

Friends of Volcano School of Arts & Sciences Minutes

October 6, 2016

Keakealani Campus

4:30-6:00 PM

Approved Minutes

Directors Present Amalie Dorn, Mara Saltzman, Lisa Canale, Kalima Cayir, Ian Cole

Directors Absent: Stephany Cecil, David Goodman

Guests: Lynn Melena, Satoshi Yabuki, Courtney Larson

Call to Order: Meeting called to order by Amalie Dorn at 4:36 PM.

Welcome/Announcements: Guests welcomed and introduced. No announcements.

Lisa Canale motioned to accept Courtney Larson as a Director on the Friends Board; Amalie Dorn seconded; no discussion, all in favor none opposed.

Two new members (non-voting members): Satoshi Yabuki and Lynn Melena.

Minutes from September meeting: recommendation change to suggestion under Planning and Design Committee section in minutes; fix "in sketch to be" to "sketch be"

Lisa motioned to accept the minutes with that one change; Mara Saltzman seconded; any discussion, all in favor, none opposed.

Vote to Accept Planning Coordinator/Project Manager:

Lisa Motioned that we accept Lynn Melena as pro-bono planning coordinators at 300 hours valued at \$50 an hour; seconded by Mara Saltzman; no discussion, all in favor, none opposed.

Financial Report:

Need to figure out upcoming costs and what's reimbursable through GIA and this should be a sub report of the financial report; Boone Morrison will do another invoice for percentage completion soon and Lynn Melena will follow up with him on this; Is David still interested in continuing on as an account as there are more bills throughout construction and FVSAS will be subject to examination and audits with construction; Lynn Melena will talk to David Goodman about this.

Ho'okupa'a Update (GIAs):

Ho'okupa'a gave presentation at VSAS about Capital Campaigning. Tamar from Ho'okupa'a is willing to have a zoom conference for people wanting to learn more. We can't go after much more money until we have exhausted the GIA. We want to find new funders- Foundations. Tamar recommended to hold off signing of USDA loans because FVSAS should try to go after

foundation money first. Lisa stepping down from Ho'okupa'a coordination and Courtney willing to step into that role.

EA/EIS:

Will need to be an Environmental Assessment (not EIS); Ron Terry who has done a lot of EA's in past has been helping with FVSAS' EA: He interpreted the proposing and refusing was at a local level; AG (as the school's attorney) rendered an opinion that the school Governing Board is the proposer and approver for the EA agency but Friends has to notify DOE and the OAQC (which will take time). Tamar looking into language to have the submitting language as Friends so Friends gets reimbursed by GIA and the proposing agency be GB. This process is needed to get permitted but doesn't stop the project from moving forward. School is leasee for this property the language has to be that contractors are doing work for school by Friends is paying for it. The traffic study is dependent on engineer services and comments from planning- the issue of growth for school by this likely won't affect phase one of design/construction. Still need to do use permit? Yes likely- but may just be compilation of documents. We had a prior vote to use Zendo Kern to get paperwork through.

Lisa Canale motioned to hire Michelle Lefebvre at Stantec do Friend's EA as long as pending quite is within the limitations of our procurement policy; Ian Cole seconded, no discussion all in favor, none opposed.

OVR Consolidation: building has to be off road easement; building and tent have to be moved. Kalima Cayir to call Kamehameha contact for/with Ian Cole

Planning and Construction/Master Plan: sub-committee had accepted plan that Morrison Architects had designed, since then lots of good ideas, Amalie proposing that we go over some of those ideas. Challenges with flow of traffic through campus and Morrison Architects came back with another option as result of traffic concern. They are working up a new drawing based on a provided sketch of suggestions. New ideas being considered. Concern raised over location of preschool. Kitchen has to be moved to front of campus for access. Two options one being sketched option and other option verbally shared with moving parking, preschool, and MP room. Pick up and drop of bus should be where bus parks that doesn't work in this plan because of location of K in this drawing. Changes to sketch will change timeline, could cause Friends to meet GIA deadline, and can lead to more charges for out of scope work because engineers started work based on driveway location in sketch.

Lisa Canale motioned to have Boone Morrison Architects, Inc. to do second drawing or another drawing with parking front loaded, preschool in back and switch kitchen and MP building; (no second in motion).

Motion to accept the plan been accepted by sub-committee? Amalie asked if we have a motion.

Ian Cole motioned to push forward the master plan; Courtney Larson seconded;

Why the multipurpose building should be at the drop-off/pickup (Discussion points presented by Lisa Canale):

- 1.) Assuming that the safety policy for VSAS will not alter and therefore, the pre-K through 8th grade students will be collecting in the morning at the multipurpose building and then be guided to their classroom in class group, then...
 - a.) it makes sense have the Multipurpose building located in front of the drop-off area to minimize the wandering time to get from point A to point B.
 - b.) It is a rare K-parent that would be comfortable having their child walk from the drop-off location to the campus meeting place (on a related note how will the students be shepherded to the multipurpose building?).
 - c.) If the multipurpose building stays at the backside of campus, there is a high probability that these pre-K/K parents will be parking in the lot and then walking their child to the multipurpose building... not to mention parents, like me, who if it is storming, will drop his/her child off as close as possible to the eating/gathering location.
 - d.) Having pre-K & K drop-off in front of those classrooms as shown in the 7-Sept master plan does not fit the current VSAS drop-off & pick-up policy (although, this could be altered), it adds a layer of complication for feeding these students breakfast and it presents a secondary opportunity for fender benders having two drop-off/pickup locations.

2.) In the master plan that was presented on 7-September, is there enough space in the front of the administration building to fit 100 students? 50 for the bus & 50 for car pickup.

a.) My assumption is that 70 students will attend A+ in the multipurpose building (where the parents will park to pickup their child at the appropriate time) and less than 30 students will walk, bike, or take the Hele-on home.

b.) When the after school enrichment program is in session, it will create a secondary wave of pick-up at 3:30 pm reducing the amount of students, and therefore cars, at the 2:15 pm pickup, but creating a second wave of congestion.

Why the kitchen should be at the front of the school:

1.) Any fire at school will most likely occur in the kitchen - it is easy access for the emergency vehicle to respond and there is a better opportunity for a fire to be noticed if the kitchen faces the street (especially in the evenings or on the weekends).

2.) Any deliver to the kitchen most likely would occur during school hours, making it a simple stop & drop, rather than maneuvering a delivery truck through a parking lot of cars.

3.) Any commercial kitchen activity would, most likely, occur during the weekend. A front of campus kitchen would allow the commercial kitchen user to park in the stalls at closest to the historical building, and avoiding having the participant accessing the un-viewable-from-the-street parking area. Most folks do not like to walk in secluded, dimly light parking lot. And,, my assumption is that the neighbors will not want to have a parking lot be lit up in the early morning & evenings and that VSAS would not want to put unnecessary use hours on the lightbulbs & batteries (my assumption is that cost of electricity is a minimum due to solar power).

4.) We have money to build the kitchen ASAP and the plumbing/electricity could be tied into existing infrastructure (not ideal but do-able if there is a time crunch).

5.) If the kitchen was near the pre-K & K classrooms, then those students could come to the multipurpose building for meals or the meals could be walked or hand-carted to them. As it is currently designed the purchase, maintenance, & use of a golf-cart is required to deliver the meals to those ~40 students.

Why the bottom of the historical building should be administration:

- 1.) It is at the front of the campus.
- 2.) It is next to the visitor parking.
- 3.) The current kitchen could be converted into a teacher's lounge area.
- 4.) The upstairs classrooms could still be used as classrooms or as the VSAS school library & tutoring center & potential theater practice space.
- 5.) It frees campus space for other possibilities.

And, most importantly to me, why the drop-off and pick-up routes should be rethought.

- 1.) The current plan does not alleviate the congestion experienced at pickup times at the OVR campus, rather it transfers it to the KKL campus.
- 2.) The student walkers, bikers, & Hele-on riders will be heading either right or left when they leave the school. Either way these students are crossing the traffic twice - once to get the pathway in front of KKL's existing structure and then one of the two KKL driveways (or across Haunani) to be on their way home. I would like to see at least two additional foot path to exit/enter KKL that would allow these students an opportunity to not have to cross the driveways.
- 3.) The staff will be embroiled in the drop-off traffic to get to the parking lot.
- 4.) The bus will need start & stop its engine multiple times to drop-off/ pick-up the students. For example, it will be entering to drop-off & stopping its engine to allow the students to debark the bus, then starting its engine to exit the drop-off area, then exiting, and re-entering the drop-off traffic to park. Rather than just entering and parking at a loading & unloading zone.
- 5.) As per the spare bus, it seems from the drawing that it could be parked in the unused area at the top of the parking lot near the water tank.

3 in favor to accept master plan, 2 opposed.

Adjourn- FVSAS:

Ian Cole motioned to adjourn; Ian Cole seconded all in favor, none opposed.

Respectfully Submitted by Amalie Dorn and Mara Saltzman

October 31, 2016

Approved November 6, 2016

Amended December 1, 2016