



Jamie Fackler Urbanist Questionnaire 2025

Seattle City Council, Position 2

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

My primary goal is to make bold progress towards ending our housing affordability and homelessness crises, with an equally strong focus across all three proven solutions: Supply, Subsidy, and Stability. South Seattle's diverse communities are too often the victims of traffic violence. I will enact legislation that invests in safety improvements to our main corridors, particularly Rainier Ave and MLK Way in partnership with Sound Transit. Finally, tackling the drug crisis in Little Saigon is essential. Our son attends school near 12th & Jackson and our family sees on a daily basis the growing humanitarian crisis and also the impact it's having on the community.

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?

Treat this like the emergency it is:

* Increase Supply - Legalize mid-rise (6 story) housing within a 15 minute walk of bus rapid transit / street car stops, large parks, and schools. High rises within 5 minute walk of light rail. Spur creation of stacked flats in all other residential areas by doubling the stacked flat FAR bonuses, removing lot size minimums, lowering



infrastructure fees, and by exempting missing middle housing from MHA. Eliminate parking minimums NOW (not in 18 months).

* Strong Subsidies - Increase JumpStart by \$200M/year to restore the corporate-backed council's cuts. Convert MHA into funded inclusionary zoning (similar to the state TOD bill and MFTE), which is essentially a wealth tax on land hoarders.

* Broad Stability - Preserve and expand tenant rights. Enact a Capital Gains tax to fund rental assistance, shelters, tiny house villages, mental health services, and permanent supportive housing.

* Public Engagement - Reform our public engagement system by having community outreach near the beginning, not the end of a project, so that people can give more genuine feedback than just "should this happen or not?" It is important to remind the public that none of us want to see our neighbors become unhoused when discussing locations for shelters.

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?

Yes, tax the rich. We're one of the wealthiest cities on the planet. There is no reason for austerity and cuts. Seattle has one of the most immoral and deeply regressive tax systems in the country. Working families are paying a local tax rate 2-3X what Amazon's CEO is paying.

My first priority will be to increase JumpStart to 4% for all compensation tiers so we can fully fund our essential services. I also propose an additional 3% temporary



increase to JumpStart on the large corporations in Seattle that benefit from Trump tax cuts. I would use this revenue stream to fund public services in Seattle that are losing Federal money due to Trump's tax cuts, and I would set this additional payroll tax to expire when Federal funding is restored.

Create a city Capital Gains Tax, equal in size to the state's existing 7% excise tax rate.

Relieve working families by cutting the city's sales taxes and B&O taxes on retail businesses (which are just another sales tax). Renters indirectly pay their landlord's property taxes, so I will work to increase the usage of funded inclusionary zoning and MFTE to reduce the indirect property tax burden on renters.

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

I am going to deal with today's crises by: 1) Making sure our police department is fully staffed for the jobs that need a police officer such as dealing with violent crime, arrests, and security during large events. 2) Increasing police accountability, so that people feel they will be treated with respect within the workplace by other officers and can take pride in their work if hired. One common reason officers have told us they resign is lack of respect from their coworkers in the workplace. 3) Reallocating jobs that police officers have told us they do not want or need to do, like traffic/parking enforcement, wellness checks, mental health crises, simple drug possession, and certain types of domestic strife. 4) Allowing CARE team to respond to these crises without an armed police officer, so that police are available to respond to crises they are actually needed for. I'm going to prevent tomorrow's crises by: 1) Investing in early childhood education 2) Restoring \$8.5M for mental health services in schools that the corporate council cut. 3) Alleviating the financial



burden of housing and cost of living expenses that leave people trapped in cycles of poverty.

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?

* Shields for bus drivers in existing buses and cockpit-style compartments in new buses. Prioritize driver calls to 911 (currently goes to Metro Sheriffs). Honored to be endorsed by ATU587.

* Expand our bus system, both in coverage and frequency so that it becomes a more convenient, reliable, and attractive alternative, with dedicated bus lanes along the complete lengths of South Seattle's major arterials. Public restrooms at transit stations.

* Lower ORCA LIFT rates and expand free transit for youth up to age 23, as well as for seniors, and for people with disabilities.

* Engage with Sound Transit to develop a robust Rainier Valley Safety Plan At South Seattle light rail stations:

- Install barriers that force drivers to only turn right.
- Install gates to stop cars and pedestrians crossing when trains are approaching.

*Get serious about Vision Zero:

- Raised crosswalks on arterials in high density areas



- Narrow vehicle lanes in pedestrian areas with curb bulbs and wider sidewalks (and more street trees!).
- Continue and expand Morales' proviso that funds concrete barriers protected bike lanes on MLK, Rainier, Beacon Ave.
- Move traffic/parking enforcement from SPD to SDOT so that the same team that enforces safety is also engineering our roads to be safer.

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?

I want to add more and increase the size of neighborhood centers in historically walled-off neighborhoods like Laurelhurst, Magnolia, and Madison Park to protect BIPOC communities in Southeast Seattle from displacement. District 2 has absorbed a lot of new density; let's open up our wealthy enclaves throughout the rest of the city to working families.

Some of our growing population are our kids coming into adulthood, wanting a place of their own. Some are newcomers, people from around the world searching for opportunity. This city has never been about shutting the door on anyone, so we should not force our housing market into a game of musical chairs where you have to push someone out of their place to have your own. We must therefore increase density across the whole city so that no one neighborhood takes the brunt of development.



We should also legalize corner stores, neighborhood cafes, and shops everywhere in the city, so that Seattleites have more opportunities for people to start small businesses. Everyone in Seattle should live within a 15 minute walk of a neighborhood like Columbia City.

What are your transportation priorities in light of budget limitations?

We are a wealthy city. There is no reason to limit our budget for our transportation systems. My priority is fulfilling the Vision Zero promise by re-engineering our streets, particularly our arterials in South Seattle. I'll pay for it by implementing congestion pricing in the downtown core. This program will have discounts for low-income downtown workers/residents and members of the building trades who have to drive to job sites downtown where they are required to bring their own tools. With this boost in transportation funding, my priorities are: 1) Improving safety around existing D2 light rail stations, but also improving access to the new light rail stations at Judkins Park and Boeing Access Rd. These are going to become hubs for our district, and they need to be safe for people to use. 2) Identify and place shared streets, authorized by SB5595, in District 2 to support walkable neighborhoods. 3) Pairing improved transit service with housing policies that encourage new, dense development can be budget positive (sales tax on construction materials, property tax on new buildings), while car infrastructure is an expensive drag on our budget. Most importantly, it fosters climate resilient and safe walkable neighborhoods.

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

The Seattle Transit Measure is a regressive sales tax. Instead of renewing it as a sales tax, let's build on the success of congestion pricing in New York City and renew the measure in 2027 as a progressive congestion pricing system in Seattle's downtown



core. This program will have discounts for low-income downtown workers/residents and members of the building trades who have to drive to job sites downtown where they are required to bring their own tools. NYC has unlocked billions in revenue for their transit system with congestion pricing. By switching this measure from a sales tax on working families to a progressive tax on Cybertrucks driving to Rainier Tower, we can: 1) significantly increase our investments in transit service and frequency. 2) Expand the Transportation Access Programs which serves many diverse communities in South Seattle. 3) Implement significantly more transit spot improvements throughout the city.

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

While the intention of MHA is good - prevent displacement - it is actually a tax on middle class renters to subsidize housing for low-income families. Most developers opt to not make some units affordable, but instead pay the MHA fee. This fee just gets passed down to their tenants, making their units even more unaffordable. In many cases, multi-family homes don't get built on property where it is permitted because the MHA fees would make the project unprofitable. I will replace the fees that developers have to pay with a property tax credit to offset their costs of making some units subsidized (below market rate). This "funded inclusionary zoning" model is what Rep. Reed's Transit Oriented Development bill and also our MFTE program use, and is effectively a small wealth tax. The original intention of MHA was to offer density bonuses to for-profit developers in exchange for funding or setting aside some units for below market-rate housing. We should not apply MHA to missing middle housing. Very few families want an extra floor in their townhouse. We need more carrot and less stick.



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

Nearly a third of the land in Seattle is pavement, prioritizing storage and movement of motor vehicles over people and communities gathering. We must reverse course by:

- 1) Creating more people streets closed off to cars, like Paris or Amsterdam, authorized by SB5595. Converting as few as 6 on street parking spots into a community space can be transformative for a neighborhood.
- 2) Convert on-street parking into bike lanes and bus only lanes to help D2 residents get around quickly and safely by transit and bicycling.
- 3) I want to add more Home Zones in South Seattle - a set of neighborhood streets where traffic speeds and volumes are low and people of all ages and abilities feel safe, comfortable, and welcome walking and rolling - whether they are heading to work, school, the grocery store, or a friend's house.
- 4) Creating School Streets like the ones in Paris to provide children with safe routes to class.
- 5) Allocating existing on-street parking space to expand our urban tree canopy with new growth trees in parts of our city that suffer most acutely from the heat island effect.
- 6) Creating parking maximums in high-density transit areas, so that there is more space for housing and businesses.