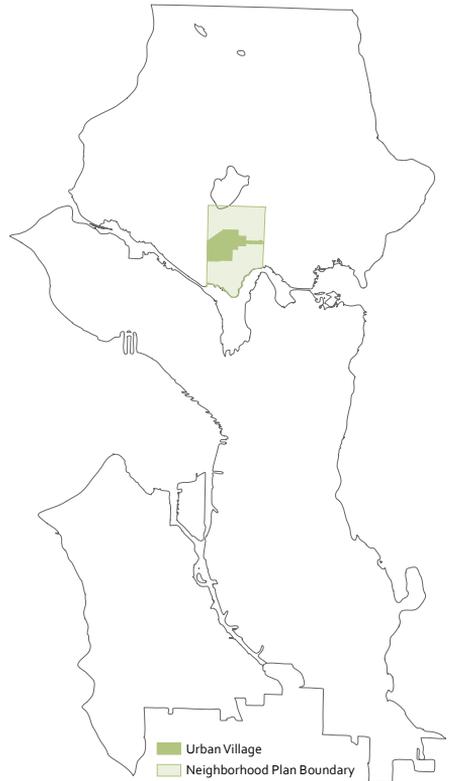


# WALLINGFORD

## Who did we hear from?

There were 186 online participants and five participants neighborhood discussion. Over a third of the respondents identified that they had lived in Wallingford for over ten years. Most of the comments came from residents. Very few respondents identified themselves as Wallingford business owners. Many responses identified increased density and project implementation of the existing neighborhood plan.



## What did we hear?

- Density in Wallingford has increased with new condos and townhouses.
- Transportation projects have been completed on arterial corridors— 50th, 45th, Stone Way.
- Park and open space improvements have been well received at Gas Works, Wallingford Playground, and Meridian Playground.
- A lot families live in Wallingford, good schools in the neighborhood.
- Vibrant business district, especially the small businesses and restaurants.
- High housing prices, but rents are more affordable.
- Increased traffic especially on 45th and 50th leads to more vehicles using residential streets as cut-through.
- Proud of social services offered in the neighborhood especially the library, Boys and Girls Club, and 45th Street Clinic.
- Good transit, pedestrian, and bicycle connections to and from the neighborhood.
- Concern about safety in the neighborhood, especially near Aurora and I-5.
- Wallingford does not have a community center. This is still a priority for many residents.
- Many people find the townhouses unattractive.
- Parking in the neighborhood business district is a concern, especially for access to small businesses. There was concern about bringing not only residents of Wallingford to the businesses but also people that live in other Seattle neighborhoods and outside of Seattle.
- Speed of vehicles through the neighborhood seems to be high, especially on Stone Way.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

## What are the similarities between the in-person and online responses?

A lot of the participants commented on transportation issues in Wallingford including traffic levels, transit access, and bicycle and pedestrian issues. Comments about the business district were positive responses to variety of businesses and services available in the neighborhood. Many respondents identified that Wallingford does not have a community center and that is an action item in the existing Neighborhood Plan. Nearly half the participants from both groups identified that the existing Neighborhood Plan vision and strategies were being achieved "somewhat well."



## What are the differences between the responses?

The in-person participants had a lot of comments about Wallingford business district, the environmental sustainability of the neighborhood, there was a concern about the loss of historical buildings and homes just to gain mixed use. The online participants talked more about increased residential density (positive and negative) and the in-person participants talked more about residential and commercial development as an agent for positive change and growth in neighborhood. Responses about safety and crime came from the online participants.

### *In their own words...*

## How has your neighborhood changed?

*More traffic, more traffic circles, Wallingford Center has declined, more condos and town homes, more megahomes on little lots, some upscaling*

*Have not really been here long enough. I see lack of change—> the pit on Stone Way.*

*1. Improvements in pedestrian orientation on 45th and on Stone Way. 2. Increased mixed use buildings, increasing population on main corridors. 3. More interesting businesses, including good restaurants. 4. Improved park facilities. 5. Better bicycle corridors, especially along Stone Way 6. More children.*

*increase in number of people living here, increase in commercial activity on 45th street, increase in number of condos built, decrease in availability of street parking and public transportation*