

**MAUI REDEVELOPMENT AGENCY  
REGULAR MEETING  
JULY 25, 2014**

**APPROVED 09-26-2014**

**A. CALL TO ORDER**

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Mr. Bill Mitchell, Chair, at approximately 1:00 p.m. Friday, July 25, 2014, in the Planning Conference Room, First Floor, Kalana Pakui Building, 250 South High Street, Island of Maui.

A quorum of the Commission was present. (See Record of Attendance).

Mr. William Mitchell: At the risk of being outside of the boundaries of all timing we'll start today's Maui Redevelopment Agency meeting, July 25<sup>th</sup>, 2014. It's approximately 1:00 p.m. We have with us today the -- the full, full board -- Honorable Carol Ball, Jonathan Starr, Vice-Chair Don Fujimoto, and Mr. Tom Fairbanks, and our staff planner, Erin Wade, Corp Counsel, and Leilani. So we'll call the meeting to order. Our first order of business we will open the floor up for public testimony if there is any on any of today's agenda items. You'll have three minutes to testify. You can also testify before the individual agenda item. Anybody would like to testify on any of these items today please come to the podium and state your name? Seeing no one -- I think so -- seeing no one, no public testimony, we'll move to, to Item C, the approval of minutes from June 27<sup>th</sup>. Has everybody had an opportunity to review those meeting minutes? If so, do I have a motion to approve those minutes?

**B. PUBLIC TESTIMONY - At the discretion of the Chair, public testimony may also be taken when each agenda item is discussed, except for contested cases under Chapter 91, HRS. Individuals who cannot be present when the agenda item is discussed may testify at the beginning of the meeting instead and will not be allowed to testify again when the agenda item is discussed unless new or additional information will be offered. Maximum time limits of at least three minutes may be established on individual testimony by the Agency. More information on oral and written testimony can be found below.**

**C. APPROVAL OF THE MINUTES OF THE JUNE 27, 2014 MEETING (transmitted to members via e-mail)**

Mr. Jonathan Starr: Move to approve.

Mr. Don Fujimoto: Second.

Mr. Mitchell: Any discussion? Seeing none. All in favor? Aye. It passes unanimously. Minutes are approved.

**It was moved by Mr. Jonathan Starr, seconded by Mr. Don Fujimoto, then unanimously,**

**VOTED:** to approve the June 27, 2014 meeting minutes as presented.  
**Assenting:** C. Ball, T. Fairbanks, D. Fujimoto, J. Starr

**D. OLD BUSINESS**

- 1. Continued discussion on amendments to the Wailuku Redevelopment Area Zoning and Development Code Chapter 30.13 Off-Street Parking Loading. (Action may be taken)**

Mr. Mitchell: Well we have two items, three items of business today, as I just mentioned. We have old business which we were going to go through our redevelopment area zoning code and the off street parking and loading. But we also have a, a, a special guest, Mr. Harrison Rue from, from Honolulu, who's going to share some exciting, some fact, some exciting things that are happening over there and his experience with redevelopment in downtown areas. And if there's no objection I'd like to move that new business up before the old business so we can, we can take as much time as we want to for his presentation and Q&A. Any objection to that?

**E. NEW BUSINESS**

- 1. Discussion with Harrison B. Rue Community Building and Transit-Oriented Development for the City and County of Honolulu, regarding his work and experience and how it might relate to the Wailuku Redevelopment Area.**

Mr. Mitchell: Seeing none, well I'd like to introduce Mr. Rue and he, he's a good friend of Jonathan, and Erin also knows him well. And I'll let him sort of give us a, a quickly sort of overview of his, his background and the things that he's been involved in, and he's going to show us a presentation. And we had a chance to meet with Harrison and the Mayor and Jonathan this morning. Had a great discussion about MRA and we are trying to stay in front of the Mayor's – on the Mayor's agenda, which we are, and I thank for everybody support in coming out, certainly for the commission and all of the merchants on –. In the MRA, we are making headway and it was exciting to see that the Mayor's engaged and supportive and we, we're bringing in the individuals and Harrison certainly being one of them that will give us some, give us some tools, some additional tools to help us to move our agenda forward this year. So, Harrison? Welcome and aloha.

Mr. Harrison Rue: Good afternoon. Thank you so much for having me. It's good to be back on Maui. Before I start on the presentation or the power point I have which I don't really care if we get through is primarily about our recent work on Honolulu. I want to share a lot about that with you and, you know, in conversations with Bill and Jonathan we want to focus on a bunch of pretty pictures, but, you know, how are we implementing it with the inter-agency work and the finance and the codes, and you know, the same kind of 20 problems you that you guys are wrestling with.

Before we dig in to that, just to kind of give you a feel for the rest of my practice. I was a builder for 15 or 20 years, builder/developer, and, and then became a planner. I kind of got, got sucked in the new urbanism in the late 90's so I've kind of been doing . . . (inaudible) . . . and smart growth and sustainability for longer than I can remember.

And so when you've done kind that combo I'm very relentless and focused on what's practical. So big vision and very practical implementation be built. As a builder I want to see stuff get done. So planners, we love the 200 page document and everything, but, you know, it's like the two page actually is the most important part. And so, you know, within that context I was out – I did when I was here working with Erin and Dan Burden on the island wide traffic calming stuff in Honolulu in the late 90's, we, we did some work over here on Maui with KCA, and so I know just a little bit about what's happening in Maui over years. And then I was recently back on Maui on behalf of EPA for some tech assistance here, I guess, a year ago, May. And, you know, at the time, we were working from – got a grant from EPA, and the grant is . . . (inaudible) . . . for a couple of days. But we worked through a lot of stuff, and this, this document that I helped EPA prepare, Essential Smart Growth, Rural, Planning, Zoning and Development Code, I think you guys made some progress during that couple day. You also had somebody here in Green Street the same week working with . . . (inaudible) . . . And so some of these ideas still apply and we're actually, even though, we're working on TOD at a significantly different density some of the places we're working on the rail lines are in small towns, like Waipahu and, you know, older downtown Kalihi. You know, character, and parts of downtown Kalihi are very much, you know, nah, they've widen it to a four lane road, but it's still the same kind of architecture that you have in, you know, your two lane main street. So some of the same principles that we're wrestling that still apply here in Maui.

I have a friend in, in New York who runs a regional planning association. He says New York City is a city of a thousand towns. Everybody thinks they live in a town. You know, you get outside of Manhattan and, you know, all the neighborhoods, you know, really have kind of downtown. So even the biggest city has things that we can learn from, here, in the county. So, you know, with that kind of background, I'm going to show some pictures that, you know, shows some towers. But, even in, in our work, in, in Honolulu, you see everything, I think, it's about Kakaako. The majority of our neighborhoods are going to be very different scale than that, you know, so kind of keep that in mind.

I have lots of props, but I'm not going to – I'm going to leave you with some stuff to leave behind. I think the one thing that I want to give you while I give this presentation is just a simple handout of our overall framework. And I'll leave you with . . . (inaudible) . . .

So we actually picked the brand Live Work Connect. That was intentional. I'll talk a little more about that rather than the Live Work Play. We have this five-point billion dollar, 20 mile rail transit that's under construction. You guys have been reading the newspaper long enough to know there was a lawsuit and we're finally clear of that. That's not my job. My job is the neighborhoods around the rail. You know, we have to explain that at everybody meeting. Everybody thinks, you know, what about the station? So, you know, we're still, even though we've been developing these plans for seven years – I've been here for 11 months, but my

team has been working on the plans for seven years. People don't so much care about planning. They want to know about stuffs that's actually getting built. We're developing beauty plans and zoning around every one of the stationaries. I think the thing that we're doing best is interagency coordination of the city, infrastructure, permits, funding and approvals. Had a little conversation with Keith and the Mayor . . . (inaudible) . . . Maui is already working on the same kind of coordination. We have a very focused implementation strategy. I'll go through all that stuff if you want.

So we've, we've got a 20-mile line. We've developed draft plans for 15 out of the 21 stationaries. We have one of those draft plans have been adopted by Council and we're about a month or six weeks away from introducing the specific zoning for that plan, so it's incremental. Every one of those was based on a lot of public involvement, stakeholder input. Get as many as four to five large public workshops for each one of the plans, and lots of small group meetings with businesses. We did technical studies and market demand studies for every one of those areas. And I'll talk about, the sub-cabinet at the end. But, you know, it's really about the vision. You guys have your vision here. When we met with Mayor this morning, he was saying, you know, we gotta have the big picture, we gotta work from that, you know, big picture and then focus the street actions. So, you know, whether it's smart growth or sustainability, whatever we call it, the principles tend to be the same, walkable, a trendy neighborhoods, connecting homes with every place you want to go. We thought it was really important to Honolulu for every stationary to have its own identity. And, you know, Waipahu is not Kakaako, Pearlridge is not Kalihi. That the scale of new development has significant community context, and we want to use every scrap of our investment and revitalize the older communities that the rails is passing through.

But we talk about plans and projects, it's really about people, about their neighborhoods, about people's families, about how they, how they live their lives and what their kids future is. And so we want people to really think about where and how they live, how they work, how they connect with family and friends, with our neighbors, with new gathering places, with kupuna and keiki. We're, we're – at the same time as we're doing TOD we're working on a friendly community initiative. Connecting with each other. One interesting performance measure and to me one of the best performance measures is you've got people traveling across the Pacific to have their wedding photos taken at the transit station. This is from San Francisco, I think, but still, you know, you want to design places that people want to be in. That's a really good performance measure. Connecting with those parks and gathering space, I'll confess, this is hard. It's so easy to draw those little green dots. You know, at planning level – you know, Bill, this is your, you know, this is your day job, right? It's so easy to do, and so easy to come up with the pretty pictures and everybody is so responsive we have no idea how we're going to fund and maintain those. You know, we've got – although we've somewhere between 300 and 400 parks, they're mostly big. You know, these little – then we've got the homeless problem like you guys have, so, you know, we're really looking at the potential for public private partnership, you know, for businesses to build and develop and adopt, kind of manage them together, you know, set up that kind of a structure. We have an interagency work group meeting just to focus on that one issue, how do we maintain the parks.

Fun and games, you know, it's really – we were talking about how do we get a scene happening? Well, you know, one of the ways that you get the scene happening is you get the young people involved doing the planning. We have so many, you know, gray hairs at all of our workshops, you know, we really have to take extra effort. We're really working with social media. We did a TOD symposium at the – last November – and I let a new non-profit do all the planning for all the outdoor activity. So, that scene on the left is actually – they brought in lawn chairs, and umbrellas, and instruments and yoga classes, and that's the yoga class happening outside our convention hall, and young people sitting outdoors and occupying the space, creating a park on the suburban lawn at our Blaisdel Center. You know, so getting young people involved and being created and planning stuff is really critical.

Connecting with music and the art, so we're focusing on – I'll talk a little bit more about our Blaisdel Concert Hall and plans for new iconic music and art structure. Connecting with the aina. You know our system is linear along the coast, but, you know, you think mauka and makai and ahupuaa, and, you know, it's going to be hard to fund all this, but every one of the stops has the potential to connect mountain to sea, so that's part of our plan. Connecting with worship and reflection. You notice the bottom picture, you're very familiar with. Connecting with shops and services on a real main street approach. Connecting with learning. It's no accident, I think, that our transit system links four State campuses, if you count the – it will eventually go to UH once extended, but there's Leeward, Honolulu Community Colleges, UH-West Oahu and the Burns Medical School as well as Hawaii Pacific University. They're all at stations. But more important than that we're also working with the private sector and the rail system to actually embed, you know, multiple pairs of like, 80 pairs of fiber that will be phenomenally, you know, giga bit type, phenomenally fast internet. Also disaster resilient. It's buried in the concrete of the – you know, connect at every one of the station. So that's a real development opportunity to connect our campuses and businesses with the world.

So, to show a little overview of the, the TOD plans, these are called neighborhood TOD plans. . . . (Inaudible) . . . doesn't even like the word TOD. He likes to call this Transit Enhanced Neighborhoods. I'm old school. It doesn't matter what we call it as long as we do it. So, but, you know, looking at the plan, nobody wanted to have 21 plans, right? You know, actually two of the stations in Kakaako are HCVA, the State agency's kuleana so we plan for 19 of the 21, and we've divided them up into two or three stations per plan. So we're going to end up with, like, eight plans, of two or three station each.

Out in the – this is going to be transformed in east Kapolei. So this is green field. That's zoned agricultural right now. You know, UH West Oahu is out there, but everything else is agricultural. The . . . (inaudible) . . . center is the last one. There's some Hawaiian Homeland existing housing, but the rest of it is green field. This is going to transfer into green field development. They can be more compact and walkable. You know, it will, it's going to be in that, you know, two to three to four, maybe five story range, and new main streets near campus. This will all be done by private development. One of the things that we're gonna require, you know, you saw the pretty green postage stamped size parks, you know we want a park within a few blocks of every resident.

Moving to places like Westlock and Waipahu, existing communities, older, historic, fabric and it's a very different character of the plan. You can look – you know, this is almost like you could say that's Wailuku on the right, and that's Kahului on the left. You know they've got the same kind of character between Waipahu and Westlock, old village, new suburban, industrial area. But, you know, in Waipahu, they mostly, we're probably going to do a mini charrette here later in the fall and focus on facade restoration and maybe some parkettes because there's no place for outdoor dining and things like that. We don't see that this little main street transforming very much, for, you know, another decade, but we want to bring it back economically, and, you know, bring back the customers and successful businesses.

Over in Westlock there's a lot more industrial land. We don't want to lose industrial land, but we're going to zone this industrial and mixed use so that if people do, you know, if the market really wants to see something that out drives that industry, it could have a different form and still have residential or offices and still be a full place because there's about a three block for a main street type of street that leads from the station down to the Pearl Harbor historic trail. And, you know, the city's kuleana and most of this is really the zoning and the implementation strategy and the support for private development.

Over in Aiea, Pearl City, largely, mostly, you know, what we would call suburban development patterns. You know, when you look at what's going on here, you know, mixed use village over on the Eva end, there's more of what we're calling urban neighborhoods, you know. Pearl, in the Pearlridge area that's the most urban neighborhood – suburban transferring to urban. In, in the Kalihi area or the other blue area on the right, that's more the existing smaller towns that are growing up, you know, in character. And then you've got the . . . (inaudible) . . . downtown, the major destination centers like the airport are. If you look at Leeward Community College, you know, I was thinking of this slide, Jonathan, when we drove by Maui Community College, you know. So it, it's a commuter campus right now. Lot, huge, big parking lot, but it's going to have the rail right at the edge of it, and so you could see this transform overtime once rail comes in. Legislature could decide to build a tech campus sort of thing. This is going to be zoned and planned for something that could really grow up. You will still have some parking, but land value will make the structure parking, you know, economically viable. More importantly, you know, whatever, real university needs is a campus quadrant or gathering place. So as the parking redevelops you'll end up with something that, instead of being just a long walk from parking to the, to the college, it actually could become a gathering space. And you can envision, sometimes tech businesses locating near, based on what they're teaching in college.

Moving over to Pearlridge area, you know, I was corresponding with, with Erin folks. They mentioned that they've been following the live work Aiea. That's our first big approved development. It's got, on the side of the Kam Drive-In. And I think there's about 1,500 units approved, and, you know, a lot of shopping and things like that. This is the, the gathering space that the developer plans to build. So the private sector is going to build the main street and the gathering space. But, you know, we, we've looked at of what we require in the development. So you can see – it's not going to look exactly like this. . . (inaudible) . . . So they're going to improve the – they're going to build . . . (inaudible) . . ., they're going to include a walk here, and so we plan to negotiate, making sure that the street trees are out on the edge. . . (inaudible) .

. . Looks great. But they're also, they've also agreed to improve this section of the street down to here. Oh, thank you so much. Thank you so much. So, you know, as part of the agreement there, they're agreed to improve this street down to here. They've also agreed to build a significant amount of affordable housing on the site, you know, at a range. And they've also agreed that if they build it off site they'll actually increase their percentage a little bit and make it a lower, a lower AMI, you know, for lower income folks, so we've got some flexibility.

We didn't want to leave that all to them, so I'll talk a little more about the sub-cabinet later, but one of the things, you know, I have theory sub-cabinet of all the department directors that meets weekly to figure out how to get the stuff done. We picked this site because we're, we're . . . (inaudible) . . . all the, all the bus lines eventually to lead to the rail station and there was no place to turn around down here at the Pearlridge station so we're negotiating to acquire some land here. And what we want to end up with is instead of just a bus station we realized the land is valuable. Let's go ahead and build a, you know, kind of a, house, bus oriented transit housing. And we want a great plaza leading down to the existing Pearl Harbor historic trail, you know, so there's, there's going to be an existing trail that goes along here. It's built. You know, it's the old rail right of way. But, you know, it's not really very nice right now. People do use it, but it's kind of scuzzy and over time, you know, our, our new zoning will require that in, you know, the open space be improved, next to trail, where people oriented buildings, through the trail and we end up with this great linear park. So our Council has, has voted for the money to acquire the land for that initial phase, and we got the money to do the plan. And that will, it would be a private sector. We'll probably put it out to, you know, bid for a private sector to actually develop it.

At the Aloha Stadium for TOD plans, so we just started the airport TOD plan. Nothing to show there. And Aloha Stadium will be a partnership with the State. We're getting ready to kick that off in a couple of months.

Moving into Kalihi, which is, you know, one of the really great, you know, I think there's probably 50% of people, over 50% of people walk and bike to work. Walk like a big transit already there. So we didn't want to make that a great deal of change. We left the, the gray area as industrial because a lot of the other smaller, the areas owned by individual businesses and so we didn't want to mess with that at all. Any, you know, typical mixed use zoning throughout the rest of it. Here's the OCCC jail, you know. It's not gonna redevelop as long as it sort of stays like that. So the State is deciding, you know, it's an ongoing debate for quite a while. It's whether it ought to be fixed up where it is or move or anything like that. So we just decided to show what it might look like if you actually took advantage of the land and made one of the new vertical . . . (inaudible) . . . on about a quarter of land and freed up the rest for redevelopment. But more importantly than the whole jail thing, you know, looking back on the right side, what would it look like? It will be zoned so an individual business owner could decide to build something small scale, build an apartment or an office for Bill when he moves his practice to Honolulu or –

Mr. Mitchell: That's right.

Mr. Rue: – you know, whatever. You know, it's not all going to be towers like Kakaako. You

know there's going to be a lot of two, and three, and four story redevelopment. In Kapalama stationary, this is one that the sub-cabinet working together last fall. You know, we looked at sewer capacity, available land, market demand, all those things for all of the 19 stations, and this is one that we picked and recommended to Mayor that it be one of the catalytic projects. If we put some money here it will catalyze the rest of the stuff, and so, we picked a, a two block long section between King and Dillingham. You know one of the reason for that is there's one, you know, major landowner owns all of this land – Kamehameha Schools – and the rest is owned by the State. And so we picked just a two block long section to, to really improve and we want to do something that's sort of living streets. You can see the land that's owned and under control. And also some of the leases will be up by the time rail is up. So that's what it looks like now. There's actually typically 10 or 20 homeless tents along here right now so it's, you know, it's definitely needs improvement. This is the vision for what it might look like. And again, you can see this is not Kakaako scale development. It's mostly, you know, in the four to six story range, and a few probably 150 foot tower or something like that.

We'll actually, we'll actually done a, do a charrette this fall to decide should it be something that is hardscape like this or should it be something that is much greener and kind of gives a more . . . (inaudible) . . . of the structure, more plant or living street approach. But whichever we show then we'll also include things like bringing garden and the green street approach as that we discussed here a year ago. It can, you know, make it more walkable at the same time they're cleaning storm water.

Moving in to Iwalei that's really both a tremendous opportunity and challenge. In the plans here, there's three or four things going on. So this is one of our catalytic projects. This area here is Mayor Right Homes owned by the State and they just put this out for an RFP for development and they intend to – they're requiring not only that the developer follow the neighborhood plan, but also that they participate in, you know, a planning charrette that we'll do here to detail this, you know, more. The State owns some land in here as well. But the people around the Dole Cannery, some of the big boxes came to us recently and said, we think we've not, you know, we're just waking up to the opportunities are here, so some of the big box and parking, you know, folks that own the parking lots here have come and said we think we want to wake and start looking at implementing it. So they want to participate in a more detailed neighborhood level plan next year. And so this is what our kind of massing model looks like over there. In orange you can see what Mayor Right Homes could look like. That will get redeveloped. It's 20 acres of public housing, and they're just required to keep the same number of units, but they can build five or six, or 10 times as many units, private sector and make it a real mixed use community. There's several pieces of State land in there as well. We're talking to the State about potential for redeveloping those together.

So here's one of the big boxes, Costco, in the middle of Iwalei. You, I think, you've all heard of the glory field redevelopment. You know, redeveloping on existing parking lots. And so we decided to show what could happen there. You can kind of have your big box and walk to it too. We got no deal with Ikea. You know, there's no deal, but everybody likes that picture. You know, you can imagine it, living above your big box. I should mention when we were doing the work in Honolulu, back 12, 14 years ago, we did these same kind of imagines for the Keamoku



super block, and that was one of the first in the country where Sam's Club and Walmart made a multi-story building, put it up on the street, and had, you know, you've got some, you know, restaurants along the edge, right along on Kamehameha. And we didn't – we showed residences above it or offices. We didn't get that. But we got a two-story and, up on the street, and street life. So, you know, you can do this kind of stuff in Hawaii and get the big boxes to do what you want.

In China Town, much less land to redevelop, so we really want to bring back the activities. We were chatting at lunch, there's actually a new emerging makers movement in China Town, you know, young people, entrepreneurs looking at how to make, you know, do industry and crafts along with hi-tech and things like that. We used to call them factories, but now there's a new name, you know, makers movement on a smaller scale. It's kind of a cross between factories and, and crafts, you know, and adding hi-tech into it. But, you know, here we've got the infrastructure, it's just, you know, it's partly a homeless problem, partly a businesses all close at 4:00 p.m., not enough night life, but, you know, we want to kind of feed the existing, you know, young people's movement that are really moving in there. And there are a few places where the city does own some properties, and we have one of them out for an RFP right now to see if the market is ready to redevelop.

I mentioned – I'm skipping over downtown Kakaako. I don't want to show all the slides, but Blaisdel Center is a place where we really think there's an opportunity. It's 50 years old, it needs a lot of work, and it kind of like, do we keep patching it up or do we think iconic. And so Mayor want folks to really think out of the box of something that could be as iconic as Diamond Head in terms of people coming here from around the world, and as well as still maintain our local, the place we go and where kids have graduations and our cultural part. There's a campus improved school and museums and things like that. We also want to link it from, you know, Punchbowl down makai, to Kakaako.

Ala Moana is, you know, you think of it as a pretty built up area, but it turns out there's a lot of capacity between the existing parking lots and older one-story non historic buildings, so there's tremendous amount of capacity there. But we want to make sure that it's much better connected and you know, has really great urban space next to the transit and more, more gathering spaces and better streets. So that's some of the pretty pictures. All of that is online and I'll hand out some things to you guys to look at later.

In terms of our implementation strategy, we have the TOD sub-cabinet that's actually chaired by the Managing Director. I sit between the Planning – in the Planning Department and in the Managing Director's Office, and report to her. So, you know, we have the director's attention to really make stuff happen and we meet weekly to figure that out. We've done walking audits around every one of the 21 stations and have a prioritized list of access, walk, bike, handivan turn-a-rounds, all those kinds of improvements that need to happen. We not quite figured out how to fund them all, yet, but we have the planning money to get started. We've got the, you know, 15 of the 19 stationaries have the draft plans completed, one of them adopted. We're working tirelessly on zoning. I'll show another slide about that, and some financing and incentive tools. We have a draft tool box. I can talk a little bit more about that on another sheet.

We have a draft Island Wide Housing Policy that we're almost getting ready to bring to Council and start working on. And we picked these three catalytic projects that we expect to, you know, catalyze the rest of private sector development. I'm not going to read all these. This is our sub-cabinet rules, but, you know, we always use acronyms, but, you know, essentially looking at the streets, the water systems, waste water, financing. Even the broadband and IT guys are in there, Economic Development Codes, housing and three different agencies help maintain the public realm.

What we think of a catalytic projects is one that is likely to catalyze other projects to happen in the same area, sort of a seed or a target or magnet. It has to be a limited area. You know, one or two blocks of streetscape. Typically projects on both side of the street are important or something less, on all four corners. So you can look around and see this is what it would look and feel like when we're done. It can be, you know, like the Mayor's vision for Blaisdel really inspiring an iconic or just a simple block of good plain vanilla, good urbanism. Major public private investment are really smaller scale, you know, street and park improvements. We're also working in partnership with lots of other State agencies. Despite all the newspaper articles that, you know, . . . (inaudible) . . . you know, the legislature says the State agencies aren't doing anything, but we're working with tons of them on specific strategies that, you know, don't really meet the newspaper yet.

I mentioned our land use ordinance. It's a lot of work to get through this. We're doing an overall single land use ordinance amendment for the entire corridor, and then we're doing individual zoning maps, you know, two or three at a time with the overlays, and those would be new zoning. But since that's taking a while we came up with this interim plan development. I would actually recommend you guys think about this for, for Wailuku. It's a permit process to facilitate those catalytic projects and the way it works is we, we decided to make, limit it to, I think, 20,000 square feet. So we . . . (inaudible) . . . the larger, about ½ acre, owning the larger projects, and it has to be within a half mile. We actually proposed . . . (inaudible) . . . a quarter mile because we really wanted to see stuff at each transit stations. But some folks came in and said, well, we're ready go, you know, can we make it a half mile, and Council agreed with that. It makes sense. So within ½ mile of the stop, what it does is it allows us to negotiate the zoning that isn't there so, you know, it can be mixed use. It typically if it's residential, we will require you to have some affordable housing. We'll going to require you to build a really good streetscape, you know, with the trees in the right place, and the wide enough sidewalk. We'll require some kind of active use on the ground floor. You know, not every place is a restaurant, but something that's active, not blank walls, but fairly simple and easy to meet that, you know, will help create the space.

In the, the permanent zoning, the proposed zoning map changes generally allows for more mixed uses like our existing AMX or apartment, or BMX which is commercial. IMX is industrial. Right now, in an industrial, you're only allowed to have a caretaker cottage on industrial area, so the IMX will allow. If somebody wants to, to say, I want to kind have a cool, hip, make this area in a, you know, it will allow them to have some residential on top if they choose to do that. We don't really want indust – all industrial to turn into apartment zones, but we want to allow the mix.

They'll also have, you know, in the permanent one that we're gonna roll out in the next four to six weeks, use and design standards to activate the streetscape, reduce parking, new bike parking requirements, required pedestrian walkways, and some opportunity for community benefits in return for height and density. None of this has gone to Council for approval yet, but this is what we're getting ready to propose. We're, we're suggesting that you get a minimum base. You know, the city's going to adopt the zoning, and that will come with a certain minimal level of height. And then for additional height up to the maximum, you'd have to provide some additional affordable housing or a park if there's nothing in the neighborhood, or improvements to the existing park, if you already have one. Some fairly simple things.

We also realized that we don't really have regulations that govern how you do the sidewalks. Right now we just require a four foot wide sidewalk if it be right next to the curb. And really want to produce the wider sidewalk, street trees between you and the parking, some kind of, the potential without having to go for a special permit to put a table out in front of your restaurant. You know, we want that to be all included and by right, to encourage that kind of stuff that everybody wants to see, so we have, we're actually dickering back and forth whether it ought to be in this separate infrastructure, Chapter 14. Nobody but planners and engineers care about where it is, you know, they just want it in there. But, you know, this is what you have to do to go through with all of your departments to figure out who's going to own it, who's going to implement it. So it might be in the land use ordinance, it might be in the infrastructure chapter, it might be in the street chapter, but, we're gonna, you know, have the options to widen existing sidewalks. If you've been to Waikiki you know that, that they have wider sidewalks, and those meandering things happen on private property and there's like a 60-page legal agreement to make that swap. So, you know, negotiated for, for everyone. We want something that is kind of pre-negotiated, a fairly simple lease agreement, and where you can move the landscaping out to the curb, put it on city property without having to ask pretty please, and, and, and then pave the area that's on your property and allow the public to walk there. You know, encourage awnings, and, and reduce the fees, and maybe not have a separate permit for the encroachment onto the public sidewalk where we do want you to have stuff happening. So, we have a draft to that.

We also have a draft housing strategy. We're not quite ready to pull out. But, you know, really as an island wide vision we decided not to focus this only on TOD, and we're looking at, you know, a combination of regulations, policies, codes and zoning, targeting funding. We think it should focus on a smaller – you guys are up to 60%. I think we're at 30%. We think it should actually be a smaller percentage, but applied to every project, not just ones with re-zoning, and, and a lower percent AMI across more projects for longer, affordability period. If we start getting a little bit in every project, and for a longer period of time, you know, 10 years you can actually start see the supply increasing and we're, we're tackling the problem.

But you know, principles, mixing it up across incomes, ages, cultures, connecting people and places. You know, private sector doing most of the work with non-profits, some targeted public investment. We need more focus on our island on rental resident owner occupied, and we want to kind of balance reasonable requirements without driving development outside the new TOD areas.

So that's, you know, all the policy stuff we're doing, but, you know, you need action too, so I'm going to talk just a little bit about quick fixes and I think all of this applies to, to what I think what you need here in Wailuku as I walk and drive around. We kind of believe that, you know, streets, are the city's most usable, largest, accessible public space. They're cost effective. We've often over designed them for function. That applies a little less to Wailuku than to Kahului, but, you know, some of the same principles apply. So have a – City Council passed a complete street ordinance that requires DTS to develop a complete street manual and we just had that, you know, first policy workshop. Lots of – we had 120 staff sitting around the table for two days, working on, working their way through, through that manual. We're working on our first cycle track. We're going to have one on King and Beretania. And then we're starting to feel our way to interim design strategies, so I'll show a few slides of that. I think it was actually the same time that I was here, I flew here, from Maui, from that EPA workshop and flew over to Honolulu that same time. It's Alan Fujimori who did a lot of the Kihei work with me, governor, there's Linda Schatz, Senator's wife. You know, Alan and Linda did a lot of work along with a, a hui of young people and they did this exercise to, to get in Kakaako, they, you know, made mini round-a-bouts and curb extension and parkettes. And I, I would say, what we want to do is absorb that energy into the way we do business at the city because they actually had to get a permit and, and there wasn't enough lead time to allow traffic. You know, so they closed off the street, did the mock up, and the next day tore it down. You know, we wanted to get to where we actually do that stuff, allow traffic and leave it up for three months, and you know, make sure it works.

So I want to actually show another small island. This is what they're doing over on Kauai. We've got Michael Mole, great new traffic engineer there, but the Kauai folks have been doing this for a while. And so they're actually looking at their small lanes. You know, so this is near school, right? Near school, and near church, and you know, some existing businesses. And they're just stripping. The people are walking in the street anyway, so, and there's, you know, a few hundred vehicles a day. So just a have shared travel lane, and, you know, your neighbor's coming down the other way, you know, slow down, and go around each other. But you're defining where people are walking. They're getting, you know, again, getting ready to implement this. It's pretty cheap and there's probably some of the roads in downtown Wailuku. We've identified ones in, in, like, Kalihi, you know, from the side streets, parallel to King Street and Dillingham where we'd actually do this and formalize where people already walk, and let's actually give them a stripe and the vehicles are moving around them anyway. So, you know, we think this applies too. You know, this one, it's a little wider, with 18 feet. If you get rid of the yellow, you actually can have two travel, and 18 feet. Actually the entire city of Vancouver has nothing but nine foot lanes with all their buses and trucks. So 18 feet is enough for regular two-way travel.

The kind of stuff that we're doing, the word is cycle track or protected bike lane. You can see the, the theory here, you move the parking out one lane and then build a cycle track. You have to have this buffer here so that people don't swing a door open. So there's some details. I mentioned to Erin, you guys should order the new NACTO guide, National Association of City Transportation Officials. It's got a lot of this stuff in here and you don't have to make it up. Lots of cities have been doing this. So we're going to do this on King Street. We've got like 37,000

lanes, I think on King Street. You know, they actually vary from seven to eight, or six. And, you know, we, we also removed the parking at, you know, at rush hours. So they left the parking up for several months just to see if anybody would notice and realize, okay, we can do without another lane. So now we're gonna, between the university and downtown or a municipal building, we're gonna implement that by November. This is what a simple version of one looks like. This is from D.C. You know, another version. Here's an example of what happens when this cycle track has to hit where a turn lane is, and so, you know, you go from having the full lane to just, you know, just the three foot stripe, and you know, you can wind your way in and the bike can go forward and at the same time the vehicles are turning. Or what happens when you have a conflict with like a hotel drop off zone. You can work out all of these details just with some green paint out where the, out where the complex are.

Parklette is a great idea that I think could really help in, in downtown Wailuku. We saw several places where you might consider them. You know because the sidewalks are fairly narrow, and you know, restaurants you need more place just to, to sit, and so, you don't do these on the big roads like in Kahului. But on those, kind of two lane roads, with older sidewalks and tight areas. Lots of cities are doing this. That new NACTO manual have some really good diagrams of how to do it and keep it safe.

You know, so, you know, you, you see they've done this like in Times Square, you know. But there's also, you know, lots of ways to do this. You always have, make sure that people are going to be safe and not walk into traffic. Here's some diagrams from that NACTO guide. You notice the, number one, they have the curb extension to keep a car from backing into it. There's some pretty basic, simple approaches. Our Council passed a resolution requiring us to do some parklette demos, and they're doing some at Kakaako designed by UH students.

You can do the constructed version of this, you know. It takes a little longer. Or you can do what the quick and dirty version which is what the City of San Francisco did that sort of started this whole movement. They called it parking day and they just, like, put sand or green astro turf out and, and, you know, big planters and parking spaces, and you know, didn't do it permanent but just did it as an experiment to sort of claim the space. There's also the idea of, you know, looking at places where we just had poured too much asphalt and turning that into interim plazas and then real great seating areas. There might be a few places. It turns out when you actually do it and make it clear where the vehicles are suppose to go, for some crazy reason you're taking away space from the vehicles and actually making traffic work better. Who would have thought it? And you know, then you can invest once you try it, you know, with some of the planners, and you can kind of built it into a real active space. You can do the same kind of thing in parking lots of, you know, kind of activating their space.

I wanted to just kind of finish with bike share. We worked with State and the State Department of Health, and we had a consultant working for the city to do a study last year and just during the study, when we met stakeholders, the Mayor and Governor both liked the idea so much that they basically directed staff to help make it happen, so we help set up a new non-profit. City and State put a million each in, in, you know, towards it. But, and then we're getting ready to fundraise. We're hiring an exec director. But, just, the good news, is we set that up to be a

State wide non-profit. So if we show it works in Honolulu, the organization is set up that it can be expanded statewide, which I would love. You know, you get a, one, one membership, and then when you come over here, you can use the same bike share system. That would be great. And that would work well for tourists too. There's a little bit of secret to how this works. It works really well in tourist areas. As matter of fact, Hawaii, Honolulu is the only top 10 tourist destination that does not yet have a bike share system because it will work well, you know, for us because it's flat, it's warm year around, and there's lots of tourists. So, and for some reason tourists are willing to, you know, buy it and they sometimes keep it a little longer so they pay. You know, like, local folks, if you have a membership, you can ride for ½ hour or 45 minutes without paying anything. If you keep it for a few hours, you're going to pay for a few dollar more, and tourists tend to do that so that helps float the whole system.

So this is, you know, kind of what's on the agenda. I'm not going to repeat it. I've said it already. That's, you know, all I have to present. This is what we're working on. We're a little bit ahead, you know, in some places. We're a little bit behind in others and, you know, let's, let's talk about what's next in Wailuku.

Everything that, that I mentioned here – if you could bring the lights back up – is on our website at TOD Honolulu dot org. Our Facebook site is actually kind of more interesting, you know, put all the cool stuff. We tend to put, you know, articles and things up there so you can track them both.

Mr. Mitchell: That's awesome. Thank you so much Harrison. I'd just like to recognize our Deputy Director of Planning, Michele McLean – just came in too – hi, Michele. I'll open it up for questions. A lot of great stuff here to think about and so many things that apply to Wailuku and some things in process, some things we can certainly directly apply to where we're at and try to accomplish. So I'll open it up for questions. Anybody have any from the board?

Ms. Carol Ball: You mentioned earlier on with one of those slides that there was something that you suggested that we do to implement some kind of interim . . . (inaudible) . . .

Mr. Rue: . . . (Inaudible) . . .

Ms. Ball: Tell us a little bit more about that.

Mr. Rue: Sure. You know, because it takes quite a while to, to amend the codes, you know, we've got a whole grab bag. Every place does. We do, you do, and you've got to be careful and properly. We're building a rail system we want developers to develop, so our Planning Director, George Atta came up with the idea of an interim – we call it interim planned development transit. I can e-mail a copy of it to Erin, coming back on the computer. It's a – we took a while to do it. We worked with the development community to make sure it fits. But there's two secrets. We already have a planned development ordinance for, for Waikiki, so it's been tested, it been using. We literally took the same Word document and build it off . . . (inaudible) . . . but both City Planning Department and developers are used – and Council – are used to using in Waikiki. And we changed, we've added – we took out some stuff that only

applies to tourists areas, and we changed some of what we're looking for and with the process is the same. We're looking for those same things – great streetscape, active uses on the ground floor, mix of uses, and affordable housing – so we have to kind of come in and negotiate those. But it's all sitting down within that framework. And it takes about six months to get your permit on the . . . (inaudible) . . . assuming that when you meet with staff . . . (inaudible) . . . and you address all the issues, you can get a permit in about six weeks.

Ms. Ball: Thank you.

Mr. Fujimoto: I have a question. You know we tried some of the stuff and our biggest obstacle was our ordinances in terms of design guidelines and the street widths, curb, gutter, sidewalks and all of this stuff. How do you – are you guys planning on redoing like all of the design standards and stuff for Honolulu or --?

Mr. Rue: We're planning on – we, we are actually are reviewing many and most of them. You know, the way you, you know, beat a elephant is, you know, one bite at a time, right, so, and you have to have a reasonable appetite. You want me to speak into this? So I mentioned the, the land use ordinance. You know, we have so many different sections that governed different parts. I mentioned the land use ordinance which kind of proposes mix uses. We're including in that the vision for what we expected to do along the sidewalk. There's, there's another chapter of our ordinances that governs that section between the curb and the building, so that's what I called that Chapter 14. And then the street section governs what's between curb and curb, so the complete street contract that is overseen by our transportation department is addressing that, that street section of what the standards are for that. So they're developing new standards for that. We're looking at, within the TOD areas, and we're working with the consultants who are working on complete streets, to try and look, in their ultimate product to look at something that looks at something that looks at building to building. You know, many of the other street design manuals across the country actually takes that literally the complete street approach. You know, sidewalk, bus lanes, you know, parking, that whole, whole diagram. Right now those are in separate places. So we're – it's much better than . . . (inaudible) . . . planned approach to making sure that they fit together, and we're hoping that complete street project kind of wraps into set of standards.

Mr. Fujimoto: For example, you know, your Kauai example.

Mr. Rue: Uh-huh.

Mr. Fujimoto: I mean, we could never do that here. You know, we'd have to put in curbs, gutters, sidewalk and you know we tried doing it in terms of, well, we're going to keep the streets private. And it doesn't matter because the subdivision codes goes into, you know, all urban, urbanized properties at least follow these standards and these are the standards. So, then you cannot subdivision, you know. So, I mean, it, it's really tough, you know, to change all that stuff.

Mr. Rue: Yeah, I – I'm not – you know, I work – I'm not an engineer myself, but I work with

engineers and value their, their work and engineers –. You know, planners like rules and regulations, engineers really like their standards, you know, and part of that is, you know, concern about liability. You've got to sign off on the plans and safety. We did learn something from our consultants who researched that liability issue. It's actually, liability -- Hawaii and professionals in Hawaii are among the best protected from, you know, design liability in the country in terms of our rules and regulations and laws here. So, that concern about, you know, getting sued over things is actually not as big of a concern in Hawaii as it is in other states. Having said that you really do need to change the standards because staff likes to work the standards and like to be clear. So the question is can we wait for the standards all to be changed, or can we implement some things as pilot projects while we're developing the standards. And that's what EPS is doing right now. They're working on a manual, but they're also doing 20 pilot projects around the country and mostly focused on intersections because basically people are getting killed, you know. And so, you know, working at new designs for the intersections. And, you know, those new designs will go into the standards, but we don't really want to be waiting on the standards getting adopted to see some improvements. Alright. And, you know, I think the Kauai thing is a similar thing. They're working on some of the pilot projects. If we were building a new road, would we do it that way? Probably not. But we've got kids walking to schools, and we've got kupuna getting hit when they're crossing the road, and can we come up with something that would be a safety improvement? You know, we're looking at what they've done in Europe and we're redefining, you know, this kind of thing, and, and it appears to be working so we've got a decade or more of safety improvements where, you know, lives are being saved.

Mr. Fujimoto: So is there a pilot project ordinance, or private project, pilot project that, you know, just not really justified, but, allows somebody to come in and say these are the, these are the design standards that I'd like come up, you know, put in to this project and then . . . (inaudible)

. . .

Mr. Rue: It's a good question. So let me just think a minute. Let's pick something that's not – so parkettes, okay, similar issue . . . (inaudible) . . . parking chairs in the middle of the street. That's a concern. Council passed an ordinance directing four different city department to work together to implement a parkette pilot program. Why the Council did not say exactly how to do that, you know. They're not micro-managing it. You guys get together and figure out how to implement a pilot project. So, you know, we got a staff team together, you know, including directors, and said how can we maintain safety and still meet, you know, Council's and the public's desire to, to try something? So – and we don't have – you know, ultimately we think, you know, we need a set of standards for parkettes like San Francisco has developed. . . (inaudible) . . . You know, we want people, you know, developers in Kakaako want to try their funding and they've got UH students designing it, you know, and people are going out and eating at food trucks in parking lots, they'd rather be sitting on the street and much like you've got customers here who want to do that. So, using the word pilot seem to give people a comfort level that we're, we're working towards a program, we're working towards standards. You know, if, you know, anything about – certainly not giving . . . (inaudible) . . . advice, but, you know, in the engineering community when you document your reasons for your actions and it is, you know, a concern for public safety and you're using professional judgement and you



document it, you're usually, you know, pretty – you're an architect, you know, you're usually fairly well protected if you document thorough process and decisions . . . (inaudible) . . . So, I think we've come down. We've got a working group looking at parkettes and we're choosing to use as a starting point that NACTO guide that I mentioned as . . . (inaudible) . . . pages of good other cities of how they're, you know, doing it, and, for safe practices. It's not a manual yet, but, it's a, some, some place, they'll point to it and say we're considering safety as a public, we're considering where the storm water goes and things like that. The same thing will, will apply to streets. I'm working on – well, I'm mostly focused on a TOD but I'm a working on, on a side project in Haleiwa right now where we're doing a planning and environmental study to see folks wanted sidewalk improvements. They don't curbs and gutters. It will change their rural character of Haleiwa. You know, so we don't want to spend as much money, you know, as, as a complete rebuild. So we're, we're going through a process of an environmental document and comparing the alternatives, looking at the safety, looking at the designs. And, you know, so you go through that's a great formal process because it's historic, and we've really got to cover every archaeology, you know, everything. And through the process where I would like us to go at the end of that is we do a good enough job that the selected option there can become a new standard for doing it in rural towns.

Mr. Mitchell: Yes Jonathan?

Mr. Starr: I was intrigued by those narrow, narrow roadway segments with the stripped off pedestrians bike portions. I mean, is that a potential solution for streets like Vineyard or Maluhia or some of the other narrow, narrow residential streets that don't have sidewalks in Wailuku?

Mr. Rue: I would think so. I mean, I'm happy to walk around after the meeting or drive and see, see all the streets and give you a good feel. The main ones, you know, like Main and Market – was that Vineyard that we walked down on?

Mr. Mitchell: Yes.

Mr. Rue: You know, maybe there, but that might really need curb and gutter, you know, if that's kind of on the edge, you know, traffic wise. But I got the residential streets, you know, one, one bit outside of town would probably be. We're considering – I have some other images as long as we're considering doing a similar approach to some of the – we've got tons of streets like that in very urban Honolulu, the older streets in Kalihi. And you know, basically they're, you can't tell where the streets starts and people park half on the street and half on the gravel drive. And lots of cities have gone in and maybe done, you know, curb extension at the corner to kind of set the frame work and some stripping about where you should park and where you should try and walk, and only stripping one lane of travel. And, and you call that a yield street. So basically, you know, which we do any way. You know we drive with aloha. You're coming, you know, you stop and let somebody out, you know. I mean, you're not worried about somebody coming both ways. So you know I think, I think some of that approach could, you know, could work here.

Mr. Starr: I, I know some of the reticence to allow flexibility in, in street, streetscape design here, comes from Fire Department where even the narrowest, smallest road if you do any work on it, has to be able to pass a, you know, very, very large ladder truck and so on.

Mr. Rue: There, there's good news there, Jonathan, too, but, you know, you have to go through the process. When Dan, Erin and I did all of the traffic calming in Honolulu, we always had the Fire and Police Department there at the workshop, so we'd always ask them and walked around and kind of got their input when we were doing it. When we did the Healthy Streets, you know, guide book back in the 90s, we started out in every town, like, we started out at the Fire Department, you know, and asked them, okay, so what streets can't you get down on, and they said, we can get down on all of them. Oh, you mean the ones we train on? So, you know, the narrow streets. You know, I mean, the fire, fire guys can figure that out. So, Portland has done, in terms of formalizing, this program of really getting the fire guys involved. Erin, you can chase this down, it's called Portland Skinny Streets Program, I think, and I think, I'm talking about something from 10 years ago, so it's got, you know, good practice. They, they were – they had lots of unpaved – or, no, they're paved, but no curb and gutter, like, rural, rural downtown residential streets, 20 feet wide or something like that, and they were very informal, they didn't mark where you parked or not. You know, much like what we would have. Their overall growth plan, you know, they have an urban growth boundary, so they realized we want to encourage more multi-family, you know, four and five story apartment buildings, in a single-family neighborhood, we're going to have a lot more traffic, we need to really look at this. So, so they actually got all the departments together, including the fire department. They got the fire truck. They, they went down these streets and they thought that they – they wanted to stick with just the – and make it 22 feet for curb and gutter which is radically small, but that's what most of those streets are like. It's a yield street. You can park both side. You, you know, your car goes like this, if somebody is coming in the other way, you just – they're not – they're two streets but not a lot of traffic. So the yield street is parking on both sides, no, no stripping, and you know, you can just move around in your neighborhood.

But they were concerned, well, how do we get, you know, the fire trucks through and what about our, you know, what about our hook and ladder trucks and things. So they literally park the cars every where you possibly could, and then had the fire truck go down the street and make sure that they could set up the aerial truck every where because the driveways they could do that. Later they thought why the heck we ever even be putting aerial trucks, you know, because those were towers. But they wanted to cover all the basis and really include the fire truck guys. And then, you know, in the classic thing, you know, on a cul-de-sac you've got to be able to make sure it's wide enough for the fire trucks to pass, but they realized, well, Portland, our blocks like 200 feet, you know. So, you know, we can always get in the other end, just go around the block if there's a crash or something. But they included everybody, and this is documented, the process they did, and they came up with this 22 as a standard. So, they realized they wanted to save money. They wanted to be able to pave every where. The narrower they do they do it, the less runoff there is so the storm water system doesn't have, you know, as opposed to a 34 foot, you know, it's got 1/3 of the runoff so they kind of did the math of figuring out the least costs to deliver and realized that, that's the magic number, you know, so.

Mr. Starr: 22 feet, and if you parked is there –

Mr. Rue: 22 feet allows both, two lane travel, and parking allowed on both sides.

Mr. Starr: I'm trying to do the math, and I'm like coming up short for that.

Mr. Rue: Cars park about, are about six feet.

Mr. Starr: Right. In one way.

Mr. Rue: So, you know, you could have –

Mr. Starr: So that leaves 10 feet.

Mr. Rue: – on both sides, and a 10 foot lane down in the middle. You know, now, in Vancouver, there's no lanes wider than nine feet. You know, we do this 11 and 12 foot wide lane because we want to go really fast. Yeah, if you kind of do the minimum street then you don't have to traffic calm every thing. People are naturally going slow in a residential neighborhood.

Mr. Starr: As far – if you have a narrow –

Mr. Rue: Jonathan, if I can interrupt.

Mr. Starr: Yeah.

Mr. Rue: I'm not suggesting that you guys choose a 22 foot. You know, they're good. Maybe too – too narrow for the public where you guys are comfortable. But the process of getting everybody together and looking at the multiple goals, and nobody has enough money to do everything and more so what's the least investment we can do that meets all of our goals, you know, environmentally for runoff as well as traffic.

Mr. Starr: No, I, I never knew that you could even consider something in 22 or even 24. If, if you, if you have a, a narrow streetscape and, you know, you, you want to try to put in, put in sidewalks, but, you know, you're, you're kind border, borderline, is it, you know, is it realistic to just look for a wider pedestrian area on the street on one side rather than trying to put, you know, kind of a narrow sidewalk on both sides? How do, how does that, you know, how would you rate the imperative of going both sides on, on a narrow street?

Mr. Rue: I would look at the context of the neighborhood. I used to live Manoa, and there's lots of places in Manoa that people are happy just walking on the grass, and, and where the improvements really need to be is the safe intersection crossing, you know. You've got a . . . (inaudible) . . . so, but, you know, if you're trying – if there's a lot of seniors there, then you want, you know, you want stuff for, for wheel chairs. You know, I would say, partly depends on what the use is, you know, like pedestrian, how much volume. I mean, like vehicles, you know, how much volume there's going to be. What the destinations are, are they mostly on one side or

not, and you know, how much – what the budget is. I would always say for new development, you, you want to require, you know, sidewalks to be built on both sides, you know, and narrow down the streets to be able to afford the sidewalks. When you're trying with limited budget to make pedestrian and walking and wheeling improvements in the existing neighborhood, you really got to figure out what's the best bang for the buck, you know. And I would have no objections to seeing better improvements only on one side as long as you . . . (inaudible) . . .

Mr. Starr: I, I've got one more.

Mr. Rue: Sure.

Mr. Starr: One of the defining characteristics for Wailuku are the poles and the wires, and there's actually a decision made not too many years ago to maintain them as a part of the, the built environment. And, I, I don't know, to me, it, it makes it a lot less pleasant to, to want to walk, it makes it very difficult to put in street trees, and it narrows down the sidewalks, along with, not making us look up at the sky. I'm wondering if you have some comments on where the priority of trying to get rid of overhead lines should lie in town like ours.

Mr. Rue: That's one of those very kind of a personal decision that you really need to make. I've never yet done a community charrette where the community immediately doesn't want to cross out the lines. And so when we do those photos we always – it's easy to photo shop, erase them. Yeah, it's really hard to figure how to fund that in an existing community. In a historic area, it doesn't personally bother me to see the wires. Again, you know, if the street scape is active enough, you're not paying attention to that. As part of an overall, if you're going to be replacing wires, you're going to be digging up the streets, and you could figure out how to cost effectively do it if it make, if it makes sense. It would not be where I would put my first . . . (inaudible) . . . of public money in terms of bang for the buck. You know, because, again, figuring out how to, how to fund it is, is the challenge. You know, we're going to look back a few hundred years, like in Europe they figured out that they actually build these big trenches out of the sidewalk and they have pavers on the sides of them, and they've got all their utilities buried in there, you know, but, you know, they've been working on their villages for 100 of years. It, it wouldn't be my most important thing. I agree with everything you've said.

We walked down some place, San Juan, Puerto Rico, the wires are actually, sticking – they're on these things attached to the buildings, you know, and I find that really charming, you know, it's really weird, so. It, it, it's hard to fund that, you know, working with the private sector. If they're having a lot of storm interruptions and they really need to do it for liability and you're getting a public/private partnership that could do it. Or they need to up all their service wires through town to serve as an outline part or something that, and there's public/private partnership, it makes sense.

Mr. Fujimoto: For Wailuku, what's your feeling on what goes first? We've had people coming in here and saying that, you know, business if slow and whatever because they don't have parking. And then the other side is, well, we can't make parking because there's not enough people.

Mr. Rue: Yeah. Let me give you a two part answer, okay. I'm, I'm rusty. I spent some time here a dozen years ago, but I've only been back, you know, for a few hours. I've read a little bit of your . . . (inaudible) . . . so, I cannot pretend to offer real solid advice on, like, Wailuku if I could . . . (inaudible) . . . and thinking about it. Having said, you know, there are similar characteristics of small towns that have seemed to work in other places so some general things to think about. I would focus less on the – we've got to get a great development to happen here to bring everything else around because that, that big – you know, there's something, you know, Jonathan redeveloping six, you know, six blocks or something, you know. The stuff that is easier to control is some of the incremental things of, and, you know, the, the walking environment, you know, trying a parklette, looking around and, and making sure the gathering places are there. There's some quick fixes. I should – I brought, like, some . . . (inaudible) . . . , so I can actually leave one of these behind, real towns. Actually we came out with this one when I was here in Hawaii the last time, but here's kind of an action agenda at the end of that suggest things like 20 things you can do, very much focused on what you can do together. I, I sort of learned this doing a charrette in Belton Lake, Florida shortly after – that's a sugar, sugar town in the middle of the everglades on Lake . . . (inaudible) . . . and they had just – sugar had just mechanized. So the 9,000 jobs for sugar, and, and they got rid of 7,000, and I did a charrette, you know, like, three months later or something, you know, so the entire town is on a . . . (inaudible) . . . And, and we did a vision . . . (inaudible) . . . on Saturday and the merchants were so untired, on my way out of town early next morning, on Sunday – I guess they were skipping church – but they were, they had gone and rented a pressure washer the next morning, and three or four merchants together were out there pressure washing their buildings getting ready to paint on the basis of division. And, and, you know, some of the other little stuff you can do is, you know, deciding to act together, public/private partnership.

Some of the other stuff that you could do, you know, I mentioned – the Mayor was talking – you know, we have a First Fridays, but, you know, not even all the merchants stay open. You know, so maybe that's not the thing that's working. How many 1,000 employees you've got? What about we all go out and eat lunch on the street. You know, some of us, we can afford, go ahead and buy our lunch, you know, but there's not enough restaurants for everybody to go, so, bring your lunch, drag out your folding chair from the office, and let's just go sit and if we all lived here and we're . . . (inaudible) . . . together. You know, maybe that's once a – maybe it's let's just meet for ½ an hour for a glass ice tea or beer after work, you know. We figure out what that gathering is here, and then, you know, just try it once. Bill, was it you, or was it –? No, I think it was Keith who was talking about, you know, going into a coffee shop, I realize there's 10 people there. It's, like, they don't live near by, they're all stopping in to just get this one little fragment of the community as if they lived in a walkable village. And so you can engineer that kind of stuff without a lot of money. And then you can turn that into saying, okay, so, so we're, we're going to do this park. You know, let's actually, you know, kind of inhabit the park. Let's, let's bring in some furniture. You know I showed slides of the kids with the beach furniture and that you know, let's bring this in and rather just sit below architects – I'm sure you can draw a great plan design – but what if we all brought our favorite props that we'd like to see in a charrette, and let's actually do a onsite, move the furniture around, planning charrette for the park, and we include having a picnic at the end of the day, you know. And so, you can do that kind of stuff, and that gives some of the, you know, you know, developers then look at that, oh,

this is a place where there's a scene. If I invest on top of this, I'm more likely to get the success. You know, it's certainly showing the city and the business community behind it. I can go on for hours about that, you know, kind of, but you can make that stuff up yourself, and Erin knows how to do this.

Ms. Ball: You know, I really love what you're saying because it does make a lot of sense to create a hangout because as we all know restaurants are the most successful are those that people go. And they usually have some feature. But the major feature is that you could go there and congregate there, and that's what makes that particular business so successful. And we could make our town successful with that same principle.

Mr. Rue: You can find a parking lot with a black ball. Paint the black ball white and show who's . . . (inaudible) . . . You know, bring your chair, bring your pizza, buy stuff across the street, you know.. Not to take any, anything away from up here, but, you know.

Mr. Mitchell: I, I was disappointed to see that the Central Café had closed, but excited to see, I don't know if you've been down to that new little juice bar call the Farmacy. It's right next to Request Music. We stopped in there as we were doing our little walk around. It was exciting to see how many people came in there, and there's no parking for that little place. But because it's all natural stuff, it's, you know, really sort of, you know, hip and different. Pardon me? At, at – so build it and they will come is, is true, to the extent that somebody will take the energy or the effort to build it. Jonathan has real exciting tenant on the side of his building. What's the name of it?

Mr. Starr: Curious.

Mr. Mitchell: Curious. They're importing, custom, very custom type things from Bali. Not the typical Balinese furniture. It's very different, hand made reclaimed wood from boats and all kind of really exciting things and hand made light fixtures. And we talked to – what's her name? Was it Sharon? The, the owner?

Ms. Erin Wade: Anna?

Mr. Mitchell: Anna. It was Anna. She said the first – they actually, you know, sold out most of the store on their first wave of stuff so her husband had to go back to Bali to, to buy another, to buy more inventory. So that was something that was interesting to me because it says that there is a market for Wailuku for those who will invest in it, and if we have the right market mix, and to a degree that we can help affect that. I, I have a question for, for Corp Counsel and for Michele. This interim plan development overlay is really interesting and Carol picked right up on that, is that something that we could unilaterally do as the MRA without having to go to Council?

Ms. Michele McLean: I can't answer that definitively right now.

Mr. Mitchell: Okay. Any idea?

Ms. Richelle Thomson: The same.

Mr. Mitchell: The same.

Ms. Thomson: I'd have to look into it.

Ms. Ball: Is that a maybe then?

Mr. Mitchell: It's a maybe?

Ms. Thomson: . . . (Inaudible) . . . Maybe as to parts. I don't know about . . . (inaudible) . . . Maybe as to parts of that, but I, you know, a comprehensive, kind of interim zoning change. We would really just need to look into and see what we can do.

Mr. Starr: How can we figure that, figure that out?

Ms. McLean: Before I answer that I wanted to add that a lot of things that we're talking about go beyond the Planning Department's authority. Parking and zoning and use –

Mr. Mitchell: Right.

Ms. McLean: – is all within Planning, but building and fire and other infrastructure requirements go beyond us. So that would be, that would be one thing we'd need to sort out. Uhm, but looking into it, we can, between Richelle and me and Erin, we can probably get you a better answer by the next meeting.

Mr. Mitchell: That would be great. I, I was, I was thinking just in terms of could we, of our own MRA zoning and development code, are there things in here that we could overlay an interim code on that –? Because we've talked about re-writing this, but the complexity of it, as, as Harrison – I mean, the complexity and the time it takes to do it is not conducive to someone that came in maybe next week and said, hey, I want to do 15,000 square foot small store. And we go, whoa, gosh, we've got this whole –. You know, if we had something in this that said we had the flexibility to go outside of that and look at an individual project and it's attributes or qualities and not be necessarily stuck into the old code. It would be very, very exciting, I think, for, for redevelopment in Wailuku town.

Mr. Rue: If I take the heat of them for a second.

Mr. Mitchell: Yes.

Mr. Rue: I make it look easy in a power point.

Mr. Mitchell: It is that easy, isn't it? If it's in a power point is easy.

Mr. Rue: You know, they've been working on the plans for seven years. Somebody else had

my job for three years before I came in, so it, everything does take time.

Mr. Mitchell: Sure.

Mr. Rue: But certainly I wouldn't want to tell you what to do here, but certainly we did everything there within, from Corp Counsel and approval, you know, by Council. And you just kind of want to, you know, cover your butt. We also had the rationale because there's, you know, we're building a transit system. You know, and I think you guys do have a nexus and a rationale here that you really want to see this come back. So there's a reason, a reason why you want to do it, and you're looking around and we're not seeing the development that we want yet fly. So, you know, I would suggest respectfully that, you know, if you do work out something, you know, you have to have a good reason for it. I think you do. You have to articulate it, and you have to be, they're simply saying that that's part of the process. You know, we're not like it's open season forever.

Mr. Mitchell: Right.

Mr. Rue: As part of the process, while we're developing the new codes. The same thing we're talking about the streets, you know. While we're developing new codes, we want to test some of these new ideas, we want to encourage development so we can get the new parking lot.

Mr. Mitchell: It's a pilot project.

Ms. Ball: Yes.

Mr. Mitchell: That's all I'm going state. Just call it a pilot project. I have a question for Harrison. We, we were sharing with him that we're in the mist of changing our parking code, or re-up our parking code and one of the components to that is discussion about paid parking. I wanted him to share a little bit about his thoughts about paid parking and how it functions in other cities and small towns, and both good, bad, or better.

Mr. Rue: So before I, I joined the City I was working as a consultant for a large consulting firm working for federal government, so I help federal highways do all of their research and guidelines. And part of that one of things that we did was a – it's the longest title – primer on the role of transportation system management to support livability and sustainability. We call it the MNL primer for obvious reasons. But within that we researched, you know, parking and, you know, so it's not just parking, it's, it's the walking and biking, the management of everything else, other parts of the system. So when you, when you make your decisions about parking, you're looking at as part of the whole system. The, you know, the, the quick things that I learned from that research as well as working with towns around the country is we're, we've developed this, this thing where we assume parking should be free because we built so much of it in all of suburban shopping centers. But, you know, historically, parking should not be seen as an income stream, it should be seem as a management tool to deliver the results. So you want a healthy, healthy main stream environment. You need a certain number of the roadway spaces open so the people would want to get that quick drop off, you call, you want to jump in



and grab a take out order or pick something at the drugstore, you can always find a short-term parking on Main Street or a visible lot. And that's a management tool. It's not about income. So sometimes you have to actually charge for your street front parking, you know, reasonable fee, you know, so it's not punitive, it's just so you can manage and make sure there's enough spaces. And then, and then you look at where the long-term lot should be.

I did see your 2011 study. I haven't had a chance to go over it, but you've done an inventory. It says you're deficient. But, you know, again, what would it look like if we managed the whole system, so, you know, now with so many apps. You know, I would look at SF Park, San Francisco Park, SF Park is all on the web, and Park PGH, PGH is the airport name for Pittsburgh. So it's Park PGH, and there's probably 10 new better ones. But, you know, when I did the research those were the best. And so they've got these apps to get ready to use, and we're going and look to see where the parking is. In Pittsburgh it was for the arts district, you know, so they've got all of these, you know, parking. You know, they, they were finding that people wanting to go to the opera or the museum didn't know where to park because they haven't – those are historic buildings, they haven't build the parking underneath them. But, you know, there's one right next door in the office tower. So, they realized we can man it the time of day. You know, we can make it easy for people of the suburbs to come down town and know they've got a space reserved, and they can pay for it on their app on their way, you know – as long as they're not texting and driving – but, you know, they know where to park, they've reserved it, it's easy, it's simple. So the technology and we have enough people in Maui that can write this in the weekend probably. But you can have a system to better manage all the spaces you have. When you take that approach you sometimes, you know, and it's kind of easy to click and pay different time of day. When you're managing the system like that, the church can make a little, a little bit of money for, you know, people parking in the church, you know, on non-worship hours. And look at the night time use for your parking and things like that. I would highly recommend, you know, refreshing your, your study there, with new technology for better managing. And some times that means you're paying.

When you make that proposal, you know, Council should probably approve. I don't know what your ordinance says, you know, who decides parking rates, but, usually it's Council. Seattle has authorized staff level, you know, not even directors, you know, staff level people to change the time of day parking, you know, as a management tool, rather than having to go to Council all the time for vote.

Mr. Mitchell: Are you seeing municipalities, municipalities managed their own or they, they select vendors to do most of the paid parking? Because that's a discussion we've had, if we ever do it, paid parking, you know, do we manage it as a County, you know, within the County or do we have a vendor do it?

Mr. Rue: I don't know. . . (inaudible) . . . I know there's some city department, you know, parking departments that do manage their own, and there's others that use vendors. A good, or more or less, a good parking management plan, you know the app should, should integrate, you know, city owned and manage parking with the information to go to different vendors for RFP.

Mr. Starr: It, it sounded like to me the, the parking system you're talking about, where you have an app and you can research and, and lock in the spot, is that a system where all the parking spots have a number, and then, you know, you're able to reserve, find out which one's open.

Mr. Rue: I don't know.

Mr. Starr: Or is that –

Mr. Rue: The ones in, the ones in Pittsburgh are definitely that way. What I know you're reserving a space in that specific garage, but whether it's a specific numbered space in the garage I don't know.

Mr. Starr: You weren't talking about on, on street, because I, I suspect a parking today, and I know they talk about handling on street or even handling all the parking in an area whether it's public or private under the same management tool.

Mr. Rue: Yeah, Park PGH was just for garages. Seattle using both garage and on street. For on street, you generally don't want to reserve specific numbered spaces because you can actually fit more in if you don't stripe in between them. We use to, we use to stripe you know because we had a specific meter, and, you know, now we're not using the metered for every space, I think, you know, often see pay in the middle of the block, you know. When you don't stripe in between spaces, with so many different size cars, you can actually fit a lot more, a lot more cars in spaces.

Ms. Erin Wade: . . . (inaudible) . . .

Mr. Mitchell: Anybody – Erin, do you have anything you want to share, ask?

Ms. Wade: No, if we have a copy of the – if you have a copy of the interim ordinance that we can share, and I can share with Michele and Richelle to discuss the functions.

Mr. Rue: I brought all this printed out stuff, but that's one thing I didn't print out. But I'll e-mail it to you –

Ms. Wade: Perfect.

Mr. Rue: – at the end of day or this weekend probably. I have a plane to catch.

Ms. Wade: Yeah. Perfect.

Mr. Rue: I did, you know, while – you know I did bring a copy of Essential Smart Growth just in case everybody lost their copy from last year. But I'll leave these just to sort of pass around, some, some copies of the summaries. We've got the 180 page, you know, version, but this is the one everybody looks at, but in case, I had a . . . (inaudible) . . . plan. You, you may be able to skip the 180 page and focus on the 20 that people will read. Nobody ever looks at the whole

thing anymore. But, I, I just wanted to highlight two more things. I'll give you a copy. You know I got a copy of the, the chapter 14. Actually I do. I have it right here.

Ms. Wade: Awesome. Do you mind talking in the mic?

Mr. Rue: I'm sorry. I've got the interim ordinance right here, but I'll also send you an e-mail so you can send it around. And I did, I did bring a copy of one of my staff member's research on parking recommendations. We didn't use it all, but he kind of looked . . . (inaudible) . . . some ideas that you can think of in here. We're keeping ours very simple. We're not going to – we're recommending to Council that we not require parking in any commercial building that have to be re-zoned. And we'll put in a small store, and you think your customers come by transit . . . (inaudible) . . . And that will reduce the . . . (inaudible) . . .

Mr. Starr: One last thing, I was pretty amazed at some of the stuff you were telling us about the, I guess, not just zip car, but other short-term car rentals and how many vehicles they actually replace and what, what your projection of the future trend with is, is looking at.

Mr. Rue: Big picture, you know, we're building a transit system. We already have one of the country's best bus system, most used, you know, most people can get to work by bus, even though it takes long. So, but, when you're adding to that, it's the entire system. So the walking and wheeling network, the bike share network, and car share, and there are several other. And so car share, the legislature just this year fixed the taxing issue that was keeping car share companies from coming here. You can now just pay tax on a portion of a car rental for a day, so we're talking with car share companies that are getting ready to come. One of my staffers did some research for his Master's and discovered that one car share vehicle takes the place of 16 single person owned vehicles, so that many people either chose not to – you do get to chose not buy and our city and our car share, or two car families getting rid of one of their cars, or people getting rid, you know, in time, you're going carless. When they've got great transit. When they've got . . . (inaudible) . . . So, you know, you start implementing, you know, you've already got the bus, you know. I'm going to leave behind on transit ready development principles. I thought TOD for the rest of it. So you start making a more walkable mixed use village eventually 20 years from you're going to have the better bus system, and you know, you kind of build that in. Car share can work right now. I, I think car share would work in Wailuku, Kahului, Kihei probably, right now, possibly Lahaina. You know, you need people who are choosing to use that, and it's got to be walkable, you know, for paid car share and then walk . . . (inaudible) . . .

Mr. Mitchell: Great. Any other questions or comments for Harrison? I, I'd like to suggest that we defer the discussion on parking until we seen and – review some of Harrison's input and background in Honolulu on as it relates to our parking ordinance because it sounds like there's some things that would directly apply unless anybody has an objection? Yes, sir?

Mr. Starr: Yeah, just that I, I think that's a good comment because if I, if I remembered it, it's kind of getting harder for me to remember from meeting to meeting these days, was kind of where we were. Some of the questions that – and there weren't that many that we kind of got

stopped with that we're relating to some of the, some of the parking requirements, and the ability to, to reduce them. So maybe, maybe that is an area we could do some more work and then get back to it next month.

Mr. Mitchell: I think so, unless anybody wants to do it right now. I think we've got – we have additional information that will be very useful in giving us more flexibility in the MRA. Well, the last order of business we have on today's agenda is to look at our, I guess, proposal on the banners. Is that correct Erin? Oh, by the way, Harrison, thank you so much. We, we so appreciate you coming, stopping in and sharing all your background and we hope to continue to communicate with you and use you as a resource if you wouldn't mind.

Mr. Rue: Happy to. I'll be, I'll be back on island for the Planning Conference in September.

Mr. Mitchell: Wonderful. We look forward to seeing you. Thank you.

Ms. Wade: Just so you know, right behind you is the lead for your session, Jen Maydan, is with the Planning Department.

Mr. Starr: And, I just wanted to say this was wonderful, and thank you so much for coming over Harrison.

Mr. Mitchell: Yes, thank you.

## **F. BUDGET**

### **1. Banners (Action may be taken)**

Mr. Mitchell: Okay banners. These are the banners on our street poles, correct?

Ms. Wade: Right. So one of the recommendations from the strategic plan update was to launch the brand with website as soon as possible.

Mr. Mitchell: Right.

Ms. Wade: So the website will be ready to launch the first of September, with just a slight, slight modifications. But it's ready to go live. And then the – in addition to the website would be replacing all the banners on the poles, so this is what was mocked up. One of them is a duplicate because there's actually awkward number of poles. But, without – this is the sample without the kind of stamp. The feed back that we're getting is the stamp is little hard to read. Other than that this would be the banner. And then, also in your pile I gave you the cost for the banner. So Sign Source was the least expensive vendor. They were the ones who did our last two as well. They did the last two sets of banners as well. They're the cheapest on island for the full color banners, so, and that's the total.

Mr. Mitchell: How long did we leave the last set of banners up? How long did it last?

Ms. Wade: The ones that are there now, the Sig Zane banners –

Mr. Mitchell: Oh, yeah, the Sig Zane banners, they're still there.

Ms. Wade: – were up –. Let's see, we put those up in December of 2011.

Mr. Mitchell: So have they been up there for almost three years.

Ms. Wade: Yeah. 2 ½ years basically. The ones before that were up for two years as well.

Mr. Fairbank: I have a comment. Yeah, these are great. I think you should put the website . . . (inaudible) . . .

Ms. Wade: The website, like, here at the bottom?

Mr. Fairbank: Yeah. . . (inaudible) . . .

Ms. Wade: Yeah. Great idea. Just as a brief aside, so Yuki Lei still has a little bit of money left in here, and this is, on the website, is they actually made a logo for the wi-fi, that it's a wi-fi town now. And it's cute because they labeled it WAI-fi, like wi-fi. But anyway, she has a little bit of money left in her grant, and her husband Tak Sugimura, has a group of students at the college. And so now that Harrison mentioned this parking map, I'm thinking to myself, maybe we can get them to create the parking app for us.

Mr. Mitchell: Right.

Ms. Wade: To then put that on the website too, so that would be great.

Mr. Rue: Erin, if I could butt in one more time.

Ms. McLean: Can, can you please use the mic?

Mr. Rue: There's actually a local start up -- I, I'll have to dig through my e-mail when I'm back from vacation -- guys in Honolulu that had developed a parking app that they're trying to market nationally so that people can rent a space in their driveway for events. You know, so when you're near a stadium or a big thing like that, you do it informally, you know, stand out there, you can actually reserve it in the parking lot.

Ms. Wade: There you go.

Mr. Mitchell: Anybody have any questions about the banners or the –? Where, when would they be printed? When we get them installed?

Ms. Wade: Yeah, that's why I rushed to ask for this on this agenda. The goal is to have them up for the September first Friday event, the September 5<sup>th</sup> because that's the -- we always do the Festivals of Aloha in September and there's a lot of media, and there's a lot of kind of VIP on the street that day. It's also in advance of election seasons, so it would just look nice to launch this fall.

Mr. Fairbanks: I have one more question. Are we on Facebook too?

Ms. Wade: We don't have a Facebook page right now.

Mr. Starr: Can we look to getting a Facebook?

Ms. Wade: No problem.

Mr. Starr: Mr. Chair when you're ready for a motion let us know.

Mr. Mitchell: I'll entertain a motion on the cost of purchasing, and this includes installation is that right?

Ms. Wade: This -- no -- this does not include installation. The last time we had David Ivy put the banners up. He actually moved to Oregon, but I called him this morning, he's like I'm going to be back for Labor Day, I would love to put up the banners.

Mr. Mitchell: Okay. We have a motion for the --

Mr. Starr: Do we need a public testimony for this?

Mr. Mitchell: I don't know. Do we need public testimony? Is there anybody in the public to testify on the banners? Seeing none, we'll close public testimony. Do I have a motion?

Mr. Starr: Yes, Mr. Chair.

Mr. Mitchell: Yes, sir.

Mr. Starr: Move that we approve the purchases as are in our packet.

Ms. Ball: Second.

Mr. Mitchell: I have a second. Any discussion? Seeing none, all in favor? Passes unanimously

**It was moved by Mr. Jonathan Starr, seconded by Ms. Carol Ball, then unanimously**

**VOTED: to approve the purchases of the banners with the addition of the website at the bottom of the banners, as discussed.**

Ms. Wade: With the addition of the website.

Mr. Mitchell: With the addition of the website at the bottom. Thank you for that. Good suggestion Tom.

Ms. Wade: Thank you.

## **G. DIRECTOR'S REPORT**

- 1. Open Application Report**
- 2. Update on the Wailuku Town website**

Mr. Mitchell: Alright, I think that's -. Now Erin, you passed some other things out, is this just informational or do we need to -?

Ms. Wade: Oh, I just gave you the article that's actually been popping up around Facebook about restaurants, and it's related to the Farmacy. Essentially it's a - you know, I shared this with Harrison this morning that the number one reason people come back to a place that they haven't either been for a while or to visit a place that they've never been is for a new restaurant, and we have really seen that with the Farmacy opening recently on, on Market Street. It's packed down there, so that's exciting and it tells me we gotta continue to keep the dialogue open with entrepreneurs who are interested in restaurants.

Mr. Mitchell: And we're looking at potentially subsidizing or helping them if they think they'd like to use it doing a pop up parklette right there in the loading zone, in front of their restaurant so to create some seating and things happening. And so there's - we're working on a number of items to that effect where people have been successful we'd like to really help them to the degree that we can.

Under Director's Report, open applications, do we have any?

Ms. Wade: We have a new one from Sprint. It's another cell tower antenna addition. Potentially when we look at the revisions to the development code that could become an administrative function because the conditions continue to be the same. And then, I think the other two, Lisa Yoshida is still stuck trying to work out the fire and water situation. Green Lotus has returned my approval letter, or denial letter. We sent them a denial certified mail. It's come back twice, so I just have to figure out why that's not closing out.

Mr. Mitchell: Okay.

Ms. Wade: That's it.

Mr. Fujimoto: When do we start on . . . (inaudible) . . .

Mr. Mitchell: Good news on the park. We have a meeting this Wednesday. The Managing Director's office has been directed to get the park built. Wendy Taomoto is heading that effort up and she has assembled all of our sub-consultants in a meeting on Wednesday. I'll be attending that meeting as the MRA representative. So from that meeting they'll get whatever additional information they need to go out to bid. And my anticipation, expectation, and hope is that it will be built this year. Well we did get the fund. We got the fund.

Mr. Fujimoto: Right, right. Yeah, so, I think, we need to show the Council that, you know, we're gonna spend whatever they give us.

Ms. Wade: Yeah.

Mr. Mitchell: Absolutely, and, and get it done and in light fashion the Mayor is, is supportive of the MRA, and I went out on a limb this morning, and told him we'd have a draft master plan to him by the end of the year, so you have me to blame for that one. So we're gonna, we're gonna do put together something. We started that and we'll keep everybody apprized of its progress as we move forward.

Mr. Starr: Mr. Chair? Can I, can I request that we send a brief note to the, the Mayor's Office with appreciation for them fast tracking the, the . . . (inaudible) . . .

Mr. Mitchell: Absolutely. Yeah, that's a great idea. I think that would be wonderful. Yeah, because they've definitely taken that on. It was about a month ago there was indication because Public Works has been, is, essentially overwhelmed with all the things they're doing. They wouldn't be able to take it on. So we had a meeting on last – this last Wednesday with the Parks Department, and just before that meeting we got an e-mail from the Managing Director's office that they were going to take it on and they would oversee it and they would work with Public Works, but the Managing Director's going to be the, the go to agency to get it done. And Parks is very supportive of it also, so we're, we're – as they say, we're going to get it done.

Mr. Fujimoto: Would it be appropriate to copy the Council?

Mr. Mitchell: Sure. Absolutely.

Mr. Starr: Yeah, thank the Council for . . . (inaudible) . . .

Mr. Fujimoto: I mean, not thanking the Council. It's just to, FYI, that we're moving, you know.

Mr. Starr: Mr. Chair, was there anything about the clean and safe?

Mr. Mitchell: Yes. When we met with the Parks Department of Wednesday – Erin and I met with the Parks Department. We met with the interim director Brianne and Carla and Robert Halverson. We talked about our need for this clean and safe person in Wailuku town and that we weren't able to accomplish that under the budget, this last budget process. They were open



to the brand – the managing – the interim director was open to funding that position through the Parks Department. So we're going to send them the RFP and the scope of services that we're needing, and they were actually going to be proactive and helping us fund those positions through their, through their department. Which was really – they actually offered to do it. We were kind of sitting there in shock that they offered. And they said they don't have staff, but they have resources that they can lend to us. And that will also play over ultimately into the management and the maintenance of the park so we may be able to get grant funding through the Parks Department for additional maintenance on Market Street as a function of the park being there so there's so good stuff happening.

Mr. Starr: That's good news.

Mr. Mitchell: That was correct. Thank you for reminding me. I forgot about it. I don't how I forgot. Thank you.

Ms. Wade: So, Mr. Chair, then for the next agenda, what was requested was that we put together what the complete budget would be for that budget amendment request. So perhaps we can bring that back up at the next, on the next agenda.

Mr. Mitchell: Because we'll need to take a vote on that as an action item? Is that correct?

Ms. Wade: Correct. Well, yeah, I mean that's the best way to deal with it.

Mr. Mitchell: Sure. Sure. Yes?

Mr. Starr: Mr. Chair for the next meeting we're going to have that parking, hopefully, ready to finalize it.

Mr. Mitchell: Yes.

Mr. Starr: Is there anything that we would need other than staff spending some time with it?

Ms. Wade: No. No, I read your minutes and I was prepared today, so we'll just now read the new information from City and County, and I can actually do sort of a brief memo that consolidates those thoughts in advance the next time if you like.

Mr. Starr: Okay.

Mr. Mitchell: Anything else?

Mr. Fairbanks: Yeah, I have – is there a link to see the work to process website?

Ms. Wade: There's no active link, but I do have the e-mails from Saedene and Ashley which I can forward to you which show their – we've been going back and forth just about some background designs and some minor decisions, but I'll send those so you can see where those

are at. And then I expect it's going to go, go live before we announce that it's live actually, so I can ask her to set up sort of a trial period where all of you can go take a look at the active site. Okay.

Mr. Chair, did you want me to put something back on relating to the crime and the homelessness issue. I know I ran into Teri Edmonds on the street. There is a new solution out there. It's called Nextdoor. It's also online, kind of a social network, but it's focused on sort of a neighbor – it's almost like a crime watch kind of a thing. And I talked to the police about it and they're kind of interested and coming to hear about it.

Mr. Mitchell: Somebody can give us a presentation on it?

Ms. Wade: It turns out I'm the most familiar with it but the –

Mr. Mitchell: You're, you're hired.

Ms. Wade: – the police are interested in – many police departments across the nation use it.

Mr. Mitchell: It definitely works.

Ms. Wade: And they were interested in hearing about it too or talking with us about maybe doing the pilot project.

Mr. Mitchell: Okay. That would be wonderful.

Mr. Starr: Could I request –

Mr. Fairbanks: Does that include cameras on the street?

Ms. Wade: It doesn't. We do have today have cameras on . . . (inaudible) . . . buildings that are connected to the police system on Market. But we can expand that through private property owners.

Mr. Starr: Can I request at an upcoming meeting we ask community police to come and talk with us and we can invite community members who might have something to say and that might be a lead into to getting support on clean, clean and safe.

Mr. Mitchell: Sure.

Ms. Wade: Yes.

Mr. Starr: I think it's a good time to have a discussion.

Ms. Wade: That's . . . (inaudible) . . .

Mr. Starr: One, one more item.

Mr. Mitchell: Sure.

Mr. Starr: Which is can we have a discussion on parking management plan soon, or do we, or are we waiting for work on that?

Ms. Wade: The last conversation we had you folks wanted to do the site visit and then the meeting scheduled for after that was about parking management. So if you wanted to set up another –. Well, I have to be very honest, so I'm chairing the program committee for the HCPO conference, so August is sort of –

Mr. Mitchell: It's done.

Ms. Wade: Yeah. August is going to be really packed. So if we could think after HCPO for that, then it would be very helpful.

Mr. Starr: So maybe in September we can have the –

Ms. Wade: The walking audit.

Mr. Starr: I mean, do we still want to have a, you know, an agended walking audit or is that just too, too complicated to set up, and maybe we could do it in –

Mr. Mitchell: Pairs.

Mr. Starr: Yeah, in pairs or something. Or, I don't know. I don't know what the best solution is. I'm game any, any way. It'd like to look ahead to get it done.

Ms. Wade: Uh-huh.

Mr. Fairbanks: I'd like –

Ms. Wade: Why don't we –. It wasn't that challenging to set it up the first time, so why don't we schedule it, and whoever is interested in coming, can come. Actually David Goode was going to come with us. And so we, I think there's a hand full of folks who would like to participate. And then, and we'll schedule the – he was interested in participating the dialogue about parking management as well.

Mr. Mitchell: Okay.

Mr. Starr: . . . (Inaudible) . . .

Ms. Wade: September, mid-September.

Mr. Mitchell: Well, we've got a lot of stuff to finish this year. Not a lot of meetings to finish them.

Ms. Wade: . . . (inaudible) . . . plan now. Thank you.

Mr. Mitchell: You're welcome.

Ms. Wade: So that's good. Very good.

**H. NEXT MEETING DATE: August 22, 2014**

**I. ADJOURNMENT**

Mr. Mitchell: Well, okay, we'll put something on a piece of paper. Anything else? Alright, that – it looks like it finishes our agenda for this, for this month. We'll call for an adjournment. I guess I don't need a motion to adjourn do I? I can just adjourn? So we're adjourning, alright. Ten till three.

Mr. Starr: Great meeting.

Mr. Mitchell: Powerful. Thank you.

Ms. Ball: Thank you.

Mr. Fairbanks: Thank you Jonathan or Erin whoever is responsible.

There being no further business brought forward to the Agency, the meeting was adjourned at approximately 2:50 p.m.

Respectfully submitted by,

LEILANI A. RAMORAN-QUEMADO  
Secretary to Boards and Commissions II

**RECORD OF ATTENDANCE**

**Members Present:**

Carol Ball  
Thomas Fairbanks III  
Don Fujimoto, Vice-Chair  
William Mitchell, Chair  
Jonathan Starr

**Others:**

Erin Wade, Small Town Planner  
Michele McLean, Deputy Planning Director  
Richelle Thomson, Deputy Corporation Counsel