



Preston Anderson Urbanist Questionnaire 2023

Seattle City Council, District 1

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

In our aim to become a more equitable and socially just society it is important that we make our environment increasingly more resilient and dynamic. With an anticipated growth of around 500,000 more residents in King County by 2040, with most of that population growth concentrated in and around Seattle, it is critically important that we increase the rate of housing density and expand public transit access. The careful implementation of these two critical pieces will have bearing on creating a thriving dynamic green economy, improved health and economic outcomes for residents, and becoming a sustainable and innovative international city.

I intend to allow for greater up-zoning--increasing building heights in neighborhoods throughout Seattle, particularly along important transit corridors. I intend to modify rigid permitting processes such as parking stall minimums and ensure that as we make these changes that reliable public transportation reach these areas. The goal will be to increase communities that are pedestrian friendly, reduce car congestion and pollution, increase our tree canopy and preserve forested areas, and encourage growth of local art and recreation centers within these urban villages.

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 believe that the recent proposed Seattle Housing Levy with a targeted budget of \$970 million is a step in the right direction to improving housing affordability in Seattle. Concurrent Washington State plans to invest in housing affordability and construction will hopefully be smartly located around the metropolitan region of Seattle to ensure equitable distribution of meeting our affordable housing targets.

I voted yes on Initiative 135 because I believe that for a City like Seattle to remain competitive economically, to be centered on values of social justice and equity, and to become a more livable city, we must ensure a wide spectrum of incomes are able



to live within Seattle. I foresee the region also making greater use of cooperative models of part-ownership of apartment homes. I also hope to encourage Seattle to become an innovator in reducing the cost-per-unit of affordable housing. This could potentially be achieved by encouraging standardization of building components and modularization of homes.

As we build out affordable housing it is important to also invest in efficiencies built into these projects, such as heat-pumps to heat and cool the homes, and incorporate other sustainable practices. This will further reduce long-term costs.

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

A perfect illustration where we can pedestrianize some city streets is Pike Place Market. No day parking should be allowed, nor should cars use it as a thoroughfare, however, vendors should be allowed to use vehicles to drop off their goods utilizing that access. However, other streets throughout Seattle are even more appropriate for pedestrianization and if planned carefully, building out plazas that incorporate cafes, trees and shrubs, and open spaces for activities. This will be a priority of mine.

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

It is likely that municipalities may be able to generate progressive revenue from capital gains excise taxes.

However, a priority of Council should be a focus on creating a dynamic and thriving economy. This may be accomplished by creating zoning more conducive to certain industries. It may also include small investments to spur other industries--such as the maritime industry. I mention the maritime industry particularly because the U.S. Navy is expected to invest an increased amount of money on modernizing their fleet. With the Bremerton Naval Shipyard needing improvements and also subsequently tasked to produce vessels, the Seattle area is in a prime position to shepherd investment in this area and increase jobs and additional businesses, which will add to the revenue stream.

What is your position on impact fees?



Impact fees are a necessary fee assessed on development which is reinvested (such as public transportation expansion) in a variety of ways to mitigate the consequences of growth, i.e. congestion. I support impact fees.

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

Repair or replace crumbling infrastructure, i.e. ensuring we have safe bridges;
Congestion relief--increasing public transportation options: buses, light rail, e-bikes;
Enhancing safety, to include increasing the amount of wheelchair/vision-impaired accessible streets with improved sidewalks.

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--particularly if some street lanes can be dedicated to the street car. There are sections of Third-Ave that are exclusively for buses--the same can be done for the street car.

Under what circumstances are homeless encampment removals appropriate?

Clinically appropriate housing is needed. We need to build out transitional housing, shelter sites that offer privacy and safety, and increase single-room-occupancy sites that are adequately staffed with trained professionals utilizing evidenced-based interventions and responsible for producing positive measurement-based outcomes. Some of these aforementioned housing options are more shovel ready than say a 200-unit apartment complex for formerly homeless people. Urgency is needed to ensure we interrupt the cycle of homelessness and the subsequent harms that manifest in how homelessness presents here locally--high drug use and overdose; sexual exploitation; financial exploitation; physical assaults; increased incidents of uncontrolled fires; and increased trash dumping.

I hope to have these clinically appropriate sites available quickly so that we may house our most vulnerable--those with significant psychiatric disorders and/or substance use disorders and our aged and disabled homeless population. As these housing options come online outreach workers will begin treatment planning and case management for individuals needing placement in housing. The outreach



occurs over a period of time, but with the ultimate goal of establishing rapport and getting people the help they need.

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?

Public safety includes an adequately staffed police department, and adequately staffed fire department, and an adequately resourced and staffed mobile crises team. A focus of mine will be to ensure all are staffed adequately to ensure they are able to carry out their mission without risk of safety to themselves or the community.

The police department will need to expand their recruitment efforts, maybe designating several liaisons with that task--locally and out of state (that is something SPD Leadership would be more informed to create a feasible plan).

I will focus on up-stream investments to ensure people marked by psychiatric instability and maladaptive behaviors are able to get the resources they need--with placement in stable and safe clinically appropriate housing with well-trained staff, managed by organizations that will create positive measurable outcomes. Having smaller, more dispersed supportive housing sites will be key to this approach in order to break-up the micro-economy/ecosystem of crime and drug-use. The crisis teams will be deployed for the more acute issues brought about by ongoing instability stemming from untreated behavioral health and addictions issues.

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?

All peace-keeping officers are currently trained in de-escalation tactics--and they should continue with a yearly training and certification process. The role of the police, when the situation allows (a trained officer with organizational accountability measures in place will be able to utilize appropriate discretion), will attempt to de-escalate a situation and make an arrest as needed. For calls (properly triaged and recorded) that don't require an armed-officer, we can have a mobile crisis team arrive



on scene (protocols will obviously be in place to ensure the scene is safe for un-armed crisis responders to approach).

A police contract that includes an independent investigative body will be needed to ensure a transparent process that leads to accountability the public deserves.

How can Seattle encourage more people to ride transit?

Expand transit into neighborhoods where bus routes have been eliminated. Offer electric buses/shuttles that have the capacity to store electric scooters/bikes. Increase light rail options--if we annex White Center we ought to expand the South King County High Capacity Transit Corridor to Tukwila. Offer areas for free-ridership (where financially feasible).