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Seattle City Council, District 3

What is your preferred Comprehensive Plan housing growth alternative and why?

Encouraging higher density development in urban areas can help to reduce the pressure for sprawl and will promote more efficient use of land and infrastructure. This can help to preserve natural and agricultural lands, reduce traffic congestion, and make public transportation more viable. With the passage of such bills as HB 1110, we have even more directives from the state to champion housing policies that can continue to promote more housing inventory - one of the key paths to ensuring more housing. Implementing HB 1110 and the city level, as well as by prioritizing the resources needed for successful implementation of I-135, can help to address issues of homelessness, reduce housing insecurity, and promote economic diversity within communities.

At the same time, we must promote more affordable housing options as they are essential for ensuring that everyone has access to safe, decent housing, and I am willing to explore any and all options that are centered on the needs of those most impacted by the crisis of the shortage of affordable housing, rather than on those who are benefiting most from the system as it currently operates. Inclusionary zoning policies can help to ensure that affordable units are dispersed throughout a development, rather than segregated in a separate building or area. I am open to exploring tax programs that dissuade landlords from holding onto property in order to increase its value, while incentivizing denser housing that is accessible to transit, social services, parks, and more, as well as furthering the creation of low or no-barrier housing.

What investments do we need to make to achieve our housing affordability goals, and what should those goals be? Do you support the Housing Levy?

I have been a volunteer and strong supporter of the I-135 Social Housing Initiative. Knowing that this has now been passed, it is incumbent on the City Council to fully fund social housing. I intend to find as many revenue sources as we can to ensure that not only are we keeping our promises to voters, but we are doing it in ways that



do not cause further financial burden to the very people intended to benefit from social housing. This means we will have to get creative on tax programs that do not raise taxes on future tenants in order to pay for the program, but rather from those who have benefited from a "market value" system to the detriment of truly affordable housing.

One area to making housing affordable is by having a Community land trusts this will help to prevent speculation and ensure that housing remains permanently affordable.

Under what circumstances would you support pedestrianizing streets that are currently open to cars?

There is a need to have super blocks in our city, similar to how areas like Pike Place Market, and roadways in neighborhoods across the city were prioritized for pedestrians and businesses for street-dining. We need to enhance non-vehicular transportation options lower barrier and make Seattle neighborhoods more attractive and accessible for pedestrians. Strategies I would like to see us explore to create more inviting and pedestrian-friendly communities include landscaping, street lights, street art installations, public bike rack/storage, and bollards for protected pedestrian and bike-friendly spaces.

What is your approach to generating progressive revenue for the city?

We need to implement the recommendations from the 2018 Seattle Revenue Task Force, including employing a vacancy tax on unused properties. In addition, I believe in continuing to pursue high-wealth options such as the Jump Start Tax and local excise tax options, such as the capital gains tax Seattle's Revenue Stabilization Workgroup is pursuing.

What is your position on impact fees?

Impact fees are an important way to address stresses on critical local infrastructure. This is an important strategy a region experiencing significant growth and development like Seattle can make use of. When we see that the state is providing these options for us to hold builders accountable for the additional services and other needs placed on our cities, we need to utilize these provisions to our full



advantage. It is the least we can do to make sure our transportation is improved, that the city can do its part to make sure our schools are funded in the midst of growth, our fire services are strengthened, and more.

What items do you view as essential to the next Seattle transportation levy due in 2024?

First and foremost, all levy campaigns must engage the voters and ensure that the most impacted people are heard the most. This means that we need to rely on the data and the public comments provided by people throughout the city, and especially in areas that are transit scarce and yet could stand to benefit most from more intentional programs related to transportation - including in areas that are historically BIPOC and lower-income neighborhoods. Overall the biggest challenge to any of these issues is that in far too many cases, even our best intent to prioritize people who are living on low or fixed incomes, people with disabilities, people from immigrant backgrounds, and more are often left out of conversations that pertain to day-to-day matters such as where the next bus line will go, whether or not they will be living next to increasingly congested streets, or if they will have walkable pathways.

Our transportation levy needs to have more robust plans to engage our unhoused residents, people with disabilities, and people who speak languages other than English to really hear more about what they need from their public services.

Would you vote to approve completing the streetcar network via the Center City extension and work with the mayor to prioritize funding and building it?

Yes, this could be another way we can alleviate vehicle traffic in dense urban spaces. The more we can make Seattle more amenable to multimodal transportation, the better. As for funding, I will be glad to explore any funding option that doesn't continue to place disproportionate costs on lower income people, including workers, who will be using these streetcars as part of their commutes.

Under what circumstances are homeless encampment removals appropriate?

As a public health worker, I see the negative impact sweeps can have on the encampment residents. I have seen unhoused patients lose their life-saving



medication during sweeps. We need an empathetic approach to encampment removals - and this means that forced sweeps with no viable housing programs are damaging psychologically, physically, and even financially to everyone involved - and especially unhoused people. People in encampments are people - human beings, and residents of our city; our policies must never lose sight of this, and yet we find that there are forced cleanups that continue to prioritize police officers, forced removal, and the destruction of some of the few possessions that these people have.

Therefore, any removals must start with having a holistic program without punitive measures and greater investment in housing-first solutions. Without funding for these programs, anything we do to remove encampments is not only performative, it is immoral, as we are sweeping the problem under the rug and continuing to buoy a false sense of progressivism with all the moral failures of any other part of the country.

Hiring incentives haven't worked so far to attract additional police officers to the Seattle Police Department. How can the City promote public safety in such an environment?

The current model of policing is broken. This is one that has been built on white supremacy, culture prejudice and bigotry. We saw in 2020, the then City Council proposed to reduce the City's police budget by fifty percent. The money spent on policing should be focused on community safety and non-policing interventions, where appropriate, should be shifted and in doing so would reduce the workload and better utilize the existing resources dedicated to policing.

What is the appropriate role for the Seattle Police Department to play in creating public safety in Seattle? What would a police contract that encourages safety look like? What does the next police contract need to have in order to earn your vote of approval?

The Seattle Police Department needs real reform. From hiring practices, to how resources are allocated, and its relationship with the community. It is important the Police Department has the trust of the public and responsive to calls that truly require a law enforcement and/or public safety intervention and are trained in humane, de-escalation techniques. The next police contract needs to have a real



public accountability mechanism, including how internal investigations take place such as ensuring a more transparent and independent process.

How can Seattle encourage more people to ride transit?

I am a public transit user - so all of this is very personal to me. My own lived experiences, and those of my community, will continue to inform me of how we can encourage more ridership. Ultimately we need to continue to lower the cost barrier for transit, encourage more housing instead of more parking lots, listen to residents about where they need greater accessibility, promote Seattle tourism so that out-of-state guests can associate Seattle with public transit, and work with the County to provide more transit options outside of Seattle; after all, much of our congestion also comes from transit from outside of the city, so this needs to be a regional approach.