



## **Joy Hollingsworth Urbanist Questionnaire 2023**

Seattle City Council, District 3

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

My wife and I are renters and only able to remain in our city by renting one of the units in the home my grandmother lived in and converted into a triplex to create more affordable housing in our community.

Renting in our city is expensive for working families, students, and seniors and homeownership is out of reach for too many who will be denied the opportunity to develop equity and contribute towards generational wealth. Meanwhile there are more than 13,000 neighbors living unsheltered or in housing instability in Seattle alone with Washington's youth experiencing some of the highest rates of homelessness in the country.

We must do better. Within the current Comprehensive Plan alternatives, my preferred plan is Alternative 5, as it allows the most amount of housing. However, on City Council I will lobby for a new Alternative that is able to bring density to all around Seattle, including:

- Expanding investments in permanent supportive and emergency housing;
  - Supporting community-driven solutions for affordable housing that curbs gentrification and displacement;
  - Encouraging pathways to homeownership for historically excluded communities;
- and
- Implementing thoughtful planning to allow more duplexes, triplexes and other family-sized housing options.

### **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?**

Working in food access, I see daily how our policies exclude people from access to resources and stability, and perpetuate cycles of poverty. It is unacceptable anywhere, but especially so in a city as wealthy as ours. I believe we must invest in



permanent supportive housing and affordable housing projects that prioritize evidence-based best practices for people to get and maintain housing, while working with neighborhoods and communities to ensure the successful implementation of programs. The Housing Levy is an important step towards working collaboratively to address the ongoing crisis, but I will also work to make sure that I-135 will be a success in Seattle. These affordable housing projects must not only come with funding, but functionality, implementation and measured goals to show that the proof of concept works and can be scaled. This is from start to finish: the location, design, functions, processes, and all of the inner workings of getting a program up-and-running. I will partner with other council members to make resources available and ensure that Seattle remains a driver in housing affordability, investing in and advancing equitable solutions to end homelessness in our city.

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

As a small business owner myself, I understand that they are the anchors of our community. They foster strong relationships, create jobs and drive our local economy. Many were forced to close their doors during the pandemic, and we must prioritize their recovery. I believe pedestrianizing some streets will boost foot traffic in those areas, leading to generated revenue for local businesses. For example, I will support pedestrianizing Pike Place Market and if successful, applying that model to other areas of our city.

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

I support the taxes recommended in the 2018 Report of the Progressive Revenue Task Force on Housing and Homelessness. The report put forth a number of progressive tax options, such as a payroll tax, high-earners income tax, tax on large businesses, and real estate transfer tax, which would generate revenue to fund programs that address the critical issues of housing and homelessness in Seattle.

I believe that it is essential for Seattle to have a fair and equitable tax system that ensures that the wealthiest residents and businesses pay their fair share. The recommendations in the Progressive Revenue Task Force report align with this goal,



and I support implementing these taxes to raise the revenue we need to fund essential services and programs.

**What is your position on impact fees?**

The proposed Impact Fees are a unified response to meet the growing needs of our city to become more accessible and climate-friendly. With business and housing construction growing throughout the city, we will invite a denser population of Seattle residents and employees. We must invest in the infrastructure necessary to keep our city's services and programs sustainable and meet the needs of our growing population. This is essential to maintaining services that serve those most impacted by the growth of our city and may be at risk of being displaced.

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

For too long, I have witnessed people, often those that hold an intersection of oppressed identities, fall through policy gaps and shortfalls. One of my first priorities for the transportation levy is to involve disability communities in the planning process to listen to their specific needs and ensure that the process is executed effectively and equitably. Additionally, we need to make investments towards electrification to reduce fossil fuel pollution, which disproportionately impacts marginalized communities. We can continue to advance our climate justice efforts by evaluating our emissions from transit and prioritizing decarbonization to improve the health of the community. I would like to see the same type of transportation be accessible to our communities who are most marginalized within the southeast region of our city.

**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.

**Under what circumstances are homeless encampment removals appropriate?**

I oppose efforts to criminalize and stigmatize people that are experiencing homelessness, including homeless encampment sweeps.



**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?**

I believe in a baseline level of security and safety. I also believe that we need to address the root causes, from investing in mental health care, expanding food access points and advancing gun violence prevention to promoting youth enrichment services and mutual-aid groups, increasing substance use services and reducing violent crimes. It's a balanced and holistic approach wherein we all have a role in creating safety and health of our community. I will work with our first responders and community groups to see what funds are needed, set outcomes and measured goals, and develop a sustainable plan to ensure community and safety is centered.

**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?**

I come from a family rooted in civil rights action on the frontlines against segregation, police brutality, and inequality. I'm running for City Council because words and gestures have not addressed complex community safety needs facing our neighborhoods.

I want transformational change in law enforcement and plan to use this lens and continue my family's tradition of fighting for our community's most marginalized when evaluating all police contract proposals that come before me on the Council.

**How can Seattle encourage more people to ride transit?**

As we continue to develop and support different transportation plans, I want us to include the lens of diversity, equity and inclusion. I will support any and all efforts to encourage folks to use alternatives to cars. While we have started building an infrastructure throughout our city of new bus lanes and bike lanes, we must engage in and create intentional programming models for underserved and under-resourced communities.



It's also important that we encourage and create programming for underserved communities to have access to bikes. Safety for our biking communities is important and we have to lean on the expertise and experience of cyclist organizations to address safety needs and improvements.