was designed in the popular Shingle Style, similar to the combined police and engine house Wallingford Station on North 45th Street. Source: Seattle Municipal Archives, Item No. 2692.

Below, view of West Seattle's Engine House Station No. 36, which was built 1918. It was the city's smallest station at that time, and the first that used the popular Spanish/Mission Revival style. Source: Seattle Municipal Archives, Item No. 2688.



Above, a contemporary view of west facade, looking east. This and all contemporary color photos are by BOLA, and dated from April – July 2004, unless noted otherwise.

Below, view looking east at the doors and the Apparatus Bays on the west facade.

Above, Engine 37.

Below, view of the north end of the west facade showing the main entry, which leads into the current Watch Office (original Instrument Room). The flush wood/glazed entry door dates from the late 1980s.