



2018 City Council Candidate Questions

OFFICE DEVELOPMENT / USAGE

Should transportation and parking standards be modified to reflect the realities of increasing office and R&D employee densities? If so, how?

PAT BOONE

I think we need some new parking but let's not get outrageous, and businesses need to foot the bill, not taxpayers. Not sure we can afford another garage on California Ave. I think the more parking we create, the more cars it will bring and neighborhoods will still be loaded with worker vehicles. The solution is enhancing a busing and shuttle service for workers.

ALISON CORMACK

Before we modify the standards, let's get some data about how many employees are in which spaces. This should be part of the new business registry program that will hopefully supplant the inadequate program we have at the moment.

TOM DUBOIS

Yes, this seem eminently logical, doesn't it? We do need to measure shifting transportation habits as well as increased densities. It's critical we fund our business registry and other data sources to get this critical data. For example, we really don't know how the downtown TMA is performing. They are comparing improvements to a fixed baseline from several years ago, without consideration for any increased business population during that time.

ERIC FILSETH

250 square feet per employee is too high for this era, and ought to be revised in our codes.

The notion of limiting Parking to discourage SOV commuting is generally sound, but doesn't work properly while there are shortcuts around it, such as street parking in neighborhoods. Also if the City is prepared to limit parking, it must also be prepared to prioritize access to the limited supply.

Continuing to raise commuter parking permit fees is also a legitimate strategy.

CORY WOLBACH

Yes. Businesses which have a higher density of workers than traditional office uses should either (a) demonstrate that they are actually implementing a transportation demand management (TDM) plan to make sure many of their employees take transit, carpool, or walk or bike to work; or (b) pay additional

funds to support the city's Transportation Management Associations (TMAs), which are cost-effective mechanisms for reducing traffic and parking impact caused by commuters in job-rich areas.