

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
JUNE 28, 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 1:02 p.m., Friday, June 28, 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.: Call the meeting to order at 1:02 p.m. We have quorum. So we'll open testimony now. If you'd like to testify either now or after the item, we're giving you that option today. So anybody . . . (inaudible) . . .

Mr. Michael Hopper: You mean, when each item.

Mr. De Rego, Jr.: When each Item.

Mr. Hopper: You said after.

Mr. De Rego, Jr.: Okay.

Mr. Hopper: When each item comes up.

Mr. De Rego, Jr.: Comes up, yeah. Yeah. Okay, so we have Commissioner Ridao, Jo-Ann Ridao; Commissioner Keone Ball, and Vice-Chair Ashley Lindsey. I'm Frank De Rego, the Chair. So would anybody like to testify currently? Okay, on any of the items? Okay, so let's move into new business, the design review of road and infrastructure improvements on Church Street.

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.

C. NEW BUSINESS

1. **Design Review of Road and Infrastructure Improvements on Church Street from Main to Vineyard and on Vineyard Street from Market Street to High Street (Phase 1A Wailuku Civic Complex). Design review includes above ground improvements such as lane configuration, curbing**

materials, bike racks, landscaping, lighting and tree grates. The board may take action at this meeting. [Report and Recommendation](#)

Ms. Erin Wade: Thank you Chair. Today is the design review permit from the Maui Redevelopment Agency for the Church and Vineyard Street improvements. Scott Forsythe from the Planning Department will be presenting the Planning Department's staff report.

Mr. Scott Forsythe: Hello? Can you hear me?

Mr. De Rego, Jr.: Yes.

Mr. Forsythe: Alright. Well, good afternoon Chair and Board Members. My name is Scott Forsythe. I'm with the County's Planning Department. I'm the new small town planner, so this is my first presentation to your group so I hopefully I follow the protocol and then if not, please advise. Otherwise, however, this item is being presented for your consideration for MRA design review by an application submitted by the County of Maui, and the MRA has the authority to review and approve projects within the Wailuku Redevelopment Area.

The project to be presented, to be presented is referred as the Wailuku Civic Center Phase 1A project. This project can be described as a streetscape and infrastructure improvement project located along West Vineyard Street between High Street and Market Street, and Church Street between Main Street and West Vineyard Street.

I won't get into all the details as the consultant team here from Ferraro and Choi. We have Tyrek and David who will provide you more detailed presentation of the project. Following the presentation, if you'd like an overview of the Department's analysis and recommendation, then please ask. So now I'll turn it over to Ferraro and Choi.

Mr. David Akinaka: Thank you Scott. Thank you Chair and Board Members for inviting us and for the opportunity to present the Phase 1A design for your consideration for design review approval. I'm David Akinaka, principal with Ferraro Choi & Associates. And with me is Tyrek Farid, the senior project architect for the project. We also have our consultant team. For our civil consultant, we have Eric Matsuda, at SSFM International, and Grace Chang at PBR Hawaii.

So I think we're here again to help, you know, help further along the County's goals in realizing downtown Wailuku as a community destination and hub. The project design continues to be, continues to be adjusted in response to community feedback and agency input as well, and, and stakeholders. And so for Phase 1A, as Scott was mentioning this is really the Church Street and Vineyard Street improvements. And the project scope extends from along Vineyard Street from High Street, down to Market Street, and on Church from Main all the way to Vineyard. And the improvements are going to include water sewer storm drain improvements; undergrounding of overhead and telecom lines; new sidewalks, street trees and landscaping; new street lights. Church Street will be converted to a two-way traffic flow.

And the intersection of Main and Church will be signalized to help manage traffic flow as well as improve pedestrian safety. I think it's been mentioned before that during the work that will be going on, there will be provisions for alternative parking at, at Wells Park during the interim. This, this overall site plan here also shows the future phase work for the parking garage, Phase 1B, and eventually Phase 2 Plaza and Civic building.

This is just an overall, kind of a conceptual view of how things, to give you a sense of how things will be when everything will be completed. So showing the parking garage and onsite improvements along with the future plaza and civic building which, again, we're revisiting, again to respond to community, community feedback.

Phase 1B will be --. Maybe I should back up. Phase 1A will tie into the future Phase 1B so those things, those phases are being coordinated together. For instance the mid-block crossings that are a part of Phase 1A at along Church Street and Vineyard Street will tie into future pedestrian access ways on the parking garage phase.

And as part of Phase 1B we are also anticipating that the access roadways leading from Vineyard and from the Pili Street driveway off of Market all along towards First Hawaiian Bank, and back along to MAPA and Calvary Chapel, that work would be the first sequence of construction to get that done and finished while the parking, the bulk of the parking lot remains useable. And then when the vertical construction begins on the parking garage that will allow continued access for these businesses here.

For more, for more details on the, on the civil infrastructure improvements and landscape improvements I'm going to turn it over to, first to Eric Matsuda, and then to Grace to go walk you through those.

Mr. Eric Matsuda: Good afternoon. Eric Matsuda, SSFM International. We're dealing, we're taking care of the civil on the project. I guess to walk through the proposed improvement of Phase 1A it's probably easier to go through it by pieces of work, so I'll start with Church Street.

So as far as the existing condition of Church Street, the right-of-way right now is pretty narrow, pretty varied. The mauka side of the road is --. Let me step back. With the mauka side of the road we're establishing a 44-foot right-of-way based on the feedback from the Public Works Department. And the improvements starting from the mauka side is a six-foot sidewalk concrete curb, two 11-foot travel lanes curb and gutter on the makai side. And then the makai shoulder is varied because of the additional width. Within that area there will be a six-foot minimum sidewalk and planter strips where the space allows for that. Along with that, there are two loading zones being provided, I guess, yeah, right in front of the Wailuku Executive Center building.

One of the big changes that came up in the recent design reviews is the elimination of the left turn pocket at the Main and Church Street intersection, east bound Main Street turning onto Church. I think that was in a prior iteration of the plans, but through the coordination with the

County and the State, the -- as we got into detailed designs, the configuration both being lane widths, narrow lane widths and a staggered stop bar wasn't really a desired layout. And so through that process that was eliminated. The layout went back to the traffic consultant and they revisited the, the study and the computations for the area and there is, as I understand, adverse effects to what's going on in the general area. So that's been incorporated into the current design.

Another feature on the Church Street section of the road is relocation of the historic basalt curbs. So, and I think you have it on your handouts too. But there are portions of the historic basalt curbs along Main and a portion of Church, and as these roadway improvements are put in those will be relocated and utilized as part of the streetscape. Along with that, for the remainder of the areas, a simulated basalt curb will be installed to maintain that look for the Church Street and the lower Vineyard portions of the project. Along with that --. So Church Street you have existing sewer and water currently in place. Those will be replaced as part of the project and additional drain line will be installed as well as some drain inlets.

Okay so now Lower Vineyard. Lower Vineyard, again, right-of-way is pretty narrow as it is now. The north side, the built out side, I guess, is pretty staggered and varied in regards to the location of structures, slab stoops. But based on the, based on that right-of-way location, through the coordination of Public Works, we'll be establishing a 44-foot right-of-way there also. From the existing sidewalks, we're coming out with a six-foot sidewalk curb and gutter, two 10-foot lanes, travel lanes, and curb and gutter on the project side of the road. On the project side shoulder there will be a minimum six-foot wide sidewalk and landscaped areas where the shoulder width allows. Part of the improvements there would include a pullout loading zone and also a speed table is part of Phase 1A.

Utility improvements, there's currently sewer, water, and drain in this area which will all be replaced as a part of this project. And as mentioned earlier that simulated basalt curb is being used in this area also.

Upper Vineyard, that's a different story. The right-of-ways are really narrow. Structures, stoops, buildings, you know, vary in their location relative to the right-of-way both horizontally and vertically. The improvements on this section of the road will be two 10-foot lanes, curb on the south side, and a minimum four-foot wide sidewalk. Again, similarly the landscape areas will be in where the shoulder width allows. There are sewer, water, and drain lines in that upper area. Only the sewer line is being replaced, and drain inlets are being installed and connected to the existing drainage system.

Ms. Grace Zheng: Aloha Friday. Thank you for taking for taking the time. I'm Grace Zheng from PBR Hawaii, landscape architect on the project.

Mr. De Rego, Jr.: Could you speak louder please?

Ms. Zheng: Should I use my outside voice? Okay.

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

Ms. Zheng: Hi, my name is Grace Zheng from PBR Hawaii. I'm a project landscape architect for Wailuku Civic Complex. Major changes on, starting with Church Street, is that at one point we had double rows and then due to right-of-way requirements we are now left with just single row trees on the makai side of Church Street. And they allow for essentially shading street beautification where we can. One of the things that we were able to achieve is to have in ground planters. They're three and a half foot wide. On Church Street it varies actually to four and a half foot wide in certain locations where the shoulder allows. And one of the benefits of that is it prevents any conditional tripping hazards which may come up with tree grates as we've seen on Market Street. The other thing is that we had taken out some trees in front of Takitani building to allow for loading.

The distinction between Church Street and Vineyard Street is we're using two different types of smaller trees that are minimum rubbish according to the Maui County Planting Plan. Tulipwood tree on Church Street. It is sort of smaller and more compact. And Hispaniolan Rosy Trumpet tree which some also known, know it as the White Tacoma. It has a narrower canopy. It's sort of taller and more in oval in form, and we took that into consideration when we were looking at existing roof overhangs on both upper Vineyard Street and lower Vineyard Street. So in the in ground planters we're trying to use predominately native ground cover, Akia, which is drought tolerant. And then in locations where there is grade change or elevation change between the sidewalk and the curbside, we're using Dwarf Wax Banyan which is also drought tolerant to account for that, for certain safety concerns. We have Green Ti sprinkled in some of the planters, and then Zoysia El Toro for the grass strips in front of the loading zone on Church Street.

In terms of site furnishings you can see in the top right the transformers that will go in are green as are standard. I'm sorry, the transformers that will go in on, on the various properties are standard green. We have larger tree grates which allow for better root establishments. These are going to be four piece cast iron, pretty standard, and they're classic in style, and we believe them to be in keeping with historic Wailuku style. And we're going to continue to use the lamp posts as street lights that are being used right now currently on Market Street. So along both Vineyard Street and Church Street we will be using the same street lamps. And paired with that is a black pipe aluminum guard rails where necessary for, for safety. We have a bike rack which is the bottom right corner. Those are slim, and they will be parallel to the curb to minimize any obstructions into the sidewalk. And where drain inlets occur as well, there are going to be bike friendly. And then also to point out that the tree grates are ADA accessible. I think that's it for me.

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

Mr. Akinaka: Thank you Grace. And we welcome any comments or questions.

Mr. De Rego, Jr.: Does anybody have any questions or comments at this particular point? Sorry, we're not taking any comments. This is for the Commissioners at this point, okay. Okay, so what is Planning's analysis of this? I will, after I get the analysis.

Mr. Forsythe: Certainly. Do you have a preference if I approach the front or sit over here?

Mr. De Rego, Jr.: You're fine over there.

Mr. Forsythe: Great.

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

Mr. Forsythe: Once again, Scott Forsythe, small town planner with the County of Maui. And within your report and recommendation dated June 28th, 2019, I'd like to first make a few minor clarifications. On page two, the applicable regulations, I'd like to add that Article 6, Design Review of the Wailuku Redevelopment Area Zoning and Development Code, and within that, Section 30.17.020 which references the Wailuku Redevelopment Plan. And I'll get to how those plans, how the Wailuku Redevelopment Area Zoning and Development Code, the Wailuku Redevelopment Area Design Guidelines, and the Wailuku Redevelopment Plan were assessed in accordance with this project.

Another minor clarification is on page three, land use designations. For the surrounding land use designations, I want to point out that the multi-family designation is outside of the project area. They are very close and adjacent in some locations, but they are outside of the project area.

Another item I'd like to note is the designation MRA zoning that is incorrect. It should say Wailuku Redevelopment Area zoning.

So moving into the project's analysis. There's quite a bit of information as explained by the Ferraro Choi team. The information was accurate. This is a streetscape and infrastructure improvement project. When looking at this project the three guiding documents in general were the Wailuku Redevelopment Plan, Wailuku Redevelopment Area Zoning and Development Code, and the Wailuku Redevelopment Area Design Guidelines. And within all of those there are a number of goals, objectives, policies and recommendations that are referenced.

I'd like to add that, you know, it can be anticipated that the scope of work for this project will both enhance as well as fully achieve many of the goals, objectives and recommendations that are included within those plans and guidelines. So I'll make it brief as I go through as there are a number of them or would you prefer just ask a question on section page, on pages seven through...through the top of nine is really the analysis in accordance of those plans? Or would you just like me to highlight the, the major objective that are being met?

Mr. De Rego, Jr.: Do you have any preference? Do you have some questions now or would you rather just have him highlight? Highlight. Okay, go ahead and highlight.

Mr. Forsythe: Certainly. So within the Wailuku Redevelopment Plan, in particular, there's three elements that are being achieved. One, it's providing accessibility. There's a clear emphasis on pedestrian use, and that's specified to really occur within Wailuku's commercial core, and to make a balance between vehicular as well as pedestrian use. Within Redevelopment Plan, there's also a goal to create functional linkages. And within this the goal is to create a market synergy among Wailuku town's functions so people can be able to walk and get around by foot as a pedestrian rather than a reliance completely on the automobile. And it should also be physically attractive, and the landscaping does accomplish this as well.

Traffic calming -- excuse me -- traffic calming is also guiding principle, and traffic calming can be seen a few elements, of course, within this project. There are the pedestrian speed tables that are on both lower Vineyard as well as Church Street. And at the intersection of Church Street and Vineyard, there is a pedestrian bulb out. I should also add on Market Street as well there will be pedestrian improvements. And at both the Market Street as well as the Church Street intersections those will all be ADA compliant.

Moving into the Wailuku Redevelopment Area Design Guidelines, the following elements that were referenced that reflect and enhance, that are reflected and are being enhanced through this project include, one, it meets the goal and objective of implementing improvements that makes Wailuku town a pedestrian friendly environment. Roadway and utility improvements must be pedestrian friendly while also addressing safety. The design recommendations within the guidelines are that sidewalks, street crosswalks, lighting, landscape should be improved to provide a safe and attractive pedestrian environment. Street furniture, landscaping, and lighting elements should be consistent to create a visual unity within Wailuku. And that's being addressed in particular with the basalt curbs, maintaining the historical basalt curbs, and replacing those within the project vicinity and recreating modified basalt curbs to go around Church Street and lower Vineyard Street. And the lighting as well. The lighting that you see on Market, the same lamp post will be used within the project vicinity to carry on the characteristics that's been established on Market Street.

The utility lines should be relocated underground where practicable. And utilities consolidated to minimize service, wires, and poles throughout the entire project area. This is being accomplished.

Street widening is not recommended. Traffic calming measures should be implemented by means of landscaping, narrowing roads at crosswalks, and providing raised and textured pedestrian crosswalks. I should point out that the streets, the current design of the streets do not necessarily include, include a curb and gutter. So even though it may seem as if a street is getting wider it's in many cases it's to accommodate the storm drainage that will occur to, to mitigate that storm and runoff that comes down Vineyard Street approaching the

redevelopment area.

So there are some general design recommendations, and that's to provide landscaping and greenery. This is being achieved providing midblock crosswalks between Vineyard and Market Street. That's a general design recommendation that's being achieved. To improve the sidewalks to adequate widths; that's being achieved. And providing new sidewalks where necessary. There's a number of areas on west Vineyard in particular on the south side of upper Vineyard in which the sidewalk is just crumbling and falling apart. And so this is really going to help improve that, that vicinity.

And then goals within the design guidelines for the commercial mixed use district, the design guidelines want to encourage pedestrian, or enhance pedestrian environment, and less reliance on the automobile.

Now getting into the -- out of the design guideline phase and into the Wailuku Redevelopment Area Zoning and Development Code, this area as I mentioned earlier as far as the zoning goes within the Wailuku Redevelopment Area Zoning, it's commercial mixed use predominately. There's business and multi-family, and there's public/quasi-public. Public/quasi-public is the church that's on the corner of Main Street and Church Street. So this objective is essentially being met in all three of these zoning areas is that the area is created to be pedestrian oriented. It is being created to be compatible with traditional architectural character. And the district intend that the urban design of public spaces emphasize an aggressive urban landscaping planting program including the design of more visually attractive streetscapes which is a core element of this project.

So that is the analysis portion of the staff report and the recommendations. And if you'd like, I can move into the recommendation portion. Or if you have any comments on the prior.

Mr. De Rego, Jr.: Anybody have any questions. Okay.

Mr. Ball: A quick question on the signals. We're putting signals on Main or does that, that go away? And I guess are they signaling Vineyard and Church also.

Mr. Akinaka: Yes, we're installing traffic signalization at Main and Church. Yes. Main and Church, yes.

Mr. Ball: Is there not Vineyard and Church?

Mr. Akinaka: No, not at this time.

Mr. Forsythe: Yeah, and so the traffic control will still remain the same on Church Street. There will be a two-way stop at Church Street and a four-way stop at Market and Vineyard.

Mr. De Rego, Jr.: I, I do have a question. I always find the visual signs for crosswalks helpful,

you know, like, the one right up here on, on -- right across from the library coming to the County building especially at night. Was there any consideration of putting visuals just besides the calming and the raised curve? You know, maybe having a punch light so people at night who are crossing the street have extra safety at that corner. Is that a question for you guys that are --? It's just a suggestion. I mean when you look at it, you know, I know that --

Mr. Akinaka: We're coordinating with, for instance, the Department of Public Works, and we can include that in the discussion with them too.

Mr. De Rego, Jr.: Okay, thank you. So, if there's no other questions from the Commissioners, can you go into the conclusion and your recommendations?

Mr. Forsythe: Certainly. So page nine, conclusions of law, I'll read. The proposed Wailuku Civic Complex Phase 1A streetscape and infrastructure improvement project is consistent with the Wailuku Redevelopment Plan, the Wailuku Redevelopment Area Zoning and Development Code, and the Wailuku Redevelopment Area Design Guidelines. The project fulfills the community's need by providing enhanced and safe pedestrian amenities including new and improved sidewalks with ADA accessible, lamp posts, providing street lighting for safety, along with maintaining a historic character and continuity with existing Market Street lamp posts. Sidewalk, shrubbery, landscape enhancements. Sidewalk located trees providing both natural beauty and pedestrian shade. Traffic calming measures including sidewalks street bulb outs, painted street intersections, pedestrian crossings, and mid-street raised crosswalks. A two directional reconfiguration of Church Street. A new four-way traffic signalization and pedestrian related improvements at the intersection of Church Street and Main Street. Undergrounding of overhead utilities, inclusion of sidewalk oriented bicycle racks, and resurface streets with improved with storm water collection capabilities, and bicycle friendly drainage grades.

In conclusion, the proposed project enhances Wailuku town with an aesthetic, aesthetically improved streetscape providing improved pedestrian facilities and roadway resurfacing which includes pedestrian oriented traffic calming measures.

The Planning Department recommends approval of the MRA permit and MRA design review site plans dated June 28th, 2019, subject to the following conditions. And I think there are the conditions. And if you have any questions on the conclusion of law, I'd be more than happy to answer that. Or if you prefer I can move into the standard conditions or if you have any questions on the standard conditions?

Mr. De Rego, Jr.: Anybody have questions on the conditions? Okay, good, thank you very much. Now I will entertain three minutes testimony from anyone in the gallery. I think we've got --

Ms. Ashley Lindsey: Can I ask a question?

Mr. De Rego, Jr.: Okay so before we get into testimony --

Ms. Lindsey: I was just wondering if there was -- back to the landscaping -- if there was native trees possibly to be used in the landscaping? I know we've had problems in the past with . . . (inaudible) . . . but I don't think that . . . (inaudible) . . .

Ms. Zheng: Hi. We did consider using native trees. At one point we wanted to use True Ko, but due to the narrowness of the in ground planters which are we're limited to three and a half feet wide. Per Department of Public Works recommendation we are limited to smaller trees because Ko tend to get really big. And then also on Vineyard because there's a lot of existing historic buildings with, I guess, with longer extension of roof lines we didn't want that. That was a public concern with trees getting into people's buildings. And so, unfortunately, no, we are not using native trees. Yeah. We're trying to use as much native ground covers where we can.

Ms. Lindsey: I did notice the native ground cover. I just wondering if there was a reason for . . . (inaudible) . . . trees. Thank you.

Mr. De Rego, Jr.: Good any other questions Commissioners? Okay, so we'll entertain testimony for three minutes, okay. So Ron, it looks like you want to testify. Why don't you take down if he has any questions and then we can get back to him later? It's supposed to be testimony.

Mr. Ron Brown: Good afternoon everybody. I'm Ron Brown from Wailuku. I'm been on Market Street since 95. I'm concerned about the congestion we're creating throughout Wailuku for this project. Specifically when you go down Church Street either to Main or to Vineyard, and then you go up Vineyard to High Street, and then you go down Vineyard to Market. So we're at, I know at Main and Church we're going to have a traffic light. And then on Church and Vineyard there's going to be a four-way stop? Pardon me?

Mr. De Rego, Jr.: Two-way stop.

Mr. Brown: Two-way stop. In other words if I'm coming down Vineyard to Market, is there going to be a four-way stop there? No?

Mr. De Rego, Jr.: Down at the bottom.

Mr. Brown: Well, Vineyard and Market, but I'm taking about is Vineyard and Church.

Mr. De Rego, Jr.: No, that's a two-way stop.

Mr. Brown: Just a two-way. So if I'm coming down Vineyard, I can just keep going? Okay. There seems to be, going to be a lot of congestion there when you try to get out of this parking

structure and you're trying to get out. The only way out as I see it you're going to go either left on Church Street or you're going to go right on Church Street. So how many exits are there out of the parking structure?

Mr. De Rego, Jr.: So can we get these questions answered off line?

Mr. Brown: Sure. Sure.

Mr. De Rego, Jr.: Afterwards? So we'll take your questions down because this is three minutes of testimony. So you can register your concerns and then Erin to get back to you.

Mr. Brown: Right. Right. Okay, when we're doing construction on Vineyard, from High Street down to Church Street, is that going to be a one-way going up or one-way coming down?

Mr. De Rego, Jr.: Okay, so take that down as well and we'll get back to you.

Mr. Brown: Okay, and just say if it's coming down, well then that's fine. They can come down all the way to Market Street, continue on down to Vineyard or they can turn left on Market, go down into Happy Valley. Okay, what about the people who are coming up from Happy Valley to Market Street, what do they do?

Mr. De Rego, Jr.: Okay.

Mr. Brown: How do they get going up? And the same way coming down? I can see huge congestion in that area from time to time. There is now on a daily basis. And we're talking about signs for crossing, pedestrian crossing. And I'd hate to say this again, but plus on Market we've got --.

Mr. De Rego, Jr.: So just finish what you were saying.

Mr. Brown: On Market Street we have two sidewalk crossing. Excuse me. None of them are marked, pedestrian crossing. Nobody stops for pedestrians. I see ladies with children, I see old people; nobody stops for them. And we're going to have that throughout Wailuku because nobody cares about pedestrians. We need to have proper signage like you were saying sir, and push the button like up at the library. I think we're going to have more unhappy people with all the congestion we're doing. Plus on between Central and Church Street, I understand somewhere down the line there's going to be one or two hotels.

Mr. De Rego, Jr.: Okay. Well, thank you. Thank you very much.

Mr. Brown: Thank you.

Mr. De Rego, Jr.: Okay, is anybody wanting to testify on this particular item? Okay, so I guess we can go to a vote. Are we voting on the application? Okay.

Ms. Wade: Chair, you probably want to take a look at the conditions provided by the Department of Planning. So they do have seven standard conditions starting on page nine of the staff report. These are all typical conditions about start times of the project, best management practices, compliance with government requirements.

Mr. De Rego, Jr.: I read all of them.

Ms. Wade: Okay. And then there's project specific conditions that are listed which are about reducing traffic disruptions, providing adequate signage. And then there's measures taken to promote transportation demand management, and this would be the County's responsibility. That in the event sub-surfaces historic resources are found that we have to follow, or that the County will follow the requirements of the State Preservation Division. We have agreed to a full-time archaeological monitoring throughout the project, and that monitoring plan has been submitted to SHPD. It has not been accepted yet, but it has been submitted. That construction activities will meet Department of Health noise regulations. And this does apply to night and weekend work so it will limit some of the construction activities to certain times of the day. That water conservation measures shall be used and that top soil stock pile shall be adequately maintained.

You folks also did bring up the idea of an incorporation of a lighted crosswalk. If you would like to add that as a possible alternative without the design team needing to come back for an additional approval, you can include that as a condition if you would like.

Mr. De Rego, Jr.: I would like to add it as a condition personally here. I don't know if anybody else. Is that something --?

Ms. Wade: So my suggestion as staff would be to include it as a consideration so that they wouldn't have to come back and modify the plan if it's within the scope and budget of being able to be included.

Mr. De Rego, Jr.: Okay. Any comments from the Commissioners on that?

Ms. Wade: Mr. Chair, if I could ask our construction manager, Brian Ige, if there's any private property side improvements that you think we need to allow for special consideration of prior to approval? Knowing that on upper Vineyard just to highlight as the person kind of doing the interface, there's some portion of upper Vineyard where there's a private property interface. Just to be clear, on page seven, right in the middle of the block, right under where it says west Vineyard there shows a planter area. It's a green strip, and then kind of a green box where it says new raised planter. The private property owner has called and asked us about this and we haven't concluded with them how they want to handle that. So it would be preferred if you can allow the teams some discretion as we work with that property owner to determine if they prefer to have a raised planter or a wall or something different. I don't know Brian if you wanted to add anything to that.

Mr. De Rego, Jr.: Yes, please Brian Ige.

Mr. Brian Ige: Erin, thank you, and good afternoon Commissioners.

Mr. De Rego, Jr.: Could you identify yourself?

Mr. Ige: My name is Brian Ige. I'm a construction manager with Dowling Company, and we've been retained as a consultant for this project. So what Erin was mentioning, we are working with the current landowners along upper Vineyard, as well as lower Vineyard, some sections. Although these plans have been set, conditions may change as we get into the work. So, we need some discretion on to make those minor changes. They're not going to be substantive but we don't want to be coming back to the Commission every time we make this minor change.

Mr. De Rego, Jr.: Good. Thank you. So how do we incorporate that in this, into the condition, sir?

Mr. Hopper: Well, it's going to depend on what, what --. Is there, other than this planter, are there any potential other changes? This was a design review so are actually looking at the design elements of the project. If you -- if the applicant wants to request flexibility, I think a good idea would be specific on the items that they think may change and then incorporate language stating that, you know, those items depending on --. It's understandable if a property owner doesn't want that there and they can't negotiate that that might not be there. And so that's something you could say that the planter there is maybe eliminated in the event there can't be a deal with the property owner. As far as the other changes, I'm not sure how broad you are considering or what the --. But I think the presumption was that this comes forward as a design review so it's going to be this.

Mr. De Rego, Jr.: Right.

Mr. Hopper: And anything else would have to come unless there's some language you want to incorporate. So is there some discussion as to what might change? Because I think the Commission, or that the MRA doing a design review is looking at some of those details.

Ms. Wade: Thank you Chair. Any of the changes that would be considered would be on the private property side. So you can see for both upper Vineyard where, where you see the yellow line that is the property line, the right-of-way line. And so as we are interfacing with these private property owners, these, we have general agreement on the majority of these improvements. But as we move forward, I know in my own, like, personal house design, we made a plan, and then as we got into it, and materials started showing up we decided we made changes then. And so anything on the private property side related to those railings or the access points, we want to make sure that we are accommodating the needs of those private property owners and their preferences. Everything on the public side, we don't

anticipate changing...in a substantive way.

Mr. De Rego, Jr.: Okay.

Mr. Hopper: So I mean, you could assume a worst case scenario perhaps of having all of that not, having that different, and considering would that still be consistent with the design guidelines. And you could ask the Planning Department for that since the review here is to determine consistency with the design guidelines. So if you're stating that there are potential changes that would happen based on the private property owner objections, I would, you know, explain what exactly would be different and clarify, and have the MRA clarify, that even if those differences are there you believe it is still consistent with the design guidelines. I think something along those lines.

Ms. Wade: Okay so Chair possible additional condition would be to allow for minor changes to design relating to private property interfaces so long as adjustments are consistent with Wailuku Redevelopment Area Design Guidelines.

Ms. Hiraga: Yes.

Mr. De Rego, Jr.: Okay, we need a motion, right, to add that condition, sir?

Mr. Hopper: You would. And then since you are determining consistency, then assume whatever differences and maybe have that explained to you what difference could be, and so could make that motion authorizing that. Make sure everyone is comfortable with if it is different than what you are being presented that it still be consistent with the design guidelines.

Mr. Ball: So move if you want to do that at this point for discussion sake.

Mr. De Rego, Jr.: Okay. Any second?

Ms. Hiraga: Second.

Mr. De Rego, Jr.: Second. Discussion?

Ms. Wade: Chair question. Does that add both the lighted crosswalk condition and the condition on the private property interface changes? Are you adding both of those conditions with your motion?

Mr. Ball: Yes.

Ms. Wade: Okay.

Ms. Lindsey: Can we consider also instead of those native plants, can we consider edible

trees? Instead of --. If that's possible. Was if it can fit, then --

Mr. De Rego, Jr.: Okay, can we get an idea if that's possible or not?

Ms. Zheng: We're currently complying with the Maui County Planting Plan. There are very specific street trees that are listed and recommended for sizes, and unfortunately there are no edible trees on that list.

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

Mr. Ball: Discussion?

Mr. De Rego, Jr.: Discussion, yes.

Mr. Ball: So, I mean, with that new raised planter, I don't if I just only see these transformers as things that we might, that might be in that consideration. Is that what we're looking at here, yeah?

Ms. Wade: Yeah, the transformers potentially would move, you know, from one location to another depending on the finalized electrical plans as well. But, you know, frankly the location of those isn't part of necessarily the design review unless it was in the public right-of-way. The aesthetic of the transformer is basically what you are considering in design review.

Mr. De Rego, Jr.: Commissioner Ridao?

Ms. Jo-Ann Ridao: Yes, Erin, can you point out to us on this design plan? Cause I'm looking at, and it looks like there's only, like, maybe two of these. Okay. Thank you.

Mr. De Rego, Jr.: Any other questions or comments? Discussion?

Mr. Ball: Just for clarification on the transformer. I see this one in the middle, and that's existing I guess because the other ones are marked with new transformers. Middle of Vineyard Street, kind of right across from the street, the word street.

Ms. Wade: No, no, all of the transformers would be new because the existing transformers are up in the air on poles. So I think this one just denotes, this is the symbol for a new transformer.

Mr. Ball: Okay, I got it. Thank you.

Ms. Lindsey: The property owner on that transformer, that's in the old Chinese and they're fine with that?

Ms. Wade: So originally we were looking to purchase that property. We, given the price, we

went through the appraisal, the title search, we analyzed the encroachments of that lot and the price for acquisition wasn't justifiable. So we're likely going to be actually moving that transformer across the street to that 2138 Vineyard. That one is likely to move, so --. But we haven't finalized that yet because we're still waiting for that property owner. But it has to be within about 50-feet of where it is located right now.

Mr. Ball: So you have to do eminent domain for that? I mean, it's got to be within the 50-feet, right? Is that all on the same property owners?

Ms. Wade: Across would be all within the same property owner. So we would do an easement with that property owner for that acquisition.

Mr. De Rego, Jr.: Does anybody else have any comments? Questions? Observations? Okay, I think we can put the --. Can you restate the conditions that we're going to vote on?

Ms. Wade: So the two additional conditions would be to allow the project to incorporate lighted crosswalks at the midblock crossings if possible. And the second one would be to allow minor changes to the design relating to private property interfaces so long as all changes is consistent with the Wailuku Redevelopment Area Design Guidelines.

Mr. De Rego, Jr.: Okay, so the motion has been moved and seconded. All in favor?

Ms. Lindsey: I'm wondering if we want to say lighted.

Mr. De Rego, Jr.: Lighted?

Ms. Lindsey: Because if they have a better solution, then we want to go that way instead of the lighted.

Ms. Wade: Okay, so maybe change it to enhanced crosswalk marking?

Ms. Lindsey: Visual enhancement or something like that. So -- because they'll know possibly a better option.

Ms. Wade: Okay. At midblock crossings.

Mr. De Rego, Jr.: You were going to say something.

Mr. Hopper: Yes. Just backing up. The original motion is to approve as recommended by staff adding these two additional conditions.

Mr. De Rego, Jr.: Right.

Mr. Hopper: And you're working out the language of the additional conditions now. It

appears that you have that, but I just wanted to get that clarified for the record.

Mr. De Rego, Jr.: Okay. Good. Thank you. So we can vote on the motion now?

Mr. Hopper: Yes, if you're prepared to vote on the motion. If discussion is done, yes you can.

Mr. De Rego, Jr.: Okay. I keep trying to get discussion on --. You keep adding in stuff so that's alright. That's why discussion is supposed to be for. I can't quite read you guys. Okay. So, yes, it slowly comes out. Okay, is everybody done at this point? Okay, the conditions as stated and amended have been approved and seconded. All in favor for adding the conditions, these two conditions to the conditions already set out by the County.

Mr. Hopper: If the original motion included the new conditions you can just --. If the original main motion included those conditions --

Mr. De Rego, Jr.: Yes.

Mr. Hopper: -- then I think that you can just decide to take that vote on that main motion with those extra conditions.

Mr. De Rego, Jr.: Okay. So we'll so move on that we'll vote on the whole kitten caboodle. So all in favor say aye? All opposed, no? Okay, motion passed, accept all the conditions. Okay, good, thank you.

It was moved by Mr. Keone Ball, seconded by Ms. Gwen Hiraga, then unanimously

VOTED: to approve as recommended by staff with the two additional conditions as discussed and amended.

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

Ms. Wade: Thank you Chair. The second item is an update on permitting, bidding, and construction for Phase 1A and Phase 1B of the Wailuku Civic Complex. Brian, would you like to provide this update?

Mr. Ige: Brian Ige, Dowling Company. Update on construction, I mean, our targeted start as we mentioned in our community meeting last week is August. We are still waiting for some plan approvals from certain agencies. So hopefully if we get those soon, we can start in August.

As far as the bidding for Phase 1B which would be the parking structure, we're looking at

going out to bid in late July, and with bids returning at the end of August. That's about it I have in regards to permitting and construction start. But we did go over our schedule at the community meeting this past week, this past Thursday, and so that's our current plan right now.

Ms. Wade: Just to inform you too, there is a schedule in the handout. This handout was distributed at the community meeting. The schedule graphic is in the centerfold that shows timing and phasing.

Mr. Ball: Chair?

Mr. De Rego, Jr.: Yes?

Mr. Ball: Question on when people can expect impacts, I guess, for travel maybe?

Mr. Ige: At the community meeting, I do have a handout that we gave out at the community meeting. I mean, I would be happy to share a couple of those. I brought in extra sets. But basically --. Let me get that and you can take a look at it as I go through it.

Mr. De Rego, Jr.: You know this by heart. Okay, there we go. I'll share it with you.

Mr. Ige: So, so as we shared with the community last Thursday, I mean, I hope we start construction on Church Street in August. And we're going to confine the work to Church Street. And in your handout you'll see basically what's still open. So basically only Church Street gets worked on. The municipal parking lot stays open. Vineyard Street stays open. So we're confining our work in segments. We anticipate, if we start in August, we'll complete in January. Once that's completed, then we'll be able to open Church Street, and we're going to work on lower Vineyard and that's going to take another five months.

Mr. Ball: And we expect these to be completely closed during the time?

Mr. Ige: No, we'll try to keep it open. I mean, the businesses along that area need access, and we can't close completely everything so we're going to try to keep at least one lane open. But I think people in general when they see that happen, they'll try to avoid that area. Except the businesses, obviously they need to get in there. And we're hoping that's the case.

So once that lower Vineyard piece is done, we'll work on upper Vineyard which would be the last piece we'll work on. As we're starting upper Vineyard, we're going to start a parking structure work. The parking structure work, we're going to phase it into two phases. There's a street access that goes around the parking structure and Pili Street. And we really want to get that done to allow accesses for the businesses. At that point the parking lot is still open, but it's only partially open. We're going to lose some stalls there. But once that's done in hopefully November of next year, then everything gets shut down. And that's when the real impact occurs. So from November of next year to the end of 2021, everything gets closed. But hopefully the streets are functioning, the access road behind the parking structure is

operating, and alternate parking sites are available.

Mr. Ball: Chair?

Mr. De Rego, Jr.: Yes?

Mr. Ball: So we're looking at basically a year for the structure to be completely built and people can . . . (inaudible) . . .

Mr. Ige: Correct.

Mr. Ball: So they'll be parking at Wells for about a year.

Mr. Ige: A year. The real impact is about a year. Obviously, there's impacts anytime you're doing the roadway work, but the major impact will occur later next year.

Mr. Ball: 2020, December 2020 to December 2021.

Mr. Ige: Correct.

Mr. De Rego, Jr.: Thank you. Any other questions? So any observations, questions at this point? Commissioner Hiraga?

Ms. Hiraga: No. Nothing from me.

Mr. De Rego, Jr.: Okay. Commissioner Ridao?

Ms. Ridao: No, I'm good. Vice-Chair Lindsey? Okay, good. So thank you Brian.

Mr. Ige: Okay. You're welcome.

Mr. De Rego, Jr.: And, and, yeah, we're going to take public testimony now on this particular item. Three minutes. Yes?

Ms. Susan Halas: Can you hear me?

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

Ms. Halas: My name is Susie Halas. I live in Wailuku town. I have been attending these meetings for 19 years now. This is now my third or fourth parking structure. I've lost track of it. I'm speaking on today's agenda to Item C, new business, two, Phase 1B of the Wailuku Civic Complex. Before I start on that I would like to say that I think the community is all in favor of Phase 1A and wishes you well and God speed and has been well explained. Now when we get to 1B, I think there is still significant objections, unanswered questions, a new political climate, a new administration, has still no housing, has still no numbers attached to

it. So, Erin, since I know the Chair would prefer to have the questions asked during the testimony, you to get the numbers back to us, I'm interested to know what is the numbers projected for 1B.

The primary objection to 1B, the parking structure, is that it isn't wanted, it isn't needed, it is expensive, it's fully funded with taxpayer's money, it's closes something that is free and replaces it with something that's paid, and it has no housing. I think that in my, since I'm a person who has now walked around this neighborhood not once but many times, I know that the neighborhood still wants a better alternate plan.

I was very impressed at your last meeting when you talked about --. Not the last meeting of -- not the public meeting -- but at the MRA meeting when you talked about the shuttles. But when Erin talked about the shuttles at the public meeting, one had the sense that had either been abandoned or pushed back or delayed. I think the shuttles are the key to making the alternate parking work. And if the alternate parking works, I don't think the parking structure is needed. And I think that people would like to see their public dollars spent on housing. So if you are looking for what the climate is going to be on 1B, I think it's going to be considerably different than the climate on 1A. 1A, we wish you well. 1B, we don't want it. I mean, there are people who don't want it, there are people who do want it, but I would speak for the people who don't want it, who wants their taxpayer's money spent on housing, who know that this was never a priority item at any point along of the line in the political process, and that we will oppose it.

So I hope you will take that into consideration as you take it out to be --. Am I getting close to the end? The other --. Mr. Chairman, if I could have maybe another 30 second to finish up?

Mr. De Rego, Jr.: Okay.

Ms. Halas: The other consideration I'd like to call to your folk's attention. We haven't seen any money, any discussion, or any recent discussion with numbers attached to it on maintenance. You'll notice that in all the prior redevelopment of Wailuku we've put in these really expensive planters. We still have them, and no plants are growing in them. We plant plants in there, but they die. So we have all this expensive stuff which we paid for, again, with our money. So now we're planning to spend something over 30 million dollars, and I have no idea what we're planning to spend on maintenance. And I have no confidence in whatsoever that you have ever done a good job on maintenance or that you will do a good job on maintenance. Mr. Ige, I have every confidence in him. I know that he will build this correctly. But whether you will maintain it, I'd like to see numbers. Thank you Mr. Chairman.

Mr. De Rego, Jr.: Thank you. Okay, good. Anybody else would like to testify on this item, 1A and 1B for three minutes? Nick Drance, you're on the list.

Mr. Nicholas Drance: Thank you. Before I begin I'd like to combine. Before I begin I'd like to

combine 1A, or 1 and B. One and two for six minutes if you don't mind. I'll try to keep it under that, if that's okay?

Mr. De Rego, Jr.: Pardon? Which?

Mr. Drance: One and two, new business.

Mr. De Rego, Jr.: We already finished one.

Mr. Drance: 1A and 1B, then.

Mr. De Rego, Jr.: Okay. Number two is one item, yeah, so three minutes. Yeah. So we're on, we're on, new business, two, so three minutes.

Mr. Drance: Alright.

Mr. De Rego, Jr.: Thank you.

Mr. Drance: Before I begin, thank you Chair, members, Council Furtado and Rawlins-Fernandez, Council Member. Very quickly the reference to the Wailuku Civic Center, with all of this, with regard to 1A and 1B, to me is a misnomer. And I think it should be Wailuku Redevelopment or something but not Wailuku Civic Center. And the reason why everything Ms. Halas said I agree with. Phase two is something that is questionable for all of the reasons that she said. So if we could consider changing the references to 1A and B, I'd appreciate it.

As far as the implementation of, of Phase two, the Mayor indicated recently that public opinion asked for that to be scaled back. I want to make a very clear point that the current 1B parking structure doesn't make any sense if Phase two doesn't occur. The scale, if you look at the map, the scale of the parking structure is inappropriate if Phase two doesn't occur. And I'd like, I'd like us to look at that.

I have an addendum here that I have seven points about Phase two. If I have time, I'll zip through them, if I may. Thank you. Okay.

As Susan mentioned, Phase two is contrary to public opinion. And I think generally the taxpayers are unaware of the financial impacts here. The financials of the project completely don't cover the bond costs. So that means all the districts of the island are going to pay for this. And I think they're going to be furious when they find out the percentage of the County budget that's going to a single project in Wailuku. That was one and two. I'm zipping.

The residence of Maui are not aware of the total costs. The other districts will suffer. There's a wide agreement by economists that the economic climate when this is happening is going to be completely different than it is today. So just because things are as they are today, doesn't mean the economy and our budget and our finances are going to be the same

during that period. And let's get it on the record that 10 years from now, two, five, ten years from now all the choices and decisions that we make are going to be viewed from a different lens, and all of us are going to be held accountable and take responsibility for the choices that we make today. And again, I think that there's going to be a very different environment there.

I'll just wrap up by saying that --. I didn't introduce myself. Nick Drance, I'm the founder of the Maui miracle dot org. And the key core principle of that is the same as the County's mission statement which relates to maintaining the long term sustainability of economic, culture, and environment. And Phase two doesn't follow that at all, in my view. And that's my biggest issue because this is a sacred island. I want to see it, see those things maintained.

Mr. De Rego, Jr.: Okay. I also noticed that you gave us written testimony, so thank you very much. We'll make sure everybody gets that information.

Mr. Drance: Yes. Okay, thank you. Mahalo.

Mr. De Rego, Jr.: Mahalo. Okay, so if nobody else is --. Oh, Ron? Introduce yourself again. Three minutes.

Mr. Brown: Yes, I'm Ron Brown. I have to agree with both the two last speakers. Everybody knows we need parking in Wailuku. I mean, we've known --. I moved here in 95, they were talking about it then. The big parking structure is going to be the biggest thorn in Wailuku's history if it's built. We need something. Can we scale it down a few stories? Can we add to it later if it's still needed? How many people, city or State and County, or city whatever relies on that parking structure for parking? Does anybody know? Because again there's parking or there's huge buildings all over Kahului that could easily house some kind of a State, City, County requirement. And they've already got parking. And we don't have to, you know --. Anyway, I won't go on.

And with all the planting it's beautiful. But again, that's huge dollars to keep it all up. We have a hard time just trimming the trees and getting the rubbish off Market Street. I'm for beautiful plants, and gardens, and whatever, but it's going to be humongous to keep it up. People are very nasty when it comes to beautiful things. They're going to throw rubbish in them. They're going to pull it up. You're going to have dogs in it. It's going to be really, really, really be endless. And I'm with everybody else. It's a we, not us and them. We have to make it beautiful for not only us, but for the community and the people who live here 24/7.

Because like everybody says, once this is all done, we the merchants now have to try to survive. The merchants on Market Street are all mom and pop stores. None of them have a very big history on how long they've been around if there's still going to be grant money. You know I would say and I'm not only talking about Market Street, I'm talking about Wailuku because there's a lot of little shops and businesses. And all of them are going to be affected by this huge, huge, huge. And I figure just on Market Street, this is going to do on for at least

two plus years. Half of us won't be around. I can tell you that right now. But anyway I could go on for hours, but thank you very much.

Mr. De Rego, Jr.: Thank you Mr. Brown. So those were the three individuals that were signed up. Is there anybody else would like to testify on this item? Okay, so we'll close testimony on that particular item and we'll move on to New Business number three, update on the June 20th, 2019 community meeting.

3. Update on June 20, 2019 Community Meeting at the lao Theater.

Ms. Wade: Thank you. On June 20th as published on our last agenda we had a meeting at the lao Theater. We had an attendance of about 140 people, just under a 140 people. Brian Ige and myself, Mayor and the Managing Director presented the update. And basically the handout that we passed out to you folks today, and also for any members of the public there's some over on the table, presented essentially the timing and the expectations for how the project would flow and everything that you reviewed today with 1A. So we had very good attendance, very good feedback, and continue to follow up. I think the best and most important part of that was kind of after the meeting where folks that really wanted the one-on-one coaching for what they would like to do with either with their building during construction, or coaching how they'll survive, or if they need access to the facility, they came up and told us they'd like a one-on-one meeting with us. And Tokie Ogawa who is in the back from OED was also there. So we've set up lots of meetings with merchants and property owners in the neighborhood moving forward. So, it was a good meeting. I'm happy to answer any questions that you have about that.

Mr. De Rego, Jr.: Does anybody have any questions about the meeting? Any of the Commissioners?

Ms. Wade: I guess I just wanted to clarify the headline in The Maui News was a little misleading when it said, the printed version said construction on Wailuku parking structure is set to begin in August. And it's looking at all, the whole project as parking structure. But, of course, as you learned today it's the roads that are beginning in August. The parking structure won't begin until next year. So I wanted to make sure I clarified that. They did, at our communication's team request change the online version, but we can't do anything about the print version. The cat's out of bag. So, Department Update?

Mr. De Rego, Jr.: Public testimony on this item? Sure.

Ms. Halas: My name is Susan Halas. I'm testifying in response to Erin's report on the public meeting. I thought the public meeting was very informative and conceptually especially on the construction. It made it much easier for the members of the audience and the neighborhood to understand what was intended. What I found not as informative, it was one of the few public meetings I've been to that did not have a single dollar sign mentioned. None of the financial data was presented, nor was it indicated whether it was on budget, over

budget, expected to go significantly over budget. And I'm, I'm just curious if you're going to make a list of questions or if there are going to be more public meetings, I'd like to see more financial information alongside of the conceptual or construction information. This is public money. I think the public has the right to know how much it is.

Please correct me if I'm wrong. It was my understanding that the original appropriation for this project was just shy of 10 million dollars, and right now we're hovering right around the 13 million dollar mark. Is there anyone who could either tell me that I am right or wrong on this?

Mr. De Rego, Jr.: We'll take --. This is testimony right now for three minutes.

Ms. Halas: Okay, and then one more time, back to the maintenance. Even though it was discussed, construction schedules, what 1A would do, how would it go, how would it integrate with 1B, even though the Mayor said he was reconsidering Phase number two, there was not a syllable about maintenance and none of this will not work without maintenance. And all of the discussion in the early MRA meeting, Erin gave a very intriguing presentation about two possible kinds of shuttles, and how they could be demonstrated and whether or not we would have the money to do that, and whether or not it might be a good idea to do that early on so we could see if they would work. I think the community would appreciate it if you would move that forward in your deliberations because we thought that was creative, that was feasible, much less expensive, and if it work, another reason why we wouldn't need the parking structure. Thank you.

Mr. De Rego, Jr.: Thank you. Yes? You can --. I'm allowing testimony on this particular. Three minutes.

Mr. Drance: Thank you. Nick Drance with Maui Miracle. On these public meetings, I'd like to request that there's ample opportunity for the public to put in their input so we can hear public opinion. I was disappointed on the one a few months ago that comment was specifically not allowed, and I don't think that's appropriate if it's more than just simply an informational meeting.

As far as the finances go, I'm practically an expert on the spreadsheets from the Planning Department of the finances. And I think that very clearly that needs to be known by the public. This is a complete taxpayer funded project. And as I say all the districts of the island, at this point, are going to contribute roughly 10 percent of the budget. And when the figure that out, they're going to say, well wait a minute, what about my pothole? What about my this? What about my that? I didn't vote for that. So I think to get some, whomever off the hook, getting these financials out there it was planned prior administration. I think people are on the hook at this point in time for something that was planned previously, and getting those financials out to the public would be transparent. Thank you.

Mr. De Rego, Jr.: Okay, thank you. Anyone else? Okay, we'll close testimony on this item. Department update?

D. DEPARTMENT UPDATE

1. Introduction of Linn Nishikawa & Associates as Public Information and Communication Specialist for Wailuku Town Improvement Projects

Ms. Wade: Yes, thank you. We have hired Linn Nishikawa and Associates for our public information and communication specialist. They're going to be launching a website. We're going to basically leave in place reWailuku, but it's not going to be the one we're directing people to anymore. We're going to create a website that's live and accurate, and consistently updated for construction updates, for how to ride the shuttle, for when the shuttles are going to operate, for where to park during construction. All of those types of things will be -- they're working on making available. They developed the handout that you have in front of you, and assisted with the press releases and everything so it's been amazing. They've only been on the team for eight days, I think it is, and they've just jumped in with both feet so that's been, in fact, really, really good.

2. Update on the Status of the Parking Action Plan

Ms. Wade: The Parking Action Plan, we will be going to the Water and Infrastructure, County Council meeting, in October. That's Council Member Alice Lee's committee with the updates to the Parking Action Plan. So that's the document that evaluates for both Lahaina and Wailuku parking management in the form of paid parking, parking equipment, information and technology, about communicating relating to parking.

Julie Dixon from Dixon and Associates has been here this week, working with us. She's provided us advisement on the shuttle systems, and we worked with the Department of Transportation a little bit on both of the, both of the types of shuttles that we're hoping to be able to offer, and streamlining. Because after we got the employee survey back that indicated how many folks are riding right at 7:45 a.m., just sending two 15-seater shuttles back and forth between War Memorial, there's no way that was going to accommodate. So we're now revising that and looking at providing multiple motor coaches during the arrival time to be the initial. That being the commuter shuttle. So we're having to really ramp up what that shuttle system will look like, and then still doing the on demand service, the smaller service that we're intending to offer. And so that the motor coach shuttle, the commuter shuttle would service basically a one hour period around 7:45, before and after 7:45. Same thing with the 4:30 departure time. Those would be a big commuter shuttles. And then vice versa, the small on demand, little six-seater EV vehicle or something in that neighborhood would be the one that you could call, or hail, or we can put it on a fix. We're going to look at all those alternatives. So Julie's been assisting and talking with folks about what their preference is would be for all of those. We're kind of testing Department of Transportation's capacity for assisting us to manage. Probably Department of Transportation is now going to manage that commute shuttle because it's just an extension of their existing contract that

does commuters, which does has some cost savings associated with it. Which will free us up to do some more interesting things with the on demand service.

She brought up other ideas about guarantee ride home vouchers so that if we set, let's say we set our time frame of operation, even for on demand, from 7:00 a.m. to 7:00 p.m., but you don't get out of work until 10, the guarantee ride home program then could be like a credit to a ride share company that could get you to the car. They've done this to a number of communities.

So, these are the things that we're exploring right now within the budget that we have. So what I'll be doing is bringing back to you a package that that we think is the best to meet the needs of the neighborhood as Tokie, and Brian, and I are out there talking with folks. And then there might be some wish list items, like, if we could go back to Council to ask for more money, here's what we would ask, you know, to do. So we'll be bringing that back, and the Parking Action Plan will be a part of that. We are looking at how to manage that Vineyard Street lot, the one that's behind the Lao Theater, a little better. Julie Dixon and I walked around there twice.

She's also working on shared parking agreements for us. So I mentioned to, and in the handout -- also thank you to Maui Time for updating the map that shows potential locations for offsite parking. We will working with those property owners for offsite parking agreements, and so that we can assist them a little bit with management. The churches for example want to be able to offer parking. Enforcement of those lots a little beyond their capacity though. So being able to leverage their assets but then us assisting with some enforcement of those lots is probably going to be important with shared parking agreement.

So those are the kind of things we were working on this week. We'll be bringing back a package in August. So Julie Dixon will be back here, here at the August meeting. And then hoping to get all of our recommendations packaged and presented at the October meeting of the County Council. So that the things that either require ordinance changes, so that would be time changes, one of the suggestions that came up was adjusting the parking time on Market Street to one-hour during construction. So that would be potentially one of the things. She's going evaluate that in the traffic patterns and see if that helps the turn over. So folks that are, you know, going to the coffee shop, going to do banking, they need maybe an hour to do that type of business. So that's the Parking Action Plan.

3. FY19 end of year balance

Ms. Wade: And then the FY19 end of your balance today is the last day of this FY19 fiscal year. It's kind of flown by. So I don't really have any changes from our presentation to you from last time. The only thing that we kind of switched was the Small Town Big Art which was going to be funded with FY19 money, we switched that with the Clean and Safe Contract Extension which were about the same dollar amount. Small Town Big Arts, 299. The clean and safe is 270. Just because we had the Small Town Big Art contracts starting July 1st.

So for procurement processes, we couldn't use FY19 monies. Clean and Safe, we actually added a landscape component to clean and safe, and we started that as a --. Well, it's been in the contract. Mental Health Kokua was doing it, but they don't have consistent staff at Mental Health Kokua, so maintaining those planters. While they were making a decent effort, it really needs somebody with landscape experience. So we did add that into the contract as a professional service. So these will now be maintained consistently. And the Kipuka Square will be consistently weeded, which I end up doing with kids half the time when I'm down there on weekends, so I'm happy to see that happen. So that Clean and Safe contract extension is happening FY19 monies. And that's it, unless there's questions on Department Updates.

Yes, so Clean and Safe contract was they were --. We expanded their work as of this month, so they'll be starting this, you know, in actually this weekend with some of those planters. And then going through the rest of FY20.

Mr. De Rego, Jr.: Can we, can we answer these questions off line after the meeting? Okay, thank you. Yes, you have to speak into the mic. You can have three minutes to testify on the item, okay?

Ms. Halas: This is just a yes or no. I didn't understand the explanation. Small Town Big Art, another very wonderful project. Is that coming out of fiscal year of 2020?

Ms. Wade: Yes.

Ms. Halas: Okay.

Mr. De Rego, Jr.: Okay, so next regular meeting is on July 26th, 2019. Without objections we adjourned.

E. NEXT REGULAR MEETING: July 26, 2019

F. ADJOURNMENT

Ms. Wade: I'm sorry Chair. I just wanted to check if the fourth Friday is working for everyone. I know that we've had -- sometimes we have really good attendance, sometimes we don't have really good attendance. I just want to make sure that the fourth Friday is typically a good Friday for you folks.

Ms. Hiraga: For me it is.

Mr. De Rego, Jr.: For me it is, yeah.

Ms. Wade: Okay. Thank you.

Mr. De Rego, Jr.: Without objections, we adjourn. Thank you.

There being no further discussion brought before the Agency, the meeting was adjourned at 2:32 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
Gwen Hiraga
Ashley Lindsey, Vice-Chair
Jo-Ann Ridao

OTHERS:

Erin Wade, Maui Redevelopment Program Planner, Department of Management
Scott Forsythe, Small Town Planner, Department of Planning
Michael Hopper, Deputy Corporation Counsel