

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
JULY 15, 2011**

APPROVED 09-16-2011

A. CALL TO ORDER

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Ms. Alexa Betts Basinger, Chair, at approximately 1:00 p.m. Friday, July 15, 2011, in the Planning Conference Room, First Floor, Kalana Pakui Building, 250 South High Street, Island of Maui.

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

Ms. Alexa Betts Basinger: Welcome members and fellow citizens. I'd like to start by saying it's a pleasure to have colleagues who understand the value of civic participation. As someone once said those who can, do; those who can do more, volunteer. So thank you all for being here. We have important work to complete today. Our agenda starts out with an extremely interesting presentation by Andrew Miller of Downtown Parking and Planning Associates regarding the Wailuku Town Parking Study and Parking Management Plan Analysis that the County and the MRA commissioned. It's exciting today that we'll be utilizing 21st century real time remote meeting technology as Mr. Miller sits in Kalamazoo, right? Kalamazoo, Michigan, meeting us in real time, right here in Maui. I love it. So members let's get started. And I've called the meeting to order. The next agenda item is the approval of the minutes of May 19th. Did everyone receive this via e-mail and have a chance to review? So Chair is looking for an approval of the minutes.

B. APPROVAL OF THE MINUTES MAY 19, 2011 MEETING (via e-mail)

Mr. Warren Suzuki: Move to accept.

Mr. William Mitchell: Second.

Ms. Betts Basinger: Thank you. The minutes of May 19th, 2011 have been approved.

It was moved by Mr. Warren Suzuki, seconded by Mr. William Mitchell, then without any objections, the May 19, 2011 MRA meeting minutes were approved as written.

C. PUBLIC TESTIMONY

Ms. Betts Basinger: Public testimony. Members, with your indulgence – without objections members I would like to change the order, one order on the agenda today, and that is public testimony. I would like to move it till after we receive our presentation which is the first item on the agenda. Without objection members?

Ms. Katharine Popenuk: No objections.

Ms. Betts Basinger: Thank you very much. So what we will start with now is item number D-1, review and discuss the Wailuku Town Parking Study and Parking Management Plan Analysis document completed by Andrew Miller of Downtown Parking and Planning. Morgan Gerdel, AIA,

Parking Structure coordinator will be hosting this presentation. Morgan?

D. MAUI REDEVELOPMENT AGENCY BUSINESS

- 1. Review and Discuss the Wailuku Town Parking Study and Parking Management Plan Analysis document completed by Andrew Miller, AICP of Downtown Parking and Planning (Morgan Gerdel, AIA Parking Structure Coordinator)**

Mr. Morgan Gerdel: Alright. My name is Morgan Gerdel. I'm with Nishikawa Architects and I'm just going to introduce Andy Miller who's going to be talking – giving an overview of the findings and recommendations of his parking management plan analysis.

Mr. Andrew Miller: Okay, hopefully everybody can hear me.

Ms. Betts Basinger: Excellent.

Mr. Miler: Great. Well, I'm going to jump right into it. I am going to say that I have a lot of information and lot of slides, a lot of which are detail slides. I'm going to try to kind of get through a lot of the detail quickly and really try to zero in on some of the major points. And I did put some pause slides in so as I discuss each of the major sections I'll stop and I'll field a few questions and answers and then we'll move on.

So having said that just a quick background purpose of the study. We have five main bullet points that are the focus of the study. To confirm existing parking supply, demand and utilization. To determine existing conditions and parking adequacy. To take a specific look at the WRA Zoning Development Code. Also work with the existing design team on the municipal parking structure to add a little bit of comment on what my recommendations are in terms of what I seen on the ground, in terms how the parking structure may operate once it is built. And then finally look at options and recommendations for creating more of a parking management plan, possibly even a parking management district for Wailuku Redevelopment.

Just a quick little background on me. I am AICP certified planner. The only reason I say that is because I take a planning approach when I look at parking studies as opposed to kind of an engineered approach. And I also, you don't go to college to get a degree in parking consulting. I learned parking consulting basically by managing a number of different ultimately successful downtown management districts. But the reason that we were able to run successful management districts is I believe is because we figured out how to deal with parking so we'll talk a little about that later. But I just wanted to emphasize that I'm a downtown guy first and foremost, an urban planner who happens to have a lot of experience with downtown parking.

So as far as the methodology, the first thing we want to do when we get into town is we confirm parking inventory. We want to map everything that's out there in terms of public parking domain. Also, very important as part of our analysis is looking at existing land uses to try to generate estimates on what parking demand is based up on what's actually happening on the ground. And then finally when we compute our parking demand estimates I rely on Urban Land Institute, or ULI, numbers. Basically the Urban Land Institute is a national, international, educational organization

that's focused primarily on smart growth, smart urban growth. It's comprised mostly of real estate developers, urban planners and development professionals. Basically, again, trying to put to forth the most sound logical smart growth with the emphasis on urban and mixed use development.

So the focused area that we look at is the core WRA area. Obviously, there's some area north of this area that's technically within the redevelopment area. But this core area is where we focused on because frankly it's where the parking issues are happening right now as we know it. And just as an effort to try to break it into smaller pieces first, we came up with these five sub-areas and as you'll see we did our detailed analysis based upon these sub-areas and then we take that information and pump it back together again and yet to come up with aggregate numbers on what is actually happening out there. And I just kind of happened upon these boundaries because I just felt these areas kind of represent somewhat contiguous type land uses. They are within walking distances of themselves and they kind of have their own unique characteristics. One thing I would add is that – I'll go back a slide here – obviously the government buildings, the County and State government buildings, are technically not in the WRA area, but we certainly included that in what we called the government center sub-area.

So again I'm going kind of try to go through these slides really quickly because I don't want to get too bogged down in the details, but I wanted to show that we did, in fact, look at the details. And on each one of these sub-areas we identified public parking as well as off-street parking to come up with a total parking supply. So we have 497 spaces in the central market area, 630 at west Main, et cetera, et cetera. I'm going go through these slides and just go to the summary slides. So as you can see, the total existing parking supply is 2,743 spaces and this includes almost all the parking that I could physically eye ball when I was there during my three plus weeks of observation. The only thing that really does not include would be really small individual, one or two space, residential parking lots and anything less than about 10 spaces or anything that looks strictly private I did not include in the inventory.

Now when you look at the total number of spaces, you break it down as follows. And as you can see you have about 8.7% of your total parking supply is comprised of on-street parking. And we'll talk a little about that later, but that's a very low percentage. In any downtown environment, on-street parking is by far the most valuable, most convenient, parking. And unfortunately because of Wailuku town's narrow streets and built out environment you don't have a heck of a lot of on-street parking. But anyway that's the break down as we documented it. And again we mapped all this out so that in the future you'll have all this information documented for future policy making decisions. So, any questions about parking supply?

Ms. Betts Basinger: Members, we asked him to pause after certain segments to open it up for questions from the members. Warren?

Mr. Suzuki: Hi. Warren Suzuki. Andy, you know, I realized that when you look at the percentage in terms of on-street parking, I realized that the percentage, you know, maybe on the lower side as you indicated you would normally like to see, you know, within a business commercial area. But I think what you need to kind of understand is if you look at Wailuku, if you look at the central market area you have quite a bit of, you know, on-street parking. But if you look in the surrounding area where granted you may see some business commercial uses, but back when they were primarily residential with the narrow street and that's the reason why you don't see on-street

parking. So I think you may have, in the case of the MRA area, you may need to look more closely in terms of the sub-areas, and understand that certain sub-areas may have high on-street parking because of the type of use that historically were there. And certain areas you may not see as much on-street parking because historically they were not your business commercial, but may have been back when, when it first evolved for residential uses.

Mr. Miller: Right, and the key point there that I want to make that, as I said, on-street parking is the most valuable parking, so you need to basically protect it and manage it well so that you would guarantee turn over and you have parking available for customers. And yes, there is additional on-street parking that I didn't document in the study. Up on the hill there's – I can't even think of the names right now – but there's a number of residential streets where frankly a lot of the employees are parking outside of the redevelopment area.

Ms. Erin Wade: You're talking about Main and Vineyard, Andy?

Mr. Miller: Yes, and even to the, what would be the south of the County campus, some of those smaller residential streets there's a fair amount of parking.

Ms. Wade: Right, around Wailuku Elementary?

Mr. Miller: Yeah, and up the hill on Main Street itself.

Ms. Betts Basinger: Thank you Andy. Chair recognizes Mark Walker.

Mr. Mark Walker: Yeah, hi Andy, Mark Walker. You had mentioned the on-street parking percentage was low in your perspective. What do you typically look at? What would be the proper number in your mind, percentage wise?

Mr. Walker: Well, I guess there really is no proper number. Just that normally if you could get more like 20% or 25% of your supply on-street I think it's more typical of a typical grid type city. But again you just have your physical limitations there. The other thing that I mentioned in the report briefly – while you do have angled parking on Market Street itself, I don't think you have any other opportunities for angled parking because, of again, the narrow, the narrowness of the street that you're dealing with. So it's a reality you're dealing with. I don't think you can change it much. It's something that I certainly noticed it. That's a low percentage when it comes to typical downtown parking situations.

Mr. Walker: Thank you.

Ms. Betts Basinger: Thank you Andy. Members, any other questions? Okay, we'll move on. Andy, thank you.

Mr. Miller: Okay, so now we want to talk about occupancy. So we first document what's out there in terms of supply and then the next logical step is saying, of the existing supply, how is it getting utilized? And obviously the municipal lot is one of the primary lots that we looked at. And again without beating –. I don't think anything is going to be too much of a surprise here in terms of what this statistical number . . . (inaudible) . . . shows but the reality is –. I want to mention another thing.

We looked at a total of three weeks of data collections. And I specifically wanted to look at the furlough days to see what the impact of both County and State furlough days might be on a typical situation. But I was also careful to do data collection on three different weekdays. There was a Monday, a Wednesday and a Thursday, and well as three separate Fridays that we documented field activities. So the whole point of that is we want to try to get as much as of a statistically valid view of what's really going on out there on any given weekday. And what that information shows or tells us is that for all intentional purposes as these charts indicate basically all the darker areas are operating at 100% capacity, and the shaded areas are operating at 90% or greater percentage capacity. What the data is showing us is that for all intentional purposes the municipal lot fills to capacity on a daily basis on a typical work day. Now obviously on the furlough days there's a very significant drop in activity. And I think it's still important that we documented this drop of activity because we certainly documented that indeed while we didn't try to split hairs and determine how many State versus how many County employees are parking in the municipal lot. It's pretty safe to understand from the results of the furlough days that the combined effects of furlough days has a dramatic impact of reducing the amount of demand on those lots.

And again, so, any time that any parking facility operates at 90% or greater capacity, we, the parking industry determines that it is effectively full because that 10% cushion of the few remaining spaces that might remain are needed to just accommodate for people who are coming and going, and to kind of create a little bit of an overlap effect. So any time any facility operates consistently at 90% or greater capacity, it is full. And these structures help to document. I think the main point I want to show here is that of the 12-hour spaces on every weekday that we've been there, they were filled at 100% capacity at 7:30 in the morning and they remained flat lined full all day long until about 3:00, 3:30, 4:00 in the afternoon. And again that was consistent on every weekday, non-furlough day that we inventoried that lot. So, basically those 12-hour spaces peaked out at 7:30 a.m., and they remained parked all day long effectively on any given weekday until late in the afternoon.

We obviously saw the effect of the furlough days. There is a nominal difference between the County only furlough –. I'm sorry, there was one Judiciary only furlough day versus the County and Judiciary furlough day. And I understand now that furlough days are not or they're abolishing the policy of furlough days, and really what that means is that you're back to pretty much a 100% parking situation on every day of the week is what it's going to result.

The two-hour spots we saw a little bit of a difference there between the typical day versus the furlough day. But those two-hour spaces don't start filling up until about 9:30 in the morning and that's good. It means that employees are respecting the most part of those two-hour spaces. But we also happened to noticed that on the non-furlough days. I'm sorry, on the furlough days, those two-hour spots on the west side of the lot are not as well utilized as during non-furlough days. I'm trying to graphically demonstrate this. So you can see the main area, the 100% occupancy, there's no parking available pretty much during the course of any given business day from 7:30 in the morning till about 3:30 or 4:00 in the afternoon.

Now, as you can see it's 89% average peak occupancy in the west side two-hour spots, and 80% occupancy average on the east side. But just to put that into perspective, that means at 89% capacity, that means that there's 3.85 parking spaces available on average during the peak period on this side of the parking lot. Likewise there's an average of 7.4 spaces – I'm sorry – an average

of 7.4 spaces available during the typical peak day time period between 9:30 in the morning to 2:30 in afternoon. And again, that dropped dramatically during the furlough days where we showed significant availability during those furlough days. So I'm pausing here again. I know I'm going very fast, but is there any questions regarding the occupancy and utilization data?

Ms. Betts Basinger: Members, this is a pause on this section. Any questions? Seeing none, thanks Andy. We'll move on.

Mr. Miller: Okay. Now we go into land use, and this is a real important aspect of the study that I do. So we took each one of those sub-areas, broke them down, and used assessor's information from the County of Maui assessor's office to come up with detailed land use information on a parcel by parcel basis for each one of those sub-areas. So the total land use for the whole study area that we looked at, as you can see, you have 69% of the land uses right now downtown are office, 10% are bank and medical office type use, 18% of the land use is retail, and 3% is restaurants. That's for the whole area as a whole. Then we broke down again into sub-areas and you can see the central market. Actually this area it shows the greatest land mix of all the sub-areas that we looked at with almost an even split between office and retail use. Central market has by far the most amount of restaurants in any of the other sub-areas. And it also has actually 5% banking and medical type office.

And again, I'm going to kind of run through these really quick. You see west Main has a little bit more of a mix, but primarily office and Maui Medical so you're looking at about – you're still looking at 90% more or less of day time office use in the west Main area. Government center, you're looking at 97% and restaurant and retail is almost non-existent in that sector of the downtown. Now I'm just going to kind of run through these really quick. East Main – Well me just go back one second. South Main is interesting because they do kind of have a characteristic. South Main has – it appears that it has more development in the past couple of years especially developed under the WRA Code. But it has a little more of an office characteristic, whereas the east Main area has a little bit more of a land mix. But as you can see there's a lot less parking lot in the east Main area, and there's a lot more kind of intact neighborhood, residential and there's a fair number of like professional office studio kind or home and office type properties in the east Main area. We'll talk a little bit more about east Main but I don't think there's a real parking problem with east Main right now other than maybe some of the Vineyard Street business owners there who wish to have some more parking. I'm sorry if I digress a little bit, but anyway, we're going to summarize the land use findings. So west Main area has 92% office, government center has 97% office, south Main 71% office. And the reason I'm trying to drill this point home is that we're going to talk soon about share demand modeling. But the fact that the redevelopment area right that there's so much concentration of day time office use in Wailuku town it means that you really don't have the benefit of shared demand modeling. And I'll talk a little bit more about that as I go along. Again just to recap, central Market area has the greatest mix of land uses. And overall, we have a very low amount of restaurant with only 3%, and a relatively weak retail environment of about 18% of land use. Any questions about the land use findings?

Ms. Betts Basinger: Members? Move on ahead Andy. Thank you.

Mr. Miller: Okay, so we take that land use information and here's where we kind of reassemble it all together again. So in one of the things I want to try and emphasize in downtowns and what

make downtowns mixed urban development different from suburban development is this concept of shared parking, the concept of captive market reductions and other modal reductions. So as you're going to see in a minute, all of my parking demand estimates factor in this concept of shared demand parking. And basically shared demand parking recognizes that different land uses have peak parking accumulations at different periods of the day so that they can effectively share the same parking facilities. And I'm going to show that graphically and illustratively in just a minute. But on top of that, downtowns also benefit from what's called market synergy or passive market reductions. This is the concept that people don't park three different times to go to three different designations while they're downtown. They park once to work, and while that car is parked they may walk to buy something in a shop, or they may walk at lunch time to a restaurant to have lunch, but they're not driving at all to these destinations. So there's this reduction factor that happens in any downtown mixed use development.

And then also modal splits. These modal splits depend on the availability of public transit, how pedestrian friendly and bicycle friendly downtown might be, how close people are able to live and work and other transient demand management incentives. But basically these modal splits again tend to reduce the amount of parking that's required in a urbanized downtown mixed use area as opposed to suburban development. So in using my parking demand estimates, I use Urban Land Institute parking ratios. And these ratios were just updated in 2010 so they are the latest widely accepted professional ratios to use in estimating parking demands. Here again, this is a table that shows – this is right out of the book this year – parking demand document where it demonstrates that in an office the peak period, the peak time, of parking for offices is from 10 o'clock in the morning to roughly two or three in the afternoon when the demand starts to decrease. Conversely a restaurant shows parking demand peaks at the time when office demand is declining. Likewise, cinemas, if you have cinemas downtown, this is a wonderful relationship because the cinema can virtually share the exact same parking facility that an office would use during the day time because they have completely different peak periods of when those cars park. Also, hotel is another good example. Hotels can often be established in downtown areas without the need to create additional parking because they rely on parking capacity that's already there for the day time office users that's not being used overnight.

So in estimating my shared demand modeling, we use the most recent published data by the Urban Land Institute. I developed my shared demand modeling based upon those estimates of peak periods. It assumes full occupancy of all existing land uses. And it is using land use classifications based upon the Maui County assessor's office parcel information. Now, there are some limitations on this in that because the information I got was based upon gross square footage area, it may tend to over estimate parking to a certain degree. It does also rely on the information from the assessor's office, and one area that I experienced was you have one property that's basically marina and boat storage but it's listed on the assessor's office as retail. So I just wanted to say that this is not exact science, and you know, I just wanted to make those limitations that there may be a plus or minus degree of error here, but I'm confident the numbers that we're ultimately going to be talking about.

And then finally, my share demand modeling only assumes the share demand reductions but it does not attempt to factor the parking demand down based upon the captive market reductions or most of it. So, here's an example of the shared demand model for Wailuku, or government center. As you can see, there's really no other land uses that balances out this parking demand. It's only

this graph of the office demand. So the total demand for this area really coincides exactly with office demand. With the central market area, as a contrast to that, you can see there are a number of other land uses here. So you can see office peaks out earlier in the day, retail is a little bit slower to peak out in this graph, and then restaurant, as you can see, kind of follows suite and really doesn't peak until later in the evening.

So again, I'm going to kind of rush through these numbers real quick to go to the summary chart. And this is the results of the shared demand modeling. So this first column here shows what the parking demand is if you were to just lump everything together based upon the zoning code requirements. This next number represents the reduction factor that results from using the shared demand modeling. The thing I want to point out here is, for example, if you recall, because the central market area had the greater amount of – had the greatest amount of mixed uses, it also resulted in a greater reduction factor of 11.4% once you run it through the shared demand model. Conversely, because government center is 97% office, there's basically no reduction factor that results from doing a shared demand model for the government center area. And then finally you look at the total – when you look at it on the aggregate numbers, we see a total reduction of 157 parking spaces. And while that may not seem like a large number, as you get into this municipal parking garage, you know the cost of parking. And at the cost of structured parking, 157 parking spaces is a lot of money that you can – that basically –. That's a big number when you look at the cost of structured parking and what that reduction factor really means in terms of what the real parking demand is in Wailuku town.

So taking all of these numbers, comparing them against the existing supply, based upon the Urban Land Institute shared demand modeling, this is what we come up with in terms of parking deficits or surplus. So as you can see, the central market area had a deficit of . . . (inaudible) . . . spaces based upon the modeling. It's pretty much a nominal deficit of three spaces for west Main. A more significant number of 262 parking spaces in the red for government center area. And then you have these others, 74 and 52. Now because of some of the limitations I mentioned earlier, I'm not too concerned with west Main, or the south Main, or the east Main areas because these numbers are fairly nominal. But I think these are more significant numbers in terms of the central market area and the government center. So the next step is –. So this is looking at the parking demand on a sub-area basis. So the next step we did was looking at the, really, the five major land uses downtown, singled them out as individual land uses and see what the numbers come up. And again, this is based upon Urban Land Institute shared demand modeling, but as you can see, if you were to look at the Maui County campus alone, as a stand alone entity, it's showing a deficit of 134 parking spaces. The State of Hawaii is showing a deficit of 121.

Now obviously, I don't think it's any big secret that between the State and the County, that a lot of vying for a very few precious number of parking spaces. So in addition to doing the ULI demand estimate, I took it one step further to try to look at what the parking demand is based upon actual employment numbers that I got for both the County and the State. So up here again you see the Urban Land Institute number based upon building square footage shows a deficit of 134 spaces. When you take that and factor it into the number employees, based upon the 2009 Wailuku campus study that was done, the employee numbers that I got were directly from that recent study, and those numbers show there's 416 employees in the County campus buildings themselves, and a total of 610 employees in the entire Wailuku Redevelopment Area, or Wailuku town. So we applied drive ratio factors based upon those employment numbers against the PUMA survey at 84.3%.

That number came from the survey that PUMA did asking people how they drove downtown. 84.3% of those survey responded said they drove a single vehicle to downtown to Wailuku town. The 2000 census information indicated at 75.7% of employees drove single vehicle, single occupancy vehicles to downtown. So I took those ratios, applied them to both the campus itself at 416 as well as Wailuku town in general at 610. And as you can see, the deficit numbers are not looking good for the County in that, realistically, you're looking at a deficit of any where from 105 to 134 spaces for just the campus only, for the County buildings. But when you look at the town, the entire Wailuku town, you're looking at a parking deficit of about 252 to 304 parking spaces.

I did the same analysis for the State buildings, and again 121 was the ULI ratios. Now based upon employment numbers, it's a lower deficit, but I would caution you against reading too much on this lower number because what's unique about the County – or I'm sorry – about the State is that it's primarily judiciary. And the judiciary while they may not have a lot of State employees in those buildings, they have a huge significant numbers of visitors, and lawyers, and jurors, and people that –. It's a higher demand ratio than what your typical office would be. But unfortunately neither the Urban Land Institute or the Institute of Transportation Engineers has parking ratios to my knowledge specifically for court houses. So, I mean, we can over analysis these kind of things, but I can tell you that based upon my experience, court houses generate a lot parking demand over and above a typical office. I'm going to pause right now, again, for any questions on the parking demand modeling estimates.

Ms. Betts Basinger: Members? Any questions about the demand part of the study? Take a drink of water Andy.

Mr. Miller: I just did.

Ms. Betts Basinger: Okay, go ahead.

Mr. Miller: Okay. We're getting close. . . (inaudible). . . now. So now here's one, and this is really one of, I think, one of those important aspects of my analysis and really what's going there, and any changes that hopefully you folks are going to consider moving forward. But we took a real good look at this, Redevelopment Area Zoning and Development Code. Basically the stated purpose of the code is a very good one. The purpose is to create a mixed use commercial area, strengthen the core of Wailuku. It mentions that you want a full range of retail of service. Basically, you want to create a 24/7 lively downtown that has places where you can dine, work, et cetera, et cetera. So they're . . . (inaudible). . . goals, they valid goals, but in reality, when you take the code and you apply it to development, the reality is is that it's a financial barrier to new development and redevelopment. That by requiring parking the way you do, even though the redevelopment area has less of a parking requirement than the County does in general, it still requires all new development or redevelopment to create parking on an individual land use basis. And that overstates the amount of parking that's required. It uses these parking ratios. They're based upon suburban standards, stand alone uses, and parking ratios are highly subjective. It promotes an inefficient use of urban land ratios. I'm going to show some slides or examples of that. It doesn't recognize the concept of shared parking, captive market reductions, or remote reductions. And then a separate issue what I think is the big one is this proposed fee in lieu coordinates that's drafted, but has not been adopted yet. Basically it requires developers to pay into the County a dollar amount on a per parking space basis. But basically, it's my opinion that that fee in lieu

system resulted in an impact fee and is preventing development from happening in the redevelopment area. And these are just some photo examples. You know, as an urban planner and the real downtown guy, I have to say that I cringe when I see these, I call them building with moats of parking around them. You know, in an urban downtown, one of the things you that you really want to strive for is density, not this kind of suburban development. And I'm not going to dwell too much on this, but, again, you see you have kind of buildings and parking lots, and another building and parking lots surround them. Whereas, the intent of the redevelopment code is to create more of a density. Kind of like you see here, between Market and Vineyard. This is probably one of the most, if not, the most intact lots in the redevelopment area right now. And again, the density along Market Street, this is what you want to achieve. This is what you want, I think, is what you want Wailuku town to look like as opposed to kind of like a mini-suburban area.

And then finally, in an attempt to drive the point home and to try to make economic sense of what all this means is this property on the left it's a bank building that was developed in 2004, and as you can see, the statistics are all here. But you can see that this is primarily, under the code, as it exists, you have a building taken up a fairly small footprint. More land area devoted to parking. And what that ultimately means in terms of taxable value is this property, with a small footprint and not going vertical has a taxable value of \$106.20 per square foot. Whereas this building that sits on the same square footage more or less of land area but has more building development on it is generating taxable value of \$365 per square foot. So as we talk about public investment and investing in parking infrastructure, it's important for the powers to be to realize that the ultimate payback is in higher density which means higher property values and higher tax values that are ultimately getting paid back into the general fund. And any questions about the code now? We're getting real close to summing up now.

Ms. Betts Basinger: Members, comments? Questions? No Andy, keep going.

Mr. Miller: Okay. So parking 101. I'm just going to recap in terms of what most cities in the U.S. have done to try get their arms around the parking situation. And since the early 80's I'd say –.

Ms. Wade: Andy, are you there? Andy? Hello Andy, are you there?

Mr. Miller: Can you hear me now?

Ms. Wade: Yeah. Okay, great, you're back.

Mr. Miller: Can you hear me now?

Ms. Wade: Yeah. You can start –. We lost you right at the beginning of this slide.

Mr. Miller: Right. Basically, real quickly, in the 70's most of cities in the U.S. basically are created what are called parking exempted districts. Basically it waives all parking requirements for private development. And the reason they did this was to prevent the suburban style development to create a better planned approach. But basically by adopting a parking exempted district that means that the city or the municipality then accepts responsibility to provide parking as a public infrastructure. But it also results in a better planned approach to parking and it results in a much more efficient parking system that doesn't wind up with a bunch of postage stamped parking lot

supporting every individual land use.

In addition to users fees, most downtown parking operations in the country right now relies significantly on enforcement revenues. And that's an issue that really, we need to talk more about, flush out a little bit, but it's maybe an issue that you don't have the opportunity because of the situation at the State level and the fact that all parking fines go to the State of Hawaii. But, I have an idea one way we might work around that and we'll talk about that in a minute. But in addition, in addition to charging user fees, in addition to relying on parking fines to help support the parking systems, many cities have relied more and more on using tax increment financing to finance the debt on capital projects. In my direct experience in Kalamazoo, the system that I managed in Kalamazoo, almost our entire TIF – 80% of our entire TIF budget went to pay debt service or parking structure debt. And then the money that we charged with fees and meter revenues et cetera helped to balance out to pay the rest of the parking lot cost. It's very important to stress that.

In addition, special assessments have been used and I'm familiar with the number of different special assessments. But they can be tricky. They can be hard to detest. And they're not easy to use as much as TIF financing, but there are examples out there in special assessment districts. And then finally I just wanted to stress that really the most successful parking lot operations in my view are the ones that truly integrate public/private partnerships specifically downtown management plans that basically are run by the downtown economic development or downtown management non-profits as opposed to being municipally run. So the tough issues that really are – the tough issues to address in Wailuku and Maui are the State and County enforcement codes. I think the high fine rates – now the County does some authority here in that they establish the \$60 fine for overtime parking in the County lot, which I think is really prohibitively expensive. So they can't really, you know, the County does not have the ability to change the State codes, but it does have the ability to change its own code. I do believe strongly that the redevelopment zoning and development code should change. You should consider either eliminating parking requirements all together or at the very least, eliminating parking requirements for the most desired land uses that you want to see downtown, specifically restaurants, café's, hotels, et cetera. One way or another you got to figure out who is going to be in charge of this thing because no parking system can manage itself. I don't see this as being a full-time job for somebody to do only parking management. But I do see parking management falling in under some entity that's going to take a more lead role in managing your downtown, and then the parking system just be – the parking management plan just be the component of an overall downtown management plan.

The municipal parking structure, I understand, is moving forward. It's going to cost a lot of money. I'm going to do my best part to interface with the design team to make sure that you get the best garage that functions the way you need it to function for your downtown. Especially one that serves the needs of the Market Street businesses in addition to creating the additional capacity that you need to support employee parking.

And then finally we recommend strongly that we think that the County can move very quickly instituting paid parking in the off-street lots. We've also did some preliminary numbers of what revenue might be generated if they considered putting meters on street. But there's a lot more logistics going on. Frankly, there's a lot more politics going on. We were talking putting meters on street. And while that may give you a longer term plan, I don't know if I would recommend doing that immediately without a little bit more study in terms of the on-street in Wailuku town. And I think

even beyond Wailuku, the County has a number of lots in Lahaina, and Makawao and Paia I believe. You know, I think the County, if they started instituting paid parking in all of the County owned lots, started putting that money into a parking enterprise fund, I think you'd be surprised at how much revenue could be generated that would then in turn in the long run go to support operations, maintenance, and hopefully even help to pay debt service down the road. But the point being that any revenues generated from parking should not go into the general fund. They need to go into a parking enterprise fund.

And so we did some real brief assumptions just based upon pretty much existing conditions. Right now the existing meter rate at the County meters is 50 cents an hour. We, in developing our estimates, we're estimating 20 days, 20 business days per month, and we're estimating a very low permit rate of \$35 a space. And when say permit rate, what I'm suggesting is that instead of 12-hour spaces that are free, you convert them, the municipal lot into a combination of two-hour paid and permit paid parking. So we look at those relatively low numbers, apply it to the existing County lots, you'll see that, based upon off-street lots alone, you can be looking at an annual income of about \$166,000 and that's a conservative number. If you were to add on-street meters at 239 parking spaces, again, based upon 50 cents an hour, you're looking at annual revenues for meters alone, well over \$200,000. Or ultimately, and we're talking Wailuku town alone, if you were to consider implementing paid parking throughout the redevelopment area, you could be talking about meter revenues in the neighborhood of \$400,000 a year conservatively.

Now if you were to apply that to the other County lots, I haven't done the analysis on it. I don't know how many parking spaces you have in the other lots but if you were to include Lahaina and some of the other areas, I think the County could easily make a million dollars a year gross, easily, in parking fees. That would then ultimately be used to pay for parking system improvements. So as we wrap it up, you know, I've identified over the years 11 elements of key elements of any successful downtown parking operation. Number one being a vertically integrated parking management model. It's important to link on-street and off-street parking as a unified system. A lot of cities don't do that, but it's very important that you do. Professional staffing of parking leadership. Strong stakeholder board or committee oversight. Obviously budgeting and financial reporting. That assumes you're actually making revenues which you're not doing right now. But parking enforcement is also very important. It has to actively consistent but not draconian or over bearing, . . . (inaudible) . . . procedures, investment and newer revenue control technologies. I think this is important too – bench marking proactive planning. And with all the information that you're going to wind up after the studies all said and done, you have a lot of information in your hands now to start doing your bench mark planning. I always put an emphasis on customer service. It's something too many municipal operations don't focus on. But again the ones that are downtown manages, downtown manage tend to focus a lot more on customer service. And then finally branding marketing, public relations and communications. Again, this is an area where municipal governments don't always do so well. Whereas if the downtown parking is managed by a downtown non-profit, they usually tend to be a lot better in terms of networking PR, marketing branding special events and those kind of things. Again, just to re-emphasize the strong public, private partnership.

So where does that leave us right now? I basically, the way I looked at it, you have three options. And when I say you I mean the redevelopment authority, the County itself, the County government. Basically, one option is to do nothing, to accept the status quo and basically cross your fingers and

hope for the best. The other option as I see it is to create a public parking authority under the MRA. This would be pretty much a quasi-public or a governmental entity. They could use general obligations or revenue bonds to pay for parking structure on capital improvements. I would recommend strongly – I think you're moving in that direction – that you establish a TIF district. Use TIF to help parking system debt, and then ultimately establish user fees to help pay operating and maintenance costs.

And then, I think the third option, and frankly it's the preferred option, and I hope that it's the direction that you might consider going is to create more of a private sector for public private partnership. Create some sort of non-profit. I understand that a community development corporation may not be feasible, but what I envision is something like a community development corporation or a business improvement district, or downtown improvement district, or whatever cogitation that takes under Hawaii State enabling law. Some sort of more of a private sector body and organization that would again it would use TIF money, and we use user fees. They could even use parking special assessments because I think a special assessment district is more sellable to the private sector owners if they know that they have a voice and a representation on the board that's created to manage this overall program. Again, I want to emphasize the parking management plan. It can't be a stand alone thing. It needs to be a part of, more of, aggressive downtown management plan. And finally, you know, the best success you're going to have to really pull in your downtown stakeholders, your private sector people. They need to be well represented on whatever board or committee that is ultimately created.

And then I have some examples. I can either stop now or I can talk a little about what we did in Pensacola Florida. Basically we had a downtown there that – the parking situation when I first got there it was pretty much – there was no management at all. And we did wind up establishing a management plan that's working pretty well to this day so I'll leave it up to the board in terms of how you want me to proceed.

Ms. Betts Basinger: Members, any questions?

Mr. Walker: I'd like to hear about Pensacola if it's okay.

Ms. Betts Basinger: Yeah. Why don't you finish up on that Andy?

Mr. Miller: Okay. So I actually started working in Pensacola, I think, it was in 2005, and I did an initial assessment. Kind of like what I'm doing right now saying – I rated them against all those 11 elements and they pretty much got a failing grade for all 11 categories. So we developed a plan. I suggested what they –. I suggested that the downtown improvement board take over management's responsibility, and the city actually agreed to do that. And the reason that they moved in this direction –. I'm sorry, the Pensacola improvement board, they are comprised of an assessment. They are basically the equivalent of a downtown improvement district under Florida State enabling law. They're funded primarily by special assessments, but they also do some fundraising at some other areas. But their goal – they're an overall downtown management organization and you can see their priorities that I just pulled off their website are to implement their downtown retail strategy, to increase downtown business by tourist and non-tourist, to increase residential offerings, and to increase community awareness about the downtown. Basically they manage, they do clean and safe, beautification and promote downtown. They don't really do bricks

and mortar stuff. Bricks and mortar, and financing is done by the community redevelopment agency. But basically the downtown improvement board is the downtown management entity for Pensacola.

They have a full-time director, a marketing director, and one or two support staff. And as you can see they have these five different committees that emphasize business development, special events, parking and transportation, housing and maintenance and beautification. So what . . . (inaudible) . . .

When I first got there, I did my management analysis, basically we mapped out what organizational structure is, and as you can see, I call this a horizontal organizational structure. Different aspects of the parking system were parceled out by different departments. The Police being in charge of enforcement. Parks and Rec were responsible for maintenance. Public Works technically responsible for managing the contracts for the meter maintenance program and the parking garage. And the community development agency basically had all the money. They owned the surface lots and they basically paid for any kind of capital improvements that were required. But it was really interesting when the interviewed the Community Redevelopment Director asking him who manages the contract for their garage and meter maintenance. He thought it was the Public Works Director. When I interviewed the Public Works Director, he thought it was the Community Redevelopment Director who managed the contract. And in reality you had two vendors running the meter program and the municipal garage that basically were receiving no professional staff oversight at all. And when he dug out further, he looked at Public Works, you could see way down on the org charts, Public Works, they devoted the parking relevance was equal to railroad signals in terms of the order, the magnitude of importance in terms of their on-going operations and maintenance.

Likewise, the Police Department, way down on the org chart, every now and again they put Police Cadets out to write parking tickets on a very inconsistent basis. So what we wound up doing was we created an inter local agreement between the Community Redevelopment Agency, the City of Pensacola, and the Downtown Improvement Board. The Downtown Improvement Board created an official district called the Downtown Parking Management District. They created a committee that oversaw that management district, so you can see the board itself is responsible for the mission, and branding and marketing. The committee itself serves as the advisory of policy decision making entity. It oversee budget and operations, and staff accountability. And they had a parking manager who was also – he was really the public space manager, so he was not full-time parking manager. Parking was really only 1/3 or maybe 1/2 of his time. But instead of directly running all these things, we RFP and created three different contracts. One for parking enforcement, one for meter maintenance and collections, and another contract to run the parking garage in the parking lot. So this parking manager instead of trying to run it directly himself, just manage these contracts. So you can see it's a much more vertically aligned management organizational structure. So that's what I recommend. I mean, I don't know what we're going to call it in Maui. I don't know if it's going to be CDC or whatever, but whatever entity winds up being created I –. Or if it's the redevelopment agency that's what really you need to flesh out as we move forward. But whatever happens, we need to try to strive more towards this kind of an organizational . . . (Inaudible – Technical problems with the teleconference equipment.) . . . I'm back, but I have no idea how much you missed.

Ms. Wade: Okay. We're getting a lot of static on your end Andy.

Mr. Miller: I don't know what that would be from.

Ms. Wade: I don't either. Is that about the end of the presentation?

Mr. Miller: That is.

Ms. Wade: Okay.

Mr. Miller: Yeah. I don't know where I was cut off, but I am done. I don't know where that sound is coming from.

Ms. Betts Basinger: Thank you very much Andy. Members, before we –. We're going to ask Andy to stand by, but members do you have any questions before we close this part of the meeting? I'm going to be opening it up to public testimony after this. Okay Bill?

Mr. Mitchell: Quick one. Andy, Bill Mitchell. As a percentage of the gross revenues of your parking, what is typical of the operational – what kind of typical operational costs do you see? On the gross revenues for parking fees for operating that?

Mr. Miller: I didn't quite hear that. Could somebody either get closer to the mic or say it –? Now we don't have the background.

Mr. Mitchell: Can you hear me Andy? Hello? Can you hear me?

Mr. Miller: Yes.

Mr. Mitchell: Hi Andy. Bill Mitchell. As a percentage of the gross revenue's parking fees, what is typical of the operational cost? What are the operational overhead?

Mr. Miller: Well, it's really difficult to answer because it depends on whether you're going to have an attended or unattended facility. And I'll say this much that my whole – my whole approach, my whole recommendation for Wailuku is to use as basic a technology as you can and to not go with the cashier system. So –. But it really does –. I can't give you a ball park number on that but I can tell you that the numbers that you're looking at, if you were to be looking at entering into some sort of a contract situation you're looking at more than enough revenue numbers that at least from an operating and maintenance point of view you're at least looking at a break even, a break even number, maybe even generating some net revenues.

Mr. Mitchell: Thank you.

Mr. Miller: But again you need to go towards a non-attended, simplified technology system. And I think with a parking garage, with a structured parking I haven't seen any of the final numbers or configuration, but on an average basis, for a surface lot, you're looking at about \$200 per space per year in terms of operating or maintenance costs. And with structured parking, that can go any where from \$300 to \$600 per space per year depending on whether it's an attended or unattended facility.

Mr. Mitchell: That would be operational cost per stall?

Mr. Miller: Correct.

Mr. Mitchell: Great. Thank you.

Ms. Betts Basinger: Katharine?

Mr. Miller: And that would include everything but debt service. That does not include debt service.

Mr. Mitchell: Correct.

Ms. Popenuk: Okay, this is Katharine Popenuk speaking. I have two questions actually. First question was how did the residential parking needs come into your study if they did at all? And the second question is one thing that I heard you say was that you're not favor of cash in lieu. And right now we have requirements as part of someone who wants to develop a lot or do a construction on a lot they have to provide onsite parking or we're considering cash in lieu. How would we make a transition from requiring onsite parking spaces or cash in lieu to the municipally supplied parking? What would you recommend that the strategy for that transition?

Mr. Miller: I'm not sure what the question is because the in lieu ordinance has not be adopted yet.

Ms. Popenuk: No, it has not.

Ms. Miller: Well, okay, it's not been adopted, but it's my understanding that some of the developers who have developed most recently have signed some sort of agreements recorded on their real estate that requires them to pay this fee in some future date.

Ms. Wade: Andy, my understanding is that there is a contract. I don't think it runs with the land at this time. There is an agreement.

Mr. Miller: I thought I heard it somebody say it was recorded with their deed, but –.

Ms. Wade: Can you answer it either way?

Mr. Miller: What's the question, how do you make a transition from fee in lieu to public? Or I'm sorry what was the question?

Ms. Popenuk: Yeah. Basically, well, when you open a business and your customers come and they need some place to park. And so we've been requiring the property owners to provide that parking on their lot. And if that is not feasible then we've been considering the concept of cash in lieu as an another alternative. But I'm just thinking in practical terms if we don't require developers to provide parking spaces on their lot, and we don't have the benefit of the cash in lieu, but we do envision that some day perhaps we want to provide parking. I'm just wondering how do we gracefully make that transition without we . . . (inaudible) . . . to park somewhere? Does that make sense?

Mr. Miller: Well, it means that the municipal government needs to basically accept the responsibility that it has a responsibility to provide parking as infrastructure to encourage development downtown. And then once that infrastructure is developed, you need to try to charge rates. They're going to have to be reasonable because you don't have much of a market right now for paid parking. But I think between creating the TIF district, waiving all requirements, but basically that does mean that then the responsibility of providing adequate parking infrastructure then will rest with the County of Maui, ie: your MRA or the parking authority or whatever. And that entity in order to pay for parking needs to start charging for parking and they need to use TIF and maybe even combine or even try to create special assessments. All of which will go in the parking fund to pay for it.

Ms. Betts Basinger: Does that answer your question?

Mr. Miler: I think TIF is more equitable. I mean, really, I guess –. I mean, there is a mystery here too. I understand there's some waivers been granted, and basically you want to create an even playing field so developers know what they're up against and not a situation where they don't know what they're up against and they have to apply for waivers and ask for permission and not know what ultimately rules they're going to live by.

Ms. Popenuk: Okay. Thank you. And then relative to the residential parking for Wailuku town?

Mr. Miller: We didn't really analyze residential parking as part of this analysis. But I also did not include residential parking in my parking supply numbers especially residential parking that was directly for the – that was strictly for residents in the apartments and the condo building there on Main Street and down in the south Main area. But I don't sense that there's a real problem with residential parking right now. You can correct me if I'm wrong and there's certainly ways to deal with that. But I think you want to encourage residential development as one of your fundamental goals for downtown. And as such you do need to be prepared to accommodate residential parkers. But again, I think you can accommodate them quite well because residents park at opposite times of the day typically than office. And I don't see that as a major difficulty down the road even if you start getting more and more residential in WRA.

Ms. Popenuk: Thank you.

Ms. Betts Basinger: Warren?

Mr. Suzuki: Andy, Warren Suzuki. The issue that Katharine brought to you relative to the way I kind of see a transition. Let me kind of explain to you how I see it. You know, we all know where we are today. And I think at some point in time we need to be where you kind of indicated where we need to be. The biggest challenge is how do we get to where we need to be? And how do we say – just the overall plan – how do we say it? Because it's not going to happen overnight. You know, everything is not going to happen at the same time. You know, how do we start to implement what steps need to be take, in what order, in order to do it in a very efficient way? That's why I'm kind of struggling right now is that, as I say, we know where we are today. I guess we have sense of where we need to be, but how do we get there?

Mr. Miller: That is the \$64,000 question. But I mean, I can only go so far in to the point where some of the heavy lifting has to happen locally there. But I think as part of the one of the first steps is I

think you should really look into starting to charge for parking. Get the equipment in those surface lots and start generating income. Once you start generating income, you can start to understand what kind of income you're potentially you're really looking at. And you can just start getting the general public accustomed to what's going on. But ultimately the real question is what entity – it's kind of a hard course. As I've said and I repeated it in my presentation, parking management is only one component of what I think needs to be a more active downtown plan. So I don't know where you stand as a community. You know, I know that the PUMA plan has some mixed reviews as far as the CDC concept. But I do believe that that concept is a valid one, that somehow you as a community need to create a downtown organization that's more than you just a feel good organization, something that has more leadership ability, and that organization needs to take on parking management. I realize it's a convoluted way but I think, in terms of next steps, I really do think that it's a no brainer to start charging for parking on these lots. Start doing that, and then I even think then the next logical step might be for the County to put some real thought into this because I think they're missing a huge potential by not charging on any of these other County lots.

Ms. Betts Basinger: Thank you Andy. Warren?

Mr. Suzuki: Yeah Andy, I appreciate your input, and I still kind of struggle. I mean, it's clear to you that it's a no brainer that we need to charge for the parking. It's not clear to me that is a no brainer. And let me explain to you why. Because it's a cultural thing. You know, on the mainland, United States, having metered parking, having meters on the off-street parking, on-street parking is something that is fairly common place. Culturally people accept that that's something that you're going to have to deal with. Here on Maui especially I don't know if it's something that the general public has totally accepted it yet. To say that we take that next step and we put in all metered parking in Wailuku town. I can tell you right now that's going to create, I think, an uproar within the community. So I'm struggling in terms of, you know, granted maybe that is what we need to do, but again, I'm struggling. How do we get there? How do we get there so it's something that the community will not totally be storm walled with and they don't come out and do a huge uproar. You know, I'm struggling with that, as I said because culturally it's not something that you've seen a whole lot here, on Maui especially. You see in the State municipal parking lot. You see it in the State Courthouse building. But you don't see it anywhere else, as far as on the island. So it's not as easy as you may think it is as far as for we here on Maui.

Mr. Miller: You know Warren, I would respond to that by saying – and I have to flip or anything – but I don't think it's as hard as you think it is to be honest with you. People in this day and age realize that there's nothing free anymore. And as long as you charge nominal low rates, you're surely going to have people complain and moan at first because it's change, and change is not easy no matter where you are. But as long as you make your argument and you say, you know, this money is not going to the general fund, it's not to make money, it's to cover expenses. It's to cover –. I mean, look at the condition of the municipal lot right now. It's rather embarrassing right now. And you compare that to even the County visitor lot up the hill which is in much better physical condition. Most people realize you charge them for a nominal rate and if they see that that parking lot is well lit and it's clean, I don't think that you're going to see the back lash that you fear quite frankly.

Ms. Betts Basinger: Thank you Andy. Members, any other questions? Mark?

Mr. Walker: Back to Katharine, and certainly some of Warren's comments. It's more of a comment. But I believe I heard you say in your presentation that, you know, our current parking situation is an obstacle to development and on some level redevelopment. And to the degree that that's what we want, you know, the Code has got to change at some point. Whether it's after the municipal parking lot, in whatever form that is, is done. And then we change the code, and everybody waits until it happens. And then they start developing because of the parking is handled or what have you, but -. I mean, I agree with you. Everybody wants something for free. No matter what you do you're going to have an uproar. I'm sorry, it's going to happen. But I believe firmly in what you said that if you make a case and that it's - you know, this isn't just a big money grab by the County. But this is to help off set the operating and the cost of this which will ultimately help redevelopment which should increase the County coffers and be better for all. You know, I just think you have to look at it in a bigger light. That's all I have to say. Thank you.

Ms. Betts Basinger: Thank you Mark.

Mr. Miller: And not only that. If you were - like for example - one of my recommendations is to reduce the fines. From a PR standpoint if you roll this all together smart, and you do it right, and you realize that there's a definite public relations component to this, if you coincide the establishment of nominal parking rates along with revising your code to bring down those parking violations from \$60 and \$35 respectively, you'd get a lot more public buy in for something like. And again, then the public sees that you're managing. You're not just trying to gouge them for another fee. You're trying to manage the public asset.

Mr. Walker: I paid \$100 to Officer Taguma this year so that's -. You know, I could certainly pay a fee cheaper than that and not complain. But that's a personal problem I have.

Ms. Betts Basinger: Members any other questions about the presentation or the study? Because I would like to hear some public comments on the study itself, and then go back into discussion. Any questions to him about the study? Seeing none, Andy, thank you very much. And I guess we're going to ask you to stand by in the event that we need to forward a question to the Chair onto you from the public. Thank you very much. At this point, I would like to call a five minute recess so everyone can stretch and regroup. And when we come back into session we'll open it up for public testimony. Please sign up on the sheet. Thank you. This meeting is in a five minute recess.

(The Maui Redevelopment Agency recessed at approximately 2:10 p.m., and reconvened at approximately 2:16 p.m.)

Ms. Betts Basinger: The July 15th meeting of the Maui Redevelopment Agency is back in session. Thank you folks. And at this time I'd like to open item-C, public testimony. And we have signed up to testify Susan Halas. Please come forward and state your affiliation.

Ms. Susan Halas: Good afternoon. My name is Susan Halas. I'm a long time resident of Wailuku town and property owner. And I'm very impressed with this parking study. I think he's done an excellent job. Though I don't agree with every point in it, I think it gives us our rational and cohesive outline of what our problem is. And it addresses a great many different ways that we can look at. And I think the suggestions he makes are practical and realistic. And Mr. Suzuki's comment that perhaps that it is not our custom, but it could be off set if we could have improved, actual

improvements. And his, Andy's comment about the disgraceful state of our existing current parking lot. They actually go and read his parking study, and you'll see his comment on Officer Taguma, and that we are using a sworn law enforcement officer who is making overtime and double time, and it's really quite a lot of money to do what is basically a meter maid function. He also talks and points some detail about the revenue side and how we could have some of the things we want if we're willing to charge and if we're willing to make small adjustments to our thinking. And I think one of the things we want is to have parking that's affordable, that's well maintained and that is coming rapidly. With that said, I am still unclear about what a TIF is and I would like to hear more discussion from you folks on that. I'm not in favor of the so-called CDC concept. I do think that in a town of our size, if we can find someone – I would be in favor of this guy. He seems like a very together person – to come and give us a hand in picking out somebody to help us contract out our parking, to help us understand how we can at least break even on our parking, and to help us maintain and get the parking that we want in a reasonable fashion.

Now to move on while I still have a moment. I don't know if any of you had an opportunity to see my view point article in The Maui News. But I will tell you that I've been a writer here for well over 30 years, and I have never received so many telephone calls and e-mails and favorable comments. And these are from people that I do not know, and also from people that I do know, but who have never spoken to me favorably before in my life, who have never agreed with me on anything before. So I think –. How many?

Ms. Betts Basinger: You can –

Ms. Halas: One more minute. So I think that you folks, while I attended the last meeting and listened to you pick out paint chips and elevator grills. If you think that you have public support for your five-story parking structure, I would say that the feedback that I received on my article would indicate that there's quite a large contingent of people who do not support you and do not think that is the correct solution. Thank you very much. I think it's a good parking study, and think with very few reservations if you are guided and if you will come up with a better solution. Thank you.

Ms. Betts Basinger: Thanks Susan. Members, any questions of our testifier? Seeing none, thank you. Our next testifier is, well, I can't read that name. Richard Dan. Well, you're here three times. Welcome.

Mr. Richard Dan: First of all thanks to every single one of you for dedicating your time and your hard work.

Ms. Halas: . . . (inaudible) . . .

Mr. Dan: Thank everyone of you very much for all your time and hard work in sharing my passion for Wailuku. My family owns 70% of the retail space – owns or fronts 70% of the retail space on Market Street between Vineyard and Main. Parking is a gigantic issue. I was very impressed with Andy's work. I've also been very impressed by PUMA's work. They told me some things that I never really knew. I didn't know there was a parking shortage in Wailuku. This is really a big thing for me to get out of this. Mr. Suzuki, I think, you disagree. I think putting parking meters out would be a great thing for Wailuku. I would suggest that maybe we try a test and put parking meters out just on Market, between Main and Vineyard and see how that works. I'm sure there's going to be

some negativity, but I think it will be a lot easier for meter maids to handle that situation. And maybe we won't need to take a police officer off a police job and have a real meter maid to just take care of that job. I think that's a real good idea.

As to a CDC, I'm not quite clear what it is. I've read what the PUMA is. I've been on Wailuku Main Street Association parking board. I was on the Wailuku Community Association's parking board. And I've been involved with parking in Wailuku for over 30 years, and I've heard lots of promises. As to a CDC, I'm not clear exactly what it's going to do, but from what I'm gleaming, it's just another layer. That's another step in the bureaucracy. And you know, this administration has managed to go ahead and root out a lot of the bad eggs. And I think if we set up a CDC, I'm concerned as to who is going to run that and are we going to then now again once again see the profit tiers into our precious little spot here. I don't want to see that happen. I need to understand more about the CDC, but I'm very concerned about another layer of the bureaucracy.

I have a great idea. I always have to say this when I come to talk to you. Again you folks have gone through another of not creating any new parking in Wailuku. It's very serious. Two more businesses are going to be closing on Market Street in the next two months directly because of parking. . . .(inaudible). . . There was a plan. You were going to go ahead and gentrified the street and build the parking lot. We were promised of a parking garage. We were promised 20 years ago, 15 years ago that they wouldn't gentrify the street and loose the parking that they lost on Market Street before they built the parking lot. Well, one thing led to another, they did a half job. They did the street. They didn't do the parking lot. What happened when they did the street was they took 23 parking spots away from Market Street between Vineyard and Main. My suggestion as they did in Honolulu is rip it all out. Just take out the benches that are used for vagrants to sleep on. Take out those – I don't know what you call them though, the excursion – or whatever you call them. Those things that go into the asphalt that take away parking spots. Get rid of it all. It was too soon. It was a half measure. It was a half job. And they did the wrong half first. Take it out. Give us back the 23 parking spots. You won't be losing businesses. You won't increase the blight. The first sign of blight is stores out of business.

Ms. Betts Basinger: Thank you Mr. Dan. Four minutes. Thank you.

Mr. Dan: Okay, stores out of business. We're going to have more stores out of business on Market Street, and more stores out of business on Main Street unless you do something about the parking now.

Ms. Betts Basinger: Thank you. We appreciate your testimony. Thank you. The next testifier is Jonathan Starr.

Mr. Jonathan Starr: Good afternoon Chair Basinger, Commissioners. You know I really feel proud of what this organization, along with County administration and Planning and Public Works has been doing lately. I have been involved in Wailuku. I may be the largest, if not, the second largest commercial property in the downtown corner. I've been involved for about the last 15 years watching and trying to get things to move in a positive direction. And this is really the first time I feel that more than talk is happening. Some real action is happening. Some real discussion is happening. So, you know, I want to express that appreciation. I really think that Andy Miller's study is really good. You know, his principles are up there. You know, I've attended Urban Land

Institute, APA – American Planning Association, International Downtown Association Conferences around the country the last several years to try to learn about these issues. And to actually hear these words spoken in Wailuku is, you know, it's kind of thrilling for me. You know, I own about an acre and half, a little more, in the core of Wailuku. And I own it because I have a dream that some day we'd be able to turn it into a vibrant efficient mixed use center for our town. Where the people who work for County government, who work for the hospital, who work for the college, you know, who work in the town would be able to live there and walk to work and shop, you know, in those buildings along Market Street so that we can bring restaurants, we can bring entertainment uses, and bring Market Street and Main Street back to where they were some years ago when they were the center of activity on Maui. So I look forward to that. And, you know, there are several issues that have stopped that from happening. You know every year I've gone through the exercise with the different people who understand the issues. And parking has been the thing that stops it from being able to pencil out. You know, if there were a way I could do it and just even break even with the cost of doing it, I would have done it last year. I would have done it the year before. With the parking obligations, it's just impossible to build new stuff, to open new restaurants, to build new housing. And instead, you know, when I hear Mr. Miller talk about how, you know, that in an urban area, an urban core, where you want to encourage redevelopment, those things become infrastructure. All of sudden that changes the tables to a situation where –

Ms. Betts Basinger: You've got another minutes.

Mr. Starr: – it actually becomes nominally possible, but very much doable. I also see that it's tilted even a little more than the study showed because, you know, things kind of drift downhill. And the shortage in the government area is affecting central. And there's even more storage in government because, I mean, we're all here at a meeting and we're all parked around here right now, sometimes, that's several hundred more spaces. So, you know, I really encourage you to move along with this. I think that we have the key to making Wailuku the kind of vibrant mixed use place that we'd like to see in our life times if you continue the action that you're embarked upon. So thank you so much. Aloha.

Ms. Betts Basinger: Thank you Jonathan. Members, any questions of the testifier? Mark?

Mr. Walker: Thank you Madame Chair. Mr. Starr, thanks for testifying today. What's your position on metered parking? Whether it's just in the muni lot or on-street? Or do you have any ideas? I mean, do you like it, first of all? Do you not like it or why? And how would you implement it if that was something you could behind?

Mr. Starr: I'm passionate about it. It cost me maybe \$50,000 to provide a parking space on my property. It's hard to justify that when people feel that parking is free. It's not either expensive and free at the same time. I feel that all parking spaces should have a value and a price on them. I think that price should start low, but it should start at something. You know, metered, to me, metered is, you know, what I see when I travel more is where you put a ticket on your dash, you know. Or it maybe a pass that you buy monthly or get from a merchant or you might buy from, you know, a meter that issues, you know, passes, every 100 feet. It's not necessarily the thing right in front of the space you put a quarter in. But I really think it's – that's our first step is to try to create a price on parking. I understand ordinance wise it's difficult to do the on-street now without some more legislative changes. But at least the off-street we can start to do and we can start embark on

the path that we need to go to make it possible to do an on-street as well.

Mr. Walker: Thank you.

Ms. Betts Basinger: Bill?

Mr. Mitchell: Okay Jonathan, thanks. As a landowner if you could develop some of your property in the future, would you be opposed to a special assessment? And not to distinguish that from the in lieu fee, but if there was a reasonable – if the County provided the extra space, actually provided those stall, is that something that you think you or other landowners would be amenable to?

Mr. Starr: I certainly would be amenable to it. You know, I kind of funded a charrette on designing parking about eight, nine years ago. And you know at that time I made a statement that, you know, if there were cash in lieu put into place, I would be willing to put up front, you know, one or two million bucks to help see the project along. You know, the cash in lieu never happened. But, you know, I feel that, you know, special assessments are something that we as property owners, you know, should be able to do, you know, if everything – count the private sector and government are working together to improve the town. I know that, you know, these kind of partnerships are what can and what will make Wailuku happen. And you know, I've been visiting places around the country where special assessment areas like, you know, State Street in Chicago, or the gas light in San Diego or in Portland, and you know, they're kind of a progression, you know, from an organization such as this. The next stepping kind of a CDC which is more, you know, a TIF implementation. And then the next step is to a bid or an SSA or an SSV which has the assessment factor. But you really can't make that work till there's enough money changing hands, so that, you know, it becomes viable. Right now, you know, it's kind of like getting flood out of a rock. You know, there's no money around.

Mr. Mitchell: Thank you.

Ms. Betts Basinger: Warren?

Mr. Suzuki: Mr. Starr?

Mr. Starr: Yeah?

Mr. Suzuki: You know as a commercial property owner and as someone that, you know, likely would be looking at redeveloping a property, and you mentioned that you wouldn't have objections to making some sort of payment or whatever towards, provide towards a parking type of assessment which will allow you then not to have to provide the stalls for the property. But as a property owner, I kind of curious. How important is to have the stalls themselves that, you know, your customer's or your guest's will have access to? How important is it to have it, you know, within close proximity to your property? Because you know as well as I do, you know, if some sort of assessment is made, the parking likely will be congregated, provided in a specific area. It may or not be close to your property. How important would it be to have those stalls close to your property?

Mr. Starr: I know that the PUMA study talks to the distance people are willing to walk. And I do

think people are willing to walk a couple – you know, two or three minutes which, you know, to me, would be either the municipal lot or down below Central Avenue. You know, Wailuku is a pretty compact place. You know, I think that anyone developing has to put some onsite. You need to have handicap there. And you want to have, you know, some onsite. But I think that traveling around more and more, I think there's more flexibility happening. I think that there are more projects being built. You know, go to Portland and Seattle, a lot of, say, apartments are being built without parking. And if you want to buy a parking space, you can buy one space, you can buy two spaces, you can buy storage for your sports equipment. Those are kind of being looked as an extra amenity instead of, you know, our old standard is two spaces per residential unit. I think that flexibility is what's happening, especially in a walkable community and when there are other transportation options.

Ms. Betts Basinger: Members, any other questions for the testifier? Seeing none, thank you Mr. Starr. And he was the last testifier to sign up. Is there anyone else that would like to testify?

Ms. Jocelyn Perreira: Aloha Commissioners. I'm Jocelyn Perreira representing the Main Street Association Board of Directors and Committee. We are commenting on the Wailuku Parking Study and Parking Management Plan Analysis by Andy Miller, which we found to be very thorough, statistically accurate and a useful tool. The recommendations put forth were very thought provoking and worthy of broad based community discussion. We appreciate that our repeated request for developing a parking management plan was heeded and now we can begin to share information and more fully address and discuss mid-term parking district recommendations, so we are all fully understand what it entails. How it will affect the employees and shoppers? How constructing a parking structure with transportation demand management strategies for State and County employees will work? What are the perceptions relating to parking versus the everyday realities and future visions?

After carefully reviewing land uses, physical conditions, existing policies, the zoning and development code, the fee in lieu ordinance, fines and enforcement, everyone has a better understanding of possibilities and challenges. We focused on page eight and note the following. Over the past 20 plus years, good but slow and steady progress has been made to pin down this 900 pound gorilla. Prior and ongoing attempts including the laying the foundation and the framework for resolving long standing problems have made it possible for us to make the progress we seek today. This did not happen in the last few years. Nor trying to erase substantial previous efforts that are documented facts will be forgotten because facts are stubborn things. The lack of sufficient parking has grown by leaps and bounds, and is years in the making. It is exacerbated by the town having been successfully revitalized resulting in a growing town with significantly more businesses and employees all of which needs parking for its work force and customers. This is why we supported the modified PC-1 which was unfortunately not what the project team worked on. Which was to determine a sensitively designed multi-use facility with an economic development component such as a grocery or a health food market. This is what we advocated for and appropriate and well considered parking management plan. We are also respectfully open to hear other ideas that have come to light during this process. The part of Miller's plan recommendations, our organization does not agree with is found on page 32, and charted on page 33.

Further, it should be clear that the PUMA marketing study which is referred to as a basis for his direction also provided useful information, but it is not an adopted plan. And we reference a letter

that we have attached from our prior chair. We feel the management of the parking should be put as a request for proposal as we find it to be more cost effective, less bureaucratic and fairly represent the interest of all citizens of Maui who come and utilize the services and shop in Wailuku. We simply do not know enough about a proposed community development corporation at this time. And that should require extensive discussions, not with a small group of people, but with also our Mayor and our County Council and the public in general. Thank you for this opportunity to offer public testimony from our board of directors – 18 member of Board of Directors – our Wailuku Revitalization Committee, our Structure and Design Committee. Thank you.

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

Ms. Perreira: Thank you.

Ms. Betts Basinger: Is there anyone in the audience wishing to testify on any other agenda item? Please come forward. Seeing no one coming forward, go ahead. You're behind the pillar.

Mr. Starr: This is Jonathan Starr. I just want to put in a quick word of appreciation for another item on the agenda which is the proposed staffing positions which I'm just really happy to see this organization moving in several of the directions that we've identified as being essential. And particularly in terms of starting to put together a clean and safe program for Wailuku. We know that Wailuku is not perceived as being clean or being safe and that is one its major road blocks along with parking. And that moving forward in this direction actually kind of puts someone on the street who can work with the police and the merchants and the community for safety. And also create mechanisms for getting folks to push a broom and a paint brush to clean up the town and make it looks spiffy will really go a long, long way. And this is a first time in 34 to 40 years that anyone has started doing this. This is one of the keys that have been used in other towns and cities throughout the United States, throughout the world as an early first step towards making the place really vibrant and really able to meet its goals and expectations. So thank you for that.

Ms. Betts Basinger: Thank you Mr. Starr. Any questions members?

Ms. Perreira: Madame Chair, there are several items on this agenda. We were told that we only get three minutes to speak at the start so as much as Wailuku Main Street Association would like to comment on each of these items, we did not feel we had the opportunity to, or the time, to present our comments on all of these. And once again, we request your consideration at some point where the commissioners to think of please reviewing your policy and allow for public comment after each item as was the normal process in the past. Thank you.

Ms. Betts Basinger: Thank you. Anyone else? Seeing none. At this time we're going to close public testimony. Moving on, members, to item-D, Maui Redevelopment Agency Business. Number one, it's a continuation of our review and discussion. I'm sorry, we did that. I believe members have questions for Andy while he's still with us as we continue our discussion. Warren?

Mr. Suzuki: Andy, Warren Suzuki. I have a couple of questions that came to my mind as we were listening to some of the testimony that were provided. You know, when you look at the Market Street area, and one of the testifiers indicated that they're likely be two businesses that will be

shutting down because of the issue of lack of parking. And when you listen to the study that you had done, and you indicated that a large majority of the parking stalls within the municipal parking lot was taken up by government employees. And you broke, you purposely broke the MRA or the business area into, you know, different sectors. And you have the main primary commercial sector which is the Market Street area, which does include the municipal parking area, and you include the government sector. What I'm kind of struggling with is that, you know, how does one address the challenge where, you know, one sector provides a lot of parking for the parking needs for another sector where the Market Street area is the commercial area, and yet at the same time, it provides a lot of parking for the government sector? And at the same time having an adverse impact on the businesses that are in the commercial area that rely significantly on convenient parking being available for them?

Ms. Betts Basinger: A small question Andy.

Mr. Miller: Well . . . (inaudible) . . . basically I think the answer to your question is – I think that my study information verifies that there's no question that there is a spill over of County and State employees parking all day long in that lot, and it's affecting the Market Street businesses. I hope I communicated that as a result of our analysis. It's an interesting situation because technically the government sector is not in the –. They were kind of gerrymander out of the redevelopment area, but in reality they are major land use within the redevelopment area. So while you may not be getting –. I'm sure there was some legal reasons to gerrymander a redevelopment area, to gerrymander the government buildings out the redevelopment area. But let's face it, they're a major part of the . . . (inaudible) . . . They are the major parking generator in the downtown area. And right now, they are under served and they are not providing sufficient parking for their employees. The point of my study wasn't to point people out and be boggy man say it's all your fault. The point is do an objective assessment, what's the real conditions, what's really happening there, and then now you need to make the decisions on how you're going to address those issues. The fact of the matter is if the County especially and the State too at lesser extent, if they did a better job of managing their employee parking in terms of providing employee parking, I think it's safe to say we wouldn't be having a lot of these discussions right now. There would not be this impact on the municipal lot.

Ms. Betts Basinger: Thank you.

Mr. Miller: We went back and talked about some of the immediate short term things. One thing I didn't talk about that's in the study but I didn't talk about tonight is right now you have about 71 parking spaces that are being used by fleet vehicles, basically near the County campus facility. So if they moved those fleet vehicles off site, just say the baseyard, they've created 71 more spots for employees. That's 71 more spaces for employees to park. It's a simple little thing. But, I guess, I'm not sure what your question was. It was kind of more a statement than a question. But the fact of a the matter is I hope this study points out that the reality is that these government workers, both the State and County, they're impacting mercantile business and the ability for merchants to function and be viable because they are taking up valuable parking spaces that should be reserved for customers.

Mr. Suzuki: Well, I mean, and that's basically the question I had was that, you know, recognizing that is the circumstance. You know, I was looking for maybe any sort of suggestions that you might

have in terms of, you know, how do we try and address this such where those stalls become more available for the businesses that are, you know –. One way might be to increase the number of stalls that are two-hour parking stalls, and reduce the number of 12-hour stalls to two-hour stalls. Go ahead.

Mr. Miller: It's a combination of everything. TDM, and there is a whole a section in the appendix of the report about Transportation Demand Management. It's something that you can do. The County can better manage and better control its employees. It has authority over its employees. You can tell them where to park, where not to park. One of the best TDM strategies there is is quite simply is charging to park. If you start making County employees have to pay to park, they're going to change their habits. They might start car pooling. And again, in the appendix that I have, there is a number of strategies that can involved. But even if you just reduced the demand of parking by 10%, 15%, every incremental step is a positive step. What I hope to communicate too in this plan is the thing that is amazing about parking is one time I was interviewing for a parking project, and evidently the consulting team that went before me they said they evidently made the comment that parking is not rocket science. And so I got up to do my interview, and one of the panelist said, you know, the people before you said that parking is not rocket science. My response was it's not rocket science. It's a lot more complicated. And it really is. It's such a delicate balance. It's like a gopher game. The minute you think you nailed this gopher over here, another gopher pops up because you have in any downtown you have this, you have such a divergent class of people. It's not like a hospital or university or a campus where you can dictate where people park. It's a free market so that's what makes it so challenging in a downtown environment. But going back though one of the best ways to start reducing the amount of parking demand that you have in downtown is frankly to start charging for parking. I know it's a hard concept to realize but the reality is – and I'm sounding like a broken record now – as long as you're reasonable. As long as put forth a plan. As long as the public knows that you're not just taking this money and spending it in the general fund. As long they know that those monies are being reserved, you know, for specific purposes and that you have an entity in place. And I guess one of the earlier comments, I am not proposing another layer of bureaucracy. And frankly, there's an existing bureaucracy there now that's willing to take on more of its management responsibility then that's what needs to happen. I'm not one for bureaucracy – trust me – but the bottom line is there needs to be leadership. So I don't know where. It's up to you folks locally to decide where that leadership comes from. But it's not a matter of bureaucracy. It's a matter of leadership and somebody taking this on. And hopefully moving, taking this information and building on it of course, but hopefully we are making the first baby steps in the right direction.

Mr. Suzuki: I've got a continuation.

Mr. Miller: . . . (inaudible) . . .

Ms. Betts Basinger: Thank you Andy. I think Warren has one more question.

Mr. Suzuki: One more question for you Andy, and it might be continued on to the discussion that you had. You made a comment that one way of addressing this parking is to charge for the parking in the Wailuku, the MRA area. One of the issues that the surrounding residential areas have to deal with right now is the fact that a lot of employees are parking on the residential street, and I'm sure you've seen, especially those older street areas where they're very narrow to begin with. You

know, cars park on one side or both sides of the street, make it such where those streets become just wide enough for one way of traffic flow. And because the residential areas are, you know, conveniently located, you know, within close proximity to the MRA area, I can see where once we start to charge parking you'll likely see an increase in number of cars, you know, parked more into the residential areas. And we're going to start to adversely impact the residential areas which is what you don't want to do. You know, do you have any suggestions on how we might address that so doing one thing is not going to adversely affect the residential areas that surrounds the MRA areas?

Mr. Miller: That's all a matter of policy. That's regulations. So, but, it really, it still comes down – there seems to be this general sense of denial that you need to create more parking capacity. There's no other way around it. You have to create more parking capacity. It's either that or you're going to have to lose the existing demand generators out of the downtown. Because right now the typical environment, the parking that you have right now, doesn't even support what you have going on in downtown right now, let alone new development or redevelopment. But once you create additional parking capacity, if you can get those employees, once the capacity exists, to put those employees somewhere. Then you institute policies in those residential areas that prohibits parking or modify or regulate some parking up there. I don't mean to cry wolf or anything but some of those streets, like at North Vineyard and North Main, they're so parked in that – I mean God forbid, if there were a fire in one of those small plantation homes up on the hill, it may be a challenge for apparatus to get to them because of the parking situation. And I don't know what the residents on those areas are thinking or if they're screaming at City or County Commission. If lived in those areas, I don't think I'd be too happy with people parking in front of my house all day long. So, it really, it gets to the point of capacity. You've got to create the capacity to get the people stored, park where you want them to park. You have to do the TDM stuff and try to reduce the demand. It's all part and parcel of the overall management plan. And then you have to put –. If the residence are complaining and they don't want the parking up on those streets, then you need to create the capacity to move the parking somewhere else and put regulations in place that prohibits people for abusing the residential street.

Ms. Betts Basinger: Thank you. Thank you very much Andy. Members, are we done? Are we done with Andy? Andy thank you so much for a report that seems to be widely and positively received in our community. And it's going to be insightful future discussion amongst our community and amongst the members here at the MRA. I know it's probably past your bedtime there, but we're very, very thankful.

Mr. Miller: No, that's fine. I just I really do hope that, as a consultant, I really mean this in that I am not a binder consultant. I don't enjoy just getting paid to hand a report over to a client. I take value in what I do if it really means it enables you to take the next steps to change. That's what I hope happens. I hope that we can still be engaged and that hopefully we can even work together on the next steps and then the permit steps, and to try to really take the situation by the horns and come up with a sound plan and implement it.

Ms. Betts Basinger: We got your pitch. Thank you and good night.

Mr. Miller: Thanks! Good night. Bye-bye.

Ms. Betts Basinger: Okay, members, I think that there is a lot more discussion that we need – are going to be having about this plan and how it relates to our task as the MRA. I think that this will be something we'll be discussing at every upcoming meeting. And if the body would like, we can even have a special meeting, another one item meeting, where we just really hash out what we want to embrace in this study that fits into our ongoing tasks and see if we can make it happen. I personally think that the MRA should take the leadership because this is one of the tasks that was assigned to us by ordinance, by this community, by Council, in LU-3 and VPC-6. And we've just accomplished VPC-7 – thank you Warren. So I would, Chair would suggest that we have this be an ongoing item as we move forward. And I would like to, without objection, move onto item D2 which is Morgan Gerdel's study on the parking structure. Without objection, members? Warren?

Mr. Suzuki: Erin, if you look at the notice here it talks about parking study and parking management plan.

Ms. Wade: That's the title of Andy Miller's report.

Mr. Suzuki: Right, so I'm struggling where is the parking management plan? You know, he's made the recommendation as far as charging for parking.

Ms. Wade: Yeah.

Mr. Suzuki: But –?

Ms. Wade: Charge for parking, the development of a structure, the additional parking needed and then –. I mean, basically, what he is stating it's similar to the PUMA study is this is what I'm recommending you do which is the plan component. But where we take that from here has to be our locally based decision. That's why we put that additional retainer during the last budget. We created that retainer for Andy to really give us, to take us to that next step to say what is that entity? You know, how are going to manage all these elements here.

Mr. Suzuki: Okay.

Ms. Betts Basinger: Yeah I agree. I think he's given us a road path and we need to go down it. You know, just off the top of my head, your question about residential parking could be as simple as residents get a parking permit. That's their spot. But this is for our discussion as we move forward. So, members, Morgan, Wailuku Municipal –

Ms. Popenuk: I just wanted to – I just see that so many suggestions were put out there and I wanted to ask if maybe the next time we meet, that we could like make some decisions about action steps that we want to take.

Ms. Betts Basinger: Exactly.

Ms. Popenuk: Do we want to rewrite the code so we no longer are required to provide parking onsite? Do we want to engage a CDC? Do we want to move forward on paid parking? Or, you know, so many things, so many ideas we've had.

Ms. Betts Basinger: Absolutely. I think we're all in agreement that these are the exact things that we're going to decide which one of these can we pull in to our kuleana as the MRA. Which things are we going to support and suggest that another entity in the County government should be handling it. Those are the things that we will talk about. We will have minutes of this meeting. I took extensive notes as I know everyone else did, so Erin and I can probably put together an outline of the comments that we received today.

Ms. Wade: Warren. With Warren maybe?

Ms. Betts Basinger: Yeah, this is his task, so, yeah. Thank you. And so at our next meeting this will have been distributed so we'll have a starting point. Thank you. It's a good suggestion.

Mr. Mitchell: Madame Chair, one quick question for Erin. Is the plan available now to the public?

Ms. Wade: It is available to the public. Did it get posted on the MRA site?

Ms. Betts Basinger: It is on the MRA site at www.mauiredevelopmentagency.com. And if we have time today, we are going to show the updated Maui Redevelopment Area website and the simpler navigation. Because we've had a lot of people say they had a hard time finding things, so we've worked on it a little bit. So as we get down in our agenda we'll get there. Morgan?

2. Wailuku Municipal Parking Structure update and potential discussion on schedule, contracts, progress on the interim parking plan, and project collaboration (Morgan Gerdel, AIA Parking Structure Coordinator)

Mr. Gerdel: Good afternoon members. Morgan Gerdel with Nishikawa Architects. I'm just going to start with a brief update on the parking structure project itself. The draft EA for the parking structure is underway and it's projected for completion at the end of July to allow for publication on August 8th. And this is actually one month behind the schedule we had previously. I talked to the consultant and he needs a little more time for a traffic study and some other archaeological studies, but, it looks like they should have it ready for publication in August. And I talked to Public Works about the schedule and it sounds like we can probably make up the time in the next phase when they're working on the final EA document. Also the design team for the parking structure received the comment letter from MRA on July 12th, and they're discussing the recommendations with Public Works. And they're still on schedule to submit the parking structure plans for design review in February 2012. And so I have a – I gave you an updated spreadsheet. I guess the major change is the date for the EA/EIS. So, unless there's any questions, I'll move on to the interim parking plan presentation.

Mr. Mitchell: I have one Morgan.

Ms. Betts Basinger: Yes Bill.

Mr. Mitchell: Thank you Chair. Will the design team reissue or will there be any other updated design information coming up between now and the publication in February 2012?

Mr. Gerdel: I think I'll have to talk to Public Works and see how they're addressing the

recommendations and then I'll be able to respond probably next month on that.

Mr. Mitchell: Okay. Thank you.

Ms. Betts Basinger: Bill, are you suggesting that we might want to be notified as a body regularly as to what's being incorporated from comments, not just from us, but from others?

Mr. Mitchell: Correct. Absolutely. Yes.

Ms. Betts Basinger: Erin, can we ask Wendy?

Ms. Wade: Kobashigawa?

Ms. Betts Basinger: Kobashigawa to -. If she's not able to present in person at our next meeting at least a written update, each month, till we get there. Thank you. Thank you Bill. Warren?

Mr. Suzuki: Morgan?

Mr. Gerdel: Yes?

Mr. Suzuki: You made a comment that this issue as far as the EA is not in the critical path. I recall that you had a different schedule that would indicate it's not in the critical path. Can you submit that -?

Mr. Gerdel: More of the gant chart type? I can submit that, yes.

Mr. Suzuki: Okay.

Mr. Gerdel: Thank you.

Ms. Betts Basinger: Can you submit that by e-mail, and Erin will send it out to the members before the next meeting?

Mr. Gerdel: Okay. I can do that.

Ms. Betts Basinger: Thank you. Members, any other questions? Okay, seeing none -. Yeah, we're going to have interim parking presentation plan. Jocelyn?

Ms. Perreira: . . . (inaudible) . . .

Ms. Betts Basinger: We'll have that available.

Ms. Perreira: . . . (inaudible) . . .

Ms. Wade: No, we don't have it here. I don't bring every letter of correspondence that we write, but I'm happy to send it to you. No problem at all.

Mr. Gerdel: Okay, I'll get started. This is the interim parking plan for the construction phase of the Wailuku Municipal Parking Structure. Just to start with the introduction. The parking structure is a County of Maui CIP project projected to start construction in 2013 with the appropriate budget approvals. The construction is estimated to run about 12 to 18 months, and the interim parking plan will need to accommodate the various user groups during that time period. This is just a view of the existing lot. It has 138, 12-hour parking stalls in the center of the lot, and then it has two-hour parking along the edges. There's 72 two-hour stalls, and eight of those stalls are accessible spaces so we'd have to look at also creating accessible stalls in any temporary lots. It's, as we've heard from Andy, it's heavily used during weekdays. It's at 100% as far as the 12-hour spaces. And the central location is kind of ideal. It's within walking distance to all of Wailuku's downtown area.

So here's our challenge. There won't be those 210 spaces. So what do we do to help the employees, customers and visitors to Wailuku? And many stakeholders I've talked to have identified this interim parking plan as the most important consideration for the project. I've heard during recent construction projects such as Market Street Improvements and the Vineyard Waterline Improvements businesses have experienced a substantial impact on their customers. And the adjacent property owners gave me assurance they can still function during the construction of the structure.

So this is the methodology we're looking at for addressing interim parking. We're going to look at satellite parking to address the various users – the County of Maui employees and visitors to the County, the State of Hawaii employees and visitors, and also private businesses, merchants, customers. We'll also look at the ADA requirements to make sure we have enough access stalls per facility. There's actually a guideline to how many needs to provide for each facility.

We can also look at – this is only free interim parking, but it can help during the construction phase – this, Transportation Demand Management. The County of Maui can take a leadership role in offering subsidized bus passes or a van pool program to reduce the number of vehicles parking in Wailuku. We would have the additional benefits of less traffic on the road, less air pollution, and it would be cost savings for employees also. The other aspect we can look at is public relations. We can communicate that Wailuku is still open for business during construction of the structure. We can have a PR campaign to encourage people to view of the progress of the structure while also supporting the Wailuku businesses. And the other important aspect of this will be the location of the interim parking locations –giving out maps and having appropriate signage. And we're also thinking that the County could encourage alternative commuting methods for Wailuku's employees. You could create a program to have something like "Come to Wailuku, we've saved you a space," and community groups and stakeholders can assist the County with this effort.

So this is an overall map of the proposed satellite parking locations. We started with a longer list of vacant properties that were potential options to look at and we narrowed it down both in discussions with landowners and then as some properties were purchased they were no longer available to use. So the green – the colors are a little hard to see – but the green parking facilities are the ones we thought may work best for County parking. They're closer to the County facility or they could have a County shuttle for employees. The blue spaces along Church Street we're thinking would work well for State users. They're close to the State facilities. And then the yellow would be the best locations for the businesses and other employers in Wailuku if they're based closely to Market Street. But I guess the colors aren't necessarily designate that it can only be for

those users. I think it would be good to keep it flexible so you can have a variety of users using the spaces and we're not just designating one type of user. And the circle just designating the quarter mile radius around the lot that they're all within walking distance to each other. A quarter mile is about a five minute walk so it's not a long distance.

Sorry about that, but I can give you hard copy of this. This is a spreadsheet listing the property locations that are being considered for interim parking. And I have the distance from the lot and also the walking times from the lot to outline that.

That is a PF language. I guess that was the format. Sorry about that. But I guess it's also broken up. The blue was the State, the green was the County and the yellow was private businesses. So this would be the satellite parking for County of Maui users. There's a property at the Wailuku Union Church mission grounds where 45 to 66 parking stalls could be accommodated. It's close to County facilities. It's been used in the past. It may need some improvements as far as the driveway access or gravel or hardscape improvements. And it's not in the WRA so it wouldn't need any specific design approval from the MRA.

Sorry about that. This is the lease plan that the County was in discussions with the Wailuku Union Church about using the property. It shows 45 stalls, but, they may be able to lease more depending on -. The church is planning to redevelop their property so the area that could be leased may be limited. And this first option we thought was the preferred option for the County. It's probably the easiest. This property is below, off of Kaohu Street. It's a vacant lot that could house about 15 to 20 parking stalls. It's a short walk to the County facilities. It may require some improvements, but it's fairly level. It looks like it would be easy to use. And I've been trying to contract the owner, but I haven't got a response yet. I've left a few messages.

And this is an alternative option two. This is down near by BaLe. It was used as a baseyard, but now it's available for lease. It could park 30 to 50 stalls depending on how it's laid out based on its area. It's a half mile from the County so it may need a shuttle. So it's not as desirable as the first options, but it would be an easy option to use if there was a shuttle. It may require some improvements. It's not in the WRA. And I've talked to the owner and they're willing to discuss lease options for it so it's available.

And this alternative option number three for County employees. It's off of Lower Main Street. It's a little further than the other locations. It would probably need a shuttle. We're not sure if they'll be willing, employees will be willing, to walk that far. It may require some improvements. Right now it's overgrown and it may need to be graded and leveled and have a driveway access. And the owner is willing to discuss lease options so it is a real possibility.

And then the fourth option would be War Memorial Complex. This would be really cost effective because there's no improvements needed, but it is a long ways. It's a mile and a half walk, so I don't think anyone would probably do that. But we could either have a shuttle. There is a bus stop there, but it is a 40 minute trip so it's a long trip for employees. And the other consideration is special events may conflict with the use of the lot so the calendar would have to be taken into consideration. I guess the other thing to mention is if someone commuting anyways then it's kind of complicated for them to come here and then go to another location. So it may not be as desirable for some employees, so it may not get the usage.

And this is a satellite parking for State of Hawaii users. This is a property on 2091 West Vineyard, also on the corner of Church Street. It looks like you could fit about 25 to 30 parking stalls. It's within walking distance to the State building. It would require some improvements. Possibly the trees could be removed and the MRA approval would also be required as far as the design review. I have talked to Public Works about this and they may be looking at using either a portion of the site or all of the site for construction staging so that we'll have to confirm whether it would be available.

And this is the other option, 2086 Main Street. It's really close to the State building. It looks like it could park between 20 to 40 parking stalls. But to maximize the parking, we'd have to look at possibly demolishing that building which would a cost. There's potential costs. And this would also require the MRA approval.

And this would be the satellite parking for business, merchants, customer and visitor parking. This is the property Gilbert's at the corner of Vineyard and Market Street. It maybe will fit 10 to 15 parking stalls. I'm not endorsing that it gets torn down, but you really need the space, the building could possibly be torn down. But I think that would be a difficult proposition. And this would also require the MRA approval. There is a small narrow alleyway access off of Vineyard Street, but we have to confirm whether that would actually be functional or whether it will need an access off of Market Street.

This is, right now, the Banyan Tree Park, at 91 North Market Street. I talked to the owner, and they would be willing to use a portion of it for interim parking. If you tired to fully park it, you might be able to fit 15 to 20 parking stalls. It's really close to Market Street and Vineyard, so the location is good. But the tree kind of limits how much area could be used, and it would also require the MRA design approval.

This is – these first three were the preferred options we're thinking. This is 1960 Main Street and 16 Maluhia Drive. Based on the size of it, it looks like you could fit 30 to 40 parking stalls. It's a short walk to Market Street, and it also has an access off of Maluhia Drive which could be good in the mornings. If people are going to park there it's not stacking on Main Street. And this property would also require the MRA approval as far as the design review.

This is would be a second, not an easy option for this parking. It would be 1980 Main Street. There's an existing building there which would be kind of costly to demolish to create a parking area. But there is some space at the rear. Yeah, this is – it was a dragon art center.

Ms. Perreira: . . . (inaudible) . .

Mr. Gerdel: I guess it's an option. It's not the primary. This is an alternative option also, 32 Central Avenue. There's a vacant lot. You can maybe fit 20 to 25 parking stalls, but it is a further walk to Market Street so it's a little less desirable. It might need a driveway permit to do some improvements there. And it would also require the MRA approval.

And this is another secondary option, 97 Central Avenue. There's an existing building there which would have to be dealt with. And there's also no sidewalks, really, accessing it, so walking from that location is kind of tough. But it looks like it could fit 30 to 40 parking stalls with the entire lot area.

And this is kind of a secondary option. It's also not the easiest option because there's a large building there to try to create parking. But if it was demolished, you could 50 to 60 parking stalls. But the improvements would be costly so this wouldn't be the prime option.

This one came out a little better, but what it's showing is I took the primary options as far as interim parking locations and then assigned a projected lease cost for 15 cent per square foot and broken out the monthly cost and the total cost for the leasing the spaces. And I guess the main thing to look at is looks like we could possibly get close to the number of spaces that are in the municipal lot. Somewhere between a 175 and 258 spaces. And then if we get to the point where we're talking about providing paid parking, I did an analysis at \$50 a stall and we can get close to recovering the cost of the lease. And I guess that would be a question of how much long term parking that you're creating that's paid parking in those lots. And I guess one thing this projection doesn't assign the cost to would be the physical improvements needed for each location. If you had to do a driveway over gravel or asphalt paving.

Okay, and these are the kind of the next steps we're looking at off of the projected schedule working with Public Works and the MRA. If we finalized the potential list of lease locations and actually designate some funds to use for interim parking leases. Maybe in early 2012 we can finalize those lease negotiations. And then in 2012 do a design permitting and construction would allow the interim parking to be online prior to the start in 2013 if the parking structure started at that time.

Ms. Perreira: . . . (inaudible) . . .

Mr. Gerdel: Okay. Sure. Early 2012, we'd be talking to the owners to finalize the lease negotiations for the interim parking locations. Mid-2012, we'd work on the design and the permitting of the improvements for those locations. Late 2012 can actually be the construction of those improvements. And early 2013, that would allow the parking lots to become online prior to the construction start. Yeah, that concludes the presentation if there's any questions.

Ms. Betts Basinger: Thank you. Excuse me. Thank you Morgan. We do have a question. Warren?

Mr. Suzuki: Morgan, I'm kind of struggling as to why you would be looking at those properties that currently have significant structures on them with the intent of possibly knocking down those structures to create a vacant lot. To me, that would not be the appropriate thing to do especially in Wailuku. I mean, you want to try and preserve as much as the older buildings as possible and not knock it down. So my thought is you'd be looking at those properties that were primarily vacant that you can use for parking, but not knocking down structures to create a vacant lot.

Mr. Gerdel: Okay. I guess I can address that. I think it came about, talking with the owner, Jonathan Starr, he mentioned he did up plans to demolish his buildings at some point. So he said he would be open to the possibility of using that for parking. So I guess it wasn't to say that it's a good thing to tear down the buildings, but more say if we did want to look at that option, we can get this many stalls. I think that was the perspective to come from.

Ms. Betts Basinger: Morgan, I heard you say that along your time line the MRA will have ample

opportunity to review the list and say yay or nay on certain ones.

Mr. Gerdel: Right.

Ms. Betts Basinger: Thank you. Any other questions members? Mark?

Mr. Walker: Yeah, obviously, clearly we have to, you know, when you're evaluating sites you have to know what the costs are so that it will figure in. But just a – I know on Kaohu, maybe half way down there there use to be a Chinese restaurant on the right.

Mr. Gerdel: That was the property at –. It might have been hard to see.

Mr. Walker: Alright. Sorry. Yeah, it's gone, right? It's now just a lot. Okay, I'm sorry.

Mr. Gerdel: That's okay.

Ms. Betts Basinger: Members, any other questions? Seeing none, Morgan, thank you very much. And will a hard copy of your report will be available to the members?

Mr. Gerdel: Yes.

Ms. Betts Basinger: And to the public? And can we put it on our website?

Mr. Gerdel: Yes, I can e-mail it to you.

Ms. Betts Basinger: Thank you.

Ms. Wade: I have it. If you can fix the tables.

Mr. Gerdel: Okay.

Ms. Wade: Because it does that on mines also.

Ms. Betts Basinger: Thank you.

3. Discussion on a Request for Qualifications for a part-time staff person for the Maui Redevelopment Agency.

Ms. Betts Basinger: Members, thank you very much. At this point, we're going to move onto item D3. And all of you have received for discussion purposes a copy of – and this item is discussion on a request for qualifications for part-time staff persons for the MRA. And we had the opportunity to meet with Michele and Erin, and as you know this is a long time coming, much discussed item here at the MRA. And you will see that the agency assistant – now this is what we are proposing what you have in front of you – we are proposing this to run in The Maui News. Very similar to what the Charter Commission ran when they were looking to staff their Commission for the work that they're doing over the year. It is – and you can read yourselves and see – the first one is the agency assistant which we have been talking about a lot. And we have added, being aggressive

as we need to be in the MRA, a clean and safe program coordinator who would work directly with the Maui Redevelopment Agency to oversee the maintenance and management of the public space throughout the redevelopment area. This person will collaborate with Maui Police Department in the development of a community crime watch and other public safety programs, maintain a friendly and helpful presence on the street in Wailuku town. Applicants for this position must have a valid motor vehicle, driver's license. The job may require lifting and working outdoors. Applicants must be able to meet physical condition standards of the position.

For the agency assistant. Works directly with the Maui Redevelopment Agency, and the maintenance of the MRA website, publication of the newsletters, development of monthly reports, and managing a contact database. This person will assist the MRA Chair and Members in setting up appointments, coordinating meeting logistics for meetings other than the regularly scheduled MRA meetings, in accordance with HRS 92, Open Meetings Law. The person will assist in other special projects as directed by the MRA. And the applicant for this position must have their own work space and clerical equipment. And that means this person will be working with each one of you that has taken on a heavy task in our list working through the Chair. So if there's like an assignment here, kind of a thing going on. Applicants must have State of Hawaii GET license. And for a description of duties and more information please contact Erin Wade. Letters of interest, statement of qualification and a resume must be post marked or delivered no later than August 1, 2011.

We are working as we speak on a scope of work, much more in depth, that they will receive when they respond. And hopefully that will be ready for review.

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

Ms. Betts Basinger: Yeah. Pretty quickly for everyone to see. So, I think, I'm so excited that we're at a place. And I know a lot of the folks on the list that have served on this body are excited that we are at a place where we can start having staff that we've always needed to do the work that we were assigned to do. And it might relieve some of you from your wonderful offers to be task managers. So discussion. Mark?

Mr. Walker: So the agency assistant, I see, so they would work out of their home or an office they have somewhere else or something?

Ms. Betts Basinger: These are consulting contracts. The term of the contract would be August 1 thru June 30th, so it's a remaining term of our current fiscal year. Yes, they would consultants.

Mr. Suzuki: So Chair, how was it determined that these are the two positions and responsibilities that the MRA feels that it should go out and seek proposals from? I'm just kind of struggling in terms, you know, what are our greatest needs right now relative to support? And are these, the two positions that, from an MRA perspective, the areas where the greatest need currently exists.? I'm not, from a personal perspective, I'm still not clear on that.

Ms. Betts Basinger: Everything that is being brought before us stems directly from the Wailuku Redevelopment Area Plan task list itself. And the acquisition of staff is something that this agency was suppose to have done in 2000, so we're about 11 years late. But it's never too late to get the

work of this agency done. I think the – an administrative assistant has been longed talked about since the loss of our Executive Director a few years ago. The clean and safe program coordinator stems directly again from our task list. And the PUMA study had an excellent survey which indicated that one of the hurdles to revitalization of the economic core here was that there's a perception that Wailuku town is not clean and safe. And we now have a beautifully new redone Market Street. It is clean and it's getting safer, but it's one of the tasks of the MRA. And lastly, we had difficulty last year and the year before with budget. Because it was very, very important to this Agency that we get some really good studies done. The parking management study that we heard. The PUMA study. We spent our budget on creating a foundation of how we're going to move forward, and the steps that we need to take. So our budget this year allows us to start baby steps. These are part-time temporary positions to see how they work, to see if they really are a benefit to us as we move forward.

Ms. Suzuki: But it still goes to my question. And I'm not questioning these positions. I'm just kind of, from my perspective, I'm wondering is this where the greatest need currently exists relative to support for the MRA. And I don't know. And is there a need for two different positions or can we handle it with a position? And that's why I think the discussion needs to occur amongst the members here.

Ms. Betts Basinger: I'm going – I'm going to make – answer you and then I'm going to recognize Michele. I saw her little hand there. You know, this is an item that this body prioritized last year and the year before. So, I mean, it didn't come out of the air. This body said we need this person and –

Mr. Suzuki: But it didn't specifically state there was going to be a clean and safe program coordinator –

Ms. Betts Basinger: No, that's true.

Mr. Suzuki: – and agency assistant. It just said that we needed support. And that's where my question is. I don't deny that we need support. But the question is support, you know, what area and what are the responsibility for the support?

Ms. Betts Basinger: I want to answer that, and have Erin answer it because part of the work that we've done was to determine exactly what the needs are. We worked with wonderful staff from the Planning Department, but there's more work that this body has than the staff can handle it at this point. Erin put together a very interesting break down of the kinds of services that we need. And I'll let her talk about the three areas, and how these two starting points actually do merge a couple of those needs and for wants.

Ms. Wade: Thank you. Basically the two positions that are here right now is part of what I do today and then – but it's outside essentially of my scope of work for the most part. So, I'm sorry Richard left because I know we'd love to tell, he calls me at least once a week to tell me about a trash can overflowing or a banner that became detached or something like that that does take a lot of time to track down somebody to follow through on. So for me, this clean and safe coordinator is not only going to take a lot off of my plate in terms of being able to get to some of the bigger issues in the plan. But it also I think provides that necessary presence down on the street and gives the people

the indication that we are going to work on the crime watch issue that the Community Association has requested and we'll have somebody that can follow through with that and be a presence on the street. Someone that if a trash can is overflowing it gets taken care of immediately instead of me trying to track down Teens on Call, and then maybe it doesn't get taken care of until the next morning. That kind of thing creates a bad perception of when it happens. So the clean and safe program coordinator, I think, is going to be very visible and very effective and positive on the street in Wailuku.

The agency assistant, you know, several of –. This position actually became extremely apparent to me that it was needed when you folks got assigned tasks. Because before that it was just me and when I kind of got around to getting to the assignments that's when they came before you. Now you guys are calling me and asking me, you know, are we moving on this, or moving on that project, and scheduling each of those meetings and the follow up meetings, and the correspondences in between is all reliant upon whether or not I can get to it within all of the rest of my projects. Like Mark and I have been trying to schedule a conference call on the tax increment financing for about three weeks now. Whereas if I had someone that I can call and say can you please set this up. We need a conference call. Here's my availability. Mark will tell you his availability and we'll be there, you know. That meeting scheduling and that kind of thing could take a lot of my plate as well, so I can remain focused on your ongoing projects and keep in the pipeline basically.

Ms. Betts Basinger: Michele?

Ms. Michele Chouteau McLean: Thank you Chair. My comments weren't specific to the current dialogue. That's up to the agency to decide, you know, what tasks you feel need to be contracted out. I just wanted to make a comment on the contracting procedure that in the solicitation itself it needs to be clear that the agency is seeking bids from potential contractors. We can't specify that it's going to be one person. We can't specify what the schedule is going to be. And like you mentioned, we're not providing office space for them. They have to provide their own office space. So if a company comes forward and has five people and those five people are going to rotate to take care of the clean and safe tasks then that's what they're proposal is going to be. So it's just something for the record I wanted to be clear from the procurement side. All that the MRA does is put the services that they need, and then it's up to potential contractors to submit their proposals to show how they will accomplish those tasks. So, it's most likely going to turn out exactly how it is on the page, but I just wanted to make it clear that we don't determine that. It's up to potential bidders to tell us how they're going to fulfill the requirements. But again, what those duties are is up to you folks to decide.

Ms. Betts Basinger: We'll talk about this again when we get to budget because it's a budgeted item. I just wanted to let you know that we're not talking about the budget part of it right now. Katharine?

Ms. Popenuk: Yeah, I just sort of dovetailing on what was said previously. My question is related to process also. I know that we have been discussing this agency's assistant position for a very long time, and that it's absolutely – there's a lot of doing a lot of work that if they disappeared we'd be in trouble, so I certainly support that. I do find it a surprise though, clean and safe program coordinator because it wasn't in my consciousness that we had actually discussed this or decided as a group or as a board or a commission or whatever we are, agency, that this was going to be

our response for getting our goals completed. So I was rather surprised to see this. Oh, is that what we're doing? So, I just wanted to express that concern about being involved in what our response would be as an agency.

Ms. Betts Basinger: Do you not think that there's a need for a person on the street taking care of the contracts, the cleaning contracts, the creating the – we did as an agency decide we wanted to sponsor a community crime watch group. This is the person that would get that done.

Ms. Popenuk: I'm just –. My concern is thinking about redundancy. Although I have a little more clarity now after having listened to Erin and what things she's been undertaking to make this happen. But redundancy in terms of what other community groups might be assigned. For instance, clean and safe, so safe that means, to me, when I hear the word safe, I'm thinking Police Department. Police Department ought to be making the streets safe. Why are we paying somebody to go out there make the thing safe. Right? Or clean, I'm thinking, okay, so are there already people that their responsibility includes making sure that the streets are cleaned or the things –. Erin is shaking her head no.

Ms. Betts Basinger: Well, there are and they're contracted under the MRA.

Ms. Popenuk: You know, but, you know what I mean? It's like, aren't these tasks have they not already been assigned to other people that are part of our government and if it's not happening, why isn't it happening, and why are we hiring somebody to make it happen?

Ms. Betts Basinger: Well, the answer to that is no. The MRA has the contract with Teens on Call for trash pickup. The MRA in our budget that we passed expended monies for power washing of the sidewalks on a regular basis. We have street furnishings that need to stay in good maintenance and repair. And those are all contracts that fall under the MRA in our area and do come out of budget and are already budgeted for. What you're hearing is that Erin is a planner, and besides a third of her time to us, she has many, many other responsibilities. And our demands just in maintaining the contracts, our demands in just in other minor, you know, administrative things, is more than the one third time. Now it's wonderful that we work hard and we pitch in and we do the work, but that's not our job as Commissioners really. We are suppose to have a staff to do those things.

Ms. Popenuk: Right. Right. No, I don't expect Erin to be out there with a broom.

Ms. Wade: Well, I have.

Ms. Popenuk: I bet you have. A broom and a gun, you know, it's like, this place will be cleaned or else.

Ms. Betts Basinger: Members, any other input? Mark? Bill? Before I go back over here?

Mr. Mitchell: Yeah, a couple of things. Well, I think it's a good discussion and I think it may appropriately tie in a longer term discussion with the parking management plan, and somebody that will operate in that. So, I think it needs more discussion in context of how this may function, and how one of these individuals or maybe both or maybe even a third person may facilitate what we're

talking about as part of the parking management plan. The only difficulty or challenge I see with an agency assistant is somebody that doesn't have either an institutional knowledge or an understanding of what the MRA is about and what the Planning Department does, or anything about zoning and codes or anything else. My question to Erin would be is there somebody else in the Planning Department that could be co-opted that would have some background in this that may be more efficiently used in that kind of position?

Ms. Wade: We had that discussion actually internally a little bit to see if there was the possibility of that. And for this fiscal year, the answer is probably not. But for the most part, even if we have a contractor, they can always call me. I mean, at this point, we're trying to follow up on this water issue, and I just need somebody who's going to be calling this one person in Water every day to find out what the answer is to our question, you know. But I've called like once every two weeks, you know. So, you know, the consistency of that is we just need the follow up basically to be happening. And I don't think that necessarily has to be somebody internally. I know who to call if they are in touch with me.

Mr. Mitchell: So it's almost like a secretarial position in a sense, that they don't really need a deep understanding of all the issues. They just need to be able to bird dog things to get them done.

Ms. Betts Basinger: It's an administration assistant position really. There are a lot of – a lot of the things that I do would go to this person. And I think that you're right. And one of the reasons in our discussion about these positions was, well, can one person do all these responsibilities? I think that person would be really hard to find because the skill sets are quite different. And again, we purposefully want to do this with a small step, and get that person on and see if it really works the way we think it will. If we're going through and accomplishing our tasks in a better and a more comprehensive way than just depending on, you know, you're in charge of making a one stop center and you're in charge of TIF. And philosophically it still gets back to this is something that's 11 years and this body hasn't done it. And if this body wants to get work done, this is the time to do it. And we have a strong board right now. And I think we have people on this board that really knows what the MRA does. So the learning curve which will be natural for both of these positions would be easily met right now. So I guess – go ahead.

Ms. Popenuk: I just want to say that I wholeheartedly support an agency assistant position. I don't want to be mistaken about that. I think that – like it is a lot of stuff that you do – the website, newsletter, all that stuff. When you disappear, who's going to do that, right? So we do need someone in that capacity and beyond. My concern is that we're looking for two people. You know, in terms on small steps, I would think one person, and I don't really – you know, perhaps I don't understand this completely, but I don't see that the skill set is so diverse because the person that's going to bird dog the Water Department about where the pipes are can still bird dog the Police Department about people that are sleeping on the street or whatever. You know, I don't expect this person to like actually doing these things, but going to be the facilitator and to push to get these things to happen.

Ms. Betts Basinger: In our discussions this person, the clean and safe program coordinator, is the person that would be doing those things. People talked about requirements of this person, that they might be ex-police officer, or former military, or someone who can put together an MCCC work squad to come and do work in the MRA area. So, they really are kind of –. I mean, there may be

some phenomenal person out there that could do both. And again, we have several areas in our task that one person is not capable of, of coordinating it all. So this was a baby – this is a baby way to move forward with it. I guess I want to hear from members what reservations they have regarding the clean and safe program coordinator. Mark?

Mr. Walker: I don't particularly have any, but maybe ignorance is bliss. Because I don't know everything that goes into all of the things you're trying to accomplish. I mean, I know you work very hard on it. I know you spend hours and hours on it. I know it's a lot of work, so, and I don't truly understand where the greatest needs are. I sort of, as a new member, I defer to you guys. I think that the discussion is good. I think we need to ask questions and all of that. But in the end, I'm going to rely on Erin's feedback, as well as yours on these. I'm happy that they're just contracts for the remainder of the year. We can review them. If it's not working, we can adjust. If it's working, great, or we have more money and we need to do more stuff, we can do that. But yeah, this is a short term thing. I support it.

Ms. Betts Basinger: Thank you.

Mr. Suzuki: I have a couple questions at this point. So when we talk about part-time, you know, normally you indicate two hours a week, 10 hours week. You know, what are we looking at? Because you cannot just say part-time, and they're going submit you a proposal.

Mr. Walker: That was actually one of my questions too. It doesn't part-time in the ad.

Ms. Betts Basinger: It doesn't?

Ms. Wade: It's at the top.

Mr. Walker: You have to read?

Ms. Betts Basinger: Two temporary, part-time independent.

Mr. Walker: Yeah, I guess I didn't see that. Okay.

Ms. Wade: I think that's going to have to be based on the budget amount you allocate.

Ms. Betts Basinger: And when we get to budget, the way we allocated it was as a half-time. This is a 20-hour. I mean, if you want to put it in. It's not going to be 20-hours a week, but it will be 1,080 hours a year. Or in this 10 month case, it will be whatever that equivalent is, and I do have the number. I think it's 867 hours. It's how we calculated it for budget as part-time temporary.

Mr. Suzuki: And I think that the next point. You know, it seems like there's been some discussion putting this together, talking about the budget and all that. And when this thing was first brought to my attention, the question raised in my mind, well, you know, I haven't been to a lot of meetings for various reasons so there must have been discussion that has occurred on this particular item. And because the discussion has occurred, now this is before us for a vote as far as yay or nay. And I guess I'm finding out that, no, there has not been discussion amongst the agency members. . . .(inaudible) . . . There might be some separate side discussions, but not amongst us. So I

guess, and I don't know, I don't want to speak for other members, I was just kind of caught by surprise that the impression I got was, you know, it's a yay or nay to approve this position, and yet, I don't recall any kind of discussions that we had that indicated this is where the needs are. And based upon the needs are, you know, there's two positions required and these should be the description or the scope of work for these positions. Erin explained it, you know, well enough where now I understand, but it's something that she provided the information to us which I understand. But it came a little point where I thought that this was something that was already been discussed and we agreed that this is what we're going do and we'll just say yay or nay from that point. I think that's where I struggle with it a little bit.

Ms. Betts Basinger: I'm sorry too Warren that you missed so many meetings.

Mr. Suzuki: But did we have a discussion on these position?

Ms. Betts Basinger: This has been discussed year after year after year. It's in testimony.

Mr. Suzuki: Not clean and safe.

Ms. Betts Basinger: Not the clean and safe program coordinator, that's true, but the agency assistant position has been discussed and approved. It was a matter of getting it into budget. And because we have a budget this year where we can move ahead with the clean and safe program, this is the time to do it. So that one, I apologize, it is something new our discussion area for a clean and safe program and we can defer this. Or we can have further discussion about the clean and safe program and how it ties into our work. But the agency assistant have you never heard discussion on this? You've been here several years.

Ms. Popenuk: No, no. Yeah, it's been around for a long time.

Ms. Betts Basinger: And it's been prioritized. I remember lots of discussion at the end of last year's term when we were looking at, you know, budget, and we just couldn't do it then.

Mr. Suzuki: No, I understand all that, but –

Ms. Betts Basinger: So you know it's been discussed and approved.

Mr. Suzuki: Yeah. But the specific responsibilities not something that's been discussed. And looking at too, you know, works direct with MRA and maintenance of MRA website. But don't we have consultant who does that?

Ms. Wade: That does the website.

Mr. Suzuki: Yeah, so I'm kind of struggling. I mean –

Ms. Betts Basinger: But they have to have –. They have to be given content, direction, anything new that the community needs to see. Somebody here has to work with the person who puts the website together. Yes, we have a technical contract for them to do it, but they don't work alone.

Mr. Suzuki: No, I don't have a problem with that, but shouldn't it be described that this person would work with a website consultant to maintain the site. If you read this, it seems like that this person will be responsible to be the one to maintain the website. And when that responsibility is put on, that requires a certain level of technical expertise.

Ms. Betts Basinger: That's right. That's good. That's good. We'll change that wording so they'll be working on providing website content to our website technician.

Mr. Walker: Madame Chair?

Ms. Popenuk: Same thing with newsletter probably.

Ms. Betts Basinger: Yeah, and all of this, you know, these are some of the tasks, but it's not –. It would be any other projects from time to time that we might need them to work on. It might be research gathering that we need for one our task areas, you know. We do have a scope of work that's much more detailed, and it talks about all of the normal things that are in a County independent consultant contract that they will be signing.

Mr. Walker: Madame Chair? Sorry. Yeah, so I think everyone is agreement on the agency assistant from what I can gather. But I think the fact that we haven't discuss this other one, let's discuss it now. I mean, let's discuss it. Yeah, we have it, so let's do it since we're talking about it. Let's get it done.

Ms. Betts Basinger: Thank you. Thank you very much Mark. I think I'm going to let Erin explain the clean and safe program coordinator.

Ms. Wade: A lot of times in downtowns, there will be an ambassador program. This is really common in the larger cities where they'll have actually multiple people. But in smaller cities too, an ambassador program is generally somebody who does parking – like you were saying Bill – but also manages crime watch, manages contracts for trash removal, make sure the streets are clean, often coordinates with Police because a lot of times, to be honest with you, a merchant doesn't want to file a police report even if they witness something. They don't want to have any retribution. And this would be a person that could be kind of a go between. There are merchants who call me to say someone is sleeping on the bench out in front. I didn't know if I was suppose to call the police or who I was suppose to call. This would be a person that could be there for that kind of a thing. And honestly at a part-time scale, I think this is going to be, have to be somebody who really does just a love for Wailuku, who wants to be in town, who enjoys the company of the people on the street, the merchants, just the downtown life, but sort of has a big heart for it, but also is interested in seeing Wailuku be beautiful, clean and safe and all of those things.

Mr. Mitchell: Can we advertise for a volunteer?

Mr. Walker: Warren's got time.

Ms. Betts Basinger: We've tried. Members, I'm going to – I'll just read some dot points on this position as it may be flushed out in the scope of work. Clean and Safe Program, manage and oversees trash collection and street cleaning, planter and tree maintenance in coordination with

Maui Nui Botanical Gardens, coordination with Police and social service providers, volunteer coordination because we do expect to find volunteers, work with property owners and zoning enforcement division to bring properties in compliance with code and design guidelines. And this is a baby step into it's kind of a soft way into enforcement in our area which is a difficult thing. Coordinate graffiti clean up program. And those are the types of things, and this person would be there on the street. This person would be, you know, talking to all of the stakeholders, the property owners, the shop keepers. It would be a visible face that I think in the long run engenders a sense of security and safety, and we know who to call, and we know the MRA is responsible for this clean and safe street that we now have.

We're looking at \$18,900 for these positions. And when we get to budget, I think we'll agree that the money is there unless we decide there's something of a higher priority that we haven't already covered.

Mr. Suzuki: This is just my thought right now, and I think, I personally am struggling with advertising for two separate positions. What if we advertise for one position that includes all of this scope. And as time went on as we found out that with the scope that we provide, it comes such where it's too much to expect to a part-time position to do, then we could break out and advertise for another position that might break off the safety, the clean and safe, you know, coordinator responsibility. But what if that it was just one position that initially had all of the responsibilities under that person and then break it up later if it became too overbearing/

Ms. Betts Basinger: Could we pass that one around to show him the two positions?

Mr. Suzuki: I've seen that Alexa, but–

Ms. Betts Basinger: Okay.

Mr. Walker: Madame Chair?

Ms. Betts Basinger: Yes.

Mr. Walker: Yeah, I mean, it seems to the type of – they're two different types of people. One is really more a clerical while the other is –. I mean, yes, there's some telephone stuff but they're out on the street. I mean, again, I'm the newbie. I rely on, am relying on, Erin having been doing those I guess at this point, to understand the need for two versus one. And if you want to expand on that, that would be helpful.

Ms. Wade: Sure. You know, I really do see the first position as a much more physical position, and certainly someone with some security experience, that sort of a thing. Someone who's going to be interacting regularly with the people on the street, and being sort of the face of Wailuku itself. The other person I see as a much more behind the scenes person who is making phone calls, setting up meetings, following through on conversations that I've had in these meetings, and then as part of your folks tasks/assignments, the website, the newsletter, all of that. It's really a behind the desk person, you know. So that's, I think the different – the reason we saw for differentiation. But originally we were just talking about one person. And the more we talked about this, the more we thought they're two very different things. And honestly, I mean, I've been out to sweep a broom

twice because I'm a behind a desk sort of job right now, but the sweeping got to happen at some point.

Ms. Betts Basinger: And we have been out there moving planters ourselves, but it's not the kind of job that –. The MRA doesn't have that person.

Ms. Popenuk: I just wanted to say that the bullet points, I appreciated that. Like it's a lot more clarity to what you guys are talking about, so it's very specific. It's just what I think we need when we discuss this.

Ms. Betts Basinger: Members, Chair would like to have consensus, if possible, on going forward with both positions at this time. You know, we're not 100% County, but we are a County agency, so there's a time period that it takes to get this started and get this going and getting that person onboard. So I guess we'll just go around and see who's prepared to go forward with both of these and who isn't. Warren?

Mr. Suzuki: Based upon the discussions, you know, I'm almost there as far going forward with both of these. But for me, how much it's going to cost us is something I need to know before I say formally yay or nay.

Ms. Wade: Absolutely.

Mr. Suzuki: I can't say right now okay without knowing what the cost is going to be.

Ms. Betts Basinger: And we'll get to budget.

Ms. Popenuk: Yeah, you said it was the \$18,000 or something?

Ms. Betts Basinger: Each.

Ms. Popenuk: Each, so that's like \$36,000 and we've got \$81,000 or something like that. So I would say that I would support both then.

Ms. Betts Basinger: Bill? I'm sorry, Mark?

Mr. Mitchell: Go ahead Mark.

Mr. Walker: Definitely, I would support both.

Mr. Mitchell: I may support both, but I need more information. One of my frustrations and I'm a newbie, but I'll just tell you what it is. When we did the budget thing, and that was 20 minutes to make a decision about, you know, spending money because we had to get it in. And this kind of feels in that same, sort of same, well, we need to make a decision now because we need these positions and we may in fact need them. But, to reasonably sort of fair it out, and also to be able to integrate with information we heard today, and some things that Morgan said in this person, this clean and program coordinator, I can see them being that downtown ambassador that all of sudden has to answer a lot of questions about parking and what's going on with the parking structure. I'd

like to further refine the scope of what this is and understand what we're asking them to do. And then also understand are they going to be answering to us, the board, or are they answering to the Planning Department? Who are they working for?

Ms. Betts Basinger: I'm going to have Michele speak to this, but I can tell you to the last part of your question. They will be answering to this body. They would be employees of the MRA. We work so closely with the Planning Department, but they won't be answering to them.

Mr. Mitchell: So we, as a board, would be their boss basically.

Ms. Betts Basinger: That's correct.

Mr. Mitchell: Okay.

Ms. Betts Basinger: It would be our contract.

Mr. Mitchell: Right.

Mr. Walker: I guess I have one other question. I thought about it and then forgot about it, and I thought of it again. How would we monitor – the assistant, that's one thing, but the person out on the street, how do we monitor them and their effectiveness? I guess we can check with the merchants, but is there any thought as how you – are they doing a good job? How do we know?

Ms. Betts Basinger: There is, but I hear everyone here being unsure about the clean and safe program to begin with because we haven't had discussion about that. And I'm willing to defer this to the next meeting because it's clear that, you know, the problem is I can talk to one of you, you know. And so on this issue, the talk happened, you know, outside of – we have to be in sunshine. So, if what I'm – Michele?

Ms. McLean: Thank you Chair. I just wanted to point out whether this moves forward today or after the next meeting, the only step that would be happening at this point would be the solicitation.

Ms. Betts Basinger: Right.

Ms. McLean: Once bids are received and evaluated, then the final award could come back to the MRA for approval before any sort of contract or purchase order is finalized. So you'd be able to know who the person, or people, or company is or are, and you know, what their experience is and look at the specific scope of work. But if more detail is still wanted, then, sure that can happen at the next meeting. But things moving forward today or at the next meeting doesn't mean that's the last time you'll get to see before it actually happens.

Ms. Betts Basinger: Yeah, thank you. That's a real good point because as we said at the beginning of this discussion, the scope of work, the detailed scope of work, would be available for you to see probably before the solicitation was even in The Maui News. And they're two kind of separate things. The sooner we get responses or even gage what kind of response we might get. Warren?

Mr. Suzuki: So can we say okay to the solicitation of bids without formally approving those

positions?

Ms. Betts Basinger: No, we would have to agree that we want to solicit these positions.

Mr. Suzuki: Right, but not formally approving those positions yet. Because as Michele explained, she said that, you know, we could go out and solicit the bids, see what kind of responses we receive back, find out who responded, and maybe get a better sense in terms of, you know, what type of individuals or companies we're talking about. I guess develop some level of comfort in terms of, you know, who might be the ones providing these services. And then from there decide then, okay, we have a higher level of comfort now relative, you know, based upon the responses. And, yeah, you know, we can go ahead and approve these positions. So then that's the reason I asked the question, can we at this point authorize the solicitation of bids without formally approving the positions?

Ms. Betts Basinger: Michele?

Ms. McLean: The only thing that we're looking for consensus on today is moving forward with the solicitation. And if you need more detail than what's been presented then it would be appropriate to wait till the next meeting to have as much detail as you need. But regardless of that you should formally adopt, post it as an action item on your agenda, the authorization of a contract or a purchase order with whatever individual or company submits the bid. And we don't know that they're going to be qualified individuals or companies to do these separate tasks. So it may be that one doesn't end up happening because you don't have qualified members. So eventually it will come to you, you know, for the final approval of spending the money for that particular person for those specific tasks. Today it's a little bit more general, but if you want more specificity before moving forward with the advertising then we can do that at the next meeting.

Ms. Betts Basinger: Mark and then Katharine.

Mr. Walker: I'll defer to Katharine because she waited longer.

Ms. Popenuk: I just wanted to say, yeah, I would agree to moving forward, and I do think that we need to be way more specific on what the – for instance what I've read here versus like the bullet points were like completely different. The bullet points are totally broad and focused – that's what this person is –

Ms. Betts Basinger: I apologize because this was meant to be a solicitation itself. The dot points –

Ms. Popenuk: Yeah, I would like to see it –. I would like to see it be way more specific.

Ms. Betts Basinger: Got you. And you will. . . .(inaudible) . . .

Mr. Walker: So, yeah, because we're not going to –. My sense is we're not going to just hire someone to hire someone. They got to fit. And if they don't fit, and as Michele said, there may not be someone that we feel comfortable with, and so we continue on. So is there a way today to advance these two positions subject – because we're going to have to approve them in the end – the people – and in the interim we get all of this other information and we –. I don't know.

Ms. Betts Basinger: What Chair is looking for today is consensus on moving forward with the solicitation.

Mr. Walker: Right.

Ms. Betts Basinger: We will be providing the body with a detailed scope of work on each position well before this probably even appears in The Maui News. So we have time to hash that part of it out as well.

Mr. Walker: Yeah, so what would happen? You know, we advance this, we get the scope of work, and based on the scope of work, Warren, Bill and I just think it's the worse idea we've ever heard. Then do we just don't fill the position even though we have applicants? Or, what happens there? I mean, I'm just looking for what would happen in a worse case if for some reason we just couldn't agree, gosh, for whatever reason, whatever the reasons were. Here's my goal. My goal is align with yours. I want to move it forward. 11 years is too long. You know, these meetings are really long too. But I would love to advance it, but with the ability to somehow to eject if whatever the fine print doesn't resonate with the Commissioners. But I don't know we do that.

Ms. Betts Basinger: Michele?

Ms. McLean: Well, the choices today are to either have consensus for us to go forward with the publication or defer until next time. You can't fine tune the language collectively. You know, that effectively is a meeting so you can't do that. If it's just between the Chair and staff and Corporation Counsel that would be one thing. But in terms of members having input on what gets posted, if you're not ready to do that today and leave it up to us, then we should wait until the next meeting and have real specific language to discuss and finalize. So it's is there enough today for us to proceed? Or if you want more input on this specific scope, then no, we'll defer till the next meeting.

Mr. Walker: Well, aren't we just agreeing on what it says in the advertising?

Ms. Betts Basinger: Pretty much.

Mr. Walker: It's not totally what the total scope is. It's not a job description in totality.

Ms. Betts Basinger: That's correct, and I guess we would be saying that this body trusts that the scope of work that we define will match what you're seeing here pretty much.

Mr. James Giroux: Is your concern the sunshine law? I mean, because on item three it says discussion on request for qualification so that's pretty broad.

Ms. McLean: No, I didn't mean about that. My concern was if after the meeting the members circulate comments among each other on, let's include this, let's not include that, that cannot happen.

Mr. Giroux: Right. You can do that at the meeting, but, yeah, off line, no.

Mr. Suzuki: Right.

Ms. Betts Basinger: So the scope of work that is almost done is based probably 90% on Erin's recognition of those things that go beyond her scope of work for the MRA that have fallen on either not getting done or us doing it. Do we have copies of these we could pass around? This is not the final final. It's just the dot points. But does someone want dot points on the agency assistant as well?

Mr. Mitchell: All of the above please, and the reason being is I really think there's an opportunity to dovetail some of the larger issues related to the parking structure and parking PR, parking ambassador, into this position too.

Ms. Betts Basinger: That was a big discussion that we thought would come up in evaluating that position at a later time. First to really see who responds, who we might be able to get and determine as a body if that person could take on that added responsibility. But we are not scoping that out at this point in time for this part-time employee.

Mr. Suzuki: So when you say that was part of the discussion and all that, was that discussion amongst the members here or that was discussed –?

Ms. Betts Basinger: No, it was staff. It was Michele, Erin and myself. And I think we know the work that needs to be done for the MRA.

Mr. Mitchell: I guess with all due respect I need more information to feel like I'm usefully taking a lot of the input we got in the last couple three meetings and put it into this position even as an advertisement. And then to be able to evaluate people that come in and to be able to say, you know, that does or doesn't fit because I'm not sure what fits right now if somebody came in. You could do one or both.

Ms. Betts Basinger: Do you want to make a motion?

Mr. Mitchell: I'd like to make the motion to defer – continue the discussion but defer to the next meeting with the refined scope of work for both positions so we can talk about that.

Ms. Betts Basinger: It's been moved.

Mr. Suzuki: Second.

Ms. Betts Basinger: And seconded. Any discussion? All in favor say aye.

Agency Members: "Aye."

Ms. Betts Basinger: All opposed say no. Okay, was that three ayes? So we will defer this discussion until the next regularly scheduled meeting. Thank you members. Now we will move onto item D4, discussion on –. Would members like to have a break?

It was moved by Mr. Bill Mitchell, seconded by Mr. Warren Suzuki, then

VOTED: to defer and continue the discussion to the next regularly

scheduled meeting with the refined scope of work for both positions.

**(Assenting: Bill Mitchell, Warren Suzuki, Katharine Popenuk
Dissenting: Mark Walker)**

Mr. Walker: Could I just ask just a procedural thing? We've had a vote. Now could I make a motion to go back and revisit something and we take another vote?

Mr. Suzuki: No.

Mr. Walker: Okay.

Mr. Suzuki: James explain.

Mr. Walker: No that's fine. No is good enough.

Mr. Suzuki: You got to be in the prevailing side for reconsideration.

Mr. Walker: No, no, no, I just asked if it was a possibility.

Ms. Betts Basinger: Is that a point of order for reconsideration?

Mr. Giroux: Procedure – I mean yes and no.

Mr. Walker: Okay, if you feel the need to explain.

Mr. Giroux: I guess Robert's Rules of Order, it would be up to the Chair to receive any motion as far as procedurally. But if the motion would be to reconsider, if it's something that's within the meeting – it's a motion to reconsider – and the person on the side that prevails would have to make that motion. So –

Mr. Walker: So I can't make it because I'm on the losing side.

Mr. Giroux: Right.

Mr. Walker: Okay.

Mr. Giroux: I mean that's why I wanted to go through the discussion as far as that. Because it's not always that you can't reconsider something. It's just that if you're on the losing side you don't get to reconsider that option.

Ms. Betts Basinger: It doesn't preclude however from enter a motion of your own.

Mr. Walker: If I make a motion to over turn the other motion.

Mr. Giroux: Well, now we're getting into real hypothetical . . . (Inaudible. . . multiple speakers) . . .

Mr. Walker: Well, here's what I want to say. Here's what I'd like to say to the members and we got to go forward. This stuff takes way too long. And right then we had an opportunity to at least approve one of those. I thought we had consensus to approve. Now we don't approve any of them. And, sorry, I'm from the private sector. I'm used to getting stuff move forward. It takes too long in government. And we're a quasi-government thing, and here 11 years later we can't even get the most basic deal done. So whether we can still resurrect that today, maybe we can't, but I just – you know for me to – I guess we need to do a better job of getting through it. Now I think you guys could have done a better job to begin with to say heads up so that we could have answered some of that stuff in advance. But we have to be flexible and be able to act on the run because we're behind. Right? So we're not winning the race. We're losing the race. So we need to catch up. Anyway, just a comment. If there's a way to resurrect that, to take a vote on at least getting the agency assistant position posted, that, I would hope that could be done.

Mr. Giroux: Well procedurally – now you're really asking – procedurally parties on the prevailing side for the motion to defer that was just voted on, part of the motion to defer had two parts. There was two advertisement. The motion was to defer both. If there was a reconsideration – a motion to reconsider to separate the issue, that can be done by somebody on the prevailing side. And then if you separate the issue you can vote on one to act, and vote on the other to defer. But, procedurally, that's what would happen.

Ms. Popenuk: I just have a question. So what we just voted was that we would defer until the next meeting whether we approve the position and we would – to both position – and that we would have a more complete description of the scope. Is that correct?

Mr. Suzuki: Yes.

Ms. Popenuk: So it's still alive. It's still moving forward, but we're going to define the scope in greater detail.

Ms. Betts Basinger: Unless one of you wants to separate the issue so one could go forward and the other have more discussion.

Ms. Popenuk: I personally feel like the greater description of the scope would be of a benefit, so that we know more clearly what we're looking for and the potential client would know more clearly what is expected and whether or not he qualifies.

4. Discussion on changing the regular Maui Redevelopment Agency Meeting day from the third Friday of the month to another day.

Ms. Betts Basinger: Thank you. Thank you. So members we're going to move on now to item D4, discussion on changing the regular Maui Redevelopment Agency meeting day from the third Friday of the month to another day. And this issue was placed on the agenda. You know, it's been my habit each month to meet with the Council members and the Mayor, and I take our summary report of what we've done each month to them. And I had quite a bit of feedback that it's really too bad that our meetings are held on the same Friday that they have their Council meetings. Because it precludes – well, the Council member – but even their staff from being more involved in the work that we do. And I was asked if this is carved in stone, and it isn't. So what I did was I contacted

Leilani to find out if there were other days available where we could have our regularly scheduled meeting at a time when Council can become more engaged with our work. It's not problem so much for administration, Mayor, or the Department's that we work with, but it is a problem for Council. So Leilani brought back for this and so the calendar for Maui County, for the meetings, the second and the fourth Fridays are non-County Council meetings. And the second and fourth week of each month, the options could be Monday or Friday was Leilani's response for this room. So I want to throw it out there for discussion and –

Mr. Walker: Sorry, could you just repeat that? Sorry.

Ms. Betts Basinger: The availability of this room is available on the second and fourth Monday or Friday. The second and fourth Tuesdays are the Maui Planning Commission, second and fourth Wednesdays are the Molokai Planning Commission meetings, and the second and fourth Thursdays are Board of Variances and Appeals meetings, so we might lose staff on any of those days. So on a Monday or a Friday. And in looking at the rest of our year, or the rest of this calendar year, the fourth Friday seems optimal. The second Friday we run into some holidays where we would miss a meeting, and God forbid we miss a meeting. So I would suggest that without objection that we move our regularly scheduled meetings to the fourth Friday of every month in order to engender more participation.

Mr. Suzuki: Question. So Friday afternoon or Friday morning?

Ms. Betts Basinger: Same, one o'clock. Leilani, I'll need you to check the time for the fourth Friday. All day is free? So are you suggesting something other than one o'clock Warren?

Mr. Suzuki: I'm suggesting mornings because Friday afternoons seem to be, you know, everybody wants to get out. I'm sure staff feels Friday afternoon wants to get out. I'm sure they don't appreciate the fact they're here almost till 4:30.

Mr. Mitchell: Afternoons are good for me. Any Friday afternoon is good for me. How long has the MRA have met on Friday? It's always been on Friday afternoons hasn't it, like forever?

Ms. Betts Basinger: I think so. Yeah, as long as I've known it, and you've known it longer. We're Friday people.

Mr. Suzuki: Always Friday afternoon.

Mr. Mitchell: We're Friday people. It makes us finish earlier.

Mr. Walker: I can do whatever the body wants.

Ms. Popenuk: As can I.

Ms. Betts Basinger: Okay then, it looks like we have four in favor of staying at one o'clock on Friday, but switching to the fourth Friday rather than the third of each month. Okay, and that means that our next meeting will be on August 26th.

Mr. Walker: Is there a way for the County to actually cap our usage of the room so that these meeting would like go longer than –

Ms. Betts Basinger: Well, you know, Leilani, you haven't seen her when it gets past a certain time.

Ms. Wade: Actually, I have a 5:30 p.m. meeting today to be honest with you.

Ms. Betts Basinger: Okay, thank you members.

Mr. Mitchell: Madame Chair, did you want to have a special meeting on the parking management plan?

Ms. Betts Basinger: Thank you for bringing that up. I think it's important members, and you know, today is our sixth meeting of this fiscal year, and that's pretty good. I mean, but we're taking care of business. So, members, does anyone else think we need a single item meeting to further discuss the parking management plan and how it would incorporate into the MRA's task? Otherwise, it will take up time at our regular meetings.

Mr. Walker: I think we –. I mean, yeah, the agenda is crammed. I mean, there's one school of thought let's get it all done in one day, and I would rather do that, but it takes a long time. So I think that's appropriate. And I would also say if we can get these position things on that agenda, let's do that too.

Ms. Betts Basinger: So a two item.

Mr. Walker: If we can get some stuff done.

Ms. Betts Basinger: Okay. Leilani, can you check and see if July 29th is available? All day? What about the 22nd?

Ms. McLean: That's in one week. We wouldn't be able to post in time.

Ms. Betts Basinger: I'm sorry. We can't post it. Then the next available will be August 12th. Okay, August 12th members, one o'clock, special meeting. A two item meeting, which would be the management plan discussion and the review of the two MRA positions.

Mr. Walker: And so I would ask if you guys can – cause you're almost pau with the scope or your work or will be in the next week or so, right? Yeah, if you can get those in advance we can probably knock that out.

Ms. Betts Basinger: Thank you. Okay, thanks. E, reports. Now members, we can go through this really quickly. These are our reports to each other on the bench marking or the progress that we're making on each one of our tasks. If there has been no activity simply say, no, nothing has happened. Starting with E1, B. Mitchell, task status LU-3 Wailuku Municipal Parking.

E. REPORTS

1. Task Status LU-3 Wailuku Municipal Parking Lot (B. Mitchell)

Mr. Mitchell: To give you a real quick run down, I've been talking to both Wendy's, Wailuku Main Street, and based on the follow up comments from the last meeting specific to the parking structure, the elevators, the roof colors, PC-1, those are sort of ongoing discussions that Public Works is working with the consultant team related to our comments for wanting something different in the elevator. They're looking at that, and hopefully they'll come back to us with that proposed solutions. The roof color I think is straight away. I think, Erin and I have spoken. The consultant team has the modified PC-1 plan so they can put that into their thinking in terms of the treatment of the sheer walls. So, all that, sort of going forward.

Ms. Betts Basinger: Pilaster.

Mr. Mitchell: Pilasters or any other information they can glean from past work that's been done by local consultants.

Ms. Betts Basinger: And are they – Bill, are they looking at the expansion of multi-modal facilities beyond just bikes?

Mr. Mitchell: You know, good question. I don't get that sense right now. That's something else I can talk to them about. Yeah, there hasn't been a lot, I mean, other than mopeds and parking. We've asked for a specific layout in terms of germination of how many bikes they can park or mopeds they can park. I don't know where they are on that, but I'll follow up on that.

Ms. Betts Basinger: Are they – Enomoto – Wayne Enomoto, is that his name?

Mr. Mitchell: Wayne Enomoto?

Ms. Betts Basinger: Yeah, I know he submitted testimony to them as well regarding facilities. Are they trying to incorporate that?

Mr. Mitchell: I don't know. I'll find out.

Ms. Betts Basinger: Okay, thank you. Thanks Bill. Members, any questions for Bill? Okay, Warren, task –

2. Task Status VPC-6:9 Parking Management (W. Suzuki)

Mr. Suzuki: No.

Ms. Betts Basinger: Nothing to report? Okay. But you love the study right?

3. Task Status I-4 Tax Increment Financing (M. Walker)

Ms. Betts Basinger: M. Walker, task increment financing.

Mr. Walker: Nothing. As just real quick, as Erin mentioned, we, you know, we, and I mentioned

before, we have engaged the consultant. We've been trying to get a conference call. I'm pretty sure we'll get that done this week.

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

Mr. Walker: Is that what he said? Okay, I didn't see my e-mails. This afternoon?

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

Mr. Walker: Okay, alright. Thanks. And so we'll have more at the special meeting.

4. Task Status LU-5 One-Stop Permit Center (A. Basinger)

Ms. Betts Basinger: Excellent. Alright, number four. Just conceptual discussion, nothing to report on the one stop center.

5. Task Status MD-3 Visitor Market Development Plan (A. Basinger/K. Popenuk)

Ms. Betts Basinger: Task status visitor market development plan. We haven't had a chance to even scope that out conceptually yet so there's no report there. Katharine, mini park?

6. Task Status LU-2 Mini-Park (K. Popenuk)

Ms. Popenuk: Erin's been calling the Water Department trying to find out the location of water pipes that may or may not be in the way of the Lohi planter, so –

Ms. Betts Basinger: So you're trying to get the underground there?

Ms. Popenuk: Yeah.

Ms. Betts Basinger: Good luck.

Ms. Popenuk: Yeah, we've got to dig down, so we want to make sure that we don't hit something pretty close. There's a four-inch water line that runs mysteriously through there somewhere.

Ms. Betts Basinger: You know, they should have something fairly recent because in 2007 when the 62 Market Street project was built they unearth and were shocked so there should be as built for the water.

Ms. Popenuk: We do have some drawings. I've got some drawings from Chris Hart & Partners.

Ms. Betts Basinger: Wendy Taomoto should –. I mean, not Wendy Taomoto, Wendy –

Ms. Wade: Kobashigawa.

Ms. Betts Basinger: Kobashigawa.

Ms. Popenuk: Yeah. We just don't know if the drawings that we have are like schematic or actual.

Ms. Betts Basinger: Got you.

Ms. Popenuk: Should we scale these drawings or no?

Mr. Suzuki: No, I don't think –

Ms. Perreira: . . . (inaudible) . . .

7. Task Status Administration and Operations (A. Basinger/E. Wade)

Ms. Betts Basinger: Okay, seven, task status administration and operations. E. Wade. Let's start with Erin on the project. The project report.

Ms. Wade: The open assignments? I don't even have that report. Maui Medical approval letter is done and on its way. You know the status of the municipal parking structure. We're working on an issue with Housing and Human Concerns on John Noble's boutique hotel. Unfortunately his hotel triggers the work force housing ordinance so we're trying to find a way around that. And then the Nishikawa, the ADC Building is, hopefully we're going to be noticing for variances this week. That you'll be seeing that very soon.

Mr. Walker: Quick question. How many hotel rooms?

Ms. Wade: Only six.

Mr. Walker: Six.

Ms. Betts Basinger: This doesn't include –. I think Erin is in the process of working again on the 130 North Market Street, Hilton Unemori's project that came before this body a while ago, so that will probably be added the next time around.

Newsletter distribution I want to talk about a little bit under seven. And as you can see we have a literature holder on the table there with our newsletter in it, and we have been distributing those to merchants and businesses along Market Street to get the word out again about all of the great things and how they can get involved with MRA.

The website has been updated, and there is a potential that we're working on with the County and I don't know if it's Wailuku Community Association or Yuki's Malama Wailuku, but it's an interactive, you know, the walking tour that they developed of Wailuku? They want to have a presence on our website with GOALA which is –. So if someone has, you know, a mobile device they can hook in via our website and just walk around and know the history of this building. You know, it's like the brochure. And this is funded through the County and because of a potential partnership with the MRA it would save. It would cost us nothing and it would save the contract \$600 so I'll keep you posted on that project because it's a pretty nifty 21st century kind of a thing.

F. BUDGET

1. Update on budget expenditures for remaining FY2011 funds

Ms. Betts Basinger: Okay budget, and this is our last item members. And you have a worksheet. Do we have the worksheet distributed? Leilani, could you pass these out as well? I think this was e-mailed to you, and what we were trying to do, Mark and I worked together on an easier way to manage and stay on top of our budget from month to month with our expenditures. And of course, the first thing we have to do is decide on our 2012 budget, and I would much prefer that we do it now and not June 1st. So you can see that the first shaded column would be what we want to budget. The line items, those are just examples. So, some of the things we know from what it costs us last year, some of these items have already been paid for for this current year out of FY11 contracts. So, we need to fill in all of those things and those amounts so we have a budgeted, a proposed budget for FY12. And then after that, the person, our assistant, will work with Sandi, who use to give us that expense report in that interesting layout, and put it into this format for our ability to follow our budget. So that's the discussion here and I guess in the interest of time, let's just talk about the structure. Is this going to be something that's easily understandable to everybody in how we're spending our monies for fiscal 12?

Mr. Walker: Comment. Chair sent this to me and I don't know who developed it. And I said well it's really kind of a cash flow, but it could be a budget. I mean, you could have budget, you know, what are budgeted numbers are. I guess I have a question. You know, a part of this, you know, like for instance if we were going to approve this today we'd take out the costs of these contracted staff. First of all we don't know if we're going to approve the contracted staff in the first place, but my sense is were not going to appropriate all the money in our budget right now. Right, we don't know what we're going to spend it on do we? Or are we –? I mean, is there a catch all? So this is what we know and what we want to spend it on, but we have some extra which we're not sure how we're going to spend it so that will just be in a reserve that we can budget later? Is that how we would handle that?

Ms. Betts Basinger: One of the ways I would ask members to look at it is you know the tasks that you are bird dogging. You would know if there may be some expenses that might go along with that whether it be for resource development or meetings. It's what we know best right now that our proposed budget is going to be. And a lot of it is carved in contracts. You know, we have contracts with street cleaning and so on and so forth. I'm not suggesting that it will be, it will flush out, and right at this point, but we should know what our cushion is. We should be able to say by our next meeting that these are the things we know we're going to spending money on for the course of the year.

Mr. Walker: So for instance, assuming we were trying to do this today which I know we're not, you're suggesting \$4,000 in banners, \$5,000 in signage, \$18,000 in staff. For the operating expenditures, you know \$4,000 for website, \$1,200 for printing, again down to the clean and safe if that was approved – if we approved that today – that amount, and street maintenance, and that would total \$33,000. Is that right?

Ms. Betts Basinger: That's correct.

Mr. Walker: But can't because the \$18,000 are \$36,000.

Ms. Betts Basinger: Well, maybe they didn't add up right. Just look at this as a structure.

Mr. Walker: Okay. Because I looked this morning and I went wow, and I went roaring and rushing.

Ms. Betts Basinger: Let's just look at this as a structure because I was adding and deleting.

Mr. Walker: Alright. Okay.

Ms. Betts Basinger: But as a structure, does this work for everybody? Okay.

Mr. Walker: Yeah, I think so.

Ms. Betts Basinger: Very good.

Mr. Walker: So should we send you? Okay, we should send, all the members should you their ideas on different budget items and what the number should be in their area of responsibility.

Ms. Betts Basinger: And if you don't know a number, just at least make it a line item and send it to Erin. Right? Send it to Erin not to me. And so do we want this to be on our special meeting as well? Three item meeting? Well, instead of a 50 item meeting.

Mr. Mitchell: Madame Chair, how soon do we need to make a decision on this budget?

Ms. Wade: Before June.

Mr. Mitchell: Of next year?

Ms. Wade: Of 2012.

Ms. Betts Basinger: No, it is totally irresponsible to wait till the 12th month of a fiscal year and then try to be contracting those dollars.

Mr. Suzuki: Yeah.

Ms. Betts Basinger: We've already lost thousands of dollars because we didn't do this. So this year we're going to do it and we can always change it. But each month when we look at we'll know where we are.

Mr. Mitchell: Yeah. Great.

Mr. Walker: I think we should hold off on this for this much. I mean, I think we're going to have our plate full because we're –

Ms. Betts Basinger: I agree.

Mr. Walker: Yeah, so, I mean, let's get it done the next meeting.

Ms. Betts Basinger: Next regular meeting.

Mr. Walker: Yeah. Send everybody or send Erin all your suggested line items and expenditure amounts if you have any.

Ms. Perreira: . . . (inaudible) . . .

Ms. Betts Basinger: This is working document Jocelyn. It's not anything.

Ms. Perreira: . . . (inaudible) . . .

Mr. Walker: A consultant of some sort.

Ms. Betts Basinger: MD-3 is a task number, so whatever that task is.

Ms. Perreira: . . . (inaudible) . . .

Ms. Betts Basinger: Yes it does.

Ms. Perreira: . . . (inaudible) . . .

Ms. Betts Basinger: Hold on. Hold on. This is very rude of you, but I will tell you that MD-3 is to develop a visitor market development plan.

Ms. Perreira: . . . (inaudible) . . .

Ms. Betts Basinger: This is a working document. Thank you. It's not a final document.

Mr. Suzuki: Can I ask? Can you send, you know for like the new members especially and for us, historical expenditures? Because I think that's important for us to know historically and how much has, you know, MRA –

Mr. Walker: Well, especially the normal operating stuff. I know you guys have spent stuff on reports and that's stuff is pau, and now we're looking forward.

Ms. Betts Basinger: Here's what I have. I brought it.

Mr. Suzuki: Yeah, historical expenditures.

Ms. Betts Basinger: I don't know. All of you remember when we went through our last year's end of the –. So what I did was I took these costs that we know we approved and this was the last expense report that we got. And Erin will know better. She will fill in. We captured FY11 dollars to pay for some of our contracts going to this year. I think Teens on Call and others. So she'll be able to put those items in there.

Mr. Walker: Thank you.

- 2. Discuss FY2012 budget and potential expenditures**
 - a. MRA membership in International Downtown Association**
 - b. Member participation in the Hawaii Conference of Planning Officials**

Ms. Betts Basinger: Our last item members, (a), MRA membership in the International Downtown Association. This association has been highly recommended as an association that most small and large downtowns belong to and I wanted to discuss it. We can maybe defer this all to the next regular meeting. I think it would be a really, really good organization for the MRA to be a member of because we would then be able to have top of the line resources available to us, to help us, in the work that we have to do as the overseer of our downtown redevelopment area.

Mr. Suzuki: What's the membership fee? What's the membership due?

Ms. Betts Basinger: The membership dues, Warren, is – if our operating budget – it's based on operating budget of the organization. So for \$81,000 it would be \$360 a year and it would give us access to so much good resource material.

Ms. Popenuk: Is there a web link you can send to us and we can be ready to discuss next time?

Ms. Wade: Yeah.

Ms. Betts Basinger: Erin?

Mr. Walker: And you should submit that, you know, in the line item budget.

Ms. Wade: Exactly.

Ms. Betts Basinger: Yes. And then the last thing would be just to let you know that I guess you all got the invitation from Leilani about the HCPO 2011 Conference coming up. And Katharine and I are going to be attending. In the event that either Katharine or I can't make it, it would be great to have –. You know, I got a room at the Sheraton. I don't know where your room is. But this also, it's planning for healthy and liveable communities. And this is going to be a wonderful, wonderful opportunity for one or two of us to go and come back and report what's going on in this area. And is there any other discussion or announcements that anyone might want to make?

Mr. Walker: Just one. Just in the meeting today you had mentioned volunteers and I think that, you know, obviously, volunteer helps defray costs. You do need someone to coordinate that and maybe that could be worked into one of the two positions that may or may not ever be approved. But maybe on your website, kind of a call for volunteers. You know, I don't know. Can we do that?

Ms. Betts Basinger: Michele, can we –? Can the notice if it were to be approved to go out for solicitation, can it be posted on the MRA website?

Ms. McLean: I don't see why it couldn't be.

Mr. Walker: I'm just saying if we want volunteers, we would love –

Ms. Wade: Like for Maui Nui Botanical, like when we have a special project.

Ms. Betts Basinger: Got you.

Mr. Walker: We want volunteer to help us, is there –?

Ms. Betts Basinger: I think that's a wonderful idea Mark, but we're already without enough time or people on our plate to manage that.

Mr. Walker: Right, but that's what I was sort of saying. If some of the new people, well, yeah, if it doesn't work, it doesn't work. But if one of the tasks of any people that we hired was to coordinate would assist in coordinating that, then we should make a call for volunteers on our website so that we're always looking for volunteers to help and maybe we can detail what we're looking for.

Ms. Betts Basinger: Absolutely. Great idea. Any other comments members? I have a couple that I forgot to mention and that was that we are busy. Just to keep you abreast of all the things that happened between meetings, and I just love sunshine you can tell. Hold on. Well, maybe I can remember off the top of my head. Erin is working hard to put together for our purposes, but for public information as well, the benefit analysis of –. Well, just looking at projects in the pipeline in the MRA area that have not been able to move forward for a lack of parking, so that's a very interesting. That's some interesting work that we're doing behind the scenes right now. I printed it out. Hold on. And we are also getting together with Finance Department to be talking about what the procedures and the roles and what needs to be done for the MRA to be able to receive it's own money. If we were going out for grants or if people wanted to make donations, that we would have an ability to hold those monies, spend them, in line with all of the County procurement and disbursement of regulations. So we're hoping that might be happening before our next meeting. And that's it. Unless there's anything else, at –

Mr. Suzuki: Yeah, you know, someone from the public talked about the issue as far as reconsidering the issue as far as when public testimony. You know, can we put on the agenda just for discussion because I think –?

Ms. Betts Basinger: No, we can't.

Mr. Suzuki: We cannot?

Ms. Betts Basinger: Because isn't that a Chair decision? The agenda? You know, the format of the agenda?

Mr. Suzuki: As far as public testimony. What I was asking is that so that we can place on the agenda the item as far as discussion on public testimony. You know, when public testimony is taken, whether it's at the beginning and that's it. Or do we take it at each agenda item?

Mr. Walker: I don't know. And I think Alexa is saying that it's a Chair's discretion.

Mr. Giroux: Well I think we just had a discussion and vote on it, so it's almost – I mean it would be almost a motion to reconsider something already done. It's possible. It's complicated. In Robert's

Rules of Order a motion to –. It's not called a reconsider. It's a motion to –

Ms. McLean: James, excuse me? You're talking about in general.

Mr. Suzuki: Yeah.

Ms. McLean: You're not talking about at a specific meeting to open up testimony again. You're just saying in general what is the MRA procedure is going to be of when testimony is taken?

Mr. Suzuki: Yeah. Because I recall we had a discussion but I don't know if we ever voted on it.

Ms. Betts Basinger: Yes we did.

Mr. Suzuki: We did?

Ms. Betts Basinger: Would you like us to find the meeting minutes?

Mr. Suzuki: So what is the vote?

Ms. Betts Basinger: That we would be, as we did the year before last, we would be taking all public testimony in the beginning of the meeting on any and all agenda items. And the Chair had the prerogative to open it up, at every time which Chair has done when we've had important hearings.

Mr. Walker: So I guess the question is –. You know what the question is.

Mr. Giroux: So basically what it is is because it's not happening at the same meeting there's a whole different procedure. That you would have to announce that you're going to make a motion in the future to rescind something already adopted. And then that would be put on the agenda. As far as notice on the agenda, it would say, you know, notice from member that, you know, said motion will be made at the next meeting. And then that would, you know, you would need a second and then the body would discuss whether or not to –. Well, I guess, the first discussion would be whether or not to put it on the agenda, and then the second issue would be whether or not to change the prior decision.

Ms. Betts Basinger: So members –

Ms. Popenuk: I'm very confused. So does that mean we can't even discuss it? Like say, and we voted on it, and this happened and that happened?

Ms. Betts Basinger: Members, at five minutes to five we're losing Erin, and without objection I'd like to adjourn this meeting.

G. NEXT MEETING DATE: August 19, 2011

Special meeting scheduled for August 12, 2011 at 1:00 p.m., in the Planning Conference Room.

H. ADJOURNMENT

There being no further business brought forward to the Agency, the meeting was adjourned at approximately 4:55 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE

Members Present:

Alexa Betts Basinger, Chair
Katharine Popenuk, Vice-Chair
William Mitchell
Warren Suzuki
Mark Walker

Others:

Michele Chouteau McLean, Deputy Planning Director
Erin Wade, Small Town Planner
James Giroux, Deputy Corporation Counsel

Morgan Gerdel, Parking Structure Coordinator