



@SierraClubSea

CLUB SEATTLE



@Sierra Club Seattle Group



The Sierra Club is America's oldest and largest grassroots environmental organization, with approximately 700,000 members nationwide and more than 25,000 in Washington State. We work to elect candidates who will lead the fight to protect our communities and the environment.

Sierra Club Seattle Group is part of the Washington State Chapter of the Sierra Club. The Seattle Group advocates for sustainable transportation, affordable housing, equity and supporting climate-friendly political candidates and initiatives. Candidates supported by the Sierra Club include those who champion protecting our clean air, water, and wild places; speak out against environmentally destructive measures; support policies that reduce our climate impacts; work to protect our natural heritage; and ensure that our urban policies encourage inclusivity, sustainability, and conservation.

Sierra Club Washington State Chapter  
180 Nickerson St, Ste 202  
Seattle WA, 98109  
Phone: (206) 378-0114

## 2019 CANDIDATE QUESTIONNAIRE

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To be considered for a formal endorsement from the Sierra Club, please submit your completed questionnaire to [patiemalaba@gmail.com](mailto:patiemalaba@gmail.com) by **February 25<sup>th</sup>, 2019**.

### BASIC INFORMATION

Candidate Name: **Isabelle Kerner**  
Position Sought: **Seattle City Council – Seat #7 – District #7**  
Web page: **Kernerforcouncil.com**  
Social Media: **kerner\_for\_council**  
Email address: **isabelle@kernerforcouncil.com**  
Campaign Manager: **Isabelle Kerner**  
Mailing address: **900 Queen Anne Ave N #107**  
**Seattle, WA 98109**  
Phone number: **(206) 271-1560**  
Consultant(s): **None**

### GENERAL QUESTIONS AND ENVIRONMENTAL BACKGROUND

- 1) What is your primary campaign budget?  
**My primary campaign budget is \$0-\$75,000.**
- 2) What is your total campaign budget?  
**My total campaign budget is \$0-\$150,000.**
- 3) Please list the endorsements of note you have received or anticipate receiving.  
**Al Hayes**  
**Cargotecture**  
**Egan Airships (Plimp)**

Isabelle Kerner LLC.

James Egan

Ocean Cargo Inc.



4) What civic experience prepares you to hold elected office?

I was born and raised in Seattle, WA and I feel that the city I was born and raised in is no longer representative of the individuals who not only reside here, but also those who work here. Many individuals have been forced to move out because they cannot afford to live here due to increased costs of living, yet still work for the organizations and/or administrations that comprise the City of Seattle.

The Seattle that I grew up in was a place that set examples, took risks and experimented. If something didn't work, we learned from our failures and mistakes so that we wouldn't repeat them in the future.

I developed an expansive view of Seattle's demographic when I abandoned the private school sector to attend Garfield High School where I participated in Seattle's 'Running Start' program.

By participating in this program, I was able to graduate from American University in Washington, DC with a degree in Political Science & a minor in Studio Art in two years, saving me approximately \$120,000. While in DC, I also interned for Washington State Senator, Maria Cantwell, before working as an International Filing Specialist at patent law firm, Banner & Witcoff.

While attending Garfield High School, I volunteered for Team Read, a nonprofit organization that pairs high school students with 2nd & 3rd graders with reading & writing deficiencies. Though the elementary school I volunteered at was predominately white, nearly every student in the program was a minority.

Most students in the program came from low-income, single parent households or households where parents worked multiple jobs. The children explained to me how no one in their household was available to read with them, some students coming from families where English is a second language.

I also volunteered at the Seattle Art Museum as a member of its Teen Advisory Group, I noticed that the demographics of the museum's local visitors didn't accurately reflect the cultural and ethnical variation of Seattle & suggested that SAM expand its radius of advertising to include Seattle's more diverse neighborhoods. The expanded advertising increased diversity and established a program to provide teens from all socioeconomic backgrounds with free art instruction to retain newly accumulated variation.

5) What have you done in your personal or professional life to advance environmental goals?

I avidly recycle and compost. I also utilize empty bottles for water bottles instead of just discarding them and have designed a new type of trash bin that was divided into sections, making it easier and more clear where certain materials (glass, plastic, metal, ect.) should be discarded. Often, garbage and recycling bins are either dark green or black, which camouflages them with their environment—inhibiting individuals' ability to see them and further contributing to litter.

Studies have shown that if litter is in one area, individuals feel more 'okay' littering in that same area as is reflected by the problem of the tragedy of the commons.

## TRANSPORTATION

Seattle's transportation infrastructure affects many aspects of our lives: our health, our pocketbook, our quality of life, our safety, and more. Our transportation choices also greatly affect the environment; in Seattle, 60% of our greenhouse gas emissions come from road transportation. Because of this, it's critical to make it easy to bike, walk, take transit, and to move goods efficiently throughout the city. Major projects, policies, and funding decisions need to reflect these values. (Answer at least four of the eight questions below).



### *Equity*

As part of a coalition of transportation-focused advocacy groups (Move All Seattle Sustainably Coalition, or MASS), we are urging the city to continue to support and drive internal Seattle Department of Transportation alignment around transportation equity. How do you plan to infuse an equity lens into transportation policy-making, planning, project development, and operations?

Everyone funds public investments by paying taxes. To rebuild our infrastructure, the Seattle City Council needs to take into consideration not just how the pieces fit together when rebuilding an infrastructure, but also how easily the pieces can be taken apart in the future. By building an infrastructure with the idea that it will last forever, you have already screwed the future. Nothing lasts forever. The infrastructure needs to be as easy to do, as it is to undo.

### *Vision Zero*

The City of Seattle has committed Vision Zero, a citywide, collaborative effort to improve street safety for everyone by reducing serious injuries and fatal crashes. Speeding is a major cause of fatal collisions. For fatalities and serious injuries to decrease, education, enforcement, and engineering changes must be made. What specific actions, policies, or projects would you recommend to contribute to the achievement of zero fatalities and serious injuries by 2030?

I would suggest timing all traffic lights, building pedestrian bridges so that they don't have to risk being struck by vehicles, eliminating bike lanes that do not have barricades and seem to end at random points. Further, I feel that carpool lanes are ineffective as the most efficient speed to drive a car is 60 mph and therefore, there is no reason traffic should be squeezed into three lanes when one lane, which happens to also be the safest given it is most protected from merging and exiting vehicles is often open.

### *Walkable Neighborhoods*

Despite 2018's budget efforts to ensure transportation funding for Vision Zero and other initiatives, in 2019 there is still a large funding gap for basic projects, such as sidewalks, safer crossings, traffic calming, etc. How would you propose to increase the number of pedestrian/walkability improvements for people of all ages and abilities throughout Seattle?

I do not think Seattle needs more money. Rather, I think that those currently allocating the money are unable to envision the big picture and are highly influenced by their own personal beliefs as well as the interests of the voting electorate who hired them.

If the current City Council could come up with new ideas instead of relying on old, antiquated ones, while they waste everyone's time and money fighting about them, they wouldn't need so much money and there would be plenty of funding for the above-listed basic projects.

### *Biking Infrastructure and Funding*

Since those who bike are some of our most vulnerable street users, supporting safety projects is essential. What policies, actions or projects would you recommend to enhance bicyclist safety?

Ensure that every bike lane has a barricade and is carefully planned out so that it connects easily to areas where mass transit is accessible.

### *Transit*

City partnership with King County Metro Transit is key if we are to improve reliability and service quality for bus service. In 2018, Third Avenue Bus-Only protections were implemented in the Downtown area, but more needs to

be done to improve our transportation system. What actions would you take to ensure bus service improves to meet the demand of a growing population?



I would reconsider the 'Circular Monorail System' first designed in 2005 which would have created an above-ground mass transit system that would efficiently and quickly transport large numbers of people across Seattle without interfering or further congesting and eliminating the arterial streets and roads we already have. Personally, I feel that buses are quite slow, prone to breakdowns, and also do not protect transit workers from safety issues like electric shocks.

#### *Center City Connector Streetcar*

Do you support City-directed streetcar projects like the Center City Connector? Yes or No?

No. According to the *Belltown Historic Context Statement*:

“Planning in downtown and Belltown in the 1950s-60s primarily involved efforts to accommodate the automobile. The emphasis was on getting large numbers of people, in autos rather than streetcars, downtown to work and shop.”

Therefore, history has proven that streetcars are not effective in transporting large amounts of people as automobiles, which are becoming increasingly more sustainable as gas prices increase via the free market incentive.

#### *Congestion Pricing*

Do you support congestion pricing? Yes or No?

No. Anyone can get out of a camera traffic ticket by signing an affidavit that they were not driving the car at the time the ticket was issued, since it is the government's responsibility to prove by preponderance of the evidence that the individual was more likely than not responsible for the ticket. Because it is that individual's 6<sup>th</sup> Amendment Constitutional Right to face their accuser, which in this would be a camera, the Court will consistently be unable to effectively enforce any traffic camera tickets as it is also every individual's right to exercise their 5<sup>th</sup> Amendment Constitutional Right to remain silent and therefore not implicate anyone else or their involvement in the situation.

#### *Carbon Footprint*

Do you have other ideas for reducing our carbon footprint through transportation policy?

Phase out or modernize the buses (which have not been updated, are extremely large, are very slow), get rid of the carpool lanes (most sustainable speed to drive is 60mph), recognize that if people are willing to risk crashing their cars by driving in the snow, they are probably not going to stop driving, accept that electric cars are sustainable, realize Uber, Lyft, and other businesses operating under a free-market incentive have already changed the game with carpooling, and invest in air transportation (look into Plimp).

#### **AFFORDABLE HOUSING AND LAND USE**

**Seattle faces a housing crisis. The median rent price in Seattle is now \$2,500 (Zillow, January 2019) and continues to increase at a rapid pace. In addition to the social and economic impact, expensive housing adds to urban sprawl and increases our carbon footprint when people are forced to move outside the city. In order to keep housing costs down, we need more housing units, and a wider array of housing options. To be successful and equitable in concentrating growth in Seattle, housing must also be affordable, be designed with access to transit in mind, and allow the market to reflect consumers' changing transportation needs. (Answer at least four of the seven questions below).**

#### *Transit Oriented Development*

Do you support up-zoning areas near transit corridors to allow mixed-use multi-family development?

Yes, however I feel that up-zoning should be left to land owners to determine and not the city itself. I feel there is enough market incentive to up-zone and allow mixed-use multi-family development without depending on private

development firms who are not consistent in making new units “affordable” but are still given a massive tax credit which further raises the value of surrounding land, therefore increasing property taxes and displacing residents who are forced to sell or move further outside Seattle because they cannot afford to pay their property taxes and/or leasing and rent rates.



### *Housing Strategy Plan*

The city is currently still implementing its Housing Strategy Plan, the Housing Affordability and Livability Agenda (HALA) policy recommendations some of which have been implemented. What specific housing policy tools on this list will you actively support to be implemented?

### *Mandatory Housing Affordability (MHA)*

Do you support the passage of the MHA Citywide? If not, do you support any other form or version of inclusionary zoning legislation that requires affordable housing units to be built in conjunction with housing projects? How else would you increase housing options across the income spectrum?

Not as it currently stands. I feel that the city is ‘short-selling’ its public land to developers with the guarantee that they will profit from their sale via an increase in property taxes as land value increases.

If the current City Council could come up with new ideas instead of relying on old, antiquated ones, while they waste everyone’s time and money fighting about them, they wouldn’t need so much money and Seattle might still be affordable.

In areas like the Central District MHA has contributed greatly to displacement and gentrification. The best for the City to pass legislation that would create affordable housing would be to build units on land they still publicly own.

### *Backyard Cottages and In-law Apartments*

Legislation to make in-law apartments and backyard cottages (ADU/DADU) easier to build was proposed in 2018. Do you support this legislation? Yes or No?

Absolutely—as long as they are being built by property owners and not for-profit developers.

### *Single Family Zoning*

75% of Seattle is zoned single family. Do you support changing any of these areas to allow for multi-family housing or other uses?

Yes—as long as it is what the residents and property owners want. This decision should not be left in the hands of just a few people and/or interests as there are too many unintended consequences associated with them.

### *Green Building Incentives*

Currently, the City provides expedited permitting review and a Floor Area Ratio bonus for certified green building. Do you support these incentives? How would you modify or expand on them?

Yes. I would modify these incentives so that the property tax credits were expanded to include the owners of older apartment buildings and/or residential homes so that owners could invest in making their homes and/or buildings greener without needing to completely re-develop them.

### *Carbon Footprint/Reaching Net Zero*

Do you have other ideas for reducing the city’s carbon footprint through housing and/or land use policy?

We can use the last bit of public land that is either vacant or underutilized to set up multiple transitional housing sites created with shipping containers that are moveable, stackable, and modifiable in literally any way you could imagine that are free for a period of 3-6 months.



We would pay them through a public Seattle bank to clean up the mess that homelessness has created. We could also employ them to remodel or develop the shipping containers further to be sold on the free market or even give them the opportunity to purchase ones they built for themselves.

We would also then partner with businesses of all sizes struggling to meet the demand for skilled workers and train the individuals in areas that correlate with their own passions and interests. We would also ensure that each site offers every individual with access to physical and mental health resources and services.

This would give them the opportunity to save several thousand dollars without having to worry about living expenses. Then, they would leave the program with a job that is of interest to them and could afford to rent an apartment.

If this idea works and drastically eliminates or reduces the rate of homelessness, we could also then sell the project to any other area struggling with the issue of homelessness.

We also should pass legislation that makes individuals able to vote online. If you don't have an address, you can't vote easily. This barrier directly excludes homeless individuals by not protecting their right to vote.

## EQUITY AND THE ENVIRONMENT

**In the past, environmental leaders have taken part in efforts that exacerbated inequities for low-income people and communities of color. Sierra Club is committed to build a stronger environmental movement through the following: including these communities in our internal leadership and our organizing work; working intentionally with communities and groups through partnership-building and allyship; and addressing inequities through policy advocacy. We encourage local elected officials to do the same. (Answer all four questions).**



### *Incorporating Input from Communities of Color*

What are your primary tactics for outreach to communities of color? How would you incorporate their input into policy decisions affecting the environment?

I would suggest that incorporating input from communities of color needs to start with education and leadership. Most individuals within communities of color are disadvantaged due to disparities in their representation, voting rights, police bias, and the school-to-prison pipeline. In order to incorporate their input into policy decisions that affect the environment, we as a community need to ensure that all policies in place are aligned with the 'social norms' of these communities otherwise these policies often prove to be ineffective in the long-term.

### *Racial Equity Toolkit*

The current housing shortage and unprecedented affordability crisis says a lot about the need to look at how equitable our growth strategy is given the disproportionate impact on communities of color. Do you support the use of a Racial Equity Toolkit to comprehensively analyze the city's urban growth strategy?

To some extent I do support the use of the Racial Equity Toolkit, however I feel it relies a bit too much on analysis that takes so long, it produces results that do not reflect the current impact on communities of color. I would suggest combining the Racial Equity Toolkit with other measures, like polling and increased public commentary to supplement these analysis' so that we as a City can develop a more comprehensive and up-to-date understanding of how current policies are effecting communities of color.

### *Duwamish Valley*

There are inequitable impacts on low-income people and communities of color in the Duwamish Valley. What actions would you take to ensure the Duwamish Valley and Duwamish River is protected?

The Duwamish Valley and the Duwamish River must stay protected by eliminating the amount of toxins and pollutants that are disposed into the river. Incentivizing further development of biosolid infrastructure to prevent sewage contamination and overflow could do this.

### *Environmental Justice*

Are there any other policies, projects, or funding priorities you would advocate for, that protect the environment and address current inequities?

Create a 'Public Seattle Bank' that pays homeless individuals for cleaning up Seattle and the mess that homelessness has created. This would also involve paying them \$20-\$40 for every bag of trash collected depending on whether or not it was categorized into trash, recycling or compost. This would allow these individuals to save money and break the cycle that homelessness has created.

## CLIMATE CHANGE

The UN Intergovernmental Panel on Climate Change (IPCC) report released in October 2018 says urgent and unprecedented changes are needed to reach the targeted 45% reduction in carbon pollution by 2030.

We expect Seattle's elected officials to take bold steps to fulfill the targets in Seattle's Climate Action Plan, challenge status quo thinking on fossil fuel infrastructure at the local and state level, evaluate every policy choice through the lens of climate impact, and to continuously push the boundaries of what is possible. *(Answer all three questions).*



### *Climate Action Regional Collaboration*

As an elected official in Seattle, there are opportunities to advocate for climate action in a broader context by working across jurisdictions, for example, by making statements to (or working collaboratively with) regional or national decision makers regarding climate change issues. How will you advocate for climate action across jurisdictions when opportunities arise?

I will support working with businesses of all sizes that create inventions and come up with innovative ideas that will transpose into regional and national solutions to climate action once they prove to be successful in the city of Seattle.

### *Clean Energy*

What steps should the city take to expand our use of renewable energy sources to generate our electricity?

The city should work with innovative and inventive companies of all sizes to innovate and invent new ways to generate electricity. In order to make renewable energy as feasible and cost-efficient as possible, we need to think more outside of the box, generate more drive for innovation and identify more ways and sources for renewable energy to generate our electricity. This would include taking pieces from current renewable energy sources and combining pieces of them in new, creative ways that work better than each single one alone.

### *Divestment*

In 2017, the board that manages the Seattle City Employees Retirement System (SCERS) decided against divesting the fund's assets from fossil-fuel investments. That means there is still much to do in the way of divesting. Will you support future efforts to divest the City's resources from fossil fuel investments?

Yes. The Seattle City Council can promote fossil fuel divestment by discontinuing the promotion of transportation policies and plans that are incredibly cost inefficient, completely unfeasible, and rely on selective data that creates a senseless, useless, and outdated result.