

**New Partners for Smart Growth Conference
Kansas City Marriott Downtown
Kansas City, Missouri
February 6-10, 2013
Trip Report by Breene Harimoto**

Several quotes from the conference brochure are the best way to introduce what this conference is all about:

"Welcome to Kansas City and the 12th annual New Partners for Smart Growth: Building Safe, Healthy and Livable Communities Conference – the largest and most comprehensive smart growth/sustainable communities conference held in the U.S. each year."

The conference will explore practical strategies for identifying and overcoming barriers to more sustainable development in the Midwest and the rest of the nation. Today, we are faced with economic environmental and social challenges that will define our generation, shape our future, and test our resilience. Join leaders from across the U.S. as we tackle these challenges head-on and demonstrate smart-growth solutions that will create a more vibrant economy, assure a healthy population, foster more equitable development, and expand transportation and housing options for all Americans.

This was the second year I attended this conference and like last year, I am so inspired and excited by listening to and interacting with conference presenters and attendees. My interests in livable communities, healthy initiatives, transportation, and TOD make this the perfect conference for me to attend.

It was a great conference with more than 1,100 attendees from across the country. There were also attendees from other countries, including Canada and a contingent from Thailand, as well as many attendees from Hawaii (see Attachment A for list of Hawaii attendees). I heard many inspiring speakers talk about Smart Growth, describing their experiences and successful projects, and promoting best practices. We certainly can learn much from the experiences of others who are far ahead of us in successfully implementing Smart Growth.

One of the things I learned at this conference that I am most excited about is parklets. This is a unique temporary mini-park that is typically built in one or more parallel parking spaces fronting business establishments, separated from vehicular traffic by planters and have small tables to support a restaurant or coffee shop or perhaps just have benches for people to sit on or bike racks. There are many innovative variations of parklets, some very unique expressions of creativity. Parklets have proven to be an economic development and beautification tool to increase foot traffic and bring in more customers and revenue for businesses.

Many workshop sessions emphasized in different ways that transportation, planning, health, environment, and other disciplines all merge together in making Smart Growth work. This conference really drove home the need for all of us to work together toward our vision of the future. I look forward to attending the conference again next year.

Biggest Take-Aways (in no particular order):

- Change will happen; we cannot stop it, but we can guide it.
- Visionary leaders, particularly mayors and councilmembers, are essential to leading the change to Smart Growth and more livable cities.
- Staff in mayor's office often is best positioned to make things happen quickly for results.
- We are seeing the convergence of planning, transportation, environment, and health; there are no silos in Smart Growth.
- Collaboration, inclusiveness, and public engagement are critical for success.
- There are so many exciting things going on in cities across the country. We can learn much from their experiences, both pitfalls and best practices, and we can be inspired as to what can be.
- Zoning codes appear to be the old "normal"; cities that are becoming great livable cities appear to be heralding the use of form-based codes now as the new "normal".
- Form-based codes support Smart Growth better than zoning codes. There is some controversy about this statement, but from last year's conference and this year's conference, as well as from past Rail-Volution conferences, it is clear to me that this is the general consensus.
- Less regulation is better; as the world changes, so must we.
- Need to remove/relax restrictions and regulations to truly enable Smart Growth to occur.
- Tactical urbanism, otherwise called guerilla urbanism, is taking hold across the country; the philosophy is "Just do it!" Action, not endless planning and studies. Just try it, and if it doesn't work, we'll learn something.
- A variety of EPA grants are available for Smart Growth initiatives. EPA is no longer just regulatory; they are promoting and encouraging Smart Growth.
- Many wonderful innovations exist for us to follow
- The parklet is a great concept that is spreading to more cities and providing a more livable community as well as economic development opportunities to businesses.

Some planned actions resulting from attending this conference (listed in no particular order):

- Meet with Mayor to seek his support of utility box art demonstration projects. Consider using local art cultural themes and partnering with non-profit and community groups. Perhaps MOCA could coordinate. Essential to not create cumbersome rules or procedures.

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- Meet with Mayor to seek his support for parklet demonstration projects. Consider appropriate areas such as Moiliili, UH Manoa, Waikiki, Kapahulu, Keeaumoku, etc. Consider Office of Economic Development to spearhead this. Find business partners and non-profit or community organizations to sponsor demonstration parklets in their communities.
- Meet with various directors to identify necessary changes to ordinances and rules to permit parklets and utility box art outside of demonstration projects.
- Meet with Mayor to inform him about EPA Greening Capitals program grant, and ask for his commitment to seek Honolulu participation.
- Work with Mayor's Office and other departments to research and apply for the next round of EPA Greening Capitals program grants. Perhaps even partner with Chamber of Commerce and other business and community organizations. Get support of our Congressional delegation.
- Meet with new DPP Director to discuss the possibility of Honolulu moving to form-based codes.
- Begin the conversation about revitalizing downtown, in collaboration with other interested organizations. We can learn so much from other cities that have already done this.
- Look into implementing Health Impact Assessments as policy and standard procedure for all transportation projects. Collaborate with State DOH. Research other cities that are doing this.
- Continue to strengthen City's collaboration with State DOH; broaden City and State collaboration on Smart Growth issues.
- Look into Rails to Trails EPA grants for the Pearl Harbor Historic Trail improvements.
- Work more closely with HDOT on Safe Routes to Schools to integrate projects with Smart Growth, Complete Streets, and bicycle plan implementation projects.
- Consider convening a conference or other meeting opportunity in Honolulu to move Smart Growth and Complete Streets forward. Perhaps consider making this a state-wide conference for our four counties and HCDA to share and collaborate on Smart Growth initiatives.
- Discuss possibility of securing a vendor for web-based community input to be used for TOD station area plans and other issues where community input and participation is critical. Kauai used this particular vendor that I spoke with at the conference.
- Get mayor, DPP Director and planners, DTS Director and engineers, and councilmembers to attend this conference next year, and perhaps even be presenters to share our progress.
- Create a vision of Honolulu that everyone can get excited about.
- Get key elected officials to be the cheerleaders for the shared vision and to lead the charge to implement programs to move toward that vision.
- Ensure that our policies and programs are moving us toward the vision.
- Share the vision and excitement of Smart Growth with anyone and everyone!

Wednesday, February 6, 2013

1:00pm – 6:15pm Pre-Conference Equitable Development Workshop

Sustainable Neighborhoods, Thriving Residents: Strategies for Building Equitable Communities

Communities across the country are finding that creating sustainable and equitable development calls for a combination of land use strategies that improve the physical environment and programs that build the economic capacity of local residents. They are knitting together planning, infrastructure investment, development policies and regulations, workforce training, business assistance, entrepreneurship, and other approaches to capitalize on local assets and skills, revitalize neighborhoods, create jobs, and encourage inclusive and enduring economic growth. In this way, residents of underserved communities gain access to the services and opportunities they need to thrive and are positioned to remain in their neighborhoods after they revitalize them.

This workshop will explore how low-income, minority, tribal, and other overburdened communities are integrating land use and economic development strategies to renew their neighborhoods and build residents' skills and wealth. Representatives from community-based organizations, local and regional planners, economic developers, and businesses will share how they're working together to address health and environmental concerns, provide more housing and transportation options, promote wellness, increase access to opportunities, train workers, support local businesses, build on community assets, and develop strategies for growth that uplifts all residents. Interactive training sessions will teach participants about tools and approaches that integrate land use and economic and workforce development to revitalize underserved communities. The event will conclude with reflections by federal and other leaders on how their organizations will support equitable development in the year ahead. Afternoon coffee will be provided.

Welcome

Megan McConville, Policy and Planning Fellow, U.S. EPA
Lisa Garcia, Associate Assistant Administrator for Environmental Justice, U.S. EPA
Michael Goo, Associate Administrator, Office of Policy, U.S. EPA

Opening Plenary.

Neighborhood Revitalization and Economic Development from the Bottom Up.

Kalima Rose, Director, Center for Infrastructure Equity, PolicyLink
Highlights:

- US is moving to majority population being of color; CA already there
- People of color being left behind; equity issues
- Massive shifts of policy and practice needed; need political champions to make this happen

Jay Thomas Bad Heart Bull, President and CEO, Native American Community Development Institute (Minneapolis, MN)

Highlights:

- South Minneapolis is gathering place for American Indian population
- Land ownership is foreign concept to American Indians
- Created American Indian Cultural Corridor
 - Sense of place and pride for American Indian population
 - Examples of what's in Cultural Corridor
 - ✓ Decorated street utility boxes with native imagery
 - ✓ Community mural projects on building walls painted by local youth
 - ✓ American Indian bank
 - ✓ Business incubator
 - ⇒ Reduced rent in exchange for hiring and training local youth
 - ✓ Institute to train youth
 - ✓ Art gallery for local cultural art
 - ✓ Twin Cities American Arts Festival - attracted over 5,000 visitors

Anita Baltbia, Director, Green Impact Zone (Kansas City, MO)

Highlights:

- Green Impact Zone
 - 150 block disinvested area
 - 5 communities in partnership with CDC, etc.
 - ✓ Leaders in each community developed vision resulting in catalyst projects
 - Catalyst project examples
 - ✓ Ivanhoe Neighborhood redevelopment
 - ⇒ Old elementary school vacant for many years
 - Will be redeveloped into mixed use senior housing, commercial, community use, and grocery store
 - ✓ Manheim North Bancroft School
 - ⇒ Old historic school, vacant for 12 years
 - Renovate into new apartments and community spaces
 - ⇒ Partnerships with Make It Right Foundation (Brad Pitt), and others
 - ✓ Small business incubator
 - ⇒ Created Blue Hills Community Services Center
- Land Trust
 - Foreclosed properties were being scooped up by speculators who turned them into things communities didn't want
 - Created land trust to purchase such properties for community use or use consistent with community needs
 - Partners and resources needed

Charlie Sciammas, Community Organizer, PODER (San Francisco, CA)
Highlights:

- Reclaim public lands in Mission and Embarcadero districts
- Community must be stewards of public lands
- Engage neighborhoods in planning
- Demonstration project - 2 acre urban farm on vacant land

Discussion / Q&A

- Keys to partnerships
 - Need champion with a vision, highly visible, well-respected, take lead from the people/residents
 - Elected officials must be the champions
 - Lip service over; people want action; just do it
 - People must hold public officials accountable
 - Elected officials are in best positions to influence others
 - Partnerships with other organizations is essential for success
 - Relationships and allies are essential

Using Regional Equity Indicators to Increase Opportunity for All Residents

Participants will learn about a new methodology and a set of indicators for analyzing regional equity, and how to use this analysis to inform regional and sustainable communities planning, economic and workforce development, and land use and transportation planning efforts. Government staff and community leaders will discuss how they are translating their equity analyses to policy and on-the-ground work. Session speakers are from Sustainable Communities Initiative (SCI) cities.

Alfred Henson, Strategic Development Planner, City of Houston (Houston, TX)
Highlights:

- Plan now for equity for future generations
- Use essential factors to measure equity
 - Minority concentrations – race & ethnicity
 - Poverty concentrations
 - Household density
 - Special needs
 - Exemplary & recognized schools
- Get as much community input as possible

Amanda Martin, Principal Planner, Rhode Island Statewide Planning Program
(Providence, RI)

Highlights:

- Providence is 2011 SCI grant awardee
- SCI grant is managed by 19-member consortium – state, city, non-profits, etc.

- Take-aways
 - Great way to address equity and bring into conversation
 - Good conversation starter among cross-function groups
 - Take conversation to community groups affected

Victor Rubin, Vice President for Research, PolicyLink (Oakland, CA)

Highlights:

- National Equity Atlas website will be available as a tool; live date TBD
- Purposes
 - Understand demographic change and state of equity
 - Measure and track progress toward equity
- Examples of categories tracked
 - Demographics
 - Economic vitality (good jobs, access to good jobs, etc.)
 - Readiness (education, obesity, diabetes, etc.)
 - Connectedness (affordable housing, transportation, etc.)
 - Many more

Local Policies and Tools that Support Equitable Development

Participants will learn about specific tools and approaches they can use at the local or neighborhood level to preserve and create affordable housing, retain small businesses and cultural institutions, and improve access to high-quality employment opportunities in areas where reinvestment is occurring or expected.

Amanda Gehrke, Senior Associate, Strategic Economics, Inc.
Vernice Miller-Travis, Senior Associate, Skeo Solutions

Highlights:

- Sprawl patterns left areas of disinvestments
- Economic development addresses disinvestment areas
 - Affordable housing, environmental justice, transportation mobility, quality education, safe streets, good jobs, healthy foods, etc.
- Community development – education, high-quality jobs, income, community amenities, quality of life, etc.
- Gentrification and displacements are issues
 - Not always bad; not always lead to disinvestments
 - Has potential to benefit existing residents
- Little Tokyo, LA
 - In 2000, community had 8,000 residents, of which 73% were Japanese
 - Today very different with less Japanese residents and community losing identity but much reinvestments in area
 - ✓ 600 affordable housing units
 - ✓ Redevelopment with TIF

- ✓ Designated historic district
- Lessons learned
 - ✓ Community engagement is essential
 - ✓ Multi-pronged strategy needed; no silver bullet
 - ✓ Change happens but can retain uniqueness
 - ✓ Cannot stop change but can guide change
- Community engagement
 - Understand positions and interests
 - Transcend our own individual narrow needs/demands to broader community needs
 - ✓ Ex: I want a health clinic vs. I need health care in community
 - Have meetings at a convenient time and place for the community, not downtown
 - Provide transportation and childcare
 - Need food! Fundamental organizing tool to get people to attend meetings
 - Seat at the table
 - ✓ Not token; meaningful engagement
 - ✓ "If you're not at the table, you're the meal"
 - ✓ Long-term residents valued

Thursday, February 7, 2013

8:30am – 10:00am

Building Community while Greening the City: The Parklet Revolution

The elements of a parklet – a parking spot transformed into a tiny public relaxation area – can vary, from a patch of grass-like turf and plants to an outdoor patio with seating. At a time when city budgets are severely constrained, parklets have become a popular way for residents and businesses to green their neighborhoods. Parklets got a start in 2005 in San Francisco, when staff of a design firm fed a parking meter with coins, covered the asphalt with sod, and added a potted tree. Their experiment spread like wildfire. The City responded by making parklets legal and setting up an approval process. Today parklets can be seen in neighborhoods throughout the City. The parklet concept has spread beyond SF, with different versions evolving for different climates. This session will feature a professional from the San Francisco Parks Department, a staff member from the Mayor's Office in the City of Philadelphia, and a representative of Rebar, the design firm that initiated the parklet revolution.

Ariel Ben-Amos, Senior Planner/Analyst, Mayor's Office of Transportation and Utilities, Philadelphia, PA

Highlights:

- 1st parklet was in Philadelphia
- Pioneered by University City District

- Funded by private foundation – 3 parklets at \$10,000 each
 - 1 – Across from existing park but still very successful & well used
 - 2 – In front of popular Honest Tom’s Tacos
 - ⇒ Business was already good, but parklet instantly increased sales by 40%
 - 3 – In front of Ramen shop, not successful, probably due to design issues
- Promotes economic development if placed correctly and designed well
- Increases walkability and livability
- Concerns with eliminating parking stalls unfounded
 - Results showed good for businesses
 - Only 1 car can park in a stall; many people can use the parklet
- 2011 had 6 parklets, more on the way
- City issued six \$5,000 grants as incentives for parklets
 - Flooded with applications
 - Restricted to non-profits; private businesses do not qualify, but can partner with non-profit; business will be beneficiary and must maintain parklet
- Low income and upscale areas all interested
- Parklets key to community development and place-making
- City developed design guidelines
 - Must be reasonable and not overly restrictive
 - Consider safety issues, such as must be 18 inches back from travel lane
- Program management
 - Private owner takes on responsibility for maintenance and insurance liability
- Have 3 year permits
- Parking meters not removed because of temporary nature of parklet
- Find non-profit partners before you start
- Not a parks issue, but rather, an economic development and community building tool
- Some are very low-cost using volunteers and donations
- Almost all parklets resulted in increased business revenues and increase in people walking in the area
- Considering one proposal to use parklet for min-farmers market

Alexis Smith, Planner/Urban Designer, City of San Francisco, CA
Highlights:

- Need to institutionalize parklets
- Goal – enliven street; create places for people
- 1st three years of program (2009-2012) had 3 rounds of applications
 - 35 implementations, more in progress
 - Much public hype
- Started with 2 parklets
- Hand-picked businesses; good stewards
- Host pays for construction and maintenance

- Most are 2 parking spaces; some are 1 space, some more
- Developed permitting process
- Specific space requirements; minimize restrictions; balance for creativity and problems
- Considerations – safety, right next to traffic, curb gutters
- No table service, open public use; defined as public space
- Hosts – bike shop, art gallery, café, etc.
- One example: Lose 2 parking spaces but gain dozen bike parking spaces
- Process
 - Public notice placed on business storefront
 - ✓ If even one objection, must hold public hearing
 - Design review
 - Permit issued
 - ✓ Requires letter of support from business association & others
 - Construction
 - Permit fees
 - ✓ \$991 base permit fee and inspection
 - ✓ \$650 parking meter removal
 - ✓ \$221 annual permit renewal fee
 - Average total cost is \$7-10K per parking space
 - 3 agencies involved
 - Use of sidewalk with parklet requires special encroachment permit
 - Business must have \$1M liability insurance and name city as additional insured
 - Design important to success
 - Benefits to city – why invest city resources
 - ✓ Open spaces add to livability
 - ✓ Even when next to park, enlivens community
 - ✓ Creates more foot traffic & lingering is good for businesses
 - ✓ Process builds partnerships & collaboration
 - Big selling point is that it is temporary so it can be removed if it doesn't work
 - ✓ Theoretically, required to be removed within 2 hours (but not enforced)
 - Held parking day event as a good test; just do it; try it out
 - Working on how to encourage more in low-income areas where it is needed
 - Most under jurisdiction of Transportation Dept.
 - ✓ Parks Dept. not involved; this is urban design issue, not parks issue
 - Essential to have elected official as champion to get it going
 - ✓ Mayor's Office, design group, etc., important for support
 - Community advocacy group also essential as champion
 - One parklet used to grow herbs and spices as demonstration

John Bela, Principal, Rebar

Highlights:

- Park(ing) – San Francisco parking stall innovation
- Parking space is space other than for storing cars
- 32% of land is used for streets; 75% of streets is for cars
- Parklets in SF
 - Pilot funded by private café owner and donors
 - Now have 40 parklets
 - Parklets in front of cafés with outdoor dining
 - ✓ PPP model – city issues permit; café responsible for maintenance
 - ✓ Innovations – lounge spaces, gathering places, mobile seats, drop box park
 - Values changing as to how we use public parking
 - Pizza take-out store tripled business with outdoor tables in parklet
 - Advocates, guerilla bureaucrats, designers
 - Need guidelines for non-intrusive designs and uses
 - Pavement to Parks program
 - Developed Primer How To manual

10:30am – 12:00pm

Living in a Sustainable Community Can Lengthen Your Life

Can a community transform itself in two years to reverse negative health outcomes, by changing city policies and budgets, restaurant menus, worksite wellness practices, schools, and even individuals' sense of purpose and social circles? Yes! Already seven communities across the United States are implementing the Blue Zones Project by Healthways. In a matter of months, not years, thousands of citizens and leaders across all sectors get involved making healthy choices easy choices. This approach is based on the lessons of the longest living communities in the world, called Blue Zones areas. Ten well-coordinated and research-backed strategies can lead to measurable improvements in wellbeing and longevity. The recommended practices include adopting Complete Streets policies and projects, creating safe routes to schools and walking schools buses, and other efforts to change the environment. The work started in 2009 with the AARP/Blue Zones Project and now is scaling to serve communities across the U.S.

Dan Buden, Executive Director, Walkable and Livable Communities Institute

Highlights:

- Place-making is important
- Livability/walkability is important to create environment where people will want to walk and bike

Joel Spoonheim, President, Spoonheim Group

Highlights:

- This is the first generation to have shorter lifespans than their parents
- Important to longevity
 - Faith is a big component
 - Family matters
- Change environment to improve longevity
 - Transform entire community; unified approach
- We've made healthy choices the difficult choice
- Goal is freedom to make healthy choices
- We choose to improve our community, not mandated
- We can make some effective changes relatively simply
 - Recess before lunch
 - ✓ Research shows that children who have recess before lunch (instead of traditionally after lunch) learn more, eat better
 - Vending machines
 - ✓ Only healthy foods/drinks
 - ✓ Prices of healthy foods/drinks lower than unhealthy foods/drinks
- Frame issue in a well organized campaign

Laura Jackson, Executive Vice President, Wellmark Blue Cross Blue Shield

Highlights:

- Rate of healthcare costs skyrocketing is unsustainable
 - Cancer, chronic diseases, end of life care, etc.
- If we don't help our communities to live healthier lives, it is not sustainable
- Pushed Blue Zones across state of Iowa
- 70% of health outcomes result of behaviors and environment
- Goal is for Iowa to be the healthiest state by 2016
- Share best practices, sustainable change
- Environment must change, not simply maintaining gym membership
- Awareness → understanding → engagement → action → transformation
- Blue Zones Project Iowa
 - 19 demonstration sites

Kent Sovern, Iowa State Director, AARP

Highlights:

- Most important to seniors – independence, staying in own home, aging in place
- AARP initiative – Age Friendly Cities

1:30pm – 3:00pm

How Local Government Can Support Mixed-Income Transit-Oriented Development

What can the government do to support mixed-income transit-oriented development? This panel will focus on the ability and possibilities of local governments to support and facilitate affordable TOD. Land use, zoning, trust funds, gap financing and direct development represent several tools available to local governments. The panelists will explore what is the perceived role of government as it relates to mixed-income TOD; how different local governments have used these and other tools to create affordable TOD; and what works, what has not been working, and innovative areas for opportunity.

This session had several speakers who were not listed on the printed program so I may not have gotten all of their names, positions, and cities correct.

Pamela Wideman, Assistant Director, City of Charlotte, NC

Highlights:

- Council manager form of government; City Manager is CEO
- 2nd largest banking center in US
- 71 affordable housing developments
- Funding pots
 - Tax Credit Allocations – leverage local \$ with state \$
 - Supportive Housing – disabled, elderly, etc.
 - Acquisition
- Affordable housing looks like regular housing
- Council tool is housing location policy
 - Controversial, spread new affordable housing out geographically around town
- Goals
 - No concentrations
 - School development, TOD
 - Diverse and vital neighborhoods throughout city
- Policy for affordable or assisted living housing around train stations in ¼ mile radius
- Train station area principles
 - Mix of incomes and housing types
 - High density workforce/affordable housing
- Incentive based inclusionary housing; council approved
- Density bonus program goals
 - Encourage private sector development; mixed income housing
 - Allow variety of housing types
 - Provide opportunities for seniors to age in place
- 8,750 housing units within ¼ mile of transit station

Karl Dindelspiel, Senior Project Manager, Portland Housing Bureau

Highlights:

- Keep the country, country
- Metro has much power; enforces urban growth boundaries
- Land acquisition – acquired much land in 1980's and 1990's; now disposing of land
- Many financing options; many PPP
- TIF's – big tool used often
- Tax exemption only for TOD's
- Mixed income, mixed tenure (some owner, some rental), mixed use TOD
- Mixed funding – TIF, Metro, grant, bank loans, etc.

Shing-Fu Hsueh, Mayor, West Minster, New Jersey

Highlights:

- Immigrated from Taiwan in 1969, received PhD in chemical engineering in US
- 3rd term mayor; first mayor to be re-elected
- First time discussions on redevelopment of 350 acres around train station
- Existing – parking structures prohibited; now talking about it
- Mayor drives redevelopment
- Mayor's goal in 2001 – sidewalks, bikeways
- Town's master plan goal #1 – sustainable land use using smart growth strategies
- Transit brings opportunities for re-development
- Need political will to grow
 - Ex: structure parking was always prohibited; now talking about allowing it
- Train station is asset, not liability
- TOD projects
 - Mixed use, open spaces

3:15pm – 5:15pm

Comprehensive Planning in the 21st Century: Planning for Health and Sustainability

Active transportation, food access, social cohesion... These buzz words represent important issues for community health, but how do they become part of a real place?

One of the most critical places to start is comprehensive planning. This session will describe the role of the comprehensive plan and ways to integrate health at this level. National trends for including health in planning will be covered through an overview of how well comprehensive plans currently address health across the country. A local example will come from El Paso, TX, one of the first major cities in the U.S. to include a stand-alone health element in its plan. Using Plan El Paso as a model, participants will learn about opportunities to advance community discussion and policies that link the

built environment to physical and mental wellbeing. The panelists will also discuss process challenges, including community involvement and budgetary constraints.

Anna Ricklin, Manager, American Planning Association

Highlights:

- Health and food security integrated into plans

Beth Altshuler, Urban Planning and Health Specialist, Raimi + Associates

Highlights:

- Consultant working to incorporate health and sustainability into planning
- CA general plans
 - Health component optional; added Complete Streets as required element
- Health planning tool – Health Impact Assessment (HIA)
- Fresno and Oakland has health in planning General Plan
- Create policies with equity focus
- Give elected the tools to demand healthier and smarter developments
- Health and sustainability overlap
- Community workshop best practices
 - Pretend it's not a workshop
 - Have food, live music, prizes
 - Confirm what you heard at last meeting
 - Connect the dots – policy to people

Carlos Gallinar, Deputy Director for City Development and Planning, City of El Paso, TX

Highlights:

- 3 out of 10 children obese in El Paso
- Genetics, diets, environment
- Environmental factors
 - 5-18 year olds walking to school sharp decline
 - ✓ 47% in 1969; 16% in 2001
 - Rush hour traffic caused by school trips is big factor in air quality
 - Who walks to school
 - ✓ Children in urban areas
 - ✓ Low income families
- Most children don't meet physical activity guidelines
- Cities should provide walking and bicycling options as health policy
- Transportation & land use connection
 - Old grid patterns – many options in neighborhood streets
 - Today's patterns – little options; often need to cross major arterials
- ¼ mile rule = 5 minute walk
 - More likely to walk if things are within this area
 - School location essential within ¼ mile rule area

- Comprehensive Plan elements
 - Always included land use, planning, urban design, historic, etc.
 - Now also includes health and sustainability
- Community gardens, farmers markets, etc. are important

Michael Kelly, Senior Program Officer, Paso del Norte Health Foundation
Highlights:

- Behaviors and environment influence health
- His Foundation priorities
 - Healthy eating & active living
 - Alcohol & tobacco control
 - Healthy relationships
 - Health leadership
- Look at Foundation as partner, not just source of funding
- Invite Foundation to planning meetings and summits
- His Foundation board got educated, now granting more funds for health
- Focus – physical activity, safety, food security, access to medical treatment
- Funders more likely to give grants when city already adopted laws and priorities for health
- El Paso
 - Clarifying for new schools to come in for reviews
 - State now only needs building permits
 - AG opinion that city can impose site reviews
 - City council policy – El Paso will be least car-dependent city in southwest

7:00pm – 8:30pm Opening Plenary Session
The Arrival of the 21st Century American City

Communities, encouraging economic growth and improving quality of life for residents. The plenary starts with dynamic local mayors from the Kansas City metro area sharing their forward-thinking perspectives on what "community" means to them as progressive Midwestern leaders. They will explain how they've joined forces to improve the standard of life in the region and overcome common challenges faced by local governments. They will be joined on stage by another dynamic mayor from major urban city, who will present his bold vision for a new 21st-century American city, a blueprint already in use to spark a dramatic transformation in his community. Learn how political will and strong leadership are crucial to building sustainable communities – where people live near good jobs, schools, stores and recreational opportunities – and can take advantage of transportation that easily connects them – in a 21st-century American city.

Jake Mackenzie, Councilmember, City of Rohnert Park, CA; Boardmember, Local Government Commission

- More than 1,100 attendees at this conference
- Representatives from all over the country
- Some attendees from foreign countries, including Canada and a contingent from Thailand

Mark Haig, Deputy Region 7 Administrator, EPA

Highlights:

- 2 million people in Kansas City metropolitan area
- Historic Highways project
 - Turning brownfields into new developments
 - Old gas stations along Route 66 example
 - Medical center on former contaminated land

Sly James, Mayor, City of Kansas City, MO

Highlights:

- Convention Center complex
 - Music hall, arena, convention hall
 - Largest column free building; LEED silver
 - City facility supported by taxpayers
- Union Station
 - Located in Missouri but great collaboration with Kansas
 - Restored through bi-state tax
- Region pride
 - In 1900, Kasas City region was 19th biggest economy in US
 - Was set to host the Democratic National Convention but convention center burned to the ground 90 days before the convention
 - Kansas City was determined to host the convention so they rebuilt the convention center in 90 days
 - The people swelled with pride that they accomplished this impossible feat
 - Outsiders wondered how they did it and asked how and who did it
 - People of the city wore “Ask Me” buttons as a sense of pride
 - Looking forward to see people once again basking in civic pride and wearing “Ask Me” buttons again

Joe Reardon, Mayor, City of Kansas City, KS

Highlights:

- 153,000 people; smaller than KC MO
- Think regional
 - Competition is not with city next door; it’s the next region
 - Denver has great transit system – built it through a regional vision
 - KC breaking down borders

- KC won Google Fiber competition
- Secured Tiger Grant for bus line connecting communities along most important corridor with over 1 million rides
- KC and county are one government
 - Translate health into the built environment
 - Health Dept. director involved in all infrastructure discussions
 - Must prioritize for biggest bang for the buck
 - Build new grocery stores in city to sell more fresh fruits and vegetables

Mark Mallory, Mayor, City of Cincinnati, OH

Highlights:

- 1st 2-term mayor since new stronger mayor form of government;
- Cincinnati's story of revitalization
 - Trying to return city to its previous glory
 - Best times were turn of the century to 1960's
 - Then languished for decades; lost its way and forgot its greatness
 - ½ century of population loss
 - Became city of "can't do that"
 - City Council was called "City Clown-sil"
 - Mallory ran on platform of reform and Smart Growth vision
 - ✓ Set out to change how people thought about the future
 - ✓ People needed reassurance of a brighter future
 - ✓ Issues – public safety, infrastructure
 - ✓ Smart Growth is also a crime-fighting initiative
 - ⇒ More people walking on streets reduces crime
 - Fountain Square Project
 - ✓ Focused on bringing people back to downtown
 - ✓ Was little-used and sometimes scary
 - ✓ Tore down skywalks and renovated buildings to remove nooks and crannies and brightened up the area
 - ✓ Now thriving and alive with many people
 - ✓ Programs for families
 - Riverfront Project
 - ✓ Built old stadium in 1970's
 - ✓ Tore it down in 1990's and built two new stadiums
 - ✓ Space between the two stadiums
 - ⇒ 120 acres planned to be mixed use development but never materialized
 - ⇒ Mallory finally got it going
 - Phase 1 completed – offices, apartments
 - * Fueling renaissance of the area
 - * \$400 million tallest tower in the city began in the height of the recession
 - Phase 2 to begin soon

- ⇒ Cities must invest in its own future
- Over the Rhine Project
 - ✓ Created corporation to land bank
 - ✓ Redeveloped area with 250 condos/apartments and 90,000 sf retail space
 - ✓ Reduced crime 42% since 2005
 - ✓ \$200 million in private funds
- Washington Park Project
 - ✓ Bleak area filled with druggies
 - ✓ Renovated area new thriving with playground, dog park, events, etc.
- Citirama
 - ✓ Suburban lifestyle just 10 minutes from downtown
- Streetcars
 - ✓ Popular in many cities now
 - ✓ Cincinnati had streetcars but like other cities, it disappeared in 1950's
 - ✓ New streetcar line starting soon
 - ✓ Fixed rail will spur investment along rail line
 - ✓ It will transform city by spurring investments and redevelopments of vacant lots, old buildings, surface parking lots, etc.

Friday, February 8, 2013

7:00am – 8:30am

Local Elected Official Networking Breakfast

There was no program or agenda. This was purely a networking opportunity where we could meet other elected officials. I sat with and talked with several other elected officials from across the country. We shared our enthusiasm for this conference and compared notes about what we're doing in our cities. I especially enjoyed talking with Shing-Fu Hsueh, Mayor, West Minster, New Jersey, hearing how he immigrated to the US and became mayor, and how he is changing his city. He is an inspiration to me. I also enjoyed talking with Bob from Wyoming, who gave me some unique perspectives from a very small rural town.

8:30am – 9:30am Morning Plenary

Why Leave It to the Liberals? Conservative Views on Smart Growth

There is nothing intrinsically liberal or conservative about the idea of creating more efficient places for people to live. Compact development, livable communities and sustainable economies are nonpartisan values. So-called liberals embrace these and other values associated with the smart growth movement – such as transit-oriented, walkable, bicycle-friendly land use and mixed-use development. The challenge now is for supporters to frame the discussion in a way that will engage more conservative thinkers.

We often hear that conservatives believe land-use development and economic growth should be propelled from the bottom up by entrepreneurs and consumers in a free market – not imposed by government regulation. In this plenary, we'll take a look at both viewpoints and see where we can find common ground.

Geoff Anderson, President and CEO, Smart Growth America
Highlights:

- Formerly in charge of EPA Smart Growth program

Michael Lewyn, Associate Professor, Tuoro Law Center
Highlights:

- Single use zoning; separate uses for separate areas
 - Retail, single family, multi family, industrial, etc. limits use
 - Property rights restricted; owners can't build what he wants to
 - Reduces walkability
 - Smart Growth should favor removing single use zoning
- Density
 - Government regulates via lot size
 - Neighbors oppose upzoning
 - Smart Growth perspective – terrible
- Government heavy-handed regulations restrict walkability and property rights
- Parking – minimum number of stalls specified
- “High Cost of Parking” book
 - Parking regulations reduces housing density and is toxic for pedestrians
 - Parking typically in front of shops; unfriendly for pedestrians
- Street design regulations specify wider streets
 - Pedestrians cannot safely cross wide streets
 - Wide streets encourage faster driving

James Bacon, Author/Founder, “Bacon’s Rebellion”
Highlights:

- Land use impacts quality of life
- Sprawl is government’s design
 - Zoning code outlawed mixed use walkable communities
 - Low density requirement
 - Scattered developments
 - Automobile-centric design – tyranny of traffic engineers
- Solution
 - Roll back zoning codes and regulations
 - Undo laws that broke it, then make new laws
 - Increase freedom for homeowners
 - Allow developers more freedom; let them decide what and where to build
 - ✓ No government subsidies; pay for own infrastructure

- De-regulate taxis
- Stop funding roads to nowhere
- Prioritize construction for biggest bang for the buck
- More infill developments

Discussion and Q&A

Highlights:

- Houston has no zoning
- Origins of zoning – neighbors infringed upon neighbor's property rights
- We all want our neighbors to do what is compatible with our wants
- 4 year-old with gun can do good things but likely will do more bad things
 - Like zoning, we're our own worst enemy

10:00am – 11:30am

Planning for Dense Infill and Redevelopment

Developers, smart growth advocates, planners, and local officials all agree that neighborhood opposition to new density is a daunting barrier to infill and redevelopment. While smart growth and housing advocates have had some success debunking misconceptions and explaining the benefits of compact development, they have not necessarily addressed legitimate concerns about the effects of new density on existing neighborhoods.

The zone where new development meets existing lower-density residential areas requires special attention from planners and developers to ensure compatibility. Throughout this session the speakers will discuss the planning, design and policy approaches that planners, developers, and public officials can use to minimize and mitigate neighborhood impacts related to higher-density redevelopment. These approaches include analyses of the range and timing of specific impacts, site and building design features that signal transition, and zoning changes to implement smart growth in the interface between new development and existing neighborhoods.

Lisa Nisenson, Principal, Nisenson Consulting

Highlights:

- Community opposition is big issue; must commit more effort to address
- Meet multiple audiences – neighbors, developers, planners, etc.
- Beg beyond early adapters
 - Smart Growth as new innovation; in early adapter phase
- Peer to peer works
- Learn from innovators in interior design
- Houzz free app; helps make better decisions about remodeling house
 - Borrow from them – use for Smart Growth

- 3 big issues
 - Density
 - Community character
 - How to present information

Norman Wright, AICP, Grants and Planning Director, City of Columbia, TN
Highlights:

- Sprawl is bad
- Sprawl and infill compete
- Instead of stopping sprawl, make policies to promote infill
- People trying to get back into cities
- Need great plan and vision
- Infill must fit in to surroundings
 - Except if there is a new vision trying to get to
 - Sprawl = waste (wasted space)
 - Infill should not need to have public hearings if following rules
 - Have plan that community buys in to
 - Make infill easy to do
 - Make sprawl more difficult – heavy impact fees, etc.

Daniel Parolek, Principal, Opticos Design, Inc.
Highlights:

- Missing middle housing
- Study on perceived density did several years ago
- Don't talk about density first; losing battle
 - Start with form and character better
- Huge shift in demand for walkable community
 - 30-40% of buyers want to live in walkable community
 - By 2025, 75-80% of households will not have children
- Defining missing middle housing
 - Duplex, bungalow courtyards, 4plex, 6plex, 6-8 unit apartments, townhouses, rowhouses, etc.
 - Goal to transition from transit to single-family
- To be successful
 - In walkable urban context
 - Small footprint and blended densities
 - Lower perceived density
 - Well designed smaller units
 - Off street parking does not drive site plan
 - ✓ Regulations should not require more than 1 stall per unit

- Regulating for high quality infill
 - Form based codes – formbasedcodes.org
 - Do not regulate building widths
 - Base zones on forms, not uses; protect community
 - Imbed supplemental regulations in codes
- Multi-generational housing more important now
- Small ecological footprints
- Transit generally requires 12-14 units/acre

Discussion and Q&A

Highlights:

- Form based tells developer what they can do
- Zoning – put more and more rules in
 - Not right tool for community impacts for higher density developments
 - ✓ Ex: traffic – can't handle greater volume or access issues; road's fault, not developer's; city needs to improve road

1:30pm – 3:00pm

Leveraging Smart Growth Solutions to Build a Political Base

Smart growth is ultimately implemented at the local level by leaders committed to improving the quality of life in their urban, suburban or rural communities. It is the politician's job to present a compelling vision while moving forward effective policies, and many leaders have realized the power of the smart growth brand, which espouses increasing transportation and affordable housing choices near jobs, shops and schools. Today, hear from elected leaders who are leveraging smart growth principles to inspire their constituents and reinforce their base of support as they strive to strengthen their municipalities. The discussion will also focus on how building a strong political foundation is critical to moving a greater smart growth agenda.

Neha Baght, Deputy Policy Director, Smart Growth America

Highlights:

- Establishing a Local Leaders Council of the Smart Growth America Advisory Council; invited everyone interested to let her know
- How to deal with people afraid of change is a big issue

Marilyn Strickland, Mayor, City of Tacoma, WA

Highlights:

- Population 200,000; near Joint Base Ft. Lewis / McCord, largest military installation on west coast
- Washington is most trade-dependent state
- Mayor is of Korean descent

- Mayor's job is to articulate the vision
- Smart Growth is not a new concept
- Tacoma is known as the "gayest" city in America; inclusive
- Everyone has some objection about land use
- University of Washington – Tacoma
 - Old warehouse district
 - Light rail came through
 - Urban campus; no dorms by design; urban campus; students integrated into community
- Challenges
 - Growth – 2.5%; very low compared to region's 13%
 - Revenue not keeping up with cost of services
 - Reliance on public investment to spur development; need private investment
 - Public agrees that we need more affordable housing but not in my back yard
- Smart Growth practices
 - Identify stakeholders and get their buy-in
 - Complete Streets, Mobility Master Plan, mixed use community gardens
 - Communicate benefits to get buy-in
 - Editorial page has much influence
 - Must have direct link to vision of what you want your city to be

Anu Natarajan, Vice Mayor, City of Fremont, CA

Highlights:

- 4th largest city in Bay area; predominantly single-family homes; ethnically diverse
- Law required regional planning in context with transportation
- Regional hub for clean manufacturing
- 2 new BART stations coming
- Lost 4,700 jobs when Toyota shut down
- Union Pacific purchased 160 acres next to existing BART station; trying to get Union Pacific to partner in TOD vision
- Frame the conversation
 - Pull in opposition as ambassadors of change
- Planners
 - Now see themselves as code enforcers; they need to see themselves as facilitators

Sheila Eckman, City Councilmember, City of Auburn, AL

Highlights:

- Population 46,000; university town
- Built political base, then moved on Smart Growth with that base
- Old politicians brought in taxes and annexed significant amount of land
- Had many 6-2 votes with minority against annexations
- Many key issues – stormwater, etc.

- Proposed Smart Growth development in her neighborhood
 - 800 units proposed; formed community association to fight it
- Bike enthusiasts wanted bike paths
 - Large group had 1 spokesman at every Council meeting; successful
- Need tenacity and organization
- Just completed Comprehensive Plan 2030
 - Determined optimal boundaries so no more annexations
 - Concentrate on infill, reduce sprawl
- Don't give up; be tenacious

?, Vice Mayor, Calamazoo, MI

Highlights:

- Need economic development and infill to prevent investments going to sprawl
- Asylum Lake Project
 - Last greenfield in city
 - People didn't like their future discussed by others; formed association that effectively stopped everything; contentious
- Last comprehensive plan developed in 1960's; battled 20 years without a comprehensive plan; it was war
- Mid 1990's created comprehensive plan; two who led this effort were elected mayor and vice mayor
- Strategy that succeeded
 - Strong-armed opposition to attend a Saturday meeting; someone with clout invited them
 - Listened to everyone
 - Agreed opposition would have input to and review plan
 - ✓ Not decision makers, but input honored
 - Role of politician
 - ✓ Keep everyone involved
 - ✓ Keep promises
 - ✓ Be absolutely sure who's on your side
 - ✓ Only make promises you can keep
 - Used TIF district
 - Know your team
 - Was at each other's throats for 20 years; wonders how now everyone working together
 - If too busy fighting, take a step back, call for coffee, meet 1 on 1
 - No heroes; politician is person getting people together, not the hero
 - Remember that no one wants increased density next door; see it from their point of view

Ruth Randleman, Mayor, Carlisle, Iowa

Highlights:

- Population 3,872, soon to be 3,873 as one woman will give birth soon!
- Slogan is “Carlisle the natural choice”

Discussion and Q&A

Highlights:

- Politicians must think decades out, not only to next election
- Good book to read: “Better, Not Bigger”
- When you leave office, stay involved to keep the vision alive
- Be bold so it sticks, otherwise it dies when you leave office

3:30pm – 5:30pm

Innovative Partnerships: Building Capacity to Address Community Well-being

The relationship of sustainability to the wellbeing of communities is evident. To address the challenges and opportunities faced by communities a new cadre of leaders and workforce is required. This interactive session will present examples of innovative efforts, led by local governments, colleges and universities, with support from federal initiatives, to further the training and cross-training needed to understand and address long-standing and emerging challenges to community well-being including social inequity. Participants will have opportunities to provide insight and offer suggestions or recommendations that can help guide and direct future efforts.

Chris Kochtitzky, MSP, Associate Director for Program Development, Centers for Disease Control and Prevention

Highlights:

- Unhealthy choices are the easy choices; need to undo this
- Nutrition, physical activity, and obesity are inextricably linked
 - 1/3 of adults in US are obese
 - People must choose to walk and bike, and choose healthy foods
 - In 2005, traffic accidents are the leading cause of death in US for 5-34 year olds
 - 1/3 of pollution comes from vehicles
 - Non-traditional must be involved in health – zoning, etc.
 - The built environment influences physical activity
 - Partnerships for Sustainable Communities – DOT, HUD, EPA
 -

Charles Connerly, Professor and Director, School of Urban and Regional Planning,
University of Iowa

Nicholas Benson, JD, MS, Program Coordinator, Iowa Initiative for Sustainable
Communities, School of Urban and Regional Planning, University of Iowa

Highlights:

- Iowa Initiative for Sustainable Communities
- University president directed that sustainability must be central priority of all aspects of university enterprises
- Public smoking ban, farm to school, vending machines healthy only, etc.
- His definition of sustainability: Enabling current generation to meet their social, economic, and environmental needs without impacting future generations
- Some initiatives
 - Farm-to-school
 - Public places smoking ban
 - Healthy foods/drinks in vending machines

Sean Thomas, Executive Director, Old North St. Louis Restoration Group

Highlights:

- Comprehensive strategy
- Components of county well-being

Saturday, February 9

8:30am – 9:45am Morning Plenary

Smart Growth and Your Tax Dollar, Making Sense of It All

The density of smart growth places contain lots of land development and transportation efficiencies that can lead to more change in everyone's pocket. A road that's rich with people and buildings creates the best value for investors. It also benefits residents by providing tax revenue for community maintenance — roads and sidewalks. Want to learn how you as a taxpayer can support community growth that will lead to a better economic future? This plenary will bring you a local government leader and fiscal economic experts who know the score as they make sense of it all with real life examples and a little bit of laughter.

Charles Marohn, Jr., PE, AICP, Executive Director, Strong Towns

Highlights:

- Cost to public for new growth is minimal
- Benefit to public budget is substantial
- Catch is that public agrees to maintain improvements forever

- Growth has to pay for itself
 - Consider payback period of public investment
 - Debt grows to pay for initial cost and investment doesn't pay for itself
- Current pattern is large tax increase and/or large decrease in services
- Need to do things differently

Joe Minicozzi, AICP, Principal, Urban3 LLC

Highlights:

- Consider beyond the surface
- Why do we tax downtown building more per space than a residential home?
- Why do we tax on perceived value?

Ashley Swearingin, Mayor, City of Fresno, CA

Highlights:

- 3rd largest city in CA; food capital of the world; export agriculture and home building are biggest industries
- Economy was down; desperate for change
- Business community led charge for change; unemployment decreased, income increased
- People want to live in vibrant communities
- If we want to increase income, we need to change the environment to attract talent, business, etc.
- Lost 54,000 acres of farmland to development due to urban sprawl
- Sprawl is real enemy of farms; farmers finally realized this and got involved
- Shifted conversation in general plan; sprawl is bad
- Small agriculture and corporate agriculture banned together
- Now need to figure out how to implement Smart Growth

10:15am – 12:15pm

Bike Sharing and Active Transportation for Communities Large and Small

Walking and biking are growing in importance as a key component of daily travel and recreation in communities of all sizes. Whether communities begin with investments in new bike paths, Compete Streets ordinances, or education programs, active transportation provides affordable, healthy, and environmentally friendly options to meet mobility needs of all residents. This session opens with results from the federal Non-motorized Pilot Program in four diverse communities, and then highlights rapidly expanding interest in bike sharing with experiences from over a dozen programs. Participants will learn of investments made in walking and bicycling and associated health, environmental and social equity benefits from reduced vehicle use. The panelists will share experiences with expanding and financing active transportation, starting bike

sharing programs, and gaining community buy-in. Experts from a range of organizations will offer advice in breakouts how to expand active transportation and start bike sharing.

Joan Pasiuk, Project Manager, NTPP, Minneapolis

Highlights:

- World class trail system around lakes
- Key strategies
 - Use existing roads
 - ✓ Emphasize short trips close to home
 - ✓ Year-round transportation
 - ✓ Key network connections
 - Create regional legacy
 - Build capacity
 - Bulk of funds for infrastructure
 - Begin with some panning projects
 - Funded pedestrian master plan
 - Bike network can function like freeway network
- Had first large scale bike share in US – Nice Ride
- Access to bikes was a huge barrier
- Education and capacity building are important
 - Used “dream team” of consultants, including Dan Burden
 - Met with elected officials, community, etc.
- Make biking mainstream activity
- Use neighborhood faces to communicate message
- Data still trending upward
- Get bikes off sidewalks; pedestrian safety
- Focus on walkability and equity

Dr. Elliot Martin, UC Berkley

Highlights:

- Bikeshare typically concentrated in urban areas with a variety of pick up and drop off locations, no reservations, casual users
- Generations
 - 1st – free bikes
 - ✓ Pick up and drop off anywhere; no defined stations; problems with theft
 - 2nd – Coin deposited systems
 - ✓ Defined stations; pay to use
 - 3rd – IT systems
 - ✓ Real-time information; rebalancing bikes in stations
 - 4th – Demand-responsive
 - ✓ GPS tracking, self-locking, integrated with public transit, bike redistribution
- 63% are seasonal; ridership peaks in fall

- Business models
 - Non-profit
 - Private
 - Public
- Shifting toward for-profit models
- Funding sources
 - User fees
 - Advertising
- Distance between stations
 - Most commonly located 300 yards to ¼ mile apart
 - ¼ to ½ mile apart is next most common
- Preliminary evaluation data
 - Users generally more highly educated
 - Most trips for work
 - Most trips one way
 - Most trips shorter than 30 minutes
 - Most trips for shorter trips
 - Most people consider bicycling an enhancement to transportation
 - Bus use unchanged
 - Increase in walking
 - Decrease in driving
 - Decrease in vehicle ownership
 - 50% users not wearing helmets
 - ✓ Future consideration is helmet rentals

Eric Rogers, Bike Walk Kansas City, bike advocacy non-profit organization (last-minute replacement for DOT speakers who could not make it)

Highlights:

- Owner-operator of Kansas City bikeshare system
 - Only owner-operator advocacy group
- Funding options
 - Startup – federal funding is popular; typical 20-25% local match
 - ✓ FHWA, FTA, DHHS, has various grants
 - Operating – local funding most common
- Buy-America requirement for federal funding is a challenge as most bikes are made in China
- Capital start-up costs are typically \$25,000 - \$35,000 per station
- Operating costs typically \$15,000 - \$25,000 per station per year
- Work with local MPO to figure out federal funding options
- Data
 - 35% replaced vehicle trips
 - 39% replaced walking trips

- Lessons learned
 - Works best in higher density areas
 - Need to balance every morning
 - Need critical mass to be successful (number of stations and bikes)
- Kansas City is looking to integrate bikeshare with rail
- Need resources to teach adults to ride bicycles

Craig Williams (last minute replacement)

Highlights:

- Large city example
- Bikeshare is transformative, attention-grabbing, environmentally friendly, complementary to transit
- Commitment to vibrant and healthy communities
- Technology
 - Wireless stations
 - Automated check-in and check-out
 - High accountability
- Rapidly growing in popularity
 - 2007 had 63 bikeshare cities
 - 2012 had 493 bikehare cities
- Miami
 - 2010 had 100 stations with 1,000 bikes
 - ✓ Rule of thumb is 10 bikes per station
 - Privately owned and operated
- Minneapolis
 - 2012 had 73 stations with 799 bikes
- Washington DC
 - 2010 had 114 stations with 1,100 bikes
 - Owned by public agency, operated privately (ABS)
 - Immediate success; 1M rides in 1st year
- Boston
 - City-owned, privately operated
- Denver
 - Non-profit owned and operated
- New York City
 - 600 stations with 10,000 bikes
 - No public funds used; obtained corporate sponsors
- Chicago
 - 4,000 bikes

- Key questions when getting started
 - What is area's topography – flat or hilly?
 - What is target population – residents, employees, visitors?
 - Will there be a bike network?
 - Is there political and policy support and commitment?
 - What is business model?
 - Will there be title sponsorship?
 - Where will stations be located?
 - ✓ 2-3 blocks apart is good
 - ✓ NYC had website for people to vote for station locations
- State of art systems can be branded for the city
- Solar driven stations common
- Bikes
 - All bikes same, with seat height adjustments numbered so no matter which bike you use, just adjust seat to proper height number; people like this system
 - Must be durable, not light
- Stations are mobile; can be picked up and moved by truck
- Issues with insurance and permitting
 - Placement of stations on street, sidewalks, plazas
 - Maintenance of bikes and stations
- Best to have central bike repair station

Jenita McGowan, Chief of Sustainability, City of Cleveland, OH
Highlights:

- Tactical urbanism or pop-up urbanism culture
 - Examples
 - ✓ Roller skating
 - ⇒ 400 people just showed up one day on roller skates
 - ✓ Pop up rock wall
 - ⇒ 1 week experiment in April 2012
 - ⇒ 5 weeks beginning to end
 - ⇒ Many involved in coordination and collaboration
 - City – traffic, planning, etc.
 - Design process – work with city traffic engineers, etc.
 - Painted street with temporary green paint
 - One way street – put up planters to separate bikes
 - Benches at bus stops – installed wi-fi stations
 - Organized block party with food trucks as big event
 - Cost \$13,000 for material; labor all students so free
- Being in mayor's office she is in a position to get things done quickly
- Complete streets and green infrastructure mandate

Philip Pugliese, Bicycle Coordinator, Outdoor Chattanooga
Highlights:

- Small city experience
- 30 stations with 300 bikes
- Bikes are 7-speed for hilly terrain
- 1 hour free time
- Bikes have secondary lock system so riders can stop with bikes locked
- Pre-data
 - 75% said they would try bicycling if it's convenient
- Up front capital is key consideration
- Rebalancing is a challenge
- Marketing opportunities
 - Launch event
 - Ongoing marketing
- Customer service ongoing

William Lyons, Technical Advisor, US Department of Transportation
Highlights:

- \$100M US experiment in active transportation
 - 4 counties demonstration of mode shift
 - Evaluation through 2014
- Make the case for active transportation
- Demonstrate extent of active transportation carrying the load
- Goals
 - Reduce congestion
 - Reduce energy use
 - Promote better health
 - Cleaner environment
- Pilot cities
 - Columbia, MO
 - Marin County (San Francisco), CA
 - Minneapolis/Twin Cities area
 - Sheboygan County, Wisconsin
- Each pilot city given \$25M grant
- Different local investment decisions
- Run by working groups
- Evaluation
 - Themes
 - ✓ Economic development
 - ✓ Public health
 - ✓ Access – transportation connectivity and equity
 - ✓ Build out

- Problem with grant is that no funds allocated to data gathering and evaluation
- Communities took responsibility for data gathering
- Annual counts 2007-2011
 - 67% increase in bicyclists
 - 31% increase in pedestrians
 - 71.7M averted vehicle miles traveled
 - ✓ Impacts to air quality and energy savings
- Going forwards, add morbidity to stats

1:45pm – 3:15pm

Greening American Cities: A Capital Idea

The EPA assists communities across the country in their efforts to develop sustainable design strategies. One program, Greening America's Capitals, is a design assistance program that works in five state capital cities a year to create clear, implementable visions of distinctive, environmentally friendly public spaces that could be a model for other neighborhoods in the city and around the state. To date, 15 state capitals have received or are currently receiving design assistance from teams of designers hired by the EPA to work on design issues proposed by the city. Although the issues are unique, the design challenges that emerge are common for other communities across the country whether they are a capital city or not. Panelists include mayors and other officials from cities who have received assistance who will discuss the particular experience of their city, but also broadly the challenges and benefits of incorporating sustainable design.

Caran Curry, Grants Manager, City of Little Rock, AR

Highlights:

- Encourage all capitals to apply
- Technical assistance contract, not grant
 - EPA Office of Sustainable Communities
 - ✓ Does all front-end work
 - ✓ Local government get right people involved
 - ✓ Essential to do right project
 - ✓ Continued to work with city to find implementation funding

Mark Stodola, Mayor, City of Little Rock, AR

Highlights:

- Creative Corridor Initiative
- Mayor's Institute on City Design
- 2007 Main Street was deserted, dead, abandoned by businesses
- New mayor took on Main Street revitalization

- Main Street strategies
 - Connect riverwalk with downtown
 - New attractions within 5 mile walk
 - Envision what could be
 - Retention of rain basins with gardens along streets
 - Rainwater catchments on buildings
 - Place-making
- Creative corridor
 - Create place where people want to be
 - Had trolley system at turn of the century with much activity
 - Now trolley is gone and town was deserted
 - Parking is city's biggest land use; have more parking than ever need
 - Closed Main Street as pedestrian mall; it killed businesses
 - Developed concept of mixed use for Main Street
 - Create phases through gateways
 - Have trolley again but only for tourism; doesn't connect
 - Convince property owners to make "places"
 - ✓ Event plaza, etc.
 - Very important to start – get ideas off the shelf
 - Did this in the middle of recession

Clare Watson, Community Development Coordinator, City of Montgomery, AL
Highlights:

- Along historic Selma – Montgomery march route
- March grew to 25,000 people for Dr. King's "How Long" speech
- 50th anniversary in 2015 need to commemorate
- Parts have become abandoned; some residential; dilapidated buildings; vacant lots
- Dominated by interstate; some historic churches
- Respect needs of neighborhood while restoring march route
- EPA set charrette process
- Features
 - Permeable parking lanes
 - Public art
 - Bike sharrows
 - Wayfinding devices
 - Green infrastructure
 - Green scenes
 - Memorial and historic signage
- Designs for infill
 - Bungalow designs – blend in with existing
- Looking for implementation funding
- Urban farms being planned for vacant lots

- Have some community gardens, need more

Harvey Johnson, Mayor, City of Jacksonville, MS

Highlights:

- Focus on Congress Street
 - Where have new State Capitol, City Hall, governor's mansion, federal building, some residential
- Only two public park spaces downtown
- Stormwater management component
- Major challenge is funding for implementation
- Raingardens in parks – not only functional, but also to teach schools and others about need
- Traffic signal boxes as art boards working with artists
- Have community gardens; planning urban farms in vacant lots

Discussion and Q&A

Highlights:

- If you have a vision, make it visual
- If it looks ugly, people won't like it
- Invest in public spaces you already have
- Connect, connect, connect
 - Rivers, counties, levels of government
- First two years
 - Boston
 - ✓ \$100,000 for detailed design and construction drawings
 - Little Rock
 - ✓ \$150,000 NEA, \$900,000 EPA, \$675,000 city, \$900,000 county
 - Jefferson City
 - ✓ Held two annual creek clean ups
 - Charleston
 - ✓ \$650,000 DOT grant
 - Lincoln
 - ✓ \$950,000 HUD CDBG
- Little Rock – state buys property in city and pays no taxes
- Montgomery
 - State ERS director – pump money back into state
 - ERS bought property, developed, leased back to state
 - ERS created momentum
 - Foreclosed property
 - ✓ State doesn't maintain
 - ✓ After 3 years, city can buy it for \$300

3:15pm – 4:15pm Closing Plenary
Sustainable Communities – Learning from the Past and Looking toward the Future

As our nation strives to rebound from distressing economic times, smart growth can be pivotal in moving forward in the journey to recovery. Hear from local elected leaders governing very diverse communities, large and small, about how they are building on community assets, reinvigorating the core, and increasing the resiliency and quality of neighborhoods. This bipartisan panel of speakers will highlight how they have tailored a smart growth approach for their cities to stabilize and grow the local economy while making great places.

Rick Danner, Mayor, Greer, SC (small city)

Highlights:

- Every decision has impacts – short, long, legacy
- Trendy vs. innovative
- Know who you are
- Know what our strengths are; know your opportunities
- Learn the process
- Home to Mitsubishi USA, BMW, Michelin, etc.
- Expectation of perfection

Mark Stodola, Mayor, City of Little Rock, AR (medium city)

Highlights:

- Be brave, loud, persistent, smart
- Built 3 hotels in middle of recession

Ed Gonzales, Mayor, Houston, TX (large city)

Highlights:

- Population 2.1M 4th largest city in US; projected to grow by 3M over 30 years
- 2nd airport planned; hub to Latin America
- Connecting waterways
- Created 12 acre park; wonderful gathering place
- No zoning, no comprehensive plan
- 2 new rail lines under way
- Began using Health Impact Assessments
- Former politician saw crime in broken communities, communities in decay
- Smart Growth is not just nice; healthy economic development
- Make the case for Smart Growth

Discussion and Q&A

Highlights:

- Biggest thing is to bring people downtown
- Houston
 - 12 acre park
 - ✓ Shopping destination, hotel
 - ✓ Just got Council approval for parklets
 - ✓ Farmers market at City Hall
- Little Rock
 - Festivals bring in 1/4M people
 - Food Truck Fridays
- Greer
 - 1st floor of new building dedicated to public use

Sunday, February 10, 2013

8:30am – 12:30pm Lighten Up, Smart Growth Can Also Be Fun

This walking tour will examine the fun side of smart growth. Learn firsthand how encouraging and allowing unique, fun and quirky approaches to policy and design can enhance the prospects for smart growth. The tour will take you to a series of locations close to the convention center, to illustrate how “lightening up” with our regulations can gain more popular appeal for the movement. A tour of the City Market will illustrate how even “low-brow” uses such as flea markets can not only fit into a walkable environment, but how it brings diversity and activity into the city instead of away from it. The recent rise of the prominence of food trucks and carts has grabbed the attention of foodies everywhere. Learn how a food truck oasis is also good for cities and walkability. The “living room” of the Power & Light District – an open-air area within the entertainment zone – is the only area in Kansas City where patrons can walk around with an open container legally at any time. We’ll discuss the impact of relaxing open container laws on vibrancy and walkability. The last stop is the Crossroads, where an old warehouse area south of downtown has been converted to a vibrant arts and dining district. Transportation includes walking. Warm clothing is recommended. Light refreshments will be included.

We took a 4-hour guided walk around the city. Our guide pointed out many interesting things and explained about the culture and history as it relates to urban living.

Highlights:

- City Market
 - Located at the edge of the city near several large apartment buildings
 - City owned and operated; self sufficient
 - Local vendors only

- Market brings people into the city
- Summer – 15,000 people on a Saturday
- Concerts
 - ✓ 10,000 people per concert
 - ✓ Net \$8,000 per concert
 - ✓ City, promoter, and 3rd partner split revenues equally
- Crossroads - Arts District
 - Former industrial/warehouse district
 - Now revitalized with mixed-use, offices, shops, housing
 - Mixture of old and new buildings
 - Many art-type stores
 - Many vacant lots and closed up buildings; being rebuilt or renovated slowly
 - Outdoor concerts
 - ✓ Someone purchased vacant lot and holds night concerts there
 - ✓ Old warehouse area; mixed use
 - ✓ Up to 10,000 people attend when famous people perform
 - ✓ Neighbors don't mind noise; livens up neighborhood
 - Guerilla art
 - ✓ Our guide showed us a good example that just popped up overnight
 - ⇒ someone painted a utility box recently one night; local artwork; no complaints; people think it's great
 - Road diet
 - ✓ Our guide showed us a good example of guerrilla urbanism where people just did something that made sense without waiting for government
 - ⇒ Wide four-lane street narrowed overnight to two lanes
 - ⇒ They just did it
 - ⇒ They got people to park their cars diagonally along curb lanes
 - ⇒ Showed everyone that businesses would benefit and two-lane street would work fine
 - ⇒ It worked well so one of the businesses donated paint to paint diagonal parking
- Pavilion
 - One block building in the middle of town with restaurants, bars, and open courtyard in the middle with two stages
 - Crowded with people every night
 - ✓ But empty on this Sunday morning
- Streetcars
 - Vote failed three times in past
 - This time
 - ✓ Passed by a huge majority with little opposition
 - ✓ Proposed something everyone was sure would pass
 - ✓ Short 2-mile line from Union Station to downtown
 - ✓ Only up and down Main Street

- ✓ Formed special district
 - ⇒ Businesses bought in; understood business benefits; key supporters of initiative
 - ⇒ Board owns and operates streetcar
 - ✓ Will be free; supported by special district tax
- Power & Light District pavilion
 - Two stages, restaurants, bars, in an outdoor square
 - Only place that allows walking around with open liquor container
 - Sense of place – night life; crowded at night
- Comments, observations, and take-aways
 - Need variety of different uses in city
 - Need to attract variety of people in city
 - Suburban mentality vs. urban mentality
 - Tactical urbanism or guerilla urbanism
 - ✓ Less regulation; just try it
 - Guerilla art
 - Less regulation
 - Form-based codes; no zoning
 - Visionary elected officials (mayor, councilman) critical for success
 - ✓ Lead the charge, cheerleaders
 - Collaboration essential
 - Public engagement essential
 - Learn from other cities; so many exciting things going on
 - EPA grants available
 - ✓ NOTE: Kauai applied for two grants when they thought they had no chance but they succeeded in both
 - Convergence of transportation, environment, and health
 - Need to remove/relax restrictions/regulations
 - Just try it; be bold; be creative
 - Need attractions to liven up the city
 - ✓ Food trucks, Friday concerts, etc.
 - Many wonderful innovations exist for us to follow
 - ✓ Parklets, bike share, etc.

**12th Annual New Partners for Smart Growth:
Building Safe, Healthy and Livable Communities Conference
February 7-9, 2013 Kansas City, Missouri**

Conference Participants from Hawaii

NAME	Position/Agency/County	Email Address	Phone
BRODY, Bev	UH Health & Built Environment Project Facilitator (Kauai)	bbrody1@hawaii.rr.com	808-212-4765
BYNUM, Tim	Councilmember, Kauai County Council	tbynum@kauai.gov	808-241-4188
CARVALHO, Duane	County Supervisor & Transportation Operations Manager, County of Kauai	dkcarvalho@kauai.gov	808-246-8113
DAGDAG-ANDAYA, Rowena	Deputy Director, Dept. of Public Works, Maui County	Rowena.Dagdag-Andaya@co.maui.hi.us	808-270-7845
ESTES, Kenneth	Planner, County of Kauai	kestes@kauai.gov	808-241-4067
FUJIMORI, Alan	Senior Planner, SSFM International	afujimori@ssfm.com	808-531-1308
HANSEN SMITH, Heidi	Staffer, Hawaii State Dept. of Health	heidi.hansen-smith@doh.hawaii.gov	808-586-4495
HULL, Kaaina	Planner, County of Kauai	khull@kauai.gov	808-241-4067
IMPERIAL, Toby	Clerk Dispatcher, County of Kauai	timperial@kauai.gov	808-246-8122
LUDINGTON-BRAUN, Joan	Land Use Permit Technician, County of Kauai	jibraun@kauai.gov	808-241-4052
McGUINNESS, Sandra	Coordinator, Nutrition & Physical Activity Coalition of Maui County	sandramau@aol.com	808-264-7895
McLEAN, Michele	Deputy Planning Director, County of Maui	avis.teshima-wong@mauicounty.gov	808-270-7513
SATO, Glenn	Sustainability Manager, County of Kauai	gsato@kauai.gov	808-241-4951
SOON, Cheryl	Planning Group Manager, SSFM International	csoon@ssfm.com	808-531-1308
STEINMETZ, Lee	Transportation Planner, County of Kauai	lsteinmetz@kauai.gov	808-241-4978
TABATA, Lyle	Deputy County Engineer, Dept. of Public Works, County of Kauai	mchan@kauai.gov	808-241-4996
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WILLIAMS, Marie	Planner, County of Kauai	mwilliams@kauai.gov	808-241-4067
YUKIMURA, Joann	Councilmember, County of Kauai Council	mlopez@kauai.gov	808-241-4188

City Council
City and County of Honolulu

CLAIM FOR TRAVEL REIMBURSEMENT

Date: 2/27/2013

Traveler: Breene Harimoto
 Event: 12th Annual New Partners for Smart Growth Conference
 Location: Kansas City, MO
 Dates: From February 7, 2013 To February 9, 2013

Description	Amount	Notes:
1. Registration Fee	329.00	Online receipt attached
2. Airfare	882.80	Online receipt attached
3. Hotel	837.66	receipt attached
4. Meals		
5. Ground Transportation	28.00	Online receipt attached
6. Tips		
7. Other	49.75	Internet
Other	95.00	Tour 3, 8 and 14
Other		
8. Adjustment		
TOTAL REIMBURSEMENT	2222.21	

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment:

Breene Harimoto
Signature of Traveler

2/28/13
Date