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CANDIDATE NAME Isabelle Kerner – Kerner for Council

Question 1 **Magnolia Bridge**

The Magnolia Bridge is reaching the end of its useful life. Do you support the replacement of the Magnolia Bridge at its current location? If so, describe the necessary steps to accomplish this goal and how you would lead the process for District 7. If not, what alternative(s) do you recommend for replacing the access by Metro, school busses and truck traffic to Magnolia and the neighborhood provided by the current bridge?

While I do support the replacement of the Magnolia bridge at its current location, I do not exactly think it is as large of a project as current and previous Administrations and Public Officials of Seattle have led the public to believe. I have examined and looked at the bridge on numerous occasions. I have thoroughly reviewed all previous plans for the bridge replacement where they are kept in the Central Library Archives in the Seattle Room.

In comparison to other bridges and infrastructure developments that have occurred in Seattle, I am shocked that the bridge has not yet been replaced. The bridge poses an extreme threat to the public's safety. While the City of Seattle recently closed the Battery Tunnels in order to fill it with the remains of the viaduct on the grounds it was 'unsafe' and not up to code for 'earthquake standards', the City and the Public have known that the Magnolia Bridge is Seattle's most dangerous bridge for decades. Nevertheless, they have done nothing except talk about it.

This leads me to believe that the bridge replacement has been put on hold for reasons privy to certain interest(s). The idea that the entire bridge needs to be demolished and completely rebuilt is quite ridiculous to me. This is not a bridge that passes over water. This bridge is also almost entirely ground level except for the end stretch

that goes to the top of Magnolia.

I believe that anything is possible as long as someone has thought of a how to do it. For this reason, I think the Magnolia Bridge could be ‘replaced’ by essentially renovating it from the inside out without having to close it for significant periods of time, or worse—having no bridge at all. If the bridge goes down, I think they will come up with some reason to keep it down.

Because both sides of the Magnolia bridge are accessible via land on one side (railroad), water on the other side (cruise terminals), materials to renovate and lift the bridge could be brought from both sides and existing structures could temporarily serve as supportive scaffolding to be used in conjunction with construction.

While I am not trying to over-simplify this project or pretend I am a civil engineer, I am an artist and I am quite creative. This is why it is difficult for me to understand why Seattle is treating the Magnolia Bridge like it is the biggest project Seattle has ever taken on. I believe the best option would be to convert the existing bridge into an extradosed-like bridge by including elements of a box-girder bridge and a cable stay bridge.

Because the deck of the Magnolia bridge is already very shallow, it is an excellent choice for this type of renovation. It would also ensure that the character and historical components of the bridge are preserved while eliminating excess costs and problems that would likely result from demolition.

First, several towers would be installed equally spaced apart along the side of the bridge and the curves and ramps surrounding it. These towers would not need to be as tall as full cable suspension bridges because other components would ensure the integrity of the bridge.

Next, stilts would be placed underneath the bridge to ensure its stability throughout the process. The bridge would be divided into sections that would serve as future ‘pieces’ that would fit together in the final step of the process.

Third, by using 3D technology to map the bridge, engineers would encase the deck of the bridge in bolted and welded pieces of steel or carbon composites—whichever is determined to be most cost-effective and safe in the long term. Then the divided deck pieces of the bridge would be wrapped (sort of like a Christmas present or a retainer) in steel or other similar material. The encased deck would have clips for cables to be connected to during the final stages.

In the last step, the bridge would briefly close for attachment of steel cables emerging from the installed towers to the encased deck. A crane would lift each section of the bridge to concurrently attach and tighten the steel cables and fit each piece together. The pieces would be intentionally designed to not fit perfectly together, adding an additional structure of support through the tension between them (like an 18th century bed frame). At

lease four pieces would be added to connect the newly lifted bridge to the current entrance and exit routes and ramps.

The result would be a newly lifted Magnolia Bridge that would not only be earthquake stable, larger, and easy to repair when parts of the new bridge deteriorates—as is the case with all major infrastructure. Nothing lasts forever. There would be at least three safety guards in the event that one fails to ensure that the integrity of the bridge is always safe and continuously repairable. This would serve as an innovative, less costly, and feasible bridge option as it would also free the land underneath the bridge. Freeing the land underneath the bridge would ensure the project was feasible by taking into account interests against the bridge replacement as it would add additional land that could be used for transit, walking, parks, and bike lanes. This more of a 2:1 replacement than a 1:1 or 0:1.

Question 2 Sound Transit

Sound Transit will build a light rail line from West Seattle to Ballard. The agency currently is studying the route past Magnolia and Queen Anne. Two key issues are whether the route will create a significant loss of capacity on 15th Avenue West, both during construction and permanently; and whether the crossing of the Ship Canal will be by tunnel, high fixed bridge, or drawbridge. What are your views on this project from a Magnolia perspective?

While I am not against having a light rail going from West Seattle to Ballard, I am not on board with Sound Transit's current proposal. I do not feel this City has the geography or capacity for more on-ground transit. We need to think a little more creatively. I am more than certain this project would cause significant loss of capacity on 15th Ave West both during construction and permanently. I cannot think of an instance when any of these projects have not. I think the best option from both a Magnolia and overall Seattle perspective would be to build transit above-ground like we did with the Monorail.

This would allow Sound Transit to have their West Seattle to Ballard 'light rail' without reducing capacity on 15th Ave West. It could also be incorporated and connected to the above referenced bridge reconstruction which would serve as an easy, fast, and visually intriguing route for tourists coming from the Cruise Terminal and other Seattleites. I feel Seattle used to highly prioritize its transit and transportation plans to ensure they did not take away from the beauty of Seattle. This does not seem to be the case anymore. Regardless, if Seattle had greater appreciation for aesthetic when devising their transit and transportation projects, I believe a lot more people would use them.

Question 3 Property Crime

Property crime is currently a low priority for the City of Seattle but an increasing problem in Magnolia, both in numbers and in residents' perceptions. What solutions do you have for dealing with increasing property crime? What is your understanding of the level and types of crime in the Magnolia neighborhood?

I can say with certainty that the increase in property crime is completely related to the Urban Camping Crisis. I've actually found a backpack that was stolen from my car last year while I was visiting one of the Urban Camps. I don't need it anymore. I would assume these crimes include: mail theft, package theft, home burglary, car burglary, trespassing, graffiti, vandalism, littering, and of course—camping.

If we solve the Urban Camping Crisis, we will immediately see a reduction in property crime. I have been to over 100 of these camps I can find alone. As it turns out, I'm not a huge threat. They trust me. I don't give them any money, food, or water and they know that. They also know I am running for City Council which is why so many of them trust me. No one else running is talking to them or trying to understand the problem from their perspective. They know it best. The reason I go down to these camps against the advice of others is because I know that they need to be part of the solution in order for it to work in the long term. The urban campers are not all the same. They have different backgrounds, interests, talents, stories, and many of them are heavily addicted to meth and heroine. Addicted or not, the majority of them are incredibly intelligent. What you see on the streets is half what is actually going on. Some can unlock any electronic device. Some know how hack the power grid. Some can hack the water supply. Some of the camps have booby traps. You have to know what to look for. The traps are not meant for the common citizen but for the other campers who steal from them. Not all the camp groups get along.

I have also been to a few of Seattle's emergency overnight shelters. I had to pretend to be 'homeless' and my urban camping friends told me exactly what I needed to say just to get in for 5 minutes and see for myself what it looked like on the inside. I can say that the conditions of some of these shelters are hardly less horrific than the camps we see every day. You also have to line up, bring all your things, and then get out first thing the next morning. It's exhausting and not all of them are motivated, hopeful, or inspired.

Here is the plan.

I am going to describe it the same way I would plan any project. Seattle is the canvas. Here are the materials:

1. 575 Shipping Containers
2. 23 plots of Vacant/Underutilized city-owned land (parcels mostly located where the urban campers and shipping containers already are (i.e. industrial district, side of i-5 and i-90, etc.).

3. Kiosks
4. Urban campers
5. 184 On-Site Managers (qualified and experienced to diagnose, prescribe and treat mental/health addiction disorders too) paid an average salary of \$90,000 over 12-18 months
6. Support and collaboration from businesses of all sizes in all industries
7. \$20,000,010 dollars

4,048 - 8,096 Urban Campers will be off the streets in the first 6 months of 2020 and be placed in secure, modified shipping containers. These containers will be arranged like LEGO's, will look like dorm rooms and serve as transitional housing for 3-8 months depending on which 'set' the campers or camp groups best fit with. This would be determined by the issues they are facing, their background, and their work experience. This is not permanent housing. This is a Grace Period Project that gives every individual access to **temporary** housing so they can shower and securely store their belongings. It is not self-governed, there will be 8 site managers at each of the sets trained to address the needs of the individuals and families who **temporarily** reside there. These sets would be spread out across Seattle. Each 'set' would directly correlate with the issues these individuals are facing.

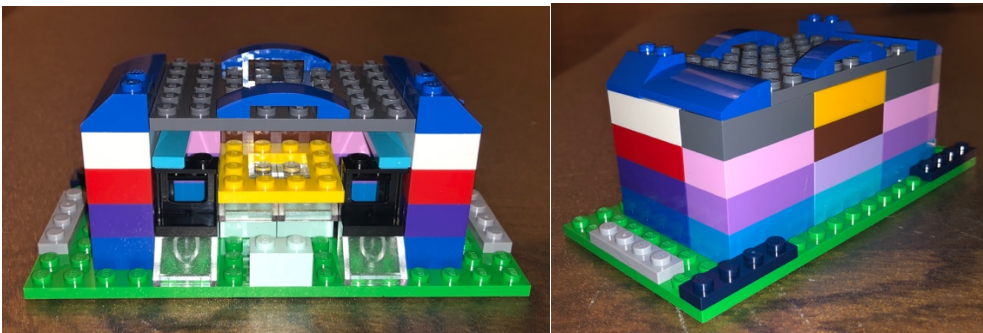
In other words, you would have the drug-addicted and mentally ill in some sets, families and/or individuals who have just fallen through the cracks and do not have serious substance abuse and/or mental health issues in a different 'set'. Women and children fleeing domestic violence placed in another 'set'.

There would also be a program that would give these individuals the opportunity to save money by helping to clean up the mess that urban camping has created. In other words, individuals would use their access card to deposit trash, used needles, etc., into a large ATM-like Kiosk. We would also partner and trade with large tech companies like Microsoft and Amazon to set up the technological infrastructure in return for avoiding any type of future head tax. They could do it a lot faster than Seattle. These funds would serve as an FSA-like fund for housing. Cash cannot be taken out this fund. This would clean up the mess, get individuals off the streets, provide them with an opportunity to save money and work with Washington State programs like the Apprenticeship Program to concurrently pair these individuals with businesses struggling to meet the increased demand for skilled workers.

This way, the campers stop camping, they exit the program with a job that aligns with their own talents, passions and interests. Once the campers stop camping, the campers stop committing property crimes. Some camp groups deal with the same problems we do from opposing camp groups.

In sum, these shipping container ‘sets’ spread across 23 areas of Seattle are basically college dorms and trade schools for the urban campers. They might have to live in a box with a roommate they could choose and sign up to shower, but that’s how it was when I went to college. They will also have to follow some rules. Trust me when I say the majority of them they want and need this opportunity. I have spent a lot of time talking to them. They are on board. This is how we save Seattle. If it works, which I am confident it will, it will also be profitable. If we get to the end point, we won’t need these renovated containers anymore and we can load them up and sell them to another city. We have to set the example here first. What we have already done is not working.

Here is the LEGO model prototype for one example ‘set’!



Question 4 Accessory Dwellings

A proposal before the City Council loosens regulations for accessory dwellings on all of Seattle’s single- family lots. What is your position on these changes? What methods do you propose to increase affordable housing or increase density within our district?

If people want to build something in their backyard or their garage, I say just do it. Make sure your neighbors are okay with it. Get permission from your block in writing. This decision should be left to land owners. This shouldn’t be a decision made by nine people. As far as I am concerned, there is very little oversight over zoning and regulations anyway. Call it art project if you need to. I don’t think there are many regulations on art yet as long as it is on your own property, isn’t blocking anyone’s view, creating disruptive noise, or hurting anyone. The rate that this City’s administration is moving is way too slow to effectively manage the growth or increased density on their own. The City needs to restore some of its power back to the people until they can better operate. We need to work with businesses of all sizes and include everyone to make sure there is no displacement. Personally, I do not think the City has any business policing what people want to build in their back yard as long as the community is okay with it—especially if it provides an incentive for more housing to be built that profits the people and not just the developers. A backyard, garage, or accessory dwelling will have very little effect on anyone’s property taxes, and if it’s profitable why not?

As far as affordable housing goes, I think some of it is propaganda. First it was a homeless crisis so someone decided we needed more houses—but we didn't build houses, we built tiny cheap apartment units in tall, obnoxious buildings by making a deal with the developers that exempts them from paying property taxes at the expense of raising everyone else's. After this attempt only aggravated the problem, it was an affordable housing crisis.

I'm not going to bother citing the statistics because I already know that you can easily manipulate data in order to come to whatever conclusion you want. So I am going to go off what I can see for this answer. I see for-lease and vacant signs everywhere and I see a lot of camping. I see local businesses closing too. For this reason, I don't believe we have a housing shortage. There are plenty of vacant units in Seattle. Some of them are funded by other states and even other countries. These developments create noise, shaking, proliferation of easel no-parking signs, and they displace people who have paid off their home but have to move because they can't afford to keep up with increasing property taxes, especially if they are retired and on a fixed income. To increase density, we need to give people their power back and follow the first rule and do no harm.

Question 5 View Parks

Magnolia Park and Magnolia Boulevard Park are beautiful Olmstead-designed parks, well known for the iconic Seattle views they provide to the public. Unfortunately, these views are being lost to overgrowth in the parks. As a member of the Seattle City Council, what steps will you take to see that Parks has the funding necessary to see that those public views are restored and once restored, maintained and protected?

I would prioritize the parks before appealing to the interests taking funding away from them. Some of the campers I have talked to are actually former park workers who are very passionate about the environment. They would love the opportunity to get back on their feet and work for the park departments. These are usually the solo, or pair of middle aged non-drug addicted campers. They keep their camps clean, but have told me that the City keeps taking away trashcans in an attempt to combat camping. Some of these campers have adapted to a survivalist lifestyle. However, with the increasing rise of other campers and groups who are addicted drugs, steal from them and destroy their camp grounds, they are ready to get back into the community as long as they can still be connected to nature and work for the parks.

On another note, I think it's time for a waste reform. We need better, brighter, persuasive waste bins. Then we need agree to repeal the sugar tax in return for the compliance with a new policy requiring every package or label printed to have one visible color dot printed on it that directly corresponds with where it should be deposited.

As it turns out, Seattle does not really recycle. Now—I won't lie. I'm not a great recycler or composter. Truth be told, it is very difficult to know what is and is not recyclable, compostable or trash anymore. It is very much like the periodic table of sustainability with more invisible numbers than there are options. It just is not clear. After visiting and talking with some of the trash, compost, and recycling facilities, it turns out almost all of it really does go into a landfill.

Further, there are not enough trash or recycling bins. While I am not sure who decided to make them all grey, black, blue, or green, I'm guessing at some point long ago someone thought it was a good idea to camouflage waste bins so they 'blend in with nature'. I think it's time for a reform. Even certain camp groups have figured out that recycling is profitable when executed correctly (that's why some scrap metal and camp right next to the recycling facilities).

Our recycling industry is frustrated because China won't accept any of our cardboards or plastics anymore. They are too contaminated. We should replace the small bins, provide everyone with new ones in return for free waste collection and pass a very simple policy requiring packaging and label companies to just print one single colored dot on every material. That colored dot corresponds with the section of the receptacle the object must be disposed in. No need to replace the large bins we already have or the trucks that collect them. There's a plan for that too. All it involves is changing the lids on the large bins into a funnel that goes the opposite direction. I did also test to make sure this works for the color-blind as well.

Here are the Campbell's Soup Prototypes!





Question 6 Smith Cove Park

Since 2003, the Magnolia and Queen Anne Community Councils have worked to create Smith Cove Park, obtaining the property and acquiring the funding to develop this waterfront park in the area south of the Magnolia Bridge and east of Elliott Bay Marina. The 2014 Park District levy promised a park where pedestrians can walk safely and where kayaks can be launched, yet Parks used virtually all the \$6 million funding to improve the pre-existing sports field and left the waterfront section languishing behind a cyclone fence. Will you commit to obtain the funding to complete the southeastern portion of Smith Cove Park into our promised park?

Yes. We need more parks to replace the ones we have already taken out and we need to make sure the ones we have are well maintained, safe, and welcoming to all. We can take the funding from the Fort Lawton development plan which is going to cost at least \$90 million and is only projected to 'house' 600 people 8 years from now. I'm going to guess this plan will raise your property taxes too. At the rate we are going and the approach we are taking, in eight years we are going to have a few thousand more campers. I am suspicious this was another promise made and broken because of privy interests with ulterior motives. Our Mayor raised over \$1.5 million dollars in her campaign. That is more than any Mayor in Seattle history. I have high doubts that this money was not accepted or given in the absence of backdoor negotiations. Money very rarely passes through anyone's hands without someone taking a piece of it. There is a lot of favor trading. If there weren't, I think Seattleites would know more about where their money is going and why.