



Tammy Morales Urbanist Questionnaire 2023

Seattle City Council, District 2

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

Alternative 6 aligns with the work I've been doing with my Seattle Within Reach series of community discussions. This alternative addresses the disparity that manifests when we only put multifamily housing along transit corridors, which increases exposure to carbon emissions, creating health disparities. I'm a proponent of more housing everywhere, as I indicated in this op-ed last year:

<https://www.seattletimes.com/opinion/plan-a-green-equitable-seattle-that-embraces-mixed-uses-and-incomes/>

We need to eliminate our exclusionary zoning policy. This is an important tool for sharing the benefit created by public investment like social housing and providing greater access to all parts of the city to meet our housing goals.

Alternative 6 would support increased development of infill, ADU and small apartment buildings in all neighborhoods. And of course we must invest in more housing for low-income neighbors - especially seniors who are now having to work into their later years to afford living in the city.

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?

King County needs 112,000 new homes by 2044. For folks who can afford market rate rents, the private market provides options. For those who can't afford it - roughly 63% of renters - we rely on public investment to create the housing we need. Seattle will soon be voting to renew the housing levy which will create much-needed affordable housing and will support operations and maintenance of permanent supportive housing. I've been meeting with OH and the executive to address some of my questions, namely that there were not enough family-sized units included in the proposal. That said, I understand the need to leverage other funds like the payroll expense tax (Jumpstart) for larger units.

In 2023, Seattle voters passed Initiative 135, which creates a social housing public development authority to ensure permanent affordability in buildings they acquire or



build. This is an exciting opportunity to create housing that is affordable across the income spectrum and that takes the cost of land out of the equation by using publicly owned land instead.

In addition to these voter-approved tools, the comprehensive plan will be taken up by Council in 2024. We must increase our zoning capacity to allow for in-fill development and higher density construction of multifamily buildings throughout the city.

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

Priorities for me include safe routes to school and commercial areas where high pedestrian volume can support vibrant street activity. I'd like to see us expand the street cafe legislation so that every neighborhood has access to essential goods and services within reach of their home without having to get into a car. I support Seattle Neighborhood Greenways' proposal that every neighborhood in the city have at least one pedestrianized street. As an advocate for prioritizing pedestrian safety, it's important that our neighbors have safe access to the goods and services in their communities. We've seen in cities like Paris, that a gradual phase out of cars can move people toward understanding the value of change and shift understanding of how walkability contributes to community safety and vitality and can have economic benefits for local business.

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

I'd like to see a marginal increase the Payroll Expense Tax that has already proven to be an important tool. In the 2022 budget cycle I voted for CM Sawant's amendment to almost double the rates for 2 business tiers. I've been working with Central Staff and our law department to understand whether alternative approaches might be feasible, including the recommendations like a local estate tax, tax on high compensation, that came out of the 2018 Progressive Revenue Task Force report.

What is your position on impact fees?

I know these are controversial for some. I think transportation impact fees are worth considering. Most large cities do them to help fund public infrastructure. Given our clear need for a built-out network of protected bike lanes, our dearth of safe



sidewalks, and our significant lack of progress on reaching our Climate Action Plan goals, I want to consider any option that can help move people out of cars. We need to make leaving your car behind the easy choice. Increasing revenue to make roads safer and improve access to essential goods and services just makes sense. We're a C40 city and we should act like one.

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

Build out bike and ped infrastructure especially in neighborhoods with historic lack of investment

Connect bike fragments to create a real network; make it easy and safe to get downtown - like Montreal's bike highway

New neighborhood greenways funded by the installation of traffic cameras in school zones;

I would love to see some projects included that can start to shift the levy priorities from cars to people like funding the pedestrianized streets mentioned above.

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 project just needs to get done. It was never intended to be a big transit solution. It was meant to help get tourists and others move through downtown. If we're going to focus on the need to revitalize downtown, finishing this connection is an important step to facilitate movement for downtown activity. We have a fragmented system that we've spent millions of dollars on and it's incomplete. Fix it and move on.

Under what circumstances are homeless encampment removals appropriate?

If the encampments are obstructing a sidewalk, the residents should be asked to adjust to stop obstructing. If there has been violence or illicit drug activity confirmed, those responsible should be held to account. If there is nowhere for people to go, no treatment available, no services being offered, if the only thing happening is people are being moved from one side of the street to the other it is completely pointless and cruel to forcibly move someone and trash their belongings.



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?

Invest in upstream solutions, violence prevention, more housing options, greater job security, mentoring and job opportunities for youth. Improving public safety starts with improving the social determinants of health. Do people have stable housing? Good jobs? Access to health care? High quality education? Are they free from racial discrimination? Do they have access to economic opportunity and empowerment? There are lots of things we should be doing to improve our neighbors' lives that can result in greater community safety and none of it requires more police.

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?

Across the country, communities are re-evaluating the role police departments play in keeping communities safe, especially Black and brown communities. Rather than focus on reform department-by-department, we need statewide minimum standards for constitutional policing. I'm in alignment with the Washington Coalition for Police Accountability, which advocates for statewide policy changes to increase accountability and reduce police violence. I don't sit on the Labor Relations committee and even if I did, I couldn't discuss contract negotiations, but my position is that any contract must restore the accountability measures from the 2017 contract and must remove arbitration from the disciplinary process.

How can Seattle encourage more people to ride transit?

This will be a challenge now that Metro is cutting routes. Faster, more frequent and reliable service is how you make this the easy choice for people. I agree with King County Councilmember Balducci that we need to rebuild capacity and expand service as quickly as possible. That means raising driver pay and ensuring they have safe working conditions. It also means investing in bus lanes, better bus shelters and other transit infrastructure that can prioritize buses. And we need to be prepared to take advantage of federal infrastructure dollars to expand transit.