

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
MAY 24, 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 1:04 p.m., Friday, May 24, 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 get started, 1:04 p.m., call the meeting to order. We have quorum. We have member Keone Ball and Jo-Ann Ridao, and myself, Frank De Rego, the chair. We call for public testimony. I have on the list John Noble first to testify.

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. Jo-Ann Ridao: He was here.

Mr. De Rego, Jr.: He was here. Okay, well we can go back to him. Ron Brown? Okay, during one of the agenda items. Thanks Ron.

Let's get to new business. Without objections members that we'd like to take the update on small town big art because we have a testifier who has to leave early if we could put that the first order of business under new business. Without objections? Okay, so can we call the, the -- Kelly McHugh. State your name and who you represent.

D. DEPARTMENT UPDATE

4. Update on Small Town Big Art

Ms. Kelly McHugh: Aloha. My name is Kelly McHugh, and I represent myself in a freelance capacity. And I've been asked to come in and just give a broad overview of the background and history of small town big art, and where we stand today.

The journey kind of began with the 2012 Na Wai Eha mural. I was working at Hui Noeau Visual Arts Center and I had written a grant proposal through Laila Twigg-Smith Art fund to bring in an artist that has never worked in the State of Hawaii before and offer a community

opportunities for people to get involved with the product and the process of a piece of art, a piece of art work. At that time serendipitously I came across Erin Wade who I met the first time and she was ankle deep in the reWailuku initiative. So it worked that we would create a mural in downtown Wailuku and we worked for an entire year, Eric and myself, to create a story and work with business owners and community members to ask them what Wailuku meant to them.

One of the best gauges of public art success from one of my mentors at the Philadelphia Mural Arts Council, founder Jane Golden, is if a mural doesn't get vandalized throughout its lifespan and it's been there for seven years without any vandalization so we consider that a great success.

My background is in arts administration. I'm a former consultant with the National Guild for Community Arts Education and a freelance liaison between arts and community organizations. So collaborating with the government entity and specifically with Erin was an incredible learning experience. Her heart is in Wailuku and I was a changed person after that program. Three years later she hired me to teach a workshop evaluating the capacity to expand that one time experience into a formal public program. We walked away having learned that an exemplary public stakeholder would need to come to the table to pilot something more tangible from the many talks that had proceeded at that time.

The County applied for an NEA Our Town Grant in 2017. That's the National Endowment for the Arts. It is the northern star of arts funding in this nation. It was awarded in 2018. I came in to help and coordinate phase one of a proposed three phased project, which is planning, staging, and implementation. We're currently in phase two. I actually have a handout. Is that appropriate?

Mr. De Rego, Jr.: Yes.

Ms. McHugh: As a federal grant there are many guidelines for us to follow regarding accessibility to the public, primary direction by a government entity, careful collaboration with a non-profit, non-interference with historic buildings, and so on and so forth.

I worked with public arts programs like Philadelphia, Socrates Sculpture Park, State Foundation on Cultural and the Arts, Hawaii Community Foundation and Sissy Lake-Farm at Hale Ho'ike'ike to create an RFP for artists, to request for proposals for artist to develop a piece of art based on an Olelo Noeau selected by Sissy, the executive director, to have deep connection with Wailuku specifically.

The grant calls for a positioning of publically accessible art as a catalyst for revitalizing neighborhoods lead by government agency in collaboration with a non-profit. Because Wailuku is at a vulnerable moment about to undergo a period of construction it was only fitting that Sissy help lead the charge given her role as our community story telling conservationist. We asked arts to tell these stories. As proof of concept and to help exemplify the process we worked with PangeaSeed Foundation for six months leading up to their February 2019

residency. The County needs to match the funds granted by the NEA so PangeaSeed was invited to apply for a County grant through the OED. They met all of their requirements and we worked to ensure that the project mission aligns with our mission. They wanted to tell stories about the ocean and its marine life, but after many years of learning from Wailuku we were able to shift the focus to more of a mauka makai theme which I think was a great success.

Our RFP was distributed in January, closed in March and we're in the process of creating contracts with 13 selected art projects out of the 61 that were submitted for panel review. Once contractors sign, the press release will announce the season. And then I go on to how you can help, but I think that's kind of a different format. But that's where we are as of today. We've got 13 art projects with installations gearing up to launch beginning in August. For each artist or installation, we'll have opportunities to meet and greet the artists, brown bag lunches, panel discussions, opportunities to be a part of the process and the product, and has to have community input heavily involved in that process. And that was one of the few guidelines that we required an artist that were applying for the event that they have very direct experience in public art, not just in coming and parachuting their own work. 11 of the 13 artists are local artists. The other three are from Canada, and two from Pennsylvania. So we're just waiting for them to sign those before we release those names, and we'll do that public press release. Any questions?

Mr. Keone Ball: How are long the -- how long is the art work up for once they've completed?

Ms. McHugh: It depends on the site. So in the RFP we stated that would be a short-term art installation. Nothing is meant to be permanent. There were three or four mural applications so we're working with small businesses that might be able to host those murals, and really it's up to them, it's in their hands. Most of the other artists that were accepted are more ethereal projects so performance art, dance and theater, and then we have a couple of sculpture installations that will be placed throughout Wailuku and we're working on those sites now.

Mr. Ball: Cool.

Mr. De Rego, Jr.: No questions here. Thank you very much.

Ms. McHugh: Thank you.

C. NEW BUSINESS

3. Update of permitting, bidding and construction schedule for Phase 1A and Phase 1B of the Wailuku Civic Complex.

Mr. De Rego, Jr.: Okay, did you want to move this up to the top as well?

Ms. Wade: Yeah.

Mr. De Rego, Jr.: Okay, so without objections we'd like to move number three in new business up to the next consideration, without objections to be considered next. Okay, is there anybody who would like to testify on this item before we get started? Okay, we'll close testimony on that item then. Update.

Ms. Wade: Okay, thank you. We do have our construction manager, Brian Ige, is here. But just a quick, we just moved item three which is update on permitting, bidding and construction schedule up so that anybody that wanted that could hear that early. Brian, would you provide us an update on 1A please?

Mr. Brian Ige: Good afternoon board members. I'll give you a brief update on where we are as far as the construction status is on Phase 1A. We are and still trying to get construction plan approvals from the County of Maui, on the different agencies. We have some issues come up with the right-of-way widths. We're trying to address that now. Our designers are working on revising some drawings to accommodate or larger right-of-ways and we hope to start construction in August. You know, regarding the work that started already, our contractor is onboard. He has an office already set up onsite. We did some preliminary investigation work of the existing utilities. What we're trying to do avoid conflicts during the course of the project so as much information we can get up front now will prevent delays and roadblocks as we progress with the work.

We have been meeting with the community for the last past month, and more in respect to Phase 1B as it comes on board. We've been meeting with the owners of the adjacent properties to the Wailuku parking lot area. A lot of them -- a few of them have only single access from the back, and we're trying to work with them to make sure when we go out to bid on Phase 1B, we can accommodate their needs and make sure those requirements are incorporated into the bid documents.

That's the brief summary for now. So hopefully we can start breaking some ground in August.

Mr. De Rego, Jr.: Just a question is do those final plans have to come back to us? For approval or does it just goes in after this?

Ms. Wade: Thank you for that. Yes, so the plans for Phase 1A will come to the Redevelopment Agency at your June meeting.

Mr. De Rego, Jr.: Okay.

Ms. Wade: For the 1A Phase while it's still being finalized. 1B will be either July or August. Right now as Brian and Tokie from the Office of Economic Development are meeting with the surrounding businesses. We may be changing the bid docs in order to accommodate access during construction, so that is one of the modifications we're looking at.

1B is in for permit right now. It's in for its initial permit review with all of the departments and then after that gets through its initial clearance to make sure there aren't any building code or fire code issues as it is, then it will come to the redevelopment agency for your plan review and approval.

Mr. De Rego, Jr.: Members, any other questions? Okay, thank you very much for that update Brian. Okay, let's move on now to, I guess, we could do the review of Maui Redevelopment. Or do --? Yes, without objections, could we also do the update on the temporary parking plans, all the practical stuffs first? Okay. Okay, so let's do the update on temporary parking plans including Wells Park, etcetera, etcetera. Anybody would like to testify on this item? Okay, we'll close testimony. Oh, Mr. Brown.

2. Update on temporary parking plans including, Wells Park temporary parking area, employee shuttle, micro-transit alternatives and private property owners' parking areas available for rent. Review of preliminary results in from the Wailuku Town Employee Parking survey distributed on Monday, May 6, 2019. Discussion on options to improve access and reduce inconvenience to customers and employees throughout construction.

Mr. Ron Brown: . . . (inaudible) . . .

Mr. De Rego, Jr.: You testify now and then we'll have the presentation.

Mr. Brown: I don't know what the presentation is going to be.

Mr. De Rego, Jr.: We could have you come testify after. It's usually before, but that's okay. We're pretty easy over here. Okay, so good, update.

Ms. Wade: Okay, thank you very much. On May 1st, we sent out an employee opinion survey throughout Wailuku town. So this included the County of Maui employees, the State of Hawaii Judiciary, Maui Medical, One Main Plaza, Wells Professional Building, and all of the businesses that had registered for e-mail with our Tokie with the merchant interactions. And then those employers many of them gave it also to their employees to take.

Right now we have about 357 responses to the survey. And some of the preliminary findings, one of the questions asked was where are people coming from to get to work so that if we created a shuttle, what pick up points would make the best sense. If they weren't -- if they were driving in where could they be easily picking up a shuttle. We asked that their start and end times are to find out what the timing for those shuttle services would need to be. We asked where their place of work is, and if they were going to be displaced during construction. So we asked where they parked today and one of those obviously is the Wailuku Municipal Parking Lot question. And then we also asked where do you plan to park during construction? And if we give you the options of taking a shuttle, renting a stall, parking at

the temporary stall at Wells Park as the three alternatives if they don't already have a stall. To date, most of the folks that have responded, about 50 percent, a little over 50 percent currently have reserved parking so if --. And we'll have to see how many more responses we're able to get from folks. But if that's about right in terms of the general employment pool, then about half is expected to be impacted either directly or indirectly by construction activities in the district. So we do know that's a large group of people that we're going to need to be accommodating. So what we've done in terms of what potential options could be is we've been talking with the property owners within the neighborhood about opportunities for providing parking during construction.

The map that I handed out and was on the table illustrates several locations, and then this spreadsheet that goes with it indicates what the key is. So they're each labeled with a letter, and the letter corresponds to the table in terms of the location.

So for new opportunities obviously One Main Plaza has a significant amount of parking today. They have up to 12 additional parking permits according John Tavares at Standard Parking that could be issued.

Kaahumanu Church is interested in providing parking as is Wailuku Union. We're estimating those numbers to be about 20 stalls at Kaahumanu and 50 at Wailuku Union. These would not be permanently paved locations. This would be temporary parking. So neither of them are interested in doing long-term parking.

2086 Main is the location at the corner of Main Street and Church Street. They have approximately 12 stalls available today. And this is all for monthly parking permits. And then Wells and Church which is behind Uptown Chevron has approximately 10 stalls available today for rent. And you can see the monthly permit rates is next to those along with the method of reservations and how long it could be available.

So this is potentially available for lease by folks who aren't interest in taking a shuttle or parking at Wells, it could be up to 112 parking stalls in the district.

In terms of daily rentals, both 2086 and Wells and Church also offer daily rental today. So even if you go there today you can park there for four dollars as a daily rate. So keep in mind one cancels out the other. So if, you know, if 10 monthly parkers park that only leaves two daily stalls available. So they're double counted and that's why there's asterisk next to both of those in the daily.

Just looking at the County of Maui's parking and that's labeled as G, we have over 200 stalls on the County of Maui's campus. So internally the department is looking at ways to better manage the onsite parking and potentially offer some of those where they're underutilized. The stalls that are underutilized, to offer those to existing employees. So we're looking at a variety of different systems for that.

And then finally, in terms of no reservations required, free parking, the two options available now are Wells Park which will be developed to have between 85 to 100 stalls. And then on-street on Waiale, Lower Main, if you look at the map, that long strip, I, is available today, you know, for anybody to park. It is a walk, but if free parking is a priority it is there and it's available and it wouldn't cost the County to have to make any additional investments in terms of temporary parking.

So I'm probably better maybe take questions on what I've presented so far, and then I can talk about shuttle options.

Mr. De Rego, Jr.: Members, any questions on this part? I have one question. I was looking at the numbers for people who have designated parking spaces and there was kind of a discrepancy in the numbers. Because when people were asked what option they want, when they asked if they had parking, there was about 183 I think that said that they had a designated parking space. And then later on about 10 questions down, they asked well, which option would you prefer and 200 said that they would rather stay in their designated parking space. So I was wondering why the discrepancy between the 200 and the 17 people all of sudden discovered that they have designated parking.

Ms. Wade: I can --. While the survey is open I can't look for those correlations. I can't do a cross tab until we close the survey. But once we do that, I can look back and find out where people said they don't have a reserved stall, but that they would prefer to park in a reserved stall and maybe double check, you know, where they're working and I can look back and figure out, you know, with the data maybe that anomaly is occurring. Or perhaps they're looking to reserve that stall and maybe they didn't understand that question.

Mr. De Rego, Jr.: Yeah, it seemed to be there were quite a number of people who would do that, 17, a pretty sizable group. I didn't see any other discrepancies. I was looking for cross tabs actually so that would be helpful I think.

Ms. Wade: Yeah, we plan to keep the survey open through, through the month of May, so if there are employees who haven't completed the survey would certainly encourage that. And then once that's available I'll certainly provide a final report of the data and we'll make that publically available for how folks responded.

Mr. De Rego, Jr.: Okay. One more chance? Nothing? Okay Mr. Brown, you wanted to testify, go ahead.

Mr. Brown: Yes, thank you for taking my request.

Mr. De Rego, Jr.: Sure, no problem.

Mr. Brown: I'm totally confused with you've got 85 stalls over here, slash 100. You've got 200 over here. You've got a 112 here. You know when you walk around all these buildings

all I see is parking, parking, parking. Like sometimes I have a hard time visualizing how they're all being used. There is so much parking open, and I walk up and down here a lot, so that is a question for me. How, how are all these parking spots underutilized? I have a hard time with all these numbers. But anyway be as it may when are we going to discuss the area behind the Lao Theater?

Mr. De Rego, Jr.: Okay, yeah we can talk about that now.

Mr. Brown: Okay, so is that all going to be a two-hour parking or I heard something about maybe a 12-hour parking in some of them.

Mr. De Rego, Jr.: Okay, would you going to give an update on some of those other contingencies?

Ms. Wade: Sure. So one of our initial proposals was to convert the parking next to the Lao Theater and behind the Lao Theater with the exception of the Lokahi Pacific stalls to all two-hour parking. And that was to accommodate customer parking because we will be displacing over 75 customer stalls, the two-hour stalls, in the municipal parking lot. And then we heard from several business owners that that was a concern of theirs. So what I'd, what I'd like to come talk with you folks about is potentially converting just the stalls immediately adjacent to the theaters, the ones closest to Market Street to the two-hour, and that's 22 stalls. And then leaving everything along that back lot line and around the corner all as the all-day parking. And then would leave, that leaves 27 stalls in the back as all-day parking.

Mr. Brown: So you mean all-day, that's --? Somebody was saying 12, it was going to be posted as 12-hour parking.

Ms. Wade: We won't post it as any certain time. So the signage wouldn't change. The signage would stay the same for the whole back lot line, which I think it says no overnight parking, but I think that's all that it says now.

Mr. Brown: So --. And this, I understand about the customers coming and they'll have a parking spot. Now the other, who is that going to be for? Anybody who comes?

Ms. Wade: Correct. So I mean, it's public parking, so none of that would be reserved. That would all be transitional. So anybody that would come could park there.

Mr. Brown: So theoretically the people who now park in the big parking lot, and I have a hard time understanding why there's three-quarters of the parking lot now is 12-hours and the rest is two-hours. That's a question. So what I'm saying is if in the back you allow people no overnight parking, what's going to restrict those people coming down and taking all those parking stalls by seven, eight o'clock in the morning?

Ms. Wade: There's nothing restricting them which was the reason why we proposed the two-

hour in the first place. Because that was my expectations actually is if it's, if it's identified as all-day free parking the folks that get there first are going to be the ones to claim those stalls.

Mr. Brown: I can tell you right now they'll take it. So my thing I'd rather have it all two-hour. But if that's the case, who's going to patrol it and who's going to mark the tires? And to be very honest with you a customer who's not familiar with that area, to get in and out of that parking area is horrible especially when you're trying to go out you have maybe 10, 15 feet at the most, and you have cars immediately here, immediately here. You've got people coming down going like crazy. It's going to be hard for people to get in. And then once you get in there, you've got to back up or come back out. I mean, I know it's parking, but it's, it's really going to be very hard for an elderly man, anybody to come and try to figure out where they're going to park. And then to get out, again, on the street it's hard. Because I park back there every day, I have a hard time getting out of there. And I know, and I got to watch for cars coming down 90 miles an hour, and coming up. It's just, it's just a suggestion.

But anyway going back. Who's going to patrol the two-hours? And is somebody going to come around?

Ms. Wade: So currently it's Officer Frank Kuamoo, and he plans to continue the enforcement throughout construction. So, it would be Officer Kuamoo.

Mr. Brown: Well I don't mean to rat on anybody, but he doesn't come on Market Street at all. If he does he drives through. I have yet to see him mark a tire recently. He goes through. And how do I know that? Because we know who parks, employees that park on the street every day. And he -- nobody's marking those tires. And we've got about four or five shop owners employees that park on the street every day. And you know that because we used to talk about. That is really, really hard. I don't know how we're going to address that, but it's better to address it before than after because that's taking at least five, six parking stalls away from us if we don't have that many to start with. So again, going back to the big parking lot we've had now, why do we have three-quarters of the 12-hour parking?

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

Ms. Wade: Primarily because the number today of employees in the district exceeds the number of customers. So if you look at Wailuku as a whole, you know, and comprehensively there's a whole lot of employment and large employers in the neighborhood. And then the customer base is quite a bit smaller, so this is, this is long before my time here, and you know, when those time frames were set. But that was the rationale at the time, in the reports that I've read, that said to accommodate County, State, Maui Medical, all of the larger employers that the 12-hour all-day parking was needed.

Mr. Brown: So Maui Medical comes down to the lot?

Ms. Wade: Yes.

Mr. Brown: Besides their lot.

Ms. Wade: Yes they do.

Mr. Brown: Well to be fair to everybody it all should be one way or another. I feel it should be all two-hour parking for everybody. And like I suggested a long time ago, that should be turned into a pay lot. You come in, you get a ticket like around the world you go out to pay for it. And if you're there for an hour, you, you pay whatever the rates going to be. And if you're there for eight hours --. But it's not fair to our customers on Market Street and around that they got to run out and, and move their cars. They can do it and I, I'm not sure but I think it's about a \$60 ticket in that parking lot. And these people don't make 60 bucks in a day. Plus they've got to run out and move their car. And if they get a \$60 ticket, they've lost a whole day pay. It's not fair to those people. Anyway.

Mr. De Rego, Jr.: Thank you. Thank you very much.

Mr. Brown: There will be more.

Mr. De Rego, Jr.: Okay, I'm sure there will be. Excuse me, Mr. Brown, does any Commissioners have a question for the testifier? Okay, good. Thank you. Okay, so --.

Ms. Wade: I'll just finish about the shuttle service. So we wanted to complete the survey with the employees prior to sending the request for proposals out for the shuttle just to determine what was going to be the biggest incentive to encourage people. One of the most interesting pieces of data, I think, was at kind of throughout the morning starting at 6:00 a.m. there's folks trickling in and it gains in numbers up until 7:45 a.m. and then there's this giant spike in traffic. I mean there's over, just from our responses from the 350 responses, more than half show up at 7:45 a.m. which tells me there's this huge transportation demand management issue that we're going to have to talk to with the employers about. And that's what's causing the congestions, and that's what's causing the difficulty in getting into town in a reasonable time in the mornings. In addition to, you know, just our overall challenges with parking. More so for us to be able to get that number of folks into town with a shuttle system all at the same time becomes very problematic. So we need to look at other potential options and talk with employers about are they willing to allow employees to show up sort of on an graduated scale and arrive at work at different times so that we can accommodate them with the shuttle system.

Mr. Ball: What was the length of -- what was the time frame for this project? Construction time frame for completion?

Ms. Wade: When it was planned to happen all at once, the whole thing would have been 18 months. But now we've broken it up in phases. So Phase 1A --. Each phase itself is about 18 months. So if we look at Phase 1A starting in August, and then the parking structure

starting maybe five to six months following that, it will be --. So that's --. I mean I think two years is, two years to maybe a little more would be a reasonable expectation.

Mr. Ball: For the parking to be initiated.

Ms. Wade: Right because as we talked about before the on street parking goes away with Phase 1A, so we're at a deficit of parking at Phase 1A. So we have to move forward with Phase 1B in order to replace that parking that we're losing. So that's the period of time. Once the parking structure is open we've replaced the parking we've impacted then perhaps the shuttle system goes away, perhaps it becomes an asset to the neighborhood and people love it, and then that would be up to the County Council whether to continue operations or not.

Mr. De Rego, Jr.: Can I ask a couple of questions about the shuttle?

Ms. Wade: Yes.

Mr. De Rego, Jr.: So are these sites set yet in terms of everybody signed off on where the sites are going to be for pick up and drop off or are we still in negotiation for that?

Ms. Wade: Excellent question. We are going to be challenged with War Memorial because War Memorial is scheduled for reconstruction also during fiscal year 20. So there will be a short period of time where we can use War Memorial, but then we need an alternative option. We've looked at the field by the Boys and Girls Club which I personally would prefer to leave alone if we're able to. We've also talked to some private property owners with larger lots in the neighborhood about using theirs. Folks that have additional advantages where there would be covered waiting areas, a place to get coffee, a place to get groceries or lunch, if they would be willing to host pick up locations as well. So that's the other reason for the delay on the bid is we're trying to find the ideal pick up locations.

And then in terms of if it's a fixed route system it will do something very similar to what the Wailuku loop route does where it would come up to Kaahumanu and then turn onto Wells Street, and then drop off at the two bus stations, the one right next to the courthouse and then the one on High Street right next to the State building, and then come down Market and we would create a drop off on -- I'm sorry, come down Main, and create a drop off near Market Street just after the Market Street light, and then head back to the primary pickup locations. So there would be three pickup and drop off locations with the shuttle in order to make the 15 minute turnaround time. So we have to kind of minimize the pickup and drop offs to maximize the route circulation time.

And then, you know, the other alternative we talked about right now that we're also weighing is those smaller EV vehicles. They're the six-seater vehicles. And so the way it's been described to me is you can have one caterpillar that makes a very fixed route system or you can have 15 ants has the same capacity and size but they're much more flexible and can go in all different locations. So that's an alternative program where it would run like, like Uber

or Lyft on an app. So you'd park your car, you call the EV vehicle. I'm going to call it free ride because the example in San Diego is called Free Ride. Downtown San Diego has this system. And you download the free ride app like Uber or Lyft. You call it and say I'm in the Safeway parking lot, and it comes to get you and it can take you directly to your destination. And that could operate throughout the day and it wouldn't have to be on a fixed time frame.

One of the responses in --. Actually the number one reason people said they would ride the shuttle is because of the lack of flexibility during their lunch hour and not being able to get to their vehicle and run errands. And that alternative system, like San Diego has the free ride would eliminate that. If their errand was within a mile and a half they still could that using the free ride system. So it creates more flexibility for about the same dollar amount.

Mr. De Rego, Jr.: Yeah, when I was looking at the survey I noticed it was ranked order number five, and I think that was mostly because of the uncertainty of the periods or rates in which that shuttle would be running. If it was continuous I think that would engender more confidence. If it's like only during specific periods during the day, like, come to work, go home, right, then that would even be less, you know, support.

Ms. Wade: Right.

Mr. De Rego, Jr.: So I think in a lot in terms of engendering support for the shuttle is going to be determined by, you know, how often it's running. Commissioner Ball.

Mr. Ball: Question on the, on the shuttle versus the free ride. So the shuttle would have designated drop off points, right, where the free ride could drop off at wherever you would like, right. I'm just thinking it benefit weather wise too right. If it's raining, you get dropped off at your work instead of having to walk from the corner down to the end of the block, right.

Ms. Wade: Yes. And I think it makes the Wells Street temporary parking more attractive because then you could double up and park at Wells but then also call the free ride to take you to your business on Market Street or up to the County building, you know, wherever your place of work was which it has a lot of opportunity for flexibility I think.

Mr. Ball: And that free ride will be for anybody that's coming into Wailuku, right? Not only employees.

Ms. Wade: Actually, yes. So it could service a lot more than just, you know, those who have made reservation to be a part of the shuttle system.

Mr. De Rego, Jr.: And do we have an estimates on costs?

Ms. Wade: The estimated cost for both is just under a half a million operational for the year.

Mr. Ball: So they're similar is costs.

Mr. De Rego, Jr.: Yeah, that's what I was pointing at.

Ms. Wade: Yeah.

Mr. De Rego, Jr.: Any other questions? Is that it if for you on this or there's a little bit more?

Ms. Wade: That's it unless there's more questions.

Mr. De Rego, Jr.: Okay.

Mr. Brown: I have a question.

Mr. De Rego, Jr.: Okay.

Mr. Brown: So if someone . . . (inaudible) . . .

Ms. Wade: Mr. Brown, sorry, you gotta use the mic.

Mr. De Rego, Jr.: The mic, yes.

Mr. Brown: So if somebody on Market Street or if somebody has to work until ten or 11 o'clock, how are they going to get up and down?

Ms. Wade: That's a really good question. We do have --. We have three respondents that said that they were leaving work between 10 and midnight actually. And those I would hope we would be able to find on-street parking or parking closer to because the majority of those folks said they started work after three so they were starting work at three and after, and that is when there's less people in the neighborhood and there's more parking available. But if the question is will the shuttle system be operating that late, I don't think that's likely.

Mr. Brown: What are the hours for the shuttle?

Ms. Wade: Because we haven't bid it out yet, we don't have those hours yet. But I will tell you we have the smaller vehicle system works better with the theaters as well. So that was, the theaters and the churches are both two off hour, heavy uses in the district that again it starts at one time and it gets out at one time where you have this big influx of people that want to go in all different directions. So the fixed route shuttle system doesn't work really well for that, but the free ride system could work well for that.

Mr. Brown: So what happens if we get into this and you can't park anywhere? How are you going to get everybody up and down and where are they going to park their cars? You said the boys and girls and then there's the War Memorial. But if that's under construction, you have construction here, how's that going to --?

Mr. De Rego, Jr.: Go ahead.

Ms. Wade: Thank you. So we -- you know, with the option of leasing stalls, and then the creation of temporary parking, we can replace what we are taking away in terms of options. But a part of that requires a segment of the population being willing to pay for parking when they're not paying for it now. So if they're choosing not to pay, if, and the temporary parking is closed, they could take the shuttle system during peak times. If there's -- There's very few times. I think First Friday might be the only time, and we have to talk about whether the First Fridays what it's going to be doing during the construction phase. But that's one of the only times where there's a real large influx of people that needs to have parking also in the immediate vicinity. But that might be something we extend the shuttle system to accommodate to.

Mr. Brown: So this Wells Street parking, I thought that was going to be for customers.

Ms. Wade: The Wells Park was really expected to be for employees because it's --. And you know from your customers they're probably not going to want to walk three blocks, you know, for just to get a cup of coffee or purchase something on Market Street. So the expectation was employees would park at Wells Park.

Mr. Brown: And how are you going to know if they're an employee parked in that lot?

Ms. Wade: Well, we could do two things. I mean, we could create a reservation system for parking at Wells and you'd have to sign up to be able to park there and have a placard like we do for the County, and then we could monitor that. Either Police could assist in monitoring or Clean and Safe could assist in monitoring. Or, if the neighborhood -- and we're going to have to, I think we're all going to have to be a little bit flexible and figure out is this is working or do we need to make some changes even as the project rolls forward. But if it turns out there's only 20 employees parking in there, and customers need more space, you know, we could certainly allow for that to occur too.

Mr. Brown: So how many parking do we think we have for customers?

Ms. Wade: So we're displacing 75. We'll replace that during the day with the 43 at the Wells Park that is paved. So that's the one right by the tennis courts. It's quite easy to get back, up and down Market Street from that tennis court lot. And then the proposal had been to use the, the space next to the Lao Theater as well. But I agree with you, it's not easy to get in and out of.

Mr. Brown: I think we would get people more unhappy if they can't get in or out, or if they get in and they've got to back up and then there's somebody behind him. You guys have been back there, you know how tight it is.

Ms. Wade: Yes.

Mr. Brown: I can see it could be more harmful than good in some degree. Because as we

know coming into Wailuku at three o'clock in the afternoon sometimes the traffic is almost all the way back to Baldwin. So anyway.

Mr. De Rego, Jr.: Well thank you Mr. Brown.

Mr. Brown: Yeah, thank you.

Mr. De Rego, Jr.: Okay, let's --. Let's see. Oh yes. State your name.

Council Chair Kelly King: Aloha Commission. Kelly King, Maui County Council Chair. I just wanted to, while you're talking about parking, just give my two cents about the County employee parking. Because as you know not every employee has a parking pass to park somewhere so we lose a lot employee hours from people having to run out every two hours and move their car. All the Council Members have employees who have to do that every --. The seventh floor has a lot of people who have to do that. I think probably every department has employees who have to do that. So if you can kind of keep that in mind as you're looking for space. I think the way it's done with our second employee where they have a pass and then they have areas where they have to find parking works rather than just designating a spot because if they're not there, they're not using that spot, right? I just kind of makes me shudder when I think about how many hours of work hours are lost or how many dollars employees have to pay fines because they didn't get there quick enough. Maybe, maybe we could do a deal with the traffic cop if, if all else fails, but, anyway just keep that in mind because that's part of the economics that you guys are looking at.

And then the other question -- the one question I had is you're talking about the shuttle holding, you know, one shuttle holding a lot of people. Like the caterpillar versus a lot of ants, while each one of those ants is a driver. So how is that people the same amount if you've got like all of these different, 16 drivers versus one driver for one shuttle, how does that equal the same amount of money?

Mr. De Rego, Jr.: Go ahead and answer that one.

Ms. Wade: Well at this point I don't have the break outs because we haven't bid out either systems yet. But I can certainly ask for that breakdown. I mean I know the vehicle cost is much less for the EV vehicles. And then the other piece of the EV vehicles and if you go to San Diego's free ride program you can look at the, the design of the vehicle. But they also sell ad space on the vehicle and that's part of the way that they generate revenue for the system.

Ms. King: So it's revenue for themselves and then they're servicing our employees for free?

Ms. Wade: Correct. That's what subsidizes the program, yes.

Ms. King: Okay. I'll be very curious to see the breakdown on that. Thank you.

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

Ms. Susan Halas: May I ask a question?

Mr. De Rego, Jr.: Yes.

Ms. Halas: I am interested in --

Mr. De Rego, Jr.: Could you state your name?

Ms. Halas: I'm Suzie Halas, resident, area resident. It's interesting to see this develop. Could you clarify are -- is it either or, or is it some of one and some of the other? Like the free ride sounds more attractive under some situations, and the shuttle sounds more attractive under other situations. So are you looking at having both of these or we're picking one and discarding the other?

Ms. Wade: I think that's a money question, you know, so I mean we can certainly continue to test and this is going to be, now that we've done the survey we're going to have a good baseline of data to compare against as we move forward, but it will come down to what can we afford to do?

Ms. Halas: And who actually got the survey? Did you have to sign up for it or did you --? Was it e-mail or by mail or --?

Ms. Wade: Yes, it was e-mailed out to the large employers in the district to distribute to their employees and to the businesses that have registered with the Office of Economic Development as Wailuku Town Businesses.

Ms. Halas: Okay, so we're going to break ground in June, and June, I --

Ms. Wade: We're not breaking ground in June.

Ms. Halas: Not June, August, right?

Ms. Wade: Yes.

Ms. Halas: So somewhere between now which is the middle of May and at the beginning of August all of these things that you're telling us about now you're expecting that to firm up and become more specific?

Ms. Wade: Yes. So we don't expect to have the shuttle operational until October, but the parking lot will still be open during that period of time and the alternative parking areas will be open.

Ms. Halas: And how do you expect to communicate this to the people who are going to need

parking and they're also going to need to come through Wailuku on their way to someplace else? And especially as you noted that the earliest part of the meeting that there's definite peak and spike times when it's -- even with parking it's already impossible or nearly impossible to pass through Wailuku. And with the elimination of parking and with the adding of shuttles, what is your public information option look like right now?

Ms. Wade: Thank you for asking. This does address an issue later on the agenda, our public information and communications specialist. So they will be coming onboard later this month and will be delivering, will be creating a plan, so we could have that on the next agenda, internal information and communications plan.

Ms. Halas: Okay. And then you will be telling us shortly whether we're going to have some of column A and some of column B, some of the flexible electric vehicles that drop you off where you want to go, and some of the shuttles that take you on a regular loop more suitable for somebody who's not working at an office or something like that. Thank you.

Mr. De Rego, Jr.: Thank you. Okay. Let's see, we jumped around the agenda here, I'm trying to keep track. So why don't we go to this review of Maui Redevelopment program's fiscal year 2019 operational and capital expenditures.

1. Review of Maui Redevelopment Program's fiscal year 2019 operational and capital expenditures. Discussion on estimated fiscal year 2020 operational and capital expenditures.

Ms. Wade: Thank you Chair. You'll see on the page, the spreadsheet, here that has FY19 and FY20 budgeted items at the top. The encumbered to date column here at the top shows all of the expenses that have been either spent or encumbered through today, through the 22nd of May. Then you'll see in procurement process, so these have either be submitted to Department of Finance or have gone out to bid. And these numbers, if it says submitted that is a hard number that is a quote that we have. The other ones are estimates of what we would expect to pay for those services. And then a final total, you'll see we have \$189,000 in remaining funds once all of those items have been encumbered. Part of the reason for that is you'll notice that we are not encumbering the shuttle funds with fiscal year 19 budget. We don't have the time or the remaining funds to do that. So that we'll have to push to FY20 for the shuttle services.

So jumping down to FY20, new contracts, we have the shuttle anticipated. We have way finding signage, the PR contract, the business interruption fund that is expected to be used for businesses. So that the fund where they can apply for grants if they're impacted by construction. The development of temporary parking, and the parking district launch that \$285,000 was the expectation of launching the paid parking system throughout Wailuku at the same time. That item is planned to be on Council Member Lee's agenda for Water something and Infrastructure. Is it just Water and Infrastructure?

Mr. De Rego, Jr.: Yeah, it's just Water and Infrastructure.

Ms. Wade: Anyway . . . (inaudible) . . . the agenda in August. So I think we'll find out more clearly whether that is an expected cost that we will have at that time. You'll see the total of new contracts anticipated under FY20 is about \$1.7 million. Council's proposed budget is \$1.4 so we're short about \$300,000 for next year unless we begin taking a look at what to cut, and that gets back to the how many shuttles and what you can offer in the next year in terms of operations. So we are coming up a little bit short in terms of what we're able to provide for next year.

Continuing as you'll see in the FY budget if we jump back up to the top, it does say encumbered to date, but then it says FY20 budgeted. We do have some continued costs. This assumes First Friday continues. It assumes -- it does require a little bump in Clean and Safe. We haven't had good success with landscape maintenance with the existing staff for Clean and Safe. They were just continuing to use the Mental Health Kokua clientele just like they did for the cleaning. But it's not --. Because they rotate through patients or folks that are in their case load, there's no consistency to the maintenance of the landscape and so that's been problematic. So we've added a, a function for cleaning, or landscape in there because it is a part of their contract.

And then just a continuation of supplies. The travel budget was cut back, by Council, from 18 to six. And then, under miscellaneous, just FYI, so we -- there are several things that we manage in the district. There's a dumpster that's behind the Iao Theater. That's where all the trash cans that are collected, the trash goes into that dumpster, we pay that fee. There's a handful of other things like replacement.

So I did provide you also there's a quote from Victory Stanley. We had a drunk driver run into our trash cans in front of Request Music last week so we need to replace that. There -- and just looking at all of the trash cans, they're not in good shape so that's a -- we're proposing to possibly replace all of the cans since we have to ship. Once you ship one trash cans, it costs several thousands of dollars to my surprise. You start to ship multiple and then you get better cost savings. So I'm providing you that in terms of since we have our 189, maybe that does makes sense to replace those trash cans now given the condition they're in.

Mr. Ball: How long, how long are these trash cans supposed to last?

Ms. Wade: So the ones that we have out there now are from a different company. They were not galvanized, and you'll see on this quote it does include a galvanizing treatment on the cans. The cans were installed in 2007. So it's been, I mean, it's been a while.

Mr. De Rego, Jr.: Oh, that's quite long.

Ms. Wade: But they don't look beautiful anymore. But this proposal does include the galvanized treatment which you'll notice is not insignificant. It's \$584 per can to galvanize, but I think they'll last longer.

Mr. Ball: What kind of time frame are they, are they saying they should last? I mean, I assume, the costs of these are pretty high. I mean, if they're only going to last a year or five or whatever, right?

Ms. Wade: It's very expensive. So this company, and here's one of the benefits of us going to the International Downtown Association Conference, you get to talk with people who manages trash cans on a regular basis. So the folks in Times Square use this company, Victor Stanley. They said they're indestructible, they're very durable, and time after time we had a whole session called trash talks that Ashley and I went to. This was the brand that folks said, you know, it's the most robust and will last the longest. All the staff from Times Square had been there for like 20-something years. They told me they don't know when those were installed. They've been there ever since they've started, so I'm assuming that they have a longer shelf life. They don't have necessarily the salt conditions we have, but hopefully the galvanization would address that.

Mr. Ball: . . . (inaudible) . . .

Ms. Wade: It is on the --. Yeah, it is on the ocean, yeah. So anyway, that's the options for you. I'm happy to answer any questions on FY 19 or 20 budgets, or if you have items of priority you want to discuss, we can do that now or I can set it for next month's agenda once you've had time to think about some of these things.

Mr. De Rego, Jr.: Well, I do have a concern that we will have a short-fall that won't allow us to adequately do the shuttle.

Ms. Wade: We're going to have to make some prioritization for sure.

Mr. De Rego, Jr.: Yeah.

Ms. Wade: In terms of how you want to use your money or how the money should be used.

Mr. De Rego, Jr.: Because all of these things sort of go hand in hand with construction and the mitigation funds for business interruption, contracting. So, yeah, it's going to be a tough call.

Mr. Ball: Yeah, I agree. And things like the way, the way finding signage, maybe one of those things that we can cut because you could --.

Mr. De Rego, Jr.: Because we're still digging stuffs up, yeah.

Mr. Ball: I mean, people can Google . . . (inaudible) . . . I don't know.

Ms. Wade: I think that's going to be a part of the challenge is nobody's going to know where to park once things are under construction. So that was the point was to have --

Mr. Ball: The way finding is to find the parking.

Ms. Wade: Have clearly defined, you know, if you're public parking, this where you can go to park, you know, employee parking. The opportunity, maybe, maybe it shifts from way finding signage to app development, you know.

Mr. Ball: Right because I think there's an app, right, the Wailuku Town app and maybe it just gets thrown into that, right.

Ms. Wade: Yes. Or a portion and then some of it could go back into the bigger budget.

Mr. Ball: Is that our job to look through this and triage things that we want or is that --

Ms. Wade: So, so the redevelopment agency advises Department of Management. So if you preferences for what you would like to see certainly. We'll be -- I'll be sharing that with the Director about, you know, what you feel are the priorities for the spending of the funds.

Mr. Brown: What about our . . . (inaudible) . . .

Mr. De Rego, Jr.: Okay. So you'd like to testify on this?

Mr. Brown: Yes.

Mr. De Rego, Jr.: Okay.

Mr. Brown: So how are all our guests are going to know where to park and how to move around?

Mr. De Rego, Jr.: Yeah, that's the question. We're going to need some way finding and that's the discussion that we're having right now.

Mr. Brown: Okay.

Mr. De Rego, Jr.: And that's a part of our budget but we're going to have to make some -- the Departments are going to have kind of have a discussion with us in terms of how we prioritize this and what did they have in mind in terms of the vehicle that tells where people where to park and what direction they need to go and in and out, and that kind of thing. So that's a good question.

Mr. Brown: Because we really, we really rely on them to come to Market Street and Wailuku.

Mr. De Rego, Jr.: Yes. Yes.

Mr. Brown: And there's been a horrible down turn in those types of people. One more thing

about this clean and safe, now is this for the existing or is this for the new development that we're doing? The \$250,000.

Ms. Wade: Yeah the current budget is for existing.

Mr. Brown: For existing.

Ms. Wade: Yes.

Mr. Brown: So this clean and safe, where do we spend \$250,000?

Ms. Wade: We're spending it on the safety ambassadors that are out there every day from 7:00 a.m. to 7:00 p.m., and then on the trash collection and sweeping throughout the neighborhood.

Mr. Brown: Well, who's to clean up around their own building?

Ms. Wade: Excuse me?

Mr. Brown: Who would, like say the Lao Theater or the Weinberg building?

Ms. Wade: The private property you're saying?

Mr. Brown: Yeah.

Ms. Wade: Yeah, so that's every individual private property is supposed to clean their own property. The clean and safe just does public property.

Mr. Brown: So I see on Market Street on a daily basis we have probably two, three at the most, from Market to Vineyard, from Main to Vineyard, are these guys a part of that?

Ms. Wade: The cleaners that are sweeping and taking the trash?

Mr. Brown: Yeah.

Ms. Wade: Yes, they're a part of that. Yes.

Mr. Brown: They're a part of that. Their equipment needs to be updated. Their brooms are just -- There's not even a broom. I don't know how these guys can sweep. And they kind of just come and flow around. Does somebody check on in to work and out of work?

Ms. Wade: Yes they do.

Mr. Brown: And kind of what are their hours?

Ms. Wade: The cleaners? The cleaners come in the morning and then they come again at two o'clock. So they do two, two passes down Market Street.

Mr. Brown: Okay, because that Weinberg building is a disaster. I mean I can show you pictures where people have did number two all over and they're urinating on the wall. I had to call the Public Health Department, and I tried to get a hold of the lady who's in charge, and they weren't very responsive. And finally I just said, just get over and clean it. I mean, there was probably three or four days, there was a big piece of cardboard and somebody had done number two all over it. They don't come on a daily basis. It is disgusting. But anyway, I don't mean to rat on them.

Mr. De Rego, Jr.: No, thanks for the information. We'll follow up on that.

Mr. Brown: Thank you.

Mr. De Rego, Jr.: Mahalo. Okay, so let's move on to the department updates.

Ms. Wade: Is there any further questions?

D. DEPARTMENT UPDATE

1. Update on Commercial-Mixed Use District Updates to the Wailuku Redevelopment Area Zoning and Development Code

Mr. De Rego, Jr.: Any further questions on the budget? So let's move one. Update on commercial mixed-use district updates.

Ms. Wade: Yes, so in the budget you may have noticed one of the recently encumbered items is the Wailuku Redevelopment Area Zoning and Development Code Commercial Mixed Use update. We contracted with Orion Consultants. Orion has been hired to update Title 19 of the Maui County Code which is the Zoning Code. They'll be assisting us on finalizing the Commercial Mixed Use District. We had made several passes at that as you know, and Corp Counsel reviewed it. There were several things that seemed quite ambiguous when it was - -. When we were trying to apply it we had a couple architects look at it, and design against it. So we hired Orion to assist us in finalizing that and they'll be coming out here in June to meet with us. So that's that.

2. Update on the Status of the Parking Action Plan

Ms. Wade: The - I think I kind of explained the update on the Parking Action Plan. Many players who've been a part of the development of the parking action plan in Wailuku and Lahaina have left. David Goode was the point person for Public Works. Captain Silva was the point person in MPD. So we kind of have to bring in this whole new group of folks who

were, who will be working on the Parking Action Plan. As you know from before it's really pretty dependent unless moving forward with Lahaina and Wailuku at the same time. Lahaina kind of subsidizes Wailuku because Lahaina makes money almost immediately. Wailuku takes a little time to build up to it making money so it makes sense for those to both move forward simultaneously so the County stays in the black from the beginning. And then that consultant will be here mid-June, we'll bring everyone up to speed, and then in August it's planned to be at County Council. Again, the same -- no changes are being proposed at this time. We're just kind getting the new team acclimated to the expectations. But it does bump back. I mean we had budgeted to be implementing the action plan in August. We certainly won't be doing that. We need to go to Council now and find out is this something they want to move forward with. So that \$285,000 in the budget is a big question mark, whether that's actually going to be a cost for us this year or not. So that could be one that gets dedicated to the shuttle, and then perhaps if Council decides to move forward with Parking Action Plan they also do a budget amendment at the same time to provide the funds. And that will really be in their court entirely at that point.

3. Update from OED's Small Business Coordinator and Construction Manager

Ms. Wade: Tokie, did you want to provide an update from the small business perspective?

Ms. Tokie Ogawa Sidney: Thank you. You covered everything.

Ms. Wade: Okay. I'll keep droning on. So thank you for being here. Tokie has been meeting with our construction manager any time that there's a meeting about construction, how it could impact the business.

5. Updated Financing Plan for Infrastructure Phase (1A & 1B)

Ms. Wade: So, you already got the small town big art. I provided you a new update of the financing plan for your information. Before I put this, make this online I'd like you to take a look at it. What it does basically is it brings down the investment from the \$80 million that was originally anticipated down to \$42 which is the bonded and cash amount that's been authorized at this point. So we have bond authorization for --

Mr. De Rego, Jr.: For 1A and 1B, right?

6. Community Follow-up Meeting tentatively scheduled for Thursday, June 20, 2019 at 6:00 PM. Location TBD

Ms. Wade: This is just for 1A and 1B now. Yes, so this is the financing plan for just 1A and 1B so that you can take a look at the assumptions in there and then the costs. And then --

oh yes, the Mayor and Managing Director held a meeting in April, on April 4th for the community to provide feedback. At the time the Mayor said we would come back to the community in about a month and half, and so that has now been scheduled for June 20th, and we're working to identify a location for that meeting. But you can maybe mark your calendars for six o'clock June 20th. Mayor is flying back from Molokai that day, so we had to make it a little bit later, at six.

Mr. Ball: That's the meeting that only two of us can attend, though, correct?

Mr. Michael Hopper: Yes, that's correct.

Mr. De Rego, Jr.: That's correct.

Mr. Hopper: Unless you put an MRA agenda out.

Mr. De Rego, Jr.: No. So if anybody wants to attend just let us know. Just send an e-mail to Erin and then she'll figure out, you know, make sure there's not three of us at the meeting.

Ms. Wade: You guys can junk and po.

Mr. De Rego, Jr.: No we can't.

Ms. Wade: No.

Mr. De Rego, Jr.: It's a decision making process. It would have to be, it would have to happen in the meeting.

Ms. Wade: Okay.

Mr. De Rego, Jr.: Okay good. So that's it. Would anybody like to make a comment on those updates? Okay, go ahead.

Ms. Halas: I know that you guys have all gone over it before, but I am unable to locate the update on the commercial mixed use and the zoning development code and the standards of the parking action code. And I know that the Office of Economic Development is meeting with the people in the area, but I actually would like to hear a report about how many people and what -- even though she might feel a little awkward, I think the rest of us would like to hear her report. Erin, could you refresh my memory where would I find the working documents on these?

Ms. Wade: For the Zoning and Development Code?

Ms. Halas: Numbers one, two and --. Number one and two, under department updates.

Ms. Wade: Okay, one and two are both on the Maui Redevelopment Agency page, but they're

under actually agendas so I can pull them out.

Ms. Halas: Would you mind to forward those to me so I could have a better idea of what we're talking about? And when you say that the consultants are coming in, could you expand a little bit on what you --? When you said consultants are coming in, I assume you have working documents that were in progress at one point and now you want to update them to be more congruent to what we're, what we're talking about doing now.

Ms. Wade: Yes, thank you for that. So the commercial mixed use district draft is on the Maui Redevelopment Agency's website, and we can move it under resources.

Ms. Halas: And do you know what year it's dated?

Ms. Wade: Last year, 2018.

Ms. Halas: So that would be 2018. And what about the parking action plan?

Ms. Wade: Also January or February of 2018.

Ms. Halas: Okay, I was concerned about mostly what I'm hearing is rumors is that there are some rather major changes contemplated on the height limits. Could you go over that just for my information?

Mr. De Rego, Jr.: That would be something we'd have to put on the next agenda. We could do that as an update. That would be a very long. Yeah, exactly.

Ms. Halas: There are -- you guys may not know it be there are quite a few relators who operate in Wailuku, and we keep on seeing flyers that are talking about four-story buildings and six-story buildings, and that these things have already been authorized. I would appreciate a reassurance that these things are under discussion. Is this correct or it has not been authorized?

Ms. Wade: Four-stories is a permitted height limit within the district today so they're --

Ms. Halas: Since when?

Ms. Wade: 2002. Since the Zoning Code has --

Ms. Halas: Since the beginning is 4000 is . . . (inaudible) . . . four-story building is what?

Ms. Wade: I didn't understand that.

Mr. De Rego, Jr.: You're saying --? Could you clarify your question?

Ms. Halas: Well my --. I'm -- and you could correct me if I'm wrong -- it's my understanding

that the current height limit in Wailuku is 40 feet. Is that correct?

Ms. Wade: That is not. It is correct in some locations. So the height varies by district, and there are several districts within the redevelopment area.

Ms. Halas: Okay, would it be possible to find where the --? Would it be possible to receive that document or to locate that document that shows what is the height limitation? Because a great many representations are being made by different people in the field of real estate. You must be aware that as you're going forward with a specific project they're also people that are becoming interested as a speculative real estate venture. So whether it's to 40 feet, four-stories, or six-stories, or Singapore style, 40-stories, we'd like to know where those are being contemplated and whether they are presently permitted or are we discussing will they be permitted?

Ms. Wade: So you can find the zoning map online. The new zoning map for the County of Maui was adopted earlier this year. It includes the Wailuku zoning. And then the Wailuku Zoning and Redevelopment Code is on the Maui County's web page under resources. And that's today's current adopted.

Ms. Halas: Okay. I would consider it a big favor if you could just send it on to me. You know how to find it, but my best efforts haven't been able to find it.

Ms. Wade: Okay. Is it okay if I send you a link and not the whole document?

Ms. Halas: Oh, sure.

Ms. Wade: I'll send you the links.

Ms. Halas: Thank you.

Mr. De Rego, Jr.: Thank you.

Ms. Halas: And you say the consultants, you're updating consultants are coming in June. When you are expecting to know what their recommendations are?

Ms. Wade: Not until the end of the summer. So August.

Ms. Halas: And where are they coming from? I'm not . . . (inaudible) . . .

Ms. Wade: Orion Consultants, they're kind of from all over. Some are in Minnesota or Montana. They're a collaborative of several very high level planners that have written zoning codes all over the place before and they were hired by the Planning Department to totally rewrite Title 19. So as an extension of that contract they're going also to be updating this, the Zoning Code.

Ms. Halas: Okay, now the Wailuku Redevelopment Plan had a number . . . (inaudible) . . . because . . . (inaudible) . . . designated what could be done in those districts. Are you trying to tell me that code is . . . (inaudible) . . . also had different height limits?

Ms. Wade: No, the redevelopment plan does not designate development standards. So it's a planning document like a community plan. So it doesn't have development standards, only the zoning does that.

Ms. Halas: The zoning.

Ms. Wade: Yes.

Ms. Halas: So to find the existing zoning for Wailuku, it's not in the redevelopment area plan, it's in the Wailuku Zoning.

Ms. Wade: Correct. Yeah, it's called --

Mr. De Rego, Jr.: The Zoning and Development Code.

Mr. Hopper: But it's not Title 19, though.

Ms. Wade: Correct.

Ms. Halas: . . . (inaudible) . . .

Mr. Hopper: Yeah, it's not --. Title 19 has zoning districts and everything like that, the residential and commercial things like that. For Wailuku town, there was special adopted called the Wailuku Zoning and Redevelopment Code that I think you're familiar with. That's I think is what Erin is going to send to you. That does have different districts with different standards.

But the plan you're talking about which is a separate thing is a little bit more general. There's the Zoning and the Redevelopment Code special for Wailuku town that's not part of Title 19, Zoning.

Ms. Halas: Right. That's what I'm asking. Are there changes to that? Because my understanding is that's the document. I've been following since 2000 so that's nearly 20 years. I have never seen any, any changes that have changed the height limits or changed the uses that were recently designated to the plan.

Mr. Hopper: Yeah, the heights are going to be in the 2002 Zoning and Redevelopment Code, right.

Mr. De Rego, Jr.: Right.

Mr. Hopper: And then I don't know if there's been amendments on that since then. I think just a handful, but nothing that redefines height that I know of.

Ms. Wade: Parking.

Mr. Hopper: There's parking changes and things like that.

Ms. Halas: Mr. Chairman, if this is not out of order, I would like to request a graphic that shows where the height limits are around town in the, in the . . . (inaudible) . . . Wailuku redevelopment area. Because I'm receiving a great deal of brochures from people who are attempting to either sell or market or . . . (inaudible) . . . I'm really not able to verify. Is that possible to . . . (inaudible) . . . taller buildings that are permitted.

Ms. Wade: So I don't have GIS capabilities personally to create a graphic that shows anything other than the zoning maps. So if you cross referenced the zoning code with the zoning map, you'll be able to see, and commercial mixed use district, this is the height on these streets.

Ms. Halas: Who would be the person in the Planning Department who is familiar with that?

Ms. Wade: Scott Forsythe is the Small Town Planner now if you wanted to talk with Scott.

Ms. Halas: That he would be able to -- if I had questions.

Ms. Wade: About the code, yes. He can answer any of those questions.

Mr. Hopper: I think you'd want to know what the zoning is of a given property, or what the designation in the redevelopment code is, and then go to that designation and then that should show you the different standards for it, the height, the lot size and things like that. That would be the way to do that.

Ms. Halas: . . . (inaudible) . . .

Mr. Hopper: Sure.

Mr. De Rego, Jr.: Ron, you had a question? Yes?

Mr. Brown: You know we have, we have one store in Wailuku, the beauty shop, they lock their doors. During business hours, you've got to knock on because they've had people come in and they had trouble. So I don't really feel Wailuku, at present, is very safe.

One other thing is that people bring their dogs to Market Street. They take them, they them into restaurants, they take them out for a walk and the next thing you know, excuse me, they're peeing all over off of every little pole, every little tree. The tree right in front of our shop, Brown and Kobayashi, we have on the side of the building they're urinating. They're

urinating right in front of our door in the same way at the, at the massage place, Green Ti. And then the next thing you know you look out there, and their dogs have desecrated all over the place. Some people --. And right on the sidewalk. People walk on it. The Pukalani Shopping Center has no dogs allowed. I see you guys have no dogs allowed. We need to have something, no dogs allowed.

Mr. De Rego, Jr.: So Ron I'm going to ask you to take this up with Erin after the meeting, okay?

Mr. Brown: Okay.

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

Mr. Brown: Thank you.

E. NEXT REGULAR MEETING: June 28, 2019

F. ADJOURNMENT

Mr. De Rego, Jr.: Okay, I think that's it for today so...our next regular meeting will be June 28th, at the same time at one o'clock. So without objection, adjourn.

There being no further discussion brought before the Agency, the meeting was adjourned at 2:24 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:

Gwen Hiraga
Ashley Lindsey, Vice-Chair

OTHERS:

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Erin Wade, Small Town Planner
Michael Hopper, Deputy Corporation Counsel