



Connor Nash Urbanist Questionnaire 2025

Seattle City Council, Position 9

What are your top three priorities to achieve in your term?

1- Greater accountability and transparency in the city council. The council is currently unresponsive to and actively ignores the community's needs. Council President Nelson also created a toxic workplace and allegedly prevented central staff from assisting dissenting councilmembers, leading to their resignation. My greatest priority is to bring accountability to the council through monthly office hours, vocally dissenting unpopular legislation, and pushing for greater transparency within the council. 2- Introducing legislation for a Green New Deal jobs program. FDR created the New Deal program to revitalize the American economy during the Great Depression by creating good-paying jobs for hard-working Americans. In 2025, we must have the same progressive policies to save our economy and environment simultaneously. I will push to use JumpStart tax money to create a jobs program to clean our neighborhoods, parks, and waterways. 3- Create holistic neighborhood safety plans. The city council has only thrown money into SPD and created useless anti-drug and anti-prostitution zones to combat crime in Seattle. I will push for safety plans rooted in community wants and desires, with funding and timelines to implement these plans.

How will you boost housing options, particularly for families of all incomes to live near where they work? How will you expand shelter space, emergency housing, and permanent supportive housing? How do you weigh community objections with the housing goals for your jurisdiction, while encouraging engagement from neighbors?



Seattle has a housing affordability crisis, yet vacant apartments and undeveloped lots exist throughout the city. I propose a Vacancy Tax on apartments that have been vacant for more than three months and lots that have been undeveloped for more than two years. This will boost revenue for affordable housing projects or lower rents, and spur development on the lots. I would focus on efficiently building quality affordable housing units by streamlining the permitting process.

I would also allocate greater JumpStart Tax and the proposed Vacancy Tax revenue to fund various shelter and housing options throughout the city. By having a greater variety, the city would meet the needs of more unhoused people and people experiencing volatile housing situations.

Affordable, permanent housing should be spread throughout Seattle and not concentrated in specific neighborhoods. Diverse neighborhoods are stronger than segregated ones, so it should be possible for anyone, regardless of income, to live anywhere in Seattle. Neighborhoods should keep their cultural or historical significance, and neighbors should have a say in it. However, objections like “poor people can’t live here” or “it will ruin the aesthetics” are unacceptable.

Do you support adding progressive revenue sources? Which ones would you support to fund your priorities? Or what cuts would you make to balance budgets facing increasing strain under Trump?

I support the highly successful JumpStart Tax, which taxes the payrolls of big businesses to fund affordable housing, economic development, and Green New Deal spending. These are key priorities for Seattleites, and we should use these funds for their intended purposes, not to fill budget gaps in the general fund or massively increase SPD's budget.



One of my major policy proposals is a Green New Deal jobs program. This would help clean our neighborhoods, parks, and waterways while creating well-paying, union jobs similar to those made by FDR's New Deal.

I propose expanding the tax rate ranges so more money is collected under the tax because of the economic volatility under the Trump Administration. The corporations that pay the JumpStart Tax have contributed to the city's economic and climate issues and need to pay more to offset their negative impacts. Having them pay their fair share benefits the entire city and those businesses through increased affordability, revitalization of small and medium-sized businesses, and a healthier environment.

The JumpStart Tax is sufficient to address Seattle's issues, and we would not need to add additional revenue streams at this time.

What is your approach to improving public safety over the next five years? How will you actualize it?

Public safety starts and ends with the community, and the city needs to listen to each neighborhood but deliver on its priorities. The city council and mayor have been prescribing unpopular solutions to safety issues, such as the Stay Out of Drug Areas and Stay Out of Areas of Prostitution Zones, and massive increases to SPD's budget, with minimal community input. Without neighborhood buy-in and support, no public safety measure will truly work. My approach to public safety is based on a community-centric model, like the Pho Dep model in the Little Saigon. Pho Dep brings together stakeholders from various backgrounds to brainstorm solutions for the neighborhood and create milestones to meet the goals. This collaboration allows stakeholders to work on their focus areas and meet multiple objectives simultaneously. However, public safety largely depends on the city following



through with funding projects, adequate response times, and proper staffing of community support specialists. These community-led plans can be actualized by meeting with stakeholders at least quarterly and holding government stakeholders accountable to their milestones. It would mean adequately funding community initiatives, like lighting and neighborhood redesign, primarily through JumpStart revenue.

How do you plan to improve public safety for transit operators and riders, and boost ridership and transit accessibility? What is your approach to making our streets safer for all users, especially with pedestrian traffic deaths rising?

Safety is an essential part of public transit for riders and operators, just as much as reliability and convenience. If people feel unsafe on the bus or light rail, they will not use it. I propose having more community personnel at bus stops and stations to stop potential safety issues before they get on public transit. There also needs to be a fast-track on bus barriers to protect the operators who keep our city and county moving. I will also push for stiffer penalties against people who intimidate or assault any public transit operator.

Making public transit safe for riders and operators will make it more accessible for everybody to use.

Safe streets are vital to me as a person who uses walking as my primary mode of transportation, and as someone living directly off of Rainer Ave, it highlights the dangers of our roads daily. Creating safe streets means creating additional barriers to slow down cars, through more street trees, protected pedestrian crossings, and improved lighting. It needs to be harder for cars to go fast on city streets. Ultimately, my focus as a councilmember will be on buses, bikes, and people over vehicles.



Goldilocks questions on the neighborhood growth centers in the Mayor's One Seattle housing plan: about right, should be more, or should be less? And why? In what ways could your city's comprehensive plan go further, and what would you push for to improve it during your tenure?

The Mayor's One Seattle Plan does not go far enough. If we want to address our affordability crisis, we cannot have islands of high-density housing in a sea of low-density housing. Concentrating affordable and multi-family housing in the same areas will create greater segregation and inequality in the city, which will only hurt our low-income and vulnerable residents.

Seattle needs to build more housing for all income brackets throughout the city, which means greater density everywhere. As your councilmember, I will push for increased density around all transit centers, schools, large parks, and large grocery stores. This will not only increase the housing stock throughout the city but will also put people closer to amenities that they will use. But ultimately, the islands of high density need to be larger and more encompassing to meet the city's needs.

I will also push to protect our culturally significant neighborhoods, like the Chinatown-International District, from overdevelopment and gentrification. Seattle's CID is on a national list of Endangered Historic Places because the city has concentrated development there, while "protecting" wealthy neighborhoods from development. That needs to end.

What are your transportation priorities in light of budget limitations?

My number one transportation priority is to ensure that our buses, bikes, and pedestrians are safer and more efficient. This means adding more bus lanes to make their routes on time. We also need bike lanes that are thoughtfully designed for the



context of each street - safe, connected, and practical. I will also prioritize investments in more sidewalks and protected pedestrian crossings to ensure everyone can walk through our neighborhoods safely. Another transportation and environmental priority is expanding our tree canopy through more street trees, especially in Seattle's heat islands. Tree-lined streets naturally slow traffic, creating safety for pedestrians and cyclists. We need more trees to combat both climate change and the risks posed by fast-moving vehicles. Another transportation priority is repairing and maintaining the city's bridges. The West Seattle bridge incident showed how close the city is to a major catastrophe that could harm countless lives. Proper bridge maintenance is a matter of safety, sustainability, and economic stability. Keeping our bridges in condition protects our community, supports our economy, and helps reduce environmental impacts.

What outcomes do you want to see from the Seattle Transit Measure up for renewal by early 2027?

I want a reliable bus service throughout the city from the Seattle Transit Measure. This means creating more bus lanes to bypass traffic and arrive on time. A focus on ensuring that transit riders take as few transfers as possible when going to any destination in the city is needed. Strategic planning will be key - we must optimize our bus routes and schedules to provide adequate service without unnecessary overlap or inefficiency. This means more buses where they're most needed, and routes designed to move people quickly and directly. I'm committed to investing in our bus stops to make them safe and welcoming for all riders. This means adding more bus shelters, providing seating, and ensuring trash collection so riders are protected from the weather and comfortable while they wait. Safety is a priority, and well-designed bus stops should shield riders from traffic and offer a sense of security and care. Recent changes by the Mayor and council have made it harder to track progress and measure success. We need clear, regular updates and



transparent reporting. The public needs to see where the money is going, how projects are progressing, and whether the Measure's goals are being met.

What is your stance on the Mandatory Housing Affordability program and particularly if it should apply to middle housing in formerly single family zones?

Like many public policies, the idea is better than the execution. Studies on the Mandatory Housing Affordability (MHA) program show a troubling trend: developers are not meeting affordable housing goals in areas where it is zoned. Instead, they're building more unaffordable units in other parts of the city. The MHA is not going as far as it needs to go. We must increase the "carrots" - subsidies and incentives, encouraging developers to build affordable units. At the same time, we need stronger "sticks" - higher fees for developers who choose not to meet affordable housing requirements. Most developers are currently paying the fees, so the city has room to increase those fees. The additional funds can then be reinvested directly into affordable housing projects, ensuring the burden of our housing crisis doesn't fall on the most vulnerable. I am not against MHA funding going toward "missing middle" housing. However, I would want MHA funding to be maximized and used to build as many quality affordable housing units as possible. The MHA funding should be used to create more apartment buildings rather than townhomes.

How do you think the city should approach the idea of reallocating space away from parking and single-occupancy vehicle travel?

A feature and a problem of Seattle is that we are a car-centric city, and many depend on cars. People need cars to experience the beauty of the PNW. But our city planning should not revolve entirely around cars and parking. We need to prioritize multimodal transportation options - buses, bikes, and walking - so that people who choose not to drive can thrive. By rethinking how we design our neighborhoods, we



can create more sustainable, accessible spaces without sacrificing what makes Seattle special. If the city removes parking spaces, there must be greater opportunities for walking, biking, or public transit. If the city removes parking and doesn't provide other opportunities, people will still use their cars, and the streets will be cluttered.