

**MAUI REDEVELOPMENT AGENCY
SPECIAL MEETING
JULY 1, 2011**

APPROVED 08-26-2011

A. CALL TO ORDER

The special meeting of the Maui Redevelopment Agency (Agency) was called to order by Ms. Alexa Betts Basinger, Chair, at approximately 1:00 p.m. Friday, July 1, 2011, in the Planning Conference Room, First Floor, Kalana Pakui Building, 250 South High Street, Island of Maui.

A quorum of the Agency was present (see Record of Attendance.)

Ms. Alexa Betts Basinger: Welcome members and friends of Wailuku. We have a single agenda meeting today which is design review of the Wailuku Municipal Parking Structure, continued from our June 17th meeting. Our work today is not approval or disapproval of the design plan, but to comment and provide recommendations to the design team. The discussion will include the design team's presentations, both public and before this body, public testimony, other comments received and staff input. So as we start our work today, members, remembering what Dr. Seuss said, "unless someone like you cares a whole awful lot, nothing is going to get better." It's not.

So members, I'd like to recognize Katharine Popenuk our Vice-Chair, Bill Mitchell. Warren Suzuki and Mark Walker are excused today. However, we have a comment from Mark Walker which we'll read into the record when we start our discussion. Erin Wade, Leilani Ramoran and James Giroux as Counsel. This meeting is called to order. Item-B on the agenda is public testimony which will be taken at the start of the meeting on this agenda item. Testimony will be limited to three minutes per testifier with the recommendation of the Chair without objection, additional time may be granted. So do we have anyone signed up for public testimony? And I'll call you in the order of the sign up sheet.

B. PUBLIC TESTIMONY

Mr. Howard MacPherson: Do we have access to the plans we could project on the wall?

Ms. Betts Basinger: Yes. We'll be putting that up for you. Thank you everybody, our first testifier this afternoon is Howard MacPherson. Did you want to wait until the plan was up?

Mr. MacPherson: . . .(inaudible) . . .

Ms. Betts Basinger: Okay. I'll move on and call you when the plan is up. Chris Hart.

Mr. Chris Hart: Madame Chair, members of the Wailuku – I'm sorry – Redevelopment Agency. I was going to say the Wailuku Municipal Parking Garage. My name is Chris Hart, and I'm a property owner in Wailuku, and also our firm is a consultant, has been a consultant in the past, and is a consultant on this current proposal for the Wailuku Municipal Parking Garage. I would just like to give a little bit of historical perspective. I personally feel that the consultant team

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based on past efforts that were made in terms of the discussion of the design for the parking garage. Certainly the location is something that's been determined already by virtue of the fact that we have a municipal parking lot that was created back in the 1950's. Previously Main and Market Streets were Maui's main streets. And in the context of historic evolution, for the sake of convenience, to accommodate the automobile, Kahului Shopping Center came into being and Maui Mall came into being. Kaahumanu Shopping Center came into being. And essentially what happened is that the business district in Wailuku was polarized. And essentially the good viable businesses from Wailuku, you know, were basically moved to another part of Maui, which was basically Kahului. You know, we've lost Crest Store, National Dollar Store, and we can go on, you know, Clyde Shoes, Toda Drugs and so on and so forth.

You know, today, Maui's main street is Kaahumanu Shopping Center and that's a reality. And also another sub-main street is Costco and the food court area, and that's a reality. And in the context of what we're trying to achieve here which is the revitalization of Wailuku which is something that's going on not just here, but all across the United States. Basically viable businesses need convenient user friendly automobile parking. That's the bottom line. We need that. And in order for revitalization to take place in Wailuku, we need to move forward with this municipal parking garage. Some people say it costs too much. Some people say it's too tall. It's next to my building. It's something that's been planned for for many years. It's appropriate. The design is very efficient, I believe, at this time. And I really feel it's time for us as a community to bite the bullet and to move forward and to construct the municipal parking garage. Thank you very much. Thank you very much!

Ms. Betts Basinger: Thank you. Members, any questions of the testifier? Seeing none, thank you Chris. Howard?

Mr. MacPherson: . . . (inaudible) . . .

Ms. Betts Basinger: Okay. Our next testifier is Jim Buika.

Mr. Jim Buika: Good afternoon Madame Chair and MRA members. My name is Jim Buika. I'm a resident of Wailuku, and I'm also a County employee doing this on my vacation time right now, seeing how my boss is sitting over there. My comments are not directly related to the design, but as you know, the most important element of design is in citing and in location. Yes, Wailuku needs more parking just not in the last central open space and traffic challenged intersection which Market and Vineyard. I would like to share my vision for the same location of the proposed parking structure. I also offer an alternative location to be considered as part of the EA process. Wailuku needs much more than a parking structure. It needs a center for our community for both day and night. We need a conference center and training facilities to attract business growth and to foster more government and business interaction. We need to preserve our remaining majestic views of Haleakala and West Maui mountain that are visible from the existing parking lot location. We need to preserve this open space along a hostile row that will become a destination for our international youth unable to afford Kaanapali and rental cars. We need a permanent farmer's market supported by cold storage, an eatery row, and open air

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coffee shops surrounding an outdoor cultural pavilion for lunch time hula performances and spontaneous jam sessions as the moon rises over Haleakala for everyone to enjoy including our elderly, disabled, and kupuna. We need a fish market and an art walk. We need a keiki playground by a central pavilion and a central fountain meeting place.

All this can happen if first we transform the proposed parking structure open space into a cultural destination, and second, transfer the parking structure to a logical alternative location. A more logical space to achieve the required parking structure is next to the State Building, at the location of the current old Post Office Building that is the County owned and itself is now nothing more than a concrete albatross. The building is ridden by asbestos and mold. At this location along South High Street, build a County and business conference center with training and meeting spaces extending off the back and down the hill, build out a four to five story parking structure out into where the State metered parking lot now exists. And instead create a cultural park for our keiki and kupuna to gather in place of the other proposed concrete parking structure. Considering this proposed alternative location kills two albatrosses with one stone.

In conclusion, the social environmental impact –

Ms. Betts Basinger: One more minute.

Mr. Buika: One more minute. In conclusion, the social environmental impact of placing a concrete albatross in Wailuku's last remaining open space must be weighed against the more compatible and more important use of our precious land. The environmental assessment should fully explore other locations of the parking structure including the feasibility of a location that includes the parcels of the land containing the old Post Office Building and the adjoining State parking lot. From this vision, I hope will you agree we need a vibrant historic town cultural center where the world can meet our local artist and experience our local culture in a natural kick back setting. No need to build a concrete albatross over our only remaining open space. Some day I hope we can tweet, "Meet me at the fountain at noon. Great hula performance today. Plus pupus on me." Thank you.

Ms. Betts Basinger: Thank you. Members, any questions for the testifier? Thank you. Our next testifier is Bob Horcajo.

Mr. Robert Horcajo: Good afternoon Chair Basinger and fellow members of the MRA. I'm Bob Horcajo. I'm testifying on behalf of myself and the partners. We own two properties on Market Street. I know three minutes come up fast so I'm going to talk about design. I think you folks know I'm for the parking structure. I was at the two presentations that the consultants did, 16th and 17th. I actually, if you don't mind, I'm going to pass out some stuff. I guess my main comment about design – I guess I have a few comments – I'm sorry. I do like the openness of the structure, I mean, as opposed to if you go by Sears, if you look at their parking structure, very closed design. And I agree with the consultants that one main advantage of that is it becomes a safety. I mean, aside from not having a fire, or natural fire sprinkler system, maybe

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more light, that makes a lot of sense. I know there's some issues maybe with whether you can more readily walk from the ground level parking stalls out to Market or out to Church. I realize there was a concern about maybe more people walking across the 24 foot driveway. But if that is something that the consultants can look at that would be good.

My main concern with the design are the sheer walls. That for me, it's not art deco. I've given you pictures, whatever, black and white, sepia tone of several old art deco buildings that have some very attractive vertical treatments, and to me, the sheer walls as was presented is very lacking and that undoubtably the biggest walls on both sides. I mean there's no doubt there's plans to plant royal palms to help, you know, to help that but that's going to take a long time. But the point being it's not really art deco.

Some of the alternatives that was mentioned in the proposal, I guess, one was the skylight. For me that's more modern. It's really not necessary because the staircase is open anyway. Secondly, I guess, having heard some comments about the viability or the effectiveness of the PV system on the top, it doesn't seem like that's worth spending the, whatever, \$843,000 of cost there. I do however like the two elevators. I think that's important to have both and I believe, yeah, they had suggested maybe only spending for one.

Those are my basically my design comments and thank you very much for your time.

Ms. Betts Basinger: Thank you. Members, any questions for the testifier? Seeing none, thank you Bob. Next testifier Jonathan Starr.

Mr. Jonathan Starr: Aloha friends, I'm Jonathan Starr. I'd like to begin by thanking County government, the administration, Planning, Public Works, and the MRA and everyone who's been involved in trying to move this forward. And it's really important, and Wailuku is really the heart of Maui. The success of Wailuku is going to dictate the success of our entire community. It's a seed of government. It's a seed of business. And it's been in bad straits and we have an opportunity to move it forward.

I'm a major property owner in Wailuku. I own, you know, well over an acre and a half. I may be the largest private property owner. I'm not sure. And you know I put my life savings into Wailuku about 12 years ago with the vision that at some day we're going to have an urban center where people can walk to their jobs, and people can walk to their shops, and we can have a more vibrant type of life style availability. Because all our planning documents talk about choices, and that's a choice we don't have, and maybe it's a choice we should have. I go to all the Planning Conferences. Last year, I've gone to American Planning Association. I've gone to Urban Land Institute. I've gone to International Downtown Association to try to learn. And you know along with what people who understand planning issues say when they come to Wailuku, we, our first step has to be clean and safe, and we need mechanisms to make Wailuku not only clean and safe, but for the greater community to have the perception that it's clean and safe. Which means we – and we have some work to do there and we probably need to find a way to get a clean and safe person who's in charge of that because that's the ground work.

That's the most basic thing.

After that we need a reason to attract body heat from some of the 20,000 people who work here. And the common denominators for that are restaurants, night life and other entertainment options, and also perhaps even long term farmer's market is a great idea. And we can do all of that, but there's one thing that's been stopping that for, you know, as long as I've been involved, about 20 years. Which is you cannot add restaurants or entertainment uses without more parking. And we all know that, you know, the trend is away from automobiles. But until we build more parking in Wailuku, we're not going to get to the next step. We're just going to be stopped at every point. So I really think we need to do it.

You know, I've participated in, I've even funded several design charrettes over the last two decades. We've had great ideas. Let's put the parking underground, make it square, over it with foundations. You know, that would be wonderful. I don't think it's going to be a reality in my life time to do that. You know, let's put the parking some where else and shuttle people. You know, those are all conceptual dreams. Let's, you know, build a 20 story office block there and that will pay for the parking. I just don't see any of that happening. What we have now is a design that's really efficient. It was designed by the premiere parking designers in the nation. They've designed at least 600 or so parking structures. Can I have another minute?

Ms. Betts Basinger: Yes.

Mr. Starr: And they've designed something that's efficient. It will last – I think they said 75 years, that doesn't need sprinklers. It's safe and open. You know, maybe it could be a little more colorful. I hope it has two elevators. I recently installed a big PV system on some commercial buildings. I don't think the application that was part of this plan is really efficient and cost effective. There are better ways of doing it. Maybe there, maybe some where else later. But please move this thing along. If we can have it done in a couple of years, and then the next thing is Wailuku will start to bloom. Thank you and aloha.

Ms. Betts Basinger: Thank you. Members, any questions for the testifier? Thank you. Our next testifier, Helen Nielsen.

Ms. Helen Nielsen: Aloha Madame Chair, members of the Maui Redevelopment Agency. My name is Helen Nielsen. I'm here testifying for myself. Just a disclaimer, I'm Jonathan Starr's wife, so I'm also a property owner here in Wailuku. And I'm here to just reiterate my support for the parking structure. I've been involved for a number of years in so many different variations of this project. And I too believe that it's critical to have this parking structure completed for the good of the Wailuku community. And I'd just like to remind everyone who hasn't seen it yet, there was great study done last year that really showed the – it was a great marketing study on what the demands are for this community to have a successful and a vibrant community. And over 1,000 residents and workers in Wailuku were interviewed, asking for their opinion on what they would envision as something that would really improve the community. And you know it was a real eye opener. And while I wasn't surprised, I just like to see the

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justification for going forward with this project. It is a big project, but I think it's really necessary. And I'd like to just stop the sprawl that it's just pushing everyone out to develop new communities rather than improving our own downtown here. So I just ask for your support in going forward. Thank you very much.

Ms. Betts Basinger: Thank you. Members, questions for the testifier?

Mr. William Mitchell: Yes. You're referring to the PUMA study?

Ms. Nielsen: I am.

Mr. Mitchell: Okay. Thank you.

Ms. Nielsen: Thank you.

Ms. Betts Basinger: Any other questions? Thanks Helen. Our next testifier is John Rippy.

Mr. John Rippy: Aloha and hi everybody. I haven't seen everybody in a long time. I was just reading about the new parking structure, and I'm just looking around and I see a lot of the same faces that's been here 20 years ago under lots and lots of administration talking about this parking structure. I don't know, they're all still good looking but I think that we really need a parking structure. They're building all around Wailuku town, and Wailuku town is just sitting there. And I was just thinking about this First Friday thing that they had like 1,000's of people come to that thing now. And like the gentleman was talking about all these dreams of having food courts and all this, but no parking, forget it. Taguma's going to get everybody. It's not going to happen. We need it. We want it. A few years ago I went and told every Councilperson. And every Councilperson said, yeah, we want it. I talked to the Mayors from Linda Lingle, Kimo Apana, Alan Arakawa, Charmaine Tavares, Alan Arakawa. They all say they want it, and we should have it. But what it seems like is happening to me is like, you know, with that carrot they put in front of the donkey and he just keeps going, and going and he never gets up to it. It don't happen. And I'm like Chris or Jonathan, I don't think it's going to happen in my life time. I was in my 40's when I started wanting a parking structure. Now I'm 71, you know. So I'm thinking like if we don't do it soon, it's not going to happen. I heard somebody say about I know it costs much. Right now it's probably triple what it would have costs in the old days, and it's going to go on and on and on. Wailuku is a great town. I don't have a business here, but I still have four houses here. I've live – I've been here since 1982 in Wailuku. But I just hope that something is done soon, you know, because everybody has tried. Every single person in here. Whether they have a different view about how it's done, but they tried to get parking, more parking in Wailuku. And that's pretty much all I have to say is I'm passionate about it, and I just hope it happens even if I'm old. Wake me up at Hale Makua or something. Just let me see it. Okay. Thank you.

Ms. Betts Basinger: Members, any questions for the testifier? Thank you John. Our next testifier, Kristin Holmes.

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Ms. Kristin Holmes: Good afternoon – excuse me – Madame Chairperson and members of the Committee. I'm Kristin Holmes and I am a property owner and a tenant in our property as well on the corner of Church and Vineyard. And history seems to be part of the topic of this afternoon, so I just wanted to start with a quote:

“The problem off street parking – excuse me this is from the Maui News – the problem off street parking in Wailuku is acute according to the Maui Planning and Traffic Commission and Wailuku businessman. To initiate an adequate and off street parking plan, the Planning Commission proposes that one central block should be used as stage one. 20 stores and houses will be demolished to create a parking lot that will be a boom to the city.”

That was from the Maui News in 1964. So stage one, I think we're there, and I don't think this should be a question of are we or should we. I think it's a question of what it should be and how it's going to get funded and how to move forward. I reviewed the plans, and as an interior designer I always have something to say because I'm opinionated. But from my perspective I'd like to see the building come down one floor and extend crossing Pili Street towards Vineyard, saving the street frontage block of Vineyard for store fronts. I think there's a variety of uses that the space could take on that could be talked about all day long. But the idea that it be a little bit lower and incorporate more of the other side makes more sense to me because I think we could get more parking, more efficient parking out of the building and it would mitigate some of the concerns about the height and the view plains. And I think that if that is presented to the appropriate designers that that could be developed into the plan in a way that would be efficient. I love the idea that it speaks to the future with regard to parking spaces for electric vehicles and where the future is going. And I think Wailuku has such a unique situation because of the County. The seat of the County, it needs to represent County government in a way that is a place to be proud of and that looks good and it gives all the proper needs that a place like this requires.

As a landlord in our commercial property we have enough parking with the abatement that we were able to get from this Agency for me to open my furniture store. But we don't have enough parking for patrons and customers – excuse me – for staff and for patrons. So it's one or the other. And I think that we really are at stage two. It's 47 years later and I hope that I'm alive. I hope I'm really young still when this thing gets done. But I believe that Bob Horcajo's comment about this should be a CIP project is really important and I support that. And I hope that the Committee does as well. And if anybody would like to see the map from 1964 of how it was laid out, I've got it. And thank you very much.

Ms. Betts Basinger: Thank you. Members, any questions for the testifier? Actually Kristin, I would love to have a copy of that map so if you could leave it with us? Thank you very much.

Ms. Holmes: Can I make a copy and get it to you? This is the only one I've got.

Ms. Betts Basinger: Absolutely. Take your time. Our next testifier, Hans Riecke.

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Mr. Hans Riecke: Aloha. My name is Hans Riecke. I have been involved in this project for many, many years. I was on the, you know, participated in the charrettes. It was done, I think, in 1990 if I remember right. And basically what I'd like to say is it's the wrong building in the wrong place. We need parking in Wailuku obviously but it should be built where it's needed. And as far as I know many people that park there are employees of the County or State, and so there are plenty of opportunities right around here to build a double deck parking. A previous testifier talked about the Old Post Office. That building sits empty there. The County owns it. Should that stay there forever without being used? And as far as I know the County pays rent. So I think as an alternative to provide parking rather than in that one open space in the middle of town. I also have brought a letter that the Planning Department in 2002 send to the Maui Redevelopment Agency, and maybe I should read what they're saying here:

“Additional parking should be developed around the commercial core's periphery rather than at the municipal parking lot site so that automobile traffic is minimized in the center of town.

Item-2. Parking lot site should be utilized for mix of activities generating uses such as art fairs, cultural events, park or plaza space that will draw people back to Wailuku Town, particularly in the evenings and on the weekends.

Item-3. Sensitivity should be shown towards protecting open space resources and the character of the old Wailuku Town.

Item-4. The project site should be heavily landscaped, and

Item-5. The project should be designed to promote pedestrian circulation within the commercial core.”

Thank you very much.

Ms. Betts Basinger: Thank you. Members?

Mr. Riecke: I would like to leave that.

Ms. Betts Basinger: Thank you. We'd like to have it. Members, any questions for the testifier? Thank you. Howard MacPherson.

Mr. MacPherson: Hello everyone. My name is Howard MacPherson. I am a designer, builder, and property owner. Looking at this drawing you see two important phases. The first phase is complete lack of regards for the citizen's desires for Wailuku. It doesn't look like these people have ever talked to anyone about Wailuku's desire for this structure. The second thing is that you see in it is the tenacity behind the presenter's presentation. It is unbelievable to me that after 10 years of design work that a professional designer would give this to this body. It's absolutely hideous. There's no – it's unbelievable. I would suggest and recommend that the Maui Redevelopment Agency immediately shelve this project and proceed with improving access to downtown Wailuku and mainly the parking area, and in so doing provide over 200 parking spaces in the process. I would further continue by saying please fire the designers. It's absolutely unacceptable for Wailuku. Thank you.

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Ms. Betts Basinger: Thank you. Members, any questions of the testifier? Mr. MacPherson, I do have a question please. Thank you for your perspective but I need a little bit more detail as we ponder. You said “it’s hideous.” Could you give me some examples of what’s hideous? Three examples.

Mr. MacPherson: Your first look at it is a glass cathedral to the automobile. Now that to me that is hideous. And to me that has no place in downtown Wailuku. It’s a glass monolith. I mean, now who wants a glass monolith in downtown Wailuku? I don’t know anybody who does. It is just – that’s my definition of hideous. Structurally it’s a great parking structure. I mean, we’ve got very innovative 40 to 60 foot span. That isn’t the point. The point is it’s not appropriate for Wailuku. There’s other ways to provide the parking and there’s other ways to solve your problems without building that monster.

Ms. Betts Basinger: Thank you.

Mr. MacPherson: Thank you.

Ms. Betts Basinger: Our next testifier, Bryan Sarasin.

Mr. Bryan Sarasin: Aloha Chair and members of the MRA. My name is Bryan Sarasin. I’m the Vice-Chair of the Wailuku Main Street Association. The Wailuku Main Street Association/Tri-Isle Main Street Resource Center received information and a copy of the power point presentation of the Wailuku Municipal Parking Structure. We have a number of concerns and recommendations to offer you and the Allison/Ide Structural Engineering Team of Consultants. As you know our organization has an unbroken involvement with this project spanning two decades. Keeping focused on resolving Wailuku’s long standing parking issues, providing the professional expertise and community business advocacy for this crucial infrastructure project and advocating it as a priority for the Wailuku Redevelopment Plan has resulted in progress. Enclosed is a power point presentation that was prepared in 2008 for the County Council to illustrate a vision for the new parking structure achieved by community consensus and referred to as modified PC-1. It seems that the design presented today may have been based on 2003 information, and the designers were not made aware of more recently agreed upon 2008 modified PC-1. Although the present design is reasonable given just the 2003 information, it needs to be adjusted somewhat to take into account the more recently agreed upon version – vision of the modified PC-1.

Both the MRA and the Wailuku Main Street Association agreed to support the modified PC-1 design which is a compromised position from the original PC-1 proposed by the Watry Group. This included an on-grade ground level, 2nd, 3rd, and 4th roof top level for approximately three to four story structure, with ingress/egress from Main Street. We remain concerned about a five story structure. The building we supported was to be a lower height and mass. The vertical elements on this newest design have been accentuated and there is a need to visually break up these components to afford the structure to a more Wailuku-like human scale. The color of this element also reinforces the vertical design – verticality of the design as well as the control

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joints which visually breaks the wall into seven pieces making it appear at a glance to be a seven story architectural element. The verticality of the proposed structure provides emphasis to what appears to be a tall skinny wall. We understand that the requirements in this scope of work mandated that the building be squeezed so that the height increased to meet code and maximize the number of parking structures. But we feel that the structure does not yet have a distinct Wailuku scale or architectural character.

We do not feel that the main component of the structure has to look like a parking structure. We support –

Ms. Betts Basinger: You have another minute please. Continue.

Mr. Sarasin: Okay. We do not feel that the main component of the structure has to look like a parking structure. We support a multi use sensitively designed structure situated in a location that is surrounded by buildings that screens the cars and reflects the archaeological character and special sense of place of Wailuku. We understand that the designers were given directives that were maintenance and cost driven. However the addition of planters to obscure the structure except in the area needed for direct connection to grade would be helpful in making the cars less visible.

We note that some of the design keys provided a solid framework for the redevelopment municipal parking lot's final configuration have been incorporated into the project. But the overall vision for the super block is missing along with other missed opportunities. The goal of project is not only about solving the present severe parking problem in Wailuku as validated by Andy Miller's parking management analysis. It must also create a framework that will enhance and not limit the possibility –

Ms. Betts Basinger: Mr. Sarasin, can you conclude in one more minute?

Mr. Sarasin: Yes I can.

Ms. Betts Basinger: Thank you.

Mr. Sarasin: It must also create a framework that will enhance and not limit the possibilities for surrounding property owners to redevelop or maintain their present buildings over the life span of the new structure.

We recommend removing the short wall on the ground floor facing the east Market Street elevation to provide a direct on-grade relationship to an adjacent sidewalk so that one can access the parking along the whole stretch instead of having to walk all the way around the structure to enter only at its ends. This will enable an opportunity to enhance an important economic component by providing more direct access to surrounding businesses. I will stop there. Okay. We understand that the remnant parcel along Vineyard Street is not part of this proposal and it's eventual use to be determined with County Council input.

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The view from the Vineyard Street has an urban Ala Moana character and it is the side of the structure most exposed to public view.

Ms. Betts Basinger: Thank you Mr. Sarasin. Thank you very much.

Mr. Sarasin: Okay. If there's any questions, please direct it to Jocelyn Perreira.

Ms. Betts Basinger: Thank you. Our next testifier is Jocelyn Perreira.

Ms. Jocelyn Perreira: Aloha. Picking up from him. We're a classical town. An attempt to improve the sheer wall design will help reduce the overall massiveness that the building is projecting. The modified PC-1 concept which we supported included an ingress and egress from Main Street that allowed Pili Street not to be turned into a thoroughfare and to remain an internal street.

The lack of sufficient parking is one of the major impediments to long-term revitalization of Wailuku town. It is important that the structure – parking structure's design reflect the unique characteristics of Wailuku blending carefully the old with the new, for new concepts like photo voltaic, to accommodating physically challenged, public transit and other possibilities. Therefore, adequate engineering to accommodate appropriate vertical and multi-use expansion. We hope you will utilize studies that have been validated through a formal process, or formal adoption from appropriate agencies.

Relative to the land use. It is important this a campus study is taken into full consideration to understand the full breath of options available and respectfully include the input of current Mayor and the Council's vision on the highest and best use of this publically owned property. Important to make decisions based on clear and factual data which historic perspectives that is both positive – that addresses both positive and negative potential impacts. We would do well to remember the history and the sacrifice connected with this project and the visionary decision of our County leaders who acted to create a place for centralized parking. The property was condemned. Homeowners had to relocate for the benefit of the entire community. The County is therefore obliged to consider the highest and best use of the County owned property in the interest of the general public. We do not know how the Council feels at this point and it's good to consult with them.

Relative to design aspects. Height mass. The building's height, mass and scale define the character. We feel that the architectural design can be enhanced to reflect the historical architectural character of it's immediate surroundings and we're willing to work with the project consultants with this. A desired on-grade relationship referred to earlier is very, very important. It will allow a horizontal presence in relation to the downtown business district, which positively creates and promotes pedestrian interaction and broadens the appeal of the super block.

The vernacular details that pick up the elements uniquely to Wailuku will make this more embraced as a building that belongs in Wailuku. The design pays homage right now to the

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exposure of vehicles in the middle of town. Not the intended objective of the Wailuku Design Guidelines. An attempt should be made to obscure the vehicles. The best way is to use landscape – to use landscape planters which will provide shade to cool the structure. Some of the most successful parking structures in the world are entirely covered up with landscaping and a complimentary enhancement to the community. These planters could be incorporated with other sunshade devices and that would all help to break up the massiveness of the structure.

Although the remnant parcel is not part of this stand alone project, you should consider what future options may be appropriate for the remnant parcel and how that will relate to the proposed municipal lot project. We feel the parcel on Vineyard Street side of the lot pose the potential for an economic generator and the redevelopment along Vineyard Street that can maintain a street wall that is complimentary and reinforces the dynamics of Vineyard Street with exciting new possibilities.

Additional considerations for safety within the entire block to alleviate the increase in traffic and public transportation drop-off area should be provided and marked clearly, and a traffic analysis plan may be beneficial to provide adequate traffic flow.

Relative to construction which is a critical part of this piece. As indicated in a pre-construction letter, we would like to see a detailed traffic control plan by an engineer. And we understand this will happen later. So we want to know what will be the hours of construction. How would the loss of parking during construction be addressed? We are pleased to see that progress has been on our repeated request to have a consultant make recommendations for an effective parking management plan. However, where do the existing 200 cars go in the interim? An interim parking plan should also be provided. I can conclude in a minute.

Ms. Betts Basinger: Can you conclude in a minute? Thank you.

Ms. Perreira: I believe I can. Maybe minute and a half Madame Chair. In that there will be impacted portions of the sidewalk system throughout the super block and certainly affecting those from Happy Valley out to Iao Intermediate School and Wailuku Elementary School. What are the alternative routes for residents and children that travel daily through Market Street and/or the super block? We ask that you convene a meeting to discuss this with all of the stakeholders and have us there as well. Are there promotional plans for existing merchants to assure access to their shop and restaurants in the interim? Four, we recommend you provide an equipment and material staging baseyard area on the site to minimize equipment moving up and down Market Street. The intensification of construction traffic can have a significant impact on neighboring structures. What is your plan for mitigating these measures for impacted buildings? Loss of space in any town is very serious and important asset to help retain a sense of place. For this reason our organization has worked to develop award winning pocket parks and even initiated the first community garden with respective property owners.

Ms. Betts Basinger: Ms. Perreira, can you conclude? I'll see if members have questions for you

that might allow you to finish.

Ms. Perreira: Can I jump to just maintenance and management which is the last part of it?

Ms. Betts Basinger: How about in conclusion?

Ms. Perreira: Can I put one line of maintenance and management?

Ms. Betts Basinger: Okay.

Ms. Perreira: Thank you. Management and maintenance of the parking structure should be conducted through a fair and formal bidding process. A clearer proposal with details and expectations should be provided at the appropriate time.

In conclusion, it is important that this project receive the necessary assistance and support to achieve an important goal outlined in the Wailuku Redevelopment Plan. We continue to offer our expertise and recommendations by our teams of professional resources. Thank you for the opportunity to provide comments on this important Wailuku project that will benefit not only existing stakeholders, but also provide opportunities for community wide reinvestment drawing those who will come to rediscover Wailuku to shop, work, conduct private/public business and make a long-term investment and commitment to Wailuku's future. Mahalo for your indulgence.

Ms. Betts Basinger: Thank you very much. Members, any questions for our testifier? Bill?

Mr. Mitchell: Thanks Jocelyn. I'll let you catch your breath real quick there. Thank you for that 2008 information and study. Yeah, the two pieces of that. I guess this has been transmitted to Planning as well as us folks, yeah?

Ms. Perreira: I dropped it off, a copy for the two Wendy's today.

Mr. Mitchell: Okay. Great. So if they can plug that into consultant information, background, et cetera.

Ms. Perreira: Especially this part that kind of show –. What we're saying in the body of the letter is hard to understand when you're just expressing words especially if you don't – you know, for those who don't have an architectural understanding of elements.

Mr. Mitchell: Sure.

Ms. Perreira: It kind of shows you visually the differences.

Mr. Mitchell: The walls, the sheer walls, the massing and the different components. But this modified PC-1 is still – it's still in the same footprint of the existing plan. It's just a different height and of course a different fenestration on the building's facades.

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Ms. Perreira: And the ingress/egress that could affect the Joslin project.

Mr. Mitchell: Right. And this version also assumes the connection to Main Street still? Is that right?

Ms. Perreira: Well, that's what we have advocated for was to have an ingress/egress because we're concerned about the bottle neck that can occur along Market Street.

Mr. Mitchell: Right. Related to the maintenance and management, what's your historical perspective on that? I mean, obviously the County has to maintain it. Are surrounding business owners and landowners – I mean, what's the – I guess the question is, is that considered, is the parking structure considered a maintainable and manageable?

Ms. Perreira: I think it can be. You know, our attitude is success comes in cans. Can do attitude.

Mr. Mitchell: Right.

Ms. Perreira: So the thing is – the thing is, I think what's important to understand is that this is an important piece of infrastructure not only to the people in the immediate surrounding of Wailuku. This is the County seat, and as such, this is a County owned property. And people whether they work here, live here, visit here, whatever, they have the same entitlement to have access to use this property. So if you want to maintain it properly, I think it's a broader discussion.

Mr. Mitchell: Right.

Ms. Perreira: And I think you have to include the County Council in the discussion.

Mr. Mitchell: Thank you.

Ms. Betts Basinger: Any other questions members? Thanks Jocelyn.

Ms. Perreira: You're very welcome.

Ms. Betts Basinger: Our next testifier is John Noble.

Mr. John Noble. Good afternoon ladies and gentleman. My name is John Noble. I have property at 160 Market Street. It's in Wailuku since 1977. There's several things that strike me when I'm listening to these comments. In the first place I agree with Jim on the fact that this just does not speak to the future. This is a parking lot that there's already 128 County spots that are needed for it. I don't think anybody's doing the math. When they took out – according, I guess, it was the Main Street, 36 parking spots, prime parking spots in Wailuku. There's millions of dollars worth of parking that got lost there. And we're talking a four-story parking lot

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here, but what nobody's noticing about this parking lot is that there's already a ground floor that has 225 parking spots times four. So if you take out 85 parking spots that are on the ground floor, you're talking about parking spots that cost \$88,888 according to my calculator. Which, you know, what is it, a golden palace. I mean, we have these talented people that have developed this thing.

Then another thing that bothers me about this is the security. I mean, we had a guy come in and tell us, well, there's nothing here in Wailuku. Well, there is. There's the prison. There's five places for the mentally ill. There's a probation department, the public housing, the Kahului store is now public housing. We have the church that feeds the homeless people directly across the street from this. We have the Public Defender, and I can go on all day like this. So it's not exactly the safest town in the world. And one of the points that they were making it's going to be safe because it's open. You know? And another thing that bothers me about this and here again, it doesn't speak to the future. You know, we got – you know my friend Teri, lovely lady, but she doesn't watch TV. I mean, in Jakarta there was 300,000 people died. We just had Japan where there was tsunami. What happens if there's a tsunami here? You know, and I was thinking, it would be fun. We'd go up and we'd wave at the people as they drive by, float by, in the cars. The thing you got to think well what's going to happen when you get hungry and 90% of everything is down in the lowlands? So all we got here is a parking structure.

And I agree with the second person here, Mr. Jim Buika. And we've got several places that the County could have parking. And when I asked them, well, who's this for? They said, well, maybe for the County. You know the County gets here first. It's going to be for the County, and these guys are all hot for this because they think they're going to get some parking. Well, they haven't answered the question first. Who's it for? And it's going to be for the County because the County gets here first. And I think his suggestion was the Old Post Office. Well, I wouldn't mind if it was there or across the street because right up the street here is two football fields worth of parking that could be very cheap, very easy parking for the County to have and it wouldn't destroy what we could put there in the future that would do the things that we really need, not just a parking structure. Thank you.

Ms. Betts Basinger: Thank you Mr. Noble. Members, any questions for our testifier? Thank you. Our next testifier, Tony Takitani.

Mr. Tony Takitani: Thank you Madame Chairman and members. Briefly, I just thought Mr. Hans Riecke hit it on the nose when he said wrong building, wrong place. This is too big, too expensive and too intrusive. I think no matter what kind of bells and whistles you put on the structure, it just doesn't fit in that area. During furlough Friday's we don't have any parking problems in town. And so a lot of public employees, but they're the problem when it comes to this parking in this area. And I think several speakers have already mentioned that there's a lot faster, easier, cheaper way to take care of that problem and it's basically these empty lots, or doubling this one here. So I think there's a lot cheaper way to do this, and just as efficient. Thank you very much.

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Ms. Betts Basinger: Thank you. Members, any questions for our testifier? Our last testifier who has signed up today is Richard Dan.

Mr. Richard Dan: My name is Richard Dan. I'm a resident of Wailuku. My family owns –.

Ms. Halas: Louder please.

Mr. Dan: I'm sorry. My family owns and runs seven retail stores on Market Street. We own property on Market Street. We occupy approximately 21,000 square feet of Market Street between Vineyard and Main. I employ over 20 – I have over 20 employees and support their families through Market Street. Been open on Market Street now for a little over 30 years. Been open in Maui for about 35. I've been to this meeting redundantly in my history since the Cravalho Administration. I've been involved with parking in Wailuku. Since then I've been on the parking board of the Wailuku Community Association. I'm on the parking board of Jocelyn's, of Wailuku Main Street Association. And I'm passionate and advocate for parking in Wailuku.

With that being said, this MRA board is without question one of the best MRA boards we have ever had. The access to this board is phenomenal. The President of this board has the passion that I have for Wailuku, and I really appreciate it very much! Thank you for being there Alexa. Everything you folks do for Wailuku helps my family and my employees, and conversely helps our economy.

Parking in Wailuku, without question is an issue. It has been an issue as far back as I can remember. The reason we don't have enough parking in Wailuku, we could go on for days. The last time I came here to speak to folks about parking in Wailuku was the question of how much parking has this board gotten us in the last three months? You didn't get any. You didn't get any three months before that. You didn't get any a year before that. The only parking that's been added to the Wailuku mix in the last five years have been added by Jocelyn Perreira with my help and the help of Bill Mitchell by going ahead and simply re-stripping the parking lot by Cabebe's. Parking is essential. Anything you can do is great. I feel like I have been beaten into submission with regard to parking. And at this point in time was willing to accept any design, just some thing come up. After speaking with Jocelyn and looking at the design that she has and I'm looking at the design that these guys have – now I'm not an artist and I'm not a city planner or any of that – I like Jocelyn's more. That's all I have to say. But I don't want the decision of who's design to muddy up the waters. That's a real killer. Parking is very important. Can you please do something about parking now? I know you have these plans for how you're going to deal with parking when you go ahead and – when the parking lot starts. Why not implement some of those plans now using these parking lot, some parking lot? Let's just get some spots into Wailuku. The MRA stole 23 parking spots with the redevelopment of Market Street, between Market and Vineyard from that area. I paid – well Jocelyn paid back eight of those parking spots for you. You guys are still in the hole just for now. Please give us more parking now. Thank you.

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Ms. Betts Basinger: Thank you Richard. Members, any questions for the testifier?

Mr. Mitchell: Richard, I have one quick question for you.

Ms. Betts Basinger: Bill go ahead. Could you go to the microphone? Thanks.

Mr. Mitchell: They'll record every word you say verbatim. Could you expand or would you have been able to expand more efficiently had the parking been available? Or if the parking structure exists? Because I know you've got a new facility. With additional parking do you see yourself being able to expand, not in just customer base, but in actual physical space?

Mr. Dan: Sure.

Mr. Mitchell: Has that held you up till now?

Mr. Dan: Sure. Absolutely. Without question.

Mr. Mitchell: Alright. Thank you.

Mr. Dan: I'm very happy to see that we now have our own parking lot. My family just purchased a two-story building at the corner of Market and Vineyard which has our own parking lot now which will make much easier through this crunch, but still the same. The big thing I get from customers is a phone call. Hey, I can't find parking. Can you meet me outside? And they go around the block, two, three, four times to get a parking spot. Now the PUMA study – thanks Mr. Starr –

Ms. Betts Basinger: Did that answer your question Mr. Mitchell?

Mr. Mitchell: Yes, but can I give him another couple of seconds here because I think he's going to lead into something that's important?

Ms. Betts Basinger: Is this another question?

Mr. Mitchell: This is a question about how –

Mr. Dan: How the study affects –

Mr. Mitchell: Well, yeah, how the lack of parking has affected his inability to grow his business?

Ms. Betts Basinger: Thank you.

Mr. Dan: The PUMA study really addresses it. It states parking is the biggest problem. What was surprising in the PUMA study that people – I always under the impression nobody would walk more than 30 seconds to get to their car. I believe the PUMA study said they'd walk up

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to two minutes to get to get to their car which makes a parking lot even easier because it's two minutes from that parking lot to the end of Market and Main. This is all common sense. We want to have all these great things in Wailuku. You want to stop the crime. You want to stop everything. Bring people to Wailuku. That's what keep the bad things from going, people in Wailuku. The way you get people is you have a way for them to park their cars. We need parking now. We need parking later. We need parking, parking, parking. That's all I've got to say.

Ms. Betts Basinger: Thank you for your support.

Mr. Mitchell: Thank you.

Ms. Betts Basinger: That was the last testifier who had signed up for public testimony. Is there anyone else in the audience that would like to testify? I'm going to offer time now for anyone who has already testified to testify again. Seeing no one coming forward, at this point we're going to close public testimony and I'm going to call a five minute recess. Thank you.

(The Maui Redevelopment Agency recessed at approximately 2:02 p.m., and reconvened at approximately 2:13 p.m.)

Ms. Betts Basinger: The July 1st, 2011 special meeting of the Maui Redevelopment Agency is back in session. Thank you everyone for that recess. At this point, we are going to start with the design review itself, Item-C. And members, what I'd like to do is just go around one at a time and ask for each of you to share your comments. I know we've had a couple of weeks to digest testimony we heard on two earlier occasions plus testimony we received today. I'd like each of you to share with the body your comments for – and I'm hoping actually, the goal today is that we will be able to have a recommendation go to the design team at the end of this meeting. So because you're the bird dog Bill I'd like to start with you.

C. DESIGN REVIEW

- 1. The Maui Redevelopment Agency to provide comments and recommendations to the Wailuku Municipal Parking Structure design team, working for the County of Maui Department of Public Works, regarding the size, massing, height, orientation, aesthetics, functional aspects, design alternatives, budget and structure capacity. The comments from the board will be provided as part of the pre-consultation period for the Environmental Assessment document being development per Hawaii Revised Statutes, Chapter 343. The MRA may also discuss the process for reviewing the parking structure, past, present and future.**

Mr. Mitchell: Not ladies first?

Ms. Betts Basinger: No. You're the bird dog on this project.

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Mr. Mitchell: The later of that probably. I don't know about the bird part, the dog part. Well I'm just going to go through some of the items that were sent out in our packet in terms of design review. Having been on the Urban Design Review Board pretty good guide of components. Great testimony today. I thought good input, good concerns, good recommendations, good history, good background from Wailuku Main Street folks and from some of the design, other folks who had design input.

One of the items I noted in my last outline that I think that's going to be included, but I think it should be included quantitatively in the ultimately design is how will moped, bicycle and motorcycle parking be allocated in the structure? Where are those spaces going to be? Just so they can be quantified and I think that will be helpful in understanding the multi-modal component of how the structure will be used.

One of the items I talked to a couple of architects about, Wailuku Main Street has pointed out, Bob Horcajo pointed out, and I think even Mel and Brian spoke to it, and that is the treatment of the sheer walls need some additional study and how that can be articulated and maybe better broken up to – better breaking up the scale and the massing of the structure as those are the single largest visual components of the structure.

I wanted to ask and I don't know whether we have the information. Are Brian guys on the phone?

Ms. Wendy Taomoto: . . . (inaudible) . . .

Mr. Mitchell: Okay. I'll hold that question till they come back and it was related to the additive alternates. And this may be another question. In terms of materials, I think the glass elevators are nice. I just don't know how practical – and I understand the reason for them – I don't know how practical glass is as a material in a structure like that for maintenance purposes. It certainly works and looks good, and so I was going to ask if maybe there's some alternatives that would be you could see through but it wouldn't be necessarily all glass at the lower levels where people and kids are going to put their fingerprints and everything else on them.

One of the items that I think will probably get addressed in the EA is operations of the structure. Who will operate it? How it operate it? How will it function? What are it's anticipated operational cost? What are maintenance cost? And all those items will be important to understand. And I think, based on today's testimony, in my mind, and I understand people's concerns for the location, but I think there's two components to this. One is location. The other is design. There may be other locations, but this is the location that's sort have been talked about for 30 years? 25 years? And from a retailer's, from a Market Street standpoint, and Main Street standpoint, it would seem to be the one that would be most advantageous for the type of uses that we're promoting that have been promoted by, well, everybody, from Wailuku Main Street to MRA to everybody else. And that is for restaurant and for retail and those type of businesses, this would be, in my guess-timation/estimation be the better location than putting it un-centralized or outlined to central Wailuku. Are the guys on the line?

Ms. Taomoto: Brian?

Mr. Brian Ide: Yes, hold on. Wendy, we're hooking up our speaker phone.

Mr. Mitchell: We can hear you. Can you hear me now? Mel, can you hear me?

Ms. Taomoto: Mel? Brian?

Ms. Betts Basinger: Members, can we gather our questions and then address all of our questions at one time?

Mr. Mitchell: Sure. We can do that. Want to do that? Yeah, good idea.

Ms. Taomoto: They wanted to hear the discussion, though.

Ms. Betts Basinger: Okay. They can listen.

Ms. Taomoto: Hello?

Mr. Mitchell: Yeah. We can do that. That's a good idea.

Mr. Ide: Hello?

Ms. Taomoto: They're going to finish their discussion and then ask you questions.

Mr. Ide: Okay.

Ms. Taomoto: Okay. Thanks.

Ms. Betts Basinger: Thank you for being here.

Mr. Mitchell: So location is one issue, then design as we've talked about, some design components, are the other. Lastly, as I mentioned last time, I think we still need to look at, in the future, how bus service might utilize the circulation on the site. I did talk to Stacy Otomo, the Civil Engineer for the project. He had a couple good suggestions that wouldn't necessarily be doable during the scope of this project, but that widening of Church Street so the buses could come in off of Vineyard Street, through the parking lot, take a right on Pili and then take a left on Church. If Church were widen pass on the corner there where the existing old gas station is. But I'm not sure if the EA will talk to it, but I think it would be important to understand what the parameters would be for and providing bus service in and through and adjacent to the parking structure for future use. And that's all I had. Thank you.

Ms. Betts Basinger: Thank you Bill. Katharine?

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Ms. Popenuk: Yeah. I summarized some of my comments in a memo and I'll kind of read through that right now. I just wanted to mention that we want to be sure that to have curb cuts at all of our sidewalks. I was a little confused looking at the plan, where a sidewalk was indicated and where a lawn area was . . .(inaudible) . . .

I wanted to suggest that maybe one of the elevators, elevator number one, which is at the Main and Market corner of the building, perhaps be moved to the Church and Main corner of the building thus separating them as much as possible, one from the other so that it would be a more of an equitable walk for anyone parking in the structure to get to an elevator. I'm not sure that that is possible given the topography of the site, but I would want to go that way if that's possible. And I'm not sure actually, I was thinking and originally that might reduce the foot traffic within the structure, but I think it's six and half a dozen of the other, but at least it would be more convenient for people that are parking on that side of the building.

And I wanted to know if the fire lane was going to be landscaped. Looking the plans that I have before me, there's not a lot of information of the landscaping so I was wondering whether people would be able to drive through the fire lane or would that be landscaped with the ability for fire trucks to drive through there if need be. And I was also missing trees that would be at the facade of the building. I know on our original charrettes, et cetera, we did have trees that were right at the face of the building which we have a problem with these, sort of large sheer walls, and that would certainly be one way to sort of hide the sheer walls. I certainly understand that the sheer walls are a necessary part of the structure. We can't do without them, so how can we make them look less imposing. Once again addressing the sheer walls, I was suggesting that we add some sort of architectural element. I see that we do have a trellis that sort of breaks it up which I think is a plus. Maybe get some vines growing on the trellises to help. Perhaps a change of material in the lower portion. Traditional sort of a look any particular building, especially classical buildings would have a denser more massive first level and then lighter or more open on the upper levels. So perhaps we have a change of material or different sort of "patterning" or profile on the lower portion of the sheer wall – sort of subdivide that verticality. Also I was wondering if perhaps breaking the one sheer wall into two sheer walls or something if that's a possibility. I'm not sure if that's possible or not.

With regards to the roof at the upper level of the building. A bang for the buck, my opinion is that the roof, I don't see it's a necessity. People are parking on the street. They don't have a roof over their car when they're parking on the street, so spending all that money to put a roof on the upper level is a little bit questionable to me. And the electricity that might be produced on the PV array, I don't know how much we would hope to save electricity wise but when you look at the cost of building the roof and the PV array, I think that needs to be looked at more closely. I have a hard time believing that we would ever make that money back in terms of savings on electricity.

Skylights over the stairwells, I'm not sure that that is necessary or desirable. We're getting plenty of light that comes in from the side of the stairwells. And cost wise I'm thinking that's probably, although, I don't know, that probably is more expensive than just a regular standing

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seamed roof. And also it might make it kind of hot and toasty in there. I'm not sure. So –

With regarding to – also with regard to the stairwells and the elevator, I'm looking at the elevations and it seems like the roof heights, although I didn't measure them, it seems like the roof heights of the roofs over the stairwells seems like they're kind of high up in the air. I'm wondering if we could lower them a little bit and bring them down. Bring the height down a little bit in that area. Can you imagine a person, people scale, it seems like they're a little bit high.

The exterior lighting. We didn't really have any information on what the lighting is for this. I did hear today testimony from one of our testifier a security concern, and so I'm wondering what the provisions are for lighting, and how much day lighting we can count on. And what about in the evening? And I also heard from another one of the testifier about getting rid of the walls that were on-grade so to create a better connection between the parking area and the adjacent grade around the building. And that also might provide more light, bringing more light in, so that –. In any case, whatever lighting we have, we want to be cognizant of avoiding any kind glare or over illumination especially in Wailuku town.

I was wondering what our plan is for trash collection and trash disposal? Is there some area that's going to be designated for trash to be held until the truck can come and pick it up someplace? Also today I heard a lot of people – there seemed to be several people that were wondering if this is the appropriate site for the structure. And I personally believe that I actually like the site because it is at the center. It provides a great deal of accessibility for not just County people, which perhaps now our parking lot is overwhelmed by County parking, but also for retail and the life of the center of Wailuku town. And I wanted to remind people that we do have the remnant parcel which we have ideas kicking around about what might happen there so that is a possibility for some kind of a public space. And also we have the pocket park which is between the Iao Theater and the Police substation which also might work as a – hopefully it will work – as a public gathering place, meeting place, farmer's market.

And let's see – one thought – sorry, I'm just dumping my brain here, but one thought that we did hear from one testifier that was happy to see the electrical vehicle recharge area, and I'm wondering we might want to think forward. Perhaps there will become a time when most of our cars are electrical vehicles. And how expandable is the electrical recharge lane? I noticed that on a short side of the parking structure right now and I'm thinking maybe it should be on a long side so that if in the future we want to like double the number of electric recharge stations it would be a little bit easier to expand that. We had a lot of people say that they want to see two elevators and I would agree that two elevators would be appropriate. We also heard one testifier who mentioned that the Church Street corner access maybe needs – a lot of people might be wanting to go up the hill, up Main Street and so widening that end of it a little bit more. And once again we heard the idea of clean and safe environment so making sure that we have that in mind as we move forward. And someone else was begging us to launch more parking right now if possible so maybe this interim parking plan concept or whatever we might be developing for that maybe we can get that moving forward as soon as possible. Thank you.

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Ms. Betts Basinger: Thank you. Thank you members. I have a few notes that I'm going to make in regards to what I've been hearing. And firstly, I think the things that, about this structure that are positive, and to me of primary importance, are firstly in it's function that the community asked for that it's not just for cars and trucks but we're going to be incorporating bikes and other multi-modal – hopefully scooters and motorcycles – into it. It's user friendly for pedestrian whether they're alone or in groups or with ADA folks that they're traveling with, or babies in strollers. And I think the design did a good job of making connectivity to the surrounding streets, sidewalks, shops, et cetera.

Security. I like that the building was designed – safety and security is not just part of what our operational concerns are going to have to be on this structure, but it must be built in as well, and I think they did good job of building in future safety and security issues. And if there's going to be paid parking I think that the access that they've provided is good.

Maintenance was a really big consideration that they had to deal with. And in consideration of that, the materials, the design, I believe, do provide a low and simple maintenance mode for 50 to 75 years of continued use as long as we have a really good maintenance program in place.

The energy efficiency. I love the rechargeable stations and I do agree that they should be designed to expand in the future. We've heard a lot of testimony about the photo voltaic system and perhaps that is an additive alternate that we might find better use of that money at some other time. I do, though, however, Katharine, like the roof design aesthetically. And it's not shading parking spaces as much as shading the last ramp up to the top level. I do agree, and we have before us a four-story and a five-story, and my thought about the difference is that we're never going to expand it if we pick the four-story. And the height requirements are maintained in the five-story structure, and it's not really a five-story structure. It's really a four-and-a-half levels of parking. So, to me, it's more bang for our buck to go with that full model.

Now on the aesthetics and I have received a lot of comment, and I noticed in just about, in a huge majority of our testimony today, there was a lot of concern about the sheer walls. And I have some pictures here I'm going to pass around that offer instead of sheer walls, having those sheer walls at least decorated with pilasters similar to what we find in art deco in Wailuku and in the area anyway and those are pictures of the MGD building and Iao School and others that are using pilasters as the art deco feature. And that could be in lieu of any kind of medallions. Pilasters can also be used horizontally to focus on lowering the height illusion. So I did hear a lot of testimony that we need to look at those sheer walls, that they do not conform to the design criteria that matches Wailuku town and I think that's a decorative issue.

It is one of the tallest structures in Wailuku and I do believe that the design pays attention to the visual beauty on the top, with the roof, with the openness. I don't have a sense one way or the other, but I do agree that the glass or the material that's used for that see thru on the elevators as well as the skylight should be addressed.

Colors. There was comment at both other meetings from citizens that they didn't like the color.

And it was brought to my attention that actually there were other color schemes offered that we hadn't seen, so if we have those Erin, I'd like –

Ms. Wade: We don't.

Ms. Betts Basinger: We don't.

Ms. Wade: We have this.

Ms. Betts Basinger: So this is the one they're –.

Ms. Wade: Right.

Ms. Betts Basinger: They weren't offering alternate color schemes?

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

Ms. Betts Basinger: Okay. So one of the things I would like to recommend is that we go back to art deco and in particular looking at the color schemes that were used in Wailuku town buildings when they were built in the 1930's and try to capture the essence of color that was there. Personally, I did like their use in of that plantation house green as some part of the structure because that does blend with the immediate Wailuku area that it surrounds. I call it plantation green but –. But there was some opposition in testimony to this particular color scheme. And those are all of my comments. I know we have created questions for the design team, and if they are on the phone – No?

Ms. Taomoto: How are you going to do this? . . . (inaudible) . . .

Ms. Betts Basinger: Okay, so we'll just have to tell them on the phone in the mouth piece and hear what their answer is?

Ms. Taomoto: . . . (inaudible) . . .

Ms. Betts Basinger: Okay. Good.

Ms. Taomoto: You're going to go what, one by one on the questions?

Ms. Betts Basinger: No. Erin has gathered the questions.

Ms. Taomoto: So you're going to go – Erin is going to read one question at a time and they're going to answer.

Ms. Betts Basinger: That's correct.

Ms. Taomoto: Okay. Hang on.

Ms. Betts Basinger: While we get hooked up, we're going to take a five minute recess.

(The Maui Redevelopment Agency recessed at approximately 2:38 p.m., and reconvened at approximately 2:40 p.m.)

Ms. Betts Basinger: . . .reconvened. At this point we have the representative of the design team on the phone with us. Erin is going to pose the questions that members have. Thank you. Erin?

Ms. Wade: Sure. Brian Ide who is the project consultant is on the line. Brian, some of the questions that just came out were, the first one was the skylights in the stair towers. There's a concern that maybe they're too hot, and they're considering in the elevator towers where they're shown as glass, can that be changed to something else? There's a concern about the maintenance for both.

Mr. Ide: Yes they can be changed to other materials for both of them. The reason for the glass in the elevator is one of the security measures, but that can be made up of solid material. The glass in the elevator is from my personal experiences on some of the elevators here, it does have some extra heat, but it really isn't uncomfortable. But to answer your third question, yes, both of them can be changed.

Ms. Wade: Did you have more on that Bill that you wanted to ask?

Mr. Mitchell: Hey Brian, it's Bill. The thought on the elevator, if it's not glass we understand being able to see into it nature, is there something like an old art deco metal type cage that could be used where you could still see through it and it would be maybe more maintainable than glass?

Mr. Ide: Yes, yes it can.

Ms. Wade: Okay good. Thank you. Like a grill work, okay. There was a question about sidewalks on the Pili Street side of the garage. In the drawing, that side is shown in shadow. Is there existing sidewalk along the Pili Street edge of the garage and are there curb cuts at the crossings?

Mr. Ide: Hold on. I need to go look at the drawings. There is a curb cut on the east – towards the east side of the ingress and egress between the Pili Street sidewalk and the parking garage.

Ms. Wade: So are you saying that there's only sidewalk on one side of Pili Street?

Mr. Ide: Yes. Right now there's sidewalk on only one side of Pili Street.

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Ms. Wade: Okay. The next question was about the fire lane. We know, I think that the sides that show parking, you're intended to be able to drive on, but the one side that doesn't illustrate parking, is that intended to be for regular access by vehicles or will that be landscaped in some way was the question.

Mr. Ide: Well although it's known as the landscape it is for fire truck access. That's on the west of the parking structure.

Ms. Wade: I guess is the intention for like your average user of the parking structure to drive around the building using that lane?

Mr. Ide: Not as a day to day type of use.

Ms. Wade: Okay. Wendy's signing to me that there would be bollards. Is that right? It will prevent –

Mr. Ide: That's correct. Towards the Pili Street side.

Ms. Wade: Okay. Does that answer your question Katharine?

Ms. Popenuk: This is Katharine speaking. So the fire access lane that runs parallel to Church Street will be landscaped and blocked with bollards. Correct?

Mr. Ide: Yes, but the bollards would be easily removable by the Fire Department.

Ms. Popenuk: Okay. And then the fire lane that runs parallel with Main Street, is that paved or landscaped?

Mr. Ide: That is paved.

Ms. Popenuk: And why is that paved?

Ms. Wade: Is that for trash collection service?

Mr. Ide: It would be available for trash collection also.

Ms. Wade: Okay. Right because the Main Street Promenade loading dock is right off of that, that access.

Mr. Ide: That's correct.

Ms. Popenuk: Thank you.

Ms. Wade: Wendy?

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Ms. Taomoto: I wanted to ask Katharine on a clarification on her previous question about the Church Street side. When you say landscape, the walk area is hardscape with concrete scored.

Mr. Ide: Excuse me?

Ms. Wade: Wendy's just clarifying that the concrete on the – that's parallel to Church is going to be scored concrete and not landscape material. It would be hardscape.

Mr. Ide: Oh.

Ms. Taomoto: Because the only reason I'm clarifying that, I think, because previous drawings submitted in May showed a pathway through landscaping that Katharine might be thinking about.

Ms. Wade: Right.

Ms. Betts Basinger: It has been beautified. Yeah.

Ms. Wade: I think the rest of the comments were specifically recommendations and didn't have further questions unless members had more.

Ms. Betts Basinger: I do have one question and it's the expandability options of recharged growth.

Mr. Ide: Of the what? Excuse me? Pardon?

Ms. Wade: What Alexa is asking is for the electric vehicle recharge stations, is it designed to be easily expandable?

Mr. Ide: Yes. We intend to have . . . (inaudible) . . . number of stalls to begin with, then to add stalls, the ability to add stalls.

Ms. Wade: Okay.

Ms. Popenuk: I wanted to know about the possibility of moving elevator number one to stairwell number three location so that the two elevators are as far apart from each other as possible. Is that logistically, topographically possible to do that?

Mr. Ide: Pardon?

Ms. Wade: So what she's asking is if one of the elevators can be moved to stairwell three. Is that right Katharine?

Ms. Popenuk: That is correct.

Mr. Ide: To be moved?

Ms. Wade: Yes. So that the elevators basically are further apart from one another to increase – yeah, they're basically diagonal across the garage from each other.

Mr. Ide: I see. Well we can look into that possibility. We had spoken with the two Wendy's as far as the best location and these were the two which, alternatives, which appeared to be the most useful locations but we can entertain other locations – other locations if there's good reason for it.

Ms. Taomoto: I can answer some of the background behind our decision. Maybe I should go there so . . . (inaudible) . . . Brian it's me. I'm just going to explain to them the background to our direction that you were provided to make that decision. Elevator one is –. Let me just start with stairwell three location which is on the corner of Main and Church, that Church corner. That wasn't a preferred location in our opinion because if a pedestrian came down that stairwell, there isn't a sidewalk that we're proposing along the Main Street side of the building that would necessarily get them as safe to Market Street per say where most of the traffic pedestrian would go to. Because if you exit there, you would have to come actually on the loading road – I don't know what would you call it – the loading area and walk to Market Street. Whereas if you used the elevator on stairwell one, you would come down and we have built in crosswalks be marked to take you safely across the travel way. We would – if that would be something you would request we would probably have to put a sidewalk along the Market Street side and I believe that would reduce the number of stalls in the structure. Because we cannot push the structure any further into Pili, but we would have to accommodate for a sidewalk and still meet fire requirements.

Ms. Betts Basinger: Thank you Wendy.

Ms. Wade: The final question was is there a location provided at this time for a trash collection and disposal for the garage?

Mr. Ide: Currently there is no trash collection per se for the garage, but for the use of the parking garage there really isn't something – there isn't any functions which would generate a lot of trash.

Ms. Wade: Okay.

Mr. Ide: And that's the reason that there's no trash location area per se. If you really want one, perhaps that can be put at the lowest level near the electrical room.

Ms. Wade: Okay. Okay Brian, I think that's all the structure questions.

Mr. Mitchell: Can I add one more please?

Ms. Wade: Bill has one more.

Mr. Mitchell: Hey Brian, in the additive alternates, was the cable rail an upgrade to the solid parapets?

Mr. Ide: Yes.

Mr. Mitchell: And it was what, a couple of 100,000's or something like that?

Mr. Ide: That was, I believe – for the interior – for the interior conditions, Bill?

Mr. Mitchell: Yes.

Mr. Ide: The additive alternate was about \$53,000, I believe. Hold on. Let me check those numbers.

Ms. Taomoto: \$57,217 Brian.

Mr. Ide: And basically what is is the base was a three feet-six high rail.

Mr. Mitchell: Right.

Mr. Ide: Out of concrete. And then the additive alternates would be to have a concrete rail of approximately two-and-a-half feet high. And the balance would be a metal railing on top of it.

Mr. Mitchell: Great. Thank you.

Ms. Wade: Okay Brian. Thank you very much for your time.

Mr. Ide: Sure.

Ms. Betts Basinger: Thank you Brian.

Mr. Ide: Okay. Thank you very much.

Ms. Taomoto: Thanks Brian. Bye.

Mr. Ide: Yeah. Thank you. Good bye now.

Ms. Betts Basinger: Members, we have Wendy here and other staff to help on any questions, Katharine, that you might have on the landscaping questions you had, and anything else we might have before we start constructing our response.

Ms. Popenuk: I was just wondering of why there were no trees at the face of the building on the

plan.

Ms. Taomoto: When you say the face, what street are you referring?

Ms. Popenuk: Like, right at –

Ms. Betts Basinger: Vineyard.

Ms. Popenuk: – right at the facade. Vineyard if can, but it sounds like that's a tight squeeze that way, so let's say the lane that's parallel with Market Street.

Ms. Taomoto: There are trees along the Market Street. The only side that does not have trees –

Ms. Popenuk: Right at the face of the building?

Ms. Taomoto: Yeah, at the face of the building there are trees on three sides excluding Vineyard. And that, I believe, looking at the architectural plans, that is because we have more landscaping along the Vineyard Street side and we're trying to – and we actually are considering like you said the cross – the sidewalk and stuff and that would interfere. But right now as proposed there's no landscaping along Vineyard, but all three sides have.

Ms. Betts Basinger: Except the landscaping that's actually in the new remnant lot parking area.

Ms. Taomoto: Right.

Ms. Betts Basinger: So there are trees and –

Ms. Taomoto: And that's what I was, yeah, trying to say.

Ms. Popenuk: What are the trees that are right at the face of the building? I'm trying to think of some way to solve or help soften these sheer walls, and I know in some of the original designs that we had, we had like trees right up –

Ms. Taomoto: The MacArthur Palm. Can you pull it up Erin? Point to it.

Ms. Popenuk: Okay. So it's on there. Good.

Ms. Taomoto: And it has red-ti and snow bush intermixed.

Ms. Popenuk: Thank you.

Ms. Betts Basinger: Members, I think that falls into line with a lot of discussion and testimony that we heard about softening the building aesthetically either using pilaster on the sheer walls,

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pilasters, or landscaping, even arches to soften the squareness, that we heard a lot of people talk about.

Ms. Betts Basinger: Members, are we ready to move onto constructing our response? And if we are ready to I'd like to use Erin's guide that she gave us all which is what is the guide that's used by the Urban Design Review Board. All of you should have that as part of your packet. Does everyone agree that we'll use this format to structure our response? Okay, so Erin, do you want to walk us through it at this point and share with us what you've heard and what your intent would be?

Ms. Wade: Okay. The recommendations I heard and this is in order of you stating them.

Ms. Betts Basinger: Well, why don't we do it inline with A, B, C, D?

Ms. Wade: Okay, so I've got to restructure it then based on –

Ms. Betts Basinger: Well, traffic circulation, pedestrian, bike, vehicular, in and around the site. My testimony was easy. It looked good.

Ms. Wade: I think Katharine's statement or the question that was regarding the Pili Street sidewalk being only on the single side would be the limiting access at this point. So if you wanted to make recommendation to say that there needed to be additional.

Ms. Popenuk: I would like to see a sidewalk right at the face of the building. I think that's dangerous the way it is right now. There's no place to walk but in the street.

Ms. Betts Basinger: Where are you talking about where we're walking right on the street?

Ms. Popenuk: Pili Street.

Ms. Betts Basinger: I'm sorry I lost my plans, so –

Ms. Popenuk: At the face of the building. Between the face of the building and Pili Street.

Ms. Wendy Kobashigawa: Katharine, there is a sidewalk along the Vineyard Street side of the parking structure. That's why there's no landscaping over there because we wanted pedestrian access.

Ms. Popenuk: Thank you. So right in front of the building?

Ms. Wade: No.

Ms. Taomoto: Right here?

Ms. Popenuk: There is a sidewalk?

Ms. Taomoto: . . . (inaudible) . . .

Ms. Kobashigawa: A walkway. Yeah. Sorry, not a sidewalk, a walkway.

Ms. Popenuk: Okay. Mines is not showing that.

Ms. Taomoto: . . .(inaudible) . . . pedestrian walkway.

Ms. Popenuk: Okay, I wasn't seeing that on my plans and I was concerned. Okay. Great.

Ms. Wade: So for clarification did you want that to be in your – what you're stating is important in terms of recommendations, that there would be sidewalk or pedestrian access?

Ms. Betts Basinger: You agree with the plan?

Ms. Popenuk: I would agree with the plan. There should be a sidewalk there. Move the sidewalk there and that's great.

Ms. Betts Basinger: Bill, any comments on this Item-A, traffic circulation, pedestrian, bike, vehicular, in and around the site?

Mr. Mitchell: Only that they show define parking for multi-modal components.

Ms. Wade: So the way I have that stated is moped, bicycle, motorcycle parking shall be accommodated in the parking structure and quantified.

Ms. Popenuk: And I was just wondering about the location of that parking so that it's in a very public area so people don't come and steal.

Ms. Betts Basinger: In an appropriate location.

Ms. Popenuk: Yes because usually you want it in a very busy place so that people don't start dismantling bicycles because it's tucked in the corner.

Ms. Betts Basinger: Visible.

Ms. Popenuk: Yeah, high visibility.

Ms. Wade: Okay. The other comment was to incorporate curb cuts at all crossings in terms of accessibility.

Ms. Betts Basinger: I think staff might be able to answer us regarding your curb cuts question.

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Ms. Popenuk: Yeah, once again I might be looking at my plans wrong. I mean, ADA demands that we have curb cuts but I was looking at plans that don't show curb cuts so I was like making sure that we cross that T.

Ms. Betts Basinger: For ADA access.

Ms. Taomoto: I don't believe that we have any concerns meeting ADA compliance. So, if, I'm not sure when you say curb cuts which part of the project you're exactly referring to. But you're expecting raised sidewalks, I'm thinking, but we're proposing at a lot of the locations where we're trying guide the pedestrians on this scored concrete which is at grade, is not necessarily raised.

Ms. Popenuk: I see. Okay. That's fine.

Ms. Betts Basinger: Thank you Wendy. Any other comments members on traffic circulation? So the general consensus is that we support the design for those items. Okay, Item-B, the parking layout and this could include the structure capacity as well.

Ms. Wade: The comment that you folks shared was that the electrical recharge lane should be easily expandable. This could also include the elevators. Folks expressed a preference for the two elevators. And there was a comment or question about the location so you can make a recommendation regarding that at this time as well.

Ms. Betts Basinger: Katharine, was the answer satisfactory to you as to why they are where they are?

Ms. Popenuk: Yeah, I didn't realize that there was a service lane so I would agree that they have the elevators in the correct location. That's fine with me.

Ms. Betts Basinger: Okay.

Mr. Mitchell: Do we need to specify that we agree to the five-story option and not the four-story option?

Ms. Betts Basinger: Yeah, I guess that's probably the first thing that this body agrees to the five-story. And I had wanted to, with the exception of a couple of added features that we could subtract, I wanted to include that in total. The two elevators, you know, everything that was an additive. So probably our first comment should be we agree with the five-story and all of the additives with the exception of, or with concerns for these. Site, structures, trash collection areas, site walls, fencing, trellises.

Ms. Wade: I got to be honest. Would you mind if I just read through the recommendations that I've heard because I'm having a really hard time re-categorizing everything right now?

Ms. Betts Basinger: Okay.

Ms. Wade: Okay.

Ms. Betts Basinger: But this would be all the sheer walls I'm sure.

Ms. Wade: Okay. So we did the moped, bicycle and motorcycle.

Ms. Betts Basinger: Yes.

Ms. Wade: We did the sidewalk on Pili and curb cuts. Sheer wall treatment should be better articulated to break up the scale and massing of the structure and/or breaking one sheer wall into two. Consider incorporating decorative pilasters on vertical elements.

Ms. Popenuk: And I actually like the motifs. What do you call them? I like those.

Ms. Wade: The medallions.

Ms. Popenuk: Yeah, medallions. Thank you. Yeah.

Ms. Wade: Okay. So there's not consensus on the pilasters, but there is consensus on the sheer wall statement.

Ms. Popenuk: Pilasters are nice, or pilasters, however you say it.

Ms. Wade: Yeah.

Ms. Betts Basinger: I think the phrase in keeping with the art deco style of Wailuku town. I mean, because you can look at pilasters that –. And maybe example, attaching these photos of Wailuku building.

Ms. Wade: Okay.

Ms. Popenuk: I mean, there's like a bag of tricks that architects might be able to come up with that would kind of break up that massive facade of the sheer walls. So more attention to detail.

Ms. Betts Basinger: Actually members, I'm noticing here that item-G are the architectural elements so we will get to that. So site, structures are the site walls which we've addressed. Fencing, trellises, trash collections areas. Where is the trash collection area, Wendy?

Ms. Wade: They said there's not one.

Ms. Betts Basinger: No, no. There is a trash collection area.

Ms. Taomoto: Right there. There's one.

Ms. Betts Basinger: Okay. Thanks Wendy.

Ms. Wade: So for clarification, that's the exact same cylinder on Market Street – a cylindrical trash collection?

Ms. Taomoto: Yeah. If you look at your packet there is an exhibit that shows that we're using the exact same trash collector as Market Street including – and the bench. And we placed one on Vineyard, on that – in the road widening lot. And we're going to be putting others, yeah, I believe by the elevator on the bottom floor there's the trash collector that you don't see on the architectural plans, but we're talking about putting that there. And I believe on, yeah, it's not marked on the landscaped plan, but there's one or two on Pili Street.

Ms. Betts Basinger: Thank you.

Ms. Taomoto: And if there are needs when we get closer to construction we can point them all out to you.

Ms. Betts Basinger: Okay. Members, I would offer to say there on trash collection areas just that we recommend them maximizing, you know, so that gives them the opportunity to add a few more along, especially along pedestrian areas.

Mr. Mitchell: And at the elevators.

Ms. Betts Basinger: And elevator.

Ms. Wade: At the bottoms or at the elevators within the building?

Mr. Mitchell: The bottoms.

Ms. Wade: Okay.

Ms. Betts Basinger: Item-D, site lighting. Was your question answered because I know staff can answer what the interior lighting is proposed, what the lighting on the columns is proposed.

Ms. Popenuk: Yeah. I just didn't know what any of it was.

Ms. Betts Basinger: You missed that part?

Ms. Popenuk: What the intention was.

Ms. Wade: Lighting could also deal with the skylight issue and the interior elevator configuration if you wanted to comment on that. Right now I just have skylights over stairwells are

unnecessary. That was by two different people.

Ms. Taomoto: Can you see the screen?

Ms. Popenuk: Yeah.

Ms. Taomoto: So that's our stairwell lighting that we're proposing that is acceptable. And it's weather-proof lighting.

Ms. Betts Basinger: The scants, right?

Ms. Taomoto: Yeah, the top one. The one that says INCON.

Ms. Betts Basinger: Right.

Ms. Taomoto: The bottom one is the interior parking lighting that he was describing if you remember they can wash it down.

Ms. Betts Basinger: Right.

Ms. Taomoto: That's the interior parking – inside the parking garage. And on the exterior of the building we're using the same street lamp as Market Street, and that's on the landscape submittal, the Market Street lamps. That's the – it's not a very – it's kind of busy, but the two pictures on the top right is the parking lot lighting around the building.

Mr. Mitchell: I asked Mel what the element was inside the light, and he said it's the latest high efficient compact fluorescent type element inside. He had a spec for it, but I don't remember what it was.

Ms. Betts Basinger: Could you also discuss for Katharine the lighting in park, the remnant area?

Ms. Taomoto: No, the lighting in the remnant area is the street lamp. So we have three types of lighting – stairwell lighting which is the INCON lighting; then we have the rounded shape lighting which is the interior parking lot, the parking structure light; and then we have these street lamps in various locations to light the remnant lot and around the parking lot – parking structure, sorry.

Ms. Betts Basinger: Erin, you wanted to include in lighting the skylight?

Ms. Wade: Whether or not you folks wanted to you use the skylights in the stair towers and the glass in the elevators. Or you can put that under architecture.

Ms. Betts Basinger: I would like to discuss that a little bit more amongst us. I know that Brian said that the materials could easily be changed out, so maybe we could come to some sort of

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an agreement as to what material we might prefer. And Bill suggested a grill work, and I guess it would have to be something that doesn't rust. So Bill, you want to talk to alternative materials?

Mr. Mitchell: Again, and they can use stainless steel, epoxy coated and all those kind of things. I guess the glass to me looks way out of character if we're trying to maintain some historic context to it both in the skylights and in the elevator cabs. So if the skylights are standing seamed metal to match other components that would seem to make sense. And if the elevator cabs are some decorative grill work that would be sort of period style that would seem to solve the issue.

Ms. Popenuk: Yeah, I really like the idea of the grill work in the elevators.

Ms. Betts Basinger: Wendy, would we run into, you know, building code issues for safety for elevator walls or skylights if they were opened? I know we did receive some public testimony that we didn't want to be a pigeon magnet and I certainly wouldn't want to be in a stairwell that was just grilled with pigeons sitting in there.

Mr. Mitchell: I think the top, over the skylights would be solid metal. They would be a solid metal.

Ms. Betts Basinger: Solid metal. No light.

Mr. Mitchell: They would be a standing seam, yeah.

Ms. Betts Basinger: Okay.

Ms. Taomoto: That's not a skylight. Right, you're talking about doing a roof?

Mr. Mitchell: No.

Ms. Taomoto: Instead of a skylight?

Mr. Mitchell: Yeah. A roof over – correct, a solid roof.

Ms. Taomoto: Versus a skylight?

Mr. Mitchell: Versus the skylight. Correct.

Ms. Taomoto: Yeah because if you make it solid then it's really not a skylight.

Mr. Mitchell: That's correct.

Ms. Taomoto: The decision – it's an additive alternate because it's an expensive item, and the

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sides are already open to the elements. And so it's really a want. And the only reason you would go with – there's two reasons. You think you might want to be protecting the stairwell more from the elements, and two, it's an architecture feature. We were going to take it out, but the architect wanted us to present it to you because it's an architectural element. And we did talk about doing a standing seam metal over the stairwell. They felt that was too similar to the – a solid roof is too similar to the elevator shaft.

Mr. Mitchell: Yeah solid roof may go away though.

Ms. Betts Basinger: I would agree, so our recommendation would be to take away the glass skylight and replace it would a matching?

Mr. Mitchell: Solid.

Ms. Taomoto: Standing seam.

Mr. Mitchell: Matching standing steam. Which is less expensive as well?

Ms. Betts Basinger: Right.

Ms. Taomoto: A little bit less.

Mr. Mitchell: Not a lot.

Ms. Taomoto: The architect, I don't believe he thought that was a nice compliment – the two roofs.

Ms. Betts Basinger: Yeah. Okay.

Mr. Mitchell: Yeah.

Ms. Taomoto: Too similar.

Mr. Mitchell: It could be a different color.

Ms. Popenuk: Right.

Ms. Taomoto: It could be.

Ms. Betts Basinger: Well. Now the issue of the elevator box itself. Were you talking about the cab being –?

Mr. Mitchell: Decorative metal grill work versus –

Ms. Betts Basinger: Which is open.

Mr. Mitchell: Which is open. Correct.

Ms. Betts Basinger: Okay. Would we run into some sort of safety – I mean, a little kid sticking his hand out and having it –

Ms. Taomoto: Open, open?

Ms. Betts Basinger: Yes.

Ms. Taomoto: You mean Bill, open to the elements?

Mr. Mitchell: Yes.

Ms. Taomoto: We would have to look at that.

Mr. Mitchell: Yeah, and I don't know whether it works. It's just a suggestion.

Ms. Taomoto: I thought you were meaning a solid metal box with decorative art on the outside of the elevator. I didn't think you could stick your hand through it while the thing was moving.

Mr. Mitchell: No, it would have to be a tight enough grill work that you couldn't stick your hand through it. But I'm thinking of old buildings you see, the old elevators, they were net cages.

Ms. Betts Basinger: Cages.

Mr. Mitchell: Yeah, they were basically cages at 1920's and 1930's sort of elevator.

Ms. Popenuk: You know, I've seen what Bill's taking about like in Europe and I mean, they're perfectly safe.

Ms. Taomoto: We will cost it out, but it might be one of those –

Ms. Betts Basinger: If not Wendy, members, I know in the railings that are open to comply with safety requirements they have a mesh.

Mr. Mitchell: Right.

Ms. Betts Basinger: Maybe that's an alternative for, at least the upper part of the elevator.

Mr. Mitchell: It could be a mesh for the inside.

Ms. Betts Basinger: Because I think we all agree the openness is a safety issue. You know,

I don't want to be mugged in an elevator, so I want it to be visible.

Ms. Popenuk: Well, instead of like a complete cage on all four sides, any place where they envision having a glass panel we have a grill, an appropriate safe grill.

Mr. Mitchell: Right.

Ms. Betts Basinger: Yeah.

Ms. Popenuk: And I, you know –

Ms. Taomoto: I'm sure there's a lot of elevator designs with different types of elevators we can look at. The elevators we got is just a standard elevator.

Mr. Mitchell: Right. The box.

Ms. Betts Basinger: Right.

Ms. Taomoto: And the glass is the architectural piece.

Ms. Betts Basinger:: Right.

Ms. Taomoto: So you're saying – I'm hearing that you not only want us to consider a standard type of elevator, you want us to look at elevators that have open air coming into it, not a metal.

Ms. Betts Basinger: I think the concern was glass.

Ms. Taomoto: But, Bill is nodding.

Mr. Mitchell: Yeah, concern was glass, but if it could still be open in some form.

Ms. Betts Basinger: Yeah. So it still looks like you can see through it, but it's safe. But it's not glass.

Ms. Taomoto: We're going to have to do – the architect is going to have to do their research. Because honestly, the options wasn't – we didn't look at any of that, what you're suggesting.

Ms. Betts Basinger: Okay. Thank you. Bill, we'll make that recommendation. Under – so site lighting including removing the skylight and replacing it with a roof. So we move on to drainage.

Ms. Wade: You had no comments on drainage.

Ms. Betts Basinger: Okay. Plant materials and irrigation system. Were you satisfied? Because you had most of the landscaping questions.

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Ms. Popenuk: Yeah. I think maybe I didn't have all my information organized here so I was just concerned about the plants that face the building. And I think Bill's probably our expert on this. I did hear today a lot of people saying like planters and stuff like but I understand that that can be really expensive to –

Mr. Mitchell: Could we get a vine the trellis Wendy? Forever botanical, they're becoming popular too.

Ms. Taomoto: Let's see –. I mean, we can always start with this and if it doesn't get maintained –. You know, anything attached to the building is asking for more actually, you know, because it's more inaccessible to the maintenance staff and all those other things. So you can always add plants to the structure when it gets built.

Ms. Popenuk: I'm not an advocate for hanging planters off the side of the building but it would be nice to see a vine on the trellis.

Ms. Betts Basinger: So Bill, we're leaving it to you on this one. Is it okay? And maybe MRA can talk about plant embellishments up there if we have money and people to maintain it later.

Mr. Mitchell: We can always add it.

Ms. Betts Basinger: Okay. So no comment on that. Okay. Item-G, architectural elements of the building. Erin?

Ms. Wade: So we had the sheer wall treatment should be articulated to break up the scale and massing of the structure and/or break one sheer wall into two. There were comments about – this one comes later. Then there was the roof deck with solar. One member said it was unnecessary. So do you want to talk about that here?

Ms. Betts Basinger: Yeah. Let's talk about that. You don't like the roof on the top.

Ms. Popenuk: I don't. I think it's not going to be noticed. The functionality of it is minimal, I think, relative to the cost, and especially when you add the PV. Well, what did he say last time? It was like 70% was just the cost to get the roof, and 30% more to add the PV, so, you know, I'm just sort of value engineering this I guess you'd say for whatever that was, the cost, \$800,000 or something I think. Something in that ballpark, I would just want to spend my money on something else. I guess that's my viewing.

Ms. Taomoto: Yeah, \$846,337. And I just want to make one comment. If you remember the consultant's presentation, the roof is only allowed if we have the PV because of the height requirements. I mean, one or none. I mean, two or none.

Ms. Wade: All or nothing.

Ms. Taomoto: All or nothing.

Ms. Betts Basinger: Wendy, so, I mean, I'm not a proponent of doing this in phases. I mean, go for the full stories, et cetera, and the embellishments et cetera. But is that \$847,000 static meaning if photo voltaic got better? Bill do you think this is something that could be done later?

Mr. Mitchell: Well, it might, but maybe Wendy could enlighten us on the tax credit component of this that really doesn't make as affordable as it would be if it were a private project.

Ms. Taomoto: Yeah, the \$846,000 cost we presented includes an out-right purchase of this capital investment, versus bringing in a power purchase, third party power purchase agreement type of arrangement that the County is, right now, with our fees for. If we don't have the PV as an outright CIP purchase in this project, we're still considering, highly considering, putting in the support structures to install that roof structure in the future, on the floor. So it will be designed to add that in the future when a PPA person is interested and we have the support of the people we need the support from.

Ms. Betts Basinger: So are we all agree that we want to eliminate that?

Ms. Popenuk: That would be my opinion.

Mr. Mitchell: I'd agree for now until they can do the PPA.

Ms. Betts Basinger: Okay. I'll agree too, and I think that might satisfy some public testimony regarding the height and the scale and the way it looked from the street.

Ms. Wade: Okay. Skylights over the stairwells are unnecessary. It should be replaced with matching standard seam. Roof heights above stairwells should be lowered if possible was a comment.

Ms. Betts Basinger: Who made that comment?

Ms. Popenuk: Me.

Ms. Betts Basinger: You. Okay. That sort of becomes in my mind as a lay person the only decorative element.

Ms. Popenuk: But I just feel like it's popped up too high. I like it, but it just seems like it's higher than it needs to be.

Ms. Betts Basinger: I love it, but I'm not an engineer. Go ahead Bill.

Mr. Mitchell: I don't mind it, but I think it comes back to a point I was going to make about the parapet walls and the cable rail. I think some of the 2008 work that was done by a local

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architect might be a good guide for the current design team to look at. Not that they're going to be able to use it verbatim, but it does offer some of the scale and – it does address some of the scale and massing issues that I think everybody's speaking to.

Ms. Betts Basinger: And could I clarify? Did the design team not have this Wendy?

Ms. Taomoto: That is the basis of their design. They had it.

Ms. Betts Basinger: Okay. So they did have this.

Ms. Taomoto: This is what they used to design it. The comparison drawings that Jocelyn is the ones that – the 2008 consensus is the drawings they were given.

Ms. Betts Basinger: So they did see this.

Ms. Taomoto: And I think you have to be careful when you look at levels because my understanding of the option PC-1, modified option PC-1, is between that and the other options with a lower number of levels – option PC-1, modified option PC-1 maximized the height allowed by the MRA. Whether it's three or four levels, it's a visual thing. Both of them maximized the height so you don't want to count that ours has four and theirs has only three because both maximized the height, 45. It's more like Katharine was saying, it's an architect illusion on the levels.

Mr. Mitchell: And how you treat it.

Ms. Betts Basinger: So Bill, could you point out which element you're talking about?

Mr. Mitchell: I'll just say in general because I'm not an architect either, but you can look at one of the 2008 color design and the large panels, the large walls have an arch in it, some decorative element to the top of them, a grid inside of them. Even though the option we're looking at is a larger structure, I think if they could take that information and, again, not necessarily verbatim, but at least it would give them some context to things that have been studied in the past that there was some public reception to those components.

Ms. Betts Basinger: So to look at that as our preferred sheer wall application?

Mr. Mitchell: As a potential. Yes.

Ms. Betts Basinger: Okay. To recommend.

Ms. Wade: And were you also saying for the opening, where the archways are?

Mr. Mitchell: Yes, for the archways as it relates to the – what do you call?

Ms. Betts Basinger: The stairwell?

Mr. Mitchell: Yeah. Well, the stairwells or the cable rail – the solid parapets where the cable rails on top of it. In my estimation the cable rail kind of takes away from some of the historic character.

Ms. Taomoto: You're talking about the cable rails on the inside or the outside?

Mr. Mitchell: The outside.

Ms. Taomoto: The outside?

Mr. Mitchell: The outside, yeah, in the middle, between the two sheer walls.

Mr. Taomoto: And you don't like the cable rails.

Mr. Mitchell: I mean, I think they did a really nice job on some of the other railing details, and the cable rails, it's sort of apples and oranges. They've got some really nice looking detail on the other one, and then they've got the cable rails. They seem not to go together, but I'll leave it up to them. Does that make sense?

Ms. Taomoto: I think we're at a different mis-communication point. Wait.

Mr. Mitchell: I'm looking at the east elevation from Market Street. Are there no cable rails exposed to the exterior?

Ms. Taomoto: My understanding is there's no cable rails on the exterior. I believe that is solid concrete wall with – what do you call it when – almost like a scored.

Mr. Mitchell: Correct.

Ms. Taomoto: Horizontal line on the top.

Mr. Mitchell: Okay.

Ms. Taomoto: Not cable rails.

Mr. Mitchell: Now that's much better. Then the only thing I would say then would be the same comment is to look at the 2008 study that was done and maybe there's some component of that could be incorporated and breakup the massing of the building.

Ms. Taomoto: You mean on the sheer walls?

Mr. Mitchell: On the sheer walls and the parapet walls. They do have – I see the scoring on the

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parapet walls, but they're all the same. So maybe there's something they can do that – yeah.

Ms. Betts Basinger: I like the idea of incorporating from modified PC-1 for the sheer wall, that curve design. But I think because the proposed structure has – they've tried to make it more invisible. They've tried to make it be really clear to whoever is driving that it is a parking structure to turn into. I think it's really hard to compare that apple with the orange here, trying to soften. I agree with trying to soften the linear look of the proposed structure with curves. But I think when it comes to the parapet, we're going to lose that opening.

Mr. Mitchell: I'll leave it up to the architects. It's a challenge. I don't have the solution. I guess, it's a comment based on –

Ms. Betts Basinger: But, what is our consensus or recommendation here that –? I will say one other thing about modified PC-1. Because we were not given an alternate color scheme, I actually like the color scheme of PC-1 modified, so we could maybe make a recommendation to suggest they use that color scheme and soften the sheer walls with the kind of curved thing there was if it's not going to be pilasters. Does that sound good?

Mr. Mitchell: Yeah.

Ms. Betts Basinger: Does that sound good?

Ms. Popenuk: No.

Ms. Betts Basinger: So what would you want to add?

Ms. Popenuk: I actually think I worked on this modified PC-1 ages ago.

Ms. Betts Basinger: Okay, you can't vote.

Mr. Mitchell: Did you like it then?

Ms. Popenuk: I don't like the curves, the arches. I think it look forced to me because we have all these different radius of arches depending on where it's happening on the building. The like the arch of the opening into the garage, but then we've got a different radius of an arch going on in the stairwell, and yet another radius of an arch on the sheer wall. And to me, that was like just over the top. Too much clutter. Too much – what is the word – fighting with each other I guess. I agree that the current proposed structure's sheer walls need some treatment, emergency treatment, but I wouldn't particularly say that I want to go in the use of multiple radius arches here and there, which are not going to be working together.

I guess my comment is that in a building, I like to see a more solid monumental type of a base. And then as the building moves up, generally speaking, it becomes lighter and less substantial until it reaches the upper level where if it is it's lightest and thinnest and smallest and most

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detailed. It just makes sense tectonically that the big rock is on the bottom and the little rock is on the top. So that's just a general rule for a process with this building. My comments started with the tops of the stairwell and the tops of the elevators that the scale of them was too large for being on the top. Is there some way to like bring it down and make it a little lighter and less of the same scale that you see at the bottom? To me, it's like at the bottom level is the same as the middle one, is the same as the top. Although I do see that they did try to do things by different colors, different sort of materials, a little bit lighter, but I want it to go even more in that direction if possible. That would be my comment.

And then as far as the colors are concerned, I actually, I actually like the colors that they chose so, you know, I don't know I guess that's a matter of personal taste. Somebody's going to like it, somebody's not going to like it.

Ms. Betts Basinger: I would like us members to move along and find consensus. So regarding the sheer walls and trying to make it look more art deco.

Ms. Popenuk: I would agree.

Ms. Betts Basinger: Can we go back to the pilaster look?

Mr. Mitchell: Yes. That's fine.

Ms. Betts Basinger: And include in it the one that I'm going to show you, Katharine, are these two here. This one is in Wailuku. Both are in Wailuku. It's pilasters that actually have a built in design so there's no need a separate medallion. Would that be satisfactory to your love of the medallions?

Ms. Popenuk: Is it possible that we can ask them to try again on the sheer walls and run something and not tell them too much how to do, just that we need to have something done?

Ms. Betts Basinger: Well, that's what we're doing.

Ms. Wade: Basically that is the EA process where you give them guidance and reflect back to them, this is what we like, this is what we don't like, and then they'll come back again because we're not at design approval yet.

Mr. Mitchell: Right.

Ms. Popenuk: Right. Well, I feel like they're the professionals. We should allow them to do their job and we should let them know that it's too cold, it's too big, it's too slick, it's too modern, it's too tall, and can we soften it and make it more Wailuku town?

Ms. Betts Basinger: I hear you, but the problem here is if we're not at least a little bit directional in what we mean by "soften it" we may get a design back in February 2012 that is nothing like

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what you thought you were asking for. And that's the time then we have to approve or disapprove. So as much as we can in this letter, I'm going to encourage us to be general in that respect. We all have – everyone has testified to a concern with the sheer walls. And we can suggest specific things that we brought to us. These came from a testifier on ways to soften it. And if pilasters rise in our opinion as a good compromise, then I think we owe it to the design team to say, this is what we would prefer to see in softening the sheer walls.

Ms. Popenuk: Yeah, I might give them a list of things like pilaster – please include pilasters.

Ms. Betts Basinger: That's right. That's what we're talking about.

Ms. Popenuk: Please address scale, appropriate scale, ground level versus middle versus top.

Ms. Betts Basinger: Wendy, I have a question on Katharine's concern with the height of the stairwell which is a little bit lower than the height of the elevator. And I'm wondering if the design there was simply that, to soften the height of the elevator height by having the stairwell height be just a little bit less to bring it down on the outsides like a mountain sloping to the street.

Ms. Taomoto: I don't want to speak for the architect, but I know he didn't want to have it very similar.

Ms. Betts Basinger: Right.

Ms. Taomoto: So you look at it. It's complimenting architectural styles versus one big box, you know, with the same roof, shared roof. So that's what you paid him to do and that's his recommendation.

Ms. Betts Basinger: One other question by building code. Is the floor to ceiling height in that top level of the stairwell the code requirement? Or is it higher than code requirement?

Ms. Taomoto: From the top?

Ms. Betts Basinger: From the floor to ceiling.

Ms. Taomoto: On the top level?

Ms. Betts Basinger: In the stairwell. At each stairwell – what do you call it?

Ms. Popenuk: It appears to be way higher.

Ms. Taomoto: Well, I can tell you right now that the architects met with the building permit people, and everything complies to code.

Ms. Betts Basinger: My question is, is that top level higher than –

Ms. Taomoto: Needed?

Ms. Betts Basinger: – needed? Yeah, so if we wanted to drop it down to the maximum code allowed or the minimum code allowed.

Ms. Taomoto: I can check on that. You can ask us to verify if we're exceeding the –? Obviously, we're not exceeding the maximum, but is there a possibility to lower it and still achieve – meet code – actually what you're asking.

Ms. Betts Basinger: Exactly.

Ms. Popenuk: Right, and I wouldn't suggest that we would make it the minimum because that would be too low. So I think minimum is like six foot-eight or something, and we don't want that.

Ms. Taomoto: Yeah, be careful what you wish for.

Ms. Popenuk: Right. And looking at this drawing detailed elevation that's there, which is towards the end of the packet, no page number here, but it looks to be clearly much higher than it needs to be.

Ms. Taomoto: Possibly.

Ms. Popenuk: Yeah, so I think there's probably some leeway there.

Ms. Taomoto: If you write something, we'll respond.

Ms. Betts Basinger: Yeah, we'll put that in. Okay members, have we finished with that particular? Hold on. I can't function without –

Ms. Michele McLean: Chair, can I make a comment please?

Ms. Betts Basinger: Yes. Hi Michele.

Ms. McLean: Hi. Because you just have a bare quorum today, the only comments you'll be able to vote on are ones where you have consensus.

Ms. Betts Basinger: That's correct.

Ms. McLean: So, you know, it's easy just to focus on those, and move along so you can approve those. But bear in mind that this is just a formulation of the draft EA. And once the draft EA gets posted – I don't know if the MRA will meet formally to give comments on the draft EA, so that might be another opportunity. Or individual members as individuals are welcome

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to submit their specific comments. So where there might be disagreement among the members, go ahead and submit your list of all the things that you think. You know, you were part of the consensus of these comments, but then on top of those, where there wasn't consensus you want to submit these as well.

Ms. Betts Basinger: Thank you.

Ms. McLean: So you're welcome to do that.

Ms. Betts Basinger: Thank you for your great list there. Members, I failed to read to you what Mark comments were. Did everyone get Mark's comments? And I guess I should read them into the minutes.

“Parking is a huge issue in Wailuku and this structure will not provide all of the parking short fall. It will go a long way towards making up the stagger and assist with Wailuku's long-term redevelopment. As with any development, the proposed project will change Wailuku. The structure is large and will certainly impact the views of adjacent properties, just as other tall buildings in Wailuku have done in the past. Given it's utilitarian nature it is evident that the architects and engineers have done a good job in trying to give the building some visual appeal while not resorting to costly architectural gimmickry. As one of the architects mentioned in his presentation, it is hard to make a parking garage look like a cute plantation house. Further, a central theme of this design is the minimization of routine and long-term maintenance cost which is to everyone's benefit. In the end, no development is perfect. However unbalanced, the pluses outweigh the minuses in my mind, and I feel strongly that this project is not only needed, but would be for the greater good of all of the people of Wailuku and Maui County.”

So members, getting back to architectural elements of the building. If you could look at items A thru H, and unless one of them jumps out strikingly offensive in your view, I would propose that per testimony we've heard and our discussion earlier that we make recommendations simply on item-C to look at other color schemes, on item-E which was on the materials used on our skylight and elevator. We have eliminated our recommendations to eliminate the roof, the big roof. On the fenestration and ornamentations, I would recommend that we simply state that we would like to – the sheer wall thing – that we'd like to have them take another look at the sheer wall and our comments would include things like pilasters as attached, and to soften. I think we had no comments on the exterior building lighting.

Ms. Popenuk: The only other thing that I might add is that, you know, maybe they use different materials in the attempt to soften the sheer walls or they use different colors or they use different design elements, so I would give them latitude.

Ms. Betts Basinger: Yes. Bill?

Mr. Mitchell: I agree. That would be fine.

Ms. Betts Basinger: Thank you. Okay, let's move on to item-H, the visual impact on mauka and makai views. That's just mauka and makai.

Mr. Mitchell: There is.

Ms. Betts Basinger: We did have one testifier repeatedly at a couple of meetings talk about how his particular building was impacted. The views of the Professional Building are impacted on the mauka side. No, he's on the mauka of the structure, so his makai views are obstructed, but I did not get any comment or other testimony that had anything negative to say about the view. In fact, I heard a lot of positive comments about it being a more and more kind of see thru structure. And that's based on what I heard from testimony.

Ms. Popenuk: I would just say that it meets code in terms of height and set back and –

Ms. Betts Basinger: Well, on the views.

Ms. Popenuk: Yeah.

Ms. Betts Basinger: Okay.

Ms. Popenuk: It's a parking structure.

Ms. Betts Basinger: Yeah. Bill?

Mr. Mitchell: It's a parking structure.

Ms. Betts Basinger: So we have no comment. Mitigative measures proposed to reduce noise and privacy impacts on neighboring properties. Do we have comments on that? I heard none from testimony. Thanks members. And potential energy generation facilities and equipment. I think we addressed that in the expandability of the plug in cars and the future of photo voltaic opportunities that are there. Is there anything else we would want to comment about energy? On what was presented to us?

Ms. Popenuk: The only thing I would assume that there's no mechanical air moving equipment or air-conditioning or anything like that.

Ms. Betts Basinger: That's correct.

Ms. Popenuk: And that's because it's an open parking structure. And that would be a reason, yet another reason, to have an open elevator cab because they're a little box so without –

Ms. Betts Basinger: Wendy, that brings up a good question. The elevator cabs themselves are,

of course, they're electrified, but do they have a little fan?

Ms. Taomoto: I don't believe they have a fan. They have that mechanical system that operates it. I believe it's from the basement level that this equipment resides.

Ms. Betts Basinger: But in the design that was presented with glass walls, it's enclosed, correct? It's not open to air.

Ms. Taomoto: Correct.

Ms. Betts Basinger: Okay, so it's enclosed. And my question is do you know whether or not the mechanism in the cab itself allows for some kind of ventilation.

Ms. Taomoto: Air-circulation? We have to check on that.

Ms. Betts Basinger: Okay.

Mr. Mitchell: Is there a backup generator in case of power failure?

Ms. Taomoto: No.

Mr. Mitchell: Okay.

Ms. Betts Basinger: Okay. That's good for energy. And that's important, I think, for safety at night when we have safety lights on and if power goes out. And especially for our card, you know, plug ins. They need energy all the time don't they?

Mr. Mitchell: There is no backup generator.

Ms. Betts Basinger: Right. That's why we're commenting on whether or not that could be.

Ms. Wade: You'd like to make a comment that there should be. Is that what you're saying?

Ms. Betts Basinger: Yes.

Ms. Wade: Okay. Is that what you're

Ms. Betts Basinger: No. I don't know. Are we? Let's discuss it.

Ms. Popenuk: Well, we might be ordering something that we might not use and it might be very expensive. I don't know whether –

Ms. Betts Basinger: No comment then?

Mr. Mitchell: Yeah.

Ms. Wade: Okay.

Ms. Betts Basinger: We like it. No comment on J. Okay, I'll turn to Erin at this point and –. Actually, why don't we take a five minute recess to stretch. Erin will have an opportunity to go over her notes and when we come back we'll have one final review of what our recommendations will be and we'll call it a day. So we're recessing until four o'clock.

(The Maui Redevelopment Agency recessed at approximately 3:46 p.m., and reconvened at approximately 3:57 p.m.)

Ms. Betts Basinger: . . . this recommendation can go out A.S.A.P. Erin, thank you.

Ms. Wade: Regarding traffic circulation in and around the site, you folks said mopeds, bicycles, and motorcycle parking should be accommodated in the parking structure and quantified. These spots should be in highly visible locations. You also said that Pili Street should have pedestrian access on both sides of the street and that you preferred two elevators within the structure. Regarding parking layout, you folks said the proposed location of the structure is the preferred location. The number of parking levels and stalls is supported by the MRA. The electric recharge area should be easily expandable. For C, site structure, trash collection, site walls, fencing and trellis, you folks said you would like to additional trash receptacles around the site perimeter and near the stairwells at grade. Regarding D, E, and F, there were no specific comments. G, architectural elements of the building, you folks said that you folks would like to see better fenestration on the building to break up the scale and massing. You have concerns about the sheer wall and you'd like the architect to consider incorporating the pilasters in keeping with the art deco style of Wailuku town. You would like to see them eliminate the roof with solar, replace the skylights above the stairwells with standing seamed metal roof to match the other roofing. You would like them to investigate lowering the height of the roof over the stairwells, and to replace the glass in the elevators with open art deco grill work to code standards. For H, visual impacts on mauka and makai views; I, mitigative measures proposed to reduce noise; and J, potential energy generation facilities there were no comments.

Ms. Betts Basinger: Members?

Ms. Popenuk: Great.

Ms. Betts Basinger: I think you've covered everything.

Ms. Wade: Okay.

Ms. Betts Basinger: Another Herculean effort. So members, thank you very much. This is a really productive meeting. The next item on our agenda is the next meeting date for our regular meeting is July 15th, 2011. I want to ask if anyone has any request for an agenda item on that

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meeting. If you don't have it today, you can email any particular agenda items you might want to make sure we cover at our next meeting. Didn't you have something?

Mr. Mitchell: I'll talk to you about it later.

Ms. Betts Basinger: Yeah. It's parking management plan study, we are going to be discussing that. So members, unless there's any other comments, it is -. I'm sorry, Wendy, yes?

Ms. Taomoto: . . . (inaudible) . . . did you guys include in your comments any advice you have on the four or five level structure? I didn't hear.

Ms. Betts Basinger: We did.

Ms. Taomoto: You did?

Ms. Betts Basinger: We agree with the level and everything.

Ms. Wade: The number of parking levels and stalls is supported by the MRA.

Ms. Taomoto: Okay. Can you clarify which one because we provided two drawings to you.

Ms. Betts Basinger: Five level.

Ms. Taomoto: Thank you. Just in case.

Ms. Betts Basinger: Thank you. Okay, so at 4:04 p.m., this meeting is adjourned.

D. NEXT MEETING DATE: July 15, 2011

E. ADJOURNMENT

There being no further business brought forward to the Agency, the meeting was adjourned at approximately 4:04 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE

Members Present:

Alexa Betts Basinger, Chair
Katharine Popenuk, Vice-Chair
William Mitchell

Excused:

Warren Suzuki
Mark Walker

Others:

Michele Chouteau McLean, Deputy Planning Director
Erin Wade, Small Town Planner
James Giroux, Deputy Corporation Counsel
Wendy Taomoto, Department of Management
Wendy Kobashigawa, Department of Public Works

Morgan Gerdel, Parking Structure Coordinator