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**COMPLETE****Collector:** Web Link 5 (Web Link)**Started:** Thursday, June 08, 2017 4:23:26 PM**Last Modified:** Friday, June 09, 2017 5:12:27 PM**Time Spent:** Over a day**IP Address:** 173.160.204.42

## PAGE 2: Candidate Profile

<b>Q1: Candidate Name:</b>	Jessyn Farrell
<b>Q2: Campaign Email:</b>	info@jessynformayor.com
<b>Q3: Campaign Manager:</b>	Lily Eriksen
<b>Q4: Consultant:</b>	Christian Sinderman
<b>Q5: Position Sought:</b>	Mayor of Seattle
<b>Q6: Campaign Phone:</b>	206-856-1669
<b>Q7: Website:</b>	jessynformayor.com
<b>Q8: Campaign Address:</b>	
	PO Box 27113 Seattle, WA 98165
<b>Q9: Campaign Amount Raised (as of date?)/Planned:</b>	We raised over \$40,000 in the first four days since I stepped down from the legislature. Our total planned budget for the primary and general is \$800,000 to \$1.1 million.

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**Q10: What single issue is the most important motivator for your run for office? What proposals do you have for dealing with it?**

I've devoted my entire career to equitable transit and transportation policy, and it's the reason I ran for office after my service as Executive Director of Transportation Choices Coalition. I'm the transit candidate in this race and I will bring the leadership and long-term vision to putting Seattle on track to have the most equitable, forward-looking public transportation system of any major urban center in the United States. This is my passion.

We need a truly integrated transportation system. This means a network of bus, rail, and walking and biking paths that make door-to-door transportation outside of single-occupancy vehicles a real alternative for everyone, while also acknowledging the need for vehicles. I will deliver on the policies that will continue to make our City the innovative, inclusive, and global leader that we've become.

**Q11: Is Seattle divided politically between renters and homeowners? What are the issues?**

No,

Please explain

There are people in every single neighborhood who are worried about affordability, whether it is their kids not being able to buy into Seattle, whether they're worried about property taxes or whether they've been in their houses for 40 years and now they're on a fixed income. Clearly, renters are worried. Both renters and homeowners are hit by the affordability crisis: we are all in this together.

**Q12: Is Seattle divided politically between neighborhoods and developers? What are the issues?**

No,

Please explain

I would not characterize the disagreements about issues like transit-oriented development, upzoning, density, and growth as between developers and neighborhoods. Residents of neighborhoods come from many different perspectives, but they share with each other and with many, if not all, developers a desire for Seattle to be an affordable, welcoming, vibrant, and prosperous city, diverse in the cultural, environmental, and architectural qualities of its neighborhoods.

**Q13: Do you support restoring the role of neighborhood community councils in the planning and zoning process vs "one size fits all" upzones? What is that role?**

Yes,

Please explain

I've been consulting and engaging in neighborhoods throughout my campaign. I do believe that representative voices of neighborhoods are important in decision making. I'll look closely at this as Mayor. Just as we allocate population growth across the region through the Puget Sound Regional Council's 2040 plan, we need to set a target of \$1 billion in affordable housing and allocate affordability targets across the entire city, so we're not letting any neighborhood off the hook. Then create neighborhood-based plans that use an array of affordability tools, so some neighborhoods are going to focus more on rental vouchers so that people who are living in current housing can stay there; some neighborhoods are going to focus more on accessory dwelling units; some neighborhoods are going to have more traditional density. We need a strategic plan for the city that allows us to hold ourselves accountable, and then we can create programs within every single neighborhood.

**Q14: Do you support the HALA Grand Bargain? Why?**

Yes,

Please explain

To keep our City affordable and inclusive, we need the right set of policies that ensure that our housing supply keeps up with demand. We should be building on HALA by taking additional steps: appropriate up-zones, reducing setbacks, streamlined design-review processes, permissive DADU and MADU policies, and transit-oriented development, among others.

**Q15: Seattle is one of the few cities that does not charge one-time developer impact fee (e.g., 5%) to pay for infrastructure (schools, parks, streets) so that growth pays for growth, as provided in the Growth Management Act. Do you support developer impact fees for Seattle?** Yes

**Q16: Most cities in our region use developer impact fees to pay for school construction caused by growth. What should Seattle do to relieve Seattle's school capacity crisis (growing 1,000 students per year since 2010; short 600 classrooms)?**

We should have impact fees on developers to support public school infrastructure.

**Q17: Do you support increased city funds for the preservation of older, more affordable rental apartment buildings?** Yes

**Q18: Does building more housing supply create more affordable housing? What should the city do to create more affordable housing?**

Yes,

Please explain

There are several drivers for affordability. A core driver is actually our revenue system in our state which, without an income tax, relies on sources like property and sales taxes. Rising property taxes do increase the cost of housing. As Mayor, I will be a strong voice for revenue reform at the City and State level. Alternative revenue sources like income, capital gains, pricing carbon, and other sources can help to diversify our resource base and move us away from a dependence on property. The City should work to take a few steps on affordable housing: (a) revenue reform, (b) increasing the supply of housing, (c) invest significantly in permanently affordable housing through partnerships with affordable housing developers and funded by development impact fees, among other sources. These are a few steps I believe in.

**Q19: In the context of HALA, how do you define affordable housing? Low income housing?**

Affordable housing should cost no more than 30% of a family's income. Low-income housing is for people who make 80 percent or less of Seattle's Area Median Income.

**Q20: The HALA is virtually silent on livability. How do you define livability and what should Seattle do to increase it?**

A livable city provides a great quality of life for new and existing residents. This means public libraries, parks, neighborhood stores, affordable housing, practical transit, sidewalks, bike lanes, and well-supported schools, but it also means being welcoming to renters and homeowners, people of different race, ability, sexuality, national origin, religion, and gender identity. To increase livability, Seattle should listen to all of its residents and focus on their needs, not the needs of tourists or corporations. Representative neighborhood groups are a key part of this process in preserving cultural and environmental spaces in neighborhoods. As a Mayor who knows what it's like to raise a family in the city, I will invest in the elements that will make Seattle more livable for the next generations.

**Q21: Is parking part of livability?** Yes

**Q22: Would you sponsor a citywide conversation to establish a shared definition of livability?** Yes

**Q23: Rents have been rising over 7% per year, despite tens of thousands of new units being built or permitted. In order to retain working class service-sector renters would you support a workable plan for rent stabilization (limiting rent increases), and/or would you lobby for changing the state law that prohibits it?**

Yes

**Q24: Seattle lacks 11,600 block-fronts of sidewalks, two-thirds of them north of 85th, dating to when the area was annexed in 1954. The Move Seattle Levy provides for 230 additional blocks of sidewalks over nine years.**

Are sidewalks an element of livability? Yes

Are sidewalks necessary for ADA accessibility? Yes

Are sidewalks necessary for a 10-minute “walkshed” that defines an urban village? Yes

Are you willing to make accessible, safe sidewalks for all a higher priority than in the Move Seattle Levy? Yes

**Q25: The city has been allowing greater building lot coverage and our tree canopy has shrunk to 28%. Would you restore a 40% tree canopy goal in the 2035 Comprehensive Plan and make sure the goal is reflected in the Municipal Code?**

Yes

**Q26: Do you support open space goals (per thousand residents) for Urban Villages which were removed from the 2035 Comprehensive Plan?**

Yes

**Q27: Would you support prohibiting RPZ passes to residents living in small efficiency dwelling units (e.g., micro-housing) designed for a car-free life (i.e., without parking and near public transportation)?**

No

**Q28: Would you support requiring some off-street parking for new development in Urban Villages?**

No

**Q29: The Mayor recently defunded Neighborhood and District Councils. Would you support re-establishing a role in city decision-making for these groups?**

Yes

**Q30: Describe your understanding of the causes of homelessness.**

The City of Seattle’s recent survey of the homeless showed that the most common causes are a lost job, alcohol or drug use, rent increases, mental illness, and domestic violence.

**Q31: Name two steps you would take to address the homeless crisis.**

The key to combatting our homelessness crisis is to focus on housing first. There are several immediate steps I would take to set the table for more permanent solutions. First of all, we should have sanctioned encampments in areas where services are available--public safety, mental health services, and sanitation. As mayor, I will put those in place before the next rainy season. The second step is that there is more experience now with tiny homes. They’re not a permanent solution, but as a drier place to sleep where people can keep their possessions safe, they’re a good investment. There are a lot of unions and other non-governmental entities that are eager to step up and provide that kind of housing. The third step is that we need to inventory the shelter space that the city has access to. There are other buildings that King County has, that Seattle has, that other entities have, that even the private sector has, that could serve as shelters. We need to do that because the homelessness issue is, in part, because there just aren’t enough shelter beds.

**Q32: If this is not your first election, what other offices have you run for? If it is your first campaign, what other campaigns (candidate or issue) have you participated in? What did you learn from those campaigns?**

I was the State Representative for the 46th Legislative District since I was first elected in 2013 until just a few days ago. In those campaigns and my time in the Legislature, I've learned that it is possible to bring people from different points of view together around shared goals by truly listening to their concerns and incorporating their ideas. Progress is hard and sometimes requires compromise, but my record shows that it's possible. I'm hands down the only candidate in this race for mayor with a clear, progressive track record of legislative accomplishment. I've chaired the Working Families Caucus in Olympia and as Vice Chair of the House Transportation Committee, I led on the legislative authorization of Sound Transit 3 with landmark requirements for affordable housing. I led on statewide progressive priorities: statewide minimum wage, paid sick leave, and protections for mothers. I also built the coalitions that went beyond the rhetoric to deliver results: I secured \$500 million in funding for housing and education in Seattle, provided protections for pregnant working women, and passed bills that are making our roads and rail system safer.

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