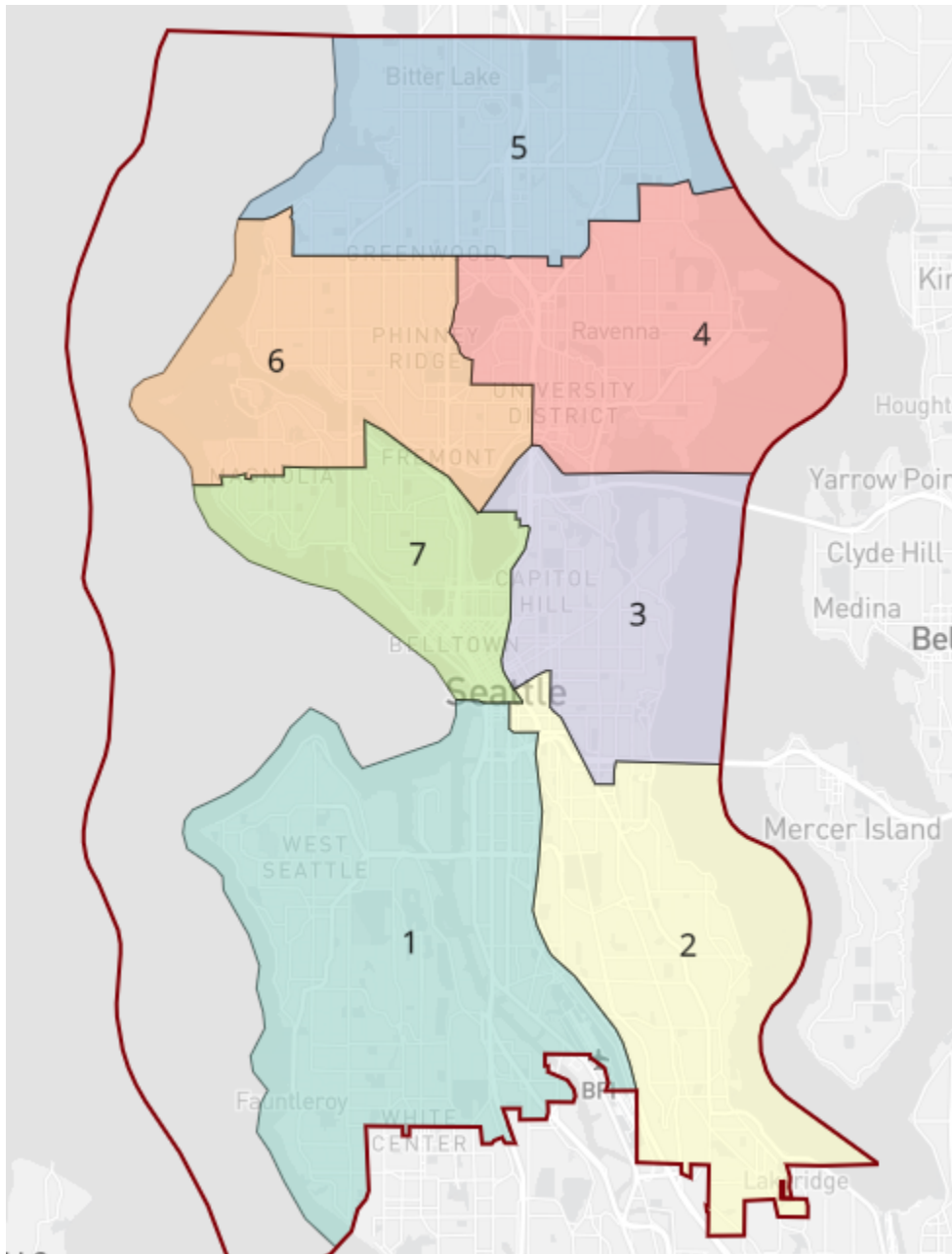


Alternate map 1



Alternate map 1 methodology:

For my alternate map 1, my most significant changes from the August 2nd draft are the location of splits occurring in Magnolia, Matthews Beach, North Beach/Blue Ridge, Eastlake, and Pioneer Square. I also had some neighborhoods change districts; namely Green Lake to D4 and Fremont/Wallingford to D6.

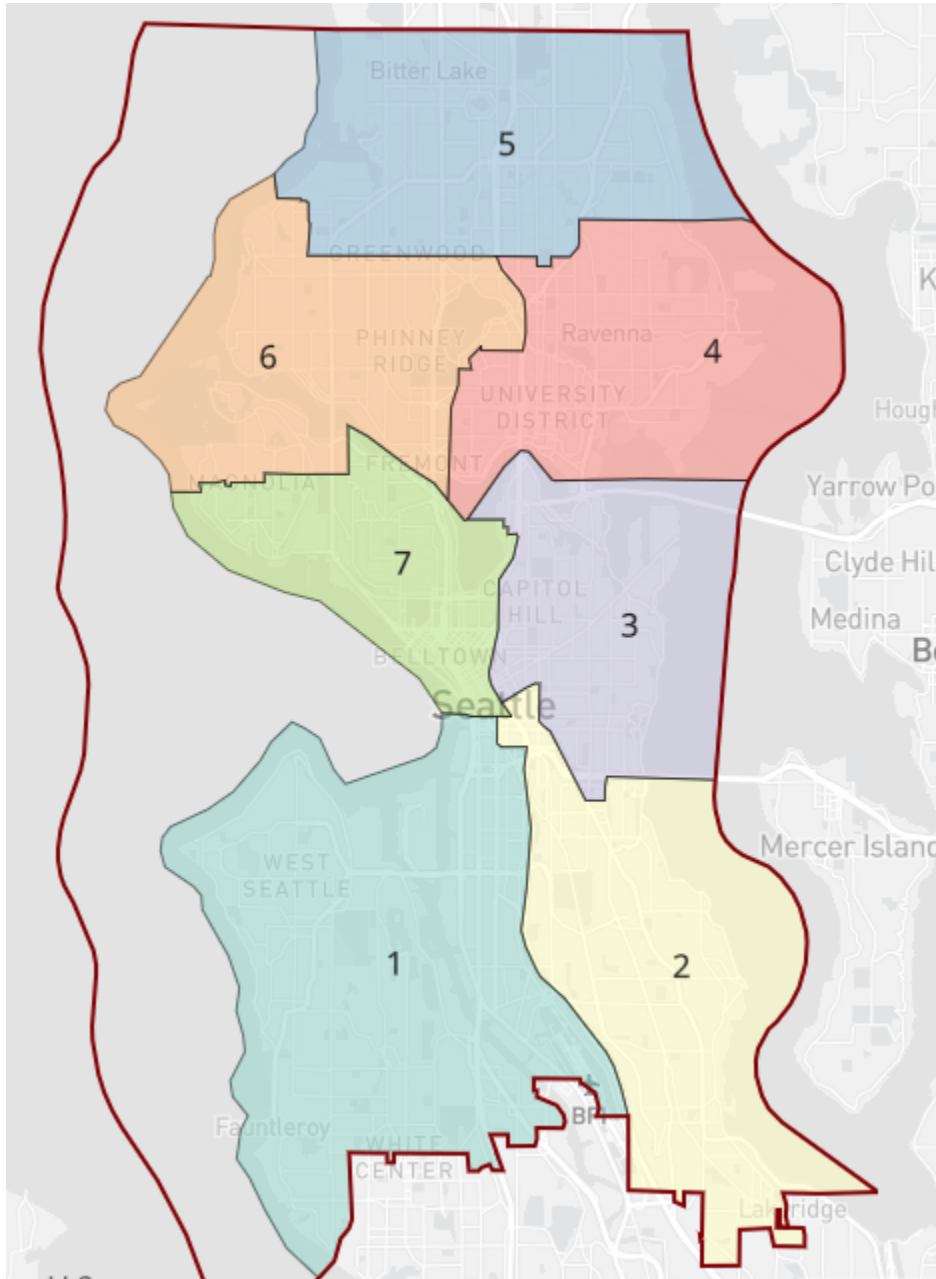
One of my factors was looking at new development and public transit. This map proposal gives each district a minimum of two light rail stations under the current Sound Transit development plan. As new development is going on within current multifamily zones and around future light rail it should ideally allow for more equitable growth and less boundary shifting during the next redistricting.

D6 boundary reasoning - Magnolia's inclusion in D6 is a good decision, as a Ballard resident, I have more connections and interactions with the northern Magnolia neighborhood and Fisherman's Terminal area. The future light rail stations in Ballard and on Thornedyke in Fisherman's Terminal will only further integrate these areas. However, I think Magnolia's inclusion within D6 shouldn't come at the expense of higher accessibility neighborhoods like Fremont and Wallingford. The east/west connections to these neighborhoods via transit (like the kc metro lines 44 & 40) and contiguous built environment allow for them to be more readily accessed in a way that the southern portions of Magnolia are not. Given that I-5 splits Wallingford and the University district so thoroughly (by being set below grade without a lid) I think that it makes sense to incorporate Wallingford and Fremont into D6. This inclusion comes with the trade of including more of Greenwood and Crown Hill with D5 which is fair as it avoids splitting those neighborhoods as much as they are in the August 2nd proposal.

D4 boundary reasoning - The inclusion of Green Lake into D4 is built around similar reasoning as Fremont and Wallingford being included in D6. With I-5 elevated between Green Lake and Roosevelt, there are better transit and contiguous built connections between those neighborhoods that pass under I-5. With the Roosevelt station as well there is new development in this area that residents of Green Lake should be included in regards to neighborhood connections and council representation. The inclusion of Wedgewood into D4 is good and while my map splits Matthews Beach I think that it makes sense in order to have Green Lake and Roosevelt be one unit that acts as a hub for future development and transit connections. Especially when you take the increase in U District development into consideration too these neighborhoods oriented along the light rail will have a lot more north/south connectivity.

D7 boundary reasoning - Downtown I shifted the boundary slightly further south to include more of the Pioneer Square neighborhood into D7 instead of D1. I felt as though D1 was slightly over-extended in this regard and that this would allow for a more unified representation of downtown. Though I would defer to the views of residents of this neighborhood, this is simply my perspective. I also split Eastlake between D7 and D3, while my preference would be the full inclusion of Eastlake in D3 this was a compromise to maintain more of downtown together as mentioned. Regarding Magnolia, the future placement of light rail at the Armory and connecting into Seattle Center and downtown will further increase the connectivity of these neighborhoods and their built environments. While any split is unideal, I think splitting Magnolia and Interbay as presented makes sense given the walksheds of these future stations, current transit connections, and the current level of development.

Alternate map 2



Alternate map 2 methodology:

For my alternate map 2, my most significant changes from the August 2nd draft are the location of splits occurring in Magnolia, Matthews Beach, North Beach/Blue Ridge, Eastlake, and

Pioneer Square. I also moved the boundary so that all of Fremont was included in D6 and more of the Wallingford/Green Lake area included in D4.

Much like Alternate map 1, one of my factors was looking at new development and public transit. However, this map prioritizes those factors while also shifting the boundaries in the north less than my Alternate map 1. The reasonings below will have similar comments to my Alternate map 1 comments with new acknowledgments for retaining these neighborhoods.

D6 boundary reasoning - Magnolia's inclusion in D6 is a good decision, as a Ballard resident, I have more connections and interactions with the northern Magnolia neighborhood and Fisherman's Terminal area. The future light rail stations in Ballard and on Thornedyke in Fisherman's Terminal will only further integrate these areas. However, I think Magnolia's inclusion within D6 shouldn't come at the expense of splitting a higher accessibility neighborhood like Fremont. The east/west connections to Fremont via transit (like the kc metro lines 44 & 40) and contiguous built environment allow for Fremont to be more readily accessed in a way that the lower portions of Magnolia are not. Including Fremont fully in D6 allows for D6 to retain Green Lake, which may be preferable if the goal is to keep district boundaries largely similar. It also allows for more of Wallingford to be included in D4. Much like the previous map more of Greenwood and Crown Hill go to D5 which is fair as it avoids splitting those neighborhoods as much as they are in the August 2nd proposal, though more of North Beach/Blue Ridge are split to be included in D6.

D4 boundary reasoning - With the goal of fewer major boundary shifts from the current maps, D4 retains Wallingford and actually picks up more of the Wallingford/Green Lake overlap in order to keep Fremont as a whole neighborhood in D6. This could be good as it unifies the Wallingford neighborhood more and picks up some of the positives of transit connectivity and development mentioned in my Alternate map 1 comments, however, it isn't as impactful as in the Alternate map1 since all of Green Lake isn't included in the shift. The inclusion of Wedgewood into D4 is good and this Alternate map splits Matthews Beach less than the Alternate map 1.

D7 boundary reasoning - Downtown I shifted the boundary slightly further south to include more of the Pioneer Square neighborhood into D7 instead of D1. I felt as though D1 was slightly over-extended in this regard and that this would allow for a more unified representation of downtown. Though I would defer to the views of residents of this neighborhood, this is simply my perspective. I also split Eastlake between D7 and D3, while my preference would be the full inclusion of Eastlake in D3 this was a compromise to maintain more of downtown together as mentioned. Regarding Magnolia, the future placement of light rail at the Armory and connecting into Seattle Center and downtown will further increase the connectivity of these neighborhoods and their built environments. While any split is unideal, I think splitting Magnolia and Interbay as presented makes sense given the walksheds of these future stations, current transit connections, and the current level of development.