

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
JANUARY 25, 2019**

A. CALL TO ORDER

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Mr. Frank De Rego, Jr., Chair, at approximately 1:00 p.m., Friday, January 25, 2019 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.)

Mr. Frank De Rego, Jr.: Okay, let's call the meeting to order at 1:03 p.m. We have a quorum. Welcome Commissioner Ball and Commissioner Ridao. Good morning. Good morning staff. Good morning everyone here today. Good afternoon.

Mr. Keone Ball: Good afternoon.

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

Mr. De Rego, Jr.: I'm still in the morning. There we go. The Chair -- at the discretion of the Chair public testimony can be taken when each agenda item is discussed except for contested cases. 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 are at least three minutes may be established and that's what we're doing. We're establishing a three minute limit on the testimonies today. So you can testify at the beginning or you can choose to testify at each item, and we'll have the presentation first and then ask if anybody would like to testify after. Okay. So, yeah, we have two testifiers but you're choosing to speak Susan after each item, correct?

Ms. Susan Halas: . . . (Inaudible) . . .

Mr. De Rego, Jr.: Of that two items. Okay. And Ronald, are you choosing to testify at the beginning or --? Okay. So I'm calling for testimony now at the beginning, and if not, when the item comes up you can come and testify. Okay. So does anybody want to testify at the beginning? Okay good.

No public testimony was offered at the beginning of the meeting.

C. DEPARTMENT UPDATE

1. Update on Wailuku Civic Complex funding

Mr. De Rego, Jr.: Let's move on Department Updates. Update on the Wailuku Civic Complex funding. Erin?

Ms. Erin Wade: Thank you Chair. I just wanted to also provide the information Member Gwen Hiraga is excused absent, and Ashley Lindsey called today and said she's unfortunately ill so she's not able to make it. But as you stated we do have quorum.

For department update, on the first item the last time we meet I think you folks saw that the County Council was taking up the potential additional funding for the Wailuku Civic Complex project. The Council did hold a public hearing on December 27th and passed five to zero the appropriation of an additional \$40 million. That does not mean we have \$40 million yet. What that does mean is it essentially identifies a budget, an allowable budget from that Council. We do have a new Council mix now and this new Council would need to approve any type of a bond issuance moving forward. So that does not mean we have an additional \$40 million. It only means that as of December 27th that Council was willing to appropriate. Okay.

2. Phase 1A contract signed on December 21, 2018

Ms. Wade: The Phase 1A contract which is the road construction and utilities improvements was signed on December 21st. The contractor is MIRA Image Construction. They're going to be commencing exploratory work starting February 1st. Essentially because all of the infrastructure in the roads within Vineyard Street and Church Street is so old the certainty of the location of the private sewer laterals is in question so the exploratory work will be to identify the location and height of those and then we'll have to go back with our civil engineers and rectify whatever is found on the plan set before the contractor can move forward. That is the reason we move forward now with a signed contract is so exploratory work can begin.

3. WRAZDC and Maui County Code updates

Ms. Wade: And then the third item, the outstanding item is the zoning code updates. We've been working with Corporation Counsel on a review of the code updates that we've proposed. One of those is the commercial mixed use district and looking at the development standards for that. The other one is a joint lot use ordinance where -- and this is in place in a lot of communities where lots that are adjoining and under the same ownership can be developed as a single lot. That is currently in the code. The language is not clear so we're working on maybe bringing that back to you with potential clarifications or an elimination of that section based on your thoughts and review.

And we've also had the recommended parking changes that's actually going to go to Council,

the recommended change in parking times you guys suggested. So that's moving up to Council after it's reviewed by Corporation Counsel. So those are the code changes that are still pending and you will be seeing those on the February agenda.

Mr. De Rego, Jr.: Okay would anybody like to testify on this section of the meeting? Okay. Excuse me just to clarify, are we allowed to take questions or just testify and ask the question? Okay. So what would you prefer?

Ms. Wade: I'm curious what his question is.

Mr. De Rego, Jr.: Okay here we go. So go ahead and testify.

Mr. Richard Dan: Thank you all for your hard work. I appreciate everything you do. My name is Richard Dan. My question is the sewer is that going below Market or is it going to stop at Market like it is now?

Ms. Wade: Good question. Chair, may I answer?

Mr. De Rego, Jr.: Yes you can answer.

Ms. Wade: Okay there's two sewers. There's a sanitary sewer and the storm sewer. The extent of this project terminates at the Market and Vineyard intersection so that is as far as it would go.

Mr. Dan: Okay.

D. NEW BUSINESS

- 1. Preliminary Design Review for proposed Streetscape, Roadway and Infrastructure Improvements on Vineyard Street and Church Street (Phase 1A) and for proposed Wailuku Municipal Parking Structure and access improvements (Phase 1B) of the Wailuku Civic Complex.**
[Phase 1A – Location Map](#) [Phase 1A – Site Plan](#) [Phase 1A – Narrative Description](#)
[Phase 1A – Preliminary Scaled Drawings](#) [Phase 1A – Design Review – Specifications](#)
[Phase 1A – Design Review – Landscape Plans](#)
[Phase 1B – Location Map](#) [Phase 1B – Site Plan](#)
[Phase 1B – Preliminary Scaled Drawings](#) [Phase 1B – Design Review – Specifications](#)
[Phase 1B – Design Review – Landscape Plans](#)

Mr. De Rego, Jr.: Thank you. Okay let's move on to new business if there's no one else to testify. Preliminary design review for proposed streetscape, roadway and infrastructure improvements on Vineyard Street and Church Street, 1A, and proposed Wailuku Municipal Parking Structure and access improvements, Phase 1B, of the Wailuku Civic Complex. Erin?

Ms. Wade: Thank you Chair. Just to introduce our team and Phase 1A being Vineyard Street and Church Street improvements it is Ferraro Choi Associates who has the lead on this. SSFM the engineering civil team and structural team has also been working on this. And then you have PBR Hawaii with -- I should introduce you -- David Akinaka from Ferraro Choi, Tarek Farid from Ferraro Choi, Stan Duncan and Ramsay Taum from PBR Hawaii are all here to walk through the project with you.

Mr. De Rego, Jr.: Okay.

Mr. David Akinaka: Thank you Erin. Thank you Chair and thank you Board Members for this opportunity to be back in front of you. Looking through my notes I realize we haven't been here since last March when we last presented the design development and launched into construction documents. But since that time we have been hard at work. Most of our work has been and revolved around coordinating and drawing and documenting Phase 1A and Phase 1B.

Sorry a little delay there. So again just to -- I know the last time we were here we have some new members on the board and from an overall goal standpoint we were trying to make this downtown Wailuku to be a walkable destination and hub for the community. And the process that we've been adhering to is this is a community center project and therefore we've tried to make this a community center design process as well so we've been working with stakeholders, participating First Friday events, community outreach events, as much as possible to get community input on to what happens here because it has to work for Wailuku and for the community.

Since the last time we were here the project as you know has been phased into three phases. The first one is as Erin was mentioning is Phase 1A here shown in blue and that is essentially all of the offsite utility and street improvements extending from High Street all the way down Vineyard Street to Market, and along Church from the intersection at Main Street which we will also signalize to help improve traffic flow and pedestrian safety. And then all along Church Street again to the intersection at Vineyard. And we'll go into more detail for this.

In yellow is Phase 1B and that's all onsite work inclusive of the parking garage structure itself and many pedestrian improvement onsite and into the site to allow again allow ease of pedestrian access into and out of this area. And then finally here in red is the Phase 2 which we'll continue discussion and public input.

Here shown here on along Wells Park is a parking area for interim parking during construction. We realized this will be disruptive to the community and so to account for the loss of parking here onsite this will take up a lot of that, that capacity.

Here is the site plan of the Phase 1B the parking garage. And then just to give a sense of how far we had gone in terms of the Phase 2 which includes the plaza, the public plaza, and the civic building. And in terms of -- because at least the plaza work and a lot of pedestrian

improvements feature this decorative paving and pavers just from a constructability standpoint in terms of trying to decide the phasing line and what happens during at least this Phase 1B work that we're discussing today we wanted to be smart about picking that line and how to construct for the interim while Phase 2 gets further along. And so Phase 1B that we're looking at today, again it comprises of parking garage and pedestrian improvements, but we will in the meantime be proposing temporary asphalt paving for our pedestrian and the fire lane access along the bottom of the future plaza as well as some of the pedestrian walkways as well. Just to provide something that's useful and useable for the community while Phase 2 is again in development.

Our Phase 1B work like I said does not include only vertical work but substantial pedestrian improvements. So we're proposing to provide a basically connect as much as possible from Vineyard Street all as far as possible over to Main Street. So our work includes this pedestrian promenade here and fire lane, a portion of the First Hawaiian Bank parking garage parking lot and the connect an accessible route to that First Hawaiian Bank alleyway that connects to Market Street. We are also improving along the backside of Calvary Chapel and Maui Street Promenade, the Main Street Promenade building where MAPA is right now all the way back along here to this alleyway that connects our site to Main Street to improve that as well. And then there's also be pedestrian access up to, to Church Street. So we realized create as much as possible this connectivity across midblock through our site.

And I'll turn things over to Ramsay Taum to talk a little bit about some of the cultural concepts for the project.

Mr. Ramsay Taum: Thank you David. Mr. Chair, Commissioners, aloha. It's good to be back and to share this information with you and reaffirm where we were and for the benefit of our new members, aloha and bring you up to speed on this. Essentially the theming that has help to inspire a lot of the design has been taken from and honoring sense of place here in Wailuku, and the knowledge of and commitment to honoring Na Wai Eha the four waters. And that has helped to inspire the features that will be there, the materials, colors, etcetera. But most significantly acknowledging that this civic center will serve as a place for connection, people coming there. And so what's driving that idea is this notion of Puu Wai. In Hawaiian of course that means the heart. As we know the heart receives as much as it sends. So what you'll be seeing and experiencing throughout the design is this plaza area serves as the heart of Wailuku and this project if you would drawing people both to the place but also sending out. As we say Wai Wai, the value and what's important to this community. So that's the higher order influences from the cultural presence. And having spoken with members of the community, cultural descendants, specialists who know this place, water, food production, community, all of those things were quite important to this place and that is what this project is hoping to edify and to continue supporting. So unless there's specific questions about specific items that's kind of where we are in terms of the cultural referencing and influencing for the theming. Okay.

Mr. Stanley Duncan: Okay aloha members. My name is Stan Duncan. I'm a landscape

architect with PBR Hawaii, a part of the team, and glad to be back to share with you some of the details about Phase 1A. In particular the improvements that are occurring both along Vineyard Street, upper Vineyard and Lower Vineyard as well as Church Street.

So to bring you kind of up to date on upper Vineyard as well as lower Vineyard there will be a number of sidewalk. We'd be widening the sidewalks on the northern side of Vineyard and this will include improving ADA accessibility to a number of the buildings that are along that edge. As you know currently if you walk that area there are places where there are some sidewalks and places where there are none and there's definitely safety issues related to the sidewalk and the pedestrian access along Vineyard Street and especially in that upper block between High and Church Streets.

The --

Ms. Wade: Stan quick correction that's the south side.

Mr. Duncan: I'm sorry. I got my north and south --. South side. Thanks Erin.

Ms. Wade: No problem.

Mr. Duncan: In terms of landscape improvements we will be providing some street furniture, trash receptacles and a few benches along Vineyard as well. However we're going to kind of postpone putting those improvements in until Phase 2 work has been complete so that the entire area gets beautified with those elements at that particular time that Phase 2 is complete.

The -- also to improve pedestrian safety and crossing of Vineyard particularly directly across and into the project area there's plans to add an elevated sidewalk or improvement along Vineyard Street here to again slow traffic and to make it more of a pedestrian friendly environment for people traversing across Vineyard. As well as there are -- additionally we're going to be adding some loading zones along Vineyard right in here that will front the Phase 2 area the community center project and the plaza. And again this is envisioned to allow better delivery of goods that would come to the community center. As well as possible pick up point for Lao Valley shuttles that run, visitor shuttles that would run up into Lao Valley.

Let's see in terms of --. And then I might mention that this will be a convenient location for food truck services and so forth that will relate to special community events much like your Market Street today you know that you have. There will be places for food trucks to be parked immediately adjacent to the community plaza center. So that has been planned as part of the design of the project.

In terms of overhead utilities, the electrical lines, the power poles that are there the plan is to underground the utilities so those overhead lines will be now placed underground and out of sight. Additionally with that process there is a need to install electrical transformers and

throughout this process with the civil engineers and the architects involved in this we've been in contact with the landowners along there and have come to --. I found convenient locations that are acceptable with the community's input along Vineyard.

With respect to Church Street if we can go to the Church Street slide. Similarly here there are number of historic basalt curbs that occur in this vicinity of Church Street that have been identified in the historic report that has been prepared. And our plan for that during this process is to salvage those basalt curbs and replace them or put them back in generally this very same location that they came from as part of this street improvement project up here.

The balance of the streets there will be a simulated curbing provided to sort of match and mimic that the existing stone and basalt curbs that we're salvaging as well. So there will be continuous look of that basalt curb along all of Church Street and also along Vineyard in this location.

The upper Vineyard section going north back again up to High Street however there were no basalt curbs found in that particular area. So in the interest of I think economy and so forth those will be more standard curb and gutter kind of conditions that will be provided on the upper section of Vineyard. Whereas Church and lower Vineyard will be basalt curbing.

There were also some historic rings, horse rings that were found along Vineyard Street. If you go back to the --. Okay. So just to orient everybody this is Main, right. This is Main here, Church and Vineyard coming down to Market. So those historic horse rings have been found in this particular area and the plan is to retain those in place. And those are the particulars about the site improvements for Vineyard and Church.

Mr. De Rego, Jr.: Thank you.

Mr. Akinaka: Next. Okay. And then this is again we're jumping down into the Phase 1B portion of the project all of the onsite improvements for Phase 1B. Again we are extending a lot of the pedestrian access improvements that we're doing on Church and Vineyard into and across the site. And you know going back to Ramsay's mention of our water concept we wanted to use that to help us, help guide the design of the flow of people into and out of the project because that is really the energy of this part of the town and for the community. And so just as we have those major feeder streams of Vineyard Street and Church Street and even along Main Street and Market Street we want that activity that energy to flow into the site. And so we've created two major streams for pedestrians. One is the former Pili Street so we're calling this the Pili Street access that runs from Market Street all the way up to Church. And then our pedestrian promenade that leads directly off of Vineyard Street all the way across, I mean again, as far as possible across the site. And it would be great in the future to connect all the way to Main Street. But in the meantime we are making that an accessible route for ADA to get all the way back down and onto Market Street as well. So really trying to allow and invite people into the area. The other thing is that you know a parking garage is a major building structure but we wanted it to again enhance the community and

enhance the public space. So you know this, this face of the parking garage helps define that major pedestrian promenade. And then this face here along the northern side of it will help define the public plaza.

This is a view standing at where the future plaza looking down that pedestrian promenade towards Main Street. So this here in the foreground here is this will be the pedestrian promenade. And as I mentioned before you know some of this is shown as temporary asphalt paving and the temporary lawn that will be for the future Phase 2.

And one of the things that we're trying to do from the exterior design wise is just to help us reduce the sense of scale and mass for the parking garage. So one thing we did was we tried to stagger and offset the floor slabs and then also vary the locations of balconies and walkways for pedestrians. We're also trying to wrap a zone of pedestrian circulation around the parking garage to help soften the building. And so in addition to these again pedestrian circulation areas we have a main central stair that will serve visitors and allow people to enter directly into the plaza. And then all along the promenade we have walkways and stairs along here. Now the pedestrian promenade can also serve as a future site for First Friday and such. It is going to be a shared road so primarily pedestrian use but can also be used by vehicles entering the parking garage and then certainly for the occasional service access in and out of the area.

One thing I forgot to mention if you can go back real quick. We're showing these large -- I mean these are structural walls for seismic design but they're potential canvases for mural wall art, festival banners and also signage. So we're not showing that, but these are uses that we're anticipating for the future.

This is a view taken if you're standing again at the First Hawaiian Bank's parking lot looking toward Vineyard Street. And so again this is the pedestrian promenade here that connects to that First Hawaiian Bank parking lot and alleyway. And again we're trying to wrap the garage as much as possible with this pedestrian zone so this serves other end of the project with vertical circulation. So if you happen to park on this side of the parking structure you still have convenient access to either an elevator or stairs. And you know these are also not just functional but they also provide you know quite beautiful views out towards Kahului Bay. We made sure to provide at least one side of the elevator hoist way as glazed so that there's views in and out of the elevator cab for sense of security and safety. And this will, actually it will offer some great views of Haleakala as well.

Okay this is a, this is a view standing on Church Street looking back towards the, the primary entrance and exit into the parking garage. So Church Street will become a -- we're proposing it to become a two-way traffic flow so you'll be able to turn into the garage and out of the garage from here. And because the site does slope a bit from Church Street down to Market you know the building is a bit shorter on this end and kind of in keeping with the scale along Church Street as well. And again these are those walls that can be used for festival banners and mural wall art and such. This is going to be the Pili Street connector, pedestrian

connector down into the plaza and you can see here that raised speed table here to help control or manage vehicular speeds.

One thing I should mention too we'll look at this in the plan, but we're tucking away a lot of the, you know, the necessary utilities back here in this planted area. So you know we're anticipating we'll have electrical transformers, emergency generators, those types of things, but we're tucking those away off the pedestrian sidewalks back here.

And this view finally I mentioned before the alleyway along the Main Street Promenade building that leads towards Main Street we are improving that as well. That, that could -- just to provide that access off of Main Street. So this is if you're standing at that alleyway that leads from Main Street and looking -- this is the Wailuku Executive Center Building right here and the MAPA's future plans for their Black Box are here. These are composite image. We've kind of ghosted out the wall of the building just so you can see what you would view as you turn the corner as you came around that alleyway walkway. So we are improving that entire stretch of alleyway. We're replacing the sidewalk there. We're removing the existing wooden fence there again to provide site lines into this area just to enhance that sense of security back here. Removing things that were blocking site lines like the hedges that are here. And improving lighting as well so we were showing here new light poles and string lights similar to what's installed over Market Street right now.

We have a pedestrian walkway along the backside of the parking garage between our structure and the Wailuku Executive Center. This will be gated again just to prevent you know folks from hanging out here. So this would be gated for users of the building and closed after hours. We're relocating our dumpster from the Main Street Promenade Building back here. So again just to serve this, this rear area but we're screening it from view with this enclosure.

And while we wait for this slide to turn I'm going to turn it over again to Stan to talk about some of the landscaping design onsite for Phase 1B.

Mr. Duncan: Okay. In terms of generally speaking for the entire project it's our intention to use native Hawaiian plants, plants that are typically grow in the Wailuku area and from Hawaii obviously as opposed to elsewhere. With respect to the parking garage and the plant types around that they will include plantings of Kukui both along Church Street and internally within Church Street out here, out of the public access point into the parking garage as well as along the pedestrian walkway in this vicinity here. Additionally there will be plantings of along the shared road that leads to the First Hawaiian Bank parking lot. We have Loulu Palms and Plumerias that are planned for both sides of that shared roadway as well as native plantings of birds nest ferns, Ikaha as well as Ape and other native ground cover such as Uki Uki and Pohinahina etcetera. So that's sort of the planting concept around the parking garage. As much as possible we're trying to soften the edges. As you can see with the intent you know with some vertical, the Kukui trees as you may know are vertical planted, vertical, trees that grow vertically and so they will be able to soften some of those walls at the ends of the parking

garage as well.

With respect -- this is a, this slide is in a section that is cut through the shared roadway. Some examples are the Native Loulu, Uki Uki as well as some of the street trees that we have planned for along Vineyard Street as well. So the Loulu will be flanking both sides of the share roadway here as well as plantings of the Plumeria . . . (inaudible) . . .

Along -- within the First Hawaiian Bank parking lot there isn't much landscaped area here other than one island here. Our intention is to plant a large Native Hala tree as well as ground covers of Laua'e Fern and Nanu Native Gardenia. There's a section cutting through the ADA access, an improved ADA access that will lead people down from the shared roadway down, down in the Market Street direction. Currently there is no ADA access there so as part of this project we're taking care of that and improving that for making that connectivity from an ADA perspective to the project as well as for the community to utilize. Okay.

Here's some shots of in that same vicinity where the ADA ramp. This is First Hawaiian Bank's parking lot. The bank sits here. This is the shared roadway coming down. There will be a new ramping system that comes down. And along this edge these are pictures of basalt wall, historic basalt wall that's there that will be retained and left in place. And the new ramping system will avoid that area and we're able to work out the grades and such that the ADA access can be provided directly out to Market as I've said before.

Also during the discovery process the common wall that sits at the rear of the Market Street property owners are on the shared road side of it apparently is a historic wall as well. Our project does not touch or have any intention of touching this wall so that will remain in place as is. So we just wanted to make everyone aware of that as well. Thank you.

Mr. Akinaka: Thank you Stan. And we, we had planned and anticipated to put in a community grease interceptor to serve these properties along Market Street to, to spur potential restaurant development along here. But that wall, the presence of that wall has hindered that so currently we do have that community grease interceptor as part of the project just in recognition of that historic condition along here. So I just wanted to mention that.

This is just a blow up of site plan for Phase 1B. Just to kind of walk you through how the garage is organized and some of the features of it. Again you know it's accessible from all sides from a pedestrian standpoint. Again vehicles the primary entrance is intended to be off of Church Street in and out and there's an auxiliary entrance off again the shared road promenade off of Market Street into here. Each of the entry points, vehicular entry points will be gated. They will have, our parking management consultant has recommended a license plate scan reader system to help manage the parking, maintain parking enforcement. And that also allows you to provide information to users whether there are spaces available or not, and whether the parking lot is full. And so this is like an example of some of the tickets, post stations and things like pay stations.

We realized that security is an important concern for parking garages and just in general. And so this is an example of how we're approaching that. So just from a manual I guess standpoint the ground floor will remain open but the upper levels can be secured after hours. So as you come into this parking garage we maintain this one-way sort of flow of traffic just to make things simpler and just improve flows, and the ramps come up to the upper level here. There's a roll down gate that will secure that access point after hours. And then the pedestrian access into the parking garage again after hours we have sliding gates at our main stair or our grand stair here that will close that off. And then at our, at our secondary entrance here this stair up to the upper level will also be gated off after hours and the elevators can be locked down with a key fob access control system. In addition to supplement that we also have -- these show our security camera locations. And as mentioned before you know this rear walkway area that borders along the Wailuku Executive Center this is also gated and also has a camera as well.

Just to show you some of the -- again talking about some of those site furniture that just a reality of all the development projects you know this is where we're placing this planted area is where we're placing our electrical transformers. We are required to have an emergency backup system to run the elevators, to run emergency lighting for the parking garage and then for the future Phase 2 building. So we're tucking those away back here again just off of the right of way areas.

We're anticipating that this plaza will be well used by the community for different types of events. And so we've provided storage areas to house things like furniture, banners, tents, chairs, those types of things so that those things can be stored away. And the primary storage will be here so it will be close to the future plaza area.

This is the second level of the parking garage. We're calling it 1B. So you'll be able to come up the ramp. Again parking vehicular circulation is really a one-way only in a clockwise direction. Folks that park up here can either take the stairs, this central grand stair down into the plaza. When the Phase 2 civic building is completed that will also have an elevator core so you'll be able to, on this side of the parking garage, access that as well if you want to take the elevator all the way down. If you happen to be on this side of the parking garage, again we have pedestrian circulation out here that leads you down to the stairs down to the pedestrian promenade as well as an elevator lobby in the corner here. And again these just show how we're monitoring all the areas in the parking levels with security cameras.

This is, this would connect -- we're calling it level two because this would connect to the second floor of the civic building. Again one-way circulation. Ramps up and down in the center core of it. And security camera provisions for safety.

And then finally this is our top level and as you can see the change in grade we're allowed to build out into here just to maximize the amount of parking space so we can fit within this tight area. So this would be the roof deck. A portion of it we are building a structure to support

photo voltaic panels and also wiring the building so it's ready to receive those as well.

Total parking capacity is 428 stalls which essentially doubles the capacity onsite right now. We're required by State Law to provide one electrical vehicle charging station for the parking facility. We're providing 40 and also wiring for an additional 40 for the future. So there will be 40 charging stations distributed throughout the parking levels.

Ms. Wade: David could I ask you -- this is something that we touched upon a year ago but why the design for the parking structure is flat level decks and not the scissored deck that had been proposed in the past.

Mr. Akinaka: Great. Sure. So there's a couple of reasons. One we wanted to provide flexibility for the future. So for instance especially on the ground floor we wanted to provide the opportunity that you could use, you could close off the parking from vehicular access but then use it for activities. Let's say there's a bad, bad weather you could have a farmer's market indoors under cover.

It also provides the opportunity in the future because again vehicular design is changing, right? We're getting to self-driving cars and such. No one really knows really what the future holds but one potential is if you have a self-autonomous vehicle that can park itself you could stack more cars in a given area versus having the standard drive aisles and parking spaces. So in essence creating tandem parking situations just because of the artificial intelligence that might be available. So the kind of a double helix ramp appropriate kind of hinders that. It's not as flexible in the future in that regard. And then even more down the line, again, if cars are not --. If the car aren't space intensive uses, a parking is a space intensive use. In the future you know it offers the possibility or potential that the parking garage could be used for another purpose. It would involve reinforcing and supplementing the structure of the parking, of the parking garage, but at least gives you that ability versus having sloped floors that are really only lend themselves to cars. So again just trying to anticipate future development as much as possible as best we can. We don't have a crystal ball but at least give the County the options for these things in the future.

Ms. Wade: Thank you.

Mr. Akinaka: I'm just going to run through some zoning envelope diagrams just to show you. This is a building elevation taken -- if we cut a cross section to Pili Street walkway and we're looking towards Main Street this is the face of the parking garage that you would see. And so the pedestrian promenade is here, Church Street is up here, and the plaza will be along this area here that is feed by this central stairway.

And in red here in this dash line is our allowable building envelope. So we're you know we fall well within that. This, this very top structure here is where the PV canopy is. And this second line just shows the extent, allowable extent of any of the mechanical sort of service components that are allowed to poke past the allowable building envelope and even our

elevator core really doesn't poke much past our allowable building envelope. So we're well within the confines of the development standards.

And then this another view taken from the, along Church Street. So the Wailuku Executive Center is actually we show a dash so you can actually see the parking garage behind it. But again this is just a building envelope studying in the other direction in red. So even with our step backs you know we fall, we're within that envelope and our elevator hoist we just pokes up past it well below the allowable 12 foot additional height that we're allowed.

This is where the Pili Street pedestrian access will be and then the entrance and the parking garage.

This is an elevation showing the --. Well, this is the pedestrian promenade here. Church Street is up here. So this is if we were standing on the rear of the Main Street Promenade building looking towards the parking structure. This is that auxiliary parking entrance with the gated arm. And this is that walkway, the gated walkway behind our structure between us and the Wailuku Executive Center. And this is where that dumpster and garage dumpster enclosure will be tucked away in the corner here.

And then finally this is just a cross section through the pedestrian promenade here looking up towards Church Street. So you can see how you know we've wrapped this whole edge with pedestrian circulation. This would be our -- it will be our second level serving towards the First Hawaiian Bank side of the site and this would be where the plaza will eventually be built.

This is showing our material palettes and colors. We're proposing that each of the ceilings of the parking decks be painted a different color. One for a functional standpoint for wayfinding we all kind of forget which level we park our cars on. But then it also ties into the story of Wailuku. We worked with our stakeholder group to identify colors that are related to Wailuku and so they helped us pick things that relates such as Ma'o, Kalo, and Uki Berry so we based those colors, most subdue colors really, off of that. And then these are just our paints of paint colors of --. Or the columns we painted slightly darker just from a maintenance standpoint. And more of the lighter tone will be along these edges of the slabs here.

Throughout most of pretty much for vehicles and pedestrian railings we're proposing a cable system, one, from an efficiency standpoint but then also from just a sense of openness and maintaining site lines again for that safety and security. And so all along the edges here we'll have, we'll have cable rails.

We did recognize that there is a concern about climbing of cable rails. So for the vehicular barriers we are also installing a layer of mesh to prevent folks from, you know, discourage anyone from climbing up these. And then for the pedestrian more people oriented cables we're configuring this railing so that it actually juts out more and just discourages you, helps prevents you from really climbing up these you know it just gets in the way of that.

A lot of our more exterior faces of again the pedestrian walkways and balconies and things like that will be, will have a guardrail that has a laser cut metal panels you know wave water patterns again trying to relate to this water and sense of place. These will be powder coated again for durability and maintenance. I mean you can see them here and they have . . . (inaudible) . . . light component to the, to the building, similar to mist that we talk about with our water concept.

And then this is an example of just some of the type of light fixtures that we're installing in and around the garage just again to provide ample amounts of illumination up light. Mostly metallic, powder coated finishes. And then all of our screens, vertical screens, gates, fences will be this. It's a wood grain aluminum fencing system. I call them Knotwood. Well that's one brand of them. But again these are pretty durable and cost effective systems. Some of our vertical concrete walls will be formed with a board form so that it will have this wood grain pattern texture. And all of the concrete surfaces will be painted. And then here in particular along the elevator because we are glazing one whole side of the elevator hoist way and into the elevator cab these can get pretty hot if you don't properly shade them and so we have provided shading. They will be aluminum canopy system with again wood grain aluminum louvers. And then it does also offer fun opportunities where you know the canopy themselves can have a laser cut patterns where you can have words that are revealed in shadow at certain times of the day. So kind of hard to read here, but you know there's the potential there for that kind of unexpected surprise at certain times of the day.

And then finally some of our walls have this cast stone veneer, moss rock veneer adhere to them. Some of the walls are simply concrete. And then this is an example of an EV charging station and then an example of the type of roll down gate that will be installed to secure that, that bottom ramp area to prevent access up to the upper levels after hours. Okay.

And so we would welcome any comments, questions. You know this is a -- we're here just to again invite input and discussion.

Mr. De Rego, Jr.: Any comments or questions from the Commission?

Mr. Ball: I have a few?

Pastor Housman: May I?

Mr. De Rego, Jr.: Commissioners, I'm sorry.

Mr. Ball: Let's see, this might be more for Erin. I have a few different questions. The parking meters right now the people that park there don't pay right so technically speaking now they're going to have to pay or is it going to be free during the day or they're going to have a discounted rate for frequent parkers or what's happening with that idea?

Ms. Wade: Good question. Thank you. So last year in February we presented a parking action plan for all of Wailuku. The Public Works Department partnered with the Maui Redevelopment Agency to look at both Lahaina town and Wailuku town in terms of creating a parking districts which would mean on street parking meters and off street paid parking. So for all of the public lots off street there would be pay stations and in this it would be like any other parking facility where you would pull in, pull a ticket. The benefit of working in collaboration with a parking system that could be a municipal wide system is basically your phone can become your payment device. You can just download the app. I'm sure you've seen this in other places where you have traveled. Like Seattle Park I know is one, for example. And then you put money in the meter from where whatever the location is that you're at. You can buy a parking permit that way. So we are proposing to have a monthly parking permit because currently the majority of the stalls are 12 hour parking and those are the ones that fill up first and are saturated all day long. So selling those parking permits for right now the proposal is \$25 a month which is a -- that would be the best rate in town. Right now all of the other parking structures are \$35 to \$95 per month. So that's the proposal. None of the -- all of the pay rates though will have to go to the County Council for review and approval. So we're building and design right now. We're design now with the expectation that it will be a paid garage. But it will not actually be a paid garage until the County Council approves rates and fees, and accepts a plan to put parking meters and manage the parking in a certain way. But it's designed with the ability to do so.

Mr. Ball: I'm glad we can punt that to death. I have a concern with the open bottom, but it sounds like you're able to secure the bottom too though from what you said.

Mr. Akinaka: Yeah I mean there will be cameras monitoring. We're also do recommend that the Council consider having fulltime onsite security or at least some presence onsite. We did discuss and looked at what it meant to fully enclose the ground floor and that created concerns about being trapped inside or being in a corner trapped inside maybe at night. So I think the direction was to keep at least just the ground floor open but keep the upper floors pretty much closed off and secured after hours.

Ms. Wade: I think it's important to note too the height differential on that ground floor is quite a bit higher than your typical parking structure which might only be 7 ½ feet. Where this one is --

Mr. Akinaka: We're closer to like 16 feet or something.

Ms. Wade: It's a very high first floor so you can see very clearly throughout the ground floor level.

Mr. Ball: Speaking of the times of operations so what, what are those proposed times of operations for that?

Ms. Wade: And we haven't proposed yet. And so it's really going to depend on what happens with Phase 2. Because if Phase 2 does move forward as a community center and you're having your aunt's birthday is that community until midnight you know then the operation is going to have to be flexible and change and we may --. I mean there's opportunities too with an app like that to give a passcode you know aunties b'day, you type it in and it's free parking for anybody who comes for the event. So you know there's lots of flexibility now with parking technology and the way that it gets controlled. So I mean that's I think the intent to build in the options but not necessarily have to execute all of them. And we'll have to see moving forward what gets triggered.

Mr. De Rego, Jr.: Commissioner Ridao?

Ms. JoAnn Ridao: I didn't --. I'm sorry.

Mr. De Rego, Jr.: Yeah go ahead.

Ms. Ridao: I did not have any particular questions. I just wanted to comment that I like the openness of the structure because of the safety issues. Also I really like the incorporation of the landscaping. And I'm very happy about the sidewalk from High Street down because I used to work there in One Main Plaza. And to get down to Market Street was quite a challenge because of the different elevations of those sidewalks currently. So I'm pretty excited. I'm a new member of the MRA but I really think I've come in at very exciting time so thank you very much.

Mr. De Rego, Jr.: Okay I have no questions.

Mr. Ball: I have one more question.

Mr. De Rego, Jr.: Go ahead.

Mr. Ball: On the temporary parking down in Wells Park, is that going to be shuttles? I know we talked about running shuttles. Is that going to be through the evening for events that they have like at lao?

Ms. Wade: lao. Good questions. So the temporary parking at Wells Park we were not intending to run a shuttle from because it's just a one block difference. That is intended to be an employee parking area. The majority of the customers the intention is to communicate to businesses, County, State do not have your employees when possible parking out on the street. That is the prime parking. That is where you want customers to be able to come in and turn over right. So the Wells Park is intended to be employee primarily parking with a shuttle service to War Memorial for additional employees. So State employees, jurors -- when you get your jury notice right now it says park in the Wailuku Municipal Parking lot which won't be a possibility. So we'll have the shuttle available for jurors as well as County employees that kind of a thing to War Memorial.

The evening we're right now trying to work with the State to run a valet service from Lao Theater to the State Judiciary parking structure during times when they have -- what's your capacity Andrew? 3 --

Mr. Andrew Tony: 400.

Ms. Wade: 400. So there's 230 stalls at the State Judiciary. And so we could run shuttle service back and forth from that if they would allow us access to do so, and then there could be easy parking right there. And then you have of course all your on street and behind the Lao Theater so that's like about another 120 parking stalls on street and behind.

Mr. Ball: That's all I have. Thank you.

Mr. De Rego, Jr.: Okay thank you. We're going to take testimony and I emphasize testimony from the public. You may ask some questions and then if you guys would write them down. Okay. One of the chairs got to do child care right now and we're going to lose quorum. So what we're going to do --. How do long do you think, Keone?

Mr. Ball: 15.

Mr. De Rego, Jr.: 15 minutes. Okay so we're going to take a recess for 15 minutes.

(The Maui Redevelopment Agency recessed at 2:05 p.m. and reconvened at 2:23 p.m.)

Mr. De Rego, Jr.: Okay we have a hard stop because one of the Commissioners has to leave at three so if there are any questions and we're going to keep the questions to like three minutes. So just ask all of them and then we'll have the panel answer them. Is that the way you want to do it or do you want to do it back and forth? I'm not quite sure because we have a hard stop because there's two more. So I thought we were opening it up for questions at this point.

Ms. Wade: Certainly Chair, I mean we need to open for public testimony and anyone that is interested in making a comment or requesting a response can do so and then you can direct how you would like that answered or responded to.

Mr. De Rego, Jr.: Okay. So at this point since we're so limited I would like you to make and ask your questions and then we will respond afterwards. We'll get back to you.

Pastor Housman: Aloha. You know as traditional greeting it says basically how is your light and or how is your sunshine. And I'm the pastor of the Calvary Chapel that's there at 31 North Market that weird little donut that's totally landlocked between First Hawaiian Bank, MAPA parking lot, MAPA proper and County municipal parking. And we have a congregation of about 250 to 300 people and they come and go when nobody's in the parking

structure. They're there on Sunday mornings. They're there on Wednesday nights. They're there evening for you know jujitsu for youth. And from that I need to know about access. And when I say how is your light I often feel like us particularly and I need to inform a large group of people. We've been in the dark. So with that access during the Phase 1B to our property or to our building. Access you know during that two year time frame it looks like it's going to be blocked so where do we worship? And then on top of that I think that Nani or the Aluli property has a grandfathered in understanding of access and I need to know just in kuleana with them that there's going to be access guaranteed for their property in the future that they don't get into a place where they've been just completely overlooked by the County. So as the pastor of our congregation I should be informed I think and I should be in a place where I can warn people like how are we even going to come to church and when we worship or where we're going to worship, and so with that I would just appreciate. This is my testimony, I feel, I feel as involved as I can be, but I don't feel that's sufficient. So that's my testimony. I can give questions too but we can maybe save those for another time any time. Thank you.

Mr. De Rego, Jr.: Okay thank you. Would you like to respond to that?

Ms. Wade: I would. Thank you. So the -- I think we've talked several times. So the access to the church itself we have always planned to maintain pedestrian access to the church facility throughout construction and that is part of the construction specs as we've discussed it. In fact, you're not the only one, First Hawaiian Bank has to remain accessible as well right. So that has always been part of the priority. What we cannot provide is onsite parking or fellowship space outside of the church during construction. So what we're intention -- what our intention is is to maintain pedestrian access. And then we've also been talking with the property owner about what their interest is if whether you would like to remain there, whether they would like to lease the building to us for staging, whether they would like to sell the property. And we've made that offer to several property owners in the vicinity, two of which we've purchased now. The two on Church Street. So those are sort of the options on the table. We're now at the phase probably where okay it's getting very, it getting very real. We do have funding and budget to move forward with the parking so I agree with you this is the moment to sort of look at what the options are and make a decision for what works best for you and what you need to do for your parish.

Pastor Housman: May I follow up?

Mr. De Rego, Jr.: Sure go ahead. Could you come?

Pastor Housman: Is there a certain code as far as like pedestrian shed and what is acceptable or allowable to ask a congregation to walk? I mean like if it was just a coffee shop and if there was a bunch of coffee shops around town and the one that you particularly wanted to go to you had to walk eight blocks which is maybe like -- I think we mapped it out on the County map and it's like half a mile you know. If the coffee shop you wanted to go you had to walk a half a mile to and get through a wooden crated off area where the methadone clinic

has just given all of the drug treatment you know homeless community their fix and they're hanging out in the dark alleys you'd probably go to a different coffee shop. So it obviously going to have a direct effect. If you're just looking at our congregation like a business are their code issues with like acceptable pedestrian shed of what you can expect the community to walk to without like effectively ruining a business? Is that, is that something?

Ms. Wade: So a one block area is about 400 feet. A half a mile reference is 2,500 feet would be almost all the way past Safeway would be half a mile, past the Kaiser Clinic. So Wells Park is about 800 feet to the new parking area so it's about two full blocks.

Mr. De Rego, Jr.: Good. Anyone else? Okay, let's go on to --

Ms. Wade: Is there public testimony?

Mr. De Rego, Jr.: Yes I just asked. We just had it on the --. No, no, no. You're fine. You're fine. So any other, I asked for any other testimony. Okay, thank you. Okay so do you want to move on to the presentation?

2. Presentation of comprehensive community outreach efforts for the Wailuku Civic Complex including direct community feedback and suggestions. Discussion on format, time and location for future Maui Redevelopment Agency meetings and public outreach activities.

Ms. Wade: Sure. That's it?

Mr. De Rego, Jr.: Yes.

Ms. Wade: Okay, thank you to the PBR Hawaii and Ferraro Choi for being here to present today. I would just like to on behalf of the County to say thank you to First Hawaiian Bank for their willingness to allow us to provide public accessible improvements on their property. This officially represents when we had to submit the permit for this, they signed a letter that said yes they were willing to do that and giving up two parking stalls in order to do it, so just a big thank you to them for making the lot accessible.

And if there are no further questions Chair I will move on. I need to load my presentation on to the lap top. And the consultants are welcome to stay or maybe relieved if they're interested.

Mr. De Rego, Jr.: Okay Erin.

Ms. Wade: Thank you Chair. Because there has been -- because there has been a transition in leadership both in the administration and in the County Council and therefore a lot of transition as well within the offices throughout the County we have been preparing sort of the orientation to the project and what that has included is background on the community's input.

So Mahina Martin was good enough to sort of send me the e-mail and request several things which was perfect because it gave me a great outline for what to present and I thought it would be appropriate to provide to you today.

Very briefly the way back history for the project started in 1962 when the property was acquired. Throughout the decades it was anticipated to build additional parking at the Wailuku Municipal Parking Lot. The Vineyard Street Urban Renewal Plan never happened, but in 1987 and this kind of marks the beginning point of the recommendation for a parking structure, 1987. It was updated again in 1999. And then the real work for actually designing something at the Wailuku Municipal Parking Lot started in 2000 with the Redevelopment Plan.

This is the primary action item in the Redevelopment Plan that says redevelop the municipal parking lot with potential opportunities for mixed use development such as a business hotel, commercial, residential, entertainment, public parking or other uses that will create an activity generator. So the activity generator component is the piece that we've been focusing on most recently. You know the parking is a relatively easy piece to solve. How you create that activity generator is the bigger question.

This is the Wailuku Municipal Parking Lot in question. This is telling me right now just as a heads up that all of the text is going to be off because that is supposed to be in one line so bear with me with my technical. Yeah, okay.

So over the last 20 years there have been four efforts to design a parking structure at the municipal lot. The first took place in 2004 with the Parking Lot Master Plan. There were charrettes that took place. There was community outreach. The option that was identified was PC-1. It was at the time about \$8 million cost. The County did not fund that and decided it might be better for us to put a Request for Proposals (RFP) out and see if we could do this as a public private partnership. So that's what they did in 2006. The RFP went out and they said we want a parking structure and we want a mixture of uses. Several came back. They selected a priority or their preferred and then they began to realize there's a lot of licensing agreements, and shared use, and that wasn't clear how that was going to get organized so that didn't move forward.

The third effort initiated in 2008, the Council or the Mayor appointed a stakeholder's committee for the parking structure. This was under Mayor Tavares. They got an EDA grant. The Council adopted a resolution to build a parking structure and one was designed in 2010 and 2011. It was brought to the community and the community rejected it for three reasons. I'm going to go back. One, they felt it was out of scale. Two, it was single function and could only ever be used for parking. And three, there was no activity generator so it would just be this lonely parking structure. And there was concern for safety.

So backing up, we are now on our fourth effort to build at this location. In 2016 design funding was appropriated. The RFP went out for a design team. In 2017 we initiated the community based design effort and we're now at the end of 2018 we have partial funding for construction.

So just to revisit why it didn't work in 2010 very quickly. Originally this was a five level parking structure. It had 426 stalls which is very close to where we are now. We're just two more than that. There were 34 also at grade stall. So as you can see from the image on the upper left corner to the right of what shows as Pili Street was going to be an at grade parking, not an activity generator use. That was the biggest concern of the community was that it would still just remain non-productive in terms of the economic generator.

And so these were the reasons it did not move forward. So we reassessed in 2012 and actually thanks to Morgan Gerdel who's back here for developing this scheme that really showed people the scale of this. On the left is Lao Theater, on the right is the Wailuku Executive Center. I think kind of put in perspective the massing of the building and it just didn't sit well with people.

So we started a visioning process in the month of February. Thank you to Jonathan Starr who is in the audience for offering us this space at 1980 Main Street. We utilized this space for a whole month and kept it open during all office hours and some nights and weekends as well to invite the public in to comment. We had a wall that asked a series of questions. And I provided for you and there's also copies up here for the public a summary of the report of what information we collected from this outreach sessions. But these were questions that were prompted. I wished there was more blank in Wailuku. If I could make one thing better in Wailuku it would be blank. And we asked people to fill in the answer for those types of things. This shows some of the people that participated.

The major takeaways from this were make it walkable by improving sidewalks and creating shade, encouraging walking, make it fun, focus efforts to attract businesses that invite social gathering. People really look to Wailuku as being a gathering place on the island from wherever you're from. They look to it to be the gathering place. Make it interesting and expand on arts and culture and education and spiritual practice opportunities. Make it healthy. This was right at the time Ooka's Market had shut down so people were kind of not sure you know where they were going to get their groceries and we had one guy even came in and say Ooka's was my refrigerator. Like I never had food in the house, I would just to Ooka's every night you know. And so that really did present some interesting gaps on what it could -- it presented interesting gap and opportunities for what could come in the future. And then the historical context is preserve historic local -- historic facades while shifting the programs within those historic buildings. So we can't keep you know Emura's Jewelers no longer worked as a business model. People like to retire you know. You can't keep towns exactly the same forever, but you can shift that programmatic mix while keeping the spaces and the feel of the neighborhood the same you know. So that was the goal is how do we make that happen?

So we identified with the consultants that were selected, Ferraro Choi being the lead and PBR Hawaii assisting with the planning efforts, we identified a planning process to work with the community. To spearhead the decision making on this the Maui Redevelopment Agency identified a Project Advisory Committee because meeting as the MRA for all of these little

questions about colors and window features and all of those little details can be very cumbersome. So two members of the MRA, Chair De Rego who -- you weren't chair at the time when you were appointed -- and Gwen Hiraga sit on the committee. Alexis Dascoulias who was the executive director of Iao Theater. Andrew Tony is now, he's here in the audience. Raise your hand Tony. There he is way in the back. Don Fujimoto who has also previously chaired the MRA. Kristen Holmes is a property owner. Lawrence Kauha'aha'a is our safety ambassador and coordinates the clean and safe program. Bill Mitchell is a local landscape architect. Peter Niess is a local architect. Saedene Ota is a local graphic designer and designer. Scott Teruya is our Finance, is now our Finance Director, was previously the real property tax division chief. And Kurt Watanabe is in the Engineering Division of Public Works. This was our project advisory committee.

We offered from the beginning seven ways to participate. I'll tell you what those ways were and then I'll tell you when we utilized each of them. So we offered opportunities five ways for the general public. One was an online survey. Then we did open houses and pop-up planning. We also had the publically noticed MRA meetings and County Council meetings. We provided the website and the LIST Serve opportunity to sign up on and the Environmental Assessment Process which we don't control. The Office of Environmental Quality Control manages, but it was also another opportunity to provide input. Then we did targeted participation with stakeholders and membership organizations.

So for the general public the first launch was the online survey and these are articles from Maui Now and Maui News featuring that we went out for this public survey. We did 1,096 responses so it was a very good pool. And we did --. And I also have copies of the survey results over there on the table for anyone who is interested. We did general public open houses and pop up planning at First Fridays. We did this at the plaza, Kipuka Square right next to Iao Theater. We utilized the corner of Main and Market one time for this four day period from June 1st to June 9th. No, June 5th to June 9th. The First Friday was down at the plaza. And then we kind of held court at the Mayor's tent during the County Fair in 2017 where all of these boards and stuff were available there as well.

For the general public these are the MRA and County Council meetings that were available during the design process to participate in. This is just a view of the website and then the newsletters that we created and distributed. And this is just a summary of what the EA process is and it's required by law with the review period. This is actually no longer correct on the --. We ended up allowing public comments an additional two weeks, beyond the 30 day period before we worked to develop the Final EA.

And then we had targeted participation with stakeholder interviews. So all of the photos that you see here are all either property owners or tenants that we went out and meet individually with. Did a lot of property interface with both the Church and Vineyard Street projects. So we did have to discuss exactly how they wanted to be accommodated in terms of where their driveway went, where the power poles had to get buried, if they wanted new connections when they developed into the future. So all of those things had to occur. There's Pastor Hausman in the corner over here. And then we also did with Ramsay Taum we did several

days of cultural interviews with folks who have either lineal descendants connected to the property or a particular cultural perspective that was interested in commenting. And then we had two merchant meetings. One of which was about how to mitigate in a way that was meaningful. The other was about the paid parking and whether they liked it or not, didn't like it, and that was a thumbs up from those that were there.

Then we did targeted membership organization so that included Wailuku Rotary, Wailuku Performance Arts Alliance, the Culture Resources Commission, the Maui Island Burial Council, the Wailuku Community Association, the Native Hawaiian Chamber and Kahului Rotary. And these were the phases that we accepted the community feedback. We had a kickoff. Then we had concept plans to respond to. Then we had preferred concept plans and then we have the refinements.

We're all going to glaze over so I'm going to just skip ahead to the pretty pictures now. So this was the very first public kick off at Wailuku First Friday. And what we did was Ferraro Choi and Associates and PBR created these panels for us, and on the left you see what the panel was that was presented and what this one show is types of community buildings. So what we're looking for here is what is your architectural style preference that you would be interested in seeing in this project? Then we gave people dots and let them identify what type of architectural style they would like. The four that are shown here are the top four that people liked. And then in the little legends to the left it shows what people wrote in. Things like a large indoor space with wood floor to dance on, and that was a halau, that in particular you know it's got to be a special type of floor was interested in that. LED or they wanted LEED rating. Big buildings aren't needed, aloha a'ina. So there was a mixture of comments that of course has to get balanced as time goes on. Buildings should fit in with Wailuku towns original buildings. So I'm showing you this one as an example. I do have if it's going to load. We had pages for street edge. We had pages for plaza. We had pages for other amenities. Nobody wrote anything in here because we offered some really kind of off the wall stuff like animal and person drinking fountain. But we gave people a lot of opportunities to speak up on the details and this was a specific details element.

And then we also asked people about what types of uses would you like to see. This was also in the community opinion survey. So it shows that we had 236 people participate in this selecting of what type of uses would you like. At the time children's museum was the front runner. This was before we had incorporated a market or a public market. That kind of evolved so that was as you can see one of the write in suggestions, grocery. So skate park, grocery, retail, housing, shuttle stop, all of those things ended up being write in.

So then we identified --. The project architect team worked to identify three potential levels of intensity of development. The low intensity is the green, a medium intensity and a high intensity. And then we asked the community to respond to that, and they wrote in all kinds of comments about what they would like to see, what they liked and didn't liked and I have pages of that. So I will -- this is all going to be documented in the report. But because I wanted to make sure that it was getting out publically as soon as I could get it out. We're sharing this right now. Then in July we took what the majority of the comments were which

almost everybody liked the medium or high intensity which was way outside of our expectation at the time. We I think had thought oh we'll probably do a small community building for a reception space and halau practice and a plaza. And then the more that we started meeting with people, and the more input we got, the more we realized it needed to be more of an activity generator than just a building that would be sometimes occupied sometimes not occupied.

So we moved towards the ground floor market concept. So in the upper corner up to the right you can see ground floor market. And this was the preferred design layout. So we showed this in July. It evolved to this in October. And the difference is mainly in the plaza. We were working a lot on that. Stan was still here during that period of time and decided that grass is not going to be functioned for us well. It's better to have the whole space be able to be utilized for an event. So that all became hardscape in the center. And then we also started showing cross sections of what the building could look like at that time and how it could be laid out on the site. How the parking could kind of sink into the grade without having to stick up so high above like previous designs.

We then also presented income opportunities within the building and how we could generate operational revenue.

And then in December the concept is very close to what you see now. Some of the plaza arrangement has been adjusted and some of the building features have been adjusted. But this is what was delivered to the County Council with the budget request in 2018, or in 2017 for the 2018 budget. This was some of the responses to the 12. We also showed the opportunities for public art at that time. The reasons behind the color schemes was shown and it was the tapa cloth that David alluded to. We showed potential arrangement for the public hearing room, concert recital space, as well as the potential layout of the community event space.

And then this was the conceptual plan that all of this input resulted in and the budget request was based upon. So 428 parking stalls. Three story County building. 7,500 square foot public open plaza, 5,500 is covered so you put that together and that's essentially all usable open space. And then the promenade shared space that abuts the building. So this is -- that was what was funded.

Then when not all of the project was funded in the budget deliberations it became clear we had to come up with a phasing plan. So talking with the Redevelopment Agency and the Project Advisory Committee we identified segments of the project that could move forward. The roads obviously always had to come first, so the roads was phase 1. Secondly the parking which has been in plans for years and years we've identified as the second phase which gives us opportunity to wait and discuss phase 2 as we keep moving forward. So nothing further on phase 2 at this time, just 1A and 1B.

So that in a nutshell was our public input process and how we -- the way in which we engaged the public. So I'm happy to ask any questions. I do have all of the sheets, all the original

sheets still in my office and will be photographing and putting those all up online for anybody who is interested as well.

Mr. De Rego, Jr.: Commissioners?

Mr. Ball: I had one question. On the 428 stalls, that's just in the structure or is that surround area?

Ms. Wade: That's exclusively within the structure.

Mr. Ball: Just in the structure. And then so what is our plus, minus for the parking then in the end?

Ms. Wade: So there's 214 stalls there now. So we gained 214 onsite is the total gain onsite if that's what you're asking.

Mr. Ball: Well and are we pulling stalls from the surrounding streets?

Ms. Wade: We are, and I don't have that in front of me. You have? David --? I'm sorry we don't have that right in front of us right now but I can get it. Yes, there's about 30 stalls that are coming off street in the neighborhood.

Mr. Ball: Because Church, right, we're going to make Church two ways so all of those will be gone, right?

Ms. Wade: Correct. Creating a loading zone.

Mr. Ball: Market will stay the same.

Ms. Wade: Market isn't getting touched. Market isn't getting touched.

Mr. Ball: Okay, thank you.

Ms. Wade: You're welcome.

Mr. De Rego, Jr.: Commissioner Ridao, any comments or questions? No? Okay. Good. So would anybody like to testify on this section? Three minutes, thank you.

Ms. Susan Halas: My name is Susan Halas. I live a block from this project. I have followed the MRA through many administrations beginning in 2000 and I think that Erin did a excellent job of bringing you up to speed on the activities and the various incarnations this project has gone through.

What I want to call to your attention now I want to vigorously call it to your attention is that what might have been our goals in 2002 which is quite a while ago -- it's now 2019 -- might

not be our goals in 2019. And I also want to say how narrow I found the focus as a person who has attended many, many of these meetings through the last -- I was doing it for years before Erin even got here. This was always geared towards a commercial project and always overlooked the idea that there are residents with who I am one, and there are workers who worked for the County and the State and different non-profit groups who are primary either helped or hurt by this project. And that this project continues to focus on the commercial aspects without really looking at what is the much larger picture which is Wailuku going to remain as seat of County government?

Now as I look at the makeup of this committee very rarely has there been members of this committee who actually live in the redevelopment zone. And because it's such a small group admittedly they are selected because they might have some special knowledge or expertise. But yet they are making decisions that us, the residence or the workers at the County or the workers at the Courthouse or the workers at the State building, will have to live with. And they're focusing all their energy on the commercial sector and the idea that somehow they want to have an exciting night life town, but . . . (inaudible) . . . 17 years not a lot night life and other exciting restaurants and other things to do have grown up around in Maui. Maui has changed a lot. So to spend this top dollar of our public funds I would not object to it as strongly as I object to it if we were being privately financed and would be have some public use. But this is our public money at a time when we say that housing is our top priority and it does not have one single unit of housing nor does it --. I know that Erin is going to talk again about what housing you hope for. But as --. Since I hold a broker's license and since I've sold -- I've bought and sold many of the properties in this exact neighborhood I think I could shed some light on this. All I can tell you I handed out this story on --. I've talked to a great many people. Most people don't know; they're neither for or against it. They've considered what they've seen as --. Mr. Chairman may I continue for another 30 seconds?

Mr. De Rego, Jr.: Sure.

Ms. Halas: Okay. They consider that as sort of like a snap shot or a sketch book but they actually to the average person out who's out there, who's living in the neighborhood or who's working at the County or who's parking in the parking lot and who's not a merchant they do not have clue. They -- and I tell you this. I did this on my own nickel. I went door to door. For every person that appears in my story, there are five people that I talked to that did not appear in my story. The greater variety of people do not know what you are planning and they don't know whether they're for it or against it. Having attended a great many of these meetings at many of those meetings there were less than 15 people. Ten seconds.

Mr. De Rego, Jr.: Thank you.

Ms. Halas: Less than 10 people. Less than 15 people, half of them were members of the County administration.

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

Ms. Halas: I speak against it in case you couldn't figure it out.

E. UNFINISHED BUSINESS

1. **Staff is planning a panel discussion on expanding the affordable housing inventory within and immediately surrounding the Wailuku Redevelopment Area (WRA) in March. Discussion on date, time, location, desired participants, specific topics to cover with panel and any resources or information that should be made available in advance.**

Without objections the Agency deferred Agenda Item E.1.

F. NEXT REGULAR MEETING: February 22, 2019

G. ADJOURNMENT

Mr. De Rego, Jr.: Yes, thank you. Anyone else would like to testify at this point on this section? Okay it looks like you're going to have to go right? So what we're going to do is I think move unfinished business to the next meeting okay. And our next regular meeting will be on February 22nd, 2019. Do I hear a motion to adjourn?

Mr. Ball: So move.

Mr. De Rego, Jr.: Seconded? Okay everybody going to adjourn? Yes.

There being no further discussion brought before the Agency, the meeting was adjourned at 3:00 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE

PRESENT:

Keone Ball
Frank De Rego, Jr., Chair
Jo-Ann Ridao

EXCUSED:

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Gwen Hiraga
Ashley Lindsey, Vice-Chair

OTHERS:

Erin Wade, Maui Redevelopment Program Manager
Michael Hopper, Deputy Corporation Counsel