

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
JANUARY 25, 2013**

APPROVED 03-22-2013

A. CALL TO ORDER

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Ms. Katharine Popenuk, Chair, at approximately 1:03 p.m. Friday, January 25, 2013, in the Planning Conference Room, First Floor, Kalana Pakui Building, 250 South High Street, Island of Maui.

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

Ms. Katharine Popenuk: I hereby call to order the January 25th, 2013 meeting of the MRA at 1:03 in the afternoon. Present, myself, Katharine Popenuk; Bill Mitchell; Don Fujimoto; Warren Suzuki; Erin Wade – I'm sorry – Erin Wade and staff and Council. And not with us today is Mark Walker who has resigned his position with the MRA due to the fact he accepted a position with the County of Maui as Deputy Director of Finance. So his resignation was effective January 13th, immediately, so –.

First item on the agenda is approval of the minutes of December 28th. Do I hear a motion?

B. APPROVAL OF THE MINUTES OF THE DECEMBER 28, 2012 MEETING (via e-mail)

Mr. Don Fujimoto: So move.

Ms. Popenuk: Do I hear a second?

Mr. William Mitchell: Oh, second.

Ms. Popenuk: Okay. All in favor. Aye. Okay, so moved.

**It was moved by Mr. Don Fujimoto, seconded by Mr. William Mitchell, then
unanimously**

**VOTED: to approve the December 28, 2012 Maui Redevelopment
Agency meeting minutes as presented.**

C. PUBLIC TESTIMONY

Ms. Popenuk: Next agenda item is public testimony. We have – first person to testify is Evan Dust. Public testimony will be limited to three minutes per testifier and with the recommendation of the chair, additional time may be granted. So please, begin by stating your name.

Mr. Evan Dust: My name is Evan Dust, and I'm a transportation planner, and I'm a principle of Dust Consulting Services here in Wailuku. Good afternoon Honorable Chair and Members of the Redevelopment Agency. I'm here before you to offer my thoughts on the parking situation in downtown Wailuku. These thoughts are offered to feed your discussion, and I'll be available to answer questions during your discussion if you so wish.

Rather than reading my testimonial letter, I thought I'd just summerize it very quickly. One, you may not want to increase the parking supply in Wailuku. Wailuku is one of the few areas in the County where you have a substantial concentration of employment. Such employment density is vital to obtain good transient productivity. So right now the apparent lack of parking maybe encouraging folks to seriously consider taking the bus to go to work. If you increase the parking supply you remove that pressure and you may find that your parking supply needs to be actually larger than what you planned. Is now you've induced those people to leave transient and return to automobile.

If you decide to increase parking supply, be that through Public Works or through yourself as a redevelopment agency, it's expensive. You know that. \$37,600 per parking stall for a structured parking built on a site that you already own. But not withstanding that expense, there's also the issue of time. It takes time to design. It takes time to construct. And in particular if you decide to deck that parking lot you have the potential displacement of folks who are currently parking there. Where do you put them while you're doing construction?

Your agenda topic really speaks to the issue of parking management. Fees – fees are a good transportation demand management tool. Generally employees who really are the target of transit should pay for parking. Visitors may or may not pay depending on what structure you put together. Right now you have a current, almost universal two-hour limit on parking. The outlier is the 12-hour spaces that are in the central aisles of the municipal lot. You go out there, those spaces are filled before business opens. And a minute business closes, they're all gone. They're employees.

Ms. Popenuk: I need to formally extend your time. So, if you could wrap it in the next minute.

Mr. Dust: Thank you.

Ms. Popenuk: Thank you.

Mr. Dust: Another matter is of personal interest. As a consultant, when I attended the General Plan Council Hearings, those hearings often went longer than two-hours. So in the back of your mind you're going, oh, I gotta race out, I gotta move my car so I don't get a ticket. I would've gladly pay for longer parking duration so I could avoid a ticket.

What parking management, either time limitations or fees do is allows you to squeeze time out of the existing supply so that you can make a rational decision about whether or not to increase it. I urge you to take care, new supply is a major decision. And if you build new structure parking, you're pretty much guaranteeing it going to have to go to some sort of pay system to

fund that expenditure. Thank you.

Ms. Popenuk: Thank you Mr. Dust. Next testifier is Richard Dan.

Mr. Richard Dan: Aloha everybody I'm Richard Dan. Garbage cans on Market Street, they're an eye sore. We really have to address them. It's – I've testified about it in my letter. My wife testified about it the last time in hers. I think you should put it on the agenda and it should be addressed as soon as we can.

The park. I received a note from Susan Halas. It's in Maui Now saying that the majority of the merchants on Market Street are against the park. I think I'm – I'm 100% for having a park and having some green space. In addition to that, my property borders that park end parking lot. And we own that property. The other side is owned by the County. It's the lao. I believe County owns the lao. And I'm 100% in favor of a park. Now, in my testimony that you have written, it explains some of the parameters that I have for the park. I realized that this park was going to take away some parking spots no matter how you cut it. I walked through that park – I walked through there with Harry in December, there were 26 cars there. You can't take ten pounds of rice and put it into a five pound bag. It just doesn't happen. We're gonna lose spots. But I think making that green as the, the fellow that gave the tour for us. I forgot his name.

Ms. Erin Wade: Dan.

Mr. Dan: As he came by and said – and walked by there – and I agreed 100%. That's an eye sore that parking lot. Also the garbage cans are an eye sore. Okay. So I'm 100% – I'm a 100% in favor of a park, and my property borders that park. That is only I got to say.

Mr. Warren Suzuki: Question. Mr. Dan, I appreciate you coming by to provide testimony. So when you say that the garbage cans are an eye sore, what do you mean by that?

Mr. Dan: What's happening is they're using the garbage cans as a dump site, a free garbage disposal for anybody. People drive up to the garbage cans, throws their garbage in it, fills up 100% and it sits all day. If you had your guy come once a day is not enough because you gotta have somebody standing there, literally, at the garbage can all day because you don't know when someone's gonna come and dump it and fill it up. Then they get filled up, they stink, they're overflowing, the smell of the garbage cans walks into my retail store at 42. That's what I'm saying. It's an – it's impossible to maintain. Most of those towns I've been in don't have garbage cans probably for that reason. They're very hard to maintain. It's a very expensive place Maui to dump trash. You know that, I know that. It's a pain in the ass. So if I have a car full of trash I could pull up to the, to the, the garbage can, throw my trash and drive away. I guess, I hope that answers your question. You know, I want Market Street where I have retail stores to be inviting, not have a bunch of smelly garbage cans.

Ms. Popenuk: Okay, thank you Mr. Dan.

Mr. Mitchell: Madame Chair, I have one quick question. Thanks Richard. It looks like some of

the cans are more prone to that than others. Is that – have you noticed?

Mr. Dan: From what I have – from what I've seen, my view is limited.

Mr. Mitchell: Right.

Mr. Dan: My view is only from – from – the one at the, the massage place, Lowenthal.

Mr. Mitchell: Right.

Mr. Dan: That one overflows all the time.

Mr. Mitchell: That's what I've seen.

Mr. Dan: The one in front of the lao, you're gonna have to talk to them, but my impression is the one at the lao does the same thing too. I know the one at the corner, at Vineyard and Market, my building over there, that one is always an issue. Always, always, always.

Mr. Mitchell: Okay. Okay, thank you.

Ms. Popenuk: Okay, thank you very much. Moving on, public hearings we have none. So we move Maui Redevelopment Agency business. Item no. 1 is review and provide comments on the Draft lao Square Engineering Plans as submitted by Otomo Engineering. Bill, do you want to talk to that?

D. PUBLIC HEARINGS - none

E. MAUI REDEVELOPMENT AGENCY BUSINESS

1. Review and provide comments on the draft lao Square engineering plans as submitted by Otomo Engineering.

Mr. Mitchell: Sure. Thanks. We've given everybody a copy of the preliminary engineering site plan and it pretty much reflects the concept plan that was discussed in previous meetings which is the code compliant design of 22 parking places which includes a loading stall which we would like to see be used as not only loading but for short term parking. If somebody is doing a 15 minute or 30 minutes. So we're gonna suggest to Public Works that be signed as loading and 15 minute parking.

It also includes the upper plaza area which is primarily gonna be comprised of hard scape, sand set pavers, surrounded by a low retaining wall of key stone manufacture. The plan does not show the four – the three trees that will ultimately be on this plan. We're gonna wait till the electrical engineer gets his lighting positioned, and then we'll site the trees around the lighting plan. The existing ramp stays as designed with the exception that there probably will have to

be a landing added to that ramp to make it ADA compliant to current standards. Stacy has also shown and indicated the ADA route from the two ADA stalls on the – would be on the parking lot side of the – this future parking. You'll see the striped ADA route that wraps around there. And that's been done because this plan will ultimately have to go to DCAB in Honolulu for ADA review because public funds will be used to build it.

So this plan as I said reflects what I think we represented in the preliminary plans. And with anyone's comments today, or this next week if you have any, please send it to – I guess send it to Erin and then she can forward to Stacy and myself. Stacy will put that – pick those comments up, complete a grading plan, get it to the electrical engineer, and then what we'd like to do is schedule a meeting with Public Works to review the plan with them if they have any comments to incorporate their comments. And then Stacy will produce a final bid set that can then go to Public Works to be bid for implementation.

Ms. Popenuk: Any comments?

Mr. Suzuki: Question Bill.

Mr. Mitchell: Yes?

Mr. Suzuki: You know, I guess, unfortunately with the engineering background – same as Don – you know those two stalls that are closest to the Maui Sporting Goods property.

Mr. Mitchell: Yes.

Mr. Suzuki: I personally feel that it's going to be a challenge getting the car in.

Mr. Mitchell: Right.

Mr. Suzuki: And worse of a challenge getting the car out.

Mr. Mitchell: Right.

Mr. Suzuki: So recognizing that is there anything that that can be done?

Mr. Mitchell: We'd have to lose a stall to make them wider. Yeah, making them wider would make them more accessible because we don't have – there's no hammer head on that, that end, and to keep the two foot code space in there, you are correct. Those would be doable with a smaller car. With a larger, probably not. Or be a four point turn to get in and out of them.

Mr. Suzuki: Especially with the, the stalls width now being, you know, eight, three, right?

Mr. Mitchell: That's correct. That's correct.

Mr. Suzuki: So we just – we just providing those stalls just to provide a stall knowing that it's

gonna to be difficult to utilize?

Mr. Mitchell: With the space we have, yes, basically. And I can think of other parking lots in Wailuku, private parking lots that have kind of the same condition, and that are hard to get in and get out of. And presumably because this is not yet paid parking and don't know if it ever will be, I think the number of employees park in this lot. So for a long term, an all day employee, that's probably fine because they're not moving in and out of the space. But essentially, yes. You're correct, we're getting – we're getting a stall with the space we have available.

Mr. Suzuki: Can they realistically get in and out?

Mr. Mitchell: A small car can, yes. Yes, small cars, I don't think will be a probably. But not pick up or an SUV or a larger car. Yeah, it be hard – harder with the rest of the stalls parked. If you've got room – maneuverability with other stalls empty I don't think it would be a problem. But if you first park –

Mr. Suzuki: Can we at least identify them as compact then?

Mr. Mitchell: You know, I think we could – we can, but I don't think the current parking code – can we do compact in commercial?

Ms. Erin Wade: In the MRA we can.

Mr. Suzuki: Yeah.

Mr. Mitchell: That's right, we have – we have – yeah. So, yeah, a good point. We could definitely identify them. And probably on both sides, yeah.

Mr. Suzuki: Yeah. I would, I would suggest that the last, the two stalls on each side, closest to the Sporting Goods be designated as compact.

Mr. Mitchell: Right. Good suggestion. Yeah, I agree.

Ms. Popenuk: And one other thing. There's the two – there's the island that's to the side of one of the handicap stalls. It says it's gonna be a concrete curb, a narrow little island. I think that's going to be deleted, so that will give, in that row, vehicles anyway, that will give us 1.81 extra feet of space.

Mr. Mitchell: Madame Chair, can I ask Warren a question? Is that – do you see any problem with that, taking that island out?

Mr. Suzuki: Yeah, you can't have a parking striped that will be your delineation for your travel way. It's one in the same.

Mr. Mitchell: You need a curb, yeah.

Mr. Suzuki: You may not need a curb, but just to be painted.

Mr. Mitchell: Yeah, could be stripes. Stripes okay. Yeah.

Ms. Popenuk: So similar to like the handicap space between the two stalls it would be striped? Is that what you're discussing?

Mr. Suzuki: No, no, no.

Ms. Popenuk: Just the stripe.

Mr. Suzuki: Yes.

Ms. Popenuk: Okay. Alright.

Mr. Mitchell: Like a single – a single stall stripe, right.

Ms. Popenuk: Okay.

Mr. Fujimoto: I have a suggestion.

Ms. Popenuk: Yeah.

Mr. Fujimoto: . . . (inaudible) . . . but anyway. I don't know if – how wide is the planter at the bottom . . . (inaudible) . . .? The stall?

Ms. Popenuk: Almost four feet. 3.95.

Mr. Fujimoto: I think it would make some difference if you were to reduce that, and increase the aisle width so you can get in the bottom, I mean, those tight stalls?

Mr. Mitchell: Widen that 24 foot aisle?

Mr. Fujimoto: Yeah.

Mr. Suzuki: No, I think, looking at widening this, right?

Mr. Fujimoto: No, I was thinking making this narrower and widening this aisle width.

Mr. Suzuki: Yeah.

Mr. Fujimoto: At least, you know, maybe two feet or so.

Mr. Suzuki: Yeah.

Mr. Fujimoto: So that you can make the turn and come back, back out.

Mr. Suzuki: Right.

Mr. Fujimoto: Rather than 24, maybe 26 or something.

Ms. Popenuk: So that – he's talking about the planter that parallel to Market Street?

Mr. Mitchell: Yes.

Mr. Suzuki: Unless Stacy – unless the engineer might need it to make up the elevation differential.

Mr. Mitchell: I'll ask Stacy. Yeah, I think it's doable. We can do the planters for the trees, staddle on the stripes.

Mr. Fujimoto: Yeah, or even if the –. I mean, actually, the only area that you need the space in is maybe the last two stalls, right?

Mr. Suzuki: Right.

Mr. Fujimoto: If you put a planter tree, maybe move it a little bit to the right.

Mr. Mitchell: One to the right, one to the left, and one in the center to staddle.

Mr. Fujimoto: Yeah move it a little bit so you could maybe, I think, at least have some little room on the aisle.

Mr. Suzuki: Yeah.

Mr. Mitchell: Good idea.

Ms. Popenuk: The other – the other thought is that perhaps both of those two rows of stalls can move further out into the main parking. I don't know what the clearance is behind those stalls. We don't see that on this drawing. But maybe there's more than enough space behind –

Mr. Mitchell: Correct.

Ms. Popenuk: – all that abuts the main parking.

Mr. Mitchell: Correct. I don't know that either. That's a good question.

Ms. Popenuk: So we could go, go that way.

Ms. Wade: Yeah, it doesn't seem like that aisle way is wider.

Mr. Suzuki: It's kind of offset.

Ms. Wade: Yeah. Was that for the slope for the drainage Bill? Right there?

Mr. Mitchell: That, that aisle?

Ms. Wade: Yeah, the additional aisle width in this portion of the lot?

Mr. Mitchell: There is drainage that goes down the center of that because you see the drain inlet on that. And, and there's parking on the other –. I think it's a travel way.

Ms. Wade: Right.

Mr. Mitchell: Through that section. So I'll ask – I'll ask him if there's room. If we can pick up two feet in there, or we'll pick up the two feet in the planter. Either way, I think that's a good suggestion.

Mr. Fujimoto: So I guess –. Yeah, but, you know, if you can move everything down that would be great. I mean, maybe like a two foot planter won't really work I guess.

Mr. Mitchell: No, the planters will have to –. It won't. Not, not –. It will for awhile until the trees break it up. We can capture enough room, and capture the two feet. If we have the room to push it, push the whole bay into the existing aisle, I think I would also suggest that we pick up the additional two feet out of the enter aisle to see if we can't get 20, 30 feet in there. Because then it – that's wide – that's big enough that you can actually negotiate. Yeah, one turning movement and not four turns. So we may have room to do that. Good idea.

Ms. Popenuk: Any other comments or suggestions? So, so Bill – sorry – I'm not sure if we said this today, but, in the paver area eventually we will have trees.

Mr. Mitchell: That is correct.

Ms. Popenuk: So that decision comes a little bit later. There will be trees with lighting and access to water.

Mr. Mitchell: Right. Correct.

Ms. Popenuk: And also a landscape strip that goes across the back where the key stones are between the plaza and the parking. And then potentially relocating Maui Nui's indigenous plants/pots to more suitable location so it's less of a barrier and more integrated into the actual design of the plaza. So – okay.

Mr. Mitchell: And, and just for the record. There's been some comments from the public and retailers, and as well as the police department about visual access from Market Street in and through the parking lot. We're aware of that and we'll maintain that. If anything it will be, it will

be better in that you won't have the – we're not suggest – we're suggesting that the pots along Market Street would not remain there. So those won't be there. Planting will be low at the top of the wall. The tree canopy would be behind. Now if you could see under the tree canopy and have good visual access into the parking area, and it would be well lit as it is not well lit now.

Mr. Suzuki: Question.

Ms. Popenuk: Yes?

Mr. Suzuki: So Bill, you may not have the information, but your low profile key stone retaining wall, how high do you anticipate that to be?

Mr. Mitchell: Roughly three and a half feet. I, I think Stacy verified that, three and a half. The highest, four feet. And then it will wrap – good question – and it will wrap back towards Market Street in order to pick that grade up, yeah, because there's a cross slope in there.

Ms. Popenuk: Alright then. Any other comments or questions?

Mr. Mitchell: I have a question for Erin. If – does the MRA need to give any other formal approval or vote on anything in order to move this forward into Public Works realm?

Ms. Wade: We did a formal vote for engineered design, so the conceptual design has been approved which is normally the only level of review the MRA takes. And then the Public Works Department goes through their engineering, what needs to be necessary or managed. But if at any point you folks would like it to be brought back we can do that.

Mr. Mitchell: We'll bring it back when Stacy –. We'll bring –. Obviously the final plan that Public Works agrees to we'll bring that back so everybody can see it. Absolutely.

Mr. Fujimoto: Bill?

Mr. Mitchell: Yes?

Mr. Fujimoto: If – if the grade changes like 42 – is it 36?

Mr. Mitchell: It's 30 inches. Handrail.

Mr. Suzuki: Two and a half feet.

Mr. Mitchell: Two and a half feet. It's two and a half feet.

Mr. Fujimoto: Okay. So no handrail?

Mr. Mitchell: My understanding of the code is no handrail because it's not connected to a

building. There's not – there's not a – it's a not a deck. There's no building structure there. And because the key stone wall is battered, it's not a vertical, and will have planting in front it. Now, DCAB may, they may have a different comment on that. It's very possible DCAB will require a handrail up there. Right now we're not proposing to do one, but we may end up having to do one. 42 inches. Yeah, 42.

2. Discussion on Wailuku Town parking including the Wailuku Redevelopment Area Zoning and Development Code update to Section 30.13, paid parking, and parking time limitations throughout the Wailuku Redevelopment Area.

Ms. Popenuk: Alright then. Okay, the next agenda item is discussion on Wailuku Town Parking including the Wailuku Redevelopment Area Zoning and Development Code update to Section 30.13, paid parking and parking time limitations throughout the Wailuku Redevelopment Area.

Ms. Wade: Thank you. I did read the minutes from the last meeting. Even though I wasn't here, I noticed there was several issues were brought up. Also Joe Alueta told me you folks wanted to discuss how to implement paid parking and how to request control of parking management from the County Council.

So, today, I guess, what we can – what I'd like to do is sort of make a laundry list of all the things that you'd like the background research for so that next time I can provide an advance information material for you about what the process is to request control of the parking. And basically what we'll have to do is, you know, ask the County Council and probably work with our – the Wailuku district Council member to get that as a request. And then basically delegate the authority of the parking management to the Maui Redevelopment Agency.

And then where do we go from there once we control it. Okay, we'll now what? What do we do with it? We do have the Parking Management Plan from Andy Miller which is a step in the right direction. We also have – and that's why I have the internet up – we have a couple of leads on street parking. One of the things that Dan Burden said when he was here was we're surprising shy of street parking for a downtown district, and that for all the one-way streets that we have, it's surprising that we haven't captured – no, we have accessibly wide lane width for a one-way road – on Church Street, on a couple of other street, where we could capture on-street parking in those locations. And I can pull those up here in the aerial view so that you can take a look at those too.

Bill and I took a look at those a while back. At least we looked at Church and thought between eight to ten stalls could be created on Church. And then I can show you the other one over there as well. So I guess I'm looking from you folks because this is a discussion item. Where – where would you like to begin the discussion today and – with respect to the parking management.

Ms. Popenuk: I, I'd like to kind of work backwards. So thinking about – thinking about paid parking – how would – how would the MRA collect money – can collect monies towards–? Is that – is that the best route to have MRA have a fund or should it go into the General Fund and be allocated for Wailuku town, or what's –?

Ms. Wade: So for a division or an entity to specifically collect funds that's an enterprise fund, and that would have to be created in the County's budget by County Council at the time that they, they pass the budget.

Ms. Popenuk: Is that a –. Has the MRA tried to do that in the past?

Ms. Wade: No. They have not.

Ms. Popenuk: Is that a complicated, legal nightmare?

Ms. Wade: No, not really. It's not that complicated. It's just a question of political will in reality. I mean the mechanics of it is pretty simple, but is it politically acceptable?

Mr. Mitchell: Which part? Excuse me. Which part, collecting the fees or who use the money?

Mr. Suzuki: Who uses it.

Mr. Mitchell: Who use the money.

Ms. Wade: Yeah.

Mr. Mitchell: Yeah. I think there's value in collecting the fee and then the politicians can figure out where the money goes in one sense.

Ms. Wade: Yeah.

Mr. Mitchell: Because we're definitely missing the boat not to be able to –. One is controlling the timing of the parking, the other is collecting fees. So maybe that's a two part question.

Ms. Wade: Yes.

Mr. Mitchell: Maybe MRA, realistically, could control the timing, and maybe we can't control the fees, or the fee structure, depending on politics. Warren, you have a good idea on that.

Mr. Suzuki: I wanted to kind of step back a little. So, in the case of the report that was done by Andy Miller.

Ms. Wade: Yes.

Mr. Suzuki: Do you have a general idea as to what sort of recommendations he might have

made relative to free parking, paid parking? You know as the testifier also said, you know, paid parking for two hours, paid parking for four hours. You know, did he go through that level in terms of recommendations? Because, you know, for me, if he has a recommendation, and if we as a body concur with the recommendation that he made, then I think for me, then we can get further from the standpoint of what sort of background information we need from you as to what sort of process we would need to go through to be able to implement the recommendation that he's made.

Ms. Wade: So in, in his document, which was produced on May 31st, 2011, he stated that basically he's never, ever, seen 12-hour free parking in any town. And he thought that that was something that should immediately be changed that the 12-hours free parking is an asset that the community needs to manage and that should be for a charge. If we intend to offer it as a public amenity, that it should be offered as a fee. And then the two-hour, as Mr. Dust was saying, is something that we could discuss what the fee would be. And perhaps even creating, he thought maybe on street, on Market, you know, because it's such prime parking, making that a one-hour and charging a higher fee. Or making it free, depending on what, you know, making it a shorter time frame, but making it free so that you're getting higher turn over. So he wanted us – you know, he basically offered to be available on a retainer. I think you folks remember, and we still have funds available in that retainer for him. Only through the end of February though because he's accepted a new position. So through the end of February we could discuss with him. It's essentially what's – what is your welcome mat say, is kind of how he phrased it. You know, is your welcome mat say, you know, we have such excellent business opportunities and amenities which you're gonna want to come and pay if you're a visitor, which I don't know that we're ready for. And then, the other is, you know, we're going to offer free parking, but it is going to be limited. We want people to keep moving, you know, essentially.

Mr. Mitchell: The timing presumably would be something easier for us to have control over than the money.

Ms. Wade: I would think so. Yeah.

Mr. Suzuki: And I agree. You know, maybe that would be the logical first step for us to do is to look at the different types of parking that we have in different locations, and come up with a plan as to the length, the duration of the parking. So, it will keep moving. Because I agree. I don't know if Wailuku is at the point where visitors to Wailuku would be receptive to paying for parking. It's going to be a cultural change for a lot people. And one of the concerns that I raised when there were discussion about, you know, paid parking being implemented in the Wailuku town area was that Wailuku is surrounded by a lot of residential area with narrow streets and all. And I can assure you that once we start to have paid parking and you're going to see an influx of cars being parked in residential area.

Ms. Wade: Absolutely.

Mr. Suzuki: And do we want to have that type of adverse impact on residential areas? I mean, one of the things, I think for me, important to preserve is the residential character. And to have

parking, cars park in there, is really going to detract, and that it's not fair to them. So, you know those are the things we need to discuss right away.

Ms. Wade: And even, you know, I know from working and parking at One Main Plaza, but Vineyard itself on the upper level is kind of a nightmare for the residents, just because of the parking that's taking place. And I think that would be miserable –. And I know the areas behind Lloyd Kimura's old building, you know, have gotten infiltrated with some parking as well. So, having some regulations, you know, maybe as we move forward with management some regulation about that would be appropriate. The thing he does mention though too that you have to be careful of is if you charge for 12-hour parking, and the two-hour parking remains free, people now do run out and move their car every two hours. And they would probably – it would fill up the two-hour parking stalls. Whereas now you can kind of come to Wailuku, like my husband often comes to visit me during the day, he's never once not found a two-hour stall. But if the 12-hours are now paid, and you've got people saying, okay, well, I'm just going to park in a two-hour because it's free and move my car, that's – you've taken away that – yeah, the demand is beyond what you can assume so.

If we did 12-hour, a two-hour and a one-hour, I would think you'd want to charge for the 12-hour and the two-hour. But, the one hour maybe is free. You know, the two-hour, you can run out and move your car every two-hours. You're not going to want to move your car every single hour. And I don't think that's a reasonable thing. So those might be the, the – that was kind of what Andy was getting at is certainly the all day is important, but we have that – we have behavioral changes that occur once you institute any charge so you got to be careful.

And he actually didn't quote a price. He didn't suggest any pricing, which was going to be part of our followup work. What I can tell you, I pay \$35 a month at One Main Plaza which is a negotiated deal that the County employees have. I think non-County employees pay \$65 a month in that facility for 12-hour, and so – or for, you know, all day. You can park whenever you like in that building. So that's probably, you know, standard parking does their market research about what are people able and willing to pay for employee parking.

Mr. Mitchell: There's still capacity in One Main?

Ms. Wade: There's still capacity in One Main. Yeah.

Mr. Mitchell: I see a lot of county employees that we all see them, they park all the way up and around the corner here in the residential streets.

Ms. Wade: Yeah.

Ms. Popenuk: Is that \$35 an hour available for anybody who's a Maui County employee? So people that are parking on the side streets are – they have access to that \$35 deal?

Ms. Wade: Yes they do. Yeah.

Ms. Popenuk: And still they choose to park on the side street.

Ms. Wade: Right.

Ms. Popenuk: Interesting.

Ms. Wade: Because it's free.

Mr. Mitchell: Free is the right price.

Mr. Suzuki: So I guess, just kind of having said that, you know, it seems like the one thing that probably require you to do some of the background research is if we were to institute paid parking program, what sort of process do we have to go through in order to be able to implement that? And I guess for me the question is is that if the MRA felt that the revenue from the paid parking should come to MRA what process do we have to go through in order to be able to put that into place if the MRA decides that the monies would go, not to the MRA, but to another body, you know, what body would that go to? At the same time, those, for me, those revenues should be used to maintain and up keep the roadway area or the parking area from within – from where the fees were received.

Ms. Wade: That's exactly right. I've had three conversation with David Goode about this, and the previous Finance Director and the Budget Director. And the issue, you know – actually they are interested in immediately implementing paid parking in Lahaina because on-street parking in Lahaina, you could actually charge. They've researched up to \$5 an hour in Lahaina, it would be a valuable – people would park there still. But the issue, I think in terms of the management of the funds, because ultimately I foresee this occurring in most of the small towns. So if ultimately the majority of the small towns are seeing paid parking, how does that fund get managed? Is it one fund or is it independent funds for each town? And I think Public Works's preference is to have it be actually part of the street's budget, you know, so that money is paying into the street fund, and it just goes to manage the entire roadway network. That's most likely the biggest political battle that would take place in terms of how it will get managed because they see their highway monies are diminishing. You know, Public Works, they're getting less and less money from the Feds. They're looking for new revenue sources and they would see this as that. So our pitch to keep the monies collected, you know, for parking within the redevelopment area is probably the biggest political battle.

Mr. Suzuki: Yeah because for me, I think, if we were to implement paid parking, I don't think we can rely on the Police Department to be the one to monitor the parking. But the ideal situation would be to have a dedicated parking officer that sole responsibility would be to look at the parking and make sure that, you know, everyone is in compliance with the parking, as far as the fee, and not, you know, having valid parking.

Ms. Wade: Yeah.

Mr. Mitchell: Clean, green and parking.

Ms. Wade: Yeah.

Mr. Mitchell: . . . (Inaudible) . . . pay for it.

Ms. Wade: You guys are saying the exact things, essentially, that the parking management plan recommends. So my homework would be to find out if the MRA can control the timing. If the MRA can control the fee structure. And then what is the process of implementing paid parking. And can we have a dedicated officer for parking enforcement that wouldn't be a police officer.

Mr. Suzuki: You mean, the process for timing.

Mr. Wade: And the timing. Yeah. And that's not a sworn officer. That's just a person, a parking attendant essentially.

Ms. Popenuk: The other question that I had was relative to our amendment, the code.

Ms. Wade: Yes.

Ms. Popenuk: On parking.

Ms. Wade: Right.

Ms. Popenuk: So we drafted up. I remember we had a meeting. We came up with some ideas. We drafted it out. And I think you said, you sent it out for comments. Is that correct?

Ms. Wade: Right. Yeah. And we got all our comments back.

Ms. Popenuk: Okay.

Ms. Wade: So we have to notice for public hearing which Joe and I had a fly by on that. I thought he was noticing for public hearing and your hearing was going to be in December. Unfortunately he had some – a death in the family and we had a fly – right as I was leaving on maternity leave. So, but we can get that public hearing if you – everyone still on board with that we can get the public hearing notice done. It would be on your March agenda then.

Ms. Popenuk: Okay.

Ms. Wade: And then, you know, my last question for you is are you still interested in pursuing additional on street parking. Mr. Dust had some comments about, you know, do you actually increase your parking supply? And we have made some initial investigations about creating more parking. But I wanted to get some direction from you folks about that. And I can kind of show you what I – what I have pulled up so you can see on the ground what it would look like.

Ms. Popenuk: I would be interested in seeing it right now.

Ms. Wade: Okay. It's just goggle maps aerial images. So the one place I actually saw – I took my son to Kaiser and was coming home, and got food at Bale and let's zoom in here. Yeah, I think I need him on the other street though. Sorry about that. Here we go. Yeah, I'm not sure if it's gonna –. This isn't the street though that I want to show. Okay, here we go. Thank you. Okay, so this street which is – thank you Mr. Dust – so this street which is a one-way, Kanoa Street. You see this is, this is Main coming up on the bridge. Bale's right here. Right now there's a splitter island up here, and this is a width beyond the two lane street width actually, where if, and I – maybe I can get closer this way. Okay, this was actually just repaved which is how it became so obvious to me. Because the street is in such bad condition in this picture you can't really tell. But because of the new, fresh paving, it looks really excessively wide. This is a splitter island right here, so there's actually – Dan Burden calls these just like a sling shot turn where you can come from this area up here, you know, by the fire station and very quickly come down the street without barely slowing down at all. And then there's also this additional access which comes off of Main, which is really confusing. You know, it's one of those intersection where if you actually eliminated a drive access point and narrowed the width of the road, it would be far less confusing and you would gain essentially all of this shoulder area. And it could be gained on either side if this was realigned and this was realigned.

The one thing to keep in mind because I know Katharine you brought up the idea of the crosswalk which couldn't make the agenda, on Main at McDonald's. Why is her name escaping me? DOT.

Mr. Mitchell: Charlene.

Ms. Wade: Charlene. Thank you. Charlene Shibuya has fund for Main Street Improvement project, from High to the bridge, or the overpass, and wants to conduct a workshop. It's – it's a – it's an improvement project that doesn't go beyond the scope. It's not a we're going to tear the whole road up kind of a thing. But it's a minor improvement. So she was willing to talk with us about what could be done, and the crosswalk could be a part of that, but so could this. This little portion of Main where you pull off.

Mr. Mitchell: DOT has that part of theirs?

Ms. Wade: That's part of DOT's. Yeah. But this street that we're looking at right now is County. So however this gets aligned, you know, to meet up with that. There's certainly enough width for at least diagonal parking, if not perpendicular. But diagonal is so much easier, so diagonal parking on one side or the other. And then you can Bale's parking lot here is so undefined. So there's an opportunity there too to create an edge and – either, on either side – either on the Hokama building side or on this parking side. At least pacing it off there was – when I paced it, it would be 10 stalls could be created on this side. On the Hokama building side there's less because the driveway is up the top. You can see here's the driveway. So you'd have to have room for the driveway and there would be this whole area here. So maybe seven, seven stalls – I'll be conservative about it – could be developed. This is very close. I've walked – I walk to Bale from One Main Plaza for lunch when I'm in town. So I wouldn't see this – if this became 12 hour parking even because this is an area down here where there's access parking actually.

But if we advertised it now, if we're starting to charge 12 hour parking and then this becomes – you know, it's not right in the downtown core, but we're creating more additional edge parking, maybe, it give people the opportunity to have less expensive parking, but you have to walk further. It just – it creates options in my mind.

Then the Church Street – if maybe I can go back to that. So zoom back out. This is almost better than GIS. Okay. Yeah, so there's Good Shepherd. So this is the one direction that has on street parallel parking. And then you can see the lane width is actually wide enough. Well, it depends on how this intersection gets handled by DOT actually because this was – this was one of the intersections that they wanted to address so, yeah, we'll have to take a look at that. But, the other direction which is where that vacant lot is. Okay, so there's one on street stall here. And as you go back there's nothing formal. And here at this lot which we'll get closer to was where Morgan and Bill and I took a look earlier. Okay, so you can see they actually did their road widening requirements here. This is the property line edge over here. So from this edge to here is the roadway width. So what we were thinking was if we eliminated one side, one side or the other for on street parking and created a diagonal, we could at least double the parking that's available on that section as well, depending on how these poles get addressed and things. Naturally this side makes the best sense to do the parking. I get a little nervous having the travel way right next to the sidewalks so we might want to do an edge strip or some kind of a treatment in addition.

But Public Works was willing to hear our ideas on all of these. It's just essentially sitting down with Charlene and Wendy Kobashigawa, and coming up with what are the streets we want to play with a little bit and coming up with the plans. But they'll get out their paint as soon as we have a plan.

Mr. Mitchell: Did Public – Public Works never re-striped the two handicaps stalls on Market I don't think, did they?

Ms. Wade: They did not. And in all honesty that's because I haven't filed the street permit, the street use permit.

Mr. Mitchell: Oh.

Ms. Wade: Which I have to do.

Mr. Mitchell: Okay. But that's still the works.

Ms. Wade: That's still in the works. Yeah. So we'll still get those two, two additional stalls basically. Yeah. Those are happening.

Mr. Dan: . . . (inaudible) . . .

Ms. Wade: That's what we're talking about.

Mr. Mitchell: We're talking about them.

Mr. Dan: . . . (inaudible) . . .

Mr. Suzuki: We can't have conversation with the audience.

Ms. Popenuk: Mr. Dan, I'm sorry you're out of order.

Mr. Dan: . . . (inaudible) . . .

Ms. Wade: You're antagonizing Bill.

Mr. Mitchell: Sign language.

Ms. Wade: So those were two of the one ways that I think there might be some immediate capture for creation of parking. And, you know, time is – time is money, time is limited, so where would you like the time spent, I guess, in terms of staff time. Of all of these things with parking which should come first so that –? Because I think part of the issue has been to we're trying to tackle everything at once, and perhaps that's maybe not been as effective as we had hoped. If maybe we're focusing on thing at a time, we'll – we'll get it taken cared of more quickly.

Mr. Suzuki: So what is the question Erin?

Ms. Wade: The question is, I guess, would you prefer I fo – we spend our time focusing on the research of the management in terms of pricing, timing, that sort of a thing before creation of the parking stalls? Or would you prefer we focus on the creation?

Mr. Suzuki: I personally would see the, the management, but that's more of a long term thing. This, you know, creation thing is fine. It will create, you know, maybe 10 stalls or whatever. It's not going to solve the problem.

Ms. Wade: Right.

Mr. Suzuki: I think for me, the more effective action to take would be to do work that will ultimately resolve, I mean, help in solving the problem long term.

Mr. Mitchell: The big picture.

Ms. Wade: Yeah.

Ms. Popenuk: My opinion is let's go for a low hanging fruit and create more stalls, especially if other partners are able to pick up the tab.

Ms. Wade: Or perhaps, you know, maybe this is another opportunity is as the partners – which

would be Public Works and DOT or, you know, in the Vineyard Street case it was Water – as their projects come available, we basically inform them here's projects in this area, we're looking to create additional parking. If you're gonna be working on them we would like the opportunity to weigh in and develop additional on street parking, in conjunction with your project.

Mr. Mitchell: What's our maximum we can spend without having three bids?

Ms. Wade: \$1,000.

Mr. Mitchell: So if there were a consultant engineer in Wailuku that was willing to do something less than \$1,000, do a schematic in those areas and line up the stalls, we could ask them to do that and that would be something that you can just walk over to Public Works and say, here's the solution?

Ms. Wade: Yeah, and I could submit a permit for it.

Mr. Mitchell: Right.

Ms. Wade: If you folks approve it. So basically it has to get your approval.

Mr. Mitchell: I'm, I'm, I'm suggesting it because all the topo survey has been done in that area because of the municipal lot. So all the controls there. It's really just doing a simple striping plan.

Ms. Wade: Yeah.

Mr. Mitchell: So I'm just thinking there's probably three engineers in Wailuku that would probably do that for less than \$1,000 just because it's not going to take – it's not going to take about a couple of hours to do it.

Ms. Wade: Yeah. I could solicit an opportunity – you know – or make a phone calls if you felt that would be appropriate.

Mr. Mitchell: What everybody else think about that? The ones on Church Street seems so easy to do just because we've got – there's all the controls already been in the last year, two years.

Mr. Fujimoto: I agree.

Ms. Popenuk: And then what about down by Hokama's? Is there anything – any eminent work planned down there that that might also be . . . (inaudible) . . .?

Ms. Wade: Well, unfortunately it just occurred. They just did the resurface which would have been a good time. But that's when it became obvious that, hey, look there's tons of space here. So, maybe that's a little bit longer term because like I said there's a lot of parking open down

there right now. I mean, for anybody who ends up reading these minutes, if you have employees that need a parking stall, those would be a great place to park because there's nobody down there.

Mr. Dan: . . . (inaudible) . . .

Ms. Wade: By Hokama's, yeah. But, yeah, we can put that on the radar for upcoming because the Wells Street reconstruction is coming shortly. And maybe when they're out doing the work for that, as long as we time it right, they could just tag this piece on to that.

Mr. Fujimoto: I have a question.

Ms. Popenuk: Don't?

Mr. Fujimoto: So, like, for the Wells Street reconstruction, do we get to review those plans?

Ms. Wade: You know –

Mr. Fujimoto: Or if any of the governmental agencies propose any improvements within the MRA we –

Ms. Wade: We should be reviewing those, yes. I will ask that, that we be sent those.

Mr. Fujimoto: So at least we know that –

Ms. Wade: I can tell you I've done an initial review for their grant application, but the construction design has not been done yet. So – but I will – I'll find out if we can get routed that.

Ms. Popenuk: Yes Warren?

Mr. Suzuki: Question for Erin. Again, looking at, you know, your time requirements, what your limitations are and all that, so if you were to do what seems likely you'll be asked to do from the standpoint of going out and soliciting proposals from consultants to hopefully come in with less than 1,000 to come up with a schematic for parking. So we have that available so we can just pass it on to the Public Works when they do any sort of work or whenever anybody else is working area. I guess my question is, you know, how much time will that take away from you because, you know, each time – each time we ask you to do these things, you know, and we only meet once a month, you know, how much further are we pushing back what we need to, you know, get done so we can move forward with having a program in place that will benefit Wailuku town for a longer term? I mean, that's my concern. I mean, if it's going to take you two months to do it, then I prefer not waiting two months. But if it's going to take you, let's say, a week or so to do it, then it's fine. But, you know, I just want to make sure that your time requirements are not going to further delay the ultimate plan that we need to have in place.

Ms. Wade: Okay. It sounded almost like Bill – you know who, Bill, who worked on the

engineering for the parking structure, okay, the parking lot. So that would likely be the person that would have everything already in the computer.

Mr. Mitchell: Right.

Ms. Wade: I would think, maybe, I could make that one phone call.

Mr. Mitchell: That's what I'm thinking.

Ms. Wade: And if they're willing to do it, excellent. And if they're not, maybe we put that on the back burner until we get the other things done. Okay, let's do that. Okay, so that's sort of what I wanted to show you in the vain of being able to create more parking with the assets that we have now. I think there's an opportunity for a little bit of that. But I personally agree with Warren that we don't want to create all this parking and still not know how we're going to manage it. I think it's a good idea to move forward with that right away.

3. Clean and Safe draft RFP update. Request For Proposal on the management and implementation of a Clean and Safe program to provide a clean and safe environment on Market Street and surrounding areas.

Ms. Popenuk: Okay, any other comments? Thank you Erin. Next item on our agenda is clean and safe draft request for proposal update. Request for proposal on the management and implementation of a clean and safe program to provide a clean and safe environment on Market Street and surrounding areas. Erin.

Ms. Wade: You folks have a copy of the clean and safe coordinator duties and responsibility list that we had. And then there's also an email from Richard Dan with four questions that he wanted additional information on. Because this, the amount you folks were willing to dedicate to this, is less than \$25,000. The \$24,999. It is a written proposal project. So essentially what we would be doing is soliciting people to submit proposals for what of these things they could do for the amount that we had set aside, or what they were willing to do. And how – you know, some of these questions, like, the first question is what is the geographic boundary of the RFP to cover? In some sense, I think, we were kind of hoping to hear from the respondents what they felt that they could handle in terms of coverage. The facilities that we have invested in are all on Market Street at this point. So essentially from Wells to Mill would be the reach of the RFP which is where all of our facilities have been invested that need continued maintenance.

Now the Market Street improvement project goes all the way through Happy Valley but there aren't trash receptacles. There are – there are banners poles actually which we have never put any banners up on. Because it's the same light fixture isn't it?

Mr. Mitchell: Yes.

Ms. Wade: That's a whole – that might be a whole other conversation actually. I think Happy

Valley might want its own identity and banner, and that would sort of make sense. So in my mind and this is – this is for however the respondents wanted to respond in all reality, but it was at a minimum from Wells Street to Mill Street on Market. And that would be the minimum reach because that's where our facilities are that need maintenance. Yes?

Mr. Suzuki: I guess comments. So from my – from my perspective, you know, if it's 24,999 that we're looking at, you know, realistically, you know, how much time could we expect that consultant to put in, let's say, on a weekly basis. Is it gonna be 20 hours a week or whatever. Having said that, I guess what I'm kind of leading up to is that I would personally would like to see at least some sort of presence and recognition within the entire MRA area. You know, that person that kind of roams the area, the whole, including the residential area, so at least there is some recognition, some sort of presence and acknowledgment from those property owners and individuals within the MRA that, you know, we do have someone here now that, you know, we could potentially have access to, that we could look to and seek assistance from and guidance from, and not be limited to just to Market Street because then, to me, that wouldn't be – that wouldn't be – to me it wouldn't be fair. So – but having said that, I mean, is 24,999 going to be sufficient? I don't know.

Ms. Wade: And actually I think, unless you would like to revisit it, you folks voted for 12,500 was the amount that was dedicated.

Mr. Mitchell: Per month?

Ms. Wade: For this.

Mr. Suzuki: That's for one year, right?

Ms. Wade: For one year. Well, it was for this budgeted year, and now, you know, we're getting to the end of that, so we're half way through, at least. Are there other thoughts about the geographic boundary?

Ms. Popenuk: I think it should go beyond Market Street because – well one – one thing about the improvements to Wailuku town it is very Market Street centered, and there are other streets that needs some TLC in Wailuku town. So I was thinking, you know, Central – Central to High actually, or Central to Church, something like that. Vineyard Street seems to be neglected.

Ms. Wade: To Main or to Wells? Vineyard to – Main? Market to Wells? Only because we have trash cans down there. They will have to be –

Mr. Suzuki: Chair?

Ms. Popenuk: Yes Warren.

Mr. Suzuki: Can we – I guess, I can see where the primary focus would be Market Street because as you said Erin, you know, that's where the improvements have been. At the same

time, you know, there should be some sort of time allotted where they do, let's say, go off Vineyard, they go Main, they go down Wells, they go down, you know, Kaohu, and they come around Central and all that so they – they'll have a quick check so they, they at least have some sort of understanding in terms of what's going on in that particular area.

Ms. Wade: Okay.

Mr. Suzuki: It may not require a whole lot of time with the exception of, let's say, one pass through on a weekly basis because there's not a whole lot of activity. But for me, again, I go back to what I said initially. There needs to be some sort of presence and recognition by, you know, everyone within the MRA area, that there is someone here that we could potentially look to and seek information, look to question, get guidance from.

Ms. Wade: Yeah. Okay.

Mr. Suzuki: If we're going to go that degree.

Ms. Wade: Yeah.

Mr. Mitchell: I forgot the MRA is actually broken up into three sub areas, so I don't know if that may help in defining the RFP order of hierarchy. You know all those areas will be covered but the sub, you know, sub areas outside of the Market Street core would be, not less important, but require less time.

Mr. Suzuki: Yeah.

Mr. Mitchell: And it – and it may be as simple as taking a digital photo on a drive through once a month and giving it back to us in a report, saying we've seen these, these are opportunities, these are some areas maybe you guys can help and it could be something that simple. But at least that clean and safe person would know this their – this is their total scope of area for which they're gonna have – we'd like them to have a familiar face.

Mr. Suzuki: Well, I think, the way I'm kind of envisioning it, let's say, on, even on – what street is the . . . (inaudible). . . stuff on?

Ms. Wade: Main and Central.

Mr. Mitchell: Central.

Mr. Suzuki: Central. You know, I can see where, let's say, once a month that person might walk on Central and stop by the different businesses and say, hi, how are you doing. And you know, they could probably achieve all of that in a couple of hours or whatever, but that's all they need – that's all they need to do.

Ms. Wade: Yeah.

Mr. Suzuki: And as you said, because there's not a whole lot of activity going on, you know, they don't have to do it on a weekly basis. Once a month will be fine. But at least there's that effort put forward.

Ms. Wade: Okay.

Ms. Popenuk: The other thought might be to identify areas where most of the problems are, so we have overflowing trash cans on Market Street, so we know we need to go there and see what's going on. And where's – where's – where are people getting mugged, and where people gets . . . (inaudible) . . . I'm sure there's some parts of Wailuku, you know, especially in the residential areas where there aren't problems. And there are residents there that have sort of self-policing so we're really trying to focus on these areas that may be deserted at night, people don't live there, and it's a little bit more of the wild, wild west.

Ms. Wade: Yeah, the night – and that actually brings up another question of expectation because Market Street after seven is a whole different place than Market Street during the day. So, is there an expectation for this person to be, not policing the street, but patrolling the street after seven? I wouldn't think so.

Mr. Mitchell: No. No, no, for them. But I had an interesting conversation with one of the security companies here on Maui asking the question, how does your nightly security typically work if the county wanted to hire a security person to go up and down Market Street. And they say what they typically do for businesses is they'll do either a drive by or they can get out of their truck and do a walk. It's very inexpensive. It was like \$15 a night if you wanted to drive by.

Ms. Wade: Okay.

Mr. Mitchell: If you want them to walk around, obviously, then that price would go up. So it may be an option if we want security presence as a contracted service that we could do that. But that also prompts my next question, what happened to our police that were going to move into their substation?

Ms. Wade: We have to discuss if we want to do the improvements. Is Morgan still here? Did Morgan leave?

Mr. Mitchell: He must have.

Ms. Wade: Okay.

Mr. Mitchell: Oh that's right, the bullet proof glass.

Ms. Wade: Yeah, they're not going to occupy that space in its current condition.

Mr. Suzuki: So I guess the question is, so what – so is it – is the bullet proof glass the only thing

that needs to be put in for them to occupy that space?

Ms. Wade: That is the, the biggest deterrent. They would like an improved air conditioner. The one in there is not working well. And Morgan actually has a price for all of these things. It's about 90,000. And the third one was the, the – it was like a skylight at the top which just creates this tremendous amount of heat in that space. It's really like a little oven in there during the day. So it just needs to be comfortable for them and safe, and that's all they're looking for.

Mr. Suzuki: So is Morgan still our consultant? Is he doing this on his own or he's doing this –?

Ms. Wade: No. We used the – we used the budget that was remaining to have him assist us with this.

Mr. Suzuki: So where is he?

Ms. Wade: Well, I did not ask him to be here to comment on this today. You know, I think he just showed up out of . . . (inaudible) . . .

Mr. Suzuki: Maybe we can put it on the agenda because I think that's important for us.

Mr. Mitchell: Yeah.

Ms. Wade: He has been working with Mark Vickers, Sergeant Mark Vickers, on that design. And the \$90,000 by the way would be the replacement of each individual pane with bullet proof glass. Okay. So there's – there's other options, you know, to keep the window as it now and do a bullet proof shield on the inside. But then you do replace the small pane and the whole bullet proof shield that's on the interior if it gets shot out.

Mr. Suzuki: I guess from my perspective, can we do a bullet proof glass and put on that fake thing so it does look like the individual panes?

Ms. Popenuk: Or yet you can just do a regular window in front of the piece of bullet proof glass, right?

Ms. Wade: That was – that was the cheaper option. It saved about half.

Mr. Mitchell: Right. That makes sense.

Mr. Suzuki: Right. Okay.

Mr. Mitchell: Yeah do the ballistic glass on the inside. Leave the existing window on the outside.

Ms. Wade: Correct.

Ms. Popenuk: So what you're saying then is when it gets shot, then you gotta replace the whole thing.

Ms. Wade: You replace the whole kitten caboodle. Yeah.

Ms. Popenuk: So it's like six to one, 90,000 of another.

Ms. Wade: Right.

Mr. Suzuki: So I know this is hindsight and the questions I always ask in hindsight. So when everything was planned, the intent was to have the police in there from the very beginning. I guess the question is, yeah, was this information passed on so everybody knew then, knew then that was gonna be a requirement on their part before we built it?

Ms. Wade: I don't –. All I – the only information that I've heard was the police weren't consulted in the design of the building, and that it was, you know, needed and thought of as a good thing that they were gonna provide the space for them, but unfortunately it just doesn't meet the needs. It was what the police have communicated to me. They are however willing to do the – I think we told you about their computer network system. So they are – they will put the network system in that space if it meets their needs. Because that was one of the deterrents too is they sit there, but they can't access any files or anything. So it's not useful working place for them.

Ms. Popenuk: So where would the \$90,000 or the \$45,000 come from?

Ms. Wade: Good question.

Mr. Suzuki: It could be from the MRA. But that was the next question I was gonna ask. You know what do we have as far as budget remaining so we could at least do maybe parts of what's required.

Ms. Wade: Yeah.

Ms. Popenuk: And if we spend \$45,000 on a piece of bullet proof glass, I want a commitment that they will in fact occupy.

Ms. Wade: Absolutely.

Mr. Mitchell: And how many time a week per day.

Ms. Popenuk: Right. Right. That's a big chunk of change.

Ms. Wade: Okay. Well let's have Morgan and the Police here next meeting.

Mr. Mitchell: Okay.

Ms. Wade: So that was a tangent from our clean and safe.

Mr. Mitchell: Sorry. Sorry.

Mr. Suzuki: Bill again.

Ms. Wade: No, that's – that's – it's relevant because it's about delegation, who's doing what, you know? Bill again. You're getting blamed for a lot today, Bill.

Mr. Mitchell: I'm just a replacement, so I don't have any . . . (inaudible) . . .

Ms. Wade: Well, we started talking about this because I brought up evening surveillance, and then you brought up security, and what I know from the police is it's not worth doing a drive through. You gotta be on foot to see actually what's going on. But, they are willing and have changed their hours. So twice a week they are doing a patrol on foot is my understanding. Now since I've been gone I haven't checked with them if they've continued that. But they were doing that for two months before I left. And that would be good. I'll ask him if we could find out how that's going, the two night patrol. But they were saying, you know, kind of the homelessness issue, you don't see it when you're driving by in a car. But when you're walking you can see these people tucked in all different little spaces. So that's – that's the one thing. And then –. But that for me wasn't what the RFP for the clean and safe was for at this juncture. Later probably, but at this juncture, no.

Question two was the 12 point work scope. Number five is graffiti clean up for public, private or both. And again, that's kind of dealing with the scope where we're talking. On Market Street the little graffiti that happens is on the bench or at the electrical box by Brown and Kobayashi. You know, there's like little spaces where it happens. It was on Chris Hart's building for a while. That, you know, the police have said, if you clean it up immediately, it deters, if you clean it up and you repaint it the exact same paint color that they had. So, more or less I think on the private property would be informing the private property owner because a lot of the time, it's a management company. You know, all – this has occurred, can you please, can you please take care of this immediately. I will contact you in 24 hours if it's gone, you know. That would be my expectation in terms of graffiti clean up. If it's the bench itself, this person would be the one fixing it, painting all over it.

Number six, what MRA sponsored events are covered? Are there going to be additional MRA sponsorships? So at this point the only event we sponsor is the First Friday event. And I think the intention was if the coordinator, Yuki Lei, or the police, through Mark Vickers, indicates that they needed additional man power for one reason or another, or coordination, that this person would be available for that. That, and then, are additional sponsorships? At this moment there are not, except we have had events associated with re-Wailuku. The workshop events. But that's not to say there wouldn't be future events that you folks might want to pay for.

Number 12, what volunteer efforts are meant? Do they exist now or is there a contractor expected to create them? Right now the volunteer effort, the Maui Nui Botanical has

volunteered – 100% volunteer. So coordinating with them and the mural project, as an example, was all volunteer. So there might be future projects that come like that, improvement projects, where hustling to get that building permit for that mural was really difficult. But it would have been great to have a little bit of back up on, you know, small projects like that which are just volunteer. But when you can –. But are worth while to get done, so. So –

Mr. Suzuki: So my sense is, you know, let's just take that step, get it out, get a proposal in, decide, and you know, if, as we go along we find out that the scope needs to be amended, the compensation needs to be amended, so be it, but until we take that step we're never gonna know.

Ms. Popenuk: I agree.

Ms. Wade: Okay, so I – we do have four people who have contacted me with interest, and I will contact them. And maybe just with a copy of the minutes from this meeting so they have an indication of where the community, or the group's feeling is, but still with the same point and ask for the proposals by the end of – maybe before the next meeting, before the February meeting.

Ms. Popenuk: Could – could you remind me of how much we're going to be paying this person per month.

Ms. Wade: So we didn't say a monthly. We said a lump sum of \$12,500.

Mr. Suzuki: For six months.

Ms. Wade: And that was for six months.

Ms. Popenuk: Okay.

Ms. Wade: And I would expect there are going to be months where there's more work and months where there's less work, so –. And that's actually how it is for Teens on Call. They have times when they're working a lot more hours than they are, and times there are less. Depends. Like rainy season. Right now it's rainy season. They're pulling a lot more weeds, you know, there's more work to be done.

Ms. Popenuk: Okay. Any more comments? Okay, thank you.

F. BUDGET

1. Cash-flow report

Ms. Popenuk: Moving on, Item F, Budget, number one, cash flow report.

Ms. Wade: Do we have a report? We have a new accountant who we haven't met with. Okay.

So we'll – you know what, I can get that and mail that to you before the next meeting. Because usually we give it to you at the meeting, so we'll mail it this time.

Mr. Suzuki: So MRA has a new accountant?

Ms. Wade: The department. We share the department's accountant.

Mr. Suzuki: Staff accountant?

Ms. Wade: Yes.

Mr. Suzuki: Wow.

Ms. Wade: Our old accountant retired so they filled the position.

Ms. Popenuk: And just a reminder too, when is the end of our fiscal year?

Ms. Wade: June 30th.

Ms. Popenuk: Yeah, so –

Ms. Wade: It's time to spend some money.

Ms. Popenuk: We always scramble at the last minute, trying, what can we buy? How can we use our monies? So maybe you guys want to, you know, start thinking about –

Mr. Suzuki: Well, that's to me, that's the reason why, you know, I asked the question about the Police Department improvement. You know, we do have monies to spend. You know, ultimately our, to me, the goal would be to have the Police Department there, you know, irregardless whether or not we got a full commitment. At some point in time, you know, we're gonna work it out with them. The way I see it, we're gonna work it out with them, they're gonna have a presence there. So if we know what the requirements are, we've got the money to spend, let's spend the money there. Because if – once you have a higher level police presence there, to me, that would be the most beneficial to Market Street.

Ms. Popenuk: Okay. Moving on, Item #2, F2, a proposed expansion of services contract with Teens on Call to increase the number of garbage collection dates for trash receptacles on Market Street.

- 2. A proposed expansion of the services contract with Teens on Call to increase the number of garbage collection dates for the trash receptacles on Market Street. (Action may be taken)**

Ms. Wade: I'm surprised Richard left before this, but I read in the minutes that it was stated that

Teens On Call only picks up three days a week, which is not correct. They – they are there on the street every single day and collecting trash. Not every single receptacle needs to be collected every day so –. And Richard even said today, in his testimony, they pick up every day. They do. So their contract, I don't know, frankly, if they have the capacity to pick up more than once a day. They probably do not. How we eliminate people from driving up and dumping their trash, and I don't think that that's something that we can actually worry about. But I did read in the testimony statements that, you know, merchants used to be responsible for taking care of the space in front of their buildings. It would certainly be, if they wanted to say, you can't put your trash in the city trash can, you know, or, you know, leave trash, you know, in this space, there's no reason they can't do that. But, I, I honestly don't think the Teens On Call has the capacity to do multiple trash pick ups in a single day.

Ms. Popenuk: So –

Mr. Suzuki: I don't think there's a need to go there more than once a day. I mean –

Mr. Mitchell: What time – do you know what time of the day they go?

Ms. Wade: Yeah, it's like four o'clock usually.

Mr. Mitchell: In the afternoon.

Mr. Suzuki: And Richard is talking about the smell and odor. If the trash is there for one day, it's not gonna, that's not gonna be the case.

Ms. Wade: Hopefully not. I mean, it's not the case if it's trash that was generated that day. If it's really someone's home trash that maybe sat in their basket for week, and now they're dropping, who knows.

Mr. Suzuki: But still.

Mr. Mitchell: It's, it's – I'm not sure what the detail would be, but Katharine and I looked at it, it looks like the ones that drop the big stuff. Our receptacles designed in a way that it's easy to take the top off, and put the big stuff in. If the top of the receptacles were less easy to just lift up, then you'd have – you have the little space to put it in. And I did a couple – flew downtown Portland a couple of weeks ago, on Goggle, and looked at all their trash receptacles. And interestingly enough, most of them are very small openings where it's not easy to get stuff in. And so maybe there's a solution as well in making that harder to lift off the lid.

Ms. Wade: Yeah. It makes it more complicated for Teens On Call to remove the –

Mr. Mitchell: It makes it more complicated for Teens On Call.

Ms. Wade: Yeah.

Ms. Popenuk: But it might solve the problem so –

Ms. Wade: I could look at the reading series receptacle and see if they have different lid that we could use.

Mr. Suzuki: So, I guess, I don't know enough but, is there really a problem?

Ms. Wade: It's full a lot.

Mr. Mitchell: There's a – I think there's, like, a couple, three of them –

Ms. Wade: Yeah.

Mr. Mitchell: – that are the most objectionable that for some reason whether it's somebody driving up or somebody that works there, stuff all their stuff into it because it's not all of them. When I've driven down there, I've driven through a couple times each week, just a couple of them.

Ms. Wade: Yeah.

Mr. Mitchell: It's the ones in front of Richard Dan's.

Ms. Wade: It is. It is.

Ms. Popenuk: You should go through the mail and see whose address is on all those bills and stuff in there.

Mr. Suzuki: From my perspective, once a day, is fine.

Ms. Wade: Well, and it could be too, once this person is a staff person, Teens On Call is having a dumpster placed. So Teens On Call is having a dumpster placed. So if this person sees it full, there's no reason they can't empty it. You know, put it in the dumpster. It's for Teens On Call, and it will get taken cared of.

Ms. Wade: Okay.

Mr. Suzuki: Do what you gotta do to get things done.

Ms. Wade: That's right. Yeah.

Mr. Fujimoto: Is there some reason or – I mean, why that dumpster or trash can – is like easy to pull up or is it –?

Ms. Wade: I don't know.

Mr. Mitchell: There's a park – there's a parking space right next to it, an angled parking space, so it's easy to just pull up and literally almost outside your window, lift it off, and put stuff in it. It's that's close to the parking space. Where the other ones, I think, are not. They're – they're set back at the cross walk. So you'd have to get out of your car and walk, really actually walk over. And that may be part of it, it's just so accessible. Those get more stuff in them by the nature of their location.

Ms. Wade: What's interesting, though, I mean, Lahaina – I could talk to Lahaina Restoration Foundation.

Mr. Mitchell: Yeah, what do they do?

Ms. Wade: Because they maintain the Lahaina trash cans, and find out how they stay on top of it. I'm sure they have the same issues we have.

Mr. Mitchell: Right.

Ms. Wade: Both Makawao and Paia are considering asking for trash receptacles because they have such a problem with trash on the street because there's no receptacles. So when the discussion came up let's remove them, I thought, I don't know, we've come this far, and now the trash is off the street. It's at least in a receptacle. I think that's better.

Mr. Mitchell: We may need more? It maybe when we have – we haven't looked at in the park space – we may need to add three more of them.

Ms. Wade: Yeah.

Ms. Popenuk: What would it take to move the one in front of Richard Dan's?

Ms. Wade: Well, that's something else that this individual could do, you know? It's just bolted down.

Mr. Mitchell: . . . (inaudible). . . screw.

Ms. Wade: Yeah. I think so too. Okay, we'll add that to the person's list of things.

Mr. Mitchell: Well, could I go a step farther? Is that something Public Works could do? We could direct – do they have people that could do that? Or harder?

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

Mr. Suzuki: No.

Mr. Mitchell: No?

Ms. Wade: This would be a very low priority for Public Works.

Mr. Mitchell: Got it. Understood. Could Teens On Call do it?

Ms. Wade: Yeah.

Mr. Mitchell: Maybe we'll just have Teens On Call unbolt that thing. And if we don't relocate it, maybe we can save it, we'll put it in the park.

Ms. Wade: Yeah.

Mr. Fujimoto: Good idea.

Ms. Wade: There's another issue is the storage. We don't officially have any place to store something like that.

Mr. Mitchell: Oh, really?

Mr. Suzuki: Put it in the police substation.

Mr. Mitchell: Put it in the police sub – in the back, in the fenced area behind the police substation, you've got that storage area right there.

Ms. Wade: Yeah. That's a longer conversation. Yes.

Mr. Mitchell: I don't think anybody will steal it, hopefully.

Ms. Wade: Okay.

Ms. Popenuk: Well, move it, and move it someplace else and bolt it down in its new location. Yeah.

Ms. Wade: For the time being.

Mr. Mitchell: For the time being. Ultimately, it probably goes in the park.

Ms. Wade: Yeah.

Ms. Popenuk: Alright. Okay, next item is open project list.

G. OPEN PROJECTS LIST

Ms. Wade: Do we have any?

Mr. Suzuki: Yeah.

Ms. Wade: The, Ray Nishiyama one is, unfortunately, the new tenant moved into the building that was Wailuku Florist. The Moped City did not apply to zoning for parking compliance. It got cited. And now they're trying to comply with their parking requirements because it's a new, it's a new business. And they have the mopeds parked out in their two required stalls, so we're working with them on that. Joe Prutch is assigned that project actually.

The PV on the Lao Theater, we're just waiting for State Historic Preservation's comments on the placement of those, and that's a admin approval. And then the municipal parking structure again is just basically a place holder until the grant is finalized and then we'll determine where that goes from there. So the grant monies is from Economic Development Administration Permit Finalization.

Mr. Mitchell: And is there still an interest in re-stripping the municipal lot if we can get a couple three more stalls out of it.

Ms. Wade: Yes actually. Were you in that meeting with David Goode?

Mr. Mitchell: No.

Ms. Wade: Okay. Yes, David requested for his budget monies to completely resurface the lot and to re-stripe and actually enough to relocate electrical lighting if necessary to improve the stripping.

Mr. Mitchell: Michele had asked me if we'd done a plan, and I told her we discussed it, but we actually hadn't done a plan. I didn't think we'd pick up a lot of stalls, but we could probably pick up a few stalls. So maybe we could talk about that.

Ms. Wade: Yeah.

Mr. Mitchell: Maybe that's something our consultant engineer could do.

Ms. Wade: Yeah.

Mr. Mitchell: Inexpensively.

Ms. Wade: Yes. That would be really nice.

Ms. Popenuk: Plus, they're introducing trees into the lot, right?

Mr. Mitchell: Correct. They're actually complying with the County ordinance. Go figure.

Ms. Wade: So what – we'll wait and see what actually comes out in the Mayor's budget. But I know that Public Works requested the monies for that.

Mr. Suzuki: Couple of questions. The – I know the project that's on Vineyard Street, the one that has the blue tarp, you know was on an active list. It's no longer on the list. But, there's no problem. It's an eye sore. I mean, is there anything that we can do?

Ms. Wade: I've spoken with them – I think I was seven and a half months pregnant – so September – the beginning of September, and they had hired an architect. So someone has purchased the property since the original violation occurred. Somebody new has purchased the property, wants to open a restaurant, hired an architect to do some design, the architect quoted them a price, they started working on it, did very minimal and then the architect said and if you want your final plans it's going to be another \$75,000 or something way beyond what was initially discussed. So they are currently regrouping to figure out what to do. But they fully intend improve the property and open it for business.

Mr. Suzuki: So the condition that it's in, it's in compliance with whatever . . . (inaudible) . . .

Ms. Wade: Unfortunately I asked, actually, Public Works to cite them for unsafe structure, and they said, it's perfectly safe as far as we're concerned. We issued a stop work order, and they stopped working. So, that was that.

Mr. Suzuki: Okay. The next question I had, down here on Kaohu, Ichiban.

Ms. Wade: Yeah.

Mr. Suzuki: You know, I kind have a sense in terms of what happened but, you know, they demolished the residence, the graveled the area, they had cars parked there, and now cars don't park there. And I'm assuming they were cited that you can't have parking on the residential lot. Is that what happened? Because cars are back parking on the road again.

Ms. Wade: Well – that's a good question. All I know is I received an email as a county employee stating that we could no longer park there. So I don't know if county employees were initially invited to park in that space or whose parking it was. But I can find that out.

Mr. Suzuki: Because I saw – you know, I thought it was good idea for them to do the gravel parking. I thought, well, maybe he's trying to do it to get the cars off the road so they don't reverse into the street. And now I see that area all coned off.

Ms. Wade: Yeah. Okay, I'll find out about that. It is not within the MRA area, but –

Mr. Suzuki: Oh, it's not in the MRA?

Mr. Mitchell: It's not in the MRA.

Ms. Wade: We can find that out though. It's part of the parking system so–

Ms. Popenuk: Anything else? Any other comments? Do we have any ideas for agenda items

for next time that come to mind now?

Ms. Wade: So you'll have the police – regarding the police resource center. I will likely have a report for you regarding parking management. And Bill and I will meet with Public Works regarding the Lao Square. Those are the three items.

Mr. Mitchell: And we'll have an updated budget.

Ms. Wade: We'll have an updated budget.

Mr. Fujimoto: An updated cost on the police improvements.

Ms. Wade: Yes. Yeah. The mural wall needs a variance, so they received a temporary building permit on the condition that it would either be taken down at the completion of the temporary building permit, or that they would seek a variance because it's on a property line. The mural is constructed on the property line and it's not CMU wall. It's not a fire wall. So they will – you know we have given that variance multiple times to other entities because of encroachment issues. But they will be on the March agenda, likely, for that variance request. But it was sort of at the point – you know nobody knew what the mural was going to look like so nobody wanted to really wanted to commit or say, yeah, we're gonna allow this, so we went with the temporary route. But everybody really likes it, and so – it allows it to sort have a formal referendum on do you like the mural, and if you do you can support the variance, you know.

Ms. Popenuk: So are we also going to discuss the clean and safe, the progress on that?

Ms. Wade: Oh, yeah. Thank you. We can do that. Well, you know, we'll probably have responses by that point, but we won't have selected anyone. So, I'll talk to you about the status.

Ms. Popenuk: And one other thing, I took a look at the website, and some of the requested changes had taken place and others have not.

Ms. Wade: From your last meeting?

Ms. Popenuk: Yeah.

Ms. Wade: Can I make a brief comment about that?

Ms. Popenuk: Sure.

Ms. Wade: That's actually why I passed out Saedene's proposal for her work because she's going to be developing a website for Wailuku town. So some of the things I read that were in the minutes are coming out. We should have a map that identifies where the businesses are and where the parking is and that kind of a thing. It would be great things to have in the Wailuku town website. And I'm thinking, you know, when we talk with Saedene next time, it

would be good to identify what's appropriate on the MRA website specifically, and what's appropriate on the Wailuku Town website. And perhaps even MRA can retire and come back part of Maui County's website.

Mr. Suzuki: Yeah.

Ms. Wade: And the Wailuku Town is the one that moves forward.

Mr. Mitchell: Yeah. I agree.

Ms. Wade: In my thought process we'll have to see, but – yeah. I'll send you a couple of links of a few downtown websites that are really good that might be worthwhile to review. Okay.

Ms. Popenuk: Okay. And I'd ask everybody who's a member that we lost Mark. So if you have anybody in mind that you think would be a good candidate to join the group. And then I, myself, will be leaving. March would be my last meeting, so we'll have two people that we'll need. So put out your feelers for the local talent. Okay.

H. NEXT MEETING DATE: February 22, 2013

I. ADJOURNMENT

Ms. Popenuk: Okay then at 3:42.

Mr. Suzuki: 2:42.

Ms. Popenuk: 2:42 – thank you – this meeting is adjourned.

There being no further business brought forward to the Agency, the meeting was adjourned at approximately 2:42 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE

Members Present:

Katharine Popenuk, Chair
William Mitchell, Vice-Chair
Don Fujimoto
Warren Suzuki

Others:

Erin Wade, Small Town Planner, Current Planning Division
James Giroux, Deputy Corporation Counsel