

The Urbanist Endorsement Questionnaire, Heidi Wills, Seattle City Council Candidate, District 6

- Do you support Seattle's commitment to Vision Zero, and what legislative strategies would you seek to implement the goal of reducing serious injuries and fatalities on our streets to zero within the next decade? Do you think legislative strategies are sufficient to achieve this goal?

I support Seattle's commitment to vision zero. I am shocked by the statistics that there are about 10,000 crashes in Seattle each year. In 2017, Seattle had 11 pedestrian deaths and 56 serious injuries. We need to do better. Seattle needs to offer residents an array of transportation options and this must include a robust and safe pedestrian and bicycle transportation network.

For many years during and after college, I was solely a bicycle commuter. I appreciate the importance of dedicated bicycle lanes to feeling safe as a cyclist. In the paper recently, it was noted that three times as many men choose to commute by bicycle than women. There are likely many reasons for this, but certainly one of them is concern for safety. To be a city that provides equal opportunities, we should make it safer for everyone to feel safe cycling as a transportation option, including women, children and older people. Now that e-bikes are readily available, it makes it that much more attractive for older people, or people who might otherwise be hesitant about our many hills. We should make bicycling safe for every cyclist.

We should encourage bicycle commuters to use helmets. We aren't really enforcing this simple, life-saving and lightweight safety device. If we do, people will become more mindful.

We should enforce our speed limits with more camera enforcement and other traffic calming measures. I'm concerned that the Move Seattle Levy is falling short of its promises in this regard. We voters were promised improved safety in every school zone with additional signage, crosswalks, signals, enforcement cameras and speed bumps. A young boy in my district was recently hit by a driver while he was simply crossing the street on his way to school. Pedestrian safety needs to be more of a priority.

The City Council should ensure that the Dept. of Transportation adheres to the Complete Streets Ordinance. Anytime there is road maintenance, the department should make the streets safer for all users. It's less expensive to incorporate safety measures when doing maintenance and repair work than to do safety projects separately. We need to find ways to make our revenues go farther.

- Do you support the completion of the current bicycle master plan? If so, what strategies, both political and financial, do you propose to ensure its completion?

To build out our bicycle network, our city needs to find and earmark additional funds to pay for the City's Bike Master Plan. An idea to help pay for it and at the same time to introduce a new transportation option which is non-polluting is electric scooters. In the cities where they are allowed, they are extremely popular and they have been found to attract riders who do not use bicycles. They'd lower our carbon footprint and offer a new low-cost and convenient transportation option. I'm glad the City is exploring a pilot program. Again, safety will be an issue, so we need to encourage helmet use and enforce speed limits. Scooters shouldn't be allowed on our sidewalks to interfere with pedestrians so they'd be used on our streets and in our bicycle lanes. As more people use them, hopefully, fewer

people will drive cars. The City could charge fees to the scooter companies and earmarking those fees to help pay for our Bicycle Master Plan.

The City Council needs to provide more oversight to ensure Move Seattle Levy resources are being well-managed and that promises to the voters are being fulfilled. The City must restore trust with the electorate and be bird-dogged about how levy funds are spent. The City needs to communicate regularly and be accountable to the voters about how their tax dollars are being used and where the City is falling short. People are frustrated about a lack of accountability for the projects that they voted to fund.

We must complete the Burke Gilman Trail through Ballard. I support an elevated trail along Shilshole Avenue. Our community has been at a stalemate for decades. It's time to move forward with a win-win solution that protects safety of cyclists and pedestrians while protecting the industrial and maritime businesses and the working-class jobs they provide in that heavy freight corridor. I propose an elegant solution called the Ballard High Line, similar to trails found in Europe, including one in Copenhagen. I have been discussing this idea with residents and businesses in Ballard and the notion of creating a Local Improvement District to help with additional funding beyond the funds already earmarked for the trail. So far, people are intrigued and I hope it continues to gain interest and support. This idea is generated by a visionary in the community. I met a neighbor doorbelling in Phinney Ridge named Russell Bennett and he proposed this idea to me. We partnered to create a FB page called Ballard High Line to provide the public with more information. We need leaders will look for creative win-win solutions to get past divisive politics. This issue has been at an impasse for far too long, long before I voted for the completion of the missing link on the council 16 years ago. Since that time, there's been no progress and it's only festered into deep resentment, hostility and polarization. The Port of Seattle has weighed in that they do not support the missing link at-grade along Shilshole Ave. It's time for solutions and that's what I will bring if elected to the city council.

- The current Seattle Transportation Benefit District funding bus services and transit access expires at the end of 2020. Should it be extended and do you envision any changes to the programs it funds?

Renewing STBD funding is absolutely critical to meeting Seattle's transit needs. It funds 320,000 hours of bus service which represents about 10% of Metro's budget. It's unfortunate that Metro is so constrained by lack of buses and base capacity, and by recruiting and training enough bus drivers because District 6 has a great demand for MORE BUS HOURS. In fact, my campaign has doorbelled almost 10,000 households. We are hearing over and over again about people who would like to take transit but there isn't enough transit service to meet their needs. Residents in the north part of D6 would like more transit service outside of peak times. Residents in the south part of D6 are frustrated during peak morning hours because buses are already full by the time they move south in their route and are driving past bus stops without stopping. District 6 also needs more east/west connections. Passing a renewal of the STBD is a top priority and if elected, I will be out front and vocal about how critical this funding is to our community.

- The Move Seattle levy expires as the end of 2024. What features should the next transportation capital project levy have? What lessons do you take away from the way the current levy has gone?

I'm concerned about lack of oversight by City leaders and mismanagement within the Dept. of Transportation, especially evident in the fact that we will likely only see fifty cents on the dollar from the Move Seattle Levy. Seven new bus rapid transit lines were promised. So far, we have seen ZERO but hopefully the City will find its way to delivering at least 4 of them eventually.

We need the next transportation levy to have capital funds dedicated to basic street, sidewalk and bridge maintenance. One-fourth of our city still doesn't have sidewalks which equates to 1,800 blocks of arterials and 10,000 blocks of non-arterials. Seattle only spends \$2M annually on sidewalks which is enough for only 7 new blocks each year. People want pedestrian improvements and this is one of the reasons that people voted for the levy. The Move Seattle Levy has only \$4M over 9 years for remarking crosswalks, even though it promised voters a 4-year remarking cycle. The levy overpromised and is drastically underdelivering and people are frustrated. Pedestrian improvements are needed by everyone and especially by families with children, older people, people with vision impairment, people in wheelchairs and people living with mobility constraints. My husband twisted his ankle on a broken sidewalk in Fremont while doorbelling for my campaign. He had to go to costly physical therapy for weeks to regain his mobility, and he is an able-bodied person. I am concerned about less able-bodied people on our broken sidewalks.

The take-aways are that the City needs to prioritize adequate oversight over City departments and earn back the trust and goodwill of the voters. We need to renew the Move Seattle Levy in 2024 and to restore faith in local government, not only to pass this levy, but for all future levies too.

- Do you support the construction of the Center City Connector streetcar and why/why not?

I am glad that the City is moving forward with the Central City Connector. We need to have a long-range vision to move not only the people of today, but the people of tomorrow and those numbers are growing beyond expectations.

The streetcar is projected to have huge ridership, moving 22,000 people per day. This is more than any bus line of Metro's. In fact, Metro's busiest bus line is in my district, the E-line, which moves 16,000 people per day. The City Connector would make the whole trolley system more functional by connecting two disjointed lines. Yes, it's over budget and that is deeply troubling. But most of the costs are already sunk. Utility work on the rail line has already occurred and is a substantial part of that budget, not to mention the design and engineering costs have already been paid. \$75 million dollars in federal grants cannot be used for another purpose if the project is canceled.

The streetcar is a convenient and affordable means of public transportation. Extending the line through downtown will benefit underserved and low-income communities in Belltown, Pioneer Square, and Chinatown-International District neighborhoods which have large amounts of subsidized and dense housing. And the Center City Connector will ease the burden on buses that run along Third Ave. This is

important because a DSA study showed that not only is Third Ave the most congested street for buses in Seattle, it is the busiest bus street of all comparable cities, carrying a substantially larger amount of buses compared to Vancouver, Denver, and Minneapolis, cities with downtowns of a similar size to ours.

It would benefit our economy. The Port is opening up a new cruise terminal in 2022, just south of Colman Dock and close to the streetcar line. Tourists who get off at the cruise terminal would then have expanded access to the city, generating more economic activity for downtown. This generates more tax revenue for the City's general fund.

- What considerations should inform the discussion around finding additional funding for a light rail tunnel to West Seattle? To Ballard?

Mobility and access to transportation is key to exposure to professional opportunities. Many people don't live close to where they work, especially given how expensive it is to live in Seattle and must commute to work. One way we grow bus ridership is through our investments in light rail. By offering fixed rail with its own right way along heavily traveled corridors, it frees up buses along those traditional routes to increase coverage in underserved neighborhoods and by adding frequency, it adds certainty for commuters which is an important consideration when taking public transit. We need to work with affected communities in West Seattle and Ballard on the tunnel and station options, and with our broader community on funding.

- For what purposes should impact fees on development be used?

Impact fees can be used for safe pedestrian and bicycle infrastructure. Here's why this conversation is important. When I was on the council twenty years ago, I led the charge to fund new sidewalks. It was difficult each budget cycle competing for funds for sidewalks when there are basic needs of residents in our community not being met, including people experiencing homelessness. The general fund has a lot of competing needs. Impact fees are tied to new development impacts specifically for transportation infrastructure improvements and those are drastically needed in Seattle.

- Do you support imposing additional fees on ridesharing services like Uber and Lyft?

The concept of adding a modest \$1 fee on trips into downtown to car-sharing serving rides on Uber and Lyft would allow for funding to help achieve a more transit-friendly, bicycle-friendly and pedestrian-friendly city by offering a new revenue source to pay for those multi-modal investments.

- Do you support a congestion pricing program downtown? If so, what considerations should be made when setting up such a program?

When I was student body president at the UW, I helped bring the U-PASS universal bus program to campus. My motivator was to make transit affordable and accessible for every student so more people would take transit and rely less on driving, improve our air quality and lower our carbon footprint. My support for buses is the primary reason I ran for the city council 20 years ago. Charlie Chong was considered too popular to beat, but he said some disparaging remarks about buses which is why I ran against him.

My support for a reduced carbon footprint and funds for transit services continues today. I am open to considering congestion pricing. Perhaps the timing isn't ripe until residents have greater mobility options including transit. I am hearing from a substantial number of people in my district that they do not support it and that it would discourage them from driving downtown in the evening to frequent restaurants and entertainment. That's something we should be mindful of. Peak hours is an option so it's directed at morning commuters. Regardless, from my experience, it will no-doubt be controversial at the beginning, just like the U-PASS was, but after time, I suspect our community will come to embrace it. To ensure equity, we should use a sliding scale for commuters based on income and type of driver with different structures for freight, delivery vehicles, work vehicles, carpools, and standard commuters. If drivers utilize a "Good-To-Go" pass, it enables us to introduce a sliding scale payment structure.

- How do you feel about the current allocation of street space in Seattle? Under what circumstance would you support converting general purpose lanes to other uses?

Balance is key to this equation so we allow for all transportation modes. Currently, our allocation of street space is dominated by lanes and parking for personal vehicles. With limited street space and an increasing population, we must come to face the reality that congestion will only get worse with more people driving. We need to offer alternative modes of transportation on our limited streets for other users besides drivers of personal vehicles. The most efficient way to move people through Seattle is by public transit. We need to ensure buses aren't stuck in traffic by providing bus lanes, signal prioritization, roadside fare-readers, electronic schedules at bus stops, and Bus Rapid Transit in high volume corridors. We need to provide safe bike lanes and pedestrian rights-of-way. In fact, walkable spaces generate more sales and property taxes for a city because that land value commands a 7% premium for housing and commercial places. When people have safe infrastructure for walking and bicycling, they will use those modes more frequently, which benefits our economy, our health, our air quality and our climate. Every street need not provide for every mode of transportation. Heavy freight corridors aren't as welcoming to other modes, for example. But as our city grows denser in population, we need to transition our road space from being so dominate to personal vehicles to allow for the safe conveyance of other modes that move more people with smaller footprints: buses, bicycles, scooters and pedestrians.

- What approaches would you take to ensure that emerging mobility options (bikeshare, rideshare, e-scooter, etc.) are implemented in a manner that increases access to our mobility hubs?

Bikeshare, rideshare and e-scooters are wonderful means of solving the first mile/last mile to access mobility hubs. Bikeshare is readily available and it's easy to use and inexpensive. E-scooters should be too. The key will be that riders need to be mindful of how to park them when not in use so as not to infringe on the mobility of others, especially older people and people in wheelchairs or who are sight impaired. We could offer docking stations for e-scooters to allay fears about their storage. Riders of e-scooters should use the road space rather than sidewalks because of safety concerns. Ideally, we need more designated lanes for bicycles and e-scooters. And we need to ensure that riders use helmets for safety. For ridesharing, I would like to see more investments made in incentivizing green vehicles to minimize our air pollution and our carbon footprint. Seattle City Light could provide free quick-charging electric vehicle charging stations throughout our City.

- What lessons did you take away from the head tax vote/debate? Would you support bringing back the head tax?

Washington state has one of the most regressive tax structures, but I did not and I do not support a head-tax. Obviously, we need more affordable housing. But the head-tax revealed concerns from businesses with high headcounts and low margins like Uwajimaya and other specialty grocers, which would have been impacted but don't contribute to our homeless crisis. A tax on gross revenue does not measure a company's profitability and was a poor choice for a taxing mechanism. Fisheries Supply Company would have moved out of Seattle. This family-owned business is central to the maritime industry in my district and losing it would have been problematic to a host of other small businesses in Ballard. Dunn Lumber, another family-owned business with a long history of community involvement, barely broke even year after year after the box stores opened. Until they found their niche of high-quality service and superior products, they served solely as an employer. We would have lost their business because of the head-tax. There are many small businesses like Dunn Lumber, Fisheries Supply Company, and Uwajimaya that would have been adversely affected.

We'd do better to work more constructively with businesses to address our region's challenges, especially on affordable housing and homelessness. It's not hard to repeal a controversial action by the council with the threshold for a referendum being signatures from merely 8% of the number of voters in the last mayoral election, which is under 18,000.

Efforts like the recent announcement by Premera, Providence, Swedish, Amazon and Microsoft to each donate \$5M to Plymouth Housing for more permanent supportive housing is what we need more of. If elected, I will engage more large businesses in making similar commitments.

- What responsibilities do you think that corporations doing business in Seattle have to the city, and are they meeting them? If not, how would you get them to do so?

One of the reasons I am running is because I am a small business owner and I'd like to see a more business-friendly council. A healthy business climate is essential to the core functioning any municipality because businesses create jobs and generate the tax revenue necessary to fund basic governmental

services. In Seattle, the business community contributes close to 60% of the City's General Fund resources. A healthy business climate in Seattle is crucial for retaining and attracting the businesses that fuel the economic engine of this region.

The city would be better served by utilizing the expertise of our business community to address our pressing problems. For example, Seattle has the third-highest number of people experiencing homelessness. At a Fremont Chamber of Commerce meeting, I met a Tableau employee who told me how his company is helping create software to better track the data of services being provided to people experiencing homelessness. System fragmentation is a critical weakness of ours leading to disconnected services, duplicative functions, and duplicative data collection, making the system difficult to navigate for vulnerable people seeking assistance. Our region needs to consolidate command and control functions into a regional authority to appropriately identify and scale solutions and target resources to emergent needs. Collecting numbers and characteristics of those experiencing homelessness and quantifying the need for services is essential to not only meeting needs, but to identifying effective strategies to address the needs. Tableau is doing that work. Our city's tech sector is perfectly poised to be a catalyst to solving some of our region's most vexing challenges. I would be a leader and a convener to engage with the business community around the pressing issues facing our city.

- If you had been on council at the time it was considered, would you have voted for Mandatory Housing Affordability, Seattle's version of inclusionary zoning? In what ways did the final approved plan differ from your ideal policy?

The City took an important step to provide more housing by allowing additional height in exchange for more affordable housing in some neighborhoods. For the first time, developers will be paying into the affordable housing fund in every neighborhood across the city, adding much needed dollars for affordable housing projects. In addition, affordable units must be built to meet 60% AMI, not the traditional 80% AMI of workforce housing, so that lower-income people will be able to afford these units.

As I go door-to-door in my district, I hear that people would like to see more affordable housing integrated into north-end communities in my district. This is commendable. This means that they'd like to see buildings with affordable housing on-site rather than through an "in lieu" fund which will likely result in affordable housing to be built miles away in less affluent neighborhoods which will only continue to bifurcate Seattle in economic terms. But I understand that these "in lieu" funds will likely garner more in funding from state and federal sources meaning more units of affordable housing being built.

- Do you support transit-oriented development? If so, how do you ensure TOD is affordable and doesn't displace communities around new transit infrastructure?

Yes, I support transit-oriented development. I worked on TOD at King County for 4 years for King County Councilmember Cynthia Sullivan before I was a Seattle City Councilmember. We need more homes in all shapes and sizes for all of our neighbors. Allowing for more density with multi-family, mixed use

development along transit corridors should be our first priority to incorporate more housing into our urban core where we can best support it with public transit and walkable communities. With MHA, perhaps the City could have mandated one for one replacement of affordable units, though it might not pencil out.

In terms of displacement, a priority needs to be pressing the state legislature to extend the MFTE to *existing housing units*, not only new construction. Seattle currently has about 4,500 active units in the MFTE program. Half of these units will expire in the next 10 years, displacing 2,250 families. This is deeply troubling. Children who change schools lose about 6 months of academic performance compared to their peers. We must do everything we can to protect low-income families from displacement.

- What do you think is the most important strategy or set of strategies Seattle can pursue to make the city affordable to live in? What assumptions about affordability do those strategies rely on?

We need to integrate more housing opportunities into our neighborhoods in areas where it makes sense. When I was on the council, we had a robust neighborhood planning process led by Jim Diers in the Dept. of Neighborhoods. It was heralded as a model around the country. I think it's time to engage neighborhoods again to add more housing in our City because driving from distant, suburban communities adds to our carbon footprint and is expensive. The average cost of owning a vehicle is \$10,000/ year.

ADUs should be an easy gain as a gentle way to increase affordable housing opportunities in our city, and yet they have been fraught with opposition, and still are. There are so many reasons to favor them. They'd allow aging homeowners the income stream of a rental on their property, or even renting out their home to a family while they move into an ADU on their own property. They'd allow adult children the ability to move back home after college and live autonomously. They'd allow people who work in our communities the ability to live close, from teachers who work at a nearby school to hair stylists and baristas who could walk to work at the neighborhood barber shop or coffee house.

Our building code could be changed to allow for cross-laminated timber, CLT, in high-rise affordable housing. Our current code limits buildings made of wood products to no more than 85 feet or 6 stories. Taller buildings have been made of CLT in other parts of the world, including Europe and Canada. It is less carbon-intensive than steel and concrete and CLT buildings are carbon-neutral. The carbon stored in the building helps offset greenhouse gases released in making and hauling the other building materials used in construction. It is estimated that a 6 – 10 story building made from CLT has the same emissions control as taking over 1,000 cars off the road for a year, and they are more energy efficient to heat and cool. The manufacturing of CLT locally would create more green jobs in the Pacific NW.

- What would you do as a city council member to address evictions and the displacement they cause, particularly in communities of color?



About half of the housed families in Seattle are renters. And 46% of renters below 50% of AMI are severely cost burdened, spending more than half of their income on housing. These people are a job loss, a health crisis or a financial setback away from not being able to pay rent.

The Seattle Women's Commission found that the average amount owed prior to eviction is \$1,200. This is a small price for our community to bear compared with assisting someone out of homelessness. We should continue to make investments in rent stabilization funds to help tenants meet monthly rent payments in crisis situations so that landlords, especially small landlords, receive the money owed in order to make their mortgage payments, and at the same time, we protect families, and primarily people of color who are disproportionately evicted and are also disproportionately homeless, from facing eviction.

Also, it's important that landlords are mindful to provide written communications with their tenants in their native language. If a child had to translate a notice of eviction to his or her parents, it could be traumatic for that child. I was a non-profit director for a youth development organization in South Seattle called The First Tee for over 13 years. More than half the youth we served were children of color and many of them were from other countries whose parents did not know English. These children would translate our program materials for their parents. I often thought about how important it is for our community to recognize that many young people are in the position of serving as translators for their parents. We provided many materials in other languages as a social service organization but landlords might not be aware of these issues and their impacts.

- Do you support the proposed creation of a city-county authority to address homelessness in Seattle/King County? If so, what steps would you take to support it on city council?

Yes, I support the proposed creation of a city-county authority to address homelessness in Seattle/ King County. I served as Vice Chair to the Housing and Human Services Committee when I was on the City Council 20 years ago and Councilmember Peter Steinbrueck, who chaired the committee, and I spoke to the importance of regional coordination even then. We spent about \$10M on homeless services then. Now the City is spending \$92M. The Poppe Report speaks to the fragmentation of our current system and the need to coordinate and consolidate services. Even case workers find it difficult to navigate the system. Seattle too often acts in a silo. We need city leaders who will collaborate with state and regional jurisdictions on a coordinated regional approach because homelessness doesn't end at our city borders and because our city doesn't have the funding capacity to solve it, especially with regards to needed mental health services. We need more shelters, transitional housing and wrap-around services including drug treatment on-demand, and more permanent supportive housing. If elected, I would work with my colleagues to ensure this new authority has what it needs to make progress on a very challenging and complex issue.

- What causes people to experience homelessness in the City of Seattle?

There's as many reasons why someone may find himself or herself experiencing homelessness in the City of Seattle as there are people and there is no one-size-fits-all solution to address it. We need to meet people where they are at and work with each individual to need their specific needs. There are

many contributing factors such as our changing economy, broken families, systematic oppression and racism, lack of affordable housing, federal cutbacks on subsidized housing, lack of adequate state funding for mental health, employment barriers to being hired and employers unwilling to overcome them, substance use disorder, lack of employment and job opportunities, lack of childcare, lack of health care, lack of a social safety net, LGBTQ biases, post-traumatic stress disorder, teenage runaways, foster care inadequacies, depression, the opiate crisis, and many other circumstances that are preventing people from realizing their dreams and living their best lives.

- What, specifically, should the city do to address racial disparities in housing opportunity?

The history of red-lining in Seattle is evident as I go door-to-door in District 6. There are not many families of color and statistically, District 6 is over 80% Caucasian. My husband and children are mixed race and that is not as common in my community as it is in South Seattle where I have worked for the past 13 years. I value diversity as a strength in my family and in our community. I think integration of diverse economic and racial households throughout our city is healthier for our communities. (Please see my answer to the question about MHA and about neighborhood planning.)

We need to make it easier to build more affordable housing. Our city lost many Single Room Occupancy (SRO) buildings to new developments and this has substantially contributed to our homeless crisis. The City should consider re-allowing the development of more dorm-style housing units with shared kitchens like aPodments. The City should streamline the permitting process because this is a big driver of costs in our community. Making it less costly for housing developers to build affordable units allows people of lower-economic means to have more affordable housing opportunities.

There are surplus properties that are no longer being utilized by various governments that could be used for affordable housing for our most vulnerable community members. We should consider lidding I-5 downtown near the Convention Center (like the lid over Mercer Island which is a park) for several stories of affordable housing or selling that valuable real estate for market rate housing and using those funds to build more affordable housing where it's less expensive. This has the benefit of being close to downtown where we already have 300,000 jobs. Allowing more housing close to our employment center saves residents money when they don't have to own a car to get around.

- How would you define "historic character", and in what ways do you feel your definition is inclusive of Seattle's indigenous communities?

Historic character reflects the histories of the people who contributed and continue to contribute to community and shared spaces. Seattle's indigenous communities add to the vibrancy of our community and we should honor their histories and how they add to our City's character. I'll give my family's example. My in-laws are Japanese Americans. My father-in-law was interned during WWII at Minidoka Internment Camp. (<https://www.nps.gov/miin/index.htm>.) His family lost almost everything they owned including their home and their family business which was a hotel in the International District. The International District honors his family's history and the histories of families like his in so many ways, from the Wing Luke Asian Museum of the Asian Pacific American Experience which has a permanent display about his experience on the 2<sup>nd</sup> floor, to the Panama Hotel which has inlaid glass flooring to

make visible the suitcases and belongings that Japanese American families left there to be reclaimed (but which were never reclaimed.) The owners of Uwajimaya were interned with him. They sell Asian foods that reflect his family heritage and the cultures of other Asian Americans. There are numerous restaurants serving foods that reflect Asian cultures as well. Our family's favorite happens to be a hole-in-the-wall sushi restaurant that doesn't even have a sign called Tsukushimbo. There's the Asian Counseling and Referral Center which helps elders navigate the system to ensure their individual needs for health care and other services are met. The International District is but one example of how a community reflects "historic character." There are many examples throughout our City.

- What approaches would you consider to ensure that multi-generational, affordable housing is located in high-opportunities neighborhoods?

We need to incorporate more housing into our high-opportunity neighborhoods. The way to do that is to engage with these neighborhoods again. (See my answer about addressing affordability on p. 8.) There are valid concerns about displacement, concurrency and the need for adequate public transit to serve additional residents, loss of tree canopy, and other relevant issues that should be heard. We should set targets for each neighborhood and let each community decide where and how we will integrate more housing. Seattle's future needs to include adding housing opportunities in our urban core, near our job centers and near our public transportation network. We need leaders who will engage the community in how we integrate new housing opportunities into our neighborhoods.

- What role should Safe Seattle and like-minded groups play in our public discourse?

I want to be the kind of leader who listens to everyone whether or not I agree with them. I think listening and finding common ground goes a long way toward building community connections and bringing people together to find solutions to the common challenges we face in our city.

- To what extent has pursuing racial equity been a priority in your work to date? How do you plan to continue that work on city council?

I have worked in the area of social justice for 13 years as the Executive Director of a non-profit serving youth based in South Seattle. The First Tee of Greater Seattle teaches life skills through the game of golf, focusing on young people from underserved communities. Over half of the children we served were children of color and 2/3 were on the State's Free and Reduced Lunch Program. I know the disparity experienced in our city by thousands of families. There are still parts of our community without sidewalks and community gathering places for kids like community centers and parks. I will see public policy through the lens of how decisions affect youth. Young people don't often have someone to drive them to constructive after-school activities. This is also why walkable, bikeable neighborhoods are important, and its why we need more bus service to underserved communities. I believe we should invest in communities that have not shared in the prosperity experienced in many of the City's neighborhoods. People in our south-end communities do not receive equitable resources as compared with people living in north-end communities due to a history of racist housing covenants and red-lining. I

recognize this disparity first-hand. While I would represent a north-end district on the council, if elected I bring a perspective that recognizes historic inequities in our city. I would specifically outreach to underrepresented people to hear their needs, perspectives and opinions.

- What approaches do you feel are most important to ensuring that programs, policies, and practices are prioritized in historically underserved and underrepresented communities, who may not have the loudest voice in a public forum?

While I am running for a council district seat to represent northwest Seattle residents, I believe it's important to be mindful of these inequities and to represent the best interests of the people of our city as a whole. Equity is a core value of mine, and also shared, I believe, by the people of our city, so all decisions should be put through the lens of equity and inclusion. Lake City deserves a community center, South Park deserves a community park and Bitter Lake deserves a play area. Families in those neighborhoods deserve their fair share of amenities too. Environmental justice is an important issue. There are parts of our city that are more polluted than others, especially the Duwamish. People living in the Duwamish Valley disproportionately suffer from soil, water and air pollution. One reason is that they are often closer to transportation corridors. Diesel pollution is one reason that Duwamish Valley residents have a life expectancy 13 years shorter than people living in other parts of King County. Even though a Cleaner Fuel Standard didn't pass this legislative session, it's still needed. I think including diverse perspectives in the issues facing our city should be a priority for our city council. I think it's important for councilmembers to personally outreach to communities of color by going to them, not expecting them to come to city hall. If I were on the council, it would be a priority for me to spend at least one day a week outside of city hall, going to where people are that are otherwise not included in city decision-making.

- What are ideas for progressive revenue sources for transportation and housing that do not burden low-income communities?

Our state's regressive tax structure is a serious problem. The city can only do what the state allows. We rely heavily on property taxes, B and O taxes, sales taxes, and then for transportation we have car tabs, and parking taxes, as well as property taxes. None are tied to income, and only one, the property tax, is tied to wealth.

To balance the tax burden, I support the City taking the lead in building a statewide coalition to repeal the Eyman property tax cap and take yet another stab at instituting a statewide income tax, as well as a capital gains tax.

An area for consideration for additional revenue is to charge large companies a fee or a tax for the parking stalls they provide their employees. Commercial parking garages pay a tax. The City charges fees to use city parking spaces. Extending a tax to private employers would not only raise progressive revenue, it would disincentivize driving to work thereby reducing congestion, pollution, injuries, delays to freight, health care costs and incentivize moving people by more efficient and environmentally responsible ways.