

**MAUI REDEVELOPMENT AGENCY  
REGULAR MEETING  
DECEMBER 1, 2017**

**A. CALL TO ORDER**

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Ms. Carol Ball, Chair, at approximately 1:07 p.m., Friday, December 1, 2017, in the Planning Department Conference Room, First Floor, Kalana Pakui Building, 250 South High Street, Wailuku, Island of Maui.

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

- 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.**

Ms. Carol Ball: . . . meeting of the MRA to order. Public testimony; is anyone here -- is there anyone here who would like to give public testimony? No? Okay, we'll move on to new business.

**C. NEW BUSINESS**

- 1. Urban Land Institute annual meeting attendees and staff to report to the board on the site visits and training sessions with discussion to follow. (No Action)**

Ms. Erin Wade: Chair, could I ask that since we have so many folks here to talk about the presentation from Ferraro Choi that we take up the Old Business item first today.

Ms. Ball: Absolutely, let's do that. Item No. 1, Old Business, presentation by Ferraro Choi Architects.

**With no objections, the Agency deferred the Urban Land Institute Meeting attendees and staff to report to the board on the site visits and training sessions.**

**D. OLD BUSINESS**

- 1. Presentation by Ferraro Choi architects regarding plans for the Wailuku Civic Hub project including improvements to Vineyard Street and Church**

**Street. The design team is 95% complete with schematic design. The MRA board discussion will focus on the scope of the project, building floor plans, improvements to be made to the rights of way, access throughout the site, uses of the spaces, present and future function of the spaces and design form.**

Ms. Wade: Great. Thank you. So today we have a presentation by Ferraro Choi Architects and their sub-consultants regarding the Wailuku Civic Hub Project. Today we will also be talking about Vineyard and Church Street improvements. The design is approximately 95% complete with schematic design and so I would expect that we're going to be focusing on scope of the project, the floor plans, the improvements to be made of the rights-of-way, and access throughout the site. And David Akinaka is here for Ferraro Choi.

Ms. Ball: David.

Mr. David Akinaka: Thank you. Thank you Erin, Chairperson Ball and MRA Board, thank you again for having us here. We appreciate the opportunity to give you this update. We do have quite a bit to go over as Erin mentioned, and a lot of it is on the site and building design. But because we have our civil and traffic consultants here we wanted to at least to allow them to talk first, go over those things, and then if they needed to they could excuse themselves early. So maybe turn to the --

Ms. Ball: Yes, Jonathan?

Mr. Jonathan Starr: Yes, before we, we start in, in the different modules, could we have just a little bit of an explanation of what the process will be and the other steps and stages that are kind of following up from this 95% schematic?

Mr. Akinaka: Sure, sure.

Mr. Starr: I mean, if you have that later in the presentation.

Mr. Akinaka: I mean, this is a good time as any to give you an update. So...so currently we're in...we're in the schematic design phase here, last quarter of 2017, and this is still really the beginning of the design phases. And the last time we were here to talk about concept design, really at that stage we were mostly talking about confirming the scope of work. Really the extent of the project, what, what things were probably in, in the project that we should be aware of, the types of engineering consultants that we needed to include in the project, and just to make sure that we're in the overall sort of cost budget. So we're still very talking in terms of rough terms.

Now that we're in schematic design, we actually have a full team spooled up. Everybody is hard at work on this. But again it's an early stage of design. We're again trying to refine this concept developed in the last phase, again, to make sure that it's still working within the County's criterion requirements. Obviously at the end of this phase, we're going to do

another cost estimate report to, again, do a budget check. After that we're going to go into the design development phase, and during that time really the idea is to refine. So again while it's not -- we're not saying that you can't make design changes. You certainly can and we will. But we're hoping that a lot of the major design decisions and moves occur during schematic design because we're going to need some time to coordinate amongst all the various engineering disciplines to make sure that everyone's systems work well together. We'll be doing things like confirming the materials and finishes. So we'll be coming back and talking about the colors of things, what it's made out of in terms of exterior, how does, how do the interiors look and feel, and how do all the major building systems work. Again, at the end of that design development phase we will do another process again as a check. We want to always be making sure we're, you know, within the budgetary restraints.

And then the final, the final phase is really broken up into two sub-phases. The final design phase what we're really doing at that point is doing final technical coordination but we're really doing is documenting the project to make it ready for permitting, bidding, and eventually construction. And so at that point we're really heavy into the production. We're doing a lot of drawings. The drawing set is going to probably double in size easily. I'm expecting this set is going to have a lot of pages. And at that point...towards the tail end of that point, that is when we're going to be issuing an advance set in for permitting and bidding, right, and that will start the bid process and should, should --. After that is complete, we'll be -- and permits are obtained -- then we'll go into construction.

Okay, so, you know, it is tried and true process, and we just tried to, at least try to manage when the big decisions occur and then when the more finer decisions occur just to give enough time for the team to vet through all of the sort of technical intricacies for the contractor and the permit reviewers to look at in terms of drawings.

Any questions on the overall process? Okay. Okay, with that, I guess --. So Austin Tsutsumi Associates has been working on a traffic report, impact report, and as well as the multi-modal plan, so we just wanted to give you an update on our progress thus far, and so I'm going to bring up Tyler Fujiwara.

Mr. Tyler Fujiwara: Good afternoon. Tyler Fujiwara with Austin Tsutsumi & Associates. So we're really close to finalizing our traffic impact analysis report. Just to give you an update, this overall study scope of our, of our report will encompass all major intersections along Main Street and Vineyard Street. It will include intersections with the side streets on Market, Church Street, High Street and further south along Central Avenue.

So as part of the project, currently the primary access occurs along this...intersection on Vineyard Street. There's also two accesses off of Market Street and Church Street. As part of the project, we're planning to move this primary access from Vineyard Street. So ultimately the Vineyard Street access will be removed, and we're going to move it to this Church Street access. So this would allow for a better utilization of this fairly underutilized roadway. We're also providing an access off of Market Street. It's going to be an entrance only access there. Whereas Church Street will be the primary entry and exit access.

So with the project we're assuming a signal will be implemented at this Main Street, Church Street access, again, to provide better flow. You know, balance some of the traffic circulation within this entire study area here. Also, as part of the project we're looking at improving some of the sidewalks along Vineyard Street; along this side of the street. Also along Vineyard Street, along on both sides of this segment here. Same with Church; we're providing sidewalk improvements along both sides of Church Street. So as part of it, you know, we are going to be removing some of the on-street parking stalls, but we are improving the pedestrian friendly mentality, I guess, providing wider sidewalks, more continuous sidewalks and things like that, you know. So you guys have any, you know, questions? Yeah?

Ms. Ball: These wider sidewalks and the improvements such as that, where are they going to occur again? I'm sorry, I missed the first part.

Mr. Fujiwara: So we are doing improvements along Vineyard Street, between Market and Church. We're also doing some improvements on Vineyard on the south side of Vineyard Street. Also along both sides of Church Street between Main Street and Vineyard Street.

Ms. Ball: That's where you're putting -- improving the sidewalks are you?

Mr. Fujiwara: Correct.

Ms. Ball: What about on Market Street, was there any discussions about that or is that part of the plan or what?

Mr. Fujiwara: In terms of streetscape, no. We're going to leave that as is. We are providing an access here. So this will be vehicular access entry. But we are providing a pedestrian pathway to get from Market into the project site as well.

Ms. Ball: Excuse me. Jonathan?

Mr. Starr: Yeah, are you doing any multi-modal circulation, circulation studies? In other words looking at...you know, what happens if a pedestrian or a bicyclist or a transit wants to move through the project area? And, you know, even if we're not going to fix those places up, maybe it would give us an idea of where future problems are that we can deal with if not in this project.

Mr. Fujiwara: Well, I guess in terms of the -- our project itself, the parking structure and, you know, other land use programs that we're proposing, you know, it's hard to project pedestrian traffic -- pedestrian, bicyclist and transit. But in our study we are identifying existing pedestrian crossings, the number of pedestrians that are crossing in the area. You know, we are showing the pedestrian pathways that are also being improved as part of this project.

Mr. Starr: But not really studying the pedestrian access to and through the project.

Mr. Fujiwara: In terms of analysis, no.

Ms. Ball: Because yours is confined to the vehicular? Is that why?

Mr. Fujiwara: Primarily vehicular, yeah. We have an analysis that looks at pedestrian levels of service, but, you know, it's primarily geared towards looking at it whether segments of roadway are continuous sidewalks or not. Currently we're providing, the roadways that are provided with continuous sidewalks, they are provided with adequate levels of service.

Ms. Ball: So is this the kind of study that you normally do where the pedestrian is not necessarily really integrated into the vehicular or, or is that a separate study or what? Because you know, I guess I'm kind of surprised because I envisioned this kind of as a walking area. With the focus on the traffic, what happens the --? The pedestrian seems to be taking a secondary position. And it may not be, it might just be my own perception.

Mr. Fujiwara: In our multi-modal plan we're identifying, you know, connections between existing bus stops and our project and showing that, you know, we are improving the sidewalk connections within the overall study area. So, you know, in areas -- I think we have bus stops along Wells Street. Let me see.

Ms. Wade: Central. If you don't mind, if I could just clarify too, because the landscape team has the majority of the work on the pedestrian improvement side so they, they have been looking very closely at ADA compliance issues, at interfaces between existing businesses and improvements to the sidewalks, and creating new connections. So, it might be -- there's sort of a tag team effort going on but it's not all Austin Tsutsumi.

Ms. Ball: Yes?

Mr. Frank De Rego, Jr.: But, so, included in that would be pedestrians and traffic but not bikes and other alternative modes of transportation in terms of the analysis?

Ms. Wade: It's difficult because it's also integrated so there is accommodation for bikes and we'll get to that. It's within the project site. So he's sort of -- Tyler is sort of exterior and surrounding site, and then you get interior and it becomes the architecture, and civil and landscape team. So just focusing right now because the only off-site improvements that are being made right now are to Vineyard and Church. Because Market Street was improved in 2008, so that whole sidewalk system has upgraded already. So the Church Street sidewalk is getting improved on both sides, and Vineyard Street is getting improved on the side closest to Main on the upper segment, both sides on the lower segment. And we have been talking extensively about sidewalk width, so as Tyler is saying, you know, capacity is adequate today, we're anticipating it's likely not adequate once the amount of traffic comes to this neighborhood. So we've been looking at sidewalks in excess of the minimum five, so we've been saying, you know, we have a much -- we have a wider sidewalk standard throughout this area. So you will be seeing that too as we get more on-site.

Ms. Ball: Yes, Jonathan?

Mr. Starr: Yeah, besides looking at sidewalks, I just want to be sure that at some point, early in the process we're able to look at how someone from mid-block or, you know, maybe the corner of Market and Main, that wanted to get into the plaza area what their options would be to walk in. You know, would they have to just go up and walk down the traffic, a traffic lane or is there a pedestrian way to do that, and is there a way to be able to move a bicycle in and out of it except in the traffic lane? You know, so kind of from all four sides, all four corners, as well.

Ms. Wade: Can we look at those now since we're on that topic?

Mr. Stan Duncan: Sure. I'd be happy to try to explain and, and make those connections for you. But in looking at the plan along Main Street as they mentioned we're proposing to widen sidewalks along Church, on both sides. I believe the width on the Church side, the Church Street side is being expanded. As you may know in this particular area right here it get very narrow and very difficult to get around. Sidewalks are being expanded, at a minimum, five-feet to as much as seven and eight feet in width. So where we have the space we're actually creating and adding, expanding, sidewalks quite significantly from what there is today.

In addition, there are connections that are being proposed. There is sort of pedestrian connection mid-block at Main Street, here, where you can come across the MAPA parking lot. And you sort of right now walk right through the middle of the parking lot to get to the employee, the primary parking center. But the proposal is to keep, maintain that access point and allow an expanded sidewalk fronting First Hawaiian Bank to get people in and around and into the site from this side.

Mr. Starr: Yeah, that was, that was a concern of mine.

Mr. Duncan: Right. So those provisions are being made and will be incorporated into our drawings. As far as pedestrian access to the parking garage and to the central plaza zone off of Market Street, we are looking at creating a one-way condition here, and thereby by doing that we're allowing where the street -- vehicular way is being narrowed to around 12-feet, and we're expanding sidewalks on the left-hand side of Pili Street to allow for wider pedestrian access again. And in this particular zone, it's about 10-feet in width on one side. There is access being provided on the right-hand side as well, but it's much more narrow. So the feeling was we both go pedestrians coming in this direction on Market so we placed the wider sidewalk on this side of Pili.

In terms of pedestrian connections to the community service center and events facility, we have obviously ADA curb cuts at all the intersection points making it, making it very easy for one in a wheelchair to access site, as well as, there is a pull out zone right here for larger transportation vehicles to pull over safely and off load and on load. Whether that be taking people up to lao for an experience up there, we've kind of had discussions about that being

a possibility. Or whether it's a, it's a public transit system stop that would be the location at which --

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

Mr. Duncan: Right in here, right in front of the plaza.

Mr. Starr: Would that be a pull out?

Mr. Duncan: Yeah, it would be a pull out area. So it would be out of the travel way. It's not going to impede any traffic moving through there. Additionally around the plaza and along Vineyard Street, you'll see later in the plans that we do have intentions of providing bicycle parking, places that people can ride to the site and also park efficiently and lock their bike up while they're enjoying the plaza and so forth.

Of course, there's a connection right here, through First Hawaiian Bank's area, and that's being improved. We're adding ADA access ramps in that particular area.

Mr. Starr: And that will be open to the public?

Mr. Duncan: That will be open to the public. So this, besides the Pili Street access, one can come up right through here, ADA access ramps are being built, as well as new stairwells to get up to the plaza zone there.

Mr. Starr: Is there a way to do one kind of from higher up on Main Street?

Mr. Duncan: You mean, in this?

Mr. Starr: Up, up further. Yeah, like --

Mr. Duncan: Oh, yeah. Well, we are showing a connection point here, and I believe there is a, there is a pedestrian access point there now, and so we're maintaining that. I think, I think there has been some discussion with perhaps this property owner here about that edge and maybe seeing if we can expand the width of that to make it a little bit wider, pedestrian access space. So Erin could probably share more light on that than I know right now but I know that's in the discussion. So then we're having this one here, this one here, here at Pili Street, and of course along Vineyard. I think this side has got multiple places to access from a pedestrian standpoint.

Mr. Starr: Yeah, I think if all those are maintained, I think that would be good.

Mr. De Rego, Jr.: Chair?

Ms. Ball: Frank, yes?

Mr. De Rego, Jr.: Speed limits? What are the current speed limits, and are we thinking of lowering them since we're going to be having more people around the area?

Mr. Fujiwara: I think the majority of the speed limits in the area is about 20 miles an hour.

Mr. De Rego, Jr.: 20 miles.

Mr. Fujiwara: Yeah.

Mr. De Rego, Jr.: No consideration of 15 once we get all those people, quote on quote, around? It would also be more bicycle friendly if the speed limits are lower. I don't know, that's just my opinion, but something to look at, at least, you know, especially if you're going to have more traffic going around that area, in the parking lot, and you're allowing for pedestrians, and you're allowing for bicycles, and you're going to want people to come to that as sort of the center. It might be nice, at least, you know, along Church, Vineyard and Market, maybe have slower speed limits.

Mr. Starr: Another way of accomplishing that, that's becoming very popular is using traffic calming, both visually and on, on-street.

Mr. De Rego, Jr.: Just to get something to slow the traffic down in the area.

Mr. Starr: Yeah.

Mr. Fujiwara: All right. And we've done studies in the past where we would, you know, determine the speeds, the actual speeds of the vehicle is traveling in the area. And the County, you know, sometimes determines whether they want to put in a speed hump or some kind of traffic calming measure.

Ms. Ball: Thank you that --. Jonathan?

Mr. Starr: Yeah, my preference is not speed bumps. I think that's kind of 50's, you know. But there's . . . (inaudible) . . . and visual stuff and create an environment where people tend to drive slow.

Mr. Fujiwara: Right. And, and the vehicle lane that we're proposing, I believe, are 11-feet wide. So, you know, narrow lanes do help vehicle travel slower. We're also providing street trees which gives, you know, the vehicle a slimmer feeling so they'll slowdown in that area.

Ms. Ball: Thank you for that, and thank you for the questions, and thank you for the explanation about the access from the Main Street area because the illustration really doesn't show it, and it's concerning that there's kind of a block at the end of the, of the facility area, and it looks like everybody's trapped in that area. And I know it isn't, but it appears that way, so your explanation was gratefully accepted. Thank you.



Ms. Wade: Could I just ask that you maybe talk a little bit about Church Street, and the trigger for the left-turn lane, and the kind of dialogue that we've had with Public Works about whether or not that's needed or not?

Mr. Fujiwara: Sure. So as the primary access as I mentioned is going to be off of Church Street, here, and we've talked to the County to see whether they would require a left-turn, an exclusive left-turn lane from Church going into the project site. Currently based on our dialogue, they are okay with it being a current shared left-through lane. So basically a no left-turn pocket. You know, we have done some simulations to show vehicular cues into and out of the project access, and it seems like the Public Works is okay with it being a shared left-through lane right now.

Mr. Starr: Could you --? I'm confused.

Mr. De Rego, Jr.: Yeah. Back up.

Mr. Starr: Could you kind of show us?

Mr. Fujiwara: Yeah.

Mr. De Rego, Jr.: Yeah. At my age, I don't like to express confusion, but thank you for doing that.

Ms. Wade: Tyler, could you stand on the opposite side because we're looking through you? Thank you.

Mr. Fujiwara: So our, our project access is proposed here, off of Church. The issue that we talked with the County about was vehicles coming from Vineyard going into the project site. We're wondering whether a left-turn pocket for these left-turn drivers would be required.

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

Mr. Fujiwara: Right, a separate left-turn lane. So there would be a left-turn pocket and a thru lane.

Mr. De Rego, Jr.: Okay.

Mr. Fujiwara: So right now the County has indicated that the current layout that we have now without the left-turn pocket is adequate.

Mr. De Rego, Jr.: But that would be two lanes, right?

Ms. Ashley Lindsey: On Church is it also -- is it staying one way as is?

Mr. Fujiwara: No, so that is another part of the project. We're proposing two-way flow. So

right now it is one-way, going from Vineyard towards Main Street. We are providing two-way flow partly as a means to provide better circulation within the study area. You know, right now if you're on Vineyard, and you want to go to Main, go down to Kahului side, your options right now are either to go to High Street or down to Central Ave. So, you know, we're providing better flow. A signal will be here too, so it would allow these left-turners better access to get onto Main Street. And similarly if you want to get onto Vineyard, you know, we are providing a right-turn into Church to get, you know, into the project access or areas along Vineyard Street.

Mr. Starr: So Church is going to be widened for say three-quarters of this lane and then it will neck down closer to Vineyard?

Mr. Fujiwara: Yeah, we are maintaining on-street parking along this side of Church.

Mr. Starr: And then it will end right before it bulbs out.

Ms. Wade: Yeah.

Mr. Fujiwara: Yeah. Correct.

Mr. De Rego, Jr.: And there's enough room for all of this on, on Church Street? I walk that street for years and it always seems to me there wasn't very much room on Church Street. Sorry Chair.

Ms. Ball: No, it was my concern too, but I thought they're the engineers, right?

Mr. De Rego, Jr.: Yeah. I obviously sided that I'd ask the obvious question, right.

Mr. Starr: So what's the width of Church?

Mr. De Rego, Jr.: Yeah.

Ms. Wade: Maybe I could chime in real quick. A good example of a section is the one right in front of the Wailuku Executive Center. So you know how that already has the widened street frontage, so we are widening the street frontage because the acquisition is going to take place at One Medical where we have the driveway coming out. So that no longer becomes the pinch point. And then again it's -- the road widening has already happened in front of the Executive Center. And then moving towards the corner, we've already contacted them about acquiring -- it's 14 feet actually of width that has to be acquired right there.

Mr. Starr: So is that about 34, 34-feet?

Mr. Fujiwara: Well, we have 11-foot lanes, about 8-foot on-street parking, 5-foot sidewalks, so --

Mr. Starr: 32.

Mr. Fujiwara: About 30, yeah, somewhere around there. Yeah.

Ms. Ball: Any other questions from anyone?

Mr. Starr: Width of Vineyard, is that going to be altered?

Mr. Fujiwara: The, the travel lanes are going to stay. What we're doing is widening some of the sidewalks, so along the project frontage, you know, we're providing wider sidewalks, streetscape as well. And further up from Church to High Street, along, along Vineyard Street, we are providing a wider sidewalk along that entire stretch.

Ms. Wade: And to be clear, the on-street parking goes away for upper segment of Vineyard Street, and is replaced by sidewalk.

Mr. De Rego, Jr.: Okay.

Mr. Fujiwara: I believe there's maybe seven or eight on-street stalls there.

Ms. Wade: Yeah.

Ms. Lindsey: Is there going to be a light on Vineyard and Church?

Mr. Fujiwara: No, light on Vineyard and Church. The only light would be on Church and Main.

Mr. Starr: Is there a way to do Church and Main without a light by using a, a traffic calming and flow measures?

Mr. Fujiwara: Well, based on the projected traffic that we're estimating, it would warrant a signal there. You know, I think it does help to have the signal there to allow the, the vehicles from Church coming onto Main, protected phase where they could, you know, easily get onto Main Street.

Mr. Starr: Is there room for a small round-about there?

Mr. Fujiwara: I don't think so. No, it's pretty tight over there.

Ms. Wade: We're actually worried if there's room for a signal. That's been one of the complicated issues.

Ms. Ball: Alright. Jonathan, are you fine? Frank?

Mr. Starr: It looks good.

Mr. De Rego, Jr.: I'm good.

Ms. Ball: Ashley? Alright, thank you. Thank you very much.

Mr. Akinaka: Okay, and just to give you an update on the on-site and off-site utilities, I'm going to ask our civil consultant from SSFM . . . (inaudible) . . . to just give a brief update.

Mr. Eric Matsuda: I guess now that AT and PBR has handled most of the streetscape side, I think the focus is on the utilities. And I think the big question is kind of mostly on the off-site has been the drainage so I think on-site -- I mean, off-site drainage, Vineyard with the expansion --

Ms. Ball: Excuse me, could you please introduce yourself?

Mr. Matsuda: Sorry, Eric Matsuda, SSFM.

Ms. Ball: No problem. Thank you.

Mr. Matsuda: Yeah, so I think with the expansion of the scope on Vineyard going from Church to High, that's allowing us to pick up, install a drainage system throughout the entire Vineyard Street run. So I think that's been one of the bigger concerns because there's no improvements along that section of roadway. So drainage system coming down and connecting to the existing system down at Market Street. There's no drainage system existing on Church Street also, and so that would be included as part of the off-site infrastructure. There's no, in regards to sewer, there's no real off-site requirements that are triggered by what we're doing on-site, but there was a master infrastructure report done a bunch of years back, and so we're using that as guidelines to what other infrastructure improvements would be needed in these corridors as part of the discussion right now. They're not triggered by the project, but they were brought up as things that should be looked at. And I think the conversations has been, you know, trying to take care of what you can take care of while you're in the roadways. So I think that's, from an off-site standpoint, that expanded the scope quite a bit because what might have been just widening and re-surfacing, you know, we're getting down into the roadways quite bit especially on Vineyard and Church.

On-site drainage, the details are still being worked out quite a bit, but, you know, working with PBR on the drainage system, you know, we do underground. We're looking at doing underground detention. The existing site is a parking lot now, so the -- you know, we're not expecting the increase to be substantial, but, you know, we will be working with them to do both low impact and, you know, typical drainage type improvements.

Mr. De Rego, Jr.: So they're working higher up too? Excuse me Chair? Are you working up on the higher up as well, the, the -- because the water is coming down from the top -- so they're also doing the work up on Vineyard as well?

Mr. Matsuda: So Vineyard from Church through High . . . (inaudible) . . .

Mr. De Rego, Jr.: Though High?

Mr. Matsuda: -- tie into this.

Mr. De Rego, Jr.: Okay, good.

Mr. Matsuda: But I think we still only really doing stuff on the south side, yeah.

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

Ms. Ball: Jonathan, yes?

Mr. Starr: Yeah, are we making use of...you know, drainage swales and pervious paving or other tools like that to try to get some of them into the ground?

Mr. Matsuda: PBR is more creative than I am.

Mr. Duncan: The short answer is yes. Within the plaza area, we're intending on using some permeable paving. We're looking at along Vineyard Street, where the street wells, tree wells are, capturing some of the drainage water and allowing it to flow in there, into those tree wells to let it percolate through. There's also planters along the lower side of the plaza where it abuts the banyan tree lot where we have landscape improvements that will probably be sheet flowing a lot of the drainage into that landscape zone. As well as on the primary access drive on Pili where you make the left and head down towards First Hawaiian Bank's parking lot, there's a landscape planter that's on the makai side that will also serve as a spot to infiltrate water back into, into the ground. So, yes, question is and we will be incorporating those things into our design documents.

Mr. De Rego, Jr.: Chair?

Ms. Ball: Frank.

Mr. De Rego, Jr.: I've got a question. This is, I guess, more for you, Erin. We don't have any jurisdiction over Main per se because it's a State highway, correct, and I would be interested to know how the drainage there is going to interact with what the improvements that we're doing around our site, and if that's going to be a particular problem since I don't think the State has any plans to upgrade the drainage in that area.

Ms. Wade: They don't, but it's a huge system actually in Main right now. The storm water system is...

Mr. De Rego, Jr.: Adequate?

Ms. Wade: Adequate. Yeah.

Mr. De Rego, Jr.: Okay.

Ms. Lindsey: I don't think the recent flooding has affected Main much.

Mr. De Rego, Jr.: Okay, just checking to make sure.

Ms. Ball: Thank you.

Mr. De Rego, Jr.: Thank you.

Ms. Ball: Is that it?

Mr. Duncan: Any other questions?

Ms. Ball: Thank you.

Mr. Akinaka: Okay and then the last, more mundane topic is discussion on the undergrounding along Vineyard and Church. That, that has been our original intent and we're continuing to study it. As we're getting to design with our electrical consultants, what they're finding is --. Well, right now we've got poles going down from the upper segment of Vineyard all the way down. We also have power poles on Church Street which we would also like to underground. And the purpose being it would, it would save space. It would create more sidewalk area for pedestrians and encourage pedestrian circulation. And one thing that we're running into is that --. So the thing about power poles is the transformers are up in the air, off the ground. Those are those little drum structures you see up, up on the poles. With undergrounding, we do have to put those on the ground, and we also have to connect that transformer, or reconnect that transformer into each property. As our electrical consultant is looking at the extent of this work, what they're finding is the transformer size, sizes are substantial, and may start impeding the sidewalk area which is sort of not our intent to begin with.

To give you an idea, again, we need to work further with MECo to develop exact capacities for the transformers, but, you know, the standard pad size is about eight-feet by eight-feet to give you a sense. So these wouldn't be one per, maybe, every single property, but they're, they're a pretty substantial piece of street furniture even if you're skipping properties. So, it's something for us to discuss with you in terms of the desire path, I think, given the intent for pedestrian access and circulation. There's also a cost associated with undergrounding. Again, we're, we're fully, in full support of the idea. I mean, aesthetically it makes a lot of sense, but, you know, aside from the pedestrian standpoint, you know, it does have a price tag associated with it. We do have to create new duct lines along the entire length of the streets that we would be undergrounding on. And, and those are going to be substantial because the lengths are quite long. So, do you, do you guys have a feeling in terms of this particular part of the project because we're looking at both scenarios right now. But as we

move forward into the project, it would be good to get some direction on, on the board's preference in terms of street treatment.

Ms. Wade: Could I clarify a little Chair?

Ms. Ball: Yes, please.

Ms. Wade: Thank you. So we were proceeding along happily with the expectation of undergrounding, and then as the site plan was coming back there were more and more transformers showing up on the site, and in the spaces that we had very strategically landscaped to be beautiful and inviting, suddenly there's all these transformers appearing. And it's just out of necessity, you know. And I'm realizing at that moment that our goal of de-cluttering was actually maybe having the opposite effect where the poles are pushed out at the curb and maybe outside of the space where you're socializing or can be, or, you're dealing with a transformer as sort of interior, on the property, in the social space, so there's trade-offs. And that was -- there were six that showed up on the site plan itself, and that doesn't even account for as you go down Church and as you go up Vineyard. So on the private properties as well going up Vineyard, there would have to be locations for those transformers. So I asked well what is -- you know, can we bury? They were having a back and forth dialogue with MECo about whether that's even doable burying the transformer as well, and what the cost is with that. But assuming that they're above grade, we had a \$3 ½ million number for burying whereas just relocating the poles was \$350,000. So there's a -- there's the visual impact and the de-cluttering. Do we want -- where do we want to go with that? And then there's also the cost. So is it a value enough to bury? So I asked them to do this little analysis to show so you folks could see also what's up there in the air now that's creating the visual clutter that we would expect to be consolidated and brought down to the ground. And then they also have a plan that illustrates where the transformers are on the property and some potentials for where they could go on private property as we go on up Vineyard as well.

Ms. Ball: Anybody have any thoughts or questions? Jonathan?

Mr. Starr: You know, I've longed, wished, and even made a few attempts to try to...underground utilities in Wailuku, and you know, I think it's an admirable thing to try to do. But, I think, if, you know, if we're looking at it strategically, I'm not sure if Church and Vineyard would be the place to start or would even provide a lot, a very large kind of bang for the buck. And you know, I do think it would be insurmountable to try to locate transformers in the upper, upper portion of Vineyard, you know. So I would assume that it would, you know, be not so hard, you know, where it goes along the project. But beyond that, I think it's going to be almost impossible, so I'm wondering...whether, you know, that really is, that really...makes, makes a heck of a lot of sense if it's, you know, in the many, many millions of dollar which is sounds like it would be and also it would take space away.

Ms. Ball: Thank you. Frank, do you have any questions?

Mr. De Rego, Jr.: I'd like to see what it's going to look like or where all of these things are. I mean, I'm more of a visual person. So, you know, are they going to replace the poles at this point, and you know, are they going to be better poles, and you know, that kind of thing, you know. So I just don't have enough information to give anybody an impression of...you know, what it would like and how it would fit in with the look and feel of the place. So, not enough information.

Ms. Ball: Ashley?

Ms. Wade: Do you -- I'm sorry -- do you have the plans that shows the transformers on the -  
-

Ms. Jennifer Poepoe: On our site, sure.

Ms. Wade: And these are guestimates at this point in terms of the footprint, and we don't know exactly the size of the bulk of the box that it would need to be.

Ms. Poepoe: Okay, so the --. To take care of the transformers that are on Vineyard Street, we --. To re-feed to -- to provide transformers -- replacements for the ones that are on poles right now, this zone down here would be, would need to have two transformers in this location and that's where they, that where we're proposing that they could go is over here. There would be another additional one that we would try to locate over here on our property. Then we have the ones that are for our building which right now we're locating one here. And this corner over here is one that would have to be here to replace the loss of one of two on Church Street. This is one of two. The next one would have to be located at the 7-11 -- where the proposed 7-11 is on Church and Main. So we would have to take some property from them to put their transformers there. So those are the ones on Church and Vineyard. And then if we go up to, upper Vineyard, this is -- you're flipped around now so this is Vineyard, upper Vineyard. There's one here and this is by Saeng's, and then one over here down the corner, towards the corner that would both need to acquire --. We would need to acquire property for those also.

Ms. Ball: And the approximate size of these transformers is once again, are what, how big?

Mr. De Rego, Jr.: Eight feet you said?

Ms. Poepoe: Yeah, the pad is a minimum eight-feet by eight-feet. And the transformer itself, the size is to be determined once MECo knows what the loads are that they need to provide for. So, but they're, they're -- you know, a three by four transformer would not be unusual.

Ms. Ball: And, and the alternative pole instead is?

Ms. Poepoe: We haven't looked into alternate poles. We would be able to shift -- we would be able to shift the location of the current pole so that when we improve the sidewalk and make it wider we can relocate those poles that are existing.



Ms. Ball: Okay. The same poles.

Ms. Poepoe: They could be the same poles, and we can investigate if there are alternative poles that we could use, you know.

Ms. Lindsey: I would say that I am definitely a fan of undergrounding everywhere we can...just because if you have people walking there, that doesn't seem --. At the top of Vineyard where you have the two, I don't think that, there will be a lot more foot traffic there than there already is unless like they turn one of the buildings into huge center of some kind. But Saeng's is kind of where foot traffic starts on Vineyard. And then on Church Street there will be a lot more vehicular traffic I feel like than -- but there probably is going to be more businesses popping on Church once this is all finished. But regardless I would say to underground as much as we can.

Ms. Ball: Anyone else? Anything? Erin?

Ms. Wade: I just wanted to add that Tyler mentioned earlier that the...the system or the transformer closest to Church and Main would almost certainly need to be brought down to eliminate -- to create space to put a traffic signal up essentially. Right now it's too congested in that area, and that one would certainly have to be one that gets buried.

Ms. Lindsey: The one at the bottom of Vineyard and...the bottom of the site.

Ms. Poepoe: The bottom of our site?

Ms. Lindsey: Yeah, our site. That one -- because isn't there a playground right there or something? I don't know.

Ms. Poepoe: Maybe these over here you're saying? These?

Ms. Lindsey: Yeah.

Ms. Poepoe: Yeah, it's -- it's one place that would be good because it's away from the main part of the plaza.

Ms. Lindsey: Do you know the plans for that corner?

Ms. Wade: I don't and that's the issue is it becomes a barrier to connect with the project then when you have that transformer there.

Ms. Lindsey: So that would be the exception for me is leaving that one kind of in the air.

Ms. Ball: Jonathan?

Mr. Starr: Yeah, I actually feel that if there were a good sidewalk on Vineyard it would be transformative, and that would become a really pleasant walking thoroughfare to get from High Street down to Market and Central. But it's just uncomfortable now and dangerous so I, you know, I try to imagine, you know, a transformer, a big pad between the existing buildings because you're not going to want to acquire the buildings to move the transformer back. It's kind of hard to...hard to visualize that with the, with the sidewalk.

Ms. Ball: How can you help with, with this problem that we can't conceive of it?

Ms. Poepoe: Visualizing, visualizing it?

Mr. De Rego, Jr.: Yeah.

Ms. Poepoe: This, this might help a little bit. This is the -- our initial study for that portion of Vineyard, between Church and High Street. This is the south side of Vineyard -- sorry this flipped around from the last one you were looking at -- and...this is a showing a landscape improvement, the landscape and the sidewalk improvements. So what's happening here is we're, we're adding on five-foot of sidewalk minimum up the entire street. And this is showing that there will be street trees added. At each property the intent is to connect with an accessible -- make an accessible connection from the new sidewalk to the existing property. And then the existing sidewalks would be rebuilt as part of that where they can be along this, along this zone.

So for instance here, there's existing walkway. We would add this zone of walkway that is beyond the existing ones, at least five-feet. There would be street trees along that edge and the parking gets taken away. So it becomes a wider, much more pedestrian friendly zone walkway. So if, if we didn't the --. I mean, if we have the poles, the poles would be, could be located in that zone where the trees are. If we needed to locate the transformers then we need to locate them on the private properties.

Ms. Lindsey: I guess whatever is realistic. There's a happy medium between pretty and practical. You guys can figure it out.

Mr. Starr: What, what be, what becomes the...the profile of the sidewalk to building area then? Is there, from the curb, is it maybe two-feet in width that is the tree area and that leaves how many feet of sidewalk?

Mr. Duncan: Where the tree well areas, I think, the minimum would be a three-by-three type of tree grade condition. And so, but the tree grade would be level and even with the adjacent pavement grade. So you'll have the trunk coming out, but you'll have the ability to maneuver around and step onto the tree grade so it's, it's part of the sidewalk is, is the reason why we, you know, suggest using tree grades as opposed to just having a planter with ground cover underneath it. So especially in these tight areas that's the kind of conditions that would work best.

Mr. Starr: No, what I'm trying to understand is what will be the width of the walking --

Mr. Duncan: The walking area?

Mr. Starr: -- zone?

Mr. Duncan: It's minimum, we're trying five-feet and so we will be working --. We just recently got the survey for this area so we really need to dive into this a little bit more, enlarge the drawings, look at it more specifically. But these were some quick graphics that were put together to try to illustrate sidewalk widths, where we could potentially get trees in, and where it's necessary to deal with ADA access issues because there are some very steep zones in there to get people to the various property owners, buildings, and so forth in that area. So all of those things are being looked at -- will be looked at much more closely now that we have the final survey plans.

Mr. Starr: Yeah, I think if it's five-feet of, you know, clear pedestrian, then that's good. Will there need to be any, any steps or steep grass?

Mr. Duncan: Well, we're dealing with the existing grade of, of Vineyard and we're now proposing to re-grade Vineyard. So in a perfect world we would love for it to be 5% or less, but I think there may be conditions out there that are in excess of that percentage. And so again we will have to study exactly where those are. We'll try to certainly try to make it as pedestrian friendly as possible, but, given, given sort of the existing conditions that we have to marry and match up to the street grade, sometimes that's a little difficult. But we'll do, do our best to try to make it work.

Ms. Ball: Alright. Thank you.

Mr. Starr: I know there's, I think, two spots where they're kind of -- because the little bits of sidewalks were at the same level as the buildings that they end up coming up and then --

Mr. Duncan: Yeah. So those are all the things that we'll need to study in detail of what's the best way to handle that transition, and to make it --. And obviously our goal is to make it a safe and make that -- make it as seamless as possible to get in. But we just haven't gotten there yet but we will.

Ms. Ball: Alright, thank you.

Mr. De Rego, Jr.: Chair?

Ms. Ball: Yes?

Mr. De Rego, Jr. Just a comment now that I have kind of sort of been able to visualize. I, I still don't think we have enough information about, you know, placement and size and possibilities. I would hate to see us miss an opportunity to underground and then, you know,

five or ten years later regret that we got poles sitting in spots where a tree should be, and where people are flowing and it creates sort of an environment that's very inviting for people.

So, so I would...right now say that, I think, we should pursue with MECo what possibilities are, and then, then we can make a better informed decision later on, on, you know, whether the costs are to prohibitive, or whether or not it's just going to part and parcel of, you know, are we going to regret 10 or 15 years down the line that we didn't do it in the first place. So, that's my feeling at this point.

Ms. Ball: Jonathan?

Mr. Starr: Yeah, and perhaps either, you know, there could be a committee group to look at that or inside the design committee. I do have a question. When...if it does go to undergrounding, then there's a lot of work that will be required to bring the runs into each, each building, small buildings. And I don't know if that means each one gets a lateral, gets a lateral from, you know, from a running duct, and I assume that's expensive. Does that create expenses for the property owners to bring it into their buildings since it's not coming in anymore as a wire up above, but under the sidewalk?

Ms. Poepoe: That would be an expense. MECo would do that work, and they've given us some ballpark numbers for the whole undergrounding and the work that they need to do. But that work would be part of -- I'll have to ask Erin -- that would be part of the project, I would have to guess, to re-feed. Because a lot of them are coming overhead to houses and then coming down, so yeah, they'd have to come across the street, underground, and then come back up.

Mr. Starr: So the project would be bearing all those costs. It wouldn't go out to the property owners and say they're going to have to pay \$10,000.

Ms. Poepoe: Right.

Ms. Wade: Yeah. I mean the assumption, I think, when we investigated -- we decided to investigate undergrounding was that we would do this for a public benefit, not, not for the property owner benefit. So it is a public benefit project; the public would take on the cost of the bearing was the assumption. So they're building it in as a whole. The price that they'll give us for that would be a whole inclusive price.

Ms. Ball: Then, then this underground wasn't part of the original concept, is that correct or it was?

Ms. Wade: Just to clarify. So this segment, the upper segment of Vineyard wasn't ever part of the original scope of the project. And then once we realized the issues with the drainage that it wouldn't be effective for us to merely try to capture the drainage in the one segment of road between Church and Market because there's so much flow coming from the next block up. We realized we probably needed to address that and then as you've mentioned with the

anticipation of additional pedestrian traffic, we felt like the off-site improvement of creating that sidewalk would be important. So the drainage and the sidewalk sort of triggered the need to go up to that additional segment on Vineyard Street. And once we opened that can of worms, we figured well let's, let's, as Eric Matsuda was saying, you know, we take a look at, well, you're going to up the road, what else needs to be fixed while the, while the road is open?

Ms. Ball: I guess I misunderstood it. I thought that when this discussion initially ensued it was because it would not necessarily be that much of a more aesthetic alternative to have it underground because of the transformers. Is that not correct or is it? Did I misunderstand that?

Ms. Wade: Well, they were on the path to determining how to underground everywhere. And then as I said, transformers that I didn't realize. And so this is, like, me as managing the project is looking at things that are showing up in the plan that I hadn't expected to see once they undergrounded. Then I start to get the explanation, well, these have to exist somewhere, you know. They're either up in the air or they're existing somewhere on the ground. So I wanted to bring it to you to say, well, is it better one place or another. Do you have a preference for where these things are located? So but what we'll do is go back and get more information about what's going to be the size of the --. If we do underground, where could the transformers be, and what would the size be? If we didn't underground, is there a way to consolidate the poles, and is there a better sort of above ground way to accommodate it.

Ms. Ball: I think more information is what we need.

Ms. Poepoe: Okay.

Ms. Ball: Alright, thank you. Next. Go on. You have something else?

Mr. De Rego, Jr.: Oh, no. I was just talking to Lindsey and I, I didn't get the sense that there were that many, as many. You know, you can make them an art piece, you know. I could paint them, you know. It -- unless MECo won't allow that, but...yeah...I --. I don't know, I live in a neighborhood where there's no poles and I really like it, you know. I do. I mean, we've got street lights, and that's it. And I even have a transformer and it's an easement on my front yard, so I actually make that contribution to my neighborhood. So, you know, but, for me, it's really nice to live in a neighborhood without all that all over the place.

Ms. Ball: But, but you were talking initially --

Mr. De Rego, Jr.: So aesthetically, I think, it's a public benefit. That's the point I'm trying to make.

Ms. Ball: Right. You were talking initially, though, about these transformers taking up walking space and space for the -- to be -- get around as well or not?

Mr. Akinaka: They can potentially. If you can acquire the private property, it does go into the right-of-way.

Ms. Ball: Okay. Well, let's get some more information and so we can get a better understanding of it. Yes Jonathan.

Mr. Starr: So I do think we were initially talking about, you know, in the project, in the project block, and I don't think that, you know, two or three transformers per block is going to have a big visual effect on, on the public space where, where we can locate them. And I do think that clearing the sky would have a big, a big effect. It's a lot more fun to be outside when there's no power lines overhead especially, you know, in the plaza area. But I think trying to do it where there's no, no change in the, in the built structure so that they have to go on private property or struck the sidewalk is going to --

Mr. De Rego, Jr.: Be a key --

Mr. Starr: -- then have a, have a negative impact. So it might make sense to just do it along the two edges of the, of the project area.

Ms. Ball: Alright, thank you. David?

Mr. Akinaka: Okay. We made a little video for you guys because that's a lot more descriptive than me talking, talking about this project so I'm just going to let this play and let you, let you watch this.

*(A video simulation of the Proposed Wailuku Civic Hub was presented)*

Mr. Akinaka: So you have to pardon all the people moon walking on the sidewalk.

Mr. Starr: Can we see that again?

Mr. Akinaka: Yeah, sure, we can play it again.

*(Re-played the video simulation of the Proposed Wailuku Civic Hub)*

Mr. Akinaka: So we did this just to give you a...a sense of the look, the look and feel of...the look and feel of the project.

Ms. Ball: Jonathan, yes?

Mr. Starr: I think it's looking really good.

Mr. Akinaka: Any reactions?

Ms. Lindsey: We were liking it. We were discussing the sun and the glass.

Mr. De Rego, Jr.: The sun, yes, and the glass.

Ms. Lindsey: We wasn't sure of the orientation of the sun on the glass.

Mr. De Rego, Jr.: The morning and the evening, right, coming on the side because it comes on the other side of the peaks, right, between the mountains over there.

Mr. Akinaka: You do have some great northern exposure. Vineyard is great because -- for the project -- it faces north so you get a lot of great indirect sunlight from that side of the, from that side of the building.

So if we have time we can show it again. We can definitely make this video available so you can look at it at your own leisure.

Mr. Starr: Yeah, I was --

Mr. De Rego, Jr.: You can put it on the website.

Mr. Starr: Yeah, is it up on reWailuku?

Ms. Wade: Not yet. You're the first to see it.

Mr. Starr: Okay. I think my only critical comment is that I'd like to see more shaded area in the plaza segment. I think that people tend to really be looking for places in the shade to hang out and talk, and that it would be nice. I think that if there's more it will get used. And if it's open to the sun and the rain it will get much less use.

Ms. Lindsey: I second that also. I didn't think there was enough shade covering or rain covering in the plaza area.

Mr. Akinaka: Okay.

Ms. Ball: It really make a difference to have shade. My office is in the Maui Mall and they have a great, big center court that's never occupied for that reason.

Mr. Akinaka: That's the one with the little water feature.

Ms. Ball: Yeah, the fountain.

Mr. Starr: Yeah, the beautiful fountain, but in mid-day no one's there.

Ms. Ball: No.

Mr. Akinaka: Okay.

Mr. De Rego, Jr.: Everybody's hiding from the sun.

Ms. Ball: Thank you.

Mr. Akinaka: I was going to run through, quickly run through -- we didn't have a lot of time left -- but I did want to run through a few things just to give you an update on, on what's changed since the last time. Obviously you've seen the, the exterior has changed. The, the building remains obviously in terms of overall use and program, we're still on target. We're at about 49,000 square feet right now in building area. The ground floor is still -- for the building -- still intended for retail use. There's one large retail space hopefully for some sort of specialty market or a grocery tenants, and two smaller retail spaces along Church Street.

Second floor. Second floor of the building is occupied by the Real Property Tax Office with expand -- the additional expansion space that they requested. It will also house the MRA offices.

And then on the third floor, this continues to be where the reception space is -- community reception slash classroom spaces with roof terrace looking toward Kahului Bay. One thing we did change from the last time was we relocated the public hearing room from the second floor up to this third floor so that now this floor is truly a community gathering place. And the hearing room would be configured, designed/configured to accommodate about 175 people. So it could accommodate your typical public hearings. It could also be -- it's flexible enough to be used for performances by community groups and things like that.

We have been looking. This is being vetted along with the kitchen that serves with both spaces with stakeholder groups just to make sure that the design criteria that we're trying to meet is correct. And this in preparation to for operations and management discussions coming up soon.

Just a shot of the interior of the reception space looking out towards the ocean. On the parking garage side, another, another notable change is that we were able to basically make the structure -- make the garage more structurally and spatially efficient. And by doing so, take off the top level that we had shown you previously. So now, it's gone from five to four levels. And we've still been able to maintain double the amount of on-street parking currently. So we have 428 stalls in this garage. By taking out that top deck, we then have this opportunity to then add PV, a PV canopy over most of the top deck of the parking garage as well as the building itself which is about a 70% energy reduction. Go ahead Jonathan.

Mr. Starr: How many parking spaces were we looking at in the last iteration?

Mr. Akinaka: At the concept design, I think we were at 460.

Mr. Starr: 460.



Ms. Wade: Keep, keep in mind, though, it was extending above the zoning envelope.

Mr. Starr: Yeah, and then we came down to around 430.

Ms. Wade: Right, and that's where we are, yeah, now; 428.

Mr. Starr: Is there...an ability structurally to be able to add height at a future date if there's a real need to -- for more parking?

Mr. Akinaka: We can design the structure, both foundation and columns and things like that, for that, to allow for that possibility. It just...there's a price tag, and we can provide you some rough numbers to give you an idea.

Mr. Starr: Can we --? Yeah, I'd like to quantify that. I think that, to have that option in the future, you know. I can understand not wanting to go higher at this time, and I think we're doing a lot of good by increase, you know, adding as much as we are, but...I could see in the future that might be desirable.

Mr. Akinaka: One more practical note in terms of the parking structure. In discussion with stakeholder group and also our parking operations consultant, I think, the, the direction now has shifted towards providing security from the second parking level up. So the ground floor would remain open. We would still maintain obviously adequate lighting, camera surveillance, but they do still strongly recommend on-site security be maintained especially during afterhours.

Ms. Balls: Okay, thank you.

Mr. Akinaka: And then just to confirm, with these changes we all -- the entire project falls within the MRA zoning height envelope.

Mr. Starr: I have a question about the downstairs retail area. In, in our visit that some of us made to L.A. recently, I felt like we spent time in and kind of fell in love with the ultimate model for what that space could be in terms of the food halls that are becoming really popular in L.A.. In particular, kind of granddaddy of them is the grand central market which is just a really interesting conglomeration of different, different types of cuisines and also market areas with fruits and vegetables and spices and beverages. And I just wanted to be sure that that space would be able to accommodate that type of use which includes a number of -- quite a few different cooking spaces, you know, which obviously require power and water, but also venting. So, would we be able to do that in there as the town evolves to a point where it could support it?

Mr. Akinaka: Yeah, I think our approach has been to just like we're working for a developer who's developing a tenant space that needs to be flexible for different types of tenants. We have had the discussion about adequate utilities and infrastructure. So for instance, we've

already planned pathways for mechanical ventilation for cooking equipment, cooking exhaust. We want to provide enough power certainly to handle that sort of heavy intensity, high intensity of equipment and loads. And PUMA, our economic, market feasibility consultant, has done a kind of case study across the country of these sort of venues to test whether this area, about 10,000 square feet or so, is realistic. And, and they've found examples that are very successful. So we've tried to follow the models that they've provided us in, in designing this particular space. And, and you know, like you said, I mean, we have to design for flexibility and for the future because we don't know necessarily it's going to be one tenant of a series of tenants at any one time. So the best we can do really right now is over plan and over build, you know, in terms of infrastructure.

Mr. Starr: I mean, I think what I'm describing and envisioning would probably require 20 different...individual drainage points, most of them leading to grease traps or . . . (inaudible). . . grease traps. I know we've seen different models. The newer ones, all the, all of that stuff is along the, you know, kind of both edges going down, down the center. But, I mean, that's kind of a lot infrastructure. Are you putting it in or are you making ways that it could be added in later or --?

Mr. Akinaka: Typically on the landlord side, if you're, if you're a developer -- if you provide, if you develop a building like this, you'll typically provide it without the slab to allow all those subsurface utilities, under slide utilities to be laid. Otherwise they just chop the slab up into Swiss cheese. So the main thing is over planning in terms of electrical load. The ventilation pathways, making sure they're generous enough. We are planning for already a grease interceptor on, as part of the project for this building, for the, well, for the retail space. Also, for the 3<sup>rd</sup> floor kitchen as well as for the community, as a community hookup point to encourage businesses in the area or properties in the area to allow them to connect to that grease interceptor if they want to develop a restaurant.

Mr. Starr: So it's one central, big, grease, grease interceptor?

Mr. Akinaka: It would either be one big or a series of grease interceptors. But we're going to have substantial grease interceptor capacity onsite. I want to be respectful of everybody's time. Are we, are we reaching our end here?

Ms. Ball: Yes.

Mr. Akinaka: Okay. Well, as I said, we can make this, make the video available to you so you can peruse it. And certainly electronic copies of our, of our booklet and images.

Ms. Ball: Alright, excellent. Thank you. David, do you have something?

Mr. David Yamashita: Yeah, I just wanted to add a few comments. I just wanted to say how far, I think, the design team has come and kind of responding to the design challenge. Because what I saw -- if you could go back to, I would have refer to, to the sketch -- but I think you've been successful at now, I think, responding one of the challenges which is trying to

acknowledge existing, traditional forms, but yet without overdesigning. I think moving Wailuku into kind of the future really in terms of a new kind of design. And so I think you've been really successful at that.

The other thing I see happening is that the plaza which, I think, from the beginning, I think we saw as the center of the town is really coming to life now because you can see where it's becoming a stage and the buildings and the architecture around it are helping to frame that, that plaza, and without being overdesigned which I think is really important.

And then the final thing is that, I think, it's being extended into this -- the whole block. So it's not just a plaza, but it's now you have corridors that stretch out onto Main and Church and Market. And that was always an integral part of the concept from the beginning, from the original sketches. And so that's, I think, that's really being successful.

There was one more point but anyway I just --. Oh, the other part I think that you've been successful at is dealing with the mass, just the sheer volume of this, of the buildings and how, I think --. Now it's broken up into these kind of architectural elements which just make it fit into the context a lot better. And so I think it's really coming along, and I would say the whole team should be complemented on where it is right now.

Ms. Ball: Thank you. Thank you for your comments. That's great. Morgan, do you have anything to say...back there? Do you have anything you'd like to say to us? Thanks for coming today.

Mr. Starr: Carol?

Ms. Ball: Yes, Jonathan?

Mr. Starr: I'm, you know, really happy with the way it's going. I do have some comments regarding finishes and I, I'm kind of feeling like that's probably premature, and I don't really need to make them, you know, we're several months too early. But, you know, I will at the right time kind of come and talk about that. And my own feelings for, you know, the need to kind of soften, soften some of the, you know, some of the finishes and discuss that. But I think we're, we're too early and I'm really happy with the massing and the way it's going.

Mr. Akinaka: Thank you. Thank you. And we will certainly have that discussion on materials, colors, finishes. We kind of ran out of time today. I can show you some things off line, but...

Ms. Ball: Excellent. Thank you. Do you have anything else to add?

Mr. Akinaka: No, just thank you very much for the input and feedback. This is very helpful in keeping us working productively which we need to do.

Ms. Ball: Well, thank you. Thank you very much. Thank you all for your questions. We

ready for the next item?

Ms. Wade: Yes.

Mr. Starr: You're doing a great job.

Ms. Wade: Thank you. Chair, did you want to go back to the New Business Item, the ULI report, or would you like to defer that for another time?

Ms. Ball: Let's defer that for another time, please.

Ms. Wade: Okay.

Ms. Ball: So the next item is Budget.

## **E. BUDGET**

### **1. Department budget summary**

Ms. Wade: Yup. So we provided an update of the budget. It was in your packet. You will see that travel costs are higher than normal and that's in part because we had our ULI excursion, and it's in part because we have been going back and forth to meet with the architects because it's cheaper for us to go than it is to bring the whole team over here for the most of it. So...but other than that it's just typical spending on Clean and Safe, and the higher -- the other higher costs right now is the travel. So I'm happy to answer any questions if you have on that.

Ms. Ball: Yes, Jonathan?

Mr. Starr: What's our, what's our timing for discussion on budget for next year?

Ms. Wade: So budget for next year, I actually have spreadsheet that I've been working out with PUMA and Dixon because for the first time we're going to be showing revenue. We've never have a revenue, an income stream. And now that we're developing a paid parking program you folks approved last time to move forward with a monthly parking pass. And so we have a revenue stream that we're going to be showing for that. So we're -- I actually --. It's, it's just in final review, so you'll be seeing that shortly, certainly by January, possibly sooner. I might be able to mail that out sooner for your review.

## **F. AWARENESS EVENT: tentatively scheduled for the evening of January 24, 2018.**

Ms. Ball: Alright. Thank you.

Ms. Wade: Alright.

Ms. Ball: Anything else?

Ms. Wade: Just two, two things, we will be at the Main Street Promenade tonight with a pop up planning session on this. We'll have the boards. We're a little concerned about the weather, so we won't be at Kipuka Square where we're usually are. We'll be at the promenade. But there's a tree lighting ceremony so that will be fun.

And then last meeting also you asked for a public engagement and awareness event which I reached out to Good Shepherd Church about scheduling. We're tentatively holding January 24<sup>th</sup>, but there's possibly a conflict with that day. The other days they have are January 19<sup>th</sup> or January 26<sup>th</sup>; those are both Friday's. My preference would be the week -- either the 24<sup>th</sup> or 26<sup>th</sup> because we will have PUMA and Goodwin Consulting here on island those days as well.

Mr. Starr: Isn't the 24<sup>th</sup> a Sunday?

Ms. Wade: Let's see. The 24<sup>th</sup> is a Wednesday. Are you looking at 2018?

Mr. Starr: Oh, no.

Ms. Wade: Okay. 24<sup>th</sup> is a Wednesday or the 26<sup>th</sup> is a Friday.

Mr. De Rego, Jr.: If somebody could send me the list by e-mail for the meeting dates.

Ms. Wade: Yes.

Mr. Starr: What were the possible dates?

Ms. Wade: The -- Wednesday, the 24<sup>th</sup>, or Friday, the 26<sup>th</sup>.

Mr. De Rego, Jr.: And that's for --

Ms. Ball: But if it's the 24<sup>th</sup> is there a conflict, then --

Ms. Wade: There's potentially a conflict and I wouldn't -- we might not be able to do it at Good Shepherd if we do it on the 24<sup>th</sup>.

Mr. Starr: 26<sup>th</sup> will be a Friday?

Ms. Wade: If you think --. I was a little worried about getting a good turn out on a Friday night, but I did look at the calendar Maui and there's nothing big going on that weekend, so it might actually be, if we provided a little food, and more of kind of a fun event, it might be a positive.

Mr. De Rego, Jr.: Is that a 5<sup>th</sup> Friday?

Mr. Starr: Should we set it for the 26<sup>th</sup>?

Ms. Ball: What's your pleasure? I'm worried about not having -- by having it on a Friday, but it's not like having a meeting or something.

Ms. Wade: Yeah.

Ms. Ball: So --

Ms. Wade: Okay, the 26<sup>th</sup>? Alright. Okay, great.

Mr. Starr: So what do we call that?

Ms. Wade: Right now I'm calling it an awareness event. We talked about doing a site walk-about first so that kind of five o'clock we would do a -- meet at the Church, and then we can all walk the property and talk about the different elements of what would be included, come back, start the presentation at six, do a little break with food and then conclude with kind of a Q&A.

Ms. Ball: So how are we informing the public then?

Mr. De Rego, Jr.: Is it in lieu of our meeting?

Ms. Wade: We can do a formal press release. I can do direct mail if you feel like that's needed. It's up to you.

Ms. Ball: We're going to have it on the website, right?

Ms. Wade: Certainly on the website, yeah.

Mr. Starr: So kind of the gathering and walk-about will be, what, like five?

Ms. Wade: Five. Yeah.

Mr. Starr: And then seven would be the --

Ms. Wade: I think probably...a little earlier, maybe six.

Ms. Lindsey: You're talking about the 26<sup>th</sup>.

Ms. Wade: We are.

Mr. De Rego, Jr.: Which is also our meeting date.

Ms. Wade: It is, yeah.

Ms. Ball: Do we have Facebook page?

Ms. Wade: We don't, yet. Right now we just have Instagram and the website.

Ms. Ball: You know, our classes, we, we advertise exclusively on Facebook.

Ms. Wade: Okay.

Ms. Ball: And, I don't know, it's just because people want to sell real estate or what, but it's very successful.

Mr. De Rego, Jr.: Is there a way of posting our meeting dates even though they're subject to change on either on our reWailuku website or our regular website?

Ms. Wade: You mean the MRA meeting?

Mr. De Rego, Jr.: Yeah, the MRA meeting dates.

Ms. Wade: Yeah, they're on actually the County's website.

Mr. De Rego, Jr.: Okay. So the ones we just passed were posted already.

Ms. Wade: I don't if they're posted yet, but I can check. But we can post it on -- we do have a calendar on the reWailuku website so we can put all of those dates up there now.

Mr. De Rego, Jr.: That would be a good idea.

Ms. Lindsey: Yeah, there's only 81 followers on reWailuku. But at least you can track people who are following you which you can't do on Facebook.

Mr. Starr: I do feel Facebook is a better platform to get 1,000 people.

Ms. Lindsey: For sharing and stuff.

**G. NEXT REGULAR MEETING: January 26, 2018**

**H. ADJOURNMENT**

Ms. Ball: Okay, is that it?

Ms. Wade: That's it.

Ms. Ball: Next regular meeting will January 26<sup>th</sup>, the same date as the awareness event. Are we going to -- try and pick a nice, jazzy name to that?

Ms. Wade: That's what our, hopefully, our marketing consultant will be tasked with.

Ms. Ball: Okay, sounds good. Alright, having no further business, meeting is adjourned.

There being no further discussion brought before the Agency, the meeting was adjourned at 2:43 p.m.

Respectfully submitted by,

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

### **RECORD OF ATTENDANCE**

#### **PRESENT:**

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

#### **EXCUSED:**

Gwen Hiraga

#### **OTHERS:**

Erin Wade, Small Town Planner  
Michael Hopper, Deputy Corporation Counsel  
David Yamashita, Planner, Department of Parks and Recreation