

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
JULY 24, 2015**

APPROVED 08-28-15

A. CALL TO ORDER

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Mr. Bill Mitchell, Chair, at approximately 1:02 p.m. Friday, July 24, 2015, 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).

Mr. Bill Mitchell: We'll call the meeting of the Maui Redevelopment Agency to order, July 24th, 2015, a little after 1:00 p.m. In attendance this afternoon is Mr. Don Fujimoto, Ms. Carol Ball, Mr. Jonathan Starr, and myself, Bill Mitchell. We have our Corp Counsel here; staff, Erin Wade and...and Leilani and Michele. Thank you. I'm looking for the words, and Michele's name is not on here. Why is Michele's name not on the agenda?

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

Mr. Mitchell: Okay, thank you. So we called the order. We will open the podium to any public testimony on any one of the agenda items. If anyone would like to testify on one of them, they may do so at this time. You have a time limit of three minutes. You may testify now or at the time that the agenda item is presented to the MRA. Seeing no one coming to the podium, we'll close the public testimony. We'll go to Item C, approval of the minutes of May 22nd, 2015, transmitted to everyone via e-mail. Are there any comments regarding those minutes? Yes sir, Mr. Starr?

C. APPROVAL OF THE MINUTES OF THE MAY 22, 2015 MEETING (transmitted to members via e-mail)

Mr. Jonathan Starr: Yeah, my comments are that I, I sit on a State Commission and I've been fighting with them to try to get minutes, anywhere, as good and complete as what we have here from our last meeting, and so I wished that, that gold standard...was taken up by the State.

Mr. Mitchell: Good job on meeting minute team. That is...I guess is Leilani. It's all Leilani. Any -- with no discussion on the minutes, do I have a motion to approve?

Ms. Carol Ball: So move.

Mr. Starr: . . . (inaudible) . . .

Mr. Mitchell: I have a motion. Discussion? Seeing none, we'll take a vote. All ayes. Unanimously approved the meeting minutes. And moving on to agenda Item D, new business. We haven't done it in a while so we did schedule it for today and we didn't have a lot of other pressing business. We wanted to do the orientation session, and I guess you're going to take this, Erin you're going to take us through the –

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

VOTED: to approve the May 22, 2015 MRA meeting minutes
Assenting: C. Ball, D. Fujimoto, J. Starr
Excused: F. De Rego, Jr.

D. NEW BUSINESS

- 1. Maui Redevelopment Agency Orientation**
 - a. HRS Chapter 53**
 - b. Wailuku Redevelopment Plan and Town Assessment**
 - c. Wailuku Redevelopment Area Zoning and Development Code**
 - d. Wailuku Redevelopment Area Design Guidelines**
 - e. Market-Based Plan & reWailuku results and direction**

Ms. Erin Wade: Yes. I can start that now. Frank was sort of the primary intended audience.

Mr. Mitchell: That's right.

Ms. Wade: But some of the initial stuff, I think, is, is general.

Mr. Mitchell: Okay.

Ms. Wade: Leilani has not heard from him that he wasn't planning to be here. So our expectations he will be here. Otherwise, we could take up the RFP now. Do Item F first.

- 2. Presentation and discussion on the history of the Wailuku Municipal Lot and the evolution of the intended objectives at the site.**

E. OLD BUSINESS

F. BUDGET (Attachment A)

1. Direction on the preparation of an RFP for the Wailuku Town Parking Management Implementation and Operations Program

Mr. Mitchell: Let's do that. That's a good idea.

Ms. Wade: We could see if Frank does -- is looking for parking.

Mr. Mitchell: So with no objections? Anybody object to doing Item F first?

Mr. Don Fujimoto: No objections.

Mr. Mitchell: Okay, thank you we'll do that.

Ms. Wade: Okay, so the RFP that I sent the last time was just for Wailuku. And since then, I think I mentioned to you the Public Works Department have said they absolutely do want to proceed with Lahaina.

Mr. Mitchell: Right.

Ms. Wade: So I called, or I e-mailed Andy Miller -- you have the e-mail from him -- asking him if we include Lahaina, but we want to move forward with Wailuku now, how should I structure this RFP. What he's suggesting is that we include maps of both areas, essentially in the RFP, and then say these are the two study areas for now. It is likely that these areas will expand in the future, so the system that gets created to manage this will need to be able to address both and possibly more areas into the future. But, that it's scalable now for Wailuku so we can begin implementing immediately. He said that the Lahaina scope should include an inventory of public parking. And essentially what we did with the parking management plan for Wailuku the first time, taking into account stakeholder's needs, and that was all . . . (inaudible) . . . the first time. So he said those two things can almost proceed independently of each other. But, one of the things we agreed on with Public Works is we don't want separate contractors working on it even though we could potentially bid it separately. It's to our advantage to have single contractor doing both so that the management structure remains workable for how it's going to be for the recommendations.

So that's essentially now what I'm working on with Rowena, in Public Works, and we're hoping to have that in the next two weeks, ready to go, the parking management plan. Until -- I was -- I did have it ready for June and then when I sent it all around for comments to make sure Finance and Public Works and everyone was informed we're moving forward, that's when I got the, oh wait, we really want to be a part of this. So, anyway, pointing the trigger was a good thing. So now David Goode has essentially said that we can create the scope, manage the process for the bidding with them, and I'm going to have to work with Michele and Finance to figure out who pays for what components of it once the bids start coming in. So that's essentially that RFP.

Mr. Don Fujimoto: So who manages the project? You, you will?

Ms. Wade: So I think Rowena and I would team coordinate that project, which I am familiar with Lahaina too. And there has been -- up until now I've been doing all the historic district permits as well. So I think she and I would be a, can team up pretty easily.

Mr. Mitchell: That RFP completed, we would have for our next meeting or can we -- is that -- you'll have that fairly shortly before the next meeting it sounds like.

Ms. Wade: Well, I mean, I can. You saw the original one. So the scope for Wailuku won't change, just the additional Lahaina stuff will change. So if you're okay with that, if I can I just add in the Lahaina component, once that's done to Public Works satisfaction, we can put it out if MRA finds that acceptable.

Mr. Mitchell: I think so. Jonathan?

Mr. Starr: I think that's great. I...I just foresee that Paia and Makawao are gonna wanna jump onboard, which is a good thing, and I, I just hope it, you know, the modular approach would allow that to happen without we getting -- you know we starting to move and then getting stuck when everyone else says "us too, us too."

Ms. Wade: Okay. I can even put that in the language, that, you know, as additional towns, you know, want to join in that we're able to continue and move forward. And if, of course, corrections have to be made, so be it. You know, we'll just . . . (inaudible) . . .

Mr. Mitchell: Did Andy have an ETA on how long it will take him to do it?

Ms. Wade: The -- you mean, once we hire the consultants and they move forward?

Mr. Mitchell: Yes.

Ms. Wade: The original goal was to have basically the entire project done and ready for the February budget posting, which might be pushing it, but it's still a possibility at least to set up a fund that would be required to manage the parking residence. So, I think as long as we're able to get to that point, that would be my goal, that by the time the next budget gets published we have enough of the project completed that we've set up and communicated with Finance -- they said we set up an account for the acceptance of revenue and a methodology by which that will occur to take that to Council.

Mr. Starr: Will there might also be a legislative component?

Ms. Wade: There will be.

Mr. Starr: Not a County but a State Legislative component. And, is there any way to get that fast tracked so we can ask our State Senator and Representative to see if we can start working on that discussion?

Ms. Wade: So there's potentially two State Legislative issues. One, being the ticket versus the over time for enforcement. You know, if you're, if someone's parked without paying. If it's done by an officer, yeah, a police officer, the money goes to the State. The second issue is can we charge on State roads. So those two issues, the way that I had written the RFP was to basically put those two issues on ice to move the project forward, and we can resolve those simultaneously or concurrently. But that those wouldn't necessarily be within the scope of the work of the parking management plan. Because I think that's something that we, like you're saying, we, we can do working with our Legislatures, asking those two questions. You know, functionally for Paia, that's going to be an important issue as well, and, and it's not so much Lahaina. But definitely the officers doing the enforcement at any time, it will be an issue.

Mr. Starr: I, I would assume that it would be, you know, probably end up in Judiciary, and I know Judiciary is, right now, working on, on their bills for next session. So if there's any way, even if it's not a formal write up, and even if it's not the language, if we could get a, an idea of what we need they might be willing to take it and start to draft it in...you know, what their committee staff meant and then talk to us.

Ms. Wade: Okay. Great and I can do that.

Mr. Mitchell: I guess, depending on the timing of this, getting presumably there will be a draft of the study come back to us. We've already got some, some metrics and initial study related to paid parking in the municipal lot. It could be -- I think it would be useful if we could have some modeled lot, cost revenue generation of the proposed structure, what it looks like. Even if it's real sketchy we can say, you know, we got 330 stalls? 330 stalls?

Ms. Wade: 350.

Mr. Mitchell: 350. And if those are broken up, how would that pay. And then, you know, we think, ball park it's going to cost so much to have, have a vendor manage it, etcetera, etcetera. So when we go talk to Council people we can at least say preliminary that, you know, the thing pays for itself in 10-years, 50-years, 100-years, or whatever it maybe. Aside from other value it brings, but at least it we have real number to show them which we didn't have. It wasn't there the last time in the whole discussion, and I think that's why we lost traction. So to a degree that we can give them preliminary numbers and at least show them we're thinking about it, I think it gets us a lot of, it gets us a lot of extra value and traction with, for future funding...of the bigger project. Carol, any thoughts? Don?

Mr. Fujimoto: Nope.

Mr. Mitchell: Well, we'll close discussion then on Item 1.

Ms. Wade: F.

Mr. Mitchell: Excuse me, F. Item F.

Mr. Starr: For -- before we, we move this, I'm a little unclear about what the time line and deliverables will be.

Ms. Wade: You know, I didn't bring the original RFP. But, the one thing that I did ask for was a schedule from the, the bidders so I didn't identify what I felt was the schedule needed to be for them. I think it's one of the items, though, I asked them to respond to. What I can do is identify key dates in the RFP, saying, like, we need to have budget proposals flushed out by this point in time from our department, and, you know, the key budget points and if there's any other points and time that they could to then graph the schedule to how. . . (inaudible) . . .

Mr. Mitchell: Are we going to talk about the budget spreadsheet that you gave us?

Ms. Wade: We can do that.

Mr. Mitchell: Just quickly. Sure. Hopefully Frank...is in route.

Ms. Wade: So this shows the balance as of June 30. So as of, though, July 1st, there's \$250,000 in the account for MRA. And then the \$2,077, it was unspent, we lost that to the general fund. So this is the first time we have ever spent down that far. I think, really, ever, since the MRA. . . (inaudible) . . .

Mr. Mitchell: So our current balance is?

Ms. Wade: \$250,000. Plus we have these encumbrances. We have the 2011 encumbrances with Goodwin. We have the Sae Design encumbrance. And the Otomo just has to bill, make their final billing for that.

Mr. Starr: I received a note from a...a member of the public who said that they felt that the \$25,000 for a year of website was...was high and that meant \$2,000 a month. And I, I don't think that's really the case because I think it's developing the website.

Ms. Wade: Right.

Mr. Starr: But I did want to get an understanding of it, if you can answer that.

Ms. Wade: Okay. So the \$25,000 which was to total original cost, less --. Well, actually let me do the math here. Because it was only suppose to be \$500 for website maintenance. So, and I'm not exactly sure how much this is. So \$6,000. Okay, so this \$17,900 that was spent, the vast majority of that was website.

Mr. Starr: So it's building the website.

Ms. Wade: Building the website. Yeah. And then, it's suppose to \$500 a month for website maintenance. And frankly, they haven't billed any of that yet. So, to my understanding, we still have, we still have a full year of website maintenance because they haven't billed us anything.

We haven't been updating it regularly. Because I agree, \$2,000 a month would be outrageous. I mean, we would have to be expecting a whole lot.

Mr. Mitchell: Where does the Clean and Safe fall in our --?

Ms. Wade: Clean and safe is in our new \$250,000.

Mr. Mitchell: \$250,000. Correct. Right. So that's the bulk or half of the \$250,000.

Ms. Wade: Yes.

Mr. Mitchell: Did we, do we have an RFP to send out on that?

Ms. Wade: I have an RFP. We went back and forth about whether or not it should be a grant or a contract for services. The contract for services, I think is the approach we're going to have to take because, you know, I can't force another organization to move forward faster than they already do, so I don't think the community association is ready to take the step. But there may be members that are associated with bidding.

Mr. Mitchell: Right. Is that something that has to be advertized, the contract for services?

Ms. Wade: Yes. Yes.

Mr. Mitchell: And we can do that now that we're funded?

Ms. Wade: We can. Yes. The one thing that's going to happen very soon for the block -- you and I talked about this, Bill, is Public Works is going to go through and cut out those tree rings out of the grates. So all of the trees, all of the grates, the trees are starting to out grow them, and . . . (inaudible) . . . so those are going to get some attention here next week.

Mr. Starr: So I'm going to switch on the Clean and Safe. So, it's going to be put out to, to bid, and what's the status of the bid document?

Ms. Wade: Well, the RFP is not out, so, but the RFP can be done . . . (inaudible) . . . Which was mostly done last time. It's just we kind of went back and forth about of a couple of -- how we're going to hire.

Mr. Starr: Okay, once -- we will approve the RFP, and then it gets, the RFP gets filed or put out, advertized, and then hopefully, what, like, within 30-days we get responses? Or 60-days?

Ms. Wade: We can do 30.

Mr. Starr: 30. And then can we, at that point, hire someone? And then I'm trying to understand when it will start.

Ms. Wade: Well, if we put out the RFP --. I would have to work with Finance because they have minimum deadlines for contracts, so that's the thing I'm not 100% sure of. But if we, even to expedite, I could e-mail you folks out the last RFP. And if you had concerns, you can e-mail me and say, I have concerns, please put on the next agenda. If you have no concerns, then we can move forward with it.

Mr. Starr: I mean, I think we went over it a couple of times, didn't we?

Ms. Wade: Yeah, yeah. Exactly. I wasn't here, though, for the last two weeks so I didn't want to put out anything, you know, while I was gone. Because as Bill knows you get calls and you, you want to get a response, especially for something like this.

Mr. Starr: Yeah, I think that's good if you get it out to us and we can take a look at it.

Ms. Wade: Okay. And then, you know, what I'll also include -- so I'll e-mail you the document and the time line with Finance Department contract.

Mr. Mitchell: If everybody's had a chance to look at it and is comfortable with it, can we send it prior to? Do we have to have a formal motion at a meeting or can we just go?

Ms. Wade: You do not. Frankly the Planning Department is hiring the contractor.

Mr. Mitchell: Okay. So as soon as we get your comments you can --

Mr. Starr: I mean, I would be confident to have the department move ahead as long as we have a chance to look at it and get comments.

Mr. Mitchell: Absolutely. Yeah. Absolutely.

Ms. Wade: Okay.

Mr. Mitchell: Because Teens On Call, their contract, is, they're month to month?

Ms. Wade: They're, they are month to month, expiring on our notice.

Mr. Mitchell: Okay. So they're good until our Clean and Safe is up and operational.

Ms. Wade: Yeah.

Mr. Starr: So, I mean, what is a theoretical date that the Clean and Safe would be ready to roll out?

Ms. Wade: So I need to ask Michele. Do you know how long it takes for Finance to execute a contract with something, like, a service provider? Like, for Clean and Safe?

Ms. Michele McLean: It's a process that we work with Finance and Corp Counsel. So the contract is more or less a template, but we work on that with the vendor and that goes through Corp Counsel. So Finance doesn't have a whole lot to do. The Finance processing side is pretty quick. And there's signatures that need to get added in a certain order, but...if it's a pretty standard thing, it doesn't take -- it takes a few weeks.

Mr. Starr: I know from my...my point of view, I would hope that we could have it rolling, say, October 1st, so that we have...you know, a couple of months experience by the time Christmas season...rolls around. And that would be kind of the time to really push it . . . (inaudible) . . . And then we'll get nine months out of the...you know, out of the first year.

Ms. Wade: Yeah. One of the things we didn't think about in terms of equipment. There are two pieces of equipment actually since I continue to do research on this. Originally we were advised to get bicycles which I think we've come to a realization that wouldn't be helpful. But our grounds crew for the County's campus has one of those, like, it's kind of like a golf cart with a trunk thing in the back, and Joe Alueta priced that for us, which, so I think that would be about \$6,500. That would be helpful. They can bring cans and stuff back and forth.

The second piece which I talked to Public Works about is an actual vacuum that it's not a leaf blower or anything like that.

Mr. Mitchell: A walk behind.

Ms. Wade: It's a walk behind vacuum that often downtowns have. So Public Works was considering purchasing that actually because they can use it Lahaina and stuff like that. Our contractor then wouldn't be able to use it, so that's one thing I'm trying to work out is say is there a mechanism because Lahaina Restoration also has a contractor to do what we're trying to do. So can Public Works -- is there an arrangement that can be made. That would be a pricier one. It's like a \$20,000 item.

Mr. Starr: If, if Public Works has one is there a way that for the first couple of months we could ask Public Works to do it as kind of a proof of concept for us and then --

Ms. Wade: They don't have one. They weren't even aware that the equipment existed when I called to find out. Because I sent the brochure with a couple of things circled saying, you know, these would be great for Wailuku and Lahaina, and they said, yeah those would be great. They don't have in their equipment stock.

Mr. Starr: Can we acquire it and then have Public Works --

Ms. Wade: Pay us to rent it?

Mr. Mitchell: Yeah, I like that.

Ms. Wade: That would be good.

Mr. Starr: While provide a service.

Ms. Wade: But I'm communicating this now because we may put out the \$120,000, you know, goal for the RFP, and then find we have to purchase a couple of pieces of equipment to get this to the standard that we're expecting, you know, for the level of . . . (inaudible) . . .

Mr. Starr: Yeah, I hate to not be able to implement because we're, we have to purchase equipment. I mean, you know, if, not necessarily rather lease the equipment or go and see if we can get...contribution, get it contributed or something like that. Because I think we're going to need what we've got to, to actually fund the program.

Ms. Wade: Yeah. I have heard from a couple of property managers that they might be interested in bidding on the Clean and Safe, which I hadn't expected. But I thought that could be, that could be a really good thing.

Mr. Fujimoto: So if we get the equipment, do we have any place to store it?

Ms. Wade: I think we can store it at the police substation.

Mr. Mitchell: Side yard. The police substation.

Ms. Wade: That's where the --. We did measure the clearance for the truck, the little golf cart truck, mobile thing could fit in there through the back gate. And the walk behind vacuum is going to be this wide.

Mr. Mitchell: No bigger than the truck is.

Ms. Wade: No.

Mr. Mitchell: Golf cart?

Ms. Ball: Good job guys. We're way head.

Mr. Mitchell: Well, the October 1st would probably be ideal because Iao Plaza bids will be in next week. So now the contractor has a period of time to initiate, but hopefully it started or there about the first of October so that would be an opportunity to interface with our Clean and Safe.

Mr. Starr: And I think the minute that that construction starts we really are going to need someone on our street.

Mr. Mitchell: I agree.

Ms. Wade: And likewise, the repaving of the municipal lot is suppose to start October 3rd. I

mean, it would be like all of sudden.

Mr. Mitchell: Blow up the whole town. I haven't seen anything for the last few years, but it's all going to happen all at one time.

Mr. Starr: I sat on Main Street for 20 minutes today.

Ms. Wade: Oh, you mean you sat. Okay.

Mr. Starr: I mean, there was a truck stuck.

Mr. Mitchell: It wasn't the fire hydrant that blew up on Wednesday.

Mr. Starr: No.

Ms. Wade: You mean, you sat in traffic.

Mr. Mitchell: You sat in traffic. That's impressive.

Ms. Wade: There was a truck stuck trying to get in or out of somewhere?

Mr. Starr: I think it was working on...on that construction that and –

Ms. Wade: Oh, yeah.

Mr. Mitchell: The facade of –

Mr. Starr: It got stuck or something.

Mr. Mitchell: Well, anything else on budget we can...anybody has any questions on? Budget related?

Mr. Fujimoto: What happened about the parking structure money? Is that secured?

Ms. Wade: Yes.

Mr. Mitchell: Yes it did.

Mr. Fujimoto: So how does that work into this?

Ms. Wade: So I've got a bunch in the orientation which I can just do.

Mr. Fujimoto: Okay.

Mr. Starr: First a comment that it not only went through but at the Second Reading Council

member Hokama added language to it specifying that the MRA is to be the lead agency in the design and implementation of that. And that was...I believe that was unanimous.

Mr. Mitchell: Yeah, how about budget? Yeah, might as well. Because I would suggest talking about the, the structure until, or if Frank gets here, then we can go through the orientation. Because there's some cool stuff to see on the parking.

Ms. Wade: Okay, some of the initials is probably known to you so I'll be --. As you know, Hawaii Chapter 53 created the Urban Renewal Law. What it does is it enables a five member board. The powers and duties of the Agency are defined in Chapter 53 with a requirement that the Agency develop a redevelopment plan moving forward, and that all actions of the Agency are in accordance with that plan.

The MRA was then created in 1964 by, and was introduced by Supervisor Goro Hokama at the time. In 1980 the ordinance that codified the MRA by ordinance took place. In 89, it was formally included as a Board and Commission. And in 2000 the County Council approved the Wailuku Redevelopment Plan.

The jurisdiction of the MRA is a total of 68 acres. It's bounded by High Street, Nani Street to the makai side where former Ooka's is, Wells Street to the south, and Mokuahau to the north.

The purpose of Urban Renewal Law was to, for the elimination of slum and blight. And the reason this is still important in Wailuku today is a lot of, while we don't think of it necessarily as a blighted area, a lot of the conditions that do define slum and blight do exist. Dilapidation and age is one; that the defective and inadequate street system and faulty lot layout; the diversity of ownership; the obsolete of flatting. Whether you realize it or not, there's a lot of inaccessible properties in Wailuku town. And existing conditions that endanger life or property.

So in 2011 when I made this orientation presentation these were the photos that I showed the -- indicate that some of these conditions exists. Since then this is, Joe Blackburn bought this building and fixed it up. He has kind of wily tomato plant growing on the steps, but other than that it looks much better. We approved the renovation of this 346 Market Street. This was the edge of Robert Joslin's building where he has that warehouse. He cleaned that all up. And we have a plan now for moving forward for the open space. But, we still have a lot of slum and blight conditions continuing to exist in Wailuku. These were all taken on Wednesday so still some work to do.

So the Wailuku Redevelopment Plan which was, is required by law. What it allows for -- and this is what the County Council has authorized the redevelopment agency to do -- prepare a redevelopment area studies; undertake urban renewal projects and that's very broad; acquire property. So the white ones are ones we're quasi allowed to do, but don't have the funding to do. Make and execute contracts with professional services; adopt and amend and repeal rules; appoint a manager and deputy manager; and then, of course, borrow, issue bonds, and invest. It's very common for downtown development agencies to have all of these powers and duties, and use them in one form or another.

The document is broken up into five major elements -- Land Use, Vehicular Planning and Circulation, Urban Design, Infrastructure, and Market Development, which is by in large promotion. And I passed out, at the last meeting, that matrix that you've seen, that shows sort of the status of all the...all of the actions listed in the, in the plan. The ones left to be done are the market, or the open air park, which we have a plan for. Redevelop the municipal lot, which we're making a plan for. And these next three are all related. They acquire the easement between Main and the municipal lot, develop additional parking at the municipal lot. Those three are all related. And I guess, you know, the one point for me too being that all, a lot of the tasks that have been completed were relatively low hanging fruit and now what's left is complex and is going to require a lot of coordination.

But up till now parking has been sort of been the limiting factor, and both driven and hindered redevelopment. In 2012, this was the design that was proposed for the municipal lot...and discussed at length. Oh, I'm skipping through. Okay, I'll finish the discussion on the plan first. The other remaining tasks are to improve the crosswalk at Main and Church, and to expand the Market Street design. And this shows Vineyard Street where pedestrian conditions are not so great.

Finally the underground, the utility lines. This is a big one. And the more time that I spend on the street in Wailuku, the more I feel like this is -- it, it's sort of one of the things on the side. You know, you think of it as not maybe at the forefront of the issues, but it is such a cluttering element that I think we should continue to talk about it in the forefront. And Market Development always has to -- it's going to be an ongoing activity.

So recently a series of redevelopment studies have been done to support the plan. There was an infrastructure assessment. The infrastructure assessment you should have a copy of. What it does, though, is it only says the County standard for water is 8-inch water line. And the water line in the street is or is not 8-inches. It doesn't say the conditions of the pipe, what it's made of, the failure rate, the amount of water main breaks that they've have. It doesn't have any of those components which really do -- those are the things that the Water Department looks to to say whether a line is adequate or inadequate when they're evaluating a development project. So we need a more robust assessment than what we have today.

There's a Parking Lot Master Plan that was done. The Redevelopment Area and Market Based Plan. The Parking Management Plan. And then, that all of this sort of launched the reWailuku Project which is geared to update the Wailuku Redevelopment Plan.

You folks -- I don't think Frank was totally familiar with this -- but I know all you folks are very familiar with the Market Based Plan recommendations, so I'm going to kind of skip through those.

This is what launch -- this is the design that Dave did that launched the conversation for, that started reWailuku. It's kind of saying, well, what if instead of just, you know, landing a parking structure in the municipal lot, what if we thought of the block in a comprehensive manner, and

then what forms would that take and what we would want to accomplish in doing that. That launched our open house process for reWailuku.

And Morgan did this graphic which really ended up being a game changer in terms of acceptable parking solutions. When this graphic was shown to folks to say, okay, this is what the parking structure would look like in relationship to the size of the building, we did get a lot of negative response to the size and bulk of that structure for that site. So just generally coming out of reWailuku the overall concepts were maintain the commercial core, develop cultural facilities and programs, and encourage more restaurants and entertainment in that area. Create more parking in that space, but also distribute it throughout town. Expand housing options and densities in the core of the town. To integrate directly the campus study planning for both State and County. And to renovate the parks facilities in close proximity. The great news is all of those things are moving forward right now with, with -- in conjunction with this project and with other departments.

So this is the concept plan today that we've -- Dave and I worked together to try to sort of synthesize the recommendations, we were able to come up with this concept. And in general -- I don't have a pointer. Do we have the --. Do you have the hand mic? Do I need it? So, our parking solution includes sort of a three phase approach. One which is realigning Maluhia Street and acquiring a few properties to the rear here to develop a consolidated parking area. This accomplishes several goals. One is to create interim parking during the time that new parking is developed on this site. Another is it opens up rear access to all these buildings here which currently have no rear access, and therefore can't be used for any occupancy use really above office or retail. So restaurants, bars, entertainment, any kind of uses like that aren't allowable there because there's no two points of egress for fire. This would do that. It also allows a consolidated area. We're just representing it here for now. But it also consolidated area for grease traps, trash receptacles, deliveries, all those kind of things which then opens up Market Street because we have a giant loading zone here which is not the best way to greet people driving down Market with giant delivery trucks. So the objective would be to encourage deliveries then on the back side of Market Street and all of the services; maybe employee parking to the back, and then on street can be for the customer. So that's the goal of this phase one of parking. Phase two being the larger redevelopment of the municipal lot to include a sub-service level of parking throughout the entire site; I don't know if you can see the blue dash line. And at grade level, which would be around this whole portion of the site, and upper lanai -- thanks to Carol's wording. The redevelopment of this corner for the MAPA facility and private sector redevelopment in other locations, but, likely will require additional acquisition. And then potentially later down, in a much later phase, assisting in the redevelopment of a parking facility in the third block.

So the acquisition would essentially require the, acquiring a couple of lots back here. Potentially acquiring, depending on the development agreements that could be reach, acquiring lots here, here, and here. Not this one. This one would not be need to acquired now. But at least three lots and possibly a fourth where the beer garden lot is in order to get to the redevelopment of this...block. And then the big key for us was finding the catalytic, what we felt was the catalytic tenant through MAPA in developing an arts and entertainment district. So the

concept of the space here -- and this, I guess, should be highlighted -- between the MAPA facility and another private sector facility was a public plaza that could be used as a flex space for events. Something like a -- and because you have to think underneath that would be an entire level of parking. So something like the Union Square concept.

I saw this when I was on the mainland recently too, and this is a garage that does, as you pull in, starts to go below grade. But it's very light looking from street. The upper deck is very light. The upper deck looks like this actually and can be --. And this gives you a sense of approximately the height of the upper deck. At the municipal would be, you're a level above grade with the building, but it doesn't out scale the building. So you still feel tucked in.

So we asked Morgan Gerdel from ADC to do a massing study of what this could look like on the block and this is what they were able to develop. So it does show, if you think of this as the Market Street entrance now, or from Pili Street. So here's Market here. Here, you would be coming in from Pili and you would go to the level below grade. This is the at grade access. They're showing a -- I think I sent Tanner some notes, and they're going to be revising it but they're showing a railing here which isn't necessary or you should make that as a shadow line because this plain essentially from here all the way across, in the concept, would be continuous. It might have some slope to it. It would have to for drainage, and it might have to accommodate the slope of topography a bit. But in essence it would useable as a flat space.

Mr. Starr: The entrance to the lower level from Market Street is that a ramp, a ramp down?

Ms. Wade: It's almost level. If not, it would be, you know, bitterly or decline a foot or so. But when Tanner took a look at it he felt it could easily be level mostly because of what Bill and I talked about. If you think of the beer garden lot, and you stand with your back to the retaining wall there, it's above my head height which is about the level where you would be entering here. So it wouldn't have to go that far below grade in order to get there. And we're just showing a light railing now, like we, like in the photograph from the Grand Rapid's example.

But very simple, these two, the...the other thing that's going to be adjusted in this massing study is this Main Street Promenade and the Takitani Building are not represented an accurate height so those are quite a bit higher in relationship to how they are shown now. These were just the massing from the Goggle Earth photo was used, but they can adjust it to be more accurate.

Mr. Starr: Where it's shown with that kind of screen of wall, I mean, could that, could that just have some vegetation there? Some planting?

Ms. Wade: Here?

Mr. Starr: There or...yeah, right there.

Ms. Wade: Yeah. Yeah, it could. Yeah, absolutely. Well, and, I mean, we had thought cause this is more the actual property line out here, that this would be a row of parking actually, you know, at grade parking. So, and that you would have -- and then this would be the drive aisle,

and then this, under here, would be another row of parking.

Mr. Starr: So you would go, go in?

Ms. Wade: Yeah. Yeah. So your landscape is going to be over here where these trees are being shown. It's, you know, we did, we only asked for a very crude massing study at this point. But as we move forward we can kind of get into some more detail. So this is looking at it as if you were in the stairwell of the Main Street Promenade building, looking towards Vineyard Street. And you can see here more that this is just the single. This is the at grade level. You can't see any piece of the subgrade level, and the one level elevated deck...with entrances to the at grade from Church, and another entrance that goes up to the platform from Church. So one is on one -- is on the Pili Street side of the Gregory Parks building. The other is between Gregory Parks and Takitani Building. Kind of like when you're going up to Ala Moana's second level from Piikoi Street. That's sort of the same, what the ramp would be like.

So those are the massing study concepts. That's the first time, that's the first time this been shown so if you have any questions you can --

Mr. Fujimoto: Is there a connection between the floors or you gotta go outside?

Ms. Wade: There -- what, what we're hoping, it's possible. And so all of this still has to be...explored, is that the upper level could be stand alone and independent. So that would be the only level you couldn't access. But that the ground, the one at grade and the subterranean one would have an interior connection. Because of the number of stalls, I think it's going to be required that that happens especially for the sub-grade level. So -- and that, that design was one that we showed to Morgan's firm was the Leslie Lippich 2006 design that has a very similar layout for the subterranean level. And it has an interior ramp that I think, I'm hoping, can work out similarly. But what it does do is it allows both the at grade and the subterranean to remain relatively flat and not use the drive aisles as ramps.

Mr. Starr: So, the upper level, will that, will that be ramped from the upper side?

Ms. Wade: The top deck?

Mr. Starr: Yeah.

Ms. Wade: Ramped from the upper --?

Mr. Starr: I mean, how do you get on to the top deck?

Ms. Wade: From Church Street. There would be a Church Street access between Gregory Park's Building and Tony Takitani's building right here. This, this shouldn't be a railing. So you could drive right up there. But that -- what we're showing right now is that would be the only point.

Mr. Starr: So from Church Street you turn and go in or out to the upper level?

Ms. Wade: Yeah. We're estimating we're only going to get between 75 and 80 stalls up there. So it's not going to be a ton of parking up there. But then what we'll have, what we're not showing in any of this is where stairs and elevator is going to take place. So we do have to still make considerations for the pedestrian and how they get between floors.

Mr. Starr: I mean, do we, do we need that? I mean, if it's going to be mostly open on the main level, and then have, you know, ramps going down to the lower level. Is there a way they could get handicap access without an elevator?

Ms. Wade: Definitely not from the top deck. And if we're doubling the top deck especially events space, we want to make sure that it's accessible. The one thing that we have talked about is connecting the upper deck to the MAPA facility, and then sharing elevator, stair tower with them from the top deck. But, definitely you're going to need some sub-grade, more than one sub-grade, access to the main level. Maybe three, given the number of stalls.

Mr. Starr: So is this going to be further refine, refined?

Ms. Wade: So this is the massing study for you guys to absorb and digest, basically, with some, some small refinements that they're going to make, like, taking the railing off where the driveway comes up. And if changes need to be made before we go back to Council to say here's, here's what we want to try to build with the \$7.4. We want to start developing the design and studies to build this. If you have some, any concerns that needs to be resolved about this we should do it now before we go back to Council and say we're going to try to work, to build this.

Mr. Starr: What's the count, the stall count?

Ms. Wade: It's between, and you know, we don't have stairs or anything in here, but between 350 and 385, depending on how it gets laid out.

Mr. Starr: As opposed to what do we have now?

Ms. Wade: We have 210.

Mr. Mitchell: 210.

Mr. Fujimoto: That's including parking on the top floor?

Ms. Wade: That's including parking on the top. Yes. The top is going to require the fire access lane all the way around we're expecting just like we had the municipal...with your 2012 design which limits the footprint of it.

Ms. Ball: I'm sorry, so how do you get to the top deck?

Ms. Wade: From Church Street, an access point that drives up.

Ms. Ball: . . . (inaudible) . . .

Ms. Wade: Yes, this upper deck. That's how you get up here. And on the other side of Gregory Park's building. You can get to the at grade level from Church or from Main. The way we're showing it is with that Main Street access between Robert Joslin's building, behind First Hawaiian Bank, into the lot.

Mr. Starr: Is, is there any way to increase the number of spaces by letting it come a little bit further towards Vineyard?

Ms. Wade: Actually Morgan brought that up saying, you know, maybe the deck could come all the way over and connect almost to the MAPA building, you know. And then come over the drive aisle so you would drive in on Pili and the upper deck would be over top of where you drive in. I don't see why it's not possible. What it does do is it limits the performance space on this side, you know, the performance plaza. So, I think a view from Vineyard is probably our next step to see, you know, with some scale to it to show how, how big do we really need that space to be in order to accomplish what we need.

Mr. Starr: I, I would think that it would be an easier sell if we can get it up to 425 or 450.

Ms. Wade: That is not going to happen with this little bit of space though. We might increase it by 20 stalls, but not, not by another 100 stalls.

Mr. Starr: Well, can any of the underground level be increased at the same time?

Ms. Wade: No, the underground goes all the way to Vineyard right now. The underground concept goes the full size of the site. You would have to go to another level below grade, really, to make, to make the, that much additional parking work on the site. Which is why the option was to develop the Maluhia parking instead. It's much more affordable. It's accessible. It spreads parking out throughout the block. And, it saves cost because you're, you're not going up and you're not going down. So it's actually the cheaper option to build additional parking.

Ms. McLean: How many stall would be at Maluhia?

Ms. Wade: Between 75 and 85, depending on tree placement. Did you have another question Jonathan?

Mr. Starr: So...we're -- how many are we adding, stalls are we adding by doing that?

Ms. Wade: So we're adding a 140 to 155 at this site, and then an additional 75 to 85 behind Maluhia. And potentially another 25 at the bowling if suddenly that becomes open. Right now it's sort of off limits but...we did a lot plan for 25 stalls at the bowling alley.

Mr. Fujimoto: So conceptually, I guess, the top floor can be like private, like, monthly parking or something? So that the public doesn't, you know, go up there and then look for parking and come back down.

Ms. Wade: Right. The way, and, you know, actually, I think in the next week Dave is going to work on hand rendering this and will show what parking stalls would look like on top here for some sense of scale as well. But the way that this would lay out would be parking here, a double band of parking here and parking there. So you could come in and we could route traffic to basically loop and come back out.

Mr. Fujimoto: Yeah, I would just think then if there's no parking there, you gotta go all the way around.

Ms. Wade: That's right. Yeah. That's right.

Mr. Fujimoto: You know.

Ms. Wade: I'm hoping as people get used to parking in a structure they're going to choose to park either below grade or under this because you'll be shaded all day long. You know, I think, I those are going to go first. You're not going to want to be up here baking in the sun if that's your option. But...we will see. People's behavior sometimes surprises. Did you guys have anything you wanted to add on this?

Mr. David Yamashita: Well Jonathan had...Jonathan had a question on a previous slide about one of the, the walls or...yeah, this one. This actually is open underneath, so I'm not sure. I mean, the idea behind this is, and we're not designing it, it's just studying the mass and the scale, but is to keep it as open as possible so when you look at it, it kind of just disappears as much as something like can disappear or be transparent.

Mr. Mitchell: And or with the green walls which is the simple way to break up and make it look --

Ms. Wade: Right, but the two ends...this end -- this end and this end could potentially have those green walls.

Mr. Mitchell: Anybody, any other questions? Well, great job everybody. Erin, David, Morgan, they put that -- Morgan put that together pretty quickly and it's a great, a great starting point so we can talk to people and get their input. And again, one of the emphasis on this process is going to be to try to get people involved early enough that they feel like they've seen it and are comfortable with it in the beginning of it and not at the end when they don't understand what the scale and the intent is so we, we've got a great start.

Ms. Ball: I think this is really helpful...because it does factor all those things that you said about making it visual.

Mr. Mitchell: Right.

Ms. Ball: And that's what . . . (inaudible) . . .

Mr. Mitchell: It did.

Ms. Ball: You know, so you seem to have a vision, but our vision may have been . . . (inaudible) . . . But this is great. It gives us a starting point.

Mr. Starr: So how much of the, how much kind of open plaza or, you know, park like area we'll be able to generate?

Ms. Wade: Park like area? Well, what we showed...I gotta go back to this. And this is, this is Dave's thinking too so I gotta give him credit for this is that what we've done here with the Lao Plaza is started what should become a network of connected open spaces for plaza and events. And so what we're showing here is sort of a linear terrace park coming up next to this walkway, so a really nice, pleasant walk. Because part of what you want to do is from Market Street really be able to see how to get up to this plaza. Or if you see activity up here, think, ooh, I wanna go there, but not have this obstacle course that you have to go through to get to it. So that's the purpose intended to be. This is shown right now at approximately at 110 feet of 200 feet. Not quite 200 feet, a 180 feet, if you think to this edge. With, with this driveway, it's 200 feet. So, and this is 50 by 50 for scale...when they designed it.

Mr. Starr: I mean, I -- Helen and I went on an odyssey a few days ago where we bought lunch from the Thai food truck in Kula. And then we went looking for our picnic table under a tree to eat it at. And we kind of spent an hour looking for that.

Mr. Mitchell: Is that Kulamalu?

Mr. Starr: What?

Mr. Mitchell: Was it Kulamalu? Up at the -- Everett's, Everett's project?

Mr. Starr: I missed that, but that's probably should have been our stop.

Mr. Mitchell: Where was, where was the Thai food truck?

Mr. Starr: It was up by Kula Ace Hardware.

Mr. Mitchell: By Ace. That's right. Okay, by Ace.

Mr. Starr: And, you know, I kind of got into a thought process of how few of those there are. Even like in Keopuolani Park, there was not a shaded place. There were two, but there were . . . (inaudible) . . . There's not any shaded place to eat lunch in a, you know, under a tree. I mean, I look at this and I was, like, I want more parking, I want more plaza, I want more shaded picnic tables. You know, it's like, it's probably a good compromise because, you know, the desire is to have more of everything. But I would like to fulfill some of, some of that where

people can hang out, in the, the shade.

Ms. Ball: You know, I think that's what we all want, but we have to address the greatest needs first. And that all comes to as part of the design. Like we have, you know, I think you and I have discussed these things often. You think very comprehensively, so you like to have it all in your mind initially, and it just has to develop one at a time, I think.

Mr. Starr: Yeah, we're moving fast.

Ms. Ball: Yeah, and as long as we all have that same desire, but we do have to take care of the larger needs. It's like putting the big stuff in your trunk first and then you work around it.

Ms. Wade: That's right. Yeah.

Mr. Mitchell: Any other thoughts or questions on where we're at right now in the municipal park structure? I would, I would like to thank Michele and the Department for allowing us the help with -- just the time for Erin and Dave to be involved in it or we just wouldn't get anything accomplished, so thank you very much for that support. And that's very highly.

Ms. Ball: Thank you very much.

Mr. Fujimoto: Thank you.

Ms. McLean: I have to say for the record that the credit goes to the Mayor who basically took Erin and Dave hostage, and told Will and me that this is a priority project so –

Mr. Mitchell: It's a team effort. Thank you very much.

Ms. McLean: The Mayor gets the credit for the time that they're spending on it.

Mr. Mitchell: Thank you.

Mr. Starr: We should all, we should all, in addition to thanking Will and Michele, we should also thank the Mayor.

Mr. Mitchell: Yes. Yes.

Ms. Wade: Can I . . . (inaudible) . . .

Mr. Mitchell: Yes please.

Ms. Wade: Great. So next steps for this we're gonna talk with Council Chair Mike White's office to see how he would like to entertain the next steps from us which we expect to either be a budget amendment or a resolution directing what MRA plans to do with the money. So, that's -- we're gonna meet with him next week and then get some direction and hoping to prepare the

resolution or budget amendment for August, for the late August meetings with Budget Committee.

Mr. Mitchell: And then primary emphasis is on this allocation of money is property acquisition and design. We know we can't build the structure for \$7 million. Is that correct?

Ms. Wade: Correct. Yeah, yeah. Property acquisition and design, but construction of Maluhia could occur if they authorize that.

Mr. Mitchell: Right, right. The parking. A parking...Maluhia parking, I guess, we're going to call it.

Ms. Wade: Yes, the alignment and parking. Yeah. So, we could be building parking, additional parking, in this fiscal year, with this money. I think that's important to emphasize. We can't do it at the municipal lot now because foreclose future options, but, we will get a plan this fiscal year...to do that. So, bringing consultants on the team, then, would be the next step in getting to the, to the next step. And then continued coordination, I have to say a big thank you to all of you because the money wouldn't be there if you folks hadn't continue to go talk to the Council members and the Mayor's Office and anybody who would listen about having a plan to move forward. And they won't -- there's never been this level of trust with the MRA until now.

Mr. Mitchell: Right.

Ms. Wade: Because now they're, they have an open window to see in, to see what the MRA is doing, and that's never occurred before. So I would be happy to help in any way we can. Dave and I, right now, are working on an 11 by 17 folding sheet that's basically going to summarize what we're going to do, that anybody could take away, members of the public, Council, staff members. But, your continued interaction, your continued direct interaction with all of those members of Council, especially, has been really helpful.

Mr. Mitchell: Jonathan?

Mr. Starr: You know, I think we're doing really well, and at the point where we're at, you know, it's really kind of the tipping point. Nothing is as important as a lot of graphics. Even if they're just concept studies and design studies, or you know, images from reWailuku of what people want to see, . . . (inaudible) . . . in to this. You know, I, I really think the more of this we have, and the more ability we are when we go to Council to say show us what you like and what you don't like, and pick from all of these things. And the, all beautiful images are going to, you know, really sink that hook so that we can accomplish this, so keep going.

Ms. Wade: Exactly. That's what . . . (inaudible) . . . of the reWailuku, was they were very visual.

Mr. Mitchell: Can I add to that? We need a name for this project so we all identify with it, when we're all talking about it, and we're not talking about a parking lot, or the plaza, or so I don't know what that is, but you may think about it. What is this? Is this the Wailuku Town Center

Plaza or something else?

Ms. Wade: At their, the last meeting because you guys made a strong point about that, at the last meeting, so I went and talked to Sae Design to say, you know, we're going to end up to needing to brand this entire concept. She strongly agreed, but she said the design -- you're going to want the name to be driven by the design, you know. So, if there's terracing and stuff in there, maybe it becoming The Terrace, you know. Maybe that you're gonna -- there should be some visual clues that end up informing whatever the name is. So she said, she suggested just calling it the Town Core or something like that now, The Core, that's very generic for today until we have design features that we can connect to a specific name.

Mr. Starr: I don't know if I really love the word Core.

Mr. Mitchell: I don't like the word Core. Town Center Plaza?

Mr. Starr: Yeah, yeah. Or Wailuku Town Center.

Mr. Mitchell: Wailuku Town Center? Is that, that reasonable?

Ms. Wade: Okay. Sounds good.

Mr. Mitchell: Just so we're all talking the same. When we go talk to people they know, they hear the same.

Mr. Starr: The Town Center.

Mr. Mitchell: The Town Center. Yeah. Is that good?

Ms. Wade: Yeah.

Ms. Ball: Sounds good.

Ms. Wade: Did you guys have feedback on that?

Mr. Mitchell: The Superblock.

Ms. Wade: They've voting for Superblock.

Mr. Fujimoto: I have a tiny question. I anticipate that maybe, there may be questions on when we're going to start construction on this thing. Like, right after we just paved the whole lot, we're going to take the whole thing out again. So we're looking at, what...two, three years?

Ms. Wade: 2 ½ to 3. I think 2 ½ would be the most aggressive.

Mr. Fujimoto: Probably three?

Ms. Wade: Yeah.

Mr. Mitchell: Probably three.

Mr. Fujimoto: You know, just people's minds at ease that, you know, it's not like we paved it today, and we break it down tomorrow.

Ms. Wade: Right.

Mr. Fujimoto: . . . (inaudible) . . . to resurface that lot.

Ms. Wade: It is, but any time someone brings it up, you can remind them that lawsuits, one lawsuit on that lot would cost them more than the resurfacing, and that's sort of what we're looking at, at this moment. So it's a -- it saves us potential, you know, worst situations. But I agree, yeah.

Mr. Mitchell: Probably minimum because you have to update the EA as well? Update the EIS?

Ms. Wade: For the, for the schedule, you're talking about?

Mr. Mitchell: That's right. The schedule. So there's a whole lot of pieces that would have to, before this ever came to.

Ms. Wade: The biggest one is going to be the traffic study because we're putting now traffic out at all different points than the original structure did. The traffic study and my expectation is the impacts on Main are going to be much more significant than they originally were because Church Street is a one-way right now. We have two points of ingress, egress on Church. So I'm expecting that to result in recommendations for changes to Main which are going to have to be --

Mr. Mitchell: -- DOT.

Ms. Wade: And done in --

Mr. Mitchell: -- in concert with --

Ms. Wade: -- with the development of the parking structure. Those minutes are going to be terrible. Sorry Leilani, I didn't finish a single sentence. Jonathan?

Mr. Starr: I'm hoping when we get to the point of looking at traffic we're looking at it multi-modal.

Ms. Wade: Yes. Yes. Did we bring up BRT with Mayor on Monday? There was a geyser shooting out by the window at that time. So, that was actually one of the things that Dave and I have talked about, in terms of really making Wailuku work. A bus rapid transit down Kaahumanu Ave, frankly, from the Hookele intersection into town, would solidify Wailuku on the

map. You could go any where then in town, and you can have any number of branches to take from the BRT system. And, and it would benefit Kahului. There's all kind of opportunity. We need to stay focused on the project at hand, but Mayor's got teams of people. So if we put things like this out in front of him some times, I'm hoping that that could be a conversation we could have because right it's, we can put all the bus shelters you want, and it wouldn't make any difference. Nobody's going to ride that bus system into Wailuku. It's not efficient. It's not effective for urban level transport. So if you're thinking about we want to multi-modal we need urban level transport, which would be very easy to do right now with the current levels of traffic.

Mr. Starr: Are those BRT, you know, I mean, are you talking about dedicated lane?

Ms. Wade: It is dedicated lane. I mean, you can do, you can do for right turns and for turning into, you know, different . . . (inaudible) . . . It is a dedicated lane with essentially a system so the -- generally in bus traffic transits the stops are very high end. They're extremely comfortable, nicely shaded. They have a kiosk where you can purchase passes with a credit card at the site, you know. They're extremely user friendly, and I think that's what would get people to ride the transit in Wailuku/Kahului.

Mr. Starr: Is there room to run it down Main?

Ms. Wade: There -- well we can run it down Main, not with the existing --. Although we have Main Street developers who are looking, so we could easily bring it up Main and have dedicated pull outs for bus, for the bus with stops.

Mr. Starr: But that's really not a BRT.

Ms. Wade: It is. That functions as a BRT. I mean, if you have to have a dedicated pull out, it still has the same exclusive access as if it's in a, a...shared lane, you know, what is effectively a shared lane on the rest of the road. You wouldn't need a whole lot more than one or two stops in Wailuku town. I mean, yeah, one down by the Ooka, the old Ooka, which you would dig into their parking a little bit, but those would be riders. So absolutely those customers would be riders. And you need one up by Main, Market and Main, probably right above, by Robert Joslin's. And one as you turn on to High Street.

Mr. Mitchell: Like for County people.

Ms. Wade: Yeah. And that would be it. It's like an, it would be like an express system.

Mr. Mitchell: Right.

Mr. Starr: And so it would be running in one direction on Main?

Ms. Wade: They have to loop around the campus and then go back.

Mr. Starr: And then down --

Ms. Wade: It could go down Wells. It could go down Wells so –

Mr. Mitchell: Since the word campus -- the word campus came up, did anybody see the campus master plan? Does it any way affect what we're talking about here, the County of Maui campus master plan?

Ms. Wade: We did look at it on Monday. We got to lightly flip through it. We were talking to them about it in the context of parking –

Mr. Mitchell: Yes.

Ms. Wade: -- because we were saying we really need to have a good handle on what you're providing. They are intending to provide stalls for every square foot office space they could create. So that is the objective, which would mean they wouldn't be leaning on the town system anymore.

Mr. Mitchell: Right. Okay.

Ms. Wade: So the phasing is a question to me, you know, in terms of how it's, as they develop going to impact. So as construction occurs at the post office, those 40 stalls that are there now are now back in the system. Is there an interim expansion plan? So that is something we are yet to kind of get a handle on. We're talking weekly their office.

Mr. Starr: I'd like to have a presentation on the...two versions of the campus master plan. I understand it's a work in progress, but I would like that to be presented to the MRA as soon as you can.

Ms. Wade: We'll ask the Mayor directly on Monday.

Mr. Starr: We understand –

Ms. Wade: Yeah, we've asked the team who's been working on it several times to come, but –

Mr. Starr: Can we -- can I make a motion to have that we have that? That was a formal request.

Ms. Wade: You guys made a motion already.

Mr. Mitchell: I think we did.

Ms. Wade: I provided to them in the formal minutes. I'll ask Mayor this time.

Mr. Mitchell: Thanks. Any other questions, comments, thoughts? Carol, we good? Okay, so thank you so much. That's helpful, and I guess, is that a power point?

Ms. Wade: Yup. There's more orientation stuff, but it's now like design guidelines and zoning development code. So what I'll do is I'll call Frank and see if he wants to do it my office, do all of the, go through the whole thing in my office. And then if there are other things you guys would like, I'm happy to go over it. But I think you have a good handle on it.

G. DIRECTOR'S REPORT

1. Open Application Report (Attachment B)

Mr. Mitchell: Great. Thank you. Alright, so we'll move on to final business, Director's Report. I don't think there's anything on the current agenda -- correct me if I'm wrong, Erin -- for upcoming project reviews, eminent.

Ms. Wade: There's nothing eminent. The only -- we skipped over agenda item D2 which I realized going through I wasn't fully ready to present and I sort of needed some collective memory because what I've done -- and I can --. When I actually did the page count for this, it was going to be, like, 20,000 pages to copy and give to you.

Mr. Mitchell: No thank you.

Ms. Wade: So I decided I can you give you a link to the Dropbox account where all of this is stored and you can pick and choose what you want to see. But all of these studies listed here I have. But I suspect that there were conversations in between each of these different...different...studies, of which I know parts of. But I don't know the whole stories between all of them. So for those of you that know...like the most important, I think, is the 2006 when the task force was developed to seek out development partners to build out the municipal parking lot. My understanding -- and this piecing together from minutes and people who are there -- is that one, there was no concept that could both be developed and break even or have, have, be in the black basically, and providing enough parking to accommodate what you're going to take away from these . . . (inaudible) . . . as one component. So there was no feasible process that was acceptable. And two, they couldn't -- and this is going to be a question for Michael evidently -- they couldn't find the mechanism for the County to retain ownership of the property while leasing or licensing to a for profit developer. They could find a mechanism to do it for a non-profit, but not necessarily for a for profit. So I might need to ask Corp Counsel about where, where's the legal train for that.

Mr. Starr: I remember a community meeting that was held at the, at the church. What's the name of the --

Mr. Mitchell: Good Shepherd?

Ms. Wade: Good Shepherd?

Mr. Starr: Yeah, Good Shepherd Church, and there were two, two developers who submitted proposals. And they were both pretty dense, six to eight story, proposals. And neither of them actually generated additional parking for the, for the public.

Ms. Wade: Right.

Mr. Starr: And the public was kind of cranky about it.

Ms. Wade: Yeah. Because in order for them to pay for all the parking they were going to build, they had to build that density. But then the public ended up losing out. . . (inaudible) . . .

Mr. Starr: Yeah, they were generating so much new parking needs. You know, there were two units -- three stalls per units, and then restaurants and retail. The glaring thing that's not here is the design charrette, which took --. I mean, that was really a full year, and it was funded. I funded half of it, and other people put money for it. And there were, you know, prep meetings and then there was kind of an all day thing at, at a class at MAPA where everyone broke out into, I forget how many teams and --

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

Mr. Starr: Yeah. Created sketches. And then we had another meeting to present the sketches, and, you know, send . . . (inaudible) . . . So I think that should come out for comments.

Ms. Wade: Definitely. That was after the 2006 when they realized we can't hire this out, right?

Mr. Starr: I don't -- no, that was earlier. I mean, I really think that was a couple of years earlier.

Mr. Fujimoto: I think so.

Ms. Wade: Before?

Mr. Starr: I think it was like 2003, maybe.

Ms. Wade: Okay. Oh, after the master plan report.

Mr. Starr: Yeah.

Ms. Wade: That makes sense. I see. You've given me context to understand people's level of apathy now with the, with the process.

Mr. Starr: Yeah, and the team I was on actually came to something that's not that far from what we're talking about now which is, you know, some plaza space and underground, underground parking, and you know, a little bit of deck level parking that is on top, I think they used eventually. They kind of came back to that. In fact, may be you could dig that out and show how long that context's been . . . (inaudible) . . .

Ms. Wade: Is that, you think, the property of WMSA?

Mr. Starr: No.

Ms. Wade: . . . (inaudible) . . . The results?

Mr. Starr: No.

Ms. Wade: It's not in the MRA files.

Mr. Starr: No.

Ms. Wade: Was it published as a document, the recommendations?

Mr. Starr: I don't think so.

Ms. Wade: So how would I find the recommendations?

Mr. Starr: I'm trying to remember the name of the architect -- Riecke.

Ms. Wade: Hans Riecke?

Mr. Starr: Yeah, it was Hans Riecke.

Ms. Wade: Had your design?

Mr. Starr: Yeah. Yeah.

Ms. Wade: Okay. Was that the voted, like, preferred design?

Mr. Starr: We never actually –

Mr. Fujimoto: -- decided.

Mr. Starr: Yeah.

Ms. Wade: I see.

Mr. Fujimoto: . . . (Inaudible) . . .

Mr. Starr: Yeah, they were all kind of –

Ms. Wade: Okay. Because August Percha had one and I remember his distinctly.

Mr. Starr: Yeah, but Hans Riecke was...was the group that had that and –

Ms. Wade: I have that one actually. Who sponsored that activity, that charrette? Or who organized it, actually?

Mr. Starr: Chris Hart, the County.

Mr. Fujimoto: Wasn't it MRA?

Ms. Ball: I thought it was the MRA.

Mr. Starr: Yeah.

Ms. Wade: Really?

Mr. Starr: Yeah, I think the MRA was part. I gave it, I gave a considerable grant. I did a lot of out of pocket. That was actually a point of contention because I ended up writing it to Main Street. And then they took a cut of it . . . (inaudible) . . .

Ms. Wade: There's a treasure throve in those files somewhere. Okay, that, that is a big key point, and you know, a lot of people were involved with that process. And that was the point at which -- the other point besides reWailuku, I think, everybody got really engaged to making something work, so I wanted to be sure that we honor that appropriately.

Mr. Mitchell: Okay, anything else? Director's Report, nothing to report. A little meeting fatigue this week as you can tell I'm ready to go. Next meeting is August 28th.

Mr. Starr: I still have one other.

Mr. Mitchell: Yes?

Mr. Starr: The, on old business, the zoning relating to the off street parking requirements, has that been signed by the Mayor?

Ms. Wade: It has not. It's still being packaged right now, but it's -- I'll track down the time frame for that. I can e-mail you the time frame . . . (inaudible) . . .

Mr. Starr: Okay. If there's any need for us to help move it forward let us know.

Ms. Wade: Okay.

Mr. Starr: I don't think it's controversial or anything. We should have that implemented.

H. NEXT MEETING DATE: August 28, 2015

I. ADJOURNMENT

Mr. Mitchell: Anything else? Close to adjourn. What time is it? Two-something, 2:27 p.m. Is there a motion?

Mr. Fujimoto: So move.

Ms. Ball: Second.

Mr. Mitchell: All in favor? Aye. Thank you all very much.

There being no further business brought forward to the Agency, the meeting was adjourned at approximately 2:27 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE

Members Present:

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

Excused:

Frank De Rego, Jr.

Others:

Michele McLean, Deputy Planning Director
Erin Wade, Small Town Planner
David Yamashita, Staff Planner
Michael Hopper, Deputy Corporation Counsel