



Cindy Carlisle

Website: www.CarlisleForCouncil.com

Email: CindyForCouncil@gmail.com

Besides being in love with Boulder, tell us who you are and what the most compelling reason is for why you're running for City Council?

I'm a long-term Boulder resident, CU grad, mother of two children born and raised here, a twice elected official--Boulder City Council and University of Colorado Regent--and, with many, many others, have invested time, energy, and money into making Boulder the attractive and alluring community it is. I'm running because I think Boulder stands at a crossroads with two clear choices: traditional progressive values and greater trust in government on one hand and an adherence to the principles of big money--more for me--and dwindling trust in government on the other.

I think current government isn't listening to the community about issues from affordability to climate change to community participation in government. Boulder's success in attracting business and the jobs/population imbalance have led to the city's decline in retaining and welcoming diverse economic populations. Boulder's residents have clearly stated through various self-imposed taxes that they want strong action against climate change. Boulder's citizen working group, PPWG, concluded that government needs to listen to its citizens and that will necessitate a culture change in government practice. If elected, I'm committed to listening to our community on these and other compelling issues that--together--we may better manage our city.

What do you see as the vital components to the future of Boulder's economic vitality and what specific strategies would you support as a City Council member to maintain a vibrant economy?

The first component of Boulder's future economic vitality is continuing stability of the University, federal labs, city and county governments, and Boulder Valley School District. The second is a diverse society--not limited to, but comprising-- all ages, ethnicities, educations, and artistic abilities, with a strong field of small businesses supporting and generating not only community life, but more small businesses--of all kinds--from shoemaking to pharmaceuticals--making up the creative thinking of the entirety. These components, which comprise a community, can only thrive if the

city has adequate affordable space for living, learning, creating, doing business, starting businesses. Lack of affordability leads to an out-migration of diverse small elements--like Perry's Shoes, university professors, and young workers who live in less expensive towns and in-commute. If elected, I'd work hard to change zoning and land use regs to help provide a greater degree of affordability for the "little guys."

What do you believe are the most pressing human service needs in the City of Boulder and why?

- The safety net for homeless families -- because of the number (almost half of the homeless population in our community are families with children), and because this situation has a ripple effect for the children, impacting their physical and mental health and life-long patterns for achievement and employment.
- Housing for low-income residents who pay a very large portion of their income for housing and are therefore economically stressed and dependent on services (like effa).
- Physical and mental health care for disadvantaged populations -- because this (in addition to lack of housing) is one of the major factors leading to homelessness.

What do you believe is the appropriate role for the City of Boulder in addressing human service needs (e.g. housing, food, health care) for low income/marginalized people in our community?

As described in the city's Homeless Strategy, our role is to support basic needs services as part of a continuum including both emergency support to help individuals and families in crisis and prevention to help people on a path toward long-term self-sufficiency, health and well-being. The City's focus on coordinated intake and navigation of services to help people get back on their feet quickly is a sound approach based on best practices. It will enable us to provide a strong safety net for those in need and enhance the overall quality of life for all residents in our community.

On Council, I will work to 1) maximize efficiency and effectiveness of city resources in reducing homelessness and 2) encourage staff to play a leadership role in crafting regional solutions so governmental entities throughout the county are doing their part. Let's make sure that whatever we do, we make the situation in Boulder better.

The City has spent a considerable amount of money on buying the Boulder Community Hospital site. The site currently sits vacant and debt service accrues. Should this project be accelerated and how should it be developed?

The site is not vacant. TRU Care hospice operates in the hospital -- a needed community service and good interim use.

The Brenton Building across the street is undergoing an \$8 million energy retrofit and renovation and will provide office space on completion.

Because of the size of the site (8.8 acres), its assets (>350,000 square feet of building space and a 5-story garage), and the consequences of its development for the city and the adjacent neighborhoods, decisions about its development must be made with robust public involvement. Given the lack of affordable housing in Boulder and our city's need to preserve income diversity, housing should be a top priority for the site. We must take the time to examine all options and make sound decisions.

Do you support the Transportation Master Plan's goal of increasing the mode share of bicycles from 10% to 30% by 2035 to achieve the community's environmental and livability goals? If so, what concrete steps do you propose to achieve this and how do you anticipate doing that while maintaining safety for cyclists and motorists alike?

As a long-time bicyclist, I support an increase in the mode share of bicycles, and many concrete steps can be taken to achieve that – e.g., constructing more underpasses, providing more racks throughout the city and on buses, maintaining and expanding our system of bike paths and lanes separated from street traffic, and keeping designated lanes clear). Our Transportation Master Plan is to be updated in 2018-19, and the goal should be to prevent an increase in congestion and in emissions with the aim of reducing both. I've not investigated the methodology that led to the current 10 to 30% goal, but I know that bicycles can make an important contribution. In my prior experience on Council, we successfully identified specific projects and brought them to completion. The new Master Plan must include goals AND specific projects and include a robust public participation process from the beginning.

What strategies do you support regarding land use, housing and transportation policies and programs to address the impacts of our in-commuting workforce?

With 60,000 in-commuters, having these people and their families live in Boulder—if they wished to -- would require a doubling of Boulder's population. So, I'd focus on transportation policies and programs for dealing with the in-commuting population – with van pools, carpools, peripheral parking lots and electric-powered shuttles from remote parking. This, of course, costs money. I'd turn to the people creating the problem – assessing capital costs to the developers/businesses creating the traffic. Some in-commuters, again, if they wished, could occupy new residential development if we follow policies in the BVCP update and rezone some of the commercial/industrial land to mixed zoning.

Tell us your vision for open space moving forward, including specifically the challenges regarding the success of huge visitation. Would you prioritize either protection or recreation on a hypothetical new property?

My vision is embodied in the citizen-approved Charter and Council-approved BVCP -- to preserve natural areas, water resources, fragile habitat, floodplains, and lands for passive recreation and agricultural production. I believe it is our responsibility to sustain

that full array of Open Space purposes for future generations. Doing this in the face of limited land AND financial resources, plus a growing population and demand for recreation, will be a challenge -- one that must be addressed in the upcoming OSMP Master Plan. The planning process must confront trade-offs and hard choices – and openly engage the public and accurately assess costs.

OSMP surveys show that Boulderites want BOTH conservation AND recreation. For any new property, whether protection or recreation is prioritized will depend on the experts' analysis of the land's values/resources and recommendations and an assessment of its best use within the system. Personally, I want to continue enjoying the trails, but also believe we must err on the side of conservation and sustain the habitat that so many native and migrant species depend upon.

Do you support Boulder's drive to municipalize its electric utility? If so, what are the limits on taxpayer dollars and time you are prepared to spend to achieve that goal and, if not, how do you propose to achieve Boulder's renewable energy goals?

We simply cannot clean up our energy supply by continuing with Xcel – they have committed too much of their equity to coal-fired and natural gas plants to back out without a real push by the Legislature, and that is unlikely. So, we need to stay the voter-approved course to municipalization until we either succeed or find out we can't, but never sign another 20-year franchise with Xcel. The millions in profits we've sent to Xcel will do more work in achieving our climate change goals if they are spent locally.

Regarding costs, we should be able to source electricity generated by renewables at costs comparable to Xcel's costs, because wind is already cheaper than coal and solar is getting close.

If we find out we cannot pursue a Muni, we should push to convert Colorado to a system of "competitive energy supplies" where customers can choose their sources at competitive rates. This system is being used widely in other states (including Texas) now.

What transportation solutions would you suggest to ease congestion, especially resulting from 49,000 in-commuters, specifically those that drive alone? Would you favor solutions to improve roads and parking; bus or other transportation; cycling and walking, or some combination thereof? How would you fund transportation improvements? Do you favor higher parking costs and other disincentives to driving?

The appropriate way to deal with people's actions that impose costs on our community is to charge user fees. Since the state controls gas taxes and tolls, the only relevant fee here is parking fees. Technology systems for parking fees are well-developed and in use in Boulder (at the Library, CU, and Chautauqua). Such systems have proven effective and efficient (e.g. in Santa Clara County/Stanford) and could be effective if used with perimeter parking for in-commuters. Partnering with Google, Apple, and others to

begin experimenting with autonomous electric vehicle shuttles, ride services and delivery services, could accelerate their use, reduce congestion, and increase everyone's ability to get around. I'm hoping the Chamber's October 18 session will provide concrete examples of ways we can proceed. New and emerging technologies will both shape how we move around as individuals and have major implications for Boulder's transportation planning.

Despite Boulder's reputation as a "green" community, our per-capita carbon footprint is pretty high. How can we shape our built environment and transportation systems for lower impact?

- reduce in-commuting, especial in single-occupancy vehicles.
- get IBM to go 100% renewable like other high-tech companies. Google figured it out; why not IBM?
- build net-zero buildings and continue to facilitate and incentivize energy retrofits in existing homes and commercial/industrial buildings.
- get a real mix of uses in our neighborhoods – where housing, offices and services (like grocers, repair shops) are nearby – by better planning, rezoning, and land-use decisions.
- continue working on waste reduction and recycling.
- ratchet up the carbon-reducing modes in our transportation plan – with universal eco-passes, more electric vehicles and charging stations, more circulator buses/shuttles and bicycle- and pedestrian-friendly paths/walkways, and begin experimenting with autonomous vehicles in partnership with Google, Apple and others. We need an updated Transportation Master Plan that sets ambitious goals, up-to-date measurement systems, is funded by fees that affect behaviors, and includes specific projects to achieve the goals.

Do you support Boulder's inclusionary housing ordinance requirements to produce permanently affordable housing? Should the requirements include permanently affordable middle income housing? And, what do you think is the appropriate mix of permanently affordable rental versus ownership units?

Yes. The city's stated goal is to maintain economic diversity, so let's do that. We are in a hole --losing more middle- and low-income residents each year—and we've got to stop digging that hole deeper. I support increasing the inclusionary housing requirements to something approaching 50% and include both low and medium income units. I know that our community will be more vibrant and fulfilled when a range of people from service workers to teachers and CU professors can afford to live here. The jobs-housing linkage fees at \$12/ft² are less than 10% of the real cost of providing affordable housing for the average workers. If this were increased, we could fund more affordable housing and discourage spec developers. I think we would do well to have more owner-occupied units, but accomplishing it will be complicated and difficult because of state regulations. Ideally, I'd like to see a 50-50 mix.

Accessory dwelling units- otherwise known as "granny flats"- have been considered as one option for expanding affordable housing options in established neighborhoods. Please explain your position on whether or not ADUs are an appropriate affordable housing tool for our community?

I support ADUs in theory, but the reality is complicated because we don't have proper regs in place to protect their intent. ADU's may provide a small number of affordable rental units but they are temporary. When a house + ADU sells, the sale price will increase and without rent control, the ADU will no longer provide affordable housing. At the time of sale, ADUs become a windfall for the owners that get to have them under our existing rules. Increases in the number of ADUs must be considered in a neighborhood context with full public participation. We need to invest in developing sub-community plans as described in the updated BVCP, so residents, neighbors, businesses, land owners and city come together and define the vision, goals and actions desired for each part of our city based on its unique character. Plans must define changes desired, needed, and appropriate for the broad array of services, businesses, transportation/access, and housing affordable for economically diverse residents.

What's your vision for Boulders growth and development over the next 20 years?

Boulder is still of a size where governance can be done on a first name basis – where residents know the names of their elected representatives and can talk to them. We don't want to lose that. Growth and development should be limited to the extent necessary to preserve the quality of life we've all invested in. Based on the BVCP survey, that means we need to make sure we can see the mountain views, ensure affordability, and sustain our beloved Open Space system. As we address our climate change goals, we'll see multiple changes in our transportation system. That will provide opportunities for gentle infill, and if we can create the kind of inclusive planning processes envisioned in the updated BVCP so that residents have a real say in shaping the future of their neighborhoods, our town will be able to grow in a way that does indeed preserve the quality of life we all treasure.

What are your specific strategies for promoting civil public discourse around growth and development? Please indicate what level of commitment you would have in regards to collaboration, consensus building and joint problem solving to address this issue?

I support the Public Participation Working Group's report and recommendations (PPWG) for changing the culture and listening to the public. Implementation of the PPWG requires Council leadership, and I am committed to that. I am committed to engaging citizens in conversation, making sure that their concerns are sought from the beginning, and promoting collaboration and decision-making WITH people. Examples of improvements I will champion: (a) Our development review process is so flawed that any development of any size turns into a "food fight." Defining a planning process that creates more certainty, reduces the time staff and developers spend in a "lets-make-a-deal" process, and openly engages the public early is a must. (b) On Council, we used to invite knowledgeable people to come and testify and ask them questions. We actually paid attention to them! We should tap multiple experts to inform our community decisions on issues ranging from our energy future to affordable housing and social services.

What is the most important issue to you in Boulder and what kind of leadership will you provide for addressing it?

The most important issue to me is that of community. I have a track record of listening to and working with Boulder's citizens, including the university's students, staff, and faculty. If elected, I'll carry that strong commitment into office and, to start, work diligently to put the public participation working group's recommendations into practice.

I think current government isn't listening to the community about issues from affordability to climate change to community participation in government. Boulder's success in attracting business and the jobs/population imbalance have led to the city's decline in retaining and welcoming diverse economic populations. Boulder's residents have clearly stated through various self-imposed taxes that they want strong action against climate change. Boulder's citizen working group, PPWG, concluded that government needs to listen to its citizens and that will necessitate a culture change in government practice. If elected, I'm committed to listening to our community on these and other compelling issues that--together--we may better manage our city.