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- Deborah Lawrence: Historic Research, Visual Structure Map, General Description, Graphics.
- Janet Matheson: Research.
- Peggy Wyatt: Map Graphics
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Since the information included is preliminary, corrections and additional information is solicited to provide refinement of the documents. Please send information to Historic Seattle Preservation and Development Authority, 714 Smith Tower, Seattle 98104

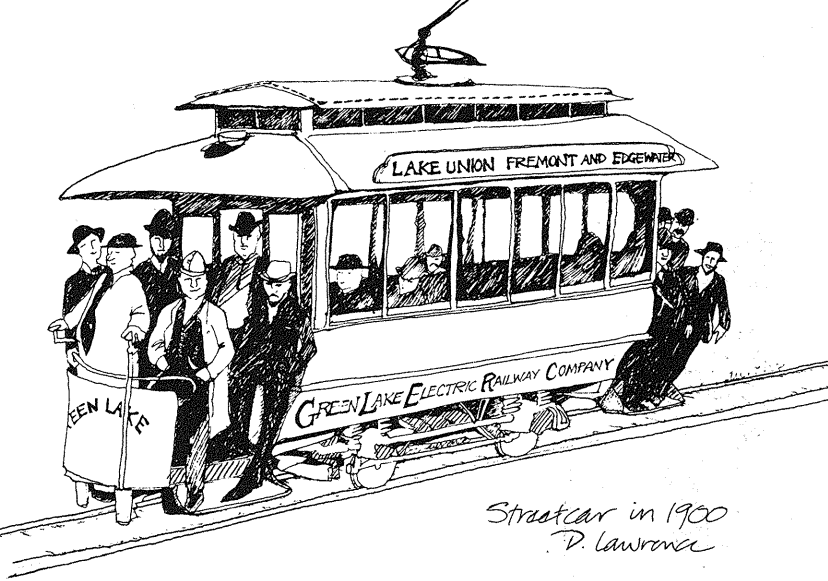
WALLINGFORD VOLUNTEERS

- |                  |                  |                 |
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HISTORY

The first settlements in the area belonged to the Day, Bowman, Stone, and Ashworth families. In 1876 Ashworth purchased fifteen acres from the government and moved his family there. The earliest platting occurred in 1883 centered around 40th and Meridian. However, the first non-farm residence, located at 3417 Wallingford Ave., was not built until 1888. A great deal of platting activity took place in 1889. The location around Ashworth and 36th, known as Edgewater, was platted by Corliss Stone and William Ashworth. In the same year a real estate developer, James A. Moore, platted and promoted the eastern part of Wallingford and named it Latona after a launch which carried passengers to various landings on Lake Union. John Wallingford's division just east of Woodland Park eventually gave the name to these first developments that grew together to form the Wallingford community. In 1891 it was annexed by the City of Seattle.

The growth of the Wallingford area was aided by the transportation routes developed around the district. In 1885 the first small boat canal linking Lake Washington with Puget Sound brought water traffic along Wallingford's shores. In 1887 the Seattle, Lake Shore and Eastern Railroad was established along the north shore of Lake Union; eventually, in 1892, providing Seattle's first direct rail connection to the East Coast. The railroad station was located at the south end of Latona Avenue. The wooden Latona Bridge crossing Lake Union where the Freeway Bridge now stands was built in 1893 by David T. Denny for his Third Avenue Street Railway Company. The west side of Wallingford benefitted from the trolley lines on Woodland Park Avenue which connected Fremont with Green Lake in 1889, and with Woodland Park in 1893. By 1900, a wooden trestle bridge at Stoneway gave direct street car access to downtown Seattle. The present Fremont drawbridge was built in 1916.

The development of a good transportation network promoted the growth of industry along Wallingford's Lake Union shore. Like its neighbors, Ballard and Fremont, Wallingford had a number of sawmills and shingle mills. One of the larger plants in 1891 was the Latona Mill Company's Sash and Door Factory built in 1888.

While industry's jobs attracted many residents to the neighborhood, its smoke and pollution discouraged the settlement of Seattle's wealthier citizens. The Gas Plant was certainly the major, but not the only, offender. By 1912 Wallingford's Lake Union shore was also lined with the Barber Asphalt Co., a tar plant, a garbage incinerator, and the Pacific Ammonia Chemical Co., as well as various wood factories.

The rapid residential growth of 1900 to 1912 resulted in considerable commercial development by 1910, the year in which the Wallingford Commercial Club was founded. The main commercial area along North 45th Street was supplemented by a smaller business area at 40th Street and Wallingford Avenue, as well as by characteristic neighborhood corner stores. In 1928, as a result of dissatisfaction with existing access to downtown, the Wallingford community petitioned for a high bridge over the Ship Canal with the alternative threat that, "we'll build our own city". To allow for commercial expansion the Commercial Club also petitioned the city for an increase in height limitation on North 45th Street. In 1946 with Wallingford businesses again requiring more space, the Commercial Club promoted the relocation of Interlake School to free its present site for business expansion. Parking lots were promoted to

GENERAL DESCRIPTION

Overlooking the skyline of the central business district to the south, and the silhouettes of the Cascades and Olympics to the east and west, Wallingford spans the hill on the north shore of Lake Union. It is bounded on its east and west sides by the Interstate Freeway and Aurora Avenue. Its central location in the city, gently sloping topography to the south and key position on the busy Lake Union waterway encourage in Wallingford a distinctly urban mixture of residents and activities. The easy access to the University District, Seattle Center, and downtown business district, along a network of bus routes, attracts a mixture of middle class residents—students, young families and the elderly. Water-related and manufacturing industries operate on its southern perimeter along the Lake Union shoreline. The residential zone north of this industrial rim is bounded on the west by strip commercial development along Aurora, and crossed by two neighborhood commercial zones along North 45th Street and Stone Way. Two large parks, Woodland Park and Green Lake, to the north, and open spaces, scattered throughout, supply significant recreational resources for the area.

Amusement parks, built at the turn of the century at Woodland Park and Green Lake, sparked Wallingford's rapid growth as a desirable residential suburb across Lake Union. Today, in the center of the city, the area still retains the amenities of a pleasant residential neighborhood that stimulated its development in the 1910s and 20s. The intimate character of quiet streets with small single family bungalows, street trees, occasional backyard alleyways, and the abundance of rewarding views of Lake Union and the mountains create a humane setting for community life. Offering schools as early as 1889 and 1904 with the Latona and Interlake Schools, Wallingford still boasts a good collection of neighborhood schools.

Recently, other elements of a healthy urban neighborhood have been enhanced in the area. A variety of small stores and ethnic restaurants have opened up along North 45th Street and Stoneway, reviving the personal quality and local scale of business. The industrial shoreline along the southern perimeter is undergoing a series of controls and conversions, to establish it as a major waterfront asset for the community and the city.

A NOTE ON THE "WALLINGFORD BUNGALOW"

Because the bungalow is an integral part of Wallingford's visual character, a discussion of its characteristics is appropriate here. The term "bungalow", stemming from the word "Bengla", originally referred to a one-and-a-half story cottage common in British India. The Indian house type, however, had little in common with the American variety. The American bungalow (or California bungalow) derived, at least in part, from the work of architects Greene and Greene, who built several prototypical examples in southern California. This new type of house rapidly became popular, and by 1910 they had become America's first coast-to-coast fad in house construction. Their popularity was due to the fact that their modest size (1½ stories), open interior planning, and straightforward construction responded to the need for an inexpensive, functionally efficient and stylistically innovative house type. Actually, the bungalow was one of the most progressive phenomena in American house design. Through the use of relatively open planning, large glass areas, porches, and terraces, they were able to achieve a new integration of exterior and interior space. The bungalow's stylistic roots derive from two sources; the "western stick style" and the Craftsman Movement (See photos in Common Building Types). The "western stick style" grew out of the traditions of the late shingle style, but was also influenced by the regional association of Japanese and Spanish Colonial architecture in California. The Greens were two of the most successful architects working in this idiom. The style was characterized by low pitched, multigabled roofs, wide archways, and segmented roof configurations; and derived its name from the many decoratively exposed wood members such as roof joists,

The area has been zoned to prohibit high-rise construction that would destroy the community's valuable views. Restaurants have begun to appear along the waterfront. The old Burlington-Northern Railroad lines have become part of the Burke-Gilman Bike Trail. Perhaps the most exciting change occurring along the industrial perimeter is the Gas Works Park; a transformation of an air and noise-polluting eyesore into an appealing recreational open space.

Wallingford reached its physical development peak in the 1910's. Sixty years later, it is achieving political cohesion and maturity. Active community groups have organized to define and defend the neighborhood's identity and resources. The efforts to save the Home of the Good Shepherd reflect this community commitment. When the 11.5 acre open space with its large institutional structure and standing orchard became available for purchase in 1973, the community successfully defeated the development of a shopping center on the site. Having diverted this pressure, the community is now negotiating for funds to renovate the facility as a multi-purpose community center, creating a resource of cultural, social, educational and recreational activities for residents of the neighborhood and the city.

Wallingford's existing residential assets, and promising conversions of institutional and industrial elements into community oriented and recreational amenities, give it high potential as a dynamic residential community. However, east-west traffic cutting through Wallingford from the University District to Ballard still is a problem awaiting a solution. Reduction of the traffic pressure on North 45th Street is necessary to encourage the pedestrian activity that supports its local shops. New duplex apartments, with barren garage facades and paved front yards, are currently disrupting the continuity of Wallingford's attractive streetscapes and should be given immediate attention. Co-ordinated renovation of the single family houses with clean up/maintenance of the streets, and the addition of trees and underground wiring, is needed to enhance the quality of one of the city's valuable residential resource areas.

brackets, multiple columns, lattice work, railings, and window framing. The effect of these devices was to create a rambling, naturalistic character that was both romantically traditional and progressive for its time.

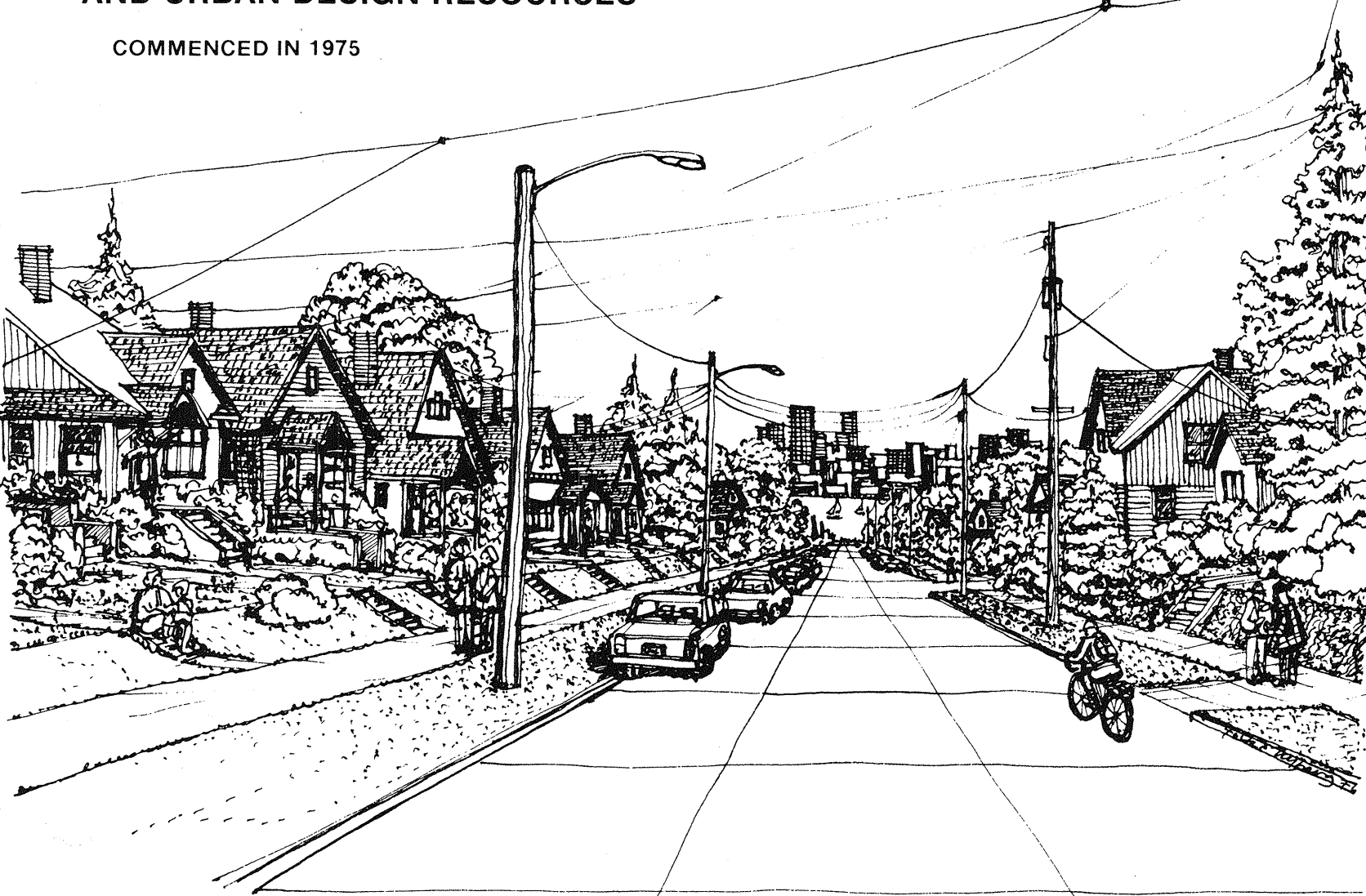
The Craftsman Movement was not only a stylistic direction but a popular philosophy which argued for the simple virtues of outdoor life, wholesomeness, and the sacredness of the home as well as for directness, honesty and craftsmanship in design. Gustave Stickley, the movement's principal exponent, published his theories in *The Craftsman Magazine* from 1909 and 1916. Stickley's design ethic, based on the direct use of natural materials, "functionality", fine workmanship and a rugged masculine character, greatly influenced the period's popular architecture. *The Craftsman Magazine* ran a series of "Craftsman Houses" (many of which were bungalows) that illustrated the movement's principles with tangible examples of home design.

Bungalows and Craftsman style houses are especially common in Wallingford because the houses' original owners were typically young, progressive, middle class families looking for a home in outlying suburbs north of Lake Union which met their modest financial resources, and responded to their more informal lifestyle and preference for "naturalistic" styling. Although Wallingford is today considered a close-in residential community rather than an outer suburb, these two house types still remain viable and are sought by new home owners for the same virtues that attracted their predecessors roughly 60 years earlier.

WALLINGFORD

AN INVENTORY OF BUILDINGS AND URBAN DESIGN RESOURCES

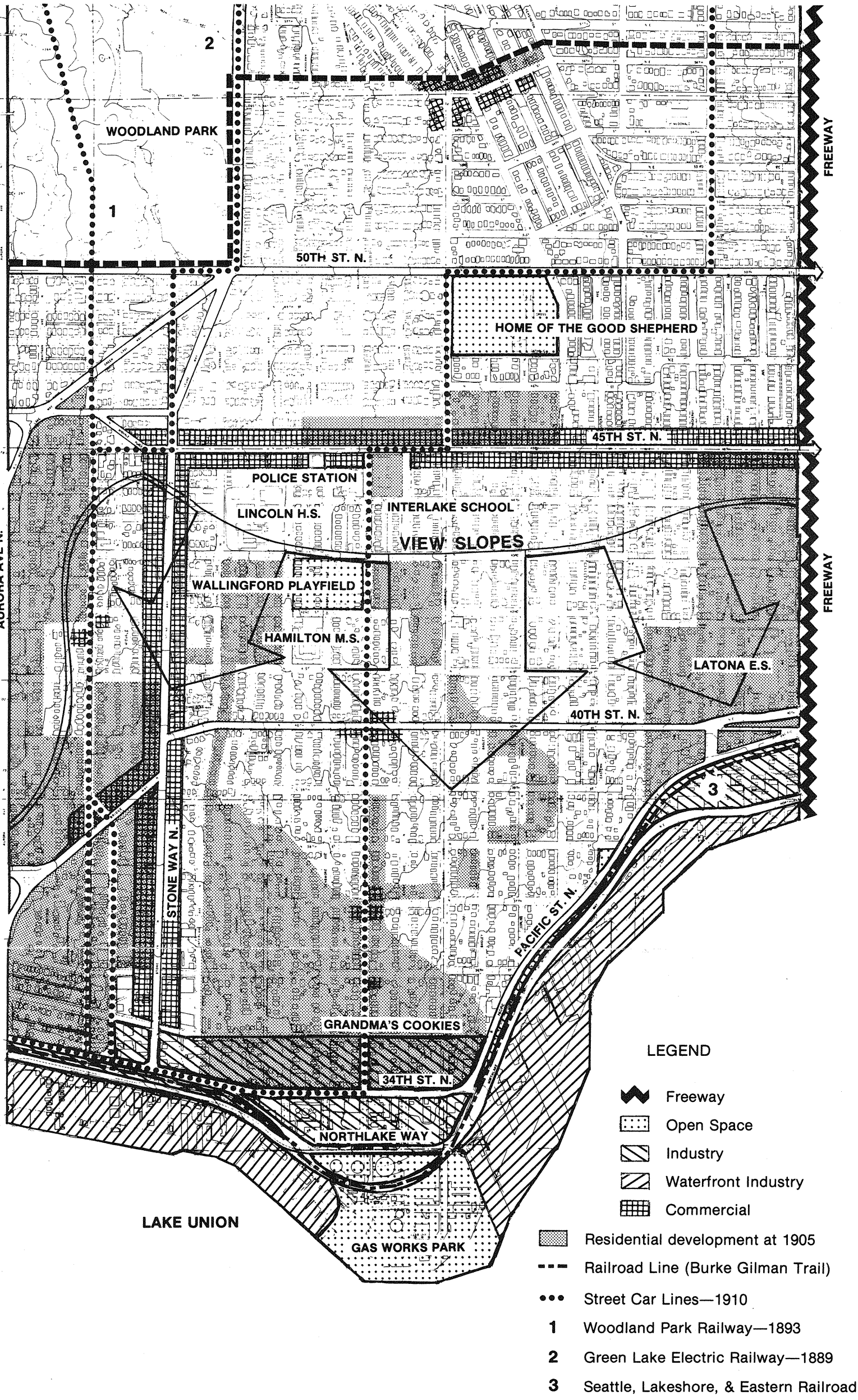
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HISTORIC SEATTLE PRESERVATION AND DEVELOPMENT AUTHORITY

CONSULTANTS: FOLKE NYBERG  
VICTOR STEINBRUECK

SUMMARY MAP SHOWING VISUAL STRUCTURE



COMMON BUILDING TYPES

Wallingford's most common house types correspond to the styles which were popular among the middle-income families during the area's period of rapid development, 1900-1930. Scattered along the southern slopes are several turn-of-the-century farm houses remaining from the early settlements of Latona and Edgewater. However, the greatest portion of Wallingford's houses date from 1905 to 1920. The most prevalent middle-class house types during this period were the Craftsman style house and the bungalow, and both are well represented in Wallingford. In fact, latter type is so common in the area that the term "Wallingford bungalow" is sometimes used to refer to the standard bungalow in the Seattle area.

In the past few years several old homes have been replaced by modern duplex apartments. Because these new apartments rarely respect the character of the neighboring houses and because their front yard usually consists of a paved parking lot, they are disruptive intrusions to the streetscape and neighborhood.

Commercial and institutional building types play an important role in Wallingford's visual character. There are many street corner grocery stores scattered throughout the community, serving as neighborhood meeting places, and the strip commercial store front buildings along N. 45th St. play a large role in enlivening the streetscape. Also, the marine/industrial warehouses, and boat shops along the waterfront add variety to the area. Wallingford's many institutional buildings such as the schools, churches, the Home of the Good Shepherd, and the Cerebral Palsy Center, are another resource which adds variety to the community, both visually and functionally.

