



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

REPORT ON DESIGNATION

LPB 424/09

Name and Address of Property: **Kenney Seaview Building
7125 Fauntleroy Way SW**

Legal Description:

PORTIONS OF TRACTS 34, 35, 38, 39, 46 AND 47 LINCOLN BEACH ADDITION, AS PER PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 91, RECORDS OF KING COUNTY, WASHINGTON, AND VACATED 46TH AVENUE S.W.(VO 85227), AND VACATED S.W. MYRTLE STREET(VO 52444), DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF WALDSTROM ADDITION AS PER PLAT THEREOF RECORDED IN VOLUME 53 OF PLATS, PAGE 37 RECORDS OF SAID COUNTY, WITH THE EAST LINE OF 47TH AVENUE S.W.; THENCE NORTH $01^{\circ}43'31''$ EAST ALONG THE EAST LINE OF SAID STREET 290.91 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 35 FEET, A DISTANCE OF 55.05 FEET TO A POINT OF TANGENCY ON THE SOUTH LINE OF S.W. MYRTLE STREET; THENCE SOUTH $88^{\circ}09'43''$ EAST ALONG SAID SOUTH LINE 441.53 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 20 FEET, A DISTANCE OF 37.23 FEET TO A POINT OF TANGENCY ON THE NORTHWESTERLY LINE OF FAUNTLEROY WAY S.W.; THENCE SOUTH $18^{\circ}30'24''$ WEST ALONG SAID NORTHWESTERLY LINE 313.48 FEET TO A POINT ON A LINE WHICH IS A PRODUCTION EASTERLY OF THE NORTH LINE OF SAID WALDSTROM ADDITION; THENCE NORTH $88^{\circ}09'08''$ WEST ALONG SAID PRODUCED LINE AND THE NORTH LINE OF SAID WALDSTROM ADDITION 405.20 FEET TO THE POINT OF BEGINNING; AND ALSO

LOT 4 OF WALDSTROM ADDITION, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 53 OF PLATS AT PAGE(S) 37, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THE WEST 5 FEET IN WIDTH THEREOF; LOT 5 AND LOT 6, WALDSTROM ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 53 OF PLATS, PAGE 37, RECORDS OF KING COUNTY, WASHINGTON.

LOT 7, EXCEPT THE SOUTH 10 FEET THEREOF, WALDSTROM ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 53 OF PLATS, PAGE 37, RECORDS OF KING COUNTY, WASHINGTON AND THE

Administered by The Historic Preservation Program
The Seattle Department of Neighborhoods

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WEST HALF OF VACATED 46TH AVENUE S.W.
VACATED UNDER ORDINANCE NUMBER 85227, ADJOINING SAID PREMISES ON
THE EAST; AND ALSO THAT PORTION OF
TRACT 35, LINCOLN BEACH ADDITION, ACCORDING TO THE PLAT THEREOF
RECORDED IN VOLUME 11 OF PLATS, PAGE 91, KING COUNTY,
WASHINGTON, LYING WESTERLY OF FAUNTLEROY WAY S.W. AND
SOUTH OF A LINE 220 FEET NORTH OF AND PARALLEL WITH THE SOUTH
LINE OF TRACT 38 OF SAID PLAT; TOGETHER WITH THE EAST HALF OF
VACATED 46TH AVENUE S.W.
VACATED UNDER ORDINANCE NUMBER 85227, ADJOINING SAID PREMISES ON
THE WEST; AND ALSO THAT PORTION OF THE EAST
HALF OF VACATED 46TH AVENUE S.W. LYING NORTH OF THE NORTH LINE OF
SOUTH 10 FEET OF LOT 7 OF WALDSTROM ADDITION EXTENDED
EASTERLY TO FAUNTLEROY WAY S.W.
SUBJECT TO AND TOGETHER WITH A SEWER EASEMENT AS ESTABLISHED BY
ORDER NO. 83823.
SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

At the public meeting held on August 19, 2009, the City of Seattle's Landmarks Preservation Board voted to approve designation of the Kenney Seaview Building at 7125 Fauntleroy Way SW 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 City, state or nation;*
- D. It embodies the distinctive visible characteristics of an architectural style, period, or of a method of construction; and*
- E. 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 the City.*

DESCRIPTION

Adjacent Neighborhood Context

The Kenney is located at the northern edge of the Fauntleroy neighborhood and the western edge of the Gatewood neighborhood on the "peninsula" of West Seattle, at the southwest extreme of this large and geographically separate section of the city of Seattle

The Fauntleroy neighborhood consists of the blocks near the large Fauntleroy Cove and Lincoln Park, particularly the commercial area uphill from (and east of) the current Vashon/Southworth ferry terminal. In large part, this development was directed by the geography of the site, between the Puget Sound shoreline and the steep western edge (running north-south) of the West Seattle plateau, which also forms an amphitheater-like bowl around the cove. This plateau edge is too steep for most street gradients, and as such, most of the streets in the neighborhood are generally short and do not connect to the plateau above, or do so via switchbacks. Because of this geography, California Avenue--which is the

primary spine through the whole of West Seattle--at Fauntleroy is no longer an arterial and merely a secondary street, and many of the east-west streets above dead-end at the edge of the plateau.

The Gatewood neighborhood is less defined historically. It is primarily residential, with no real commercial center, and developed as a neighborhood stop on the streetcar line. Both the Fauntleroy and Gatewood neighborhoods have housing stock as early as the 1910s, a large number of Craftsman bungalows and cottages dating from the 1920s-30s, and a large number of postwar homes from the 1950s-60s. Since the late 1980s, increasing land values, particularly those associated with water views from hills and slopes, have resulted in some of this building stock being demolished and replaced with larger and more modern homes.

Besides residences, there are some notable institutions in the immediate vicinity—besides the Kenney buildings and grounds and the 1909 Gatewood School (a Seattle landmark)—including the Lincoln Park grounds and buildings, including the Colman Pool; the Vashon ferry terminal; Fauntleroy Congregational Church and YMCA (a Seattle landmark); and numerous other churches.

Site

The site is bound by Fauntleroy Way SW, SW Myrtle Street, 47th Avenue SW, and SW Othello. Originally, 46th Avenue SW went through the site and provided the eastern boundary, and originally the Kenney site consisted of only the northern part of this block. As originally built, the Seaview Building was known simply as The Kenney Presbyterian Home, and the only building on the property. Across the street in all directions are single family residences, as well as a few duplexes and small apartment buildings.

The site slopes down about 20-25 feet from east to west. Although Puget Sound is about three blocks away, it is not visible from the site due to obstructing topography, trees, and houses, and may not have even been visible from the ground level when the building was first constructed. The building is sited to the northernmost part of the site, and to the east adjacent to the former 46th Avenue SW (the right-of-way which was later closed), creating a large open space or grounds on the west side of the building. Today, the Seaview Building sits on a slight berm, with a lawn, paths, steps, and flowering trees spread out beneath it to the west.

Over time other buildings have been added to the site, including the Sunrise Building in 1957 (which is directly attached to the Seaview Building), the freestanding Ballymena Building in 1985, and Lincoln Vista Building in 2003 (which is attached to the Sunrise Building).

Note: The Sunrise Building, the Ballymena Building and the Lincoln Vista Building are not included as designated features of this landmark. For descriptions of these buildings, see the Nomination Application on file with the Historic Preservation Office.

Seaview Building

The Seaview Building is a 3-story Georgian Revival red brick masonry structure with basement, simple pitched and hipped composite shingle roof, and prominent central wooden tower with cupola rising from the middle of the roof. No original drawings could be found

for the building. In general terms it somewhat resembles Independence Hall in Philadelphia, after which it was apparently patterned. The primary mass of the building is rectangular, approximately 70 by 170 feet, and shaped like a long squat H, oriented north-south, with the central bar being larger than the side wings. The primary elevation faces westward, and is symmetrical about the center. The roof eave around the building, while not especially deep, is supported by prominent and decorative block modillions, with a continuous bent-form metal gutter integral to the appearance of the entablature. A lower 2-story service wing, red brick with hip roof, projects eastward from the center of the H, towards Fauntleroy Avenue, creating from the air the overall building layout of a T when viewed in context with the primary building mass.

At the basement level, the smooth-faced brick of a uniform muddy red color is laid in a simple running bond, and appears in some places to have a ghostly white wash or efflorescence on the surface. At levels one through three, the brick is less smooth-faced, and is laid in a Flemish bond variant, with two stretchers laid between headers. The headers are a dark reddish purple color, smooth and slightly reflective in the light, creating a regular and pleasing pattern across the brickwork. Within the Flemish bond courses, the stretchers are an overall muddy red color to match the basement level, but here is a blend with some variety of buff and purple within each brick and between bricks. All mortar joints are raked. With the exception of a few minor cracks in the brick and terracotta, the masonry appears to be in very fair condition.

On all elevations, terracotta in a buff color accents the brick. A terracotta watertable band approximately 21" wide marks the location of the first floor above the basement, and another terracotta beltcourse approximately 9" wide is located at the sills of third floor windows. First floor windows have simple terracotta flat arch headers which are flush with the surrounding brick, and terracotta sills. Second floor windows have more ornate flat arch headers, with a projecting keystone-superimposed-on-keystone motif in the center, and simple terracotta sills. First and second floor windows are the same width and height, and both are about 25% taller than the third floor windows. Third floor windows repeat the simple flush and flat arch headers of the first floor windows, but the third floor sills are incorporated into the aforementioned continuous terracotta band at that level which wraps the building. Original windows are double hung, eight over one lites with wood sash. About three-quarters of the existing windows appear to be original.

West elevation and tower cupola

The west elevation faces Puget Sound (although the water is not visible except from the upper stories), and follows an ABCBA bay pattern. Overall, the west elevation provides the most dramatic statement of the impression of the building—a tall central entry bay and tower creating a vertical statement, with two flanking wings on either side anchoring the building visually to the ground.

The west elevation A and B bays each contain three windows at each floor, while the narrower C bay contains one wider window at the second and third floors, and an entry at the ground level. The B bays act as the background plane of the building. The C bay projects from the plane of the building slightly, about a foot, while the A bays project further, about

10 feet, within which is a single window at each floor, facing the C bay. Both the C and A bay projections are marked by prominent corner red brick quoins created in typical fashion by projecting three of every four brick courses.

The C bay on the west elevation is marked in the center by the central tower which is behind it and surrounded by the pitched roof. This C bay has an open pediment at the roofline, the only point on the building where the eaveline is broken. The C bay is further marked by wider windows and within the pediment a terracotta decorative circular cartouche or roundel, highlighted by four keystone-like elements projecting from the cardinal points, and inscribed with "1907" in the center. Below the third-floor central window sill and engaging the third floor terracotta beltcourse, there is an 18-21" wide terracotta plaque, almost the width of the bay, which is inscribed with "Kenney Presbyterian Home" in all capital letters.

At the first floor of the west elevation C bay, the entry is marked with a relatively ornate semicircular projecting wood portico. The portico consists of two fluted Doric pilasters engaging the brick wall, and two unfluted Tuscan-order wood columns, supporting a semicircular Doric entablature complete with triglyphs, metopes, guttae, mutules, decorative lozenge-shaped coffering between the mutules, and even dentils within the soffit molding on the inside of the portico ceiling. Sheltered by the portico is a relatively ornate entry under a composite brick arch and terracotta keystone, with a double door separated from sidelites by delicate projecting fluted Doric columns, and a single-lite fanlight above. The portico is set on a semicircular red-tile-surfaced porch edged with two granite steps raised above the grade.

Rising from the roof in the central part of the building and visible from almost any location around the building, the tower and cupola currently make the strongest impression when viewed from the west elevation. The tower resembles a simplified version of the tower at Independence Hall. The nearly square heavy-timber framed tower rises in two graded stages from the center of the roof peak, the first larger than the second, and with both capped by a barely sloped roof and eave. Both stages are clad in horizontally-oriented wood siding in a wide thickness. The lower stage has a single large round window just above the center of the east elevation, divided into approximately 9 lites. The smaller upper stage has a similar but smaller round window at the center each of the north, south, and west elevations, also divided into 9 lites. The lower stage on the east elevation has a door providing service access to the outside of the tower and cupola.

From the second stage of the square tower rises an even smaller eight-sided wood cupola, with each of the eight sides composed of a narrow round-headed arch springing from two pilasters, with a prominent projecting "keystone" at the top of the arch. The cupola is roofed with an eight-sided slightly pointed dome, clad in a light brown metal siding, perhaps copper. Above the cupola is a small eight-sided lantern which resembles a smaller version of the arched structure below and crowning the lantern is a high narrow metal steeple which supports a weather vane. The entire cupola, except for the roofing, is painted a buff color which approximately matches the terracotta trim of the brick exterior.

North elevation

The west elevation wraps around to the north elevation, continuing the general pattern of the windows, brick, terracotta bands, and so forth, but is not a primary elevation. The north elevation is a single three-story rectangular plane, with corner brick quoins, divided into seven evenly-spaced bays of windows. The windows match the sizes and shapes of the west elevation, except for the second and sixth bays, which are smaller bathroom windows.

East elevation

The east elevation essentially matches the of the west elevation, except that the central entry bay has been replaced with the two-story service wing mentioned in the general description of the building above. This service wing is approximately 27 feet wide and projects approximately 72 feet from the main building, and contains the dining room and kitchen on the first floor, with a chapel and hallway on the second floor. The end of the service wing has a slightly projecting two-window bay with corners marked by quoins. Between that bay and the main building, there were originally four sets of paired windows at the first and second floors on each side. However, on the north side, a one-story flat-roofed dining room addition was constructed in 1964. The south side of this service wing is obscured by additions, but originally had a service porch, probably for deliveries. Finally, the northernmost A bay of the east elevation of the main building has a brick-clad concrete fire stair addition, open on the east side, which dates from 1964.

South elevation

The south elevation originally essentially matched the north elevation, but had a five-bay wood-framed sun porch appended to it inside the first and seventh bays of windows. Both floors of the porch were supported by Tuscan columns, with balustrades between, and completely glazed. The roof was flat, surrounded by a balustrade, and appears to have been accessible as an open porch from third floor double doors in the center of the south elevation. The porch extended approximately 10 feet from the face of the building.

In 1959 the porch was demolished and a four-story addition was appended to the south elevation, wider than the porch was and encompassing the first and seventh window bays, but just set back from the west and east elevations. This wing is modernist in style, its three elevations (west, south, and east) having prominent horizontally oriented sliding windows separated by similarly-sized porcelain enamel panels set in a steel-framed structure, creating an overall effect of a vertical bay. These vertical window-and-enamel-panel bays are separated by a vertical bay clad in red brick in a running bond. The corner windows wrap the corner onto the south elevation. On the south elevation of this wing, a bow-front concrete balcony with simple steel vertical picket railings projects from the center of each floor one through three. At the basement level—at grade on this side of the building—there is a building entry under the first floor balcony.

Interior

As a building established for housing, the Seaview Building is essentially three floors of units arranged along a double-loaded corridor, with a central lobby and circulation space in the center on each floor, and additional stairs near each end of the corridors. Upper floors have a view of Puget Sound in the distance.

The central lobby spaces provide a windowed sitting area and the elevator. At the first and second floors, these central lobby spaces have a higher level of interior detail than the corridors, including decorative pilasters which wrap into the corridors, square fluted columns, and crown molding. The third floor central lobby lacks these additional decorative elements, presumably because the third floor was not completed until about fifteen years after the first two floors. Heightening the decorative effect, the central lobby on the main floor also has stairs and railings leading through the elaborate door and portico which was described in the West Elevation section.

Throughout the corridors and central lobby spaces, a simple chair rail along the walls creates a simple wainscoting effect. Utilities such as water pipes, sprinkler systems, and electrical conduit are routinely exposed and hung in the upper portions of the corridors.

The two sets of stairs near the end of each corridor are painted wood, original to the building, and extend from first to third floors, wrapping with a mid-floor landing at each floor. The staircase is open in the center. At each 90 degree turn, the stringers and interior handrail feature a continuous curve (rather than a gooseneck). The stairs feature simple, unmodulated, battered-rod-shaped balusters throughout, and a newel with volute at ground floor. The stringers are "open" in that the treads project beyond the balusters slightly and are therefore expressed on the side of the stairway.

From the central lobby on the first floor, one may access the dining room in the service wing. The space was expanded in the 1960s with the small dining room addition described in the East Elevation section. Above this dining room in the service wing is a chapel, which was enlarged in the 1960s with the space renovated as well. Part of the walls of the chapel are movable, to expand the space into the adjacent wide hallway if desired

Summary of Primary Alterations

1907	Original construction
1922-28	Several permits for unknown purpose
1951	Construct partition
1953	Alter building per SFM
1957	Construct addition and alter existing building
1958	Construct addition, Install fireplace and chimney, Erect sign, Alter portion of first floor
1959	Construct addition and alter existing building
1964?	Dining Room expansion addition on north side of service wing

STATEMENT OF SIGNIFICANCE

Historic Context: The Development of West Seattle

The original settlement by Euro-Americans of what would become today's Seattle occurred in 1851 in West Seattle, at Alki Point. Led by Arthur Denny, the small band of about two dozen people arrived by ship and overland from Portland and Illinois, and included the Boren, Bell, and Terry families. For thousands of years prior to that event, the area had been

part of the lands inhabited by Duwamish and Suquamish Native Americans, and in fact a group of Duwamish, including Chief Seattle, were there to greet the settlers. The settlers expected timber to be the primary economic resource. However, the site was not well sheltered from the elements nor a good harbor, so most of the settlers moved within a year to the other side of Elliott Bay—the current site of downtown Seattle. A few remained to stick it out, led by Charles Terry, and platted the town of Alki in 1853, a shortened version of “New York Alki”, which the settlers had for a time called the site. However, the community stagnated for decades, hampered by its geography and lack of good farmland or good anchorage. After a few years even Terry traded his claim to another settler for land in what became downtown Seattle.

In the meantime, the new settlement of Seattle across the bay attracted somewhat more growth, primarily around a sawmill built by Henry Yesler in 1852, and associated timber extraction from the hills nearby—much of the lumber being sent to the booming San Francisco. Seattle was also named the seat of the new King County the same year. The University of Washington was established in 1861 there, and by the Civil War the population of Seattle numbered 182. The town grew slowly for the next two decades, following the announcement that Tacoma (rather than Seattle) was to be the terminus for the Northern Pacific Railroad—the critical link over the Rocky Mountains to the Midwest and East. However, by the mid 1880s the Northern Pacific had reached Seattle via a spur line, resulting in a population boom. The Great Northern Railway was to reach Seattle directly via Stampede Pass in 1893, allowing direct transcontinental travel, resulting in an even larger boom. The city grew from 1,107 in 1870, to 3,553 in 1880, and exploded to 42,837 (with sizeable annexations to the immediate north and south of the downtown area in 1883) in the 1890 census. By the mid 1880s cable car lines and street car lines were beginning to be developed, along which neighborhoods were extended from the central city. In 1889 the downtown suffered a devastating fire, but the economy was so strong that the entire city core was rebuilt in less than two years. 1891 brought more annexations (the Magnolia, Greenlake, Wallingford, and Mountlake areas), increasing the size of the population. The ups and downs of the century continued, as a national bank panic and depression in 1893 brought Seattle to a virtual halt by drying up capital, which four years later was alleviated by the discovery of gold in the Yukon. The 1897 Klondike gold rush brought thousands of potential gold prospectors through Seattle, which advertised itself as the gateway to Alaska, and Seattle benefitted economically by outfitting them, feeding and housing them. Also beginning in the late 1890s, Seattle began a decades-long remarkable urban re-shaping by regrading hills and filling tideflats to attract new growth and improve the viability of the waterfront. By 1900 the Seattle population had nearly doubled over the decade, to 80,761. Prosperity continued unabated, with steel-framed highrises going up downtown, the Alaska-Yukon-Pacific Exposition (a precursor to a world’s fair) being held in 1909, and city boundaries expanding through several 1907 annexations, such that by 1910 the population had nearly tripled to 237,194.

Besides Ballard and the whole swath of land from the southwest shore of Lake Washington to Beacon Hill, one of those 1907 annexations was West Seattle. While Seattle was booming during the late 1800s and early 1900s, West Seattle grew slowly, primarily hampered by lack of convenient connection to the mainland. Nonetheless, industries and settlements developed

in pockets, especially on the West Seattle side of the Duwamish River near Delridge, where a sawmill, cannery, and shipbuilding enterprise were established by 1880. Harbor Island was created by the mid 1890s by dredging the river, which attracted additional development to the area.

At about this time, the original settlement at Alki began to develop a residential area, primarily as summer homes for the wealthy and later as a resort community with public attractions. On the plateau above, the town of West Seattle was platted in 1885 at the location of today's Admiral district, and gradually other neighborhoods developed at Fauntleroy, Gatewood, Highland Park, and Arbor Heights, among others. However, only West Seattle incorporated (in 1902); the other neighborhoods did not incorporate, and further, resisted annexation by West Seattle.

During this time the primary form of transportation to and from West Seattle was via small privately operated ferry boats known as the "mosquito fleet", which docked at Alki, but were not dependable. As West Seattle grew, more and more effort was put towards improving transportation and connections to Seattle, not least of which by land developers in order to improve the value and attractiveness of the new neighborhoods. In the late 1880s and early 1890s the primary land developer of West Seattle introduced a regular steamboat ferry service to downtown, and a cablecar service from the dock up to the Admiral district. At the same time, the first railroad bridge was built across the Duwamish River, directly connecting the West Seattle peninsula by rail to Seattle.

In spite of this, development in the area continued slowly, and was hampered by the 1893 depression as well. A year after the 1902 incorporation, West Seattle was still struggling to establish regular water and electricity service, as well as a streetcar system. By 1903 the county built a drawbridge over the Duwamish at Spokane Street, providing a road connection to Seattle. In 1904 West Seattle was able to issue bonds and from that became the first municipality to own a streetcar system in the country (albeit 1 mile long and unable to extend beyond the town limits). The following year, the city sold the streetcar to the Seattle Electric Company, which operated all of Seattle's streetcar lines, in hopes of increasing connections to their larger neighbor.

1907 was a landmark year for West Seattle. Early in that year, the Seattle Electric Company completed another bridge over the Duwamish at Spokane Street to connect Seattle to the existing West Seattle railway, and a new streetcar line continuing along Alaska Street, then south along California to the Fauntleroy area. In the Fauntleroy area, the line went from California Avenue to Frontenac Street, then south to its terminus at 45th Avenue SW and Roxbury Street, which was known as Endolyne Station.

Later in 1907 West Seattle, including adjacent communities of Youngstown (Delridge) and Alki, were annexed to the City of Seattle, providing for the first time reliable water and power to West Seattle. The intersection of California and Alaska became known as "the Junction" and a flood of new inhabitants and developers began purchasing property for homes throughout West Seattle. California Avenue early on became a main north-south artery, forming the spine along the top of the West Seattle peninsula, linking the 1880s

platted town in today's Admiral district with the Junction area at Alaska Street, and southward towards Fauntleroy.

The increased traffic and travel to and from West Seattle, and the ever-increasing popularity of the automobile beginning in the 1920s, created more demand for a better bridge across the Duwamish—all the previous bridges had been considered “temporary” or were wooden trestles. Finally in 1924 a permanent concrete and steel bascule bridge was completed, and another immediately adjacent in 1930 (in fact, these two spans served as the primary connection between Seattle and West Seattle until the 1980s). After decades of steady growth, Seattle's population began to level off, with approximately 237,000 in 1910; 327,000 in 1920; and 366,000 in 1930.

The Fauntleroy neighborhood

Like much of the land now constituting the city limits of Seattle, Native Americans used the land and waterways of the Fauntleroy area for thousands of years prior to Euro-American settlement. In the first quarter of the 20th century, residents and road construction workers on several occasions uncovered evidence of Native American shell middens and burial grounds around Fauntleroy Cove. A large boulder near the ferry dock was named by the Native Americans, and believed to be occupied by a dormant spirit.

Although the British Captain George Vancouver first sailed through this part of Puget Sound in 1792, Euro-American settlement in this area was slow in coming. In 1841 a US Navy exploring vessel discovered the cove, naming the north and south points of land--which define the crescent-shaped cove--Point Williams and Brace Point, respectively. In 1857 a Lt. George Davidson explored the cove more thoroughly, and observed the Native Americans camping and fishing in the area. Impressed with the site, he named the cove after his future wife's father (R.H. Fauntleroy), and named several of the peaks of the Olympic Mountains which lay dramatically on the horizon across from the cove (including Mt. Ellinor after his future wife, and The Brothers, Mt. Constance, and Mt. Rose for members of her family). In 1881 Charles Peterson, a Swede, built a cabin for his family and later staked a homestead claim at Brace Point. His farm was the first non-Native settlement in the area.

In 1905 John Adams, who made his money as a Klondike Gold Rush outfitter in downtown Seattle, purchased 300 acres at Fauntleroy. James Colman, a wealthy Seattle businessman, purchased 17 acres from Adams later in 1905, established his own large summer cottage site, and then encouraged church friends from Seattle's Plymouth Congregational Church to build summer cabins at the cove. Over time, the summer visitors began to build homes to take up permanent residence, and Adams set up a small shingle mill and established a store, and began to lobby for extension of a streetcar line to their community. In these early years, the "mosquito fleet" privately run boats ferried people and goods on a regular basis to Vashon Island communities across the sound but access to downtown was more difficult. In 1907 the neighborhood, like the rest of West Seattle, was absorbed into the city limits of Seattle, and at the same time the streetcar line was extended to the cove. The turnaround at the end of the streetcar line just south of Roxbury Street and 46th Avenue became known since as "Endolyne".

The neighborhood continued to grow with the development of institutions and transportation options, drawing more people into the area. The Kenney Presbyterian Home was built in 1907, just north of the cove. The Fauntleroy Chapel was constructed in 1908, on land donated by John Adams with labor and materials donated by the community, later to become the Fauntleroy Congregational Church in 1911. In 1914 a recreation center was built next to the church, which later became the YMCA.

At the intersection of 45th Avenue and Wildwood Avenue, small commercial buildings were constructed in the mid-1920s, but no substantial commercial development was ever to develop in the neighborhood. The 1920s saw growth in the neighborhood with Craftsman single-family houses, and in fact throughout West Seattle. In 1920 the Laurel Beach Sanatorium was built just south of Brace Point as a private treatment facility for tuberculosis patients (and closed in 1957). Also in the 1920s, the Vashon-Fauntleroy-Kitsap Peninsula ferry run was established at the cove, and remains there today.

Two primary parks define Fauntleroy. The largest park in the neighborhood, and at 135 acres one of the largest in Seattle, was Lincoln Park, purchased in 1922 and originally called Fauntleroy Park. Land at Point Williams had been targeted as a park site in the 1908 Olmsted Brothers master plan for Seattle's parks and boulevards. The park was developed with paths, playgrounds, seawalls, and tennis courts through federal Depression-era agencies such as the Works Progress Administration in the 1930s. A large swimming pool and poolhouse was added in 1941 as a gift from the descendants of James Colman. Around Fauntleroy Church and the YMCA, 28 privately held and essentially undeveloped park-like acres contributed to a semi-rural atmosphere to this area for generations; in 1972 this land was purchased and became the "new" Fauntleroy Park.

In the 1940s the neighborhood grew with the wartime industries located in the nearby Duwamish valley, and in the 1950s with the postwar building boom. The area has continued to grow with the rest of Seattle. Today the neighborhood remains composed almost entirely of single-family homes, and solidly middle- to upper-income.

Retirement homes in Seattle

In the 1800s, care for the elderly was primarily the responsibility of children and other family members, or religious institutions. In the early 1900s, without a federal assistance program to help pay for the care of elderly or disabled, most states sent their impoverished citizens to "poor farms" or "almshouses," with varying levels of quality of care. Relief was made as unpleasant as possible in order to "discourage" dependency. Those receiving relief could lose their personal property, the right to vote, the right to move, and so forth. In some cases the poor were sent to mental institutions. The first social security pensions developed during and after the Civil War, when there were suddenly hundreds of thousands of widows, orphans, and disabled veterans (in 1894 military pensions accounted for 37% of the entire federal budget). Alternatively, some immigrant communities established organizations that helped newcomers and the aging instead of using public services.

In 1869 the young King County acquired 160 acres in Georgetown, south of Seattle, to establish a poor home and hospital on the site, and in 1894 had constructed the modern brick

King County Almshouse, with a 125 bed capacity. It was expanded in 1908 to accommodate 225 beds. In 1931, King County opened a new hospital on First Hill in Seattle, to supplement the Georgetown facility. At approximately the same time, in 1878, the Sisters of Providence built a hospital in downtown Seattle to care for the poor there. In 1907, the subject of this report, the Kenney Presbyterian Home, was established and open for residents by 1909.

Also in 1907 the Caroline Kline Galland Home was established. At her death in 1907, Caroline Rosenberg Kline Galland was without heirs and had spent her life helping the poor. In her will she left her real estate fortune to establish a home for the Jewish aged of Seattle, so "that it may bring to the lives of the aged men and women...the greatest degree of contentment and happiness in their declining years". A home was built in 1914 near Seward Park, and after several expansions, the facility today serves over 200 residents.

In 1909, with roots as early as 1892, the Masons of Washington State began to actively search for possible locations to establish a Masonic Retirement Center. The first established was in Puyallup in 1912, but could only serve a few persons as it consisted of two small houses and a barn. In 1924 a new site was purchased in DesMoines, and a grand new facility accommodating 107 residents was built overlooking the Sound in 1926. The architect was George Gove of Heath Gove & Bell, who was also the architect of the Paradise Lodge on Mt. Rainier.

In 1924 the Catholic Sisters of Providence established Mount St. Vincents assisted living facility on the top of West Seattle's High Point hill, which has expanded over the years to accommodate 400 residents.

The development of the Kenney

The Kenney Presbyterian Home was established by Samuel and Jessie Kenney in 1898 through funds left in their will "to maintain a home or retreat to be called The Samuel and Jessie Kenney Presbyterian Home".

Samuel Kenney was born in Ireland in 1829. As a young man, he moved to Scotland where he met and married a Scotswoman, Jessie Allan. They went into the tailoring business and moved to San Francisco in 1864. In 1867 they moved to the very young settlement of Seattle after losing their business in a fire in Oakland, California. The Kennneys continued their tailoring business in their new home town, and became active in more than just commercial affairs. They were among a handful of others who became charter members in the First Presbyterian Church when it was organized in Seattle in 1869, and Samuel was ordained and served as an elder in the church for many years.

The Kennneys carefully invested in real estate in downtown Seattle and Capitol Hill. They lived on a ten-acre piece of property near 21st Avenue E. and East Thomas Street, upon which they established a "home for the aged" in their private home and in cottages on the site. The Kennneys owned property throughout Seattle, and two gold claims in Alaska, and coal lands in Pierce County—not all of which turned out to be profitable. Samuel Kenney died in 1895, and his wife in 1900. From the proceeds of their estate, the executors of their

will (Frederick H. Whitworth, Roland H. Denny, Eban S. Osborn, William R. Ballard, and Alexander Myers) were able to establish the Kenney Presbyterian Home for the aged.

By the early 1900s, the 10-acre property at 21st and Thomas became so valuable that the Trustees of the estate were able to sell it for \$105,000 and purchase five acres near Lincoln Beach (the present site of The Kenney), with enough additional funds to build a building. The Seattle firm of Graham & Myers was chosen to design the building, and construction began in 1907.

By 1909 the facility was open for membership, although the third floor was not yet complete. The site was rural, and on the property through the early part of the 20th century there were cows, pigs, horses, chickens, and a freshwater spring as a water source. Access to the home was via street car or ferry service across the bay, and supplies were delivered by horse and wagon. Between 1922 and 1924 the third floor was completed.

In 1955, the Home began a program of alterations and additions to improve the physical plant. Three house lots along Fauntleroy Way were purchased, and a request was made to the City Council, and granted, that 46th Avenue SW between them should be vacated. In 1958, 1959, and 1963 additions were constructed which were connected physically to the original 1907 building, and are today collectively known as the Sunrise Building. The architect was Durham Anderson & Freed. The new space provided an entrance onto Fauntleroy Way, 24 new residential apartments, lounges, dining room, kitchen, and heating and air conditioning systems.

In 1959-60 an existing wood porch at the south wing of the original building was demolished and a four-story addition containing 13 resident rooms and associated spaces was constructed. This addition, by Durham Anderson & Freed, included a library space, lounges, kitchenettes, and projecting porches.

In 1963 the two-story Denny Wing by Durham Anderson & Freed was added on the south side of the existing buildings. This wing was designed as an addition to the nursing facilities, but in the end was used as part of the boarding section of the retirement home. The lower level contains recreation rooms.

Over the years the Kenney Presbyterian Home shortened its name to simply The Kenney. An additional 42 housing units were created with the construction of the freestanding Ballymena building in 1984-1985, intended for independent living. In 2003 the Lincoln Vista Building by Mithun Architects was built adjacent to the south sides of the Sunrise Building and the Denny Wing, containing new residential, common, and office space.

Colonial and Georgian Revival architecture in the 20th century

"Eclecticism" is a term which is generally used to describe much of American architecture in the 19th century, which proposes that a building should evoke a period in history which could be instructive or enlightening to the present day. By copying aspects of the architecture of a particular time and place, those earlier values might be passed on—Gothic Revival churches might evoke the religiosity of the European Middle Ages, or Greek columns and pediments

might recall the democratic ideals of the ancient Greek city-states, or Chinese pagoda roof forms might evoke a kind of mysterious exoticism, if so desired. As time went on, these historically placed architectural forms and details, recreated in the present, were replicated with great accuracy. In the late 1800s and early 1900s these revivalist styles of form and ornament were often combined with completely modern structural systems, plumbing and ventilation systems, building materials, and building techniques.

Colonial Revival and the related Georgian Revival were styles popular around 1895 -1930 that used colonial motifs, such as broad classical porches, gables, decorative swags, and pediments to recall early American architecture, and the English architecture that preceded it in the reigns of George I through III. Accordingly, Georgian Revival structures tend to be larger in scale and more richly finished than Colonial Revival buildings, since the former are referencing the more refined architecture of 18th century England, while the latter are referencing the less refined architecture of the 18th century American colonies and early republic.

The Georgian Revival may have begun as early as the mid-1800s, but was most promoted by the architecture firm McKim Mead & White in the 1880s and 1890s, as well as Charles Platt, William Delano, and Chester Aldrich, who wished to return American architecture to its historic colonial roots, where appropriate, rather than pursue fanciful eclecticism. The style remained popular in residential architecture through the 1920s and into the middle of the 20th century; but it also was a popular style for institutional, civic, and church buildings, particularly those recalling Williamsburg, Yale and Harvard Universities, or the church spires clustered around New England town greens.

Graham & Myers, Architect of the Seaview Building

Graham & Myers was an architecture firm in Seattle which existed from 1905 until 1910, consisting of partners John Graham Sr. and David Myers. Together as a firm and later in their careers, these two men designed important buildings that help define the visual landscape of downtown Seattle and several of its neighborhoods.

John Graham Sr. was born in Liverpool, England, in 1873. He moved to Seattle in 1901 after earlier apprenticeships, rather than a formal architectural education, in Britain. One of his first projects upon arriving was the reconstruction in 1902 of the fire-ravaged 1891 Trinity Episcopal Church near downtown. Graham formed a brief partnership of Graham & Bodley in 1904 with Alfred Bodley (who was newly arrived from London, Ontario), then in 1905 formed a partnership with David Myers.

David J. Myers was born December 24, 1872 in Glasgow, Scotland, and came to Seattle with his family shortly after Seattle's Great Fire of 1889. The fire had destroyed most of downtown but created an economic boom in the rush to rebuild. Myers worked for John Parkinson, Parkinson & Evers, and Evers & Keith for a few years, then in 1894 studied architecture at the Massachusetts Institute of Technology. After employment with firms in Boston and Pittsburgh, Myers returned to Seattle in 1905 and formed an office with John Graham Sr.

Together for only the few years, the firm of Graham & Myers nevertheless designed and saw built an impressive portfolio, consisting of:

- The Kenney Presbyterian Home of 1907
- Two large houses, including the William Hainsworth residence of 1907 at 2657 37th Avenue SW in West Seattle, a registered Seattle Landmark;
- Three apartment buildings, including the College Inn, built as lodging and commercial space in 1909 in time for the opening of the Alaska Yukon Pacific Exposition that same year, and placed on the National Register of Historic Places in 1982;
- Several pavilions for the 1909 AYP Exposition, including the Agriculture Building (with the architecture firm Howard & Galloway of San Francisco), a temporary lathe-and-plaster exhibition building but large, prominent, and ornate nonetheless.
- Large commercial work included: the three-story addition to the early 20th c. Hancock Building (today known as the Harold Poll Building) at First Avenue and Union Street in downtown Seattle, built in 1910; and also in 1910 the six-story brick-and-terracotta Lyon Building at Third Avenue and James Streets.

Later Career of John Graham Sr.

After 1910, John Graham Sr. went on to have a long and prolific career, practicing solely and in various partnerships until his retirement in the mid-1940s at age 72.

An early professional coup came in 1913 when he designed the Ford Assembly Plant on the south shore of Lake Union, which resulted in other commissions over the next five years from the automobile manufacturer, requiring Graham to open an office in Detroit to accommodate the work.

His work included well-detailed and well-scaled buildings in historicist and eclectic styles, including several in terracotta, and a marked affinity for Art Deco. Notable are some of the most prominent buildings in downtown Seattle, including his Plymouth Congregational Church of 1910-12 (demolished), his Joshua Green building of 1913, the terracotta-clad Frederick & Nelson Department Store building of 1916 (now Nordstrom) and the Dexter Horton building of 1921, the Bank of California building of 1923 (now a Key Bank branch), the Art Deco Bon Marche Department Store building of 1928 (now Macy's), the Roosevelt Hotel of 1928, and his tour-de-force Art Deco Exchange Building of 1929. With the firm of Bebb & Gould he was involved in the design of the large US Marine Hospital campus (now Pacific Medical Center and the Amazon.com headquarters), one of the most acclaimed examples of Art Deco in the region.

Outside of downtown, Graham's notable Seattle work includes the Seattle Yacht Club building of 1919, the streamline-Moderne Coca-Cola Bottling plant of 1939 near Seattle University, and four Collegiate Gothic buildings on the University of Washington campus (Physics Hall of 1927, Guggenheim Hall of 1928, Johnson Hall of 1929, and Hansee Hall dormitory of 1935 with his old partner David Myers).

From 1936 to 1942, Graham maintained an office with engineer William Painter in New York City's Rockefeller Center, to facilitate the firm's burgeoning work in department store

design. Graham's son, John Graham Jr. (born 1908), by 1937 had finished a degree in fine arts and had several years' experience in retail and business, and began to work for the firm. In 1946 John Graham Jr. began to take over the firm from his father, now entering retirement. The firm—John Graham & Co.—went on to become a national and international powerhouse in shopping mall design (Seattle's Northgate Shopping Center of 1946 being the first of its type), skyscraper office buildings, and all manner of commercial, residential, civic, and institutional buildings. John Graham Sr. died in Hong Kong in 1955.

Later Career of David Myers

After 1910, David Myers was in private practice for the next ten years. In 1911 he worked with Virgil Bogue on plans for a civic center and centralized transit facility north of the existing downtown area near Lake Union and the Denny Regrade. Myers was the skilled renderer and delineator for most of the proposed civic improvements, which were inspired by the City Beautiful Movement and would have required tax dollars. His evocative images were unable to sway public opinion, however, and the "Bogue Plan" was defeated in a 1912 vote.

Myers's practice during this time consisted of civic, religious, residential, and some commercial work, and from 1917 to 1920 he taught at the University of Washington. In 1920 he formed the partnership Schack, Young, & Myers with James Schack, an architect practicing in Seattle since the early 1900s, and Arrigo Young, a structural engineer who had worked since the early 1900s for firms in the Midwest but by 1913 had opened his own firm in Seattle. Having an engineer as a principal was relatively unusual for a Seattle architecture firm at the time. In 1922 they became involved in the design of the planned model town of Longview, Washington, with John Nevins and Hare & Hare of Kansas City, for the Long-Bell Lumber Company of Kansas City. For this "company town", they designed the classical revival style Hotel Monticello, hundreds of company houses, several dormitories, two apartment buildings, a bank, garage, warehouse, company offices, and more.

By the 1920s Schack, Young & Myers had established a reputation for commercial buildings and apartment buildings, as well as the Civic Auditorium complex of 1925-28 (now the Seattle Opera House). In 1929 Myers left the firm to pursue private practice again, until his death in 1936. His last project was the University of Washington Women's Dormitory of 1935 (now Hansee Hall), with his old partner John Graham Sr.

After Myer's departure in 1929, Schack & Young continued practicing until Schack's death in 1933. Young by this time had acquired an architectural license, and practiced architecture and engineering until his death in 1954. By that time, the firm was known as Young, Richardson, Carleton & Detlie; by the time the firm was closed in the 1990s, the name was simply TRA.

Note: Footnotes and sources are included in the Nomination Application, on file with the City's Historic Preservation Office.

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The features of the Landmark to be preserved include:

- The exterior of the Seaview Building, excluding the following:
 - The 1959 south addition,
 - The 1964 north dining room addition, and
 - The 1964 enclosed exterior stairway addition

- The site, excluding the following:
 - The Sunrise Building,
 - The Ballymena Building,
 - The Lincoln Vista Building, and
 - Temporary sheds and greenhouses

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Karen Gordon
City Historic Preservation Officer

cc: Kevin McFeely
Charles Maduell
David Peterson
Michael Dorcy, DPD
Diane Sugimura, DPD

Stephen Lee, LPB
Stella Chao, DON
Cheryl Mostleller, DPD
Ken Mar, DPD