

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
JANUARY 26, 2018**

A. CALL TO ORDER

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Ms. Carol Ball, Chair, at approximately 1:00 p.m., Friday, January 26, 2018 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.)

Ms. Carol Ball: We call the meeting of the MRA to order please. You all received minutes from several meetings. May I hear a motion to approve the minutes that we have.

Ms. Erin Wade: Sorry, Chair, we don't have that action on agenda item anymore.

Ms. Ball: I see. Okay, no wonder it's not on here. Thank you.

Ms. Wade: You're welcome.

Mr. Jonathan Starr: Can I just make a comment? That I really think our minutes are great so I just wanted to express appreciation that they've been done so well.

Ms. Gwen Hiraga: Thank you Leilani.

Ms. Ball: Yes, thank you Leilani.

Mr. Frank De Rego, Jr.: Thank you Leilani.

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. Wade: Chair, our first item of Old Business is a presentation by Ferraro Choi Architects and PBR Hawaii Landscape Architects to follow-up on comments made by MRA members and staff at the last meeting, which was December 1st. So I'm going to turn it over to David Akinaka.

Ms. Ball: Would you like to then skip the public testimony announcement or would you like to --?

Mr. De Rego, Jr.: Yeah. Yeah, I was just going to say point of order.

Ms. Wade: Excellent plan. I'm sorry. Please feel free to go back to that.

Ms. Ball: Public testimony announcement is to allow anyone who has public testimony to appear now or you can wait till your subject is discussed, but not at both, so thank you for coming up.

Mr. Richard Dan: Hi, my name is Richard Dan. I am a resident, business owner, property owner. My businesses are primarily on Market Street, lots of stores. I'm concerned about a few things. Number one is what's going on with the banners on Market Street? You took them down about a year and a half ago. You're supposed to put them right back up. I think they were really attractive. I think they made Market Street look a lot better than it does now; question one. Question two, when are going to complete the lighting of Market Street? Okay? Question three, I know it's been taken off the agenda. They used to have parking as an agenda item on the agenda, and I think that was set by Ron Kawahara one of the past presidents, and they said every one of these MRA meetings, parking will be put on to the agenda. I didn't see it on this agenda.

I met with Brad today, I'm glad to see he's here. Here's a great guy. Ever since the day Jonathan hired him, he's been terrific, he's been doing nothing but helping us.

Ms. Ball: Alright, thank you. Do you have anything else?

Mr. Dan: Sure. Nope.

Ms. Ball: Would you like to just tie it to an agenda item or --?

Ms. Wade: I can tie it to Department Update.

Mr. Starr: Madame Chair?

Ms. Ball: Yes?

Mr. Starr: Can I make a response and comment?

Ms. Ball: To?

Mr. Starr: Testifier. First, I want to thank you for pointing out three good and important things. And, you know, our, I guess, parking, well, we're, I think everyone is doing our best to create several hundred new additional parking spaces. So, I mean, that's here but I take your point and --

Mr. Dan: Well the point --. Thank you Jonathan. The point really is, is by having parking on

the agenda, if somebody happens to read the agenda, they know, hey parking is on it, maybe I'll come in and talk about this. Parking is a big issue. And Ron said he wanted it when it was originally --. I think it was Ron Kawahara. Yeah, and he said this will be on every single agenda here forward and suddenly it's off.

Ms. Ball: Alright, thank you.

Mr. Starr: It's a good comment.

Ms. Ball: Thank you. We're ready for the Old Business.

C. OLD BUSINESS

- 1. Presentation by Ferraro Choi architects and PBR Hawaii landscape architects to follow-up on comments made by members and staff at the December 1, 2017 special meeting of the MRA addressing the plaza design, shade and parking configuration.**

Ms. Wade: Okay, Item 1 of Old Business is presentation by Ferraro Choi architects and PBR Hawaii to present updates on the plan for the municipal parking lot. I'll turn it over to Dave Akinaka.

Mr. David Akinaka: Thank you Erin, thank you Board for allowing us the opportunity to give you this update. So from our last meeting and presentation we collected your comments. We've been designing and coordinating in the interim, so today we're going to show you a few things. We're going to show you updates to the plaza design and the landscape design because one of the comments was in terms of providing more shade trees, more protection from the sun. And then I'll -- so I'll turn it over shortly to Stan Duncan from PBR Hawaii. And then I'll come back and just talk about some of the design revisions and modifications we've done to address your concerns on the building side. Okay?

Ms. Ball: Okay, thank you.

Mr. Stan Duncan: Good afternoon everybody. Again, I'm Stan Duncan from PBR. I think from last time, I think everybody, just to get you quickly oriented, Main, Main Street here, Market on the bottom, Church and Vineyard. Sort of the main shifts that we made from last time which I think we brought up last time was at one time we had sort of the main stage element being next to the, next to the parking garage, and now that's been shifted over towards Vineyard Street. So we do have a sort of a direct pedestrian connection now from Church all the way through down to Market. The overall design of the plaza has -- we worked on several designs but the idea of adding more shade and terrace seating elements around the plaza was something, I think, was commented on before, and we made, I think, great strides in providing a lot more greenery along the edges, just off the covered lanai area from the specialty market that provides those kind of opportunities for people to sit outside to get

some sunlight, but not too much sunlight.

The plaza area is the central circular area. Just to give you an idea of its scale, it's approximately about 70-feet across, 68-feet specifically, so it does have some intimacy to it. So for smaller gatherings and performances that might take place, you can still sort of gather around and not feel you're, you're in this giant space. And the size of that is can accommodate people sitting comfortably and not that you're just all scrunched up next to each other. We can get 200 to 300 people actually seated in this lower plaza area as well as probably another 100 or so around the perimeter if they're just sitting on the bench areas.

The enlargement of the plaza, as you can see these white lines that you see are what we're kind of currently proposing of being more of the string light idea sort of weaving between trees. So it's more of a rather than lighting the plaza with big overhead lighting elements, this gives it more of kind of a residential, more what we think might be more Wailuku-like in terms of kind of marrying up to what's already been going on Market. So in this area and here.

There's about a three-foot grade elevation difference from the top if you step out of the specialty restaurant or come down the stairwell, the main stairwell, to the lower plaza. So in that three-feet we have 18-inch terrace steps that are coming up in three levels. The ground plain will be a mix of native Hawaiian ground covers and perhaps some lawn areas as well so people can sit on these white ring areas are actually seating areas and so forth. So there's a nice large area right here where people coming out of the parking garage or coming from Church Street down can enter into this plaza in this, this direction here or from the covered area along this edge here.

We are providing fire lane access off of Vineyard, here. This area down here is a necessary electrical transformer that we need to power up this entire area. The stage area is here, located on this side with ADA access being provided from Vineyard as well.

Some of the things that we're --. This is some of the imagery of how the terraces might look, a mixture of, of natural stone with concrete, precast concrete cap. And within this area fronting the stage we're looking at the possibility of adding sort of an on demand water feature so it could be turned on for kids to play, sort of pop up jet type of thing. But only, you know, it would be sort of on a special day, or a very hot day and so forth. And it could be turned off if there was a special event going on and so forth so that's another element that we're considering.

Along -- maybe Jen, if you can go back to the overall plan I want to talk a little bit about some of the ideas that we have for bioswales and capturing some of the storm water runoff. Along, along Church Street, as well as Vineyard, we have a series of larger tree well elements that are depressed to allow us to capture some of that rain water runoff coming off of Vineyard, as well as, hopefully some of the roof tops off of the community center building that would -- because there's a grade elevation from the higher elevation here to lower. It's about a -- I want to say about a 25-foot drop or so. It's roughly elevation 300 down to around 280 or so

down on Market, so this is sloping in this direction. So we're hoping to capture some of that. Within the plaza area itself, we'd like to use permeable pavers, if possible. We're in the process of having some additional borings down at the site to determine its percolation rates and so forth to make sure that, if that's the approach we're going to take, that it in fact will work. So those are some things that are still in the planning stage and we need to -- we should have that answer in another couple months or so.

Within the -- off of, off of Market Street access is still being provided all the way down to First Hawaiian Bank's parking lot here. There are some planned improvements to provide suitable ADA access next to First Hawaiian Bank. Currently there is none, so that's another improvement that is part of the project. This also will serve as a fire lane in the event of, of that, the need for that, as well as this promenade space here. We see it as a very -- it's a strong -- there's a great opportunity that during those First Friday events or any other special event that the County may want to have, this would be another place where vendors could set up either 10 by 10 tents or food trucks could park under the -- along this edge of the parking structure for those kinds of special events. So it really would be an activated space during those kinds of things as well as taking the lighting concepts from Market, also extending it along this edge here.

There are a couple of other --. We've been working hard with the electrical engineers on minimizing as many of the sort of above grade surface transformers and switch boxes and other sort of necessary but...elements such as that that, you know, you have to have to complete a project like this, but also trying to place them in a way that we can screen them and as much as we can.

So, I think that's pretty much a quick summary of where we are. I'd be happy to answer any more detailed questions you might have.

Ms. Ball: I have some questions. Thank you so much for your presentation. You know, I became more conscience of the ADA as my mobility is lessening so I was a little concerned as you described the descent from the parking area and whatever specialty shops are under the community area there.

Mr. Duncan: We have some specialty shops here or here.

Ms. Ball: Yes, there. Right. You said --. You mentioned something about three-feet, and how do they -- how do the people get down to the --? Let's say, they park in the parking or they're at that specialty shop and they enter from Vineyard Street and then they want to come out or whatever, how do they get down to the plaza?

Mr. Duncan: Sure. If they're --. I think, if they're in the parking structure themselves -- Dave and Jen, correct me. Maybe go back to the overall plan. So as you know, there's three levels of parking. Four levels of parking, and there is an elevator right here so one could access whether you're on the ground floor, second floor, third floor, or fourth floor, there's a bridge element that connects across to the elevator bank that would bring you down from the

parking structure.

Ms. Ball: And, and when the elevator banks -- the elevator stops what you call the ground floor, is that the plaza level and there's no sidewalk or anything? It's just --?

Mr. Duncan: That's the plaza level, yes. That's the level of the promenade right here, so the ground level --

Ms. Ball: If they're at those specialty shops, how does that interface?

Mr. Duncan: Yeah, so good question. If they're at the --. If you're coming from Church Street or from here, this is an accessible route all the way down. This is less than 5% so it doesn't require handrails. There is a slight section from here to here where we do, because of the grade change, where we do need to provide handrails because we're exceeding 5%. It's roughly 8% in grade to bring us down to this level. So one traveling along Church, and wanting to come down into the plaza would come through this way. Or, the other option is to, if you're walking down Market and want to get into the plaza, you can come directly into the plaza from this edge. This also has another 8% ramp on this side.

Ms. Ball: And how do they get in from the specialty shop? Let's say they're eating or whatever the function is going to be of that.

Mr. Duncan: Yeah, so if you're, if you're, let's say, you're here, eating under the covered lanai, and you want to get down to the plaza, you'd have the option of coming this way or from here, this way.

Ms. Ball: You mean there's a direct access then to that alleyway thing from, from Church right?

Mr. Duncan: Correct. Correct. Yes. So hopefully this whole upper area is at elevation at 292, and sloping down to 288 down here. And the plaza is generally at elevation 289 or so, so that's the three foot elevation difference. So you can come out of here, come around and down this way, or come this way down here and this way.

Ms. Ball: And the materials you were speaking of something that's sounds very wonderfully aesthetic, but I discovered that when there are any uneven surfaces at all, it really is an impediment to walking if you have any kind of an impairment at all. And I wondered what that was that you were talking about, about the percolation.

Mr. Duncan: In terms of the permeable pavers perhaps. You know, I guess, you know there's several different types of varieties of permeable paving that have -- some have deep grooves in each when you put together each individual pavers, and there's some that are a lot more tighter together and you don't have that undulation that you're speaking of. So I think obviously we're going to try to do our best to find something that works with being a smoother transition and to minimize that sort of effect from occurring.

Ms. Ball: Yeah, it's too bad because the things that look really nice are really hard to walk on.

Mr. Duncan: Okay.

Ms. Ball: And wherever they join that's another problem not only on the surface of the particular paver, but where they join the next. I mean, things are so minor but they're so major if you have to --

Mr. Duncan: Yes, and that's part of our job is to make sure that when we're selecting the final materials that it's durable, it's safe, meets the ADA requirements, and so forth as well.

Ms. Ball: And the lighting along there especially at night, you know, there's some areas on Maui where you have dinner and it's really hard to see. It's a long ways from the establishment to the parking lot, and lots of foliage and everything that looks really great if you're, if you're a seeing person. But if you have any visual impairment, you know, you have to kind of creep along and take your own flashlight when you go there. This won't be like that, will it?

Mr. Duncan: No.

Ms. Ball: It's right in the middle of the town.

Mr. Duncan: No, it's certainly not our intention to have anything, any dark spots if you will especially --. I mean, some of the things that we talked about previously were making sure that this corridor space between the buildings was well lite and people would feel safe walking through there, and that is certainly what we will strive to accomplish with all the lighting systems that will be employed. So whether that's, you know, stand-up light standards, wall mounted fixtures off the building, I'm sure that's everything that Dave and Jen will be looking at closely as a team, we'll look at how the lighting is being, the full lighting system plan is being prepared. But it's definitely our intent to have well lite plaza space, and corridor connection spaces between, to bring people to this space.

Ms. Ball: Thank you. Anybody else? Yes, Jonathan.

Mr. Starr: Yeah, I'm really glad to see that it's getting greened out nicely, and it looks like it will be comfortable. I wanted to ask if someone's walking across from Vineyard Street through that, it's kind of like an avenue that runs --

Mr. Duncan: Through here?

Mr. Starr: Yeah. Will they be able to walk the length of that, and for the most part, be able to stay in the, in the shade of the trees? I can't tell if those are low bushes, or those are trees extending off --

Mr. Duncan: Well, these are, these are trees here, and here, here, and here. We have some plans for some palm trees along this edge. Not coconuts, but other types of vertical palm trees, and that's primarily has to do partially with the architecture of the parking structure. There's ins and outs in the parking garage structure to provide more fenestration and interest, I think, to this face of the parking structure, and Dave will get into that and show you what that looks like. So we need something vertical there. But there will be, there will be pockets of shade as you go. It's not a continuous canopy, I won't say that, but there will be greenery and, and shade provided along that edge.

Mr. Starr: Okay, so in mid-day there will be some breaking up of the, of the sun.

Mr. Duncan: And there will be, depending on the time of day, there's going to be shadows casted from the building itself. So if you're, if it's a hot day, you can walk on the building side and be in the shade, you know, to get from one side. Of course, once you get to the plaza, you're going to be exposed a little bit more, but we don't have a continuous canopy over the entire plaza but --.

Mr. Starr: Okay, and one other question is with the stage area being moved towards Vineyard, I know one of the design concepts was that the edge of the plaza transitions to Vineyard will be, make Vineyard like a festival street. Will the stage being over on that side preclude events being able to kind of spill from the plaza to Vineyard?

Mr. Duncan: I think, one of the, one of the beauties about this particular design is that although we're calling this sort of the stage area, it's roughly 12 feet wide by 22 feet across in terms of scale and size. The way that the plaza is designed this main stairs, you come down here, there's no reason why an event couldn't happen in this, you know, be placed here, a band or performance done here with people orienting themselves in this direction. So there's multiple --. The beauty of the terracing allows us to switch, depending on the venue and what the actual requirements are, you could switch to another location if this was not the, you know, deemed to be the best location for the stage at that time. So the other --.

I'm sorry, just one last thing is that besides the terracing that's going up here, we're kind of proposing to use some durable, sustainable wood products that carry through all the way across so that this stage area doesn't, looks as though it's part of the whole and not sitting as an individual component of the plaza. So we're looking at using a synthetic type of lumber that has grooves in it to provide good, you know, footing and nonslip type of surfacing as well.

Ms. Ball: So I share Jonathan's concerns about shade, and I think I mentioned before, my office is in the Maui Mall and it's right on the center court, and nobody goes on the center court at all. They have that thing so nice and everything else, and it was just -- because it's so hot. And I really am concerned about that shade for the full utilization of that, that stage area they're proposing.

Mr. Duncan: Yes. So, some of the --

Ms. Ball: It's hard tell without the, without the elevation.

Mr. Duncan: Vertical?

Ms. Ball: Yeah.

Mr. Duncan: Yeah, that will be --. I think we, we may have some renderings and so forth, Jen, that we can show you what that will look like.

Ms. Ball: Okay, that would be great.

Mr. Duncan: Here's sort of an aerial view looking back at the plaza. Again, the terracing here, parking structure, and the promenade space here. And the stage element being on this side. Vineyard Street on this right hand side here. So I think you can, you can see that we've added quite a bit of, of trees around the perimeter of the plaza space to provide exactly what you're requesting.

Ms. Ball: Jonathan?

Mr. Starr: Yeah, yeah, I think it's moving, moving in a really good direction. I still share what I think Carol's hinting at which is the center of that area is, is pretty bare, and I understand that. But I'm wondering if something that we had discussed earlier with maybe being able to fly some sail cloth over that, you know, in an attractive way would be an option that could make it a lot more friendly, head friendly, in mid-day which is when people have, you know, lunch.

Mr. Duncan: Right.

Ms. Ball: Frank, do you have something?

Mr. De Rego, Jr.: No.

Mr. Duncan: Yeah, Jonathan, we'll certainly look at that, and it's been noted.

Ms. Ball: Thank you.

Mr. Duncan: Great.

Mr. Akinaka: Okay, and related to the, you know, trying to rethink and refine the plaza design, the other thing we've been looking at is this Pili Street pedestrian connection. So, you know, one of the concerns that was that we didn't want to create this dark tunnel. We wanted to make it a very clear, inviting, appealing pathway because this is the primary connector between Church Street and Market Street obviously. So one thing we did was to, one, in relation to the relocation of the stage, was to actually pull the entire parking structure back. Basically, reduce the footprint of it, to make sure that we had this, again, clear view up Pili

Street. Maybe go back the other way. And so this is if you're standing on Church Street, looking back down towards Market Street, just to give you a sense that, you know, there's, there's a separation now between the parking structure and the building. And again, trying to make as much -- allow sunlight to penetrate into this, into this passageway.

At the same time we were looking at right sizing the parking garage. This is probably the highest cost per square foot part of the project. And so what we wanted to do was make sure that we were squeezing everything out of it that we could. So while we've reduced the footprint in size, we've maintained the number of stalls, so we're still doubling the existing parking count. So we've got 428 spaces still just as we reported in December. And so we're trying to realize savings as well as improving the design at the same time. So, and I think our discussions with Erin have gone well in that regard, and with our PAC Committee.

Ms. Ball: Jonathan?

Mr. Starr: Yeah, I think there's a little bit of a cultural division. You know, I think, downtown Honolulu there's a lot of, a lot of high rise, so there's not very much opportunity to have, you know, direct sunlit corridors. And I feel like on Maui, we search out places that are shaded to walk or to hang out, so, you know, when we, when I hear that, oh, we're opening it up to get more sunlight, it's like I'm not going to want to go there. Whereas if it were more shaded --. I don't know, how does the sun travel?

Mr. Akinaka: This is a, this is a pretty accurate rendition of the, of the sun. So the south is this way in the rendering, so, so really this, this space is in the shade.

Mr. Starr: So the sun's traveling kind of like that.

Mr. Akinaka: So yeah, it does this.

Mr. Starr: So it will be --

Mr. Akinaka: Yeah. Yeah. So you'll get nice indirect sunlight, I guess, I should clarify. And then the, the other aspect of it, again, this is again through more design . . . (inaudible) . . . You know, we were talking in terms of we have our -- for folks parking in the garage obviously have access to the main central stair. They also have a major pedestrian stair connection here. Our main elevator bank is here, and most of the building access there. One comment was, hey, what if I park here, do I have to walk all the way here to access an elevator? Well, we discussed this. I mean, within the overall and just the scale of the project, the budget of the project, to include an elevator in this corner to handle this, I mean, that's within reason. So we are currently working on that, on that option so that there is accessible access at this side, but then also on this side as well. And, and it might present a good design opportunity because really, you know, a more vertical piece here, you know, can serve as a visual anchor point and landmark if you're coming from Market Street up past First Hawaiian Bank, or if you're coming from Main Street, you kind of want something to help orient you on the site. So, just as our elevator core, and we're going to have this nice feature well here is going to

serve as kind of a beacon and a landmark. That, other than just being an elevator shaft, that vertical structure can also serve that purpose as well. So it can have an urban, urban design element, a solution, as well as an accessible one.

Ms. Ball: Do you have an elevation picture of that, of that concept that you --?

Mr. Akinaka: We're still --. This is a pretty new comment so.

Ms. Ball: It troubled me when you said an urban concept because that's kind of what's troubling --

Mr. Akinaka: Well, in terms of town design. You know, in terms of helping pedestrian way find their way through a town setting, right, that you're not relying upon signs. You obviously still have them. But you're creating design conditions where people are drawn to a place because there's a visual element there that draws them there, right. So, again, this is where our "umeke" kind of art piece has been located on the, on the site plan. So, again, the idea to have this kind of visual anchor there has already been there. Whether it turns into more of a, part of a design that's incorporated with this elevator shaft, that's what we're looking at right now, to see how can we incorporate both function and design requirements.

Ms. Ball: Are you saying that elevator was not part of the original concept, correct?

Mr. Akinaka: That's right. That's right.

Ms. Ball: It's always troubling when, to me, when an elevator is added later. It's like, there's an elevator on the other side. I've seen those in old buildings. This is a brand new building. I'm just saying. Go ahead.

Mr. Akinaka: Again, we're investigating this option at, at, you know, as part of our request to look at it. There was a concern brought up so we're just trying to flush it out more. And then you'll have the opportunity to, you know, decide one way or the other. It's just -- it's not right now. The corners of a parking structure are typically the wasted area, right, because you can't park a car there. So they typically turn into stairwells, air vertical circulation, that type of thing. So adding it is not impacting the layout of the parking itself. So it's going to be one of those things where you could have a --. For instance, if you went to bid, add to alternative one, add a parking elevator system in that corner . . . (inaudible) . . . condition, but would be just not to have it all.

Ms. Ball: Thank you.

Ms. Ashley Lindsey: I do appreciate having an elevator in that corner because there is a lot that happens in that part of town, and I think it would help with the traffic, or --. You know, the banks are on that side, the main center of town is there now, so the access, I think, would be great.

Ms. Ball: Thank you.

Ms. Starr: How many elevators do you foresee total?

Mr. Akinaka: In the, the design that we've showed you up until this point, we have two large elevators. They're, they're sized for passenger load obviously for the type of passenger load, but also for service for the third floor community use. So we call them stretcher elevators because they're big enough to handle gurneys and things like that. So, they're good for loading purposes obviously, but they can accommodate a decent number of people so people don't have to wait until the next car to come or next cab to come up.

Ms. Ball: Could you locate them again for us?

Mr. Akinaka: Sure.

Ms. Ball: Sorry, I forgot.

Mr. Akinaka: So the building entrance, at least the interior part for the, the first, second, and third floor is here, and the elevator core is right next to it. So, so if, if you were, let's say, park your car and then take the elevators down, you would arrive directly right into the plaza. The elevator doors would open, you would step right into the plaza basically.

Ms. Ball: So that's where the elevators are for the whole facilities is what you're saying.

Mr. Akinaka: Correct. Correct. And, and that satisfied, that satisfied code requirements, it satisfies accessibility requirements. So the option of adding an elevator here is more for convenience preference, and just, again, kind of the County's desire to have, accommodate accessible use on this side.

Ms. Ball: Yeah, no, I'm not against it. I'm just saying it can't look like an afterthought.

Mr. Akinaka: Sure. And that's why I'm talking more about -- it's kind of the design side of it too that we don't just want to put the elevator shaft there and then forget about it until construction so and, and that's why we're still developing how that works visually with the rest of the parking structure.

Ms. Ball: Okay, thank you. Jonathan?

Mr. Starr: Yeah, my main concern with elevators is to be sure there's redundancy. Sometimes it takes a while to get parts and service. I just want to be sure that those two elevators are built in such a way that there are -- there's no one computer that if that goes down then they both go out. You know, I like having the third because, you know, just make sure we always have working elevators.

Mr. Akinaka: Right. Right. Any other questions on that particular item?

Ms. Ball: No, you can move on.

Mr. Akinaka: Okay. Okay. The next couple of things were regarding basically considering the option to design the parking garage structure to accommodate future parking level expansion upwards. And I'll turn that over to, to Jen here because she's been working directly with our structural engineer. The other, the other item was just update you on the off-site improvements happening on upper Vineyard and Church Street.

Ms. Jennifer Poepoe: Hi. So the question had come up last time about the opportunity to add floors later. So our structural engineer has done calculations for the scenario where two, for two floors to be added in the future. So it's a way to evaluate what we would need to do. So through calculations, he's figured out that we would need to increase the size of the foundations, and increase the size of the columns, and if we wanted to plan for that, roughly 25% increase in material. So that translates into about \$1.3 million in cost. It's a very rough estimate at this point. You know, he did this without going in and doing the actual design. He'd still have to go back and do that if that's what's something that was important. But just doing these rough calculations he was, you know, able to give us that ballpark. So right now, we're at about, if you pull out foundations and columns, it's about \$5 million of the rough cost estimate right now, and then it would add roughly \$1.3 is what we've thought right now. So we would, if that was something that was important, we'd have to start right away in terms of, you know, making that change. There's a few other things to consider in that, in relation to that, if it's something that you think that you'd want to look at. We can plan right now to increase those columns and account for the future loads, but it may not happen until, you know, for another say 20 years, or 15 years, and at that point new building codes will be in effect, and most likely they would -- there would still need to be --. There would need to be an evaluation to see if what was designed met the present code for adding the levels. So, for instance, we've done projects that are put on hold for a long enough time that the code changes, and then there's a big effort to go back and do redesign, and that's for something that's not built. If it's something that's in place, we have no way of knowing, at that time, what will be required by the code, so we, you know, we can plan for what we know, but we can't, for what we don't know, that would be something that you, you have to consider.

Ms. Ball: Thank you.

Mr. Starr: So that would be about 2% of the addition on the project cost.

Ms. Poepoe: \$77 million, and \$1.3, so --

Mr. Starr: Yeah, about. Okay. You know, I think it's something to think about.

Ms. Wade: Could I clarify for a second please?

Ms. Ball: Yes. Yes, please.

Ms. Wade: So it's \$1.3 though in materials and labor, but does that include profit and loss? Does that include all of the stuff that you add to the end, the contingency and all of those things, because I know that adds a significant percentage on top?

Ms. Poepoe: It was. Yeah, it was for that. And that was -- yeah, and that was just for the cost of columns and footings to increase those.

Ms. Wade: So it's just for the cost of columns and footings?

Ms. Poepoe: Yeah, just for the cost of columns and footings. It, it does. It, it's --. Excuse me. Margin adjustments just on columns and footings.

Ms. Wade: Okay.

Ms. Poepoe: Yeah, overhead profit, all of that, on to the --. Yeah.

Ms. Wade: So it's the whole -- that's the whole number.

Ms. Poepoe: Correct.

Mr. Starr: Just one more question in relation to that. I mean, if two more layers were added on at a future date, is there just a back of an envelope or not even that idea of how many more parking spaces that would liberate. And, you know, I understand it would mean build -- the ramps would have to be changed and might decide not --. I guess, I don't know if we have -- would have to redo the elevators and all of that.

Ms. Poepoe: Uh-huh. Uh-huh.

Mr. Starr: With looking at that option, would that add another 200? 250?

Ms. Poepoe: Approximately, approximately 200. No, yeah. We have four --. So we have four --. We have 428 now, we have four levels of parking. So if we added two more with the same footprint, we'd have to see what the layout is, but yeah.

Mr. Starr: Okay.

Ms. Ball: Alright. Thank you. Is that all you have?

Ms. Poepoe: There was, there also was a question about reuse of the building later for something else, you know, on the other side, in the case where more parking is not needed. So we did look at that also, and at this time the building would accommodate the code, the code allowable. It would accommodate office or residential loads for the building. Another part comes into the play which is the comfort of the person in that space. Parking garages are designed with more springs in the floors. There's more --. It's more --. You don't have to be concerned about the comfort of the person, so there is more spring to the floor, so it is

being designed as a parking structure right now. And it is -- although it meets the code for those other occupancies, in terms of comfort, it's not ideal for a residence or an office.

Ms. Ball: Thank you.

Ms. Poepoe: The other thing we wanted to update you on was the offsite work that we've been, that we've been doing. Just bear with me for one moment while --. Okay. This is our -- the site plan that shows the extensive work that we --. Okay, that's a little better. This shows, so this shows the extent of work of the project all the way up to High Street at here. And what you see in the red dots is those are potential transformer locations. The last time we were here it was kind of up in the air about whether or not the portion of Vineyard Street, between Church and High Street, would be -- whether or not we would put those utilities underground. But we've since had direction from the Mayor that we should put everything underground now and just go forward with that. So we've -- we're working with MECo to determine what needs to happen for those. So as of our latest discussions with them, these are locations where we would, the red dots are showing locations where we would need to take pole mounted transformers and put pad mounted transformers to, to replace them. And then that would put all of the utilities underground and the service to the residences would, would be underground.

Mr. Starr: Is there property to put them on where they're located?

Ms. Poepoe: We're looking at places such as the one that's at the top is up here, the furthest closest to High Street is a parking lot right now and there's sort of a zone, a strip in front of the parking lot so that would be one possible place that might, you know, the owner might be willing to give an easement for. And that's the same situation for -- it's actually for all three. It's the same situation. We're looking for places where it's on someone's front yard, but it's already kind of a utility space.

Mr. Starr: So it's doable without having to go and condemn a house or something.

Ms. Poepoe: Yes. Yes. I mean, it will require agreements with the owners, but, you know --

Mr. Starr: Okay. And the proposal also includes putting the telephone and --

Ms. Poepoe: Yes.

Mr. Starr: -- cable, and whatever else down?

Ms. Poepoe: Yes, everything underground. Yeah, and along with that which we've discussed before is, of course, the drainage. There will be new storm drains. And then the sidewalk that is along -- the sidewalk at that point will be improved also and the connection to each individual property will be improved so we're looking at all that right now.

Mr. Starr: I wish that had been done when Market Street was done...you know.

Ms. Poepoe: Me too.

Mr. Starr: I was recently in LA and in downtown LA all the street transformers have all been made into an art project with cool designs. They're not quite as bright and out there as the ones in Philadelphia, but it makes them blend in much, much better. I guess it's kind of like gas work art or something like that, but I hope we can do something like that here.

Ms. Poepoe: Okay.

Ms. Ball: Thank you.

Ms. Poepoe: I think that's all we have if there's no more questions.

Ms. Wade: Chair, would you like to provide direction today on whether or not you'd like to move forward with the reinforcing the structure to allow for the additional levels or not? I think that's something that the team is going to need moving forward to keep on it schedule.

Ms. Ball: What's your pleasure folks?

Mr. Starr: I have one question before we do that. I know that unfortunately in the process of going through design and construction sometimes you reach a point where there's just too much cost and you look for things to chop, chop away at. And if we decide to proceed with that and then later there's an absolute need to find \$1.3 million from somewhere. Is -- would it be possible -- I know we've out spent on design and there would be probably a few, some money in going back on that, but is that --?

Ms. Ball: So, so tell us, is it --. Did I understand you to say that it's now or never that we have to plan for this, or is it just going to be more expensive at a future time?

Mr. Akinaka: Well, if you want the flexibility to add to the parking structure in the future now is the time to do it.

Ms. Ball: Okay, that's what I thought.

Mr. Akinaka: So to retrofit is going to be even more expensive later.

Ms. Ball: Alright, that's what we need to know then if we're going to -- if that's what we're going to do right, Erin, if we are?

Ms. Wade: Yes.

Ms. Ball: Frank, do you have something to say?

Mr. De Rego, Jr.: No.

Ms. Ball: Your view on this.

Ms. Hiraga: I think we should plan -- include it and plan for it . . . (inaudible) . . . the possibility additional for it.

Ms. Ball: Lindsey? I mean Ashley?

Ms. Ashley Lindsey: Yeah, I do agree with that because I kind of agree with Jonathan's comments about chopping up first and then the other --

Ms. Ball: I was ready to call it a halt, but I'll certainly go along with everyone. I just feel that we to keep --. You know, we can't plan for a future we don't know what it holds, and this is in fact what we're doing with it. 20 year -- future . . . (inaudible) . . . that we're trying to do and so many things can happen. I want to get this thing built. I think we all do, and if we keep saying, well, you know, we can do this. Anyone who has built a home knows what that's like, you never get it built unless you just say here's what we're going to do. That's just my feeling.

Mr. Starr: Yeah, you know, I do think that there's a very large possibility that 200 parking spaces several years from now would just be a way to solve some real operational problems that the town would likely be facing, facing then. And, you know, at that point maybe everyone involved would say that it's worth maybe cutting some view plains and spending the money to do it. It would probably be the easiest way to generate 200 parking spots in the center of town. And, you know, we don't have to decide to do that now, but I do like having the option.

Mr. De Rego, Jr.: Chair?

Ms. Ball: Yes?

Mr. De Rego, Jr.: Just the one question, getting back to Erin's point. Is this the \$1.3 million is just for the construction and the footings themselves, or does that include contingency and all of the other --? So it does. Okay.

Ms. Poepoe: . . . (Inaudible. Did not speak into the microphone.) . . .

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

Mr. Akinaka: Keep in mind, this is in the back of a napkin, like ballpark.

Mr. De Rego, Jr.: Okay.

Mr. Akinaka: Until we do design, we don't know, but just based on, again, just roughly figuring

how much additional material and then multiplying that by, again, the difficult general overhead. We have an estimated contingency as well that we apply. You know, you're looking at about 25% additional costs to the columns and foundation work.

Mr. De Rego, Jr.: Just one comment. This is going to fit actually into our discussion about height limits in the middle of town which we touched upon in a previous discussion, but something that we're going to need to revisit. I have no problems with future proofing this. We don't know what the State of Transportation is going to be in 20 or 30 years. So, you know, what we've got might be, you know, repurposed or just as well simply because, you know, parking spaces would probably be smaller. You could probably fit more cars in a building like this that you're not driving, you know, basically, right? So I agree with your point. We don't know what the future is going hold in 20 years.

Ms. Ball: . . . (Inaudible) . . . plan for something that I don't know.

Mr. De Rego, Jr.: Yes, exactly. But, you know, who knows, depending on what the height limits are going to be in the future, and if there are more people, and they are packed in closer, you know, we may need, still, because --. This is the other question I had is have we done any studies about -- because I was reading this part too -- are there any studies about population 20 years from now and, you know, how does that fit into, you know, future proofing the building and, you know, is this things going to be adequate for five years, ten years? Do we know that, at this point, you know, that kind of thing? So I'm not quite sure how you make those kinds of projections, but it seems to me this discussion sort of leads exactly into that. What are we future proofing for, and how long is this building actually going to be usable as a parking lot regarding the population of Wailuku in, you know, 2020, 2045, you know, that kind of thing.

Ms. Ball: And we haven't discussed the variable about the --. Everything I read says that there's going to be fewer cars. Everything I read. People are putting big money on not having your own vehicle, and not driving your own vehicle. I, I --. We're thinking old school. I mean, we're thinking that everything is going to happen just the way it's been happening only more of it.

Mr. De Rego, Jr.: Yeah.

Ms. Ball: I mean, that's, that's the thing that we're using --

Mr. De Rego, Jr.: That's the point we're making, yeah.

Ms. Ball: -- because that's all we know. But everything else I read says that there's going to be -- there's such dramatic things happening now that people who are smarter than I and have a lot more money and putting a lot of money in something completely different. And -- you know, nickel and dimes ourselves are saying, you know, we should plan for this and plan for that, I don't think that we can do that. I love the fact that we're doing this structure. I like that --. It was really important when we first started out. We have the number of parking

spaces to be able to do the things that we wanted to do, and it was my feeling until today that we had that. And, okay, we want to plan for our baby's college. Okay, fine, and maybe we could put some money away. But there are other more important things as you described today that we have to make a decision today. If I were to make the decision today I would vote against having that additional thing, but I'll go along with what everybody else says. That's my feeling.

Mr. Akinaka: I mean, the other, the other, I guess, associated question is, is partly do you increase -- do we design for the future, like this expanded parking garage option. But do we increase the project budget by \$1.3 million or do we reduce scope and quality and, or material costs, let's say, value engineer the rest of the project to find that \$1.3 million? Because that will, that will -- both -- either one is going to sort of set off this chain reaction, kind of ripple effect through the design. Either one is fine. We can definitely execute either path. But as Jen said, I mean, now is really the time to do it. Yeah.

Ms. Ball: Well, it's good that we're thinking about, and I'm not saying, I'm not faulting you thinking about it, but it's whether we can make that decision intelligently enough. Jonathan?

Mr. Starr: Yeah, you know, I like to leave the future for having options for the people who come, you know, come after us or ourselves, you know, in five, 10, 15 years, but I also understand what you're saying. I don't know where we're at with budget numbers and kind of the range that has, you know, been somewhat accepted for what this project is going to cost. Are your numbers -- have your numbers been going up? Your cost numbers, have they been going down or are they staying on the same place that they were, you know, a month or a two ago?

Mr. Akinaka: Yeah. Yeah, we're still on track so our, our last cost estimate report was consistent with our conceptual design report, so we're, we're at that same level. And, and keep in mind, I mean, we intentionally keep a little bit of fudge factor there just --. I mean, we just don't know enough until we get all the way through the construction document phase about every single detail, every single item. So that's to cover those unknowns. It can help cover these type of things, but knowing whether we have to hold the line at \$77.6 million, but still accommodate a beefed up structure, we're going to approach the design differently. We're going to start finding ways to cut while maintaining as much scope that you, you've built into it as possible.

Ms. Ball: Now once again this decision that we make, we're making is not precluding any addition, right? We're just going -- we're planning for it now instead of it later. We could plan for it later and be much more expensive. Is that correct or not?

Mr. Akinaka: If you --. Let's say, like one scenario would be, you know, to just keep the structural design as it is, and let's say 20 years down the line, the County says, you know, we really need to put two more parking levels on this. In that case, you know, what would happen is, okay, you would start a either...a structural reinforcement project basically. For instance, this happened at Ala Moana. They dug in, codes change, seismic requirements

are much different now than they were in 1959. And if you drive down to the very bottom level of Ala Moana, the parking structure, you see these massive steel cross bracing. That's there because that's what you need to resist the earthquake now. Otherwise, the building sort of pancakes. So you need something like that. You would be appending to the structure to, to increase its capacity to support another two parking levels, let's say.

Ms. Ball: And if the codes change, though, as well, which we don't know now, we'd still have to do that, right?

Mr. Akinaka: You might, yes. I mean, there is the future -- I get a little bit nervous when I hear future because nobody knows what the future is.

Ms. Ball: Right, exactly. Me too.

Mr. De Rego, Jr.: Exactly.

Mr. Akinaka: But, yeah, so we...we can say that we will at least meet what we know today in terms of seismic requirements and structural requirements for a, let's say, six level parking garage. We just don't know enough to say 20 years from now, yeah, you'll be able to add those two more, two more levels, you know. Maybe if the time span was shorter. Let's say it was a developer project and we say, yeah, we know we're going to phase the parking structure first, then we're going to build the tower up after, in three years, that's an easier guess to make on our side.

Ms. Ball: Right, if it were a phased project. But I thought it was a complete project when we started. Frank, you had your hand up.

Mr. De Rego, Jr.: Yeah, which gets back to my question. Have we worked on any idea of what we're looking at in terms of usage of this building, five, 10-, 15-, 20-years ahead of time? I mean, you know, I --. I mean, in terms of population, in terms of what's happening in downtown, are we going to consider this the new urbanization of Wailuku? Are people going to be instead of building houses out that way, are they going to be moving back into town and wanting to live in town, you know? I mean, you know, it seems to me we're in this sort of chasing our tail quandary right now of trying to figure out what the future is and whether or not to spend \$1.3 million on it. What I got from you is that actually trying to build the building for repurposing maybe not what we need to do because it's not comfortable, right? So maybe that's money not well spent, you know, that kind of a thing. So, there's a lot of things involved in this that I don't think I have enough information to be able to make a decision on at this point so.

Ms. Wade: Chair?

Ms. Ball: Yes?

Ms. Wade: Your question about what is the trend in terms of development. That is something

that we've been looking at in terms of -- essentially looking past the past couple of decades and essentially within Wailuku's town core, it's been limited by the infrastructure capacity. So where everywhere else on Maui is growing, Wailuku town itself is not and has not been because it's limited by the capacity of its infrastructure. So looking at past patterns, we can't make the same effective projection that you can make typically for the rest of the County. But what we have been doing is working with Dave Freudenberger to determine, well, based on these infrastructure improvements, what's likely to happen? In other words, the build out analysis is one of the things that we've been doing with him. And it does, it does show quite a bit of opportunity for additional residential construction especially multi-family residential construction, but the product market more...more often than not wants onsite parking. If it's a parking -- if it's a residential unit, the likelihood that they, in order to move the product, would want parking onsite is one of the things that those that are wanting to develop residential have said, we'd do our parking onsite if we were going to do residential.

Hotel is kind of a different story. So if the hotel market were to start to work, you don't necessarily need the parking onsite. It's one of those scenarios where as long as you're dropped off at the front door with your luggage, it doesn't matter where your car goes, as long as somebody brings it back to you and you can drive it away. So that would be a scenario where an offsite, you know, parking could work and there is also interest in hotel development.

Mr. De Rego, Jr.: Thank you for that.

Ms. Wade: Yeah.

Mr. Akinaka: And Frank, to kind of help clarify, I guess, the question on this because I sort of see the future option of expanding the parking garage that sort of structural question different from the different use in the future option. The, the -- having the option to expand the parking garage, in the future, that's a, that's a pretty massive structural...discussion, I guess. The, the -- let's say turning it into, like an office use, let's say, and dealing with that floor springiness, that springiness is really a function of the long span, 60 foot span of the deck in the parking garage. And so that's more of a geometric thing. So let's say you turned it into from parking to office, you know, you have more vertical structure in office spaces, residential spaces, and more walls and partitions and things like that, so it's sort of natural that you would be adding more vertical columns let's say if you were to build a -- convert a parking structure into an office space. And to do that that's not -- it's a relatively small addition structurally so it wouldn't mean that Ala Moana parking garage example that I was mentioning earlier. It's more like adding a column here and a column here. Maybe it could be a steel column. It could be relatively small. It would just decrease that span from let's say 60 feet to maybe 30 feet, or maybe three spans of 20 feet, let's say. And that would get rid of that springiness for comfort, for occupant comfort. So that one I could see. That's within reason. I'm more comfortable kind of committing to saying, yeah, you know, we could plan for that, you know. That's, that's, that's easier to accommodate now versus the bigger -- adding two levels.

Ms. Ball: Jonathan?

Mr. Starr: Yeah, the future outlook, I guess working with, with Dave Freudenberger, is restaurants, retail, other office or, you know, rework type of thing. What's the outlook for that? Because I kind of see that as being the, the thing that might generate more, more parking needs.

Ms. Wade: He doesn't see a big growing market for office especially there's minimal room for growth in retail. You know, as we heard at Urban Land, retail is adjusting quite a bit, and the small retail works really well, and that's what we have a lot of, and that's what vacant now. So, and we're building the 10,000 square feet of retail space so we're adding to the supply and probably going beyond what the, what the moment in time future is showing as needed. So both office and retail are relatively soft, you know, in terms of growing in this next economic cycle. So it really is the housing and the hotel that is probably this next round of growth cycle. And beyond this next growth cycle, I don't know that any of us can make a prediction to what would be needed.

Mr. De Rego, Jr.: Yeah. So is that a 10 year projection that we're going to start building more residences in the center of --?

Ms. Wade: 10 to 12.

Mr. De Rego, Jr.: 10 to 12 year?

Ms. Wade: Yeah.

Mr. De Rego, Jr.: Okay. That's what I was looking for. Thank you.

Ms. Ball: Well, what would you like to do? Do you think we have enough information, Frank, or not?

Mr. De Rego, Jr.: Yeah.

Ms. Ball: Gwen?

Mr. De Rego, Jr.: Gwen, what do you feel?

Ms. Hiraga: . . . (Inaudible. Did not speak into the microphone.) . . .

Ms. Ball: Okay, how shall we -- how do we word this?

Ms. Wade: I guess you could word it to determine whether or not it's a priority to design the garage to enable it to have two additional floors of parking.

Ms. Ball: We're going to determine?

Ms. Wade: Or, I guess --. How would we word it? You would make a motion to either -- in

the proactive -- to design the structure to add two additional floors of parking. That would be the motion.

Ms. Ball: Okay.

Ms. Wade: That would be the motion.

Ms. Ball: Okay, somebody would like to make the motion?

Mr. De Rego, Jr.: I'll second. I'll make the motion.

Ms. Ball: Do I hear a second?

Ms. Hiraga: Second.

Ms. Ball: All those in favor say aye. Do I get to vote?

Ms. Wade: Yes.

Ms. Ball: I guess I'll vote. Motion carries.

Ms. Wade: Did you want to say --? Was there --?

Mr. De Rego, Jr.: Oh, any discussion?

Ms. Wade: There was four ayes.

Ms. Ball: Oh, sorry.

Mr. De Rego, Jr.: Yeah, four ayes. Yeah.

Ms. Wade: Okay.

Ms. Ball: We had our discussion, I guess. Thank you. Motion carries.

It was moved by Mr. Frank De Rego, Jr., seconded by Ms. Gwen Hiraga, then

VOTED: to design the structure to add two additional floors of parking.

(Assenting: C. Ball, F. De Rego, Jr., G. Hiraga, A. Lindsey, J. Starr)

Mr. Akinaka: Clarify whether we increase the project budget or do we keep it the same?

Ms. Wade: That's a good question. So...something's got to give. Either we go for a bigger total capital budget or we down size something.

Ms. Ball: I presumed that we were going to add to the budget because we've already discussed all of the other items. We don't want to rework the whole thing. Or are we asking them to use their discretion?

Mr. Michael Hopper: Are we talking about amending the existing contract?

Ms. Wade: No, it's not an amendment to the contract at this point. No. They're in design at this moment, so this is a question in terms of which direction do they take.

Mr. Hopper: . . . (Inaudible) . . . monies is needed.

Ms. Wade: That would be for construction budget, not for --? Correct?

Mr. Akinaka: That's right.

Ms. Wade: You don't need additional . . . (inaudible) . . .

Ms. Akinaka: Construction budget, yeah.

Ms. Wade: That would be for once we bid for construction. So they've got a target amount in mind at this point that we've already presented to Council which is Council's expectation.

Mr. Hopper: . . . (Inaudible) . . . in design with the existing budget.

Ms. Wade: Correct.

Ms. Ball: Then I guess that answers your question, does it?

Mr. De Rego, Jr.: No.

Ms. Wade: Not yet.

Mr. De Rego, Jr.: Not yet.

Ms. Wade: Well, you had said, yes your assumption is that we would add it on top of what, what we've already done.

Ms. Ball: You're saying we can't add it.

Ms. Wade: No, this is not to --. This is just to --. So this is to the future budget. We have our current budget which is for design; that will stay untouched. The future budget is for construction so it's the construction budget we're talking about now. That has not be contracted yet.

Mr. Hopper: Assuming you get the additional money in construction budget to actually . . . (inaudible) . . .

Ms. Wade: Thank you, yes. Correct.

Mr. Hopper: So that's dependent.

Mr. De Rego, Jr.: Chair?

Ms. Ball: Yes Frank?

Mr. De Rego, Jr.: I think we're at an equilibrium now in terms of what the design is and I'd rather see them add an increase instead of trying to take away from what we're doing right now. So I would make a motion that we have the design team look at this in terms of an addition, additional money added to construction and not trying to reduce what we've done already.

Mr. Hopper: Is that assumed in the original motion that that would be a part of that?

Ms. Wade: No it wasn't.

Mr. De Rego, Jr.: No it wasn't.

Mr. Hopper: So it's now to increase the projected construction budget?

Mr. De Rego, Jr.: Budget.

Ms. Wade: To allow for them --

Mr. De Rego, Jr.: To allow for them --

Ms. Wade: -- to take the design in the direction that does let them increase the amount of anticipated construction funding instead of holding them to the line of that \$77 million.

Mr. De Rego, Jr.: Yeah.

Ms. Ball: Is that preferable to do it this way?

Mr. Hopper: I'm just not sure why the original motion, if that's a necessary part of your, of the change, why we can't assume it's a part of that.

Ms. Wade: Okay. Good point.

Ms. Ball: How do we proceed then to make it a part of that?

Mr. Starr: I think it's clear we just make another, make another motion and I'll -- if, you know, someone's going to be the maker of that I'd like to suggest that we also add that we ask the design team if they can find ways without taking any of -- anything away from the project to see if they can find some savings that are inconsequential.

Ms. Ball: Is that sufficient direction if we worded that way?

Mr. Akinaka: Yeah, I mean, either way we're going to try to design as efficiently as possible. I mean, we want to have a cost effective project for the County so, but it's really a matter of degree. I mean, to find \$1.3 million in a pretty big project it's still not -- I wouldn't characterize it as easy. So again you're either looking at reducing scope like area of work is one way to do it. The other one is to reduce things like finishes and, or material and, or quality. So it just means scaling back in other areas, and we have to take a look at that. I mean this is sort of a very new topic for us so I don't want to put anything out there. But we're going to be trying to scrub the design to find that \$1.3 million or whatever it ends up being for the, for the increase structure. I just want to know, like, am I trying to find \$1.3 million of savings because again we can't -- we will definitely make an effort that, but -- or are we going to sort of as end up splitting the difference like, okay, the project budget will increase? But we're still going to take as hard a look as we can to make sure we're not over designing something, over specking something, over supplying something, you know.

Ms. Lindsey: I kind of want to change my vote to no at this point and not even look for the \$1.3 and leave it as it is. I don't have a car, and haven't had a car for three months so I'm living proof of what that is.

Ms. Ball: Anybody else want to say anything? I've said so much already. Gwen, you want to say something?

Ms. Hiraga: Yeah, going back to what Corporation Counsel said, you know, what was the intent of the original motion? Do we really need a second motion? My understanding -- well, I had made an assumption, wrongly so, that when we agreed to that, the \$1.3 million would be an addition to the construction budget, not in the current design budget.

Mr. Akinaka: Oh, yeah, this is -- we're talking about construction cost, yeah.

Ms. Hiraga: So -- and we don't have an approved budget for the construction cost, yet. So I'm not sure, David, where your need for clarification is at this point.

Mr. Akinaka: It's -- well, we always use, you know, at the concept design phase, and then certainly at the schematic design phase we do this cost estimate report and we get -- make sure that it's reviewed and approved by the client. So it's past two times so that we know that that is our target in terms of construction cost that we're trying to design towards. Now that doesn't mean that that's what the bids are. But as from the design team's perspective, that is our target so that we know, you know, we have a breakdown of all the different building systems so that we know that, hey, we're getting out of hand here, we got to pull back because

we're trying to hit this number. So I want -- I'm trying to get a clear sense of what the number is that we're trying to hit.

Mr. De Rego, Jr.: Can, can I agree with Corporation Counsel, and not in the sense that maybe this is just a direction we're giving them. We don't need to do a motion about this. We just say, hey, find as much savings as you can, but if the construction budget needs to be increased, let us know and then we'll make that decision then.

Ms. Ball: Wait a minute. I thought that was the whole question here . . . (Inaudible. Multiple speakers) . . .

Mr. De Rego, Jr.: Yeah, yeah, but they brought it up. But I don't think this is a necessity to have a motion about this that . . . (Inaudible. Multiple speakers) . . .

Ms. Ball: But when we voted, when we voted yes on this what were you thinking of?

Mr. De Rego, Jr.: I was thinking that they would go either and increase the construction budget if they needed to.

Ms. Ball: Well, it's more. I mean, it sounded like it was going to be more expensive. We've been given a figure, right?

Mr. De Rego, Jr.: Yeah.

Ms. Ball: So if it's more expensive, it's more expensive, right?

Ms. Wade: Right.

Mr. De Rego, Jr.: That was the estimate.

Ms. Ball: We have to presume that it's going to be more expensive, and that's what we are okaying.

Mr. De Rego, Jr.: Yeah. Yeah, I think the direction here is that we do not want them to -- don't need a motion for that. We don't want them to -- how can I say? What's the phrase I'm looking for? We don't want to diminish what's already in the design and improve in terms of what we've been looking at.

Mr. Starr: Yeah, we don't want to see the landscaping disappear or the --

Mr. De Rego, Jr.: Yeah, don't need a motion for that. You just heard what we want so there you go.

Mr. Akinaka: No, that's, that's clear enough for us. Yeah.

Mr. Hopper: So the direction is to add the additions without reducing any of the other project scope.

Ms. Ball: Correct.

Mr. De Rego, Jr.: Correct. Exactly.

Ms. Wade: Are there any other clarifications that you needed today David?

Mr. Akinaka: I think, I think that's it.

Ms. Wade: Okay.

Mr. Akinaka: Thank you.

Ms. Ball: Is that it then?

Ms. Wade: That's it for them.

Ms. Ball: Alright, thank you very much. When are we going to start --? You know, last week, I think, or last month Jonathan talked about the finishes and how it's going to -- how the project is going to appear and I think that you were working on something like that.

Mr. Akinaka: Yeah, we're going to set something up with you guys to review the material finish. We're ready now. We have a material palette that we'd like to show you...so maybe off line we can coordinate a convenient date.

Mr. Starr: Could we see some of that today or get a description of some that today?

Mr. Akinaka: Yeah, sure. I don't know if we have any slides.

Mr. Starr: . . . (Inaudible) . . . I'm sure.

Ms. Wade: Let me just clarify real quick. Both of these teams have to get on a plane here, and we need to be out of here probably by 3:30 p.m.

Ms. Hiraga: Can you schedule for February then?

Ms. Lindsey: Yeah, I would like that also.

Mr. Starr: When did they need to leave?

Ms. Wade: 3:30.

Mr. Starr: Okay, so if we take another 10 minutes.

Ms. Wade: I will tell you it took us 2 ½ hours to go over it on Tuesday.

Mr. Starr: Okay.

Ms. Ball: If you know, we have a concern that's why. It's not just curiosity.

Mr. Starr: Yeah.

Ms. Ball: We are concerned about the appearance and how it, how it blends in with the rest of the town. And it's not just . . . (inaudible) . . . like it does with the schematics.

Mr. Akinaka: I mean, in preparing for this meeting I was mentioning the need that we want to show you -- we need to include you in that discussion. We don't want to just go out to bid with this sort of unbedded design and material selection, so but just --. So again, we'd like to schedule a meeting with you to review it in detail so you guys can actually touch and feel the actual samples that we have for materials. It's much clearer and more productive if you actually see, and touch, and feel it.

Ms. Wade: Yes, I would agree with that. Chair, would you be interested in scheduling a special meeting then for materials because when we flew over there on Tuesday to look at and they had a whole table spread out and we can see all the things. But it will require them bringing a suitcase worth of stuff over. But a special meeting would be understandable if that's something that you wanted to do so that you can continue moving forward too, if that makes sense.

Ms. Ball: I think we would need that, right.

Ms. Hiraga: So this would be between today's meeting and before our February 23rd regular meeting, right?

Ms. Wade: Right.

Ms. Hiraga: Okay.

Ms. Wade: Could you check Leilani to see what the --. Shucks, I was asking what the availability of the room is because that's probably our biggest limiting factor.

Ms. Hiraga: So sad, you don't have your own. . . (Inaudible) . . .

Ms. Wade: I know. Do you folks have any limitations on the dates?

Mr. Akinaka: I think it's an important enough meeting that we'll break appointments if we need to.

Ms. Wade: So if we shot -- if we looked for about two weeks out, like the 15th. Fine with you?

Mr. De Rego, Jr.: I think that actually looks good.

Mr. Starr: It's good for me.

Mr. Akinaka: Yeah, Thursday, the 15th, we can come.

Ms. Wade: Okay, Thursday, the 15th. The second Thursday there shouldn't be anything in here, so I will double check that, though. And if not, we'll look for a date right around there.

Ms. Lindsey: Is that a one o'clock?

Ms. Wade: Does one o'clock work for you?

Mr. De Rego, Jr.: It works for me.

Ms. Poepoe: Three weeks from now?

Ms. Wade: Is that three? It is.

Mr. De Rego, Jr.: Yeah, that's three.

Ms. Wade: Is that too long to wait? Do you want to do it before then?

Mr. De Rego, Jr.: Problem is I've got a lot of --

Ms. Wade: You're booked before then?

Mr. De Rego, Jr.: Yeah.

Ms. Wade: Okay.

Ms. Hiraga: So the 15th is the earliest for you?

Mr. Akinaka: I mean, if need be, we can also have individual meetings to work with people's schedules. I mean I know it's not efficient and it doesn't allow the full group discussion, but I mean we can just -- if we need to fly out four times.

Ms. Wade: I think that invites re-work. To be honest, I think it's important that everybody hears everyone else's comments for the benefit of the group.

Mr. Akinaka: Okay.

Mr. Starr: And also we want to avoid serial --

Ms. Wade: Right.

Mr. De Rego, Jr.: -- conversations. Yeah.

Mr. Wade: Exactly.

Mr. De Rego, Jr.: The 6th works for me.

Ms. Wade: The 6th also.

Ms. Ball: 6th of?

Mr. De Rego, Jr.: February.

Ms. Wade: February.

Mr. Starr: Either one is good for me.

Ms. Hiraga: 6th doesn't work for me. I have two meetings.

Mr. Starr: So let's keep 15 then.

Ms. Wade: Okay, we'll hold 15th. If there's another date --

Mr. De Rego, Jr.: Opens up.

Ms. Wade: -- opens up I'll email everyone. Okay. Okay great. Are we prepared to move forward?

Ms. Ball: Yes we are. Thank you very much.

Mr. Akinaka: Thank you.

2. Discussion on the structure and authority of the Maui Redevelopment Agency and positioning the entity for the next phase of investment and downtown management. Draft outline for board consideration and discussion provided by Progressive Urban Management and Associates.

Ms. Wade: Second item of business is a discussion on the Redevelopment Agency and the position for the entity through the next phase of investment and downtown management. Progressive Urban Management (PUMA) is here, and has been working on both -- what we've been calling MRA 2.0 -- what is the next iteration of the MRA, and the incentive package for mitigation. So I'm going to introduce again Brad Segal, from Progressive Urban

Management, is the president and he's here with Erin Lyng this afternoon.

Mr. Brad Segal: Good afternoon. Well, good afternoon and thank you for having us back. And just one side note on your prior discussion, I represent follically challenged individuals and would hate to see you sacrifice any landscaping or suns, sunscreens for the structural integrity of, of the garage so I'll just throw that out there.

But seriously our work is looking at the management of this project and beyond. So we are looking at how does the MRA evolve over the next several years, and we're looking at two time frames. The first time frame is for the MRA to not only help shepherd the project, but also to assist the businesses and the properties in the redevelopment area that will be impacted by the project. So we're going to talk about ideas of what the MRA could look like during the construction phase.

And then the second part of what we're looking at is after this project is completed and what we would call asset management, after we've created this great community asset for Wailuku, what's the role of the, of the MRA and your partners to manage this asset moving forward.

So I believe you all received an initial draft from us in your package for the meeting. And myself and my colleague -- I'm joined here today by Erin Lyng -- myself and Erin Lyng, we will, we'd actually like to run through two things with you and then leave as much time as possible for questions.

So I'm going to talk a little about some ideas for the MRA, particularly over the next three to five years. And then Erin is going to focus on incentives and what's new for you today are incentives for businesses, and that was at the direction of this body. We had presented incentives for property owners before, but today we're looking at incentives for business tenants as well particularly during the construction period.

So in terms of the MRA over the next three to five years, and I'm just going to give you some of the highlights of the handout that we sent you. We are suggesting a stronger role and fully staffed MRA over the next three to five years. And the report that we sent you, the first two pages really restate the powers of the MRA from Hawaii Statutes. And as you all know, around the Board, I assume you've all read your Title, what is it, 35, Hawaii Revised Statute 35.

Ms. Hiraga: 53.

Mr. Segal: 53. Well, we're close, had the right numbers. Hawaii Revised Statutes 53. There are many things that the MRA can do. So the MRA can plan, the MRA can acquire property, the MRA can hire staff, the whole variety of different powers. And what we're proposing is that the MRA actually exercise many of these powers over the next several years. So on the third and fourth pages of our handout we look at a work program. And the work program focuses a lot on mitigating impacts to the business and property owners in the vicinity of the project. So there's a series of activities related to marketing and transportation,

day to day troubleshooting, communications with property owners and businesses to make sure that they know every day what the next steps in the project are.

Different improvements to try to market Wailuku to make sure that we really keep businesses that are there today in business through the construction period. And also to continue to market the investment opportunity for those who may want to invest in the area or open new businesses. So a whole variety of projects are talked about, some are existing, so we talk about continuing the Clean and Safe Program. That that is critical over the next several years and probably beyond.

Planning. There's still the planning function of MRA that will continue. As, as the project takes shape and starts to move forward there will be other planning projects that pop up on your radar.

The programming. Continuing First Friday and other successful programming that draws people to Wailuku.

As I mentioned before, in a moment Erin will talk about some of the incentives that we're thinking about for businesses and property owners, but we feel there needs to be staff capacity within the MRA to be talking to the businesses and the property owners to help them navigate through the construction and also take advantage of many of these incentives that we're talking about.

So on the fifth page of our handout we talk about staff. We initially outlined two potential staff members, and our thoughts continue to change. The last several days we've spent time since -- since Wednesday morning we've been out and about talking to businesses, talking to property owners, talking to County staff, and this, these ideas continue to grow, and the notion of staff, the ideas of what your staff could look like continues to grow too. We do think, though, there are a couple of critical positions for the MRA. One is a business liaison. A business liaison that would be working out and about with the businesses, with the property owners, really out on the street, every day, troubleshooting, communicating on the, on the project, lining up these different incentives that we're going to talk about in a moment, so that property owners and businesses can take advantage of it.

The statute allows this board to, to have a redevelopment coordinator, a staff person. It's my understanding that we had one for a year, about, I believe 12 years ago, and we don't necessarily want to repeat that exercise for you, but we do think there needs to be some sort of staff direction to pilot these different activities that move forward. As we've been out and about the last couple of days, the third potential position that we've learned from business and property owners that could be helpful is some sort of marketing and communications function. So to help market the entire area. Essentially to convey to the world that Wailuku is still open and customers and others shouldn't avoid the area because of the construction.

Within the document we sent you there's also a projection on expenses and potential income once the facility is open. I'll defer comments on that to the Q and A. I'm assuming you may

have some questions on that. So we've ball parked some potential costs of some of these initiatives and then we've also projected ahead to what some of the revenue could be that could be generated from the civic hub once it's completed. So at this point I'm going to hand it over to my colleague and she's going to talk about new stuff. She's going to talk about business incentives that we not only sent you in our package, but also they've been refined and added to over the last couple of days.

Ms. Erin Lyng: Thanks Brad. Hi everyone, I'm Erin with PUMA. So as Brad said we came on island earlier this week with a number of ideas around how we could potentially help to mitigate some of the construction impacts on local businesses. And throughout the last few days we've been really trying to talk to as many businesses as possible to vet these ideas and see which ones are really rising to the top. And so in the appendix of your package, I'm starting on page 8, there are a number of different ideas. And what I'd like to do is just share with you the four ideas that have kind of risen to the top since we've been here, talking to businesses. And then also, as Brad mentioned, a couple of good new ideas we think have come out of these conversations, and so I'll share those with you as well.

So the first idea on here that really gained a lot of traction is this idea of an economic hardship fund. So we've seen a lot of examples of funds that are set up like this in communities across the country where they have major construction projects. And the idea would be to offer a grant, or in some cases communities have offered forgivable loans to businesses to help offset the losses in revenue that they've experienced directly as a result of the project. So there are kind of different case by case bases of how this is looked at, but generally there has to be some kind of financial statement or something shown that you could say, okay, here were my normal revenues, and then now construction began, these are my revenues today. So there is accountability there. It's not kind of just here's free money. It's really trying to look at those hardships that have been experienced from construction and help to offset those. And then that funding, that grant or that forgivable loan can be used for things like extra advertising, it can be used to help pay staff, it can be used to help cover rent, utilities, things like that.

One of the other ideas as Brad had talked about was this idea of a business liaison. So, someone that's out there, going door to door, talking to businesses, really troubleshooting calls and unexpected circumstances as they arise during the project, having that person that businesses feel they can rely on and call, was another idea that we felt like it would be something worth pursuing in and businesses would find value in that.

The other is around transportation. So we actually did some work in Norfolk, Virginia where they had a service called FRED, which is Free, Ride, Every, Day, and it's a free service. It almost acts like an Uber where you can call it up on your phone. It's a six seat vehicle, open air, kind of a larger golf cart type model. And there's actually, I believe, a local precedent for that in Wailea as well. We're going to look a little bit more into that, but we heard through this week that there is something that maybe looks like a turtle running around Wailea that's that same kind of open air concept. That would be really beneficial to businesses from the standpoint of helping to, one, get employees from parking, offsite parking locations to the

district, but also visitors, and tourists, and others who might be coming here, having an easy and accessible way to get to the district, and get around once you're here. Businesses felt like that would be really valuable.

And then the last idea is the combination of a few different things, but really that promotion and advertising of the district. That it would be someone's responsibility, perhaps a new position or woven into someone's existing position that put out that message consistently that Wailuku is still open. You know, here are the business hours, here's, you know, when construction might or might not be happening, here's a map of everywhere you can park, here's information on the free shuttle service, so really kind of taking a holistic look at sharing information on what's happening in the district and keeping people coming here. And that could also include creative promotion. So one other example we looked at is in Tucson, Arizona. They actually took a little small percentage of their project budget dedicated to art and so they got local artists involved and did really kind of cool installations on construction fences and things like that as a way to kind of enliven the district, create some buzz, get people wanting to come down and check out some new things.

So a couple of the new ideas, the one I would say we're probably most excited about is thinking about the fact that there are going to be 100's of construction workers onsite, and how could that benefit some of the locals businesses particularly the restaurants and other food retailers. And there's actually, we heard in Lanai there was an example where when the hotels were under renovations and shut down, the construction crews basically had a contract established with the restaurants there which help to sustain the restaurants while all of their other business was kind of hampered. And so they actually didn't have to end up laying off any staff and it was kind of this nice symbolic relationship. So we're thinking, you know, with a handful of businesses here could the construction team, whoever that ends up being who's selected, could they be encouraged to support the local businesses, you know? Locals or the restaurants could do box lunches, kind of divided up, for the construction workers. It could be something where it was kind of contracted out in advance and for that duration of the time so that there is some consistency in terms of revenues coming in. We know the profit margins of restaurant businesses in general are thin, and so really adding another steady flow of 50 to 100 lunches a week could be really beneficial and help offset some other losses that may come as a result of less traffic to the area.

A couple of other quick things. The idea of a district valet service came up where there would be offsite parking but another way to just get people here and not have them have to worry about where they're going to park when they get here. And then in terms of promotion, another idea that was floated was coordination with cruise ships. They're going to the Lao Valley, but could there be some effort made to coordinate some stops in Wailuku on set days of the week, maybe Mondays, kind of a typically slow day where a group of people could be brought here to support the businesses and kind of package an activity around that, and what that would look like.

So what I'd like to do now is open up for questions and comments on anything really in this packet that Brad talked about or that I've talked about. And our next step would really be to

take this back and further refine it based on what you all say and then what else we heard from businesses and others this week.

Ms. Wade: I just wanted to add that yesterday we did meet with OED, MEO, Wayne Wong from the Hawaii Business, Small Business Association and MEO. Did I say MEO? MEO, OED, Wayne Wong, and there was a fourth.

Ms. Lyng: . . . (Inaudible. Did not speak into the microphone) . . . redevelopment center?

Ms. Wade: Lokahi Pacific. We're looking at who gives loans. You're here all the time. I meet with you all the time. So anyway, yes, we pulled in all of those economic development agencies as well just to find out what are they already doing so that we're not duplicating existing services and that we can just coordinate with that. So this doesn't, this doesn't do anything they're already doing essentially.

Ms. Ball: Okay, great, thank you. Anybody have anything to add or questions?

Mr. De Rego, Jr.: Yeah, I have, I have some questions about -- or actually Corporation Counsel. So the status of the MRA is there going to be a necessity to have an enabling legislation from the County to give us some of these powers based on HRS 53?

Mr. Hopper: There may be depending on the power. And yeah, it's also going to be an issue of what's the existing redevelopment plan and are there going to be some differences there that you want to amend and update that. So, yeah, there would be things like that. There's a lot of options and it's going to depend on what exactly you want to do. HRS 53 has a lot of different things that you can do, but may not want to do.

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

Mr. Hopper: So that also -- it's going to depend on actually which of these things you want to do, and how you want to do them. We actually went over that at a meeting, it was yesterday or it was a couple of days ago. Yeah. It's going to end up, it's going to end up depending on what action you're actually going to take. I mean, all of the powers may be existing but you would need some type of counsel or planning commission action. Strangely enough HRS 53 ties a lot of the stuff that the MRA does to the Planning Commission approving certain things, so that maybe, that maybe something. It's a very old law. It came into being in, like, 1949 so it's a -- it may be in need of updating, but a lot of that is going to depend on what you want to do and how the body wants to do it.

Mr. De Rego, Jr.: Yeah, we've had that discussion before because I forget who it was, but they were attempting to try to do some updates to HRS 53 but they didn't go anywhere so. But under the current legislation what I'm hearing you saying is that depending on what menu of powers we'd like to have there might be the necessity for the Council to act and give us --

Mr. Hopper: To meet for things, like, I think, an executive officer or director, whatever they

call them, may already be there, so you may be able to do that. Of course, you would need to get a budget for that, and that's generally where you come from the County Council and things like that. So, yeah, there's certain things you most likely can already do.

Mr. De Rego, Jr.: Okay.

Mr. Hopper: But depending on what you actually want to do and how to do it, there might be changes needed by either Council involving the Zoning and Redevelopment Plan or Zoning and Development Code, and there's also a redevelopment plan that may need to be updated. And then there may be Planning Commission action in conjunction with all that stuff. I do remember when looking at it in detail a while ago, there's sometimes Council and Planning Commission action required for some of those things to go through.

Mr. De Rego, Jr.: Okay. If I could since I had this list in my head. The status of these employees for the MRA, would they, would they be County employees?

Mr. Hopper: We'd have to look into that. I know for like MPO, the Metropolitan Planning Organization, there's specific stuffs in the HRS that goes over what their status is. It says there would be County employees, but there'd be, they're exempted --

Mr. De Rego, Jr.: Yeah, that's what I was going to ask, are they exempted?

Mr. Hopper: . . . (Inaudible. Multiple speakers). . . but they get certain benefits. That's specifically in the HRS for the MPO. I don't recall offhand what the HRS 53 says, but we need to look at that. We've also, I believe, hired basically an Executive Officer in the past, so we may want to look at that similar deal and how that was structured. There might be some more, some specific language in HRS that goes over that.

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

Ms. Ball: Yes, Jonathan.

Mr. Starr: I think what I'm seeing here is that I know over the years we, we've looked at taking the MRA and turning it into something else. In other words, changing the title of it to, you know, a special improvement district, or CDC, or you know -- I mean, they've got different names all over the country. We're taking a different approach here where we're saying what is it that we need and want to do. And then realizing that a lot of it is either is existing or very close to what the MRA is chartered to do under the state law, but, you know, we've just never, we've never done. So, I, I do think that's a, you know, a positive, a positive way of, of getting to where, what the town needs to happen without having to start with a education program, and you know, kind of lobbying to get people to want to get rid of the MRA and open an XYZ. So, I, I -- this, this makes sense, this makes sense to me, and, you know, without trying to judge every detail, I think it's, it's moving, moving in the right direction.

Mr. De Rego, Jr.: Yeah, I've just asking the structural questions because those are the things

that you're going to have to go through, Chair, especially with the Council. So there may be some powers in this thing that the Council will not want us to have. So, you know, that's my questions. It's not my disagreement about the, the gist or the direction of this is I'm trying to get an idea of status of the employees which, you know, exempted, not exempted, big difference, and also the kind of structural issues we're going to have to go through, and political issues we're going to have to go through to get something like this enacted. So, there you have it.

Ms. Ball: Yes Gwen.

Ms. Hiraga: Yeah, I had similar comments to Frank in, in terms of the structural, the structure of the MRA, and you know, it's something that for years it's been talked about and whether this is the right structure for the Maui Redevelopment Agency. Or should it be like another entity that Jonathan has talked about like HCDA on Oahu. And I don't know if, Erin, whether this is something that was within your scope or if we take a look at other similar types of agencies, just different jurisdictions, particularly in Hawaii, and whether you could speak to that.

Mr. Segal: Sure, and...most of you around the table may know that we've been working on and off with you over the last eight years, and we've worked at -- looked at many structures over that eight years. And in fact, we did go to Honolulu, at one point, and met with --

Ms. Wade: Jesse Souki.

Mr. Segal: Yeah, with HCDA folks there and have looked at a variety of things. And I think, I think Jonathan was on point, we, we've sort of gone on a long journey to get you back to where you are. So starting eight years ago, we looked at some sort of community development corporation model. We then started looking at an improvement district type model. We looked at the HCDA type model. And, I, I, I think we're back to where we are for a couple of reasons. One, I think there's just a practical sensibility that, that this agency and this set of powers which are not extensive honestly. The powers on page 2 are pretty practical powers and I would say in the eight years I've been working with you, this agency has already exercise more than half of these things in, in your projects and in your operations. But we're looking at the, at sort of pragmatically over the next three to five years, do we take this structure and do we use this structure as best we can to manage the project and help the businesses and the property owners that are going to be impacted. And I think we've landed there instead of trying to create something new or try to create a new acronym here or whatever, let's take what we know, let's take what we have, but let's make sure you have the capacity primarily through staff capacity...to manage the impacts of the project.

Now following this, following this three to five year period, and if we really start realizing the type of develop potential that, that maybe we've seen in Honolulu or in other places in the islands, maybe we start to become something else. But at least in our opinion and again based on eight years of just going down this road with you all, I do think this structure can serve you well over the next three to five years.

Ms. Hiraga: Okay. So, and even including that they remain, I guess, attached to the Department of Planning?

Ms. Wade: We decided not necessarily.

Ms. Hiraga: Okay.

Ms. Wade: And we met with, we met with Mike, we met with Managing Director, we met with Scott Teruya because there's finance implications related to all this, and I think we'll come up with something that's probably the most acceptable and nibble...end result, and planning is probably the least-able. I mean, it is not nibble and it -- it actually doesn't do -- Planning Department doesn't oversee a lot of the things that this would be tasked with in the next three or five years.

Ms. Hiraga: Okay, I need to think about that one. I don't know whether...you know, for example, going with the, being part of the Managing Director's office is necessarily a good thing.

Ms. Wade: Right.

Ms. Hiraga: I think we also need to look at whether there are changes in our County governance because it's going to make a big difference if there is a change, and where the MRA should really fall under. So I'll kind of reserve my judgment or comment for later. But thank you.

Mr. Segal: Sure. Okay, Gwen, let me add too. I think that's one of our objectives is to make sure that as this project starts, there's a, there's a champion for the duration of the project knowing that there are going to be some changes at the County. So does MRA, in the proper place, become that champion insulated from some of these changes that are likely to happen?

Ms. Hiraga: Correct.

Mr. De Rego, Jr.: Exactly.

Ms. Hiraga: Yeah.

Ms. Ball: Thank you. Jonathan?

Mr. Starr: In some of the places that I've gotten to spend some time with organizations named differently but doing some of these functions. Like, I think, in Chicago, are they CDC's or I think they're slightly different, named slightly different from CDC's, the body does have a majority of community members, business, property owners, you know, professional people as a mix, but they also had some department, department heads. So it's more like kind of

the MPO's structure. There's, you know, one, one, I forget if they call them council or alderman there, and there's the Public Works Director sits on it which kind of gives, you know, kind of a communications and a level of trust that, you know, from, from people inside the, the County. So I'm wondering if that would be something to, to consider or would that just more it more complicated?

Mr. Segal: We do recommend, in this paper, we do recommend some sort of advisory committee to the MRA. And the advisory committee could populated by property owners, businesses, certainly relevant County departments. And it may lay the ground work for what would truly be the next evolution of, of you all after the project is done because we'd have the track record of years working together.

Mr. Starr: So maybe the MRA itself, you know, itself plus the advisory committee kind of morphed into a, a greater umbrella.

Mr. Segal: Absolutely.

Ms. Ball: Frank?

Mr. De Rego, Jr.: Yeah, Gwen was going exactly in the direction that I was going in, and those were reasons why I asked those questions because there's, there's a lot in the horizon in 2018. There's also, you know, we already have some existing champions for this project, but, under, I think, certain constraints. So we're also going to have to look at that because they may, for whatever reason, some people may feel we're already in a position to do what we're supposed to do because this project is being funded by the County and we're not having to raise our own funds to do it because that's already been stated. So that's the reason why I asked those questions. And it's not anything against that you've done. I'm just trying to deal with the practical political realities of where we're existing right now, and in time and also with the, the way County government and County governance is structured currently. So, you know, my question is -- I wrote it down. I actually read through this. It's very well done actually. And I wrote truly independent, question mark.

Mr. Segal: Yeah.

Mr. De Rego, Jr.: And I read this, you know, you know, thoroughly so --

Ms. Ball: Thank you. So what do you want us to do?

Ms. Wade: Chair, this was great discussion on the structure. I was wonder if there was any feedback on the incentive package that Erin presented.

Ms. Ball: Yes, Jonathan?

Mr. Starr: Yeah, I'd like to disclose as I have when we had a previous discussion on that that, you know, as a property owner I'm probably one that could be affected directly by that, so I

want to stay out of this discussion. I want to recuse --

Ms. Ball: You want to stay out of the discussion?

Mr. Starr: Yeah, on incentive package. You know, I want to --

Ms. Ball: That's interesting because I felt that you would really add to the discussion by being a property owner there, and would say are these true, could you use these services or not? Okay, fine.

Mr. Starr: I mean, I'm, you know, happy to take guidance from the Chair and from counsel.

Ms. Ball: Well, if you feel that it's a conflict, certainly, you're the best judge of that so I won't ask you those questions.

Mr. Hopper: I think it's fine.

Mr. De Rego, Jr.: You think it's fine?

Ms. Ball: . . . (Inaudible) . . .

Mr. Hopper: I think it's fine that if you're going, if you want to recuse yourself from that, it's no problem.

Mr. Starr: Yeah. You know, I might be airing on the side of caution with that.

Mr. Hopper: It's fine to be conservative. I don't think it's not a problem.

Ms. Ball: Alright. I am concerned about these services. I just can't relate to them in terms of Wailuku, but I -- I'm not a frequenter of Wailuku so maybe Frank or, you know, Ashley could.

Mr. De Rego, Jr.: Well, I did have some questions, though. So the way you have it structured here is that there's different organizations that are taking the lead for this so it would seem to me that each of these entities already have services in place for some of these incentives, correct, for the businesses to take advantage of? Which ones here would actually entail some cost in terms of, let's say, to the County of Maui? Like for instance, you know, you're saying \$500, you know, suggested Grand Rapids had a program for, you know, advertising or things like that. So, would that be the County of Maui, would it be the MRA providing that as the --? So is it the lead the one shouldering the cost? That's my question, I'm sorry.

Ms. Lyng: Yeah, I think, that's a good question, and we can go example by example if you want. I think, in general, it's more about who's kind of championing this, whose sort of putting it together, who may offer the service, not necessarily who's going to pay for it. I think, I assume a lot of these will come via County funding that's associated with mitigation efforts.

However, if it is one of these existing services like the small business development center that already has their funding, you know, they don't necessarily need more funding to be able to support these businesses. They already do that, so that's a more of just connecting the dots and connecting the resources to help let folks know that that's an option.

Ms. Wade: That actually happened quite a bit yesterday in our meeting with Teena and MEO guys where we were saying this seems like a need of the department, and then Teena said well we have money for that in this account. How about -- in fact, we actually jumped ahead and are going to do something this year. So I think that will end up happening where it's much great deal in line with what they're already doing in a lot of these case and they can just kind of pick it up, and run with it, and then tailor to meet the needs of Wailuku. And then in other cases, like the grants, we're going to have to fund that. You know, that will be a direct line item that goes to maybe to Lokahi Pacific or another fiscal agent, maybe it's a bank where you could apply to get a grant.

Mr. De Rego, Jr.: I, I --? Chair?

Ms. Ball: Yes?

Mr. De Rego, Jr.: I'm sorry, I should be asked to be recognized. So I guess in terms of lead and stuff, I would also like to see who's paying for it. You get what I'm saying?

Ms. Wade: Yeah.

Mr. De Rego, Jr.: So, so...on this sheet.

Ms. Lyng: Absolutely.

Mr. De Rego, Jr.: So, how much and who's paying for it?

Ms. Lyng: Exactly. I mean, that was one of the things I was going to say too is we need to put a little more detail in this. This is kind of our first pass of vetting the ideas. But now that we've seen sort of which ones have risen to the top, we'd like to flush them out a little bit more, as well as, as you've said, kind of try to put some ballpark figures to what these different incentives look like.

Ms. Ball: Gwen?

Ms. Hiraga: I think that, you know, in general what you've put together is good, it's needed. We need to take a look at assistance especially during, you know, construction, and helping the businesses even in terms of coordination and promotion. And I know you did do, you know, look at case studies, but I'd like to see if you've looked at, like again, keeping it local, keeping it to Hawaii and what kind of, if there are any, programs and incentives that other places in the State especially in smaller towns. I mean, and whether you've looked into that. And maybe there's none. I don't know.

Ms. Lyng: Yeah, well, I can tell you these examples are mainland examples.

Ms. Hiraga: And this is not the mainland.

Ms. Lyng: Right, right. I did -- we did learn about two examples. I kind of mentioned them so I don't want to be necessarily repetitive. But in terms of that transportation option, we've seen it on the mainland, but also I believe Wailea is using that. So we can get more detail. I'd like to look into who's operating that. And we can get some more detail on how effective that has been for this community, or you know, the island here.

And then the other was that example in Lanai where they actually did that work with construction workers where they tried to say, okay, contractor how can you support the local businesses while you're here doing this project. And we know anecdotally that that was an effective solution that no one was laid off, that it gave a steady source of revenue coming in for those restaurants to provide for those workers. So I think that one is one that's new and it came up this week, and has some local precedent and so I think that that could be interesting.

Ms. Hiraga: Yeah, well, not be -- not to argue with you about that, but I think the Lanai situation the workers weren't from Lanai. They were brought into the island to work, so they don't have family, they don't homes where they could prepare their own meals. So I think it's a little bit different, you know.

Ms. Lyng: I think you're right. I mean, people, construction workers could feasibly very easily bring a lunch or something with them --

Ms. Hiraga: Correct.

Ms. Lyng: -- here working on that project. So I think it would be a little bit more about considering how the RFP that goes out could incentivize whose bidding on it, the contractors who are bidding on it, there could be language written into the RFP that says please describe how your project and workers can support our local community. You know, maybe get them to give some examples of how that could work. And then that could honestly be one of the evaluation criteria when looking at all the bidders, you know. Who's really thinking about the community, and who's got some maybe creative ideas for that.

Ms. Hiraga: Exactly. And I think, for me, it's the businesses, it's Wailuku town, you know, and the businesses that are there because it is going to be a major impact to them.

Ms. Lyng: Absolutely.

Ms. Hiraga: I mean, I go through town because I live in Wailuku, like every other day and parking is a mess. Most of the time I can't find parking, but I still like going to Wailuku town no matter, even if I can't find parking. You know, I'll park some place far and walk.

Ms. Lyng: The other local example and I don't know a ton about this so I'm probably not going to have a lot of detail, but in terms of grant funds to sort of help offset losses, we did hear while we were here about a help. Was it called the help fund, Erin?

Ms. Wade: Right, from MEO.

Ms. Lyng: From MEO. And we get some more detail on that. But during their session where it was basically --. They actually provided not just kind of grant that could be used on XYZ items, but they actually provided a grant that went directly to pay the utility bill, or went directly to pay for groceries for families and things like that. So there is a little bit of a precedent there in terms of a fund that was used for specific items to really help people during kind of discrete time of need.

Ms. Wade: Just to follow up real quick on that -- I'm sorry -- the Honolulu rail project right now is being heavily criticized for not doing the business grant program, which was one of the reasons. They were scrambling right now doing all of the same research we're doing actually because all of their incentives were directed at the property owners. So the Waipahu I think was the town right now that's really struggling and it's the businesses, it's not the property owners that are struggling, so they're looking into the grant program.

Ms. Ball: Frank?

Mr. De Rego, Jr.: I want to say first of all I don't want to be the MRA . . . (inaudible) . . . so I really appreciated this. It's just like I appreciated the previous. You guys have been doing a lot of hard work and research and stuff, but we've got to come up with a structure that we all can live with and that we feel fits the political and the structural realities of the County. And maybe the County has to give a little along those as well, so I just wanted to say thank you.

In terms of the overview, I think, even though we are, you know, going into construction and we're looking at mitigation and those kinds of things, it would be nice in the overview to kind of have some kind of flowery language about the future of small business. You know, of attracting new businesses to the area. I think this would sell it to whatever agency or who's going to be making a decision on this by having that kind of language in there. You know, because the overall, this is supposed to increase activity. It's supposed to make Wailuku attractive to small businesses, so new businesses start, you know, besides the ones that are there already. So I understand the focus on the current businesses and the mitigation, but we're also building for a future here. And it would be good if somewhere in the overview that, you know, we're going to make a place that, boy, I want to go do business in, in Wailuku. So, yeah, as part of the, the selling of this.

Ms. Ball: Great. Thank you. Anybody else?

Ms. Lindsey: I think locally that like Target, Lowe's area they had food trucks come now that

their permanent location. As they were building Lowe's, for example, Kalei's Lunchbox was there the entire time. I believe it happened also in Maui Lani where they have food trucks. But we have established businesses in Wailuku that need to feed these people as opposed to restaurants that come from their house and --. I support food trucks too, but, you know, there's a bunch of great restaurants that might need to, you know, have a Friday special plate lunch or something, you know? Something like that instead.

And then for both days, I think it's weekends.

Ms. Wade: They told us Sunday, Monday.

Ms. Lyng: Sunday, Monday.

Ms. Lindsey: Yeah, but I think the bigger day is Sunday, year round or something. So I don't -- I don't know, Wailuku is not open, yeah, on Sundays. And being a part of Maui Historical Society, we've been trying to get kind of the boat guys there and we've also had problems getting them there. And being one of the only museums on island, near Wailuku, walking distance, that was a challenge for them; us also. I don't know how --. And then with lao being closed, I don't know if that -- how that affected their marketing inside the boat, you know, because like Norwegian Cruise Line isn't make money by them going to look at lao, you know, so I'm not sure how that --.

Ms. Lyng: Yeah, I think there are definitely some things that would have to be further thought about that to see if it makes sense. I mean you make a good point about we thought too on a Sunday that that may not be the best day to come. I mean you want to make a good impression. If folks are stopping here you want it to be a good experience for them. So I think it will take a little more to figure out, you know, what might that experience look like, does it make sense to have it on a Monday, or would any businesses want to open specially for them on a Sunday? We heard that was tried at a few places on island, and that it just didn't seem to really create the critical mass that, that sort of made it justifiable to open on a day they weren't normally opened. So that's why we were considering a Monday, but I think it's a matter of figuring out what, what would there be to do and what's that experience? Maybe it's working with a restaurant to offer the lunch meal after the tour of lao Valley. But, you're right, I mean, there's some things to consider with that, for sure.

Ms. Lindsey: And also that open air car, I believe I used it once from the hotel. They take you to any restaurant and they'll pick you up whenever they want to. That's very convenient for that use, I think -- I think mostly because of the drinking, dinner hour, you know, everybody's watching sunset at five o'clock. And I think that's kind of a different place, you know. There's not all that here in Wailuku. So like although it's a great idea I'm not sure why they would, six people, would need to come and how much that would help, you know.

Ms. Ball: I think what we're trying to tell you is, you know, we're a very provincial community. If you don't know it by now you're getting the idea. And many of the ideas, although they are seem globally acceptable, they're kind of waste time for us because we don't live that way.

And those businesses, as Gwen pointed out, they need help but it might not be the type of help that is text book, it's probably is more customized. Not to say it's fancy customized but customized in so far as the research, and you've done a lot of research. I'm not minimizing that. But the research with those -- the types of businesses that are in Wailuku, those are not going to change dramatically during this particular period, in particular. We need a certain kind of...of care, I guess, you would call it. And, and you're in the business of giving care, but not necessarily. I mean I looked at this and I was pretty surprised as the examples of the cities. We're not those cities. And I don't want to sound too like if it doesn't happen on Maui, it doesn't happen, but we kind of like that because that's what we're talking about. We're talking about Wailuku in fact. Wailuku that's just -- it's certainly deader than it was when I was growing up, and we want to revitalize it. But in the meantime there are, there are the businesses there who are making it, and these are the ones we want to help out during this period is what we're talking about with this construction mitigation. So I think a little more thought into making your, your programs more localized. I don't know how else to say it except to sound like . . . (inaudible) . . . but that's true. That's pretty much what you'll have to do for us if you want to be of service.

Mr. Segal: Well, I think that's why we want to spend time on the street the last couple of days and talk to the businesses to really get a sense of what they think would help them. And as Erin mentioned we brought them more than a dozen ideas, and three or four of them they thought would be more on point. I will say this, this is new for, for Wailuku, this type of project and this type of business disruption, and we did, we did look at Hawaii. We do understand where we're working. So we did look at other examples in the islands, and honestly there's just not a lot of examples of strong incentives for a construction project. And as Erin Wade mentioned, you know, Honolulu is paying for the price for that right now.

Ms. Ball: Honolulu is really different than, than Maui.

Mr. Segal: We get that. So what we're saying is this is new ground. This is new ground in this context and our objective this trip was to bring some best practices from the mainland which I know is always a bad word here, but we brought some best practices from the mainland, tested with the businesses and now our job is to do exactly, Carol, what you just outlined. Our job is now to go back and to really tailor these. But I think, I hope, we're excited for you. Just going through this exercise, the notion of putting together a package of incentives, not just for property owners, but also for businesses is somewhat a precedent out here and we're excited. We're excited you're thinking about it and, and that it could be tailored to be something not only valuable for Wailuku, but this could become the precedent for, for the islands.

Ms. Ball: Okay, thank you. Do we need to do anything?

Ms. Lindsey: Can I make a comment?

Ms. Ball: Yeah.

Ms. Lindsey: Maybe Paia because Paia had a parking lot but they shut down and then they put it back and now Paia's kind of, you know, lots of people, lots of tourists, everything there and they still have parking problems and then it was --

Mr. De Rego, Jr.: . . . (Inaudible) . . .

Ms. Lindsey: Yeah, became paid parking -- all of that. But I'm sure they did something.

Ms. Wade: Nope.

Ms. Lindsey: No?

Ms. Wade: I would love to say that they did. Unfortunately that has been Hawaii's approach is they just tell you to grin and suffer through it basically. And unfortunately, you know, we have this huge EA, we have this huge Environmental Assessment we have to write which provides vindicating alternatives to all of the disruptions that we're going to create and then post construction, what's going to happen. So that's why we have the team to kind of identify how do we get through this, what are we going to do, have we thought it through, because in a lot of times, and I know I've told you guys this the last time, there isn't a plan in advance. We just look at what the end result is. We don't look at the construction phase. We look at here's what it is today, here's what it will be when it's done, and how do we mitigate, and there is no what is that middle point in time the construction, how do we survive it.

Ms. Ball: Well, I hate to sound crass, but I'll tell you as a small business person . . . (inaudible) . . . like the money because these services and things are nice, but it's hard to think of a service for a business that you're not in. And money is the greatest incentive, you know, any kind of monetary incentive, I hate to say it, but that would help. Rather than trying to create something that's valuable, the value is, is really in the eye of the beholder, and it's difficult to wear their eyes.

Ms. Lyng: And I think that's why we try to come at this with a number of different angles so we definitely, one of the ideas that did rise to the top was the mitigation fund, and that would be direct funding to businesses. So there is that angle, but then trying to think about at the same what else can we do. So could we also then support the transportation fees? Could we also support the promotion piece? Could we also support the business assistance piece connecting with resources to figure out maybe how they might want to sort of improve their efficiency? So kind of coming at it from a number of different ways so that overall they're getting kind of the support as best as they can so.

Ms. Wade: There is no action on this Chair. It was just to get your feedback today and point them into the direction to sort of finalize.

Ms. Ball: Okay. Thank you.

Mr. Segal: Thank you.

Ms. Hiraga: Thank you.

Mr. Starr: Thanks for being here with us on the journey. And Brad, happy birthday.

Ms. Ball: Happy birthday.

D. DEPARTMENT UPDATE

1. Report on Urban Land Institute annual meeting

Ms. Wade: Chair, the next item of business is the Department Updates, and last month we had scheduled our report on the Urban Land Institute Conference. I did bring the update for that this time if you wanted to hear that today.

Ms. Ball: Yeah.

Ms. Wade: Would you like to take a five minute break while I set it up?

Mr. De Rego, Jr.: Sure.

Ms. Wade: Okay.

Ms. Ball: Five minute break. Thank you.

(The Maui Redevelopment Agency recessed at 3:15 p.m. and reconvened at 3:25 p.m.)

Ms. Ball: Recess is over.

Ms. Wade: Okay. Thank you.

Ms. Ball: Please proceed.

Ms. Wade: I will. So as required anytime the County send folks off island to go learn things, we are required to report back so this is our official report to you. I provided you with all of my personal notes that I took during each of the sessions that we attended. Some of them were very detailed because they were so dense with really useful information. Some of them, as I'm sure you've known, from attending conferences where I got a few things out of it, so that's basically how I took the notes.

Diving right in, we were there from October 23rd to the 26th. Our first day was meeting with the downtown Santa Barbara, and we talked with the gal that ran downtown Santa Barbara and what they're going through. The most interesting takeaway to me from that meeting was they get \$650,000 every year for clean and safe directly from the City of Santa Barbara. So,

it showed me too that I always felt like we were running our clean and safe really leanly and it confirmed that for me and that there's this, we're -- there's certainly room to expand. You know, we're limited on our scope. They have all of the State Street that they take care of. But that's essentially it. They do have four full-time people plus their clean and safe crew, and they do a lot of the things that we talked about today, the PR management. They are also a lobbying entity. But that's essentially Santa Barbara, if you've been there. Oh and then, this shows you the extent of their landscape on State Street, so this is what clean and safe is responsible for there. So when you pay that kind of money this is the kind of the product you get...is what it showed me.

Then we went to the Waterline. And this was -- so one of things that we're trying to do was check out different food hubs and alternatives for what could be on the ground floor of our project. What is that 10,000 square foot retail space looked like? So we visited a bunch of facilities that are similar. So this was the Waterline. It is a rehab warehouse space. It has three restaurants inside and some retail. This is the layout. So the way that it works in there, the three different areas have liquor licenses. So there's --. Oh, this is the expanded one. Anyway, this is the food operator, there's only one food operator, and then there's a bar, a bar, and a bar, and each of these have independent liquor licenses. You gotta go order your food from here, and they you can go hang out in any of those three areas, and there's retail space up here.

This photo up in the upper corner shows where you order your food. This is what the exterior looks like. It's just a --. This is probably the most apropos area because it's sort of low level rehab building. It's the most like Wailuku of any of the places we went.

Then we visited the public market which is new in Santa Barbara. This architecturally is a lot more like what we're, what we're building, and it has a lot more vendors within it. It originated as a market, so this was our takeaway lesson from this place. It originated as a market place primarily and it didn't work. Almost all of the original vendors went out of business, so their takeaway was you have to start with food and restaurant dining kind of a thing and bring people in, then you can introduce the grocery when you have a captive audience is what we learned from this.

The other like granddaddy of all markets is the Grand Central Market in downtown LA. Again -- this was always a market from 1910 so it has a huge long history...but very eclectic. That was the takeaway from this one. The more eclectic, and interesting, and different, it can be the better, the more fun it is and that's very Wailuku. That seems to match Wailuku's aesthetic too. My takeaway from this too is you've got to have neon. The food market brand is associated with neon in one way or another, and it's also very, like, 1940's, 1950's era when Wailuku was in its heyday so it sort of matches the contextually as well. And Grand Central Market does have a lot of just green grocer and, and fish market kind of things offered there too, so you can do any of those kind of things. But it's huge. It's about three times the size of our facility. It's about 30,000 square feet.

And then this was Corporation Food Haul. This was the smallest one. This is actually only

8,000 or 6,000 square feet interior with about 1,000 outside, and it had eight vendors all set up. This was much more like a food court, but it had sort of the gang dining experience like is really kind of in right now. It was really tasty I'll tell you that. Oh yeah so here's the set up. So you can see each of the individual, like, kitchen spaces are about 250, 280 square feet a piece and they've lined those along the edges, and then you just eat in the center. And there's on bar at the back per liquor license. So they have goofy liquor law rules like we do. You have to stay at that bar. If you're going to drink a beverage, you cannot go back and eat at the centralized area.

Of all of them, I think the open airiness of the very first one, the Waterline, it had windows you could look out from almost every angle, and it was open air, and it was really comfortable. I think we liked the feel of that. As you can see, this one is nice, but it was, it was, it felt dark and enclosed and sort of claustrophobic, but the food was really good, so --. Anyway, and then just the overall what are you're trying to do, the most authentic was by far Grand Central Market probably because it's been in existence for so long, and overtime, I hope we'll accomplish that too, but yeah, very cool and authentic place. So that was our tour of food and . . . (Inaudible. Multiple speakers.) . . .

Mr. De Rego, Jr.: . . . (Inaudible. Multiple speakers.) . . . retail, didn't they, in the back of the Waterline?

Ms. Wade: The Waterline had that, that, yeah, that retail space.

Mr. De Rego, Jr.: Which I thought was fascinating, and they were, like the owners weren't there.

Ms. Wade: Yeah, I should go back to that real quick. So this retail space -- so each of these stalls was a different vendor essentially but then you paid, up here, at a centralized counter. It was just a single cashier. So if you did graphic t-shirts or something, and you were showing 40 of them here, you wouldn't have to pay necessarily an employee to staff that retail sales. Like you could just have a single check point out there, but you would rent that stall.

Ms. Lindsey: . . . (Inaudible. Did not speak into the microphone.) . . . market in Ward.

Ms. Wade: Yes. Social market --

Ms. Ball: . . . (Inaudible) . . .

Ms. Lindsey: There's a small one like smaller than this one but --

Mr. De Rego, Jr.: They have cool stuffs.

Ms. Wade: It was really cool. They're not obviously as invested in selling your products because it's just one point of sale, but it was still effective. Okay, scrolling back.

Mr. Starr: Can I, can I give a comment?

Ms. Wade: Yeah.

Mr. Starr: I was just, I was just in LA and we went and we revisited corporation, by the way, still doesn't have their liquor license and they lost, they lost one vendor waiting for that, but the quality of it is, is just so, so fantastic. It's even better than it was, you know, when we went there. It was just after opening, and that's the key is that it's local families doing their three or five best dishes and it's authentic and the quality is just so fresh and so, so good, you know. It's...it's miles apart from any food court that I've ever, that I've ever seen. And, it's inexpensive. You can have a \$10, a \$10 lunch or dinner in these places, and you know, I'd love if we could get that together in Wailuku and find the right mix of, you know, people. I mean, curating it is the key of making it really good.

Ms. Wade: Yeah, so that was the point of going to all of these places is looking at, looking forward to the concession agreements, what is it that we want to put in when we're putting out an RFP for who's going to run and design out that space. So we wanted to get a sense of, well, how does this operate elsewhere and what do we like best to know what to put in that so that's why we did the tour of food. It was a tough job.

Okay, emerging trends, I don't want to get, like, we're late on a Friday afternoon, so interesting thing, this was the first time I'd heard . . . (inaudible) . . . talked about in any meaningful way and they were saying it's not like the millennial generation that they're kind of going back to wanting their private office. It's not as much of a group activity kind of a thing. They're more of a loaner culture which was my kids so it's interesting thinking about what are they going to be like as adults. Housing shortages are still huge, multi-family is still the best investment. This is nationwide. These are nationwide trends. And then the senior boom is going to go on and on basically.

I would describe this as the most exciting session we attended. This was a really fun group of people. The gal on the left is, runs the Department of Transportation for LA County. The next gal is a development specialist for Lift. The third gentleman is an architect working at design affecting transportation and retrofitting parking structures. And then the fourth is our moderator. Anyway, the takeaway was transportation is changing dramatically and there's lots of good ways to be ready for it, one of which is make sure you sure you have curbside drop off as often and easy as you can make it because lots of people are going to be wanting ride share.

Mr. De Rego, Jr.: The last quote.

Ms. Wade: The best quote, "Today I'd build above grade parking that easily is converted." Increasing the slab to slab heights which we've done so all of retrofittable flat surfaces and pre-provision the infrastructure within the building. And you'll get copies. I can send you copies of this.

Frank Gary was our key note that evening, of the first presentation. It was interesting to listen in, but this was my favorite. If you're giving up good design you're giving up leverage. So to me that was a really important take away from him. You always want to maintain it as a good design.

Construction contracts and pricing. This, when they told me there is no such thing as no change order project, it let me breathe a sigh of relief because he basically said if you have bid out a project and you have no change order, you're getting, you're getting worked over from the beginning. You, you've already paid way too much for what you're doing, and you created way too general of a scope. Whereas, if you start at the beginning with what you believe it to be, it's really tight and concise, you should be having to do change orders as things come up, and you should be nibble to be able to accommodate that if you can. The most notes in that packet for you are from this session. There's just pages and pages on this, how to manage a good construction project, and it was all fresh and a great lesson for me, so...yeah.

Disrupt or be disrupted? This is the retail future. Basically they're saying -- you know the big box is going away to the dinosaur, and the small boutique retail, the event retail, that's the kind of thing to stay fresh and interesting in the retail market place. Wailuku is perfectly positioned for this, was my takeaway.

Ms. Ball: What's event retail?

Ms. Wade: Where it's like a pop up where you're either having a fashion show, you're hosting a fashion show and then that's available, or you're doing a girl's night special and there's champagne served, but there's something special around that specific event. That is where -- that is the only reason to go out and go shopping now they're saying because everything else can be bought online. You're, you're -- when you go out shopping you want to be having an experience, so providing, identifying what that experience is going to be is the primary motivation.

This was a super disappointing session, in my opinion, just not a whole lot of content. It was lot about buy our book on building equitable cities. And I was bummed out because I feel like...we, Wailuku is the place where there's opportunity for affordability and it's where, kind of where we want to stay in the market place. It's authentic and so anyway...it wasn't, it wasn't life changing.

Richard Florida was interesting. Different -- kind of changing his message if you read his...creative class book. He wrote the creative class. He's sort of adjusted the same way. We almost did too good of a job on revitalizing our downtown urban cores. Now it's the most interesting and exciting place to be and so we have an equity and affordability problem because most of the downtown cores have, now that we've done all of these revitalization, there's nowhere --. Now people are moving to the suburbs where's there's actually less resources for them and so it's creating the poor getting poor by having to move out the downtown.

Mr. Hopper: The affordable housing is in the suburbs now?

Ms. Wade: Right, and it's not even affordable and it's not connected to bus lines, and there's no food services and all of that, so it's a whole lot worse situation. So he's -- that's why the push, again, for equitability and ensuring you're incorporating all levels of housing affordability in your redevelopment efforts. And that's it for me. Frank and Jonathan both attended so I don't know if they would like to provide some information too.

Mr. Starr: Okay, I got a couple, a couple more. You know, I like the kind of the disruptor new trend, new trend stuff, and you know, there's a lot of weird housing options being built in LA and really thriving. Hostel type living is, is booming. And then this other thing is pod share which is a, you know, I guess it's like a...a millennial, millennial hotel option for people who live in a virtual world. And you rent for \$50 a single bunk. You know, there are stack bunks for \$80, a double bunk bed. There is no privacy. You're not allowed to hang up a curtain in front of it. There's a place where you can, can work, you know, have a place where you can put your computer and work. There's blazing fast Wi-Fi. And...they can't build these things fast enough. You know, they'll take a commercial or warehouse building and put in, you know, a 100, a 100 of these and then move on to the next one and the next one. And people who, you know, come in, come into LA, you know, to be in, to get in the film industry or whatever, seems to love it because they meet people and they make, make contacts. But it really seems like one of those horrible, you know, experiences that people that end up in outer space or something.

I finally learned what cap rate means, and how it relates to --. I mean, you teach this stuff, Carol, but for those of us who, you know, didn't really grow up with it, it's hard, it's hard to really understand it and how that ties in with the interest rates and stuffs like that, and you know. I went to -- sat through two seminars on, on that, and I finally started to, it finally started to sink in. There was just so many sessions and so many options, and it was really great to see those, see those trends and see what the...you know the big guys and the small guys are doing in different places. I love the transportation stuff, the --. You know, they're trying to create walkable, walkable and transit places. I don't know. I'm really glad I had the opportunity to go.

Ms. Ball: Frank?

Mr. De Rego, Jr.: While you were at the equitable selling my book session, we, we were both at that session with the housing and --

Mr. Starr: The --. That was a good one.

Mr. De Rego, Jr.: No, that was the one with the hub and you know, yeah. Yeah, we were at the good one, obviously. But it was an interesting mix though because the guy that was moderating the panel, I think he was like a third generation of an architect and developer family so, and they built a lot of the big buildings. In fact, some of the buildings that were

being built right in the center, near where we were staying in LA, that was his projects that were in process. And then you have the guy with the high end real estate. And then you had this one woman who was doing the, the little hub. Yeah, the little, you know, bunk beds. But that was the most fascinating session because of all the options now open for people depending on their income group. And all of these things are being built in repurposed buildings. That's what's happening, a lot of this construction, aside the new construction, a lot of it has happened either in renovation or repurposed buildings.

So, yeah -- but the thing that really struck me was the contracting one. I mean, that was an eye opener. In fact, I told her I said I want to take that --. He actually --. The guy who did it actually has a little webinar through ULI or whatever and it's --. It might be something that we all may want to do at some point as we get into that phase because it's a, it was an eye opener in terms of all the things you have to start doing in parallel even before, you know, you start even thinking about getting money for construction, so, yeah.

Ms. Wade: You need a construction manager on long before you start construction.

Mr. De Rego, Jr.: Long before, exactly.

Ms. Wade: And that's one of the things we've that we've been talking about for a while. I think we will be getting Alan Murata from the County who will be our sort of owner's coordinator which will be a huge assistance. But having the construction manager who starts thinking through some of the construction mitigation stuffs now, I think will be really good too.

Mr. De Rego, Jr.: Yeah, that would be fascinating.

Ms. Wade: It affirmed kind of what we were already thinking so that was good. Yeah, so I'm happy to answer questions if there are any.

Ms. Ball: Sounds good. I'm sorry I missed it.

Ms. Wade: Me too. You would have had a great time, Carol.

Mr. De Rego, Jr.: Yeah, it was interesting.

Ms. Wade: Next, so there are a couple coming up actually. There's a late spring one and then in the fall. So there's a late Spring International Downtown Association Conference on the west coast that could be helpful.

Mr. Starr: Where's that? Where's that?

Ms. Wade: It's Long Beach. And then there the --

Ms. Ball: Direct flights?

Ms. Wade: There's direct flights. And then, there's the -- the thing that I think we could use a lot of help with is project for public spaces puts on a conference every year, and this coming year it will be in New Orleans, so it's a little further way, but it's in September. But that's one I have never attended. And I'll send you guys some links to both of those in case there's some interest. Because I feel like every time we go to these we grow our knowledge base by so much, you know. It's really helpful, so. Alright, that's it for me.

Ms. Ball: Good. Anything else? Okay.

Mr. De Rego, Jr.: Very well done.

Ms. Wade: I wanted flashy photos for you.

2. Department budget summary

E. PUBLIC INFORMATION EVENT: Rescheduled for a date in February with a venue change to the lao Theater.

F. NEXT REGULAR MEETING: February 23, 2018

G. ADJOURNMENT

Ms. Ball: We're ready to adjourn?

Mr. De Rego, Jr.: Yes.

Ms. Ball: Meeting adjourned.

There being no further discussion brought before the Agency, the meeting was adjourned at 3:50 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.
Gwen Hiraga
Ashley Lindsey
Jonathan Starr, Vice-Chair

OTHERS:

Erin Wade, Small Town Planner
Jared Burkett, Staff Planner
Michael Hopper, Deputy Corporation Counsel