

(APPROVED: 02/06/14)

**CULTURAL RESOURCES COMMISSION
REGULAR MEETING
NOVEMBER 7, 2013**

** All documents, including written testimony, that was submitted for or at this site inspection are filed in the minutes file and are available for public viewing at the Maui County Department of Planning, One Main Plaza, 2200 Main Street, Suite 315, Wailuku, Maui, Hawai'i. **

A. CALL TO ORDER

The regular meeting of the Cultural Resources Commission (Commission) was called to order by Chairperson, Warren Osako, at approximately 12:00 p.m., Thursday, November 7, 2013, in the Planning Department Conference Room, first floor, Kalana Pakui Building, 250 South High Street, Wailuku, Island of Maui.

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

Chair Warren Osako: The November 7, 2013 meeting of the Maui County Cultural Resources Commission is now called to order. First item on the agenda is approval of the minutes of the September 5, 2013 meeting. Any discussion?

B. APPROVAL OF MINUTES OF THE SEPTEMBER 5, 2013 MEETING

Ms. Makalapua Kanuha: No. I move that we accept the minutes.

Mr. Gaylord Kubota: Second.

Chair Osako: It has been moved and seconded that we accept the minutes as presented.

It has been moved by Commissioner Kanuha, seconded by Commissioner Kubota, then unanimously

VOTED: to accept the September 5, 2013 minutes as presented.

Chair Osako: Motion carries.

C. INTRODUCTION OF NEW MEMBERS - BRIDGET MOWAT and FRANCIS SKOWRONSKI

Chair Osako: Okay, next item on the agenda is introduction of new members, Bridget Mowat from --

Ms. Bridget Mowat: Hello.

Chair Osako: Molokai, and Frank Skowronski, hopefully, I pronounced correctly. Okay, we will start with you, Frank. Would you like to tell us a little bit about yourself?

Mr. Frank Skowronski: Not really. We started an architectural firm called "Territorial Architects" back in 1978. I've been practicing architecture since that time on the island. It's a very small firm. Some residential; a lot of institutional work.

Chair Osako: Thank you. Bridget, I don't think we did that for you at the last meeting so could you?

Ms. Mowat: Sure. I was born and raised on Maui when only had one street light in Wailuku, and I've moved on to live now on Molokai, and I've been there for 37 years. I am employed with the State of Hawaii at the DHS office. And I'm just excited to be here.

D. WORKSHOP - CULTURAL RESOURCES COMMISSION ORIENTATION

- 1. Hawaii's Sunshine Law, Hawaii Revised Statutes, Chapter 92, Part I (L. Joesting)**
- 2. Ethics, Conflict of Interest and Robert's Rules of Order (R. Thomson)**
- 3. Maui County Code, Chapter 2.88, "Cultural Resources Commission"; Maui County Code, Article III (Chapters 19.48, 19.50, and 19.52), "Maui County Historic Districts"; Maui County, Department of Planning, Administrative Rules, Chapter 530, "Rules of Practice and Procedure for the Maui County Cultural Resources Commission"; and Maui County, Department of Planning, Administrative Rules, Chapter 531, "Standards and Criteria Relating to the Duties and Authority of the Maui County Cultural Resources Commission." (A. Kehler)**
- 4. Historic American Building Survey (HABS), Historic American Engineering Record (HAER), and Historic American Landscape Survey Documentation (HALS), Levels I-III, as Mitigation for Adverse Effects. (A. Kehler)**

Chair Osako: Thank you. Okay, Item D, the workshop for Cultural Resources Commission orientation has been deferred because of absence of some of the new members, so we'll move on to the next item, item E, Historic District Applications, Maui Electric Company.

E. HISTORIC DISTRICT APPLICATIONS

1. **Keith Sakamoto on behalf of Maui Electric Company, Ltd. requesting approval for permits to replace the existing street lamps throughout County Historic Districts 1 and 2 and the Lahaina National Historic Landmark (NHL) District, from Baker Street to Shaw Street on Front Street, around Banyan Tree Park, Lahaina Harbor and along Papalaua Street. TMK (2) 4-6-001:014. SMX 2011/0108, HDX 2011/0006 (E. Wade)**

Ms. Erin Wade: Good morning, Commissioners. My name's Erin Wade. I'm the Small Town Planner and I do a lot of the historic district permits in Lahaina. Today, before you, we have the MECO's request to replace the street lamps throughout Historic District 1 and 2. The MECO is under direction of the Department of Justice to replace the light fixtures it's so that the fixtures would be in compliance with the Migratory Birds Act. So what they have requested is to replace the lamps with fixtures that are very similar to the existing lamps that are there today. And you'll note from the staff report that there are -- there is an Architectural Style Book which recommends different types of fixtures, and also from the staff report, we provided photos of historic fixtures on Front Street.

The fixtures that they are requesting to install, however, the request was sent to the State Historic Preservation Division and reviewed by our Cultural Resource Planner; both advised that the proposed fixtures would be an adverse effect upon the National Landmark District because they're from -- they're representative of a time period that's not consistent with the era of nomination. So the era of nomination would be the plantation era, from 1910 to 1930. The fixtures are more representative of something from the last 1800s, which is why, in the staff report, we detail that there are several competing interests in this project that are probably not mutually exclusive. So, you know, to say that a little more clearly, we have to meet the needs of the historic district and, of course, of -- and all of the endangered species; the energy efficiency, there's needs to accommodate improvements to energy efficiency within the updated of these light fixtures; the fixtures need to be adaptable to the existing right-of-way locations, and the police on public safety have needs that the light fixtures increase and improve safety within the district. So that being said, there's kind of a lot of interest to be served with the replacement of the lamps.

And we would really like the opportunity to investigate further the types of fixtures that might be more appropriate to meet all of the needs. So with that as our introduction, I will turn it over to Ray, from the Maui Electric, in case he would like to share anything with you about the application. Thank you.

Mr. Ray Okazaki: Good morning, Commissioners. My name is Ray Okazaki. I'm customer engineering supervisor. And I'm sorry that Keith Sakamoto couldn't be here today. He had some personal things to tend to.

I just want to give a little background on the dealings that we've -- and our agreement with the county or state in maintaining street lights. Our past practice is, basically, we facilitate the installation and maintenance of it. In order to do that, we need to own the materials. The PUC would not allow us to, basically, work on customer's equipment.

In this particular proposal, in light of the Dark Skies and the Department of Justice ruling, we're proposing to replace the existing fixtures with something very similar but with the characteristic that has a light dispersion that would focus the light downwards versus protruding out in various directions. So we've been working with the Public Works, County of Maui Public Works, in retrofitting a lot of the public street lights right not, so this is one of the last items on our agenda to try to comply with the Department of Justice. So we are willing to work with the county to try and seek other alternatives but there are various forms within our tariff schedule of what is standard and what's not standard, so some of these fixtures are not considered standard but it's something that we've continued on, so there were, as Erin mentioned, there were a lot of different entities that desire different functions or different operations of it so, you know, we need to entertain that, but our primary concern right now is with regards to the Department of Justice ruling with regards to the Seabirds Act. Basically, that's all I have. If there's any questions.

Chair Osako: You have questions?

Mr. Kubota: You was told that the fixtures you're proposing are not appropriate. You were told that back in 2010. You still haven't come up with an alternative?

Mr. Okazaki: Well, we were trying to work with the county in trying to determine what is appropriate. Now again, trying to go back to their practice, we're facilitators of the installation and the maintenance of it. Now again, the wording within the tariff does declare us as the owners but we're doing a service to the customer, generally, with the Department of Transportation and other state entities as well as the County of Maui. So the fixture that is selected in order for us to continue maintaining as well would need to go through possibly a tariff review with our regulatory to determine what is a fair schedule as to a charge, both in terms of a rate as well as the future maintenance of it. Now again, there were discussions and hopes that it goes in various directions, like LED; now again, I'm deviating from the original intent, but the fixture cost can be substantially different, so I'm not sure as we're trying to explore the other options of different fixtures, similar situations could occur as far as the cost and that would require us to go back to Hawaiian Electric to get PUC approval. So currently, what we're trying to seek is, since the current fixtures are there now with very similar architectural features, that we're basically changing the lighting

pattern by having the light source recessed within the housing of the fixtures so that dispersion would be more of a downward light dispersion. I'm sorry. Did I answer your question?

Mr. Kubota: You didn't answer my question. You haven't come up with alternatives. You're telling why you're delaying. If you haven't come up with alternatives, why are you coming before us? It's kind of an insult to us, frankly.

Mr. Okazaki: Well, I apologize for that. Again, we're trying to work with the county on that and we don't, in normal practice, we don't specify the light fixture. We're asked by the customer to install the fixture. So a fixture, such as this, for various reason, the cultural, the historic, and we can get into the engineering aspect as far the lighting levels, you know, it's not something that we would get into, and that's where the county, for example, would hire a consultant to do those detailed analysis and whether or not it meets the necessary criteria. So we're still working with the county on that, but we're trying to convey to them that it's something that they have to select.

Chair Osako: Bridget.

Ms. Mowat: Are you pau, Gaylord?

Mr. Kubota: Frankly, I'm insulted that you guys didn't come up with an alternative and I don't think we should waste our time on this, frankly, to be honest with you.

Ms. Mowat: I think too it's talking about historic integrity and then when I was reviewing our CRC manual, it says when a fixture is not or when something is not correct and you're going to replace it, that you have to put it back into the area or time that, historically, it was meant to be. So -- and I see only two samples and both of them are not of the historical era, so I kinda agree with you, Gaylord. I think there has to be something more. I see you did include pictures of fixtures that were of that time, and I think you should be looking for some kind of fixtures that would meet, you know, something like that and stay away from this stuff 'cause it's been already -- it says it's not correct, but you should be looking for something that is here.

Mr. Skowronski: Yes, I have a question. Are you familiar or is there another entity that's familiar to the driving force coming, for this requirement, from the Department of Justice? Will you be able to answer questions as to the requirements of the Department of Justice for this?

Mr. Okazaki: I have Jay Penniman, he's with the -- I'll let him introduce himself.

Mr. Skowronski: My question is, as the situation now exist, the idea is that the Department of Justice is asking for a replacement of the public lighting system. Is that correct? Is that the driving force behind this?

Mr. Jay Penniman: Perhaps I should introduce myself first. My name is Jay Penniman. I manage the Maui Nui Seabird Recovery Project, we're a project out of the University of Hawaii, and we operate as an agent of DLNR in terms of seabird management and recovery. The Department of Justice is looking very definitely at lighting on Maui, Fish and Wildlife Service Law Enforcement, but there has been no direct request that specific lights be changed out. MECO has gone ahead and worked with the county to address what are the needs in order to come into compliance, the shielding that's gone on on the streetlights is all part of that, and this is also part. I think, as I'm hearing, the issue here it's more a question of you have engaged a contractor to take care of maintenance of your lighting and the contractor has a different opinion, from what I'm hearing the Commission, on who's responsible for identifying the fixtures that will satisfy both the historic needs for lighting there and what the Department of Justice is going to require, and they will be coming more closely looking and requiring compliance because there's documented take of seabirds along that very stretch of Front Street.

Mr. Skowronski: But as of this date, there's no deadline or time frame that's been issued from the federal level to address altering the existing streetlights. Is that correct?

Mr. Penniman: There is no specific timeline. Correct.

Mr. Skowronski: Will there be?

Mr. Penniman: There will be.

Mr. Skowronski: Do you have any idea as to what that time frame may be?

Mr. Penniman: I do not. But my advice would be that you've observed the situation that went on on the island of Kauai and in which the Department of Justice became actively involved after years of attempting to get compliance without legal remedy and I think you should recognize the efforts of MECO to cooperate with the needs of the seabirds, the wildlife, in terms of trying to come into a dark skies condition for here.

Mr. Skowronski: Right. Is there some history as to the Kauai situation that we could use as a blueprint for how the fed operates, how you operate, and how other influences would impact a time frame here?

Mr. Penniman: I think that it's pretty much island specific and I think that they invested their resources on Kauai because of the severity of the problem there. Our problem with wildlife distraction by lighting is much less than it is on Kauai, and in the interest of actually cooperative problem solving, MECO has joined with Save our Seabirds, the county is part of it from the environmental side, HC&S is part, the National Park, the state, and so we have been trying to work to address these issues before there's a legal mandate that comes down to it.

Mr. Skowronski: But there was a solution that was acceptable to the fed and other interested parties on Kauai?

Mr. Penniman: There is a habitat conservation plan in place now and that is another avenue that the county and MECO ought to be looking at is entering into a habitat conservation planning process in order to be licensed for the take that will inevitably happen.

Mr. Skowronski: Is there -- is there a specific light fixture that was approved that's being installed on Kauai to be in compliance?

Mr. Penniman: Light fixtures are specific to their location, and there are a number of dark skies options, which are seabird and turtle friendly for different situations. So there isn't a one place you can go and just say this light will work. I have some examples of lights which are on the gooseneck kind of fixture, you know, similar to what was used back in the 19th century that might comply or might be acceptable as an alternative, but I'm not familiar with all of the characteristics that MECO, as the supplier, would need to be aware of, you know, are they going to be available over time? It takes a lot more research to look into that. But there are fixtures available that could do it.

Mr. Skowronski: But the situation on Kauai, is there anything that we can learn from that progression that would apply to our level of compliance?

Mr. Penniman: In the general sense of you're going to be well served to be out ahead of the Department of Justice and put in fixtures that are dark skies compliance so you reduce -- you minimize, is actually a legal term, your possibilities for take.

Mr. Skowronski: Thank you.

Ms. Kanuha: After hearing everything that's being said, thank you very much for your presentation. However, and I keep saying this is that, as a body, our kuleana is to protect and preserve the cultural history, the district, and buildings. So my hope is that whatever fixtures that are there, I'm not -- I'm from Lahaina, so I go through there, but right now we're looking at lights so I'm trying to think, with the lighting and the lighting fixtures, the

examples, yeah, it's in a whole different era. Is it in the era that we're protecting, which is our I guess the whaling era, plantation era? So and I'm hearing Erin and she's requesting that there's a more time, so is there like a timeline or -- that this has to be done? I hear what he is saying is that is that on Kauai, you know, trying to be proactive to get it done before something happens. But then again, at the end of the day, at the end of our meeting, we still, we, as a Commission, have a responsibility to protect this district of Lahaina and everything in it. But I had a question is that so is this lighting a safety issue or is it to protect the birds because that's what I'm hearing is something about the birds? Is that what's driving the feds to -- I'm sorry. I don't know.

Mr. Okazaki: The lighting in general is for public safety.

Ms. Kanuha: For public safety in general. So we're looking for something that's going like this to shoot down where the people are walking, sitting?

Mr. Okazaki: Currently, the existing light fixture has lens that will defuse the light in multiple directions and, unfortunately, in the upward direction as well, so the fixture that we're proposing, without basically changing the appearance of it, is to have the actual bulb recessed within the housing and that would restrict the light from so-called leading out into an upward direction ...(inaudible)...

Ms. Kanuha: Yeah, I think I understand now. So when the lighting is up, and the birds are flying, they can get blinded. Is that what --

Mr. Okazaki: Well, actually, they're getting confused.

Ms. Kanuha: They're getting confused.

Mr. Okazaki: Right.

Ms. Kanuha: Okay. Okay. I just needed to like, okay, we got birds, we got feds, we got safety, and I don't know where I stay. Kala mai ia`u. However, thank you for making that clear. Now I have a better understanding why we are here. But I -- what Erin was saying is that they're requesting like more time to ensure, to protect the sense of place, yeah, 'cause that's what it is, that's what makes Lahaina very unique, and hear that, you know, there's time of -- we gotta find the right lighting, and we gotta get the fixtures, and it's -- there's just so much, I was hearing all that, it's like I tired already, you know, it's a lot of work in the process. So I just wanted to say thank you for clarifying about the lighting, the safety, and the birds flying. Mahalo.

Ms. Mowat: I see from the -- what was handed out that there is concerns also with the turtle nesting, historic integrity, energy efficiency, adaptability to existing right-of-way concern, safety, and pleasant ambiance lights. And it says also here that neither of the historic fixtures found during out research would be compliant with wildlife or dark sky regulations today, however, there are modern day fixtures that resemble the historic fixtures that might be modified or designed to accommodate the needs of all. So, to me, that the light at the end of the tunnel. Are you still going to pursue that kind of --

Mr. Okazaki: We're willing to listen ...(inaudible)...

Ms. Mowat: Still looking?

Mr. Okazaki: ...(inaudible)... work with the county to try and see if there's alternatives and to work -- again, we're kind of caught in a situation with regards to the Department of Justice and some of those planning may take time, so we're not saying we're not open to doing that, you know, it's just right now we're trying to focus on the Department of Justice situation, you know, in trying to get a similar fixture that's there now and getting the light projection into a different pattern.

Mr. Kubota: I have a question.

Mr. Okazaki: Yeah?

Mr. Kubota: Your Exhibit 15 is from 2009, this is 2013.

Mr. Okazaki: Yeah, I do apologize. I just got note of this exhibit and we didn't put this exhibit together.

Mr. Kubota: And the other question is, the gentleman who just spoke before you said that he has examples of gooseneck type fixtures, have you talked to him about it?

Mr. Okazaki: We've spoken to him. I mean he has a list of different types of fixtures. Again, as a facilitator of the installation and maintenance, you know, this is something that we don't want to get involved into the decision making of the fixture, but we will install and entertain the ability to explore whether or not we can properly maintain and supply this for the county.

Mr. Kubota: You wouldn't be involved in the decision-making; you'd be involved in making a presentation to the decision-makers.

Mr. Okazaki: Yeah. I do apologize that, again, the presentation in front of you I -- we didn't put this together, and I just a hold of it, so I do apologize for that.

Chair Osako: Erin.

Ms. Wade: Thank you. You know, do you mind if I come up there?

Mr. Okazaki: Sure.

Ms. Wade: Thank you. I did -- you know, it was mentioned in the staff report that in August, we had a meeting in the mayor's conference room with the Maui Electric and Public Works, members of the mayor's staff, and some of the Planning Department, and I have to say we did volunteer to do some research to identify appropriate light fixtures, but at the time, it was kind of we had this plan for how to go about it and then, in reality, it wasn't clear to me until kind of this presentation today the relationship where it seems now that the County of Maui, as the customer, is what, you know, they're presenting, the County of Maui as the customer should be making the recommendation for the light fixture. That wasn't clear until -- that wasn't clear in that meeting, actually. It was just like, well, let's kinda work together and come up with a light fixture, but I understand now that they're requesting that the county be the one to come forward with a specific fixture, which I don't think should be all that challenging if we can work with Mr. Penniman, if he has examples of fixtures that at least if there were examples of fixtures that could be brought back at the very next meeting perhaps to evaluate, you know, we know that these are out here, are any of these appropriate. That might be an opportunity to keep moving this forward to achieve compliance. So I just wanted to offer that as an opportunity.

Mr. Skowronski: Don't go away.

Chair Osako: Erin?

Mr. Skowronski: Don't go away. I have a question. So, just so I understand the sequence here, it's actually the Department of Planning that's going to come up and be "the designer" and offer solutions as to a fixture that we're going to review, and Mr. Sakamoto is going to review, and Mr. Penniman's going to review. Is that the -- is that the sequence?

Ms. Wade: Probably not. That is never the department's role, of course, so we receive and application and we process it as the facilitator; however, the mayor's staff member, Kal Kobayashi, who is the -- he works -- are you here? So Kal had to go already but before he left, he had mentioned that he was researching opportunities for different light fixtures so -- and I asked him, you know, can we work on the one for Front Street and he said that that was within his scope of duties, so it was only today that I understood that we have somebody on staff that come and does that. So I think what -- if it was the request of this body that the county assist in the selection of an appropriate light fixture, that would be under your purview rather than, you know, an approval or denial of the specific fixture.

Chair Osako: At this time, is there anybody from the public that wishes to testify on this issue? I guess not. I am sure that there is a solution to this problem. While, you know, you cannot be exactly historically correct because of technology today, that there are solutions and my view is that we should defer on this item until we can work with the county and come up with a solution. I know that, for instance, I've flown over some military installations at night and they have no lights going up into the sky; you can be in a big urban area, for instance, like Seal Beach Naval Weapons Depot, which is, you know Southern California, and you fly over that and at night, from the sky, it's completely dark, so it wasn't made to save seabirds but it was made so that people can't make it out from the air at night, so there are solutions. And, you know, being historically correctly down to the tee is very difficult. On vacation, I visited a turn of a century house in Spokane, Washington, and they had the original type incandescent bulbs, you know, like Thomas Edison kind, and let me tell you, it was very dark with those. So, you know, there has to be some compromise and so I think, you know, we should work on this. So my suggestion that we defer this item and, you know, work on this. So does anybody want to make a motion? Oh, would th application be willing to work with the county and see what we can come up with?

Mr. Okazaki: Yes.

Chair Osako: Okay. Motion? Oh.

Mr. Okazaki: If I can, I just want to add again. As Jay mentioned, you know, we're really uncertain regarding the Department of Justice so, you know, that's something of a concern and they have levied some fines on Kauai so that's something that, you know, we don't want to get into as well as the county I'm sure. I just wanted to add that as well.

Chair Osako: Alright. I understand that part, but I don't think that, at this point, you know, that should be an excuse to put something in that's going to be an issue because we're also dealing with National Park Service as far as historic district so that's another federal agency that we have to satisfy, so I think, you know, we should work together and try to work this out. Yes, Frank?

Mr. Skowronski: I think it would be helpful to the Department of Planning if they could solicit the help of Mr. Penniman and his organization as to what examples of fixtures they have historically seen as successful for their needs as well as the Department of Justice needs and bring them into the design loop also and that would -- then we could be dealing with somebody that's got friction on the ground as to what is being done and what the latest technology is on the Mainland and elsewhere in the islands that would satisfy a lot of different requirements.

Ms. Kanuha: I make a motion that we defer this item, this agenda item, and that, what Frank just said, that the county would work with Mr. Penniman and to find out and have a solution. Is that all I need to --

Mr. Skowronski: Those examples.

Ms. Kanuha: The examples of like what they did on Kauai, yeah, to get some kind of feedback so that we are all satisfied in our own little ...(inaudible)...

Chair Osako: Yeah, like, you know, what was applied in Kauai might not be appropriate for Lahaina because of the historic district so, like I said, we have to satisfy both, all of the requirements so, you know, mainly because Lahaina is a, you know, National Historic District.

Ms. Kanuha: Okay, take out "Kauai" and put "Lahaina" in. What is going to work for our historical district.

Chair Osako: Correct. Yeah.

Ms. Kanuha: Yeah, so you can scratch that and make the correction, and that would be my motion.

Mr. Kubota: We're deferring action and we're asking them to work with other -- with the county and other bodies. I think we should leave it open to other bodies, not just the county, to try to find a solution and satisfy everybody.

Chair Osako: Anybody want to second?

Mr. Skowronski: I second the motion.

Chair Osako: A motion has been made and seconded that we defer this item until -- and work with the concerned parties to find a solution.

There being no further discussion, the motion was put to a vote.

It has been moved by Commissioner Kanuha, seconded by Commissioner Skowronski, then unanimously

VOTED: to defer this item and that the county works with the concerned parties to find a solution.

Chair Osako: Motion carries. Item is deferred and working with the parties to find a solution. The next item is Presentation, Ms. Theo Morrison of Lahaina Restoration Foundation.

F. PRESENTATIONS

1. Ms. Theo Morrison of Lahaina Restoration Foundation presenting on the IMAGINE Project- A Community Vision and Interpretive Plan for the Lahaina Harborfront.

Ms. Theo Morrison: Okay, my name is Theo Morrison, I'm the Executive Director of Lahaina Restoration Foundation, and I'm going to just present this, the community planning project that we completed in August. I do -- we're just totally low-tech today, so I'm going to pass out these. These are just some images from the restored Old Lahaina Courthouse that we also just completed that, so I'm going to talk a little bit about that also.

So, basically, before I was the director of Lahaina Restoration Foundation, I was the executive director of Lahaina Town Action Committee and we moved our offices to the Old Lahaina Courthouse in about 1995. So I've been working in this area for like 18 years. And when I first started in 1995, there was like two town drunks, we all knew their names, and maybe there was like three or four cruise ships that came in. Today, we have parks full of homeless, and we have about 80 cruise ship visits a year, and it's not getting better, it's getting worse. The whole area is being degraded. And this is one of the most significant and beautiful, significant, historically and culturally, which I'll explain in a minute, and beautiful areas in Lahaina, but the community is vacating it because of the conditions that I've just told you. So we'd like to reverse that. We'd like to bring in the good, which will send out the bad, and really bring back the reverence and respect to this area that it deserves.

So we had the opportunity to get a grant from the Planning Department to hold community planning sessions to do that and, basically, we went to the community and said this is how we feel, we feel that this area is really important, and it's really degraded, what do you guys think? And they said, yeah, we agree. And so we said, okay, let's all work together to come up with a plan. And what we did with the grant funds is we hired two consultants; one was a transportation consultant, and one was an interpretive planner, 'cause those were the two areas that were identified as a problem, transportation and then the whole cultural and historical stuff.

So it was a nine month process, and it was very well promoted throughout the community, and we had sort of a core group of people that came to almost all the meetings, and then we had different people that showed up. We made a real effort to invite the entities in the

area, including the businesses, like Pioneer Inn, the Wharf Cinema Center, the harbor, the school, the non-profits that use the courthouse, and the native Hawaiian community, and then of course just the general public.

So our area of focus was Market -- so this is Front Street here, this is the harbor, this little street here is Market Street, and over here this is Canal Street, this is the school, the banyan tree, Pioneer Inn. This is the library. So that was our total area of focus because this was the area that we felt that the most problems were and it was historically significant. So the two things the community came up as important, in the area of the cultural and historical, was to bring back the reverence and respect. There is none at this area. Part of what we did as a planning committee was we sat in this park for five hours, and the community came and scheduled different times to come talk to us, so we were in this park for five hours. I thought it was bad. I really found out how bad it was after sitting there for five hours. It's just not good and it shouldn't be like that. And the other area is transportation, was the congestion in the area on cruise ship days. Cruise ships come in nine months out of the year ...(inaudible)...

So this is -- I'm going to present what the community came up with as the solution to these problems. First I'll start with transportation. So the whole -- the idea was this should be a pedestrian area. There's too many cars. Too many buses. Too many taxis. So this little short street here, Market Street, would become, although it still has vehicles that -- 'cause there's a little parking garage right here and there has to be deliveries there, eliminate the parking that's right now on both sides, there's about seven stalls but usually about nine cars parked there and it just jams it up. You walk down Front Street, you look down here, you don't see the park, you don't see the ocean, you see this conglomerate of cars. So we're moving those cars and opening up as a pedestrian walkway. And then you would come down here and you would walk to the -- you'd come to the park. Right now, there's a dirt path that crosses diagonally, and it's pretty ugly, so the idea is to create a promenade around the perimeter of the park where you really see the views, and it's night and day if you walk around this way as opposed to just walking across there.

And then coming into the harbor area, it's really -- this is like the main harbor area. This is the proposed -- we put this on here, this is the proposed new pier that's been talked about. It's not there yet. The harbor, it's just really ugly, and industrial, and it's not welcoming, so the idea would be to add plantings here and make it more welcoming. This area right along here was, at one point, Lahaina Restoration's project in putting in native plants, but it didn't work, so they're really scraggly and kinda ugly, so the idea here was to put in an arbor, some kind of green arbor, and this is a arbor type of situation with tables and benches within there, interpretive plaques so people could read, maybe konane boards imbedded in a few of these tables. And the idea is that at a harbor, people are waiting. They're just waiting after they've checked their email messages. They're waiting for boats to come in or they're waiting for people, and this was a great opportunity to

educate them about where they were where they're, basically, just sitting there with nothing to do.

The other idea, again going back to the pedestrian first thing, this is a, you know, really large park here and there is no sidewalks around it, except on Front Street, so the idea was to take away the car parking. The original plan is to take away the car parking on all three sides, although I believe now it's gone more to just take away the parking on Hotel Street and create a sidewalk here so, again, it's more pedestrian friendly, people will, again, be able to see the harbor, see the area, see the park. Right now, you just see the cars. And these cars are either artists on the weekend craft fairs or employees, and we did a survey; that's how we know that. So they're all local cars that just moves their cars every three hours, so it really is not an economic benefit to this area. The whole plan would have, of course, include a new additional parking to compensate for taking away any parking. I think that's the law. You have to find another parking spot. So we'd have pedestrian parking here and this Papelekane Street would also be the parking that's right along this area here would go off and this would be, again, pedestrian, although vehicles could also drive on it, but it would be a mixed use with a different color pavement to create the sense that pedestrians were first. Also, we've added some more crosswalks. Currently what happens right now, people actually just walk on the street. There's no other place for them to walk because this, like I said, there's no sidewalks so they just walk on the street.

So that -- oh, the other key element here was the - where is it. It's right here. When the cruise ships are there and also when the daily -- we have two harbors -- I mean two ferries that come into Lahaina Harbor. One's the Molokai ferry, which comes in about five times a day, comes in and departs, and then the Lana`i ferry comes in twice a day. And when that happens, that's when all the taxis show up and everything gets really congested. So on almost a regular basis, a police officer comes down here and when he's down there directing traffic, it totally fixes everything. But he's not assigned to that. He's just sort of takes an interest in doing that. So our idea is to create a permanent or semi-permanent position of a harbor ambassador who would do that; it would be somebody in authority that could make the taxis move out of the way or, you know, get the cars moving in the right direction. I mean it's night and day when he's there as opposed to when he's not there. So we think that would be an easy fix as opposed to some big infrastructure thing; it's just having that one person and authority directing the traffic.

The other thing we're working on right now, we're working with Elle Cochran's office, is this taxi dispatch system. So it's -- it was really actually good news. The latest good news she gave me was that it's not technically illegal to do it, because it's -- they're county roads, so that possibly opens up the potential to do that. If we could do that, we determined that the taxis are the biggest problem down here, if we could dispatch them and bring them in only as they were needed, then they wouldn't jam up the whole works. We have the -- we tried to move the big buses out of the area, but there was actually no place else to stage them.

But we really determined that the buses are a problem because the taxis jam it all up. The buses are dispatched in for the cruise ships. They come in only when their passengers are ready, but if there's like five taxis stopped in the middle of the street here, trying to pick-up fares, which they're not supposed to do, then the buses get totally jammed up, Front Street is jammed up, and everything ...(inaudible)... is messed-up. So that -- anybody have any -- that's the transportation strategy. Yeah?

Chair Osako: I just have a comment because I live on Lana`i and I come over --

Ms. Morrison: Oh, okay. So you know.

Chair Osako: And it's, yeah, when it's cruise ship days, it's very bad and taking away some of the parking around there would help but, you know, I kind of beg to differ about the buses just coming when the passengers are ready to be picked-up because I come out over there and they -- like say I gotta get a rental car to come over, the rental cars are pushed way down by the bathroom, and maybe there's one or two spaces for the rental car vans, and the buses take up the whole place and sometimes they're there for a long time. You think they're only coming for when the people are ready, but the people are shuttled from the ship so they don't have a busload ready all the time. The buses are waiting and it takes a while before they get their busload. And you know, frankly, the problem is, because I've been around for quite a while, the problem is that was originally a small boat harbor, it wasn't a commercial harbor, and when they converted it to a commercial harbor and it, you know, like you said, it grew and grew as far as the number of commercially operated vessels, then the cruise ships, there's no infrastructure in place, you know. I was asked this before, I said they could revitalize Mala Wharf and the cruise ships could go there, you know. But working in this area, there is no easy solution.

Ms. Morrison: Yeah. That's what we found. And yeah, I agree with you about the buses. They are dispatched in but sometimes those passengers aren't ready. And then we also have the school buses that come in. And then there's sometimes just other buses. So moving on to the --

Ms. Mowat: I have a question.

Ms. Morrison: Oh. Yeah?

Ms. Mowat: I know there is a big problem with parking 'cause when my son or when -- who lives -- or my daughter who lives in Kihei comes and catches the ferry, she cannot leave her car anywhere. I mean she has to park it at some friend's house or something. So there is no parking there hardly ever, right? And to remove it, how does that -- and then you're talking about having a police or standing authority there to direct the traffic, but, at the same time, you're saying you're going to get a -- it should be a walking area? I mean --

Ms. Morrison: Okay, well first, in regards to like going to Lana`i and then parking your car, you couldn't do it anyway because it's only three-hour parking, so you need to either go to one of the lots or go further back in town or get dropped off. There just isn't --

Ms. Mowat: So like the artists would have to -- those who go under the banyan tree and stuff, they would have to park a distance or will you -- are you including a loading zone or unloading zone?

Ms. Morrison: Yeah, that is included. Right now, we're just talking about taking the parking off of Hotel Street right here to make the sidewalk ...(inaudible)... the loading and unloading for the artists would be on this side ...(inaudible)...

Ms. Mowat: Okay. And when you were talking about earlier, what -- that it's bad. What is bad?

Ms. Morrison: The area has now become -- with the congestion from the buses and the taxis and the large numbers of people that are using -- coming into this harbor, that and the addition of this park is now full of homeless, and the whole area is just overrun and degraded.

Ms. Mowat: Okay. So what would you do with the homeless? I mean where would they go?

Ms. Morrison: Well, what --

Ms. Mowat: I mean not -- you know, I'm just saying, if that's part of the bad, how would you take care of that?

Ms. Morrison: Well, the overall theory is you replace bad with good, so the other thing we did this August is we did another event, with funds from the Planning Department, it was called "Celebrate Historic Lahaina," and in this area, we had a whole lot of Hawaiian cultural activities happen. We planted the taro patch up here. We had Hawaiian food. We had sampling of real traditional Hawaiian food. Keeaumoku ...(inaudible)... and we had poi pounding, we had kawa, you know, all kinds of really great stuff. They left. They didn't like being around that. They left. They went across the street, but they left. So the idea is if we can create this really authentic cultural area, the homeless people don't want to be there. You know, they won't be there. Right now, they're all by themselves. They love it. They've got it made. But once we take it back and do the kind of things that the community wants to do there, they'll leave. We're not going to solve the homeless problem, but we're going to get them out of this park.

So that's -- okay, as far as what we're talking about from the significant historic and cultural things, the harbor, of course, is totally significant to the whole development of Lahaina. This is where Kamehameha I canoes came in. This is where the whaling ships were. This whole area, this whole section here, this was the king's taro patch. Now we obviously can't bring them all back, but we're working with the Friends of the Library to create a whole section right over here along with the original rock wall to bring back the taro patch. The brick palace, which is right here, which is the -- it's in really really poor shape, and it's actually -- I, personally, think as an original -- the original restoration of this site was done very poorly. It's sunken. So it's not respectful for the site. It's sunken like this. It's all bust up. One of our ideas is to create a hale there on that site, was to create a hale. A new idea that just came up was to restore this site so it was just a site and on ground level at this site with an interpretive plaque, and build another hale on this site, which because the queen, this was built as a western style building, and she -- Kamehemeha I had it commissioned, it was a two-story brick building with a thatched roof, and they made the bricks on Maui, they weren't very good; the whole thing sort of started to collapse; it was really hot; it wasn't pleasant, so she built her own hale somewhere in this area. We don't know exactly where. We do know for a fact that she -- there was a hale. So the new idea is that we'd have this historic site, and we'd have an additional historic site with a hale. And the other things that happened here were this is where the Constitution, there was a long house right along here, that Constitution, the first Constitution for the Kingdom of Hawaii was written here. We have the hauola stone out here. And like I said, we had the whole king's taro patch. And then the lighthouse, there is a lighthouse that's still there, but the original structure was built by Kamehameha I -- I mean, sorry, the Third, and it was lit with whale oil to bring -- to bring in the whalers, and it converted to kerosene, later it converted to electricity, and now it's run by solar. So to me, that's the whole story of the historic district, right there, and it's rather nondescript lighthouse, but it's that same location. So all these stories are from around here.

And then of course you have the courthouse, which was built in 1859, and the pictures you have in front of you, that's the -- that's the new exhibits that we just put in, and we finished that in August. It was a significant grant from the National Marine Sanctuary Foundation. And it's the history of Lahaina in the courtroom and on two floors of the building. This -- and of course, the history of the Lahaina is 95% of that history is Hawaiian history and so that's the history that we're showing in this building. So we already have a significant new project right here that supports everything else we have going.

So the big picture would be going back to this sending -- getting rid of the bad by bringing in the good is that we would have a paid, and this could be through Lahaina Restoration Foundation because we do -- we have paid ...(inaudible)... we could have a paid cultural person or persons out here, that person could tend the taro patch; he or she could do other cultural things, like just like we did over this weekend, and not like a touristy show type of thing, but like a real authentic experience. The other idea with this taro patch is that we do

community harvest. We actually harvest the taro; we cook the taro; we eat the taro. So it's not, you know, it's not for show, it's actually to bring back the community and bring back the authentic Hawaiian culture ...(inaudible)... any questions?

Oh, I would like some feedback on the -- I didn't bring any pictures of the brick palace site how we could make it better so it's still an important site. It's actually -- there was an archaeological dig there so this is the real outlines of the foundation, but it's just the way it's been done is really horrible and it's totally -- it's really a safety hazard at this point. So if there's -- I don't know if anybody has any suggestion on how to --

Mr. Skowronski: A couple of questions. The existing lighthouse, is that a functioning navigational aid?

Ms. Morrison: Yes.

Mr. Skowronski: So it lines up the channel through the reef so that can't be moved or adjusted in any way, shape, or form?

Ms. Morrison: No ...(inaudible)...

Mr. Skowronski: You also mentioned that there is a proposed expansion to the wharf on the lefthand side there.

Ms. Morrison: Correct.

Mr. Skowronski: Alright. That's not existing?

Ms. Morrison: No. It's just like this right now.

Mr. Skowronski: Okay. Who's responsible for that design, is that complete? Is that --

Ms. Morrison: No. No. It's still -- it's come before this Commission several times, or at least once or twice, and we just had a meeting. It's in the 106 process right now. And we just had a meeting two days ago on the -- as part of the 106 on this pier and the design of it. The other thing I forgot to mention is that there used to be the Carthaginian, it was a whaling ship that Lahaina Restoration Foundation had, that was scuttled in 2006, and since then, we, Lahaina Restoration, has held, or paid for I should say, paid for the slip with the idea that the Mo`okia, the Hawaiian double-hull canoe will take that slip. So actually what happened just two days ago, they said for sure that we will be able -- that Hui O Wa`a will be able to moor that canoe right there. So that was a major victory because it was kind of sketchy there for a while after the Carthaginian went away. So that's another aspect. Right now, the Mo`olele, that smaller canoe, is right there, so having the Mo`okia, that that

be the home port for the Mo`okia will again add a lot of visual impact of the Hawaiian culture.

Mr. Skowronski: And the intent and the design for that expansion of the pier, is that going to have a super structure, is it going to have a hale effect for shade, or is it just concrete pier?

Ms. Morrison: No. It does have shade. It's been down -- it's 20 feet wide, 115 feet long, it has -- I can send you the designs, the newest design.

Mr. Skowronski: Who's it servicing?

Ms. Morrison: It's funded by the Federal Government for intra-state ferries. It's for the ferries. That's where the money come from. Although when -- so the ferries are on -- they're governed by the PUC, so they're on schedules, they have to be on schedules, when the ferry isn't there, it can be used by other boaters.

Mr. Skowronski: So the cruise ships could actually use that extension pier?

Ms. Morrison: Well, that's -- yes and no. Cruise ships, when they come in, they have to have a secured area, and I asked that question just at that meeting the other day, and they said no because you have to have this whole security system for cruise ships, which involves the -- well, he knows from when he comes in from Lana`i, the TSA guys and this whole rigamarole, and you couldn't just set that up for a couple hours and then the ferry comes in and take it all down and set it back up so --

Mr. Skowronski: So where does TSA operate now?

Ms. Morrison: They make -- they take over this whole dock right here, and so this, you know, this section right here is only accessed by the tenders, sometimes the tenders go in the front. It eliminates a lot of the space for the local boats.

Mr. Skowronski: So the idea is that the local, the Molokai and the Lana`i ferries would be moved over to the new pier and the existing pier would then go back to or sustain mostly the smaller of launches that come from the cruise ships into the harbor. Is that the idea of the pier?

Ms. Morrison: And all the regular boats that use the harbor. Yeah, the priority users of the new pier is mandated to be the ferries because that's the federal money.

Mr. Skowronski: And my last question is: Where do the surfers launch from to get to the harbor break?

Ms. Morrison: Well that's actually part of this. Right now there's actually some surf stairs over here that they use, but part of this new pier has a surfer platform on it so they can walk out here, and I'm not sure where it is, but they can --

Mr. Skowronski: Okay. But there's a provision to accommodate them?

Ms. Morrison: Yeah. There is.

Mr. Skowronski: Thank you.

Chair Osako: Go ahead.

Ms. Mowat: I think it's beautiful. I would love to, you know, walk through there and enjoy the what you've all worked so hard to do. The only thing is I think you missing some boats. Get plenty boats, plenty more boats over there. Get plenty more cars. And the whole problem is, well, it's not a little boat harbor anymore. And so I don't know how you folks are going to handle all the traffic coming in from the ocean onto the land, and then all the greeters or pick-up people, how you're going to do that because that is not going to change unless you're going to move, like you said, to Mala Wharf, somewhere else, or, you know, the bigger boats, but there's a lot of things missing in this pretty pictures that's reality.

Ms. Morrison: Well, we have all that, those problems now and it's not really our position to do ...(inaudible)...

Ms. Mowat: Right. Cannot do nothing about that.

Ms. Morrison: So we would just manage. It's really what we, in all our observations throughout this whole community process was lack of management down here. Once we put, the police officer's name, Timmy, when Timmy's out there, it's night and day. And when he's not there, it's just chaos. So it's management. If there's management, then -- and there's places for people to sit, there's places -- we create a place over here for the Molokai ferry people to sit and wait for their ferry, it'll be different.

Ms. Mowat: Because the Pioneer - where is that? Over there. Now that's a bar area right there, so if a lot -- do people park in that areas too when they go to this bar?

Ms. Morrison: No. This is -- right in front here is hotel loading and unloading, I think it's five minutes, and then this area right here is loading and unloading for the harbor, so you can pull up and unload all your boxes from Costco ...(inaudible)...

Ms. Mowat: Right. Right. Right. I too come by the ferry. Another question I have is: You know that where that two boats are in that slip, that newly --

Ms. Morrison: Down here?

Ms. Mowat: Is that permanent? Is that going to be like a part of your -- those boats are going to sit there permanently? And then the outside boat is the ferry guys?

Ms. Morrison: No. Nobody is ...(inaudible)...

Ms. Mowat: Oh, 'cause you mentioned -- you mentioned the Hawaiian canoe, yeah.

Ms. Morrison: Yeah.

Ms. Mowat: So that would be designated for the canoe, the Hawaiian canoe, or what does that part serve?

Ms. Morrison: Yeah, right now this would be like the loading dock over here. There's no actual berth there.

Ms. Mowat: Okay.

Ms. Morrison: So yesterday or the other day when they talked about the canoe, my understanding is that, the canoe's going to launch December 21, on December 21, the canoe, the Mo`okia can come and moor in this area. When the canoe -- when the pier is actually built, Lahaina Restoration is requesting that the canoe be given a permanent berth on this side. I wasn't quite sure if that was agreed, but this pier is like at least five years down the road, at least, so at least -- so now, we know, which we didn't know until a few days ago, that the canoe can for sure go right here on December 21 when they launch.

Ms. Mowat: Five years down the road I hope we still have the Princess going back and forth because Molokai people surely appreciate that. There's still a lot of people working here, yeah, so make sure there's a place designated for our boat.

Ms. Morrison: So, any other questions? Okay, so what -- yeah, what we're doing right now is we're looking at funding sources, coming up with ways to fund it in different phases, but it's really got received, except for the parking, that's the only -- the flash point, oh my God, you're taking away parking, but, you know, the overall got -- the overall, really, really strong support for the historical and cultural emphasis. People want that. They want to have that. And then fixing the congestion, that's also really strong. So it has been a great process. I gotta thank Michele for helping to fund it. And so that's the next thing we're working on right now. I have a potential source, funding source for the hale, when we decide where to build it, and we've already gotten 5,000 for more interpretive plaques. Oh, the other thing I should mention, we're adding new historic trails, there'll be one like a loop like this

and another loop and it goes through that, like Banyan Tree Park, in addition to our regular bigger historic trail. Okay?

Chair Osako: At this time, is there anyone from the public that would like to comment or testify?

Mr. Keeaumoku Kapu: Aloha kakou. My name is Keeaumoku Kapu. I'm from Lahaina. We, under I would say maybe couple organizations, got involved with the imaginary project from the beginning, and the reasons why is because our historic town isn't so historic on the population boom that we deal with, especially in this area. This area we consider as to be the impacted area in the State of Hawaii. It once was known the port of call; now known basically all commerce. So a lot of my families utilize that harbor in the past. They lost that rights to the harbor because they became, all of a sudden, a commercial enterprise. There is no place that we envision, when we always go to that harbor, anything that is a remnant of our past that is a positive reminder for us. So we got involved in this project to look at possible remedies and the remedies we were thinking about had a little bit to do with culture but it had more to do with how we going alleviate the population impact of this small little harbor where you get thousands and thousands of people commerce through this area. This harbor is filthy. It's dirty. The whole walkway alongside the charter boats, all that mess needs to be cleaned up. The area where the hauola stone on that ...(inaudible)... seawall area is filthy. You get homeless. You get druggies. You get drunks. You get all these kinds of people that just basically laid back, yeah, and they're belligerent. So for years we've been involved. We're also involved in the harbor expansion, on the Section 106. We want to see some drastic changes. And if the drastic changes sort of overlay our historical past, then if you look at our historic in the town on the remnants that are left behind, like the so-called brick palace, that place is a ruin. And the more we expose ourselves to not doing anything about that place is going to be more ruined and ruined and ruined everyday. So I come with maybe some constructive criticism for your privy to sort of think about maybe how we can more -- be more of an invited community by not suiting the malahini that come here because that's what this harbor is all about, it's about tourism, it's about commerce, and every day that harbor changes even more worse in the worsts way.

So that area she was talking about - can I use your map? Was a footprint of the brick palace. In a imaginary project, I put in one kind of proposition that my whole concern is the residents that live on Molokai and Lana'i, yeah. That's all my family. They traverse back and forth. When we originally got involve din the project, we didn't want any of the buses in here. We didn't want any of the taxis inside there. We wanted them all out. We wanted them to be up in this area someplace, yeah, totally away from that harbor front because our families no more even place for sit. There ain't even enough shade for our people to wait when they're waiting for the ferries. And, you know, it's sad to say that instead of waiting in the hot sun or going in the banyan tree area, which is not such a good area

either because you get drug dealing going on underneath the banyan tree a lot of times, so a lot of our families don't even go around those areas. You know, there's a lot of things that we really gotta consider in here, but mine is a capital build out. Me, as one kanaka, yeah, in today's society, everybody will think, wow, these guys, they only come for try save the most littlest thing. Well, that's not the point as to why we so involved every step of the way to make sure that things are done right for the benefit of the people that live here. I envision that this whole area to be build up. Put one roof on top so we get one place for our people for wait so they not waiting inside the bar right next to Pioneer Inn or in Pioneer Inn getting drunk themselves before they get on the boat. Put one area over there, make it comfortable; that way, when you see a lot of families waiting for their ferries to go home, you not going see the homeless population, all the drunks around there because the families going malama their place because it belongs to us. It belongs to those families, especially the families that live in Lana'i and Molokai. If you look at the footprint of the property, if you was to go down there right now, the bricks are popping up, yeah, so I don't see anything that's historic about that. The only thing I see is the reminders, the plaque that was placed over there reminding everybody what that place was. But when you walk around that area, it's rubble. So if we can really concentrate on thinking of doing something good for the benefit of the residents of that area, then we in the right direction. Get rid of all the traffic. Get rid of the buses, but the Department of Transportation says that's impossible. We cannot do that. I don't know whether or not we serving the 100% population of cruise ships that coming in because we definitely not serving our residents. That whole charter industry down there only suits tourism. Anybody that wants to rent a boat or rent a charter, they welcome to do those kinds of things because it's there right for you. But like for our people, there's no place. The only thing it is it's a port of call place where we wait for our shuttles take us back and forth, home and back, and that's all we see. So the Hawaiian component is totally out the window. People no see those kinds of things. They just walk by, even though they know that it's a historic town, there's nothing to remind them of that.

I got involved on the library lawn and I said that. I did the Maui Nei Walking Tours with the Friends of Moku`ula. I did it for years. That used to be my boss. And this area long Market Street, there's remnants of the old taro patch wall. I always talk about that every time I loading like 20, 30 tourists down the town sharing with them where is the important areas of this town. So I pointing out rubble, yeah. I like to point out something that is a reality, so I put a proposal in saying let's redo the wall, make it, you know, well, authentically replicated, then go out ten feet and grow taro, dryland taro; that way, when the tourists come, yeah, they going say, okay, I can see Kamehameha's taro patch. We not saying let's do the whole lawn in taro. We did a little section over here. I don't like it. And I think that's under the county's jurisdiction that property. So now we gotta shuffle ourselves between the politics of county, library, state, and try to convince everybody out there what is the most best positive solution to save our town. Bring back these things that historic preservation do recognize, the people don't 'cause they can't see it. If we bring it

back, grow the taro, at least we get something for talk about. This area should be suited for the people that have been living here for generations because we have no shade to sit under when we going to these islands to visit our family. I'm still strongly about getting these buses out of our town because the impact during the school hours, the morning hours, that's peak hours when you get these buses coming in and these tourist buses idling in those areas, which I say is very bad for children who gotta be forced to smell that exhaust coming from all these buses that impact this town. We talking about population boom. We talking about safety, yeah. And we talking about providing one place for our residents. The tourists, they really don't care where they going stay. And to me, eh, they can spend all the money they like, but main thing they go home. Make Hawaii green but go home. And our visions, our long-term vision, yeah, is to convince people that this place, we gotta tame this area. This area is out of control. You talked about artisans and all that. I no call that "art." I call that "trinkets." But it's a commerce area, yeah, to allow everybody an opportunity for profit. That's all. Just profit. Nothing else. So there's no give back to the public community, like us, especially on the monies that are juvenated in this town. Where is that monies going? How much taxes are these boats paying to go back into the infrastructure so we know that we going have the money to build up the capacity that we need because we bring overpopulated by aliens? We're being overpopulated by aliens, yeah, and we stay in this small little cover of a tree, all bunched up under the tree, trying to find shade, trying to find comfort, and we just like get home. So I leave you with that. Our recommendations is we're supportive with the idea of this imaginary project, that's why we got involved, but, yeah, we can bring back the history; we can bring back traditions; we can bring back the locals back to the community. We gotta think more for the locals and the residents. We shouldn't think about the tourists. We shouldn't think about how many ferry tenants going clog up that area. I mean if we keep thinking about the problem, we're never going get to the solution. So mahalo. Thank you.

Chair Osako: Thank you. Does anyone else have anything to say? I guess not, so at this time, item G, Commissioners' recommendations regarding future agenda items.

G. COMMISSIONERS' RECOMMENDATIONS REGARDING FUTURE AGENDA ITEMS

Ms. Mowat: Being, excuse me, this is just my second time, what is that? Are we putting stuff on the agenda for the next --

Chair Osako: Or suggestions.

Ms. Mowat: Suggestions. Okay.

Chair Osako: Yeah, or recommendations. It says "recommendations."

Ms. Mowat: Recommendations.

Chair Osako: Yeah.

Ms. Mowat: I do have something, but I'm not sure if this is appropriate or not, but while reading on the issue of the -- of the --

Chair Osako: Light fixtures?

Ms. Mowat: Yes, the light fixtures, the letter from - was it DLNR? Where did that letter come saying that we need to discuss what time --

Chair Osako: Yeah, what time period that we want to concentrate one --

Ms. Mowat: Yes. We -- yes.

Chair Osako: Whether it's going to be the whaling era or the plantation --

Ms. Mowat: Plantation or the time of -- I would like to have that on the agenda to comply with, you know --

Chair Osako: Yeah. I think that's very tied into the lighting issue because they consider the present and proposed lighting fixtures as whaling era, whereas, I think the historic district was based on the plantation era. Yeah, so I think we should -- there should plan, right, to, for the department, to work on the issue of the lighting fixtures, so I guess that won't come before us again until there's some kind of proposal or solution.

Mr. Skowronski: I have a question. The issue of Mala Wharf was referred to. Is Mala Wharf part of the historical district? It is?

Ms. Kehler: It's right at the boundary of the National Historic Landmark District, but it's not in a county historic district.

Mr. Skowronski: Well, in relation to the most recent presentation, it would appear to me that long-term development of Mala Wharf would go a long way to alleviating some of the congestion and the pressure and the stress as Lahaina as a port of call, and since the Department of Planning has nothing else to do, is there any methodology or is there any way to set out a series of long-term plans as to how Mala Wharf gets resuscitated into a commercial entity to relieve the immediate or future stress on Lahaina Boat Harbor? Is there any study in place as to ownership, jurisdictions, etcetera, etcetera, so that there's a long-term plan for that to happen?

Chair Osako: The problem there, although I mentioned that, is that when they converted Lahaina Harbor from a small boat harbor to a commercial harbor, that means all the private small boats and stuff like they could no longer use the launching ramp at Lahaina Harbor so that's where they all launch, and the ones with bigger private boats, they're moored out there by Mala Wharf, so it's a problem there also although, you know, if you turn that into commercial, then the local guys are going to be pushed out of someplace again so, you know, if there's a long-term solution, it has to be in -- and then, you know, the harbors are controlled by state actually so --

Mr. Skowronski: Well, are there any other areas, are there any other deep sea depths that's along between Mala and the Lahaina Harbor that the cruise ships could be deferred to?

Chair Osako: It's still a problem of, you know, they're going to be anchored offshore and they have to be shuttled into shore, that there's no port. The cruise ships can go into Kahului Harbor but, on Maui, there's no port where the cruise ships can ...(inaudible)...

Mr. Skowronski: I'm not referring to actually improving or resuscitating Mala Wharf for the cruise ships to dock, but to actually handle the launches, and if in fact launches from the cruise ships could come into another location, Mala would be one of them, that would relieve a lot of the stress on Lahaina Harbor eventually and then you wouldn't have the cruise buses showing up there, the cruise buses would be going someplace else.

Chair Osako: Correct. I haven't been actually to the wharf in a long time so I don't know --

Ms. Kanuha: I have.

Chair Osako: I don't know how the infrastructure is around there as far as handling buses.

Ms. Kanuha: Yeah, that's actually where we launch because we go fishing, and there's a lot of other like the UFO, the parasailers, so it gets quite busy. And because the parking area is to accommodate the vehicle with its trailer, so if you got like big boats of UFO and their vehicle that's pulling it, it's really taking up 'cause it's like right in the middle of the turnaround, and then you launch, so the space is actually, even when the people go swimming, I mean it's like overpopulated already with the vehicles. And then you got the church that is at the end, you got Jodo Mission on the other side. They would have to really do some miracle to get buses in and out of there because it's going to highly inundated with a lot of vehicles and -- and, you're right, there's a lot of local fishermen and the -- yeah, it's quite used at any given time of the week. I'm not saying that it's not possible, however right now, good luck. Yeah.

Ms. Mowat: 'Cause get space that you can see expand the parking. Is there any kiawe trees they can expand the --

Ms. Kanuha: Well, right on the other side of that wood, there's a burial 'cause you get burials all over there. I mean they're like known graveyards, yeah, so if you're in the parking area, mauka side, there's burials right there. Beyond that, there's like a -- there's an area that they store boats and I believe one of our uncles, the Keahi's, actually run that area, and if you're looking on the Lahaina side, that's the Jodo Mission where the graveyard is so -- but it would be beautiful to restore Mala, you know. It's such a beautiful place.

Chair Osako: Yeah, I know, you know, historically, I have friends that, when they were kids, they used to ride their bicycle over there and go fishing off the wharf and stuff, and I remember the plantation on the Lana`i had a boat and we used to come over on that boat and we would dock at Mala.

Ms. Kanuha: Yeah.

Chair Osako: So it is very historical. It's just like Keeaumoku said, the money took over so Lahaina Harbor, which was originally a small boat harbor became commercial and, yeah.

Ms. Kanuha: I hear a lot of the stories from the kupuna in the area how they talk about, you know, same thing what you're saying, so Mala Wharf was a place to go on the weekends fishing; till today, they still go, go fish for owama, you know, but now they have to be on the other side, not on Mala Wharf. So that would be just fabulous if there could be a restoration program for that wharf. That would be awesome. But I know we need some kind of financial engine driving it, right? That's how it works.

Chair Osako: Okay, so I guess anything else?

Ms. Kanuha: So is Mala going to be on the next agenda? No, I just ...(inaudible)...

Ms. Mowat: Is that a motion?

Chair Osako: Unless you come up with the money to do it. Okay, I guess --

Mr. Kubota: I don't have an agenda item but I just want folks to know there's a new Administrator that's going to take over the ...(inaudible)... there was a newspaper article that just came out, I get it on the web, it says, "Alan Donner will join the agency December 2. He served 27 years as the Director of Navajo Nation Historic Preservation Department in Arizona, one of the largest public historic preservation agencies in the U.S. He was

chosen from more than 30 candidates from Hawaii and the Mainland, and one of the screening committee members is very enthusiastic, he said that he's experience working with the Navajo Nation and the Advisory Council on Historic Preservation gives him the sensitivity to indigenous issues and expertise in federal and state laws, which will be needed to rebuild and revitalize the Historic Preservation Division making it not only a functioning, but socially responsible agency for future generations." Sounds like they got a good one. Boy do they need it badly. But what's interesting is your correspondence with the -- issue with the archaeologist that she replied to you late, it seems like she didn't know what the agreement was, if there was an agreement. She was waiting for us to say something. I'm looking at it and saying, boy ...(inaudible)... that bad. So this is a welcome.

Chair Osako: Okay. Anybody else?

H. NEXT MEETING DATE: December 5, 2013

I. ADJOURNMENT

Chair Osako: Okay, I guess the next meeting date December 5. If there's nothing else, okay, we'll say the meeting is adjourned at this time. Thank you.

There being no further business brought before the Commission, the meeting was adjourned at 11:40 a.m.

Respectfully submitted by,

SUZETTE L. ESMERALDA
Secretary to Boards & Commissions

RECORD OF ATTENDANCE

Present

Warren Osako, Chairperson
Makalapua Kanuha
Gaylord Kubota
Bridget Mowat
Frank Skowronski

Excused

Kahulu Maluo, Vice-Chairperson
Owana Salazar
Janet Six

Others

Michele McLean, Deputy Planning Director
Annalise Kehler, Cultural Resources Planner
Erin Wade, Small Town Planner
Richelle Thomson, Deputy Corporation Counsel