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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

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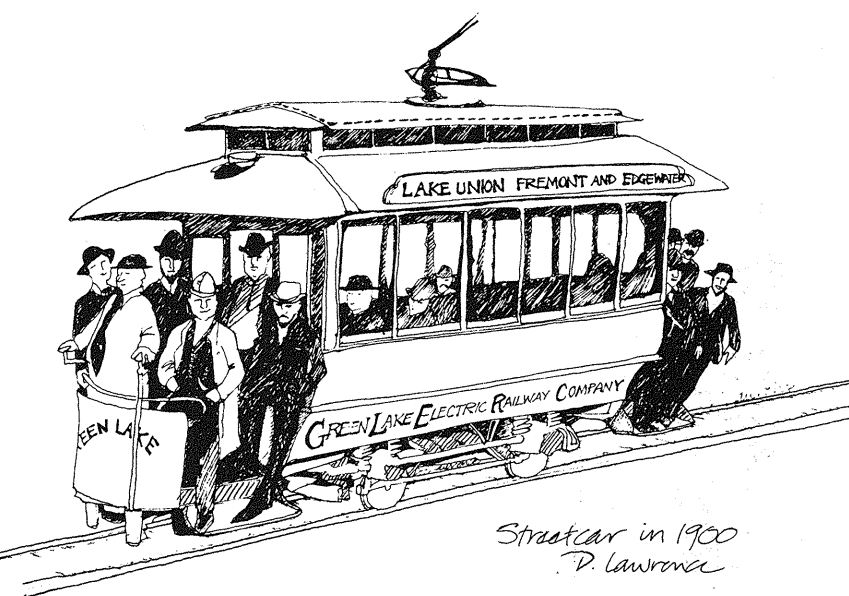
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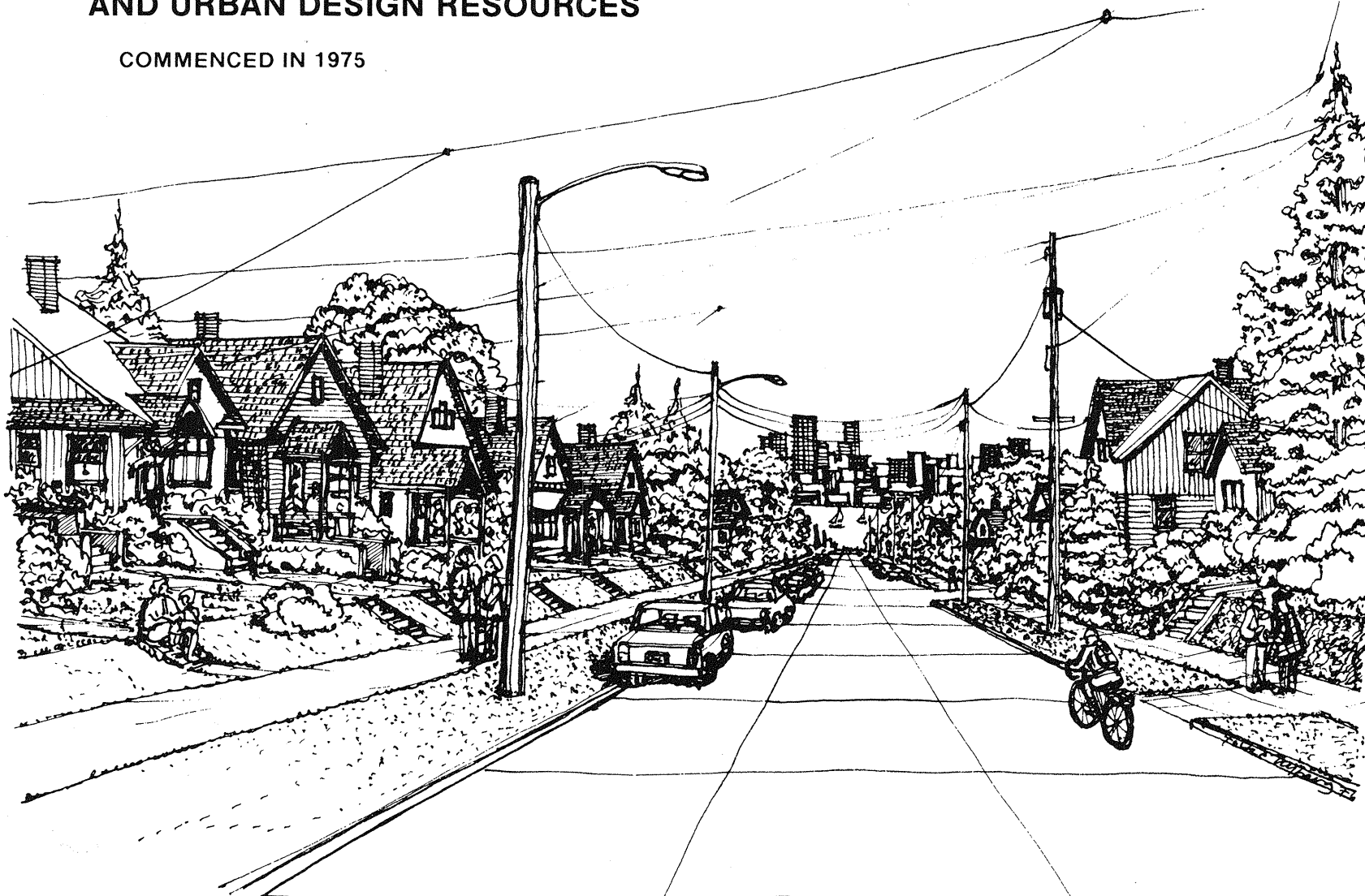
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WALLINGFORD

AN INVENTORY OF BUILDINGS AND URBAN DESIGN RESOURCES

COMMENCED IN 1975



HISTORIC SEATTLE PRESERVATION AND DEVELOPMENT AUTHORITY
CONSULTANTS: FOLKE NYBERG
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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 benefited 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 saw mills 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 increased 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

attract an increasingly auto-oriented population. A 1946 newspaper article touted the commercial strip as one of the most "up-to-date", active and diversified in the entire city. With the establishment of outlying shopping centers in the 1950s and 60s, the shopping area declined somewhat.

The relocation of the University of Washington in 1894 and 1909 A. P. Exposition gave additional impetus to the growth of the northern part of the city. Wallingford's most rapid rate of development was roughly from 1900-1920. Latona School was the first school in the Wallingford area, starting in a church building in 1889. The present buildings were built in 1906 and 1917. The Interlake Improvement Club was organized in 1906 to improve streets and to get Lincoln High School built. It was the second high school in the city. The 1900 community population of 1,500 had grown to 9,000 by 1910 and 20,000 by 1920.

In 1956 the Gas Plant was closed due to the increased use of natural gas from Canada. While this greatly benefited the environmental quality of the Wallingford neighborhood, it was not enough to reverse the population decline that had begun in the 1950's and had continued through 1970. Families increasingly moved to the suburbs leaving behind a growing proportion of elderly and transient young people in the neighborhood. The construction of the Central Freeway in 1962 was destructive to the enrollment area for the Latona and McDonald Elementary Schools, in addition to restricting access to the University District. The development of the Gas Plant site into a park began with the approval of the 1960 Park Bonds. Controversy over the selection of a designer and the retention of existing structures continued until 1970. The Master Plan for the new Gas Works Park was completed in 1971 by Richard Haas Associates. Community spirit has re-emerged in the 1970's with the Wallingford Community Council and Chamber of Commerce effectively opposing the development of a shopping center on the Home of the Good Shepherd site. The Community Council is presently lobbying for its use as a community center, a need which has been expressed since the 1920's. Thus, it appears that Wallingford's identity as a pleasant residential community is being re-established.

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Grace Lohrer, Wallingford resident since 1914
Carl Stapp, President Wallingford Community Council
James Smith, Wallingford resident since 1941
Stanley Stapp, Editor Wallingford Outlook
Dorothy Stapp, Wallingford resident since 1920

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 alleys, 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.

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 homes 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.

A NOTE ON THE "WALLINGFORD BUNGALOW"

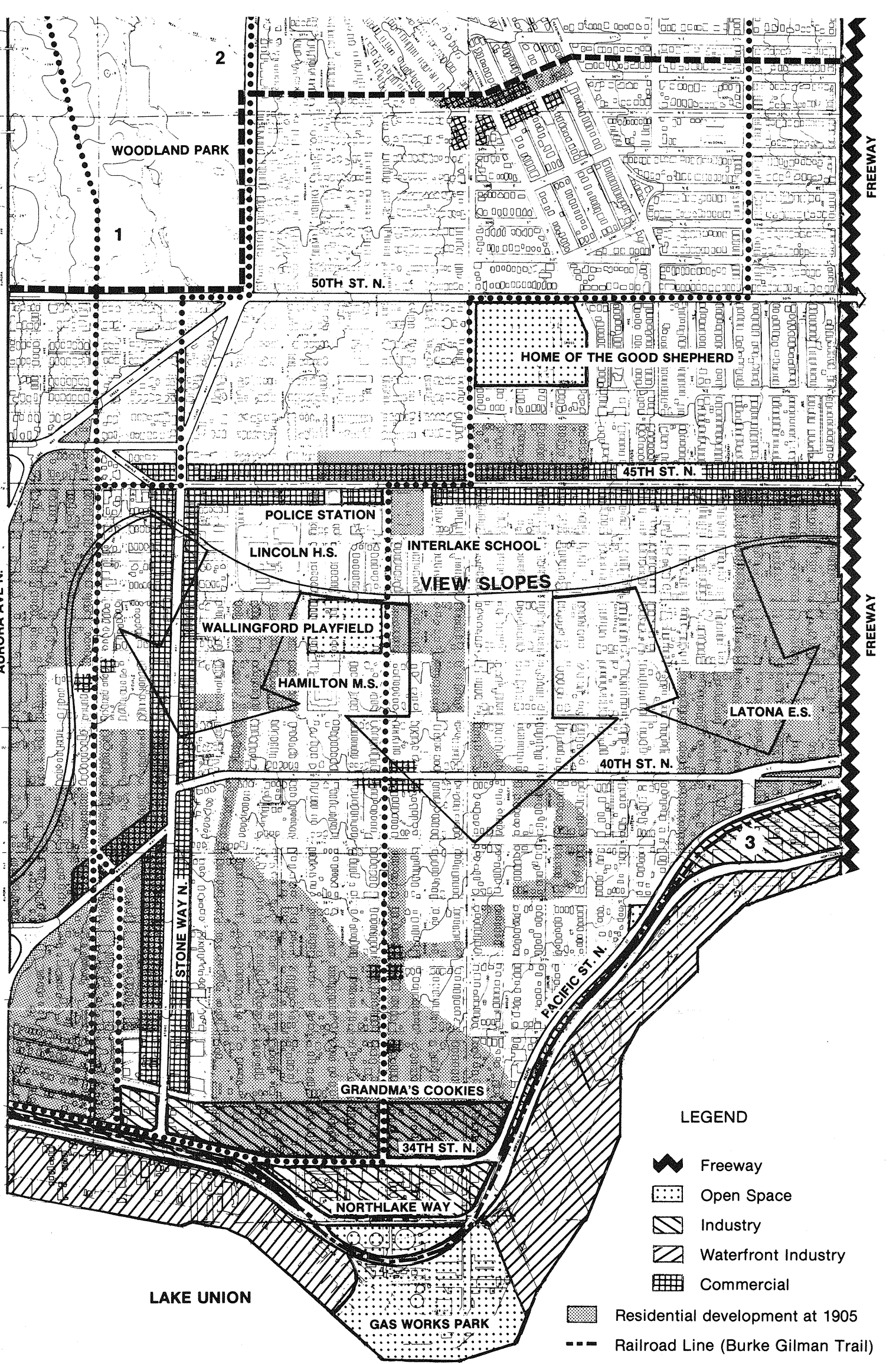
Because the bungalow is an integral part of Wallingford's visual character, a discussion of its characteristics is appropriate here. The term "bungalow", stemming from the word "Bengla", originally referred to a one-and-a-half story cottage common in British India. The Indian house type, however, had 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,

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. Gustav 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.

SUMMARY MAP SHOWING VISUAL STRUCTURE



LEGEND

- Freeway
- Open Space
- Industry
- Waterfront Industry
- Commercial
- Residential development at 1905
- Railroad Line (Burke Gilman Trail)
- Street Car Lines—1910
- 1 Woodland Park Railway—1893
- 2 Green Lake Electric Railway—1889
- 3 Seattle, Lakeshore, & Eastern Railroad—1887

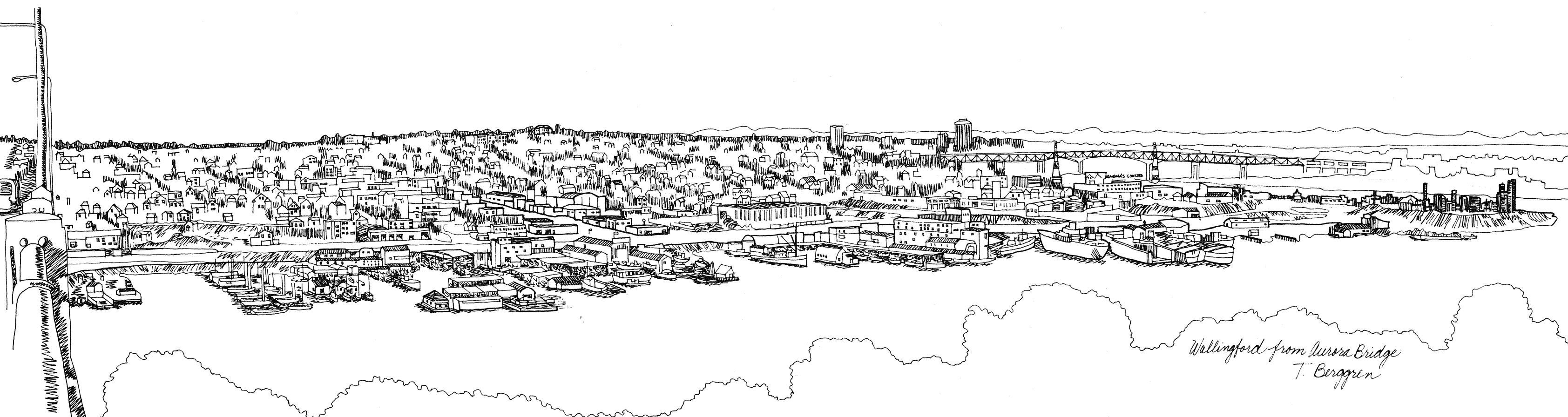
COMMON BUILDING TYPES

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.

By the 1920's the bungalow and the Craftsman Movement had become less popular and public taste leaned toward eclecticism. During this period, "Tudor" cottages and colonial houses were the most popular house types. Although most of the residential areas had been developed by the 1930's, a few ranch houses were built on scattered lots during the 1940s and 50s.

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.



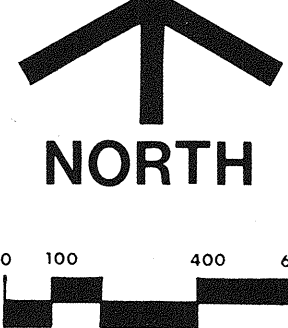
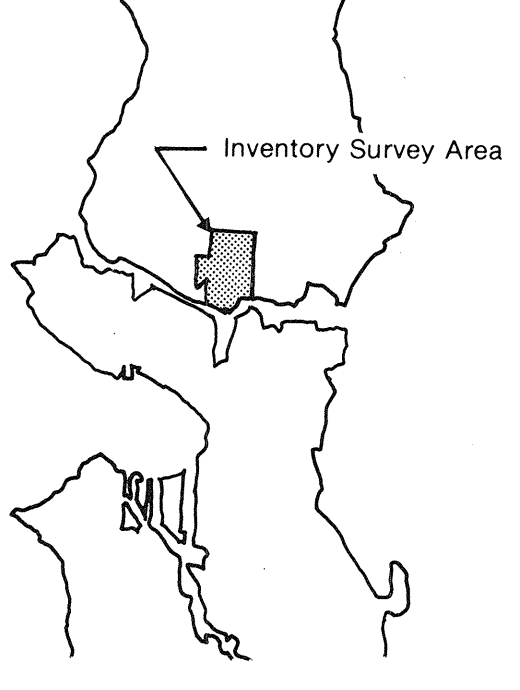
Wallingford from Aurora Bridge
T. Berggren



WALLINGFORD

LEGEND

- Significant to the city—warrant further evaluation for designation as historic landmark
- Significant to the community—special quality and character in relation to this neighborhood
- Building Group
- ▲ Landmark
- ** Street Furniture
- * Civic Art
- Landscaping/Vegetation
- Open Space
- Street Trees
- ||||| Streetscape
- Roadway Element
- View
- ▨ Industrial Waterfront Ambience
- Burke-Gilman Trail
- Area Boundary
- 19 Building Reference Number



SIGNIFICANT BUILDINGS

1. Latona Elementary School, 1906, N.E. 42nd St. and 5th Ave. N.
2. Castleton House, 1891, 4023 2nd Ave. N.E.
3. Residence, 1891, 4033 2nd Ave. N.E.
4. Residence, c.1900, 4320 Sunnyside Ave. N.
5. Wheeler House, 1907, 4105 Corliss Ave. N.
6. Wallingford Methodist Church, 1938, 2115 N. 42nd St.
7. Residence, c.1920, 1918 N. 41st St.
8. Residence, 1906, 4032 Burke Ave. N.
9. Dearborn House, 1911, 3709 Meridian Ave. N.
10. Residence, c.1900, 3426 Wallingford Ave. N.
11. Residence, c.1890, 3428 Woodlawn Ave. N.
12. Residence, c.1895, 3629 Ashworth Ave. N.
13. Residence, c.1890, 1553 38th St. N.
14. Early General Store, 1898, Bridge Way N. and N. 39th St.
15. Julius Thom Plumbing and Heating Building, c.1900, Bridge Way N. and N. 39th St.
16. Residence, c.1895, 4117 Whitman Ave. N.
17. Washington Conference of 7th Day Adventists Office, 1956, 4414 Woodland Park Ave. N.
18. Alexander Hamilton Middle School, 1927, N. 41st St. and Densmore Ave. N.
19. Fire House/Police Station, N. 45th St. and Densmore
20. Interlake School, 1904, N. 45th St. and Wallingford Ave. N.
21. Store Fronts, c.1895, Keystone Ave. N. and N. 56th St.
22. Nyberg House, 1971, 2265 N. 56th St.
23. Murphy House, 1912, 4749 4th Ave. N.E.
24. Home of the Good Shepherd, 1906, N. 50th St. and Sunnyside
25. Residence, c.1900, 3811 Interlake Ave. N.
26. Residence, c.1895, 3664 Interlake Ave. N.

URBAN DESIGN ELEMENTS

Although Wallingford was an established residential community by the end of World War I, many of the area's most significant urban design features are the result of recent or on-going public works. The Gas Works Park, for instance, is presently under construction on the site of the old gas plant which was a community eyesore and pollution source. Incorporating the impressive sculptural forms of the old gas plant with the open space, the waterfront, and other activity generating elements, the park's design, by Richard Haag Associates, has aroused international interest and promises to be one of Seattle's most notable man-built environmental experiences. Also, if the present plans to make the Home of the Good Shepherd site into a community/cultural center are successful, Wallingford will have a most pleasant open space and exciting community focal point. Other major open spaces include the recently enlarged and improved Wallingford Playfield and Lower Woodland Park to the Northwest.

Wallingford's residential areas vary in visual qualities. The generally southward sloping avenues south of N. 45th St. offer southern street views of Lake Union which are often framed with established plantings of street trees. The flatter areas to the north of 45th are characterized by groups of similar builder's houses. Diagonally oriented streets, e.g. Kensington Place, in the north help to break the monotony of the grid-iron pattern.

The Burke-Gilman Trail, running along Northlake Way westward to the Gas Works Park, is only a small portion of a bicycle trail which continues through the University of Washington and then northward along Lake Washington to Bothell and Kenmore. The trail gets its name from the fact that it follows the old logging railroad line which was encouraged by Burke and Gilman.

The most notable urban design aspects of the commercial strip along N. 45th St. are the groups of store front buildings with their commercial signs.

Some of the signs, such as those of the Royal Fork or the A & W are humorous in nature while others, such as the Food Giant sign are visual landmarks. Wallingford contains many visually prominent landmarks which serve as reference points. Among them are the Grandma's Cookie sign, Latona, Hamilton and Lincoln Schools, the Home of the Good Shepherd building, the freeway bridge, the Gas Plant Park and the concrete plant on Lake Union. Taken together, these landmarks help to define Wallingford's character and community identity on a city-wide basis.

In summary, Wallingford is presently developing an excellent set of urban design resources. The next step, it appears, is to provide a scheme which would provide access linkages throughout the community and effectively tie the individual elements into a more unified system while also encouraging maintenance and self-help improvement programs for the large and relatively homogeneous single family housing stock.

<p>12. RESIDENCE c. 1895. The result of carpenter's handwork and good taste, this restrained Victorian Stick Style house has a simple elegance.</p>	<p>16. RESIDENCE 1899. As a flamboyant and original Victorian house, it recalls early settlement in this area by upper middle income families.</p>	<p>9. DEARBORN HOUSE, 1911. (B. Carey) A well designed "Wallingford bungalow" with clean lines, a progressive floor plan and harmonious interior. Garage is awkwardly related.</p>	<p>23. MURPHY HOUSE, 1912 (M. Cole) Illustrates the rustic qualities of a craftsman single-style home. Well maintained and appropriately painted.</p>	<p>1. LATONA ELEMENTARY SCHOOL, 1906. The wooden building with its two towers is one of the most interesting of its type. The adjacent brick school building is also of historic interest.</p>	<p>HOUSE GROUP Groups of similarly scaled and harmoniously styled houses are important in establishing local residential character. The era of pre-World War I was a significant growth period.</p>	<p>KENSINGTON PLACE STREETScape Diagonal streets breaking the gridiron pattern cause interesting spatial sequences which are pleasing to pedestrians and add to the streetscape.</p>	<p>HOME OF THE GOOD SHEPHERD GROUNDS Including an orchard, a formal garden, and many fine shade trees, the eleven acres are an uniquely pastoral open space within the city.</p>	<p>GAS WORKS PARK Reuse of the refining towers as sculptural elements and adaptation of the machinery sheds to house a variety of recreation activities make this a most unique, industrially-scaled park.</p>	<p>VIEW OF DOWNTOWN Such well designed street vistas. Previously, offensive pollution from the old gas plant made this location relatively undesirable for residential use.</p>
<p>24. HOME OF THE GOOD SHEPHERD, 1913. Architect: D. Huntington. Unsympathetically remodeled in 1965 in conversion from a fire station. It is a local landmark because of exterior form, and public use.</p>	<p>19. FIRE HOUSE/POLICE STATION, c. 1895. One of the better remaining false front buildings, together with its neighbor, remodeled by T. Bowman and B. McKnight, they are a harmonious group.</p>	<p>14, 15. EARLY STORE-FRONTs, c. 1895. One of the better remaining false front buildings, together with its neighbor, remodeled by T. Bowman and B. McKnight, they are a harmonious group.</p>	<p>6. WALLINGFORD METH-ODIST CHURCH, 1938. Architects: Smith, Carroll and Johnson. Combining traditional form and elements in a modern manner, and is sympathetic to its surroundings.</p>	<p>17. WASHINGTON CONF. OF 7TH DAY ADVENTISTS OFFICE, 1956. Architect R. Burman. Clean, direct Mission style; carefully composed brick, stucco and glass surfaces within a steel frame.</p>	<p>N. 45TH ST. COMMERCIAL STRIP Although heavily congested with auto traffic, the strip is an important resource showing a recent increase in vitality.</p>	<p>COMMERCIAL SIGN Adding color and personality to commercial areas, some signs, such as this one, are obvious local landmarks.</p>	<p>INDUSTRIAL WATER-FRONT The activity generated by light industry combined with ship and yacht repair generates a shoreline rich in variety and educational opportunities.</p>	<p>PEDESTRIAN BRIDGE OVER AURORA The graceful concrete bridge with skillful detailing is an important pedestrian link across the otherwise intransitable, heavily trafficked Aurora Avenue.</p>	<p>DRINKING FOUNTAIN Such well designed street furniture adds to visual interest and pedestrian comfort along the commercial strip.</p>