

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
MAY 26, 2017**

APPROVED 07-28-2017

A. CALL TO ORDER

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Ms. Carol Ball, Vice-Chair, at approximately 1:01 p.m. Friday, May 26, 2017, 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. Carol Ball: We usually have public testimony initially for those who would like to speak. I would like to ask anyone who's going to address anything, questions, or comments on the new business items to please wait until after their presentation. Otherwise, anyone who has anything else to bring to us today I'd like to call on you to, to bring it forth now if you'd like. Harry, hi.

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

Mr. Harry Eagar: Hello. I'd like to --. My name is Harry Eagar. I work in Wailuku or I did until I retired recently, and I continue to do a webcast at First Friday's on Wailuku subjects and I'd like to talk on D1. I don't know if that's the one that I'm not suppose to talk on but I can't stay.

Ms. Ball: Harry, could you mind -- would you mind talking into the microphone so Leilani can tape it?

Mr. Eagar: Sure. First, for the past 30 years, millions of dollars and endless efforts have been spent trying to acquire a few -- a net few dozen parking spaces by way of a garage in Wailuku. If half that money had been spent on acquiring surface parking space we would have some parking. Second, at the same time, in an apparent contradiction planners and a . . . (inaudible) . . . have been spending time and money to get Mauians to walk or bicycle. People who have lives do not ride bicycles. This island has more cars and trucks than it has licensed drivers. Mauians like cars. They live in them. And if they're lucky enough to have housing, they work from them, go to the beaches in them. You cannot shop at Costco if you ride there on a bicycle. I think it's a misdirection of County efforts to keep chasing this miracle parking garage. Third, I note that P, U, M, A was first brought to Maui in part with money provided by Jonathan Starr who wants to build a boutique hotel in Wailuku. P, U, M, A has

since gotten lots of public money from Mauians so no surprise. P, U, M, A thinks Wailuku needs a boutique hotel. I do not believe that because of this apparent conflict of interest that Mr. Starr should be voting on any actions that involve P, U, M, A. Thank you.

Ms. Ball: Thank you.

Mr. Jonathan Starr: Madame Chair? Everything that's been said about me is false, so I would like to refute it which I have just done.

Ms. Ball: Thank you. Anyone else with topics other than that will be discussed in the new business, would you come forward please? If not, we'll continue with the agenda. And I'd like to call for a motion to approve the minutes of the last meeting, please.

C. APPROVAL OF THE MARCH 24, 2017 MEETING MINUTES (Transmitted to members via e-mail)

Mr. Frank De Rego, Jr.: I move that we approve the minutes from the last meeting, Chair.

Ms. Ashley Lindsey: I second.

Ms. Ball: It's been moved and seconded that the minutes of the last meeting be approved. All those in favor say aye.

Mr. De Rego, Jr.: Aye.

Ms. Ball: All those opposed? Motion carries.

It was moved by Mr. Frank De Rego, Jr., seconded by Ms. Ashley Lindsey, then unanimously

VOTED: to approve the minutes of the March 24, 2017 meeting be approved.
(Assenting: F. De Rego, Jr., A. Lindsey, J. Starr)

D. NEW BUSINESS

- 1. Discussion of Community Outreach efforts to date and upcoming opportunities for the public to be involved regarding the Parking & Events Facility project.**
- 2. Presentation key findings in the background research and market analysis relating to the Parking & Events Facility.**
- 3. Review of three conceptual design alternatives for the Parking & Events**

Facility with varying degrees of intensity and investment.

Ms. Ball: We'll go to Item D now, New Business, and as an, as an overview let me just say that we're going to be discussing the community outreach efforts to date, and the upcoming opportunities for the public to be involved regarding the parking and events facility project. We're also going to hear a presentation of the key findings and the background research and market analysis, and review of three conceptual design alternatives to the parking and events facility. So I'd like to ask Erin to introduce our visitors today.

Ms. Erin Wade: Sure, I'd be happy to do that. Thank you. I just wanted to clarify too that the presentation will sort of all merge even though that's three specific agenda items. There will be essentially it will run one right into the next so and not necessarily in this order. I think that the market analysis is going to come first and then the community outreach so if there's any objection that. Okay, then we can move forward. Beginning today with the presentation is going to be Brad Segal from Progressive Urban Management Associates (PUMA) who's going to share some of their initial findings and the survey results.

Mr. Brad Segal: Thank you and thanks for taking the time today to listen to the initial results of the market assessment and also community outreach. Our firm is delighted to be back in Wailuku. You may recall we were here in 2010 and undertook what was called a Market Based Plan for the district at the time. The good news is because of that work in 2010 the work that we're presenting today is able to compare the state of Wailuku to what it was seven years ago, so that's very helpful from a market standpoint. And then secondly, in terms of our role in the greater parking and events facility project, our role is to really look at market forces, and also look at community aspirations, what the community wants to aid in the non-parking programming elements of the project. So the project, of course, includes a dramatic increase in parking for Wailuku town. It also allows provisions for different other uses that could help not only help the, the investment in this structure, but also help the surrounding businesses and, and the business district at large.

So I'm going walk you through just some of the highlights. I won't take more than about 10 or 15 minutes. And then I'll hand it to David who will walk you through some of these concepts that have started to evolve. So in terms of the market information, and as I mentioned in my intro, one of, one of the opportunities we have is we're comparing market information to 2010 conditions as well.

There's three different areas that we're looking at. The, the red shape, in the middle there that is the MRA boundary. That's the Wailuku Redevelopment Area. The green area is a statistical area that includes greater Wailuku, if you will. And then the circle is a three mile boundary that picks up what we think really is the market capture area for Wailuku, and this consistent with what we looked at seven years ago. Next slide please.

In summary what we have found in the market information, from the market data is that the market fundamentals in Wailuku have not changed much since 2010. Now some of that relates to demographics, some of that relates to income, a whole variety of factors. But the

good news there is a lot of the opportunities are still there, and we'll focus on what these opportunities are and how these opportunities could be enhanced by the investment in the parking and events facility.

So in general, demographics remain challenging here. There's been -- while the island has seen tremendous increase in investment over the last seven years, Wailuku town has not seen as much, and no population growth, incomes are about the same. Also the whole island has a housing shortage and certainly Wailuku experiences that as well. The good news, daytime population remains strong. Certainly the presence of the County and the other businesses associated with the County continue, continue to drive economic energy here as well. Next slide please.

So in terms of opportunities, several niche opportunities for Wailuku town moving forward. Housing, along with the rest of the island, there's an opportunity for new housing here. We see a niche for affordable price points, certainly in Wailuku town. Lodging, yes, there is an opportunity for a boutique property, and, I think since our work in 2010 the best illustration of that maybe the Marriott Courtyard that opened near the airport. They're doing extremely well for a non-resort type property. So we see that a boutique hotel that is catered to non-families, to millennials, business travelers, extended stay, there are a whole variety of niches that aren't necessarily being served that could, could be served through some sort of property in Wailuku town.

Retail, we continue to see demand for particularly restaurants, also local independent retail concepts of which many have popped up over the last seven years. Office; the office market, it's still businesses complimentary to County uses here. We also see an opportunity for newer entrepreneurial innovated concepts. We do think that the context of Wailuku town, the walkability, the compact scale could be attractive to new entrepreneurial ventures that may want to, that may want to open up in the County. And then arts and culture, that's arguably the strongest area of, of improvement over the last seven years. New strength in arts and culture...certainly MAPA, Iao Theater, and then a variety of galleries and other, other arts related businesses opening up. Next slide please.

So I certainly will take questions, any questions you may have on the market analysis. There's a fairly, lengthy amount of research that we've done that, that leads to the summary results that I just shared with you.

The other part of what we've been involved with along with all of, actually the entire team, has been involved with community outreach over the last several months to marry both the market opportunities that I just talked about with some of the priorities among community members. So on the left of the slide, the -- actually black shaded shape in the center there, that is the block. That is the block for the parking facility. Also looking at impact on surrounding streets within the greater boundaries of the, of the redevelopment area. Next slide please.

A whole variety of sources of community input over the last several months. We certainly

started to build upon the work that's already been done. So building upon the reWailuku work, the plan we were involved with back in 2010. We met with County leadership, County staff, a whole variety of different outreach methods to date, interviews, focus groups. We have been involved with First Friday. We will be out there again next week, next Friday. And then a community survey that I'll talk about for a few minutes.

The community survey mirrors the survey we did in 2010. So again we have the opportunity to compare how the community perceives, and feels, and what the community desires are for Wailuku, and compare that to 2010. We had a great response. We had over a 1,000 responses back in 2010. We actually beat that this time. We had almost 1,200 responses to the community survey which was distributed online. Next slide please.

So a whole variety of things. When we met with stakeholders in, in focused groups, these are direct stakeholders within Wailuku town -- residents, businesses, property owners. First of all open minded in terms of different non-parking related, programming at the site, pretty much an open mind in terms of things what would activate Wailuku town. So bring it on basically what we heard. Make sure that we complement existing uses and we don't compete with any businesses that are in Wailuku town. Build on that arts and culture niche. That's really how Wailuku is really starting to differentiate itself and distinguish itself on the island. And then we started probing the specific uses for that events space, and a variety of things popped up, and I'll go back to this as we go through the presentation. Next.

So the survey, the almost 1,200 responses. It's interesting when we do these online surveys often we will have the similar demographics in terms of female and male. It's males and our attention spans, I don't know what to tell you, but the two-thirds female response is not unusual in terms of doing this type of survey. It actually compares about the same as what we did seven years ago. Majority of these responses live in the area. There, there were actually a wide distribution of income levels among the respondents, and also a good cross section of different age groups so the good news is a whole variety of folks completed the survey. That allows us to really slice and dice the data in a variety of ways. Next.

So some key findings, looking at 2017 versus now, interestingly finding parking remains a key barrier to folks coming to Wailuku town in first place, so no surprise here. That is why we're all sort of lining up to invest in this project. But the anxiety about parking in Wailuku has actually only increased in the last seven years. So when we did this survey seven years ago, 60% of respondents said that parking was the primary barrier to visiting here. Now, that's almost 70%.

The second item there was really fascinating to us. More people said they are driving here, than even seven years ago, so almost 100% of people who are coming here to work, or to shop, or to visit are coming here by car. And then restaurants are becoming important in terms of a draw or as something that residents of the area would like to see more of in Wailuku. Next slide please.

So on this slide I'm actually going to move over to the screen. Are we on? Yes. Great.

So what this slide does it compares results from the 2010 survey to the 2017 survey, and these dark green lower bars are the most recent data. So interestingly why don't you visit Wailuku? That's the question here. What's the impediment? Difficulty finding parking; far and away, the key reason that our 1,200 respondents are not visiting Wailuku more often. And that increased 10%. Lack of diverse retail has increased by more than 10%. Traffic congestion, interestingly, has increased by more than 10%. Some improvement in restaurant options. That's still the fourth reason why people aren't coming here. The lack of restaurant options, but it's less of a concern than it was seven years ago. Other concerns about not coming here generally unappealing environment. Safety has not changed, which I think is generally good news. And then other factors are less important than those top three or four. So, parking, retail, congestion, restaurant options are the key reasons people say they're not coming to Wailuku more often. Next slide.

So, the follow up question is well what brings you here? So we just asked why you don't come here. So the following question, tell us what would really bring you in? We gave folks about 12 or 13 different options, and then we asked them pick one. Of all those different options, pick one improvement that would bring you here more often. So restaurants loom large here, particular casual dining. People would like to see more casual restaurant options in Wailuku town. That would bring them more often. When we do this nationally, when we see 30% -- when you pick one choice out 12 or 13 and 30% is the number one choice that's, that's a mandate. That's a lot of folks saying that's the number one thing that would bring them to town. Interesting bookstore popped in there. And then a food store or a market. When probed on that that was more about a specialty market if you will. Think of, think of Mana Foods of something like if it was in Wailuku. Upscale restaurant, and the upscale restaurant was interesting too. This, I'm sure, wouldn't surprise you. That was the number one priority of the respondents who had incomes of over \$100,000. But for everyone else, the number one priority was a casual restaurant. Next please.

We then asked about the facility, the events facility, and a whole variety of different options that we're looking at, in addition to parking. And we asked people again, we gave them about another dozen potential amenities that could go on the site and asked folks to pick one. This was fascinating to us. So the number one amenity, again, 28%, 21%, those are really strong responses when you're asked to pick one out of 10 or 12. Number one was food trucks or outdoor market, 28%. The second most desired amenity was some sort of plaza, park or green space. And the third one was a children's museum or some sort of discovery center. And then lastly there, a 12% was an outdoor performance stage, which relates actually back to the second one. You could combine those two; the notion of a plaza and outdoor performance stage. And you'll see, you'll see some of these themes start to pop up in the design concepts when, when David takes over here in a minute.

There were different, also in addition to amenities, there were different sort of activities that we had suggested for the area, and we're trying to test among these 1,200 respondents which of these activities would you actually use. So the top color is very likely, on the top, the dark green. So those with dark green bars, these are amenities that people are more likely to use than those that don't have the dark green bars. The top three or four there are splash pad

or play area that was attractive to folks. Attend community meetings, noting a, a, a shortage, if you will, for a space for community meetings. We have done a fair amount of research on that. We have visited the different community centers, some of the non-profit centers in the area and can validate that there is an opportunity to create a more modern space, if you will, for these types of meetings. A plaza for an event, outdoor stage, again pops up. So we're starting to hear some common themes from these 1,200 respondents in terms of what they would like to see there. Next slide.

First Friday. We also -- we're working First Friday. I believe this was in April, the First Friday in April when we were out there. Had a bucket exercise where we had a variety of use options. Individuals were given three silver coins to sort of drop their money in the use option that they would like to see the most or use the most. A whole variety of folks participated in this. We had people age 8 to 80 that came by and, and spent some time with us and talked about the facility. Almost 300 people participated, and the top, which could have been skewed from, from some of the children that were there, but certainly children's museum was number one, followed by plaza, green space, and again, there we are with food trucks and outdoor market. Next please.

And then my last slide before I hand it over to David. So what we have done at PUMA and, and just to refresh your memories, we are real estate economists and we're planners. So what we're trying to figure out is from a market standpoint. If we're going to go beyond the parking and if we're going to look at some sort of events and community facility, we're really looking at where's the market support for this. So we took all this data, the market data, the information from the community outreach, and we developed criteria for then testing many of the use concepts that David's going to show you and the schematics. And really our criteria were these six criteria.

Number one, is there some demonstrated market demand for some of these complimentary uses that we're looking at. Two, is there a real compelling community benefit from introducing some of these ideas? Some of these ideas might be great, but is the community truly going to be better off if we spend, if we spend money to do these things? Economic development impact, certainly central to this board is how can these facilities be a catalyst to really attract investment and also help the businesses, the properties around the site? Ease of management, we're looking ahead. We're looking ahead. We don't want to create some sort of maintenance nightmare by creating some elaborate use that is going to tax all of us in some way, two, three, four years down the road. So we're looking at the ease of the management of any non-parking related facility. Peak or shared parking. Some of these uses may generate additional demand creating additional need for parking. So for example, a children's museum or discovery center, great idea, but it's also going to be open during working hours. It's going to create its own demand for parking. Is that something we want to do? Do we want to put that added burden on this structure or not? So that's something we considered in evaluating these uses. And then lastly, very importantly, for some of these uses that are not civic uses, but are uses that would require involvement by other stakeholders, by businesses, by property owners, by non-profit groups. Are there champions? Are there champions who are actually going to help the County move these

things forward?

So with that, that sort of ends the overview of the market information and community input, and we could either pause at this point or we could just go right into David explaining the different spatial and use concepts.

Ms. Ball: Thank you. What is your pleasure group?

Mr. Starr: I wonder if whether commissioners could ask a couple of questions while they're still fresh in our, our minds before we move to the next step.

Ms. Ball: Okay. Frank? Jonathan?

Mr. Starr: I'll start? Okay.

Ms. Ball: Sure.

Mr. Starr: Brad, could...you...perhaps help quantify the dynamics of the amount of maybe space or square footage or economics of the different uses that the survey kind of states that there's, you know, demand for it such as, you know, how much restaurants, how -- ideally how much parking, retail, housing, lodging, entertainment. And I know that's, you know, not something to do off the top, but do you have any way kind of giving us an idea? Are we talking a hundreds of thousands of square feet? A thousand square feet?

Mr. Segal: Good question. In, in a lot of these different use types and this goes back to the market assessment, the early slides that we provided, it's more about order of magnitude as opposed to specifics square footage. So for example, when we talk about, when we talk about casual restaurants, clearly there's a demand for casual restaurants. Our best practice and, and this is something we shared with the community when we were working here seven years ago, but our thought is always been on Market and Main. If we could always get three or four reliable restaurant experiences going, that becomes the critical mass that starts to create a destination, a reliable destination for Wailuku. We're less concerned about the square footage because these types of opportunities are not going to attract your franchise or chain type business opportunities. They would be more interested in, in square footage, apartments, that type of thing. But the notion of local independent restaurants.

Boutique hotel, let's talk about that since the gentleman actually brought that up earlier today. Boutique hotel is an opportunity, but we're looking --. We, we -- we are looking at a range of rooms, so order of magnitude on rooms. You know, 50 to 100 rooms is what we're thinking on boutique hotel. It's not 300 rooms. It's not another, you know, B&B where it's 12 rooms, but there's some order of magnitude. So, from the market analysis, we can provide an order of magnitude on these types of opportunities. And then secondly, when we got into these specific uses that's when we were working hand in hand with, with David and his team in terms of what made sense for these community uses that we'll talk about. So we actually get very specific as you'll see when we start talking about the community uses associated

with the parking. So I hope that answers your question, but we did shy away -- we shy -- we shy away honestly in a lot of our work from specific square footage estimates as opposed to looking at order of magnitude opportunity.

Mr. Starr: Yeah, and I think that went, you know, that went part of the way. I, I, I feel I'm looking at this, you know, kind of as a two, a two function thing. One is we're, we're designing a, you know, a project in, in the center of town and maybe some other things that are going to fly in the next couple of years. But we're looking a little bit further down the road, you know, in terms of what we want to plan for the town. How can we use, use the process to get a feel for, you know, what we're going to need in the, in the next stage.

Mr. Segal: Sure.

Mr. Starr: Are we going to need another 500 parking spaces, or another 50 parking spaces, you know?

Ms. Ball: Will you be developing these thoughts as you --

Mr. Segal: Yes.

Ms. Ball: -- do the presentation? Let's get him further along on the presentation. Do you have anything?

Mr. De Rego, Jr.: Yeah, I've got a couple of questions. Did you do any cohort analysis in terms of how these ideas that you presented kind of divide up according to age group. Like what age groups are more important than --

Mr. Segal: Yeah. Well, certainly with the survey, you know, the 1,200. The good news about having 1,200 responses is you can do cross tabs.

Mr. De Rego, Jr.: Cross tabs, right. Yeah.

Mr. Segal: Yeah, so we have cross tabs by age, so we know what younger versus older respondents what their preferences are. We also looked at -- there were several cross tabs that were, that were meaningful. Gender, you know, shockingly male and female sometime have different perceptions. Ages, there were some, some differences in ages. We also looked at type of respondent. When I say type of respondent, we asked folks are you an employee, are you a business owner, are you a resident, trying to get a sense from the employee market, for example, what specifically they would be looking for. Overall, there was not great --. And income, income was the last one that I looked at. Not enormous variation. I means, a lot of these priorities, a lot of these themes were shared by all the cohorts. There is some nuance and there is some subtly, and we can provide the full -- we will provide the full results.

Mr. De Rego, Jr.: Yeah, I'd like to see that, actually, yeah.

Ms. Lindsey: I also.

Mr. Segal: Let me also mention, I think if nothing else, the work that we've done here, the market assessment and the survey should be shared broadly with businesses and property owners throughout the redevelopment area. Once again, like we suggested back in 2010, I think there are pearls in here that all property and business owners in the redevelopment area could take advantage of, regardless, honestly of, of the parking project.

Ms. Ball: Thank you. Go on.

Mr. De Rego, Jr.: Chair, just one more question. In terms of use evaluation and economic impact, was ease of maintenance also over time also part of the --

Mr. Segal: Yeah, ease of maintenance is part of that ease of management criteria.

Mr. De Rego, Jr.: Okay.

Mr. Segal: So, yeah, being, being conscience to not create some large maintenance liability endlessly in the future.

Mr. De Rego, Jr.: Okay. Good. Thank you. Thank you Chair.

Ms. Ball: I have a question. You know, I've been kind of concerned about your conclusions initially, and I don't question your process, but your description of the statist -- the fact that it's static, Wailuku was static. It was extremely dynamic during the, during the last, I would say, 10 years because of the tremendous growth in housing. When we -- I own a real estate firm and I've had it for about 40 years, and there was nothing to sell in Wailuku except for Wailuku Heights until recently. You had -- the closest you could get to anything in Central Maui was in Kahului. And with the enormous amount of housing that has, that has grown below Wailuku Heights and into the central area, Wailuku as a, as a town to become dynamic, a dynamic living thing became possible because it wasn't just Kahului. And initially Wailuku, of course, was the center of all of the commerce and everything on the island because it kind of -- because it wasn't just a plantation town, civic center, and all of that. And then, of course, everything moved to Kahului where A&B owns so much property they could do whatever they wanted and they controlled the whole thing. So when Wailuku was developed it was very -- I was very happy to see about that. But you're describing the lack of --. You know, I wondering what that radius was that you were accessing because since we had that, we had that Safeway Maui Lani development right on Kaahumanu, we have the new Foodland development in, within that neighborhood, so called neighborhood, but it's all Kehalani, but it's all part of Wailuku. So -- and then you bring in the Marriott Hotel which is in Kahului near the airport which is a completely different dynamic to compare with something in Wailuku which I just can't see the relation with that. I don't know whether it's because you're using a statistically data and you don't understand the community or what it is. And I'm not accusing you; I'm not understanding it.

Mr. Segal: Yeah, Carol, let me try to address that.

Ms. Ball: Alright. Thanks.

Mr. Segal: Because hopefully, hopefully we're not understanding the community second time around. First time rounders we can make that excuse, but second or third time around you can't make that excuse. I, I think part of the confusion that was picked up also in the recent, I think, Maui Times article too relays -- goes to how we're defining boundaries here. So, so, Wailuku town, if you will, we really have a very narrow definition of the redevelopment area, and, and when we talk about things haven't changed that much we were talking very narrowly about the redevelopment area itself. I mean, there's only 400-something people that actually live in the redevelopment area. It's a very small area. What you're addressing is this larger sort of Wailuku vicinity. And certainly in this green area everything you just said is correct. You know, all of these dynamics, all the income dynamics, the new development, all of that is correct, so I think, I think we can do a better job of communicating through our materials that Wailuku vicinity is not necessarily the same dynamic as the redevelopment area. But we also honestly we, we want to be real in terms of what the market data is telling us about the redevelopment area itself. And the redevelopment --

Ms. Ball: It becomes a destination. It has to become a destination.

Mr. Segal: Yes.

Ms. Ball: I mean, we talked about the parking and all these other peripheral things, but what it really has to be is a place where people want to come to do something, to eat, or whatever it is.

Mr. Segal: Right, right.

Ms. Ball: I mean, it doesn't matter how much parking you have and all these other things unless it has some unique qualities about it that they can't get elsewhere.

Mr. Segal: Right. Well, and we think those unique qualities are there. I mean, this is, this is -- it's compact, it's got the history, and the heritage. It's --

Ms. Ball: I do too, so that's what we have to capitalize.

Mr. Segal: Right.

Ms. Ball: Otherwise it gets too broad with all of the things that we want to accomplish.

Mr. Segal: Well, and that's, that's where, PUMA, that's the next phase of our work is, is now that a program is evolving on the parking structure site, our next phase of work is let's, let's - - are there some things we can do to help create that destination and leverage this civic

investment? Leverage this civic investment . . . (inaudible) . . . to doing that. Last comment, let me just say the last comment, we brought up the Marriott simply because it proved in this market you don't need to be a resort hotel to be successful, and that there are other niches in the market that could be successful. We actually think this would be, Wailuku town would be a better site for that type of property. It's a better site because there's a walkable environment. There's different attractions here. There's arts, there's culture, there's all those types of things. So I think as you see us pivot into our next stage of work, that's what we're going to be looking at is, is how do we look at all of these amazing things that are promised on this site and leverage that energy and that investment to start impacting the redevelopment area in a very profound way.

Ms. Ball: Thank you. Any more questions or comments? If not, proceed.

Mr. David Akinaka: Thank you Chair and board members for hosting us this afternoon. We're glad to be back. Give you an update on where we are right now. And taking off where Brad started, you know, our starting point in the design process is really from the community input. That, that, that's what we're trying to design in response to so the, the market study, focus groups, survey, all the information gleaned from that, the analysis gleaned from that is really what is driving how the site is programmed and used, and what we're going to be looking at today in terms of our design options. So in terms of design process, we are, I would say, we're in the early stages of the concept designs. What we are in terms of detail is we're trying to establish on the property basically a block plan. It's a space planning exercise. We're establishing volumes and floor areas reflected of the different uses, parking capacity, etcetera, to make sure that we have enough space on the, on the site to accommodate it. And then, two, that they have a proper relationship with each other so they actually work together to improve the area. So, it is, it's a rough stage of the, of the design process, and it's also open to community input. And that's one of our goals today is to present this range of options, low, medium, high, in terms of intensity, in terms of investment, in terms of use and amenities so that the community can decide, you know, what is going to be the best balance of features, and what is going to work best for Wailuku. And, and even though we're presenting three options, really, the goal here is to give you guys a, a sense of what might be, but you can also mix and match between the high option and the low option. So there's a lot of flexibility there. And again it's, it's still early in from the design stage where we can accommodate, again, what's really going to resonate and work with the community.

So part of the community input effort, again, we not only worked off the data from PUMA but we also have been attending the First Friday's. So the April First Friday, we put out a variety of images to the community and had them vote. They, they got to pick their top, what images they love the best, and these were just an assortment of images of urban, landscapes, features, amenities -- how, how they want downtown Wailuku to look and feel so that we have a sense of, of that. And I think what we found was that the community wants fun, interactive, engaging, welcoming spaces, and, and that's, that's great to hear because I think that, that is the thrust of this, of this project is to create those spaces. So again, you know, whether it's landscape features, terrace lawns, urban plazas, they all, they all got to pick, pick their

favorites, and these are sort of the top. We even have the adult, child, and dog water fountain.

Okay, so this is a -- we're just blowing it up so it's more legible for you. You should have each of these three plans. So this is, this is our low intensity scheme, our medium intensity scheme, and our high intensity scheme, and just for legibility purposes we're projecting it on the, on the, on the screen here.

I just wanted to walk you guys first through just the overall site. I mean, I think you guys are familiar enough with downtown Wailuku, but just to, to recap. Our project area is comprised of obviously the current municipal parking lot including the entirety of Pili Street. It also includes where it is One Medical Plaza right now, and the Armstrong property, so we have a little bit more room and breathing room to play with. Also included in that is the pedestrian connection from Market Street going past and along First Hawaiian Bank. The, it's currently a vehicle driveway, and kind of a carry pedestrian connection through the MAPA property right now that connects to the rear of First Hawaiian Bank. And this also rather precarious narrow passageway along the Main Street Promenade building that also does connect to our site. And so that, that's really the boundaries. We do consider Vineyard Street as part of our scope of work too. This is, this is, this will be a festival street and has some utility improvements in terms of storm water. And obviously the site, it, it looks flat, but it actually has a pretty good degree of slope across of it. From, from Church Street down to Market Street, there's, there's at least on our property here, there's a good six to eight feet of drop here. And we see that as an opportunity to, to hide or tuck away parking from, from view. I mentioned the storm water issues that we see when it rains heavily down Vineyard. Part our scope of work will be to help address those. And we have a height that we're trying to not go past. And that's, that's basically the second floor of offices of Tony Takitani's building here, and so we're trying to stay below the second floor of his offices there just, just as a -- for us to minimize the visual impact that any parking structure is going to have on the community.

Some common overall design decisions that we made in looking at the site that I think are reflected in all three options, one was to try to, as much as possible, separate and manage vehicular access and pedestrian access. Try to not create too many crossings between people and cars because cars tend to discourage pedestrian access especially if they have to, if they're crossing heavily traffic streets or, or driveways, it just discourages that access into the site. So one thing that we tried to do in terms of looking at this whole site, obviously there is some vehicle access to the edge of our site, off of Main Street. From what we understand, we may not be able to use that, to, to access the parking. That, that seems to be -- it doesn't seem a likely solution so we tried to avoid having the entire parking structure rely on that access.

Market Street is, is heavily, is a thoroughfare for vehicles and people, and we do have, we maintain access off of Market. Obviously we have -- we want to be a good neighbor to all businesses along Market Street. Some of them have parking in the rear including First Hawaiian Bank, so we do maintain their use. But otherwise this, this is still a pedestrian

zone, so we do want to encourage people to, to, to filter in from Market Street into the site.

Vineyard Street because it is intended for a festival use and would just, again, extend that, that pedestrian use from Market Street. Again, we wanted to avoid having ramps and driveways and things like that coming out directly off Vineyard Street. Instead, we provided, again, just for flexibility and service, a driveway so that food trucks and things like that could access the site service vehicles, but not a heavy, heavy vehicle use. And so what we ended up doing, and what seems to be working out from a traffic standpoint, we're looking at primary vehicular access for the parking garage off of Church Street partly because there is some flexibility. We have to examine this with our traffic engineers, but in terms of the direction of traffic and flow of traffic and its impact on adjoining intersections. But this, this seems to be the likeliest candidate for, for cars to access the site to park. It also -- we have the most flexibility here because we have from the One Medical Plaza site all the way to the corner in terms of a width to work with. So in terms of planning the overall use of the site, this Church Street access offers the most flexibility for, for the design. Okay.

We do have --. And again that, that helps alleviate in terms of pedestrian use the other three street edges for, for people to be able to access on foot the project. Overall, we also want to keep in mind that past about a certain height, maybe about 20-feet above where the current municipal lot is, there are excellent views of Kahului bay. So that's an opportunity whether it's the buildings and, or the parking structure itself that, that view becomes accessible to the public as well.

And then finally we see the buildings themselves including the garage as, as really more serving as the backdrop and creating these public outdoor spaces and pedestrian passageways. They're, they're there in a way to serve those public spaces, those community places, and, and shape those, so we're very conscience of, of using the, the buildings as, as containers of, of these public areas.

So, let me start with the low intensity scheme. The first, this is obviously the most conservative in scope. We consider it the baseline, I would say, in terms of, of programing scope and cost as well. So, again, we, we want to access the street --. Sorry, cars with access, the parking garage in the middle of the site here off of Church Street. And this parking garage is four parking levels, including a partial basement. Okay? And the result is about we can fit about 360 parking stalls in here which is about a 70% increase from your current capacity of 214. So that, that represents a pretty good increase. It obviously has the lowest excavation cost. We're trying to avoid digging earth as much as possible, so we're working with the existing grade and only excavating in the very back here on the upper part of the site, but trying to thread as lightly as possible just to minimize those costs for construction. The tradeoff is, I guess, the highest visual impact, is the tallest of the three parking structure options. This would be roughly 39-feet or so above where the municipal lot sits today. That's about a three-story building. Again, we're staying below that second floor office space of Tony Takitani's building, but, but it is the tallest. After you park and get out of your car, we've provided -- I'm sorry -- we've provided a covered lanai along the entire edge of the parking garage. It just serves as a buffer zone between parked cars and the rest

of the pedestrian areas. It can also double and -- because it is covered, it could cover -- it could double as farmer's markets, street fairs, things like that. So this can be a public venue all along here, all along the edge of this building fronting the plaza. And our plaza for this scheme, for this scheme is consists of terrace lawn, a stage where you could have smaller outdoor performances. We would have, we could see there being a lot of food trucks ringing this plaza. Again, we are providing that food restaurant option. And I think -- do you have any photos of our plaza . . . (inaudible) . . .? Okay, well, what I can do is we can show you some options or represented examples later on of the different -- represented examples of plazas.

So this could be great place to picnic with your family, grab a plate lunch from a food truck, grab a coffee, read the paper. You could easily have outdoor seating, tables, chairs. And obviously, this connects, this plaza fronts Vineyard Street and, and, and helps serve as an overflow area especially when you have street fairs and things like that. That, that, that's sort of the baseline in terms of public amenities.

In terms of community amenities, this plaza would, would be right up against the first floor of this building which is a community center, which would consist of floor to ceiling height glazed windows so that basically you could see right into the reception space, you might see newlyweds getting married, having their wedding banquet there, and this just serves as also as a back drop for, for that space as well. So this could be a pleasant reception space, mid-tier level that would be open for community use and would help activate the plaza as well. So it would have a mutual benefit between the two program spaces.

And again that's, that's, that's baseline in terms of community amenities. The second floor would be occupied by the tax office. So they would fit on the second floor and be easily accessed from the parking garage. We understand that most of the people visiting the tax office arrive by car so that's a -- we would have a convenient connection over this pedestrian mall area so they could walk directly from the parking garage right into the RPT office.

Even though this is the baseline scheme, it still creates a destination. Right now, you know, the, the municipal lot is really a passage way, just a place to park your car. But having, you know, these program activities where it's community public amenities or County program really turns this into more of a destination and is easily accessible from all directions. So we're basically trying to connect Main Street to Vineyard Street, and Church Street to Market Street, so, so very accessible. Okay, any questions so far? Go ahead.

Mr. Starr: Yeah, a couple. First, would you be suggesting that Church Street becomes a two-way in from Main Street?

Mr. Akinaka: We have, we have to get more...deeper into the traffic study. What we're looking at is either going two-way or one-way. Whichever way we're going is to try to minimize the traffic impact to that Main Street, Church intersection. So, it will be dependent on, on that.

Mr. Starr: I mean, right now, if it all comes in with Church Street moving, moving across this way, then any car going in would have to turn onto Market Street, and go up, make a left on Vineyard and then make a left on Church.

Mr. Akinaka: Yes, so left turns.

Mr. Starr: So that would be circulating all of the parking load.

Mr. Akinaka: Right. Right. Right, right, right. So things like left turns or, or too many left turns is something we want to avoid, so that's kind of what I was touching on in terms of traffic impacts. If you're coming -- can you go back to the plan because that's really --. So maybe --. So, so, it might be better to, to turn, to be coming up Main Street and turn right on to Church Street to access the parking garage. And if you're going out, it might be better to go more making right turns.

Mr. Starr: What is the parking load of the real property tax office and the events facility?

Mr. Akinaka: We'd have to calculate the events facility based on, on what uses actually occur there. But just for the RPT office, based on about 11,000 square foot footprint, it's about 22 stalls.

Mr. Starr: Is that including customers?

Mr. Akinaka: It, it would just be a straight calculation from the zoning requirement. So it's a -- it think it's one stall for 500 square feet of use.

Mr. Starr: Yeah, I think, if we're going to have people going in paying bills and all that, we should have a real number of how much of the parking -- how much parking load it will generate.

Mr. Akinaka: Uh-huh.

Ms. Ball: Earlier on Brad was talking about the corner of Market and Main being a restaurant type of operation. What about the, the promenade, promenade area? What --? Did I miss something about -- what about the restaurants in the promenade area? What's happening with that? Isn't that a consideration? I just want to know.

Mr. Segal: The food court in the Main Street Promenade?

Ms. Ball: Yeah.

Mr. Segal: Yeah. When I was alluding to Market and Main, it was really both streets could be restaurants.

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

Mr. Segal: That, that both streets, both corridors could be restaurant corridors, so that would include the promenade.

Ms. Ball: I see.

Mr. Segal: Yeah.

Ms. Ball: You know, Maui people don't like to walk very far and I'm concerned about --. Even just --. Oh, we have to walk all the way over there to get something to eat, you know, kind of thing.

Mr. Akinaka: Especially when it's hot or when it's raining, right?

Ms. Lindsey: I, I do also have a concern about the Vineyard Street just as traffic goes especially in the morning. Vineyard and Church, that, that already carries kind of a heavy load of traffic alone until they finish, you know, the greater Wailuku plan for the bridge near, near the post office.

Mr. Akinaka: Well, we have Tyler Fujiwara from our Austin Tsutsumi & Associates. He's our traffic engineer. And we've been looking at, at what sort of impacts, you know, the park, having the parking access off of Church would, would mean.

Ms. Ball: Great, if we can hear from, from him, please.

Mr. Akinaka: Yes.

Ms. Ball: Thank you.

Mr. Tyler Fujiwara: Hi. Tyler Fujiwara, Austin Tsutsumi & Associates. So as you know the main access to the current parking lot is on Vineyard. You know, we did do traffic counts during the weekday, morning and the afternoon periods, so we do have turning movements, volumes at all of these locations here. So when we do complete our traffic study we'll be looking at where these cars are coming from, where they're going and, you know, re-route them accordingly. You know, we are aware of, you know, the morning, some morning congestion, at least in this four-way stop area. Main Street gets a little, little busy in the afternoon as well. I mean if we're looking at it from an access point, though, moving this access here would just sort of re-route some of the turning movements, if we're assuming that Church Street is going to remain a one-way street. But if we do go the two-way flow then there will be some re-routes, so we'll, we'll be taking a look at all of that in our traffic study.

Ms. Lindsey: Thank you.

Mr. Akinaka: Okay, so just to, just to finish up on our low intensity scheme. So, again, this, this is really our base line. It's, it's the lowest on, of the three in terms of cost constructability. We're only building about 35,000 square feet of program space on this corner here. And in terms of cost, well, it's just, it's a matter of how many square feet you're building, number one. Number two, it's also heavily related to how much excavation you're performing so this is the lowest because we're digging the least earth. It also has the least --. Because we probably can keep this scheme, mostly open air ventilation for the parking garage, we don't get penalize with having to provide mechanical ventilation for the basement. So, so those are all advantages for those scheme, and, and we'll talk more about those issues for the other schemes.

Medium? Okay, so this is our medium scheme. This is our Goldilocks option. It's the most balanced of the three. This also relies upon, again, the Church Street vehicular access for the parking garage. Similar to the low intensity scheme; this is also four levels of parking, including an underground basement. The main difference -- well, two main differences. One, we're going a little bit further underground here to get, to reduce visual impact and to get more, more height for parking, I guess, you could say. And the, the second main difference for the parking garage is that we're rotating the top deck of the parking garage, 90-degrees, and what that does is, one, well, it spreads out the parking use across a greater area of the site. It also increases the amount of parking capacity. So this, this scheme has 367 stalls which is more than 70% of increased than your current capacity now.

At the very, at the very top of that deck too, this top parking deck, we're proposing that this could be an event pavilion for community use so you could have a smaller reception up here. And this would have views of Kahului Bay. This would actually be a pretty nice venue to have a party at. The parking use in the back here could either -- it could be used for a parking, or again, it could all be used for event space depending on the size of your event. So this would be a very flexible top deck in terms of use.

The visual impact is lower than the low intensity scheme. At the most it's predominately a two-story building. Here it's only two stories. You might, you will see three here so it will go up to about 34 feet above the plaza level. But predominately a two-story building. So low visual impact to the surrounding buildings, and just again, more human scale. Again, I think the tradeoff is that we have more excavation to achieve this so that, that, that is a cost, a direct trade off for that.

Again, public amenities are also in the medium range. We also -- again, this, this one does offer a plaza in this scheme and, and you can mix and match between schemes. This one is a little bit more rectangular, more square spaces, more rectangular spaces, more structured, but it features a bio-swale which helps collect and filter storm water onsite, keep it from draining off to the adjoining properties. It has a water feature. Again, wanting to connect with the idea of water and its historical connection to Wailuku. This would also a covered stage. So this plaza might be able to accommodate maybe a 100, a 150 people performance. And within the building themselves and the parking garage we would have covered and secured bike parking. This is partly to promote commuting to the area via

alternative transportation methods. I mean, again, you're not going to bike maybe from Kahului. But if you live within a reasonable distance you might elect to park your bike here. And if you know you have a secured parking spot you're more inclined to. And it also promotes health just because you're not driving your car. The other thing that this, probably in the parking, but possibly in the community center, we would have a storage area for programming the activities. So that means you have a space to store your folding chairs, banners, any sort of, any sort of equipment that you might need to support activities in the plaza.

Community programming is also kind of similar to the, the low intensity scheme. It just provides more floor area. This one would feature a first floor, again, directly, visually accessible from the plaza, a community classroom. And this, this could be used for meetings, training activities, classes. It will be functional, multi-, multi-use type of space. We would also have a community -- I'm sorry -- a County programming of the, the tax office and one stop permit pay station. But in addition to that, we also have a County hearing and training and meeting room that would accommodate larger venues that I know that this room isn't quite able to, to accommodate. So that those would be up to 150 people as well.

And then finally Erin needs a new home so this is -- we could put the County MRA offices, management offices here so they would be onsite. And so this becomes, starts becoming, in addition to a community, more of a civic, a civic facility. Cost constructability again is in a medium range. We're building here about 50,000 square feet of program area. And again excavation is sort again in the mid-range. We, we are doing more excavation. And with the basement level are likely to require mechanical ventilation of that basement because it will not be considered open air. Okay?

And then finally, we have our high intensity scheme. This is the fully loaded program and, and scope. Again, vehicular driveway off of Church Street going into a --. This is only a three level parking garage, and this is including a full basement, which extends from the parking garage footprint. It avoid this plaza area. It extends all the way out to the corner of Vineyard and Church, Church Streets. So we're basically hiding a full level of parking all the way to, to Vineyard Street. It -- the up side is minimum, the least visual impact of the three because it's the lowest. It's only about the height of a two-story building, maybe 23 feet high. The tradeoff is, is excavation and cost. We're having to basically dig up the majority of the site to hide all the parking underground.

This also has the highest amenities. This is a more free form, organic shaped plaza area. It also features an outdoor stage. It's a much larger stage that can accommodate. This, this plaza might be able handle more like 300 people in the audience. It would have interactive water feature. Again, we'll talk -- we can -- I can show you some represented images of those. Flexible lawn area. I mean, you might have yoga out here, evening movies on the lawn, that type of thing. It has seat walls along, along the edges. Again, outdoor seating furniture. This, this scheme would also feature concession to help support the food trucks in the area. And it also includes the programming, activity storage area, the bike garage, bike parking rather, and the, the bio-swale like the medium intensity scheme.

Community programming is the highest for this scheme. In addition to that first floor, community reception space that looks out into the plaza, and helps activate this, this whole sidewalk area. We also have an Lao visitor center. This would be the first stop for people coming into visit Lao Valley. On the first and second floors we, we are looking at here doing a children's discovery center so this would be a great place to bring your kids on the weekends, after school, or if it's raining. I know that is where I take my son in Honolulu. And here the tax office would be a separate building. It would be a two-story building, still accessible from the parking garage, but it would help form with the community center additional outdoor area, a courtyard area for the community.

This scheme also provides to the County, in addition to the tax office the public hearing room, and the MRA management offices. This would also accommodate a hi-tech conference room. Again, we're hearing a lot from focus groups, the County focus groups that there is this lack of training space, so this would help meet that need.

In terms of cost constructability this is obviously the highest. We're building the most square footage of the program area. This is about 65,000 square feet, and we're digging the most, so, and that's a very expensive proposition. And we're therefore requiring the most mechanical ventilation to serve that basement level of parking.

So I'm happy to answer any questions.

Ms. Ball: Jonathan?

Mr. Starr: Yeah, why is it that in the mid and high intensity options you're reducing the one level from the parking and putting it down below ground which is a lot more expensive? Why couldn't they be kept at the higher elevation similar to the low density option?

Mr. Akinaka: Like, I mean, we can pick the characteristics and features from any of these and dump them into another scheme if you -- to, to mix and match the ones that are going to be most benefit the community. So, one, one it was to give you a range of options, right, and to help you, help you make an informed decision that the issue of visual impacts is cost for excavation. So it's not that you have to pick that high intensity option or you have to pick the low intensity approach to the parking. It's, it's more to highlight -- it's more to pose that question to the community, which is more important or is it maybe in between that is the best solution. So again it's showing you can avoid digging earth, but you're going to have the tallest or taller parking structure. You could hide it, but you'll have to pay a lot more for --. Actually I forgot to mention was the high intensity scheme parking capacity is the least. It only has 315 spaces which is only about 48% increase in what you have now. So, again, it's for the community to kind of weigh those variables to see what is, what's going to work the best. What's going to be worth it to, to you as residents here.

Ms. Ball: I like. Go ahead Jonathan.

Mr. Starr: It seems to me like the, you know, the high intensity option, it will probably generate 200, 250 parking spaces of utilization which means the town will end up with a net loss of maybe 100 parking spaces, you know. I'm trying to imagine, you know, say Wailuku Community Center, how much parking there is there and that fills up when there's a use and event, and, you know, if you tie that with the RPT. So, I do want to be sure that we get, you know, a good net gain in parking even with the added uses. I don't really understand though trying to keep it lower, lower visible impact. I think that, you know, you're playing to an audience of one, and even in the highest visual impact of your options, you're still below the level that that one person said they were willing to accept from their offices next door. So I don't know how many tens of millions of dollars, you know, that really makes sense in, in doing. So, you know, I like that it's getting us to a place where we can think about this and discuss it, but I do think that, you know, the medium option with . . . (inaudible) . . .

Ms. Ball: Thank you. Thanks Jonathan. And, and I thank you David for presenting these various options, and I think that's what clear, and thanks for the question because it made it clearer to me that it isn't the comprehensive thing that we select, but that we have an opportunity then to select what's most important to us. And that will probably come later on as, as the plan evolves, so thanks for giving us that explanation, and Jonathan, for asking that question so that he could explain it. Anything else Jonathan? Frank? Anybody? Ashley? Otherwise, continue.

Ms. Lindsey: I'm wondering like the...the maintenance difference between, like, a high intensity versus low intensity, like ventilation, how much, how much of a factor is that? Is that large?

Mr. Akinaka: Well, well, mechanical -- if you can provide open air, naturally ventilated parking garage, I mean, your main maintenance cost is, is things like paint, cleaning, that kind of thing. Once you bring a mechanical system in to ventilate it obviously you have servicing periods. At a certain point, you reach end of useful life, which means replacement costs. So, yes, once you start mechanically ventilating anything you've introduced that additional concern. So -- but, again, it, it's really posing the question, you know. Well, what is the most important, you know, as a community to pursue? Because -- we don't want to paint you into a corner, and that's, that's why we're providing the low intensity option that you likely wouldn't have to have that introduced as a system so.

Ms. Ball: Great. Thank you. Do you have something Frank?

Mr. De Rego, Jr.: Yeah, I'm going back to at least in the short-term, 20 years or whatever, until we get self-driving cars and we won't need parking lots. Is there a way of not getting into the expense of excavating, but still keeping what the medium intensity block plan does is give you the maximum amount of parking, but with more amenities at the same time? You know, more square footage for community events and also for public space. Is there a way of doing that without doing the excavating and still kind of turning the thing around and doing that kind of option so that get the 50,000 square feet, you get the 300-and -- is it 57 or 67 in space?

Mr. Akinaka: 366 in the medium.

Mr. De Rego, Jr.: In the medium, that kind of a thing.

Mr. Akinaka: Yes.

Mr. De Rego, Jr.: If the view planes, you know, if there's an acceptable level at which, you know, you know, the buildings around have already said they're willing to take at this point, then if you can cut out the price of the excavation, you know, you're saving a lot more money, and you can put some of those amenities in those public spaces, you know, like the fantastic, you know, projector or whatever you want for your meeting space. And then, you know, you've actually reached the goal which we want to do is to maximize. Because I'm also thinking if you're going to have two-way on Church Street, you're going to lose all the surface parking on that as well so you have to actually think about that as well. If you're actually thinking about two-way, you always have to consider what surface parking is already existing around this facility because it also adds to the stock of parking. So, it's just the reflection. And, I, I, I'm saying I'm cheating because this is the second time I've seen this so I had more time to think about it, so --.

Mr. Akinaka: No, but, but that's --

Mr. De Rego, Jr.: I wasn't intelligent when I first saw this.

Mr. Akinaka: To answer your question, yes, there is the mix and match ability between these. And I mean, Erin and her wisdom had us kind of configure it that ways so that, again, you're not locked in to picking one only. You have the option of grabbing something from the medium, putting it in the lower. Grabbing something from the low, putting in the high and that type of thing so that you can, you can balance it out further to fine tune it.

Ms. Ball: Jonathan?

Mr. Starr: Yeah, I, I, I kind of feel very similar to Frank that there's a way to...you know, keep it up a little bit higher and reduce the excavation and stay basically, conceptually with the mid, mid intensity kind of design. And I'm wondering too with, with...with that, what happens to the space as an event, an event plaza for major events, if we're able to, for that event, not utilize the top deck parking, but use that for event space in addition to the ground level plaza space?

Mr. Akinaka: One of the reason why we picked Church Street other than most, the most flexibility in term of accessing, accessing it by car was that we're using the grade -- and maybe Mark if you go to a section -- because Church Street is above the level of the municipal lot, we're actually going to enter not on the basement level, but at the second level of parking which provides some flexibility from the parking circulation of the garage that you don't -- you're not going to -- you can use the lower levels for parking and then use the upper level or

top level for an event, or vice versa. And so the parking garage has an ability to become a community space, not just a space for cars. So here, let's see, on Church Street, so coming off of Church Street, going into the parking garage, we're actually entering, well, at least for the medium scheme we're entering at this. We're coming out of third level, right? This one? Well we could, we could come up on the --?

Mr. Starr: Oh, then we couldn't use it for an event space.

Mr. Akinaka: No, we could come up on the --. Yeah, so we could come up on, on this upper level here. Not the, not that top nice level with the view. We could come up on this level, and you could use this ground level for an event, for instance. You could flip it the other way, you know.

Mr. Starr: I think the top level would be --

Mr. Akinaka: Yeah. The top level. But things like maybe you have a farmer's market or something like that, you know, where you just want people walking in.

Mr. Starr: How about...you know a concept which we looked at, at the beginning which was to have an entry coming in from Market Street and then an exit coming out on Church?

Mr. Akinaka: That's, that's the one --. We have kept vehicular access off of Market Street open. We, we think -- that's just a smart move just to provide a pressure relief valve, and an alternative entry and exit. For instance, during a big event, you might manage the, the traffic flow so one way, one exit might be only exiting cars, the other might only be entering cars so that, you know, you might manage things like say you can only exit off of Market Street or something like that. Just -- you know, in larger sporting events, they often, the parking garages often do this where they just make everything one-way so they're not having to crossing of, of different traffic patterns. So, yes, we do still maintain this. You can come off of Market Street. You can get into the parking garage from Market Street here. So we do want to keep that open so they're not bottle necked all over here.

Mr. Starr: Yeah, I'm dubious about turning the traffic flow on Church Street around because I think what that will lead to is having to turn Market Street the other, the other way. You know because right now you have Market Street going this way, and Church Street going that way. If we turn Church Street around, then...we probably have to flip Market Street direction of flow also and I think that might be problematical. Whereas if you could get in on one, and out in another, then, you know, in normal daily flow that might, that might...that might work. We have a traffic engineer here who's going to do this. I just want to be sure that he's thinking in terms of we need to figure out what the best flow for that, that whole part of the town is, not just the numbers at the intersection.

Ms. Wade: I don't think any of them reverse the traffic on Church, right? There was just either two-way or you retain the existing one-way, but none of it just reverse the traffic on Church. And all of them do have the access from Market, yes. Right, but the Vineyard

Street access isn't for parkers, it's just for the food truck use.

Mr. Akinaka: Yeah, the Vineyard Street acts as more for food truck service type of thing. But, yes, we didn't want to squeeze things down too much, so there is -- both, both sides are still open to vehicular access. And again, we'll, we'll -- as we get deeper into the traffic study, we'll have more data to, to support or discourage the design direction.

Ms. Wade: Just the other access issue to be aware of is both American Savings and First Hawaiian Bank utilize County property to access their parking lots, so both of those have had to be respected in all of the designs. Or, we were kind enough to continue to respect them even though there's no formal agreement.

Mr. De Rego, Jr.: You don't want . . . (inaudible) . . .

Ms. Lindsey: I do appreciate using like underground parking as part of it because it's underutilized, it's not anything we do now. I'm little bit worried about water and, like, iwi, but -- and that making, you know, slowing down the process for us. I mean, I don't think Wailuku can afford that, but I do appreciate, you know, it being there, you know. It's kind of weighing out which is...what.

Ms. Wade: I'll just comment real quick about the why did we do a scheme that included so much underground parking, and we had people in the reWailuku workshop in 2012, three different people come in and sit in the workshop and sketch out a fully sub-grade parking structure because they felt like this central location in Wailuku deserved to be a more of a community space than to be focused entirely on parking. So we thought, you know what, let's throw an option in there where it does have more focus on community events and that kind of thing. It buries a lot of the parking out of view so that the community can evaluate as well what the costs and benefits is, you know. So that's the reason.

Mr. Starr: Yeah, and I think that's good as long as we can actually look at what the real cost, the costs are in terms of, you know, millions of dollars and time of construction.

Ms. Wade: Yeah, yeah.

Mr. De Rego, Jr.: Chair?

Ms. Ball: Yes?

Mr. De Rego, Jr.: I think the advantage of what we did at the Wailuku Advisory Committee, the Wells Park was that along with the options we had price figures. And then that's how people started doing the mixing and matching, and then coming up with something they thought would be acceptable not only from a design side, but also from the cost side. And that's what's missing from me right here is actually that, that option to be able to look at three cost variables, and then saying, okay if we switch this around, we don't do the excavation, well, what is that going to cost? And actually that was really -- I love this process by the way.

I mean you guys are doing a great job. And that, the Wells Park Advisory was just, was a great process as well simply because people got to see prices as well as designs and then could make a more, I think educated decision, yeah.

Mr. Starr: And I think the other dynamic is going to be how much new parking load is going to be generated by the onsite uses, and I don't think that's a place where we can really just use just a, you know, one space for 500 square feet.

Ms. Wade: It's not realistic.

Mr. Starr: Yeah, especially if we've got a service, you know, service counters, you know, if it's the County service center as well, which it sounds like that's where it's evolving towards. You know there's 100's of people who are coming in and out of there, and a lot of them are going to be, have the expectation of parking there. And then if there's an event in the community center, at the same time as that thing's working, you know, it means that daytime the parking will just be overfull, and then at night time, it's all going to be empty.

Mr. De Rego, Jr.: Well, it's usually the one time when everybody waits for the last day to pay their property tax so there's a line going out, yeah, twice a year, you know. Seriously, I've been in the line, I admit it.

Mr. Akinaka: So, so, so to --. That presents a great point, it's because that one of the other questions for the community to consider is community programming space versus how much parking does that entail. And what does that take away from other uses? So obviously the less program space you build, the more parking you have for other uses, but you don't have as much program space. So that's, that's one of those questions of which, which should take priority or is it do we kind of pick a middle path.

And then in terms of the, I guess, where we are in the process, so, yeah I'm only talking in generalities in terms of costs, just relative, one scheme to another. But that's because we want to get your blessings in terms of these options. Before we move forward with the, with the public we want to make sure that you guys are comfortable with where we are, and, and if so what we have on our team is a . . . (inaudible) . . . meeting consultant so they're onboard to help develop rough order magnitude cost for each option so that, that dollar value will be a part of the decision process.

Mr. Starr: Yeah, if we're heading that way, I'd like to have a fourth option which is kind of another mid-intensity but higher, higher up so that there's a lot less. You know, that's the amount of excavation say that's in the low intensity plan, but it's generating the amount of benefit from the mid-intensity plan. Does that, is that kind of clear?

Ms. Wade: I'm going to modify that because that would be outside of their scope, but there could be a potential to sort of shadow in where additional levels could go on top of it. Because any of these could add levels. Any of the schemes could . . . (inaudible) . . .

Mr. Starr: Well, I'm not talking about adding it. I'm talking about the low intensity plan has less excavation and less cost in the parking even though it's generating almost as much parking as the mid-intensity plan. But it's -- the mid-intensity plan is one level deeper which means it's a lot of excavation, and it's a lot of air handling and all of that. Where, you know, as Frank expressed if we take the mid-intensity plan, and shift it up, you know, whatever seven feet or so, then we're able to get the benefits from that, but not the cost of and uncertainty of additional excavation.

Ms. Wade: Yeah, so you're jumping to the preferred alternative already which is okay because in all these conversations that's what happens. People start to verbalize what their priorities are and so I think there's probably not a need for a fourth full design option. What you're expressing is doable, and what we'll do is as we do all the workshops, we'll be soliciting, like, well, what do you like about this and we'll be writing down next to each design, well, I like that, you know, the way you've oriented it, but I really wish there was more levels of parking because I'd like to get -- and it didn't need to be excavated. We can document all of that, and then that's what we'll feed into the preferred design alternative at the end.

Mr. De Rego, Jr.: Chair?

Ms. Ball: Yes, Frank.

Mr. De Rego, Jr.: So, I, I'd like to say I like what you've done here. I think this would be personally what I would take to the public. And building on what Erin is saying, let the public do what we're doing right now, you know, kind of mix and match, and kind of take --. Because it does cover, I think, the large ideas and then let's see besides us, you know, what they say about it as well, you know, and then come back and then obviously we're the ones that are going to be making the final decision, so, you know, we could ask for a fourth option at that particular time. Does that make sense?

Mr. Starr: Yeah, I'd like to go on the record saying that I do not like doing it that way because I feel that the mid and high intensity options have the limp parking moved down deeper which means that there's going to be much higher costs, there's much more...you know, the problems with that the grounds may have iwi, it may have, you know, there's reputedly a stream that flowed through there. Whereas the same thing could be accommodated by sticking to the slightly higher elevation. I don't like seeing the two alternatives that are impractical.

Ms. Ball: Thank you. Does anyone in the audience like to ask questions? Do you have any questions of the presenters today? Yes, would you like to come forward and speak?

Ms. Terry Saunders: I'm new to the program here. I'm Terry Saunders, and we just opened a business, my partner and I, called Art on Market, 42 North Market Street, so right in the middle. But my background is environmental planning, cultural resources management, all of that for the Department of Defense and also my immediate question would be where -- and I apologize for being new two months in -- where are you in the environmental impact?

Because I think that's so important in all of the, all of the decision making. So that was my only question burning in my . . . (inaudible) . . .

Ms. Ball: Thank you.

Ms. Saunders: Thank you.

Mr. Akinaka: We have Kimi Yuen from PBR Hawaii. She's our planning and they're also our landscape consultant as well, but she can help answer that question.

Ms. Ball: Thank you.

Ms. Kimi Yuen: Hi. Good afternoon. Kimi Yuen, as he mentioned, from PBR. Right now we're in the stage of collecting baseline data from all of the various technical sub-consultants, so obviously we had our traffic come in and do the baseline counts. We have a cultural study that's underway right now. Soon, we'll kick off an archaeological survey. So we're doing all the background studies right now, you know, to prepare for the Environmental Assessment, and we're going to be both doing Chapter 343 which is State as well as MEPA because the County will be seeking, seeking Federal funding. So we're all lining up the technical studies. That information is feeding into our design process at the same time. And we're hoping to hopefully have, at least the draft versions out, I think what was it? I forgot the date, but later this year, November. And then try to finish that process in tune with the design as they roll along with the finalized. So you understand that part of the analysis would be alternatives, and that's also why we're kind of testing the full range of potential development, that could happen on site. And so that's going to also feed into our assessment. And so that will all feed in when we figure out what the preferred alternative is, that will be also be as part of that study. So, we're trying to do them concurrently so we can be efficient with the process. We know there's funding deadlines to also make and pitches we need to make to the County officials as well. And so we're trying to make sure we're efficient with everything, so rolling along. We've already started talks with DOT, both local and the statewide planning branch, as well as on our advisory committee is your County, traffic engineer. So we're trying, trying to be efficient in all of our outreach and initial stakeholder meetings have been with key people we know that will weighing in on the environmental process so yeah.

Ms. Saunders: . . . (inaudible) . . .

Ms. Yuen: Yes.

Ms. Saunders: . . . (inaudible) . . .

Ms. Yuen: Exactly. Yeah. Yeah, but that's why we really want to get as, you know, wide range of ideas out there on the table so everybody can kind of weigh in on what they like about each of the scenarios and then similarly balance it against the cost issues, maintenance issues, and then hopefully come to a proposal that everybody will like. And everybody would have had a chance to see what the potential was, what the pros and cons are for each. So,

yeah, absolutely. And again, the EA process will be public. So, again, there will be the 30-day comment period and that sort of thing.

Ms. Ball: Thank you. Anyone else with any questions or comments? If not, thank you very much. Erin, would you like to tell us about the next step with all of this?

Ms. Wade: Absolutely. So our next step is the public input and outreach phase so next week is First Friday. Actually the prior to that, the Thursday before, we will be doing a follow up with all of the stakeholder's groups. So anybody that we've sought for a focus group, or an interview, or a one-on-one discussion about the project is going to get invited to kind of get the first look, other than this public meeting, but the first look and an in depth presentation about the three options, and how their thoughts and ideas were incorporated in to these three options.

And then the next night is First Friday so we'll have the pop up planning, open house. It's going to be at the corner of Main, Market, in Bob Horcajo's building, the, I think, it's 9 Market Street is the address. So we'll have that space open for all of First Friday. The panels will be up. These concept ideas will be there, and we'll have, like I was explaining a moment ago, we'll have sheets next to all of the panels that offer people the idea to say, like, what do you like, what do dislike about each of these scenarios which is probably one of the most informative to the team ways to get responses. And then if people can't come First Friday or they don't want to deal with the crowd, they can come Saturday morning. So we're going to have a Saturday from 10 to 1 also at the same space. And then the following week, from the 5th to the 9th, we'll do -- we're going to reinvigor the reWailuku concept, so we'll do the store front workshop for the lunch hour from 11 to 1, every day, from 5 to 9. So I think those flyers are in our inbox, right now, so I will forward them to you so you folks can pass them out as well. I'll get them up in the coffee shop and around the neighborhood. And you may have seen The Maui News article today, they have told us they'll publish those dates, and even the flyer for us, this week, too, so that's our next step. And the website. So the website is continually being updated, so if you continue to check back at rewailuku dot org.

Ms. Ball: Okay, great. Thank you. Anything else? Thank you very much.

Ms. Wade: I just wanted to mention I've been very pleased with the team. No matter what curveballs I throw at them, they turn right around and pick it up, and do fast redesigns so I've been greatly appreciate it.

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

Ms. Wade: They know how many curveballs I've throw so --

Ms. Ball: Thank you for the curveballs, and thank you for being flexible. Thanks, we'll continue with the department updates.

E. DEPARTMENT UPDATES

1. Clean & Safe Program

Ms. Wade: Thank you.

Ms. Ball: Clean and safe.

Ms. Wade: Thank you Chair. I did pass out an information sheet for you folks. I'll turn on the lights real quick. This is a quick info sheet because we had our budget is moving forward at the \$200,000 level. There was question about where does the money get spent. And so we did a quick fact sheet for the, the County Council to be informed about where's the money going, where does it serve, how people are on it and at what times so that is what this sheet is.

Program is moving forward. And there will be some additional trainings coming up because we're getting a new --. We've lost a few merchants, we've got in some new merchants so we'll be doing a new training for how to handle uncomfortable situations.

2. Parking Operations and Management status

Ms. Wade: The second one is parking operations and management. The team is going to be back on island on June 6th. Thank you to Carol and Frank for attending the public meeting that we had with the Parking Operations and Management this past month. Let me just confirm. Yes. So...yes, the week of June 6th they're going to be back and providing additional follow up responses. One of the things that they are going to be doing is helping us develop the interim parking program for when...during construction period. So that's probably going to be the focus of their next visit.

3. Grant applications

Ms. Wade: We do --. The third one we have...engaged McAllister and Quinn to help us apply for the Our Town Grant. It's an NEA grant. OED has funded the services of McAllister and Quinn for us. It's an NEA grant with a cap of \$200,000. It can only be used for programming. But the intention is to apply to use that for the period of construction to bring in additional opportunity for people to come to town.

4. Potential Special Meeting request August 4, 2017

Ms. Wade: I did kind of want to get on your calendars the potential for a special meeting in August to keep on track with moving the parking and events facility program forward. That

is the time we expect to have the preferred alternative. So I don't need to know --. I will not confirm now, but I would like to know your availability if it's possible on August 4th. You're good, Ashley's good. Yeah, okay, very good.

F. NEXT MEETING DATE: June 23, 2017

G. ADJOURNMENT

Ms. Wade: And then the next meeting, the next regularly scheduled meeting will be June 23rd. That's all I have today, Chair.

Ms. Ball: Thank you. Anyone else with anything else? The next meeting will be on June 23rd. Meeting is adjourned.

There being no further business brought forward to the Agency, the meeting was adjourned at approximately 2:44 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE:

Members Present:

Carol Ball, Vice-Chair
Frank De Rego, Jr.
Ashley Lindsey
Jonathan Starr

Others:

Erin Wade, Small Town Planner, Current Planning Division
Richelle Thomson, Deputy Corporation Counsel