The City of Seattle

Landmarks Preservation Board

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

REPORT ON DESIGNATION LPB 17/05

Name and Address of Property: **Seattle Fire Station #16**
6846 Oswego Place NE

Legal Description:
Woodlawn Addition to Green Lake, Block 69, Lots 1-2

At the public meeting held on January 5, 2005, the City of Seattle's Landmarks Preservation Board voted to approve designation of Seattle Fire Station #16 as a Seattle Landmark based upon satisfaction of the following standards for designation of SMC 25.12.350:

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

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

F. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or city.

DESCRIPTION

The Site

Completed in 1928, the reinforced concrete fire station building is located at 6846 Oswego Place Northeast, on the southeast corner of the intersection of Northeast 70th Street and Oswego Place Northeast in Seattle's Green Lake neighborhood.

According to the King County Tax Assessor's website, the site is 7,390 square feet (0.17 acres). The site appears level but slopes down very slightly, from east to west. The property is an irregular shape, with the northern boundary formed from a different street grid than the other three sides. The property is 104.10 feet along this north side, parallel with Northeast 70th Street. The eastern property line is 58.9 feet, 100 feet along the southern boundary, and 87.84 feet along the western boundary of Oswego Place Northeast.

The station is bordered by a four-lane residential street, Oswego Place Northeast, which provides two-way traffic, with two additional lanes of parking. The front of the building faces west onto this 60'-wide street. To the north, Northeast 70th Street is a similar 60'-wide, four-lane street. Historic maps and photos show early development in the area, but few changes from the 1920s through the 1940s. Major changes occurred with construction of the I-5 Interstate nearby, and in recent years many larger multi-plex buildings have been built near the station. To the south, there is a 24-unit, four-story wood frame apartment building, which was constructed in 1988. To the east there is a 40-unit, four-story wood frame apartment building constructed in 1991.

The 1961-era masonry Vitamilk Dairy, and several two-story mid-century apartment buildings are located to the north of the station site. The parcels to the west of the site, across Oswego Place Northeast, remain as parking lots. An older church to the east, on Weedin Place Northeast, is evident in historic maps and in photos dating from 1928 and 1938, but it was subsequently demolished. Green Lake itself is two block to the west.

The station building is set back 8' from the eastern boundary, and a paved driveway leads from Northeast 70th Street to an exterior stair to the basement along the east facade. (Historically, this driveway was used for trucks delivering coal to the building's basement level Fuel Room through a "Majestic Chute" located centrally on the eastern facade.) The concrete driveway paving was replaced in 1987, as were concrete paths along the building's south and west facades. The concrete driveway on the west side of the building is 25' wide at the apparatus doors, and increases in width as it approaches the street.

Presently, the building is surrounded by 6'-wide sidewalks on the north and west sides. A new, 3'-wide concrete path was added in 1987, leading north from the stoop in front of the Watch Office entry to the sidewalk along Northeast 70th Street.

The building forms a rectangular plan, and is set back 22'-10" from the west property line, 6' from the south property line, and 8' back from the east property line. (The Basement Stair in the middle of the east wall projects into the latter setback.) The alignment of Northeast 70th Street is not parallel with the building's north wall, and thus the open side space varies.

Landscaping appears to have remained rather minimal over the life of the building. A photo from 1938 shows four conifer shrubs along the north facade, with several additional deciduous shrubs. There may have been similar landscaping near the south facade. A small palm tree was planted in the bed north of the apparatus driveway. All of these plantings have since been removed. Currently, there is a low hedge along the southern property line, and a single Japanese maple at the southeast corner of the site. One large deciduous tree stands at the southwest corner of the site, and a bed of perennials flanks the north edge of the driveway.
Additional site features include a wooden gate and fence at the southwest corner of the building, which screens the south wall from public view, and retaining walls and railings at the south and east property lines that enclose driveway access to underground parking on the adjacent apartment buildings. The wedge of land at the north of the station building is planted with grass, with a metal flagpole placed in the lawn near the northwest corner of the building. There are no street trees around the site.

The Building Structure and Exterior Features

The design of Station No. 16 closely follows that of a "Standard Two Company Fire Station," according to the two sheets of October 17, 1927 drawings. It appears to have been very similar to the original design for Station No. 13, and somewhat similar to that of No. 38, but with a taller Apparatus Room.

The building is a reinforced concrete structure with tall concrete foundation, concrete walls and parapets and a concrete frame and slab roofs. Beams in the Apparatus Room feature integral concrete brackets where they connect to exterior walls. The exterior finish is stucco, with stucco-clad Mission/Spanish Revival stylistic features, including cast stone elements and detailing at the window sills, upper corners, and a cast, shallow arched opening over the Apparatus Room.

The original building measured 49'-6" wide by 68'-6"deep. The primary west elevation is asymmetrical, with a 33'-10" wide by 17'-10" tall Apparatus Room bay, flanked by an 11'-10" tall lower section that wraps around the north and east sides of the Apparatus Room. At the back of the Apparatus Room, the Hose Tower projects another 7'-2" above the higher roof mass, to a full height of 25 feet from grade. All the roofs are flat, and were originally finished with built-up roofing. In 1987 the roofs were redone with built-up EPDM roofing in 1986, and insulated from below within suspended ceilings.

All of the building's original multi-paned industrial steel sash windows have been replaced by contemporary aluminum sash windows with double glazing, although the original cast stone sills remain. Most of the windows are rectangular, except for the transoms over the apparatus doors, and arched head windows located on the south wall of the Apparatus Room. Typically, windows are 3'-3" wide, and have heights of 2'-3", 4'-3", 6'-3" and 6'-11". There are several grouped windows with wider openings.

On the principal west elevation, the apparatus bay is emphasized by the semi-elliptical arched parapet wall, the surround above a similar arched opening for the apparatus doors, and the segmented transom windows. A concrete pier separates the two contemporary overhead steel doors, which replaced the original pairs of steel double doors with steel sash upper panels. (The overhead doors used to be hand lifted until the 1980s, when their operation was mechanized.)

Narrow concrete capitals wrap the corners of the engine bay and give the impression of pilasters. This detail is repeated with plain concrete bands on the building's other corners, including the corners of the small hose tower situated at the rear of the engine bay, as well as along the north elevation. On the northern lower portion end of the west elevation, a large, plate-glass picture window is situated adjacent to a slightly recessed entrance door. The original door featured a single, large, plate-glass window and was emphasized by a cast stone surround and projecting head detail.

The north facade of the Apparatus Room originally featured three steel industrial clerestory windows, each with two, six-pane casement sash. Two similar clerestory windows are provided in the upper east facade of the Apparatus Room. Four industrial sash windows, which have similar glazing patterns, but are much larger and have arched head openings, are placed on the tall south

facade. The main north elevation of the lower wing also contains three industrial sash type windows with taller proportions, extending down to the foundation plinth.

The current rear or east facade presents a blank wall on its northern portion, and a large multi-paned window at the center. A standard sized window and a smaller one with obscure glass are located on the southern portion, illuminating the Men's Room. The exterior stairwell to the basement is situated on this side of the building, located below the large window and enclosed by metal pipe railings. The original coal chute and a small window beside the basement door were removed and the opening enlarged for a larger window to allow more light into the Exercise Room.

The south facade features four, tall arch-head windows in the Apparatus Room. At the east end there are two paired windows, small window, and a door. A decontamination shower is located beside the door.

All of the original windows featured narrow mullions and glazing bars, and similar glazing panes. The overall effect of the original industrial sash windows was a fine level of detailing in contrast to the solidity of the stucco-clad concrete walls. In 1987 the original windows were replaced with aluminum frame windows, which contain true divided-light sash with similar, but not accurate mullion and glazing pattern. The window replacement enhanced the building's energy conservation, but effectively reduced some of the original contrast of scale and material.

The use of stylistic features on Stations No. 13, 16, and 38 is restrained, particularly in contrast to the expressive qualities of Stations No. 37 (1925 - 1926) and 14 (1926 - 1927), which feature tile clad, gable and hip roofs based clearly on historic Spanish Missions and Mediterranean buildings. Station No. 16 was constructed several years after Stations No. 37 and 14, and its references to historical building form are more muted. It is somewhat more direct than the two older stations by expressing a strength and solidity simply through the building mass and use of concrete, cast stone and stucco.

It is informative to compare the original design of Station No. 38 with those of Stations No. 16 and 13. The three buildings were conceived of as similar, and they appear to have been based on the standard or prototypical design. Each building originally had only a single L-shaped lower wing, containing semi-public and private station functions, which was placed to one side and the back of the taller Apparatus Room. This massing provided a clear hierarchy of forms and, along with the localized symmetrical composition of the Apparatus Room, reinforced the sense of strength and order. Each of these buildings was placed on a corner site, but all were frontal. The three stations feature similar references to the Mission Revival style, particularly in the arched opening and parapet above the apparatus doors, but have flat roofs and simpler cubic forms that foresee Modernism.

Additions and modifications to these buildings in 1987 have varied, and the appearance of the current buildings diverge somewhat. At Stations No. 16 and 38, the original single wing was retained. The construction of a new addition to Station 13 responded to that building's original design by providing a seemingly equivalent new wing on its south side.

The Plan and Interior Features

The tall Apparatus Room presently houses an engine, a 1991 Spartan/E-One 1500/500 pumper (gallons per minute of water and psi of chemical tank capacity) and Medic unit, No. 16. In the northwest corner, off the Apparatus Room is the Watch Office, formerly the Instrument Room. In 1987, this space was reduced in size. More recently a partition was added to separate the sleeping area with its Murphy bed at the north end of the room. The building originally featured a fireplace and chimney along the south wall of the Watch Office, which have been removed.

Two Officer's Rooms were located originally in the middle of the north wing. The space has been rearranged to provide only one Lieutenant's / Officer's Room, and room for a larger Beanery and dining area, which are immediately east of the present Watch Office. These were relocated from the southeast corner of the building, where restrooms were enlarged to accommodate both men and women firefighters. Two closets for the Apparatus Room in this area have also been removed. The Dormitory / Bunk Room has been partitioned with walls and lockers to provide privacy for sleeping firefighters. The original Handball Court remains located in the northeast corner of the building, extending down a half level toward the Basement. Wrapping around on the east of the Apparatus Room is the internal stair to the Basement and access to the Hose Tower. A partially excavated space in the Basement contains storage and mechanical equipment space, an Exercise Room (formerly a Drying Room), and a Laundry Room

The Apparatus Bay remains similar in form and finishes to the original room, with a concrete floor and cast concrete cove base, and plaster-coated concrete walls. The niche at the back (east) end of the bay, while retaining its arched entry, became shallower to allow for a hallway and locker space behind the Apparatus Room to the south. Another hallway was built into the northeast corner of the Apparatus Room, again reducing the bay space. Interior hollow clay tile partitions throughout the station have been removed and replaced with wood framed partitions with painted gypsum wallboard surfaces. Exterior walls in the living spaces have been furred out with additional wood framing to provide space for insulation, and these also are surfaced with smooth finish painted gypsum wallboard. Original floor details show a cove base extending to the floor of the crew spaces, and inlaid linoleum flooring. The concrete slab at the current restrooms was replaced in 1986. Current finishes include resilient flooring.

In 2000, a vehicle exhaust system was installed into the Apparatus Room, which included flexible ducting to the floor, and roof vents, to improve air quality within the Station.

Documented Changes to the Building

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

1927 - 1928:	Original building construction (Building Department – Baker)
Ca. 1974:	Installation of gasoline storage system
1986 - 1987:	Remodel, re-roof, new windows (Van Horne & Van Horne Architects)
January 2000:	Exhaust System Upgrade (Architectural Interior Design Association)

The 1987 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. 16 would house one, 27' long pumper engine, one Medic unit, and staffing typically by five personnel at any one time. The project was intended to provide upgrading to meet the 1979 UBC, and an additional 40-year life to the station.

The renovation project was budgeted in 1983 at $254,000. The actual project, constructed by Lunde Construction and completed in October 1986, cost $279,248. The work included concrete paving at pathways, in-kind replacement of original windows, re-roofing, relocation and expansion of the Beanery and dining area, partitioning of the Dormitory / Bunk Rooms, new restrooms including toiler/shower rooms for women firefighters, and upgrading of all systems and finishes.

In 2002 the building exterior was repainted, with multiple tones and colors used to define the walls, corner pilasters, and trim, in several grays and off-white colors with red accents, similar to color used at Station No. 38. Original and earlier single-color schemes tended to emphasize the planar differences and cubic qualities of the building mass. In contrast, the current color scheme appears more two dimensional, with visual focus on accented doors and window sash.

Current Conditions and Use

Personnel at Station No. 16 provide on-site blood-pressure tests for walk-in residents. In addition, they respond to a high level of aid calls. This activity exemplifies Seattle's Emergency Medical service responses, which presently make up 80% to 85% of incident calls. Apparatus at this station currently include Engine 16, which is kept in the south bay. This 1991 pumper engine carries a water tank, chemical tank, hoses, pumps, and ground ladders, and seats three firefighters.

Station No. 16 is one of the few older stations that have not been expanded beyond their original footprint size. The small size of the parcel does not facilitate an addition, and thus changes to the building have been internal. The Medic 16 Unit is kept in the north bay. It is used to respond the increased needs for medical services. The unit was moved to Station No. 16 in mid-1980s, prior to the 1987 remodel. (Presently the city has five Aid Cars, which are staffed by Emergency Medical Technicians or EMTs, and seven Medic Units, which are staffed by special paramedic-trained firefighters. Most of the Aid Cars are located in the downtown area.)

In 2002, this station responded to approximately 4,300 units. Of these, about 500 were in response to fire calls while over 3,600 (over 80%) were in response to requests for emergency medical service or paramedic assistance. Other dispatches included investigations, rescues, and fuel leaks or spills.

STATEMENT OF SIGNIFICANCE

Historic Overview of the Seattle Fire Department

(An overview of the Seattle Fire Department, up to the 1920s, is provided in the appendix for 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. 16, and other fire stations in other northeast city neighborhoods. Much of the information in this section is from Wickwire, 2001.)

Once the Seattle Fire Department became well established in the city's downtown core in the 1890s, new stations were then opened to extend service to outlying areas. The need for additional stations became even more critical when the City doubled in size after the North Seattle Annexation of May 1891. The annexed area encompassed the northern ends of Capitol and Queen Anne Hills as well as Magnolia, Fremont, Wallingford, Green Lake, Latona, and Brooklyn, which later became known as the University District. By this time, new electric streetcar and cable car lines were bringing substantial real estate development to these and other previously inaccessible areas.

In October of 1893, the Fremont Volunteers formed Hose Company No. 8 and occupied rented quarters in the vicinity of Linden Avenue North and North 34th Street. It was the Seattle Fire Department's first company north of Lake Union.

In the first decade of the 20th century, 21 new permanent fire stations were built, including a new headquarters in Pioneer Square and five replacement fire stations, as well as a temporary fire station built for the Alaska-Yukon-Pacific Exposition, on the grounds of the University of Washington campus, in 1909. The majority of these early 20th century buildings were two-story wood frame structures although six were made of brick. Three of the five structures, which replaced earlier buildings, were of masonry construction. The new fire stations in Madrona, Beacon Hill, Green Lake, the University District, Cascade, Greenwood, and the Industrial area extended service to these neighborhoods for the first time.

This city's growth at this time 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. A series of annexations occurred in 1905 - 1910 and culminated with the annexation of the Laurelhurst district. 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 it had annexed in 1907.

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. Seattle City Architect Daniel R. Huntington designed most of these new buildings.

Between 1921 and 1930, ten new fire stations were completed, including the subject Station No. 16. All but two of the buildings 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 stucco-clad reinforced concrete construction. By this time, two decades of growth had brought fire protection services to most areas of the city.
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 1930 Fire Station No. 38 was the first to be built in the northeast area of the city, which ended at NE 65th Street to the east of 20th Avenue NE at that time. Prior to 1930, the University District and Green Lake fire stations had provided service to the Ravenna, Bryant and Laurelhurst neighborhoods.

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 this decade. Thus ended more than three decades 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 their respective neighborhoods. Coverage had been extended to nearly all areas of the city.

Until 1949, the combination of financial difficulties due to the economic depression of the 1930s and shortages of labor, materials and funding due to the Second World War halted construction of any new fire stations for a fifteen-year period.

From the early 1940s to the early 1950s, the City of Seattle annexed extensive areas north and northeast of the existing city limits. As part of the annexations, the City acquired the facilities of several King County fire districts in the north end. Three of their buildings were immediately converted into Seattle Fire Department stations. On January 18, 1954, the Seattle Fire Department opened Fire Station No. 39 to serve the newly annexed Lake City district. On the same day, the Fire Department also established Fire Station No. 31, located on North Northgate Way at Interlake Avenue North, and Fire Station No. 24 located, on Greenwood Avenue North near North 117th Street. Between 1949 and 1965, the Seattle Fire Department constructed ten new brick fire stations, and acquired four additional stations when the City annexed the neighborhoods north to 145th Street in the early 1950s. Nine of the new stations replaced earlier wood frame structures.

The Seattle Fire Department replaced ten older fire stations with modern new facilities between 1965 and 1975 under Forward Thrust funding. 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, treating the older historic structures with great sensitivity. 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 the Green Lake Neighborhood

The area's first white settler was Erhard Saifried (a.k.a. "Green Lake John"), who built a cabin on the lake's northwest shore in 1869. The area was homesteaded in the 1860s and 1870s. In 1888 Saifried sold his land to a local realtor, W. D. Wood and electrical engineer, Dr. E. C. Kilborurne, who subsequently platted it. The two men established a 10-acre amusement park on the west side of the lake, and a trolley line from the village of Fremont to bring prospective residents to the area. Their development paralleled that of Guy Phinney, who developed the "Woodland Park" estates, a private zoo, conservatory and recreation facilities to the east along with his own trolley line from Fremont. Competition with Phinney

and the national depression in the early 1890s contributed to closure of the West Green Lake amusement park. By 1890 the area became known as "the Old Picnic Grounds."

Green Lake is located two blocks west of Fire Station No. 16. Throughout the neighborhood's history the lake has served as its heart and has provided the primary identity to the community. The lake area became a park in 1905, and was developed, along with Ravenna Boulevard, under the Olmsted Brother's plan for Seattle's connected parks and boulevard system. By 1911 the city had lowered the lake level and had begun to improve the shorelines with beaches and paths, and had established an encircling road system that protected views of the lake from subsequent development.

The Green Lake area was annexed to the city in 1891. By 1900 there were nearly 1,500 people residing in the area. A shopping and commercial district emerged on the east side of the lake in 1901. In 1902, the Seattle School District built the Green Lake School at North 65th Street and Sunnyside Avenue North. Residential development continued, primarily with single-family homes placed on relatively small lots, throughout the first half of the twentieth century, initially in the flatter lowlands around the lake, and later on the steep west slope and northern areas. The neighborhood's physical beauty, attractive housing stock, and close proximity to churches and recreation facilities, Highway 99, and the University of Washington have made it popular with families and younger adults.

Several taller apartment buildings were constructed near the lake's south shore in the 1960s and 1970s specifically for elderly residents. Demographically the neighborhood remains mixed, with many different types of households, served by several active business districts. In recent years, larger apartment buildings have been constructed in the area between Northeast Ravenna Boulevard and the east-side business district, and Interstate I-5. Fire Station No. 16 has been surrounded gradually by many of these buildings.

The 1999 Green Lake Neighborhood Plan, prepared by the City's Strategic Planning Office described the community's primary goal. They include preservation of its existing positive attributes, including four small neighborhood commercial areas, and the scale and character of its large stock of single family housing, and enhancing pedestrian friendliness, and the former connection with the Roosevelt neighborhood, which had been severed by Interstate I-5 in the early 1960s.

The Neighborhood Plan also describes a conservation strategy for noteworthy structures, based on a community-developed "Treasured Places Inventory," and the Historic Seattle sponsored *Inventory of Buildings and Urban Design Resources – Green Lake.* The inventory, directed by architects Folke Nyberg and Victor Steinbrueck, resulted in a map with categories for buildings that were significant to the city and significant to the community. The more recent inventory included other categories: Common Building Types, Significant Buildings, Urban Design Elements, Treasured Buildings, Treasured Landscapes, Favorite Destinations, Most Disliked Places, and Places Which Would Be Missed.

Fire Station No. 16 was cited in both inventories as a significant building in the city. Other nearby buildings cited in the 1975 inventory were the John Marshall Middle School (1927, by Floyd Naramore) at Northeast Ravenna Boulevard and Northeast 68th Street, a ca. 1885 house which was located directly north of the station (subsequently demolished), and the Green Lake Public Library and original Green Lake Elementary School, which are two designated city landmarks. (The original school has been replaced, however.)

Demographic statistics for Seattle districts by the US census indicates that the household sizes in Green Lake are slightly smaller than those in the rest of the city, with a larger number of people over 65 living in the district, and fewer families with small children. The average age of residents tends to be slightly older than the citywide average of 12% and incomes tend to be slightly higher compared to those citywide. More of the housing stock in Green Lake is owner-occupied than the city average. Until the last decade, most of the housing stock dated from before the 1950s, but many condominium and apartment buildings have been constructed recently in response to zoning changes and density goals.

Over 80% of the calls to the station have called for emergency medical aid or paramedic assistance. The location and response of Medic Unit 16 at the station has been in response to this need and the presence of many older people in the neighborhood.

Construction of Station No. 16

Completed in 1928, this small fire station, replaced a 1905 era two-story wood frame fire station that was located several blocks to the southwest, on North 64th Street between Corliss and First Avenues North. This earlier station was located a block from the 1902 Green Lake School. It was one of nine stations built between 1894 and 1908 that used a standard design. Others of its type included the original 1905 Fire Station No. 17 located in the University District on Northeast 45th Street. Until Fire Station No. 38 opened in 1930, the entire northeast area of the city was served by Fire Stations No. 16 and 17.

By the later 1920s, a thriving commercial district had developed around the northeast corner of the Green Lake. In considering sites for its new station, the Fire Department chose the present location to be closer to this district and farther from the largely residential area that surrounded the earlier station.

The Original Architect

The design of Station No. 16, as previously noted, is very similar to that of another contemporaneous station, No. 38, which was designed by architect George Stewart. However, according to the notation on the 1927 drawings for Stations No. 13 and 16, the plans for two buildings were by “Baker." Records about Stewart's work note that he had worked with Seattle architects Daniel Huntington and Frank L. Baker, and the latter may have been responsible for the design of Station 16. The plan and elevation drawings indicate that many of the stylistic and design features are the same, and the buildings may well have been based on a standard design as had a number of earlier fire stations.

The appearance of a set of later drawings for "prototypical two-engine fire stations," by George Stewart, lends credit to this idea. These 1933 drawings include a plan and front elevation for a building that is very similar to the original Stations No. 13, 16 and 38, with the exception that No. 38 was built as a single-engine facility.

No information about an architect or engineer with the name of Frank Baker or surname Baker has been discovered in the research for the fire station nominations. The citation on the drawings is in the title block for the City Building Department, indicating that the department had overall responsibility for the design. Baker may have been employed by the city.

Mission Revival and Modernistic Styles

Five of Seattle's fire stations -- No. 37, 13, 14, 16, and 38 -- are based on the Mission Revival or Spanish Mission styles. Stations No. 14 and 37, are direct in their use of both Mediterranean and Mission forms and design elements, with their patterned stucco walls, Mission-tile clad gable and hip roofs, integration of bell towers, and surface patterns in gable ends. In contrast, Stations No. 13, 16 and 38 are more restrained, and suggest a less romantic or thematic use of the style. Their flat roofs and block, stepped massing seem to call upon some Art Deco precedents, and their simplicity and heavy mass seem to anticipate the Depression era.

The Mission Style is somewhat unusual in Seattle, and is 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. The style flourished in California, before the 1920s and became popular in other areas of the country in 1915 to 1945.

Characteristics of the Mission style, include stucco walls and deeply recessed openings – sometimes fronted by arcades and porches, and exposed often carved, rafter and beam-ends. Balconies, terraces, or patios provide a close indoor-outdoor relation. Decoration included ornamental ironwork, glazed tiles, and friezes and panels with decorative motifs drawn from plants and geometric forms. Roof forms typically were low-pitched gables and hips with red tiles. Building plans included asymmetrical facades, as is evident on both Stations 14 and 37, as well as a stylistic subtype with symmetrical facades. (McAlester, p. 411 - 415.)

In contrast to the more ornate, decorative expression of Mission Revival and Art Deco buildings, Station No. 16 is a simpler more straightforward design. Architectural historians have described its style in a variety of categories, which include "Starved" or "Stripped Classicism," "Moderne" and "

Modernistic." Sources for this design are diffused, and include factory and industrial design, and functionalist designs from Europe in the 1920s. (McAlester, p. 464 - 465).

Classic revival design components include a strong sense of the building base, wall and top, and the use of symmetry in composition, but in these cases without the direct use of columns, fluted pilasters, capitals, porticos and other derivative features.

In Seattle there are few buildings that use the Modernistic style or Stripped Classicism, in part because of the minimal building during the Depression era. However, there are some examples, including the US Federal Courthouse (1939, 1010 5th Avenue), the original designs of the Coca Cola Bottling Plant on Capitol Hill (1920, demolished), and the original Civic Auditorium (1925 - 1928, on the grounds of the Seattle Center), has been transformed through a series of remodels into the Opera House/McCaw Hall, but its original design was both Mediterranean Revival and Modernistic.

Other buildings that combine historic Mission Revival and Moderne elements in eclectic designs include the Lake Union Power Steam Plant (1912 - 1921, at Eastlake and Fairview Avenues East, by Daniel Huntington), the Cornish School of Art (ca. 1920 at 710 Harvard Avenue East, by Albertson Wilson and Richardson), and the Columbia Elementary School (1922 but altered, by architect Floyd Naramore).

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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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