

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
AUGUST 23, 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 1:01 p.m., Friday, August 23, 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.)

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

Mr. Frank De Rego, Jr.: Chair is calling the meeting to order at 1:01 p.m. This morning at the discretion of the Chair, since the testimony is the discretion of the Chair, you'll have three minutes at the beginning of the meeting. We've got a big agenda today so we're limiting testimony just to the three minutes at the beginning of the meeting. So if anybody wants to add their name now please do that. Anything else? Okay, so our first testifier will be John Noble. Three minutes.

Mr. John Noble: Okay, thank you and good afternoon. This keeps adjusting what I got to say but the new thing that I want to present is that all these years we've had this historical . . . (inaudible) . . . that had nothing to do with the building codes that we were forced to do, and so we built our buildings a certain way. Now they're telling us that...the County is going to take over the parking lot and the parking is for the County. And one of the things you notice and one of the things that I still got right here is for who? For who's this parking? It's not for the building people, the businesses. It's going to be for the County. Now who parks there now? There's 48 plus and there's...non-profits and the...County workers and the...different people.

And 10 years ago, there was 759 spots were needed, and we're only going to do supposedly 400, but 50 of those they already took out. They took out our prime parking. They're going to take out another 43 prime parking spots on Wells, what is it Church Street. And then there's 100-and what? Is it 214 in the parking lot right now, so it's really zeroed out. Nobody else, if you go on the internet, nobody else counts parking spots that way. If you go on the internet and you see the university or something, they've got 200, they add 400, that's 600. So they're really shorting the business people and they don't really get that idea. So anyway I'm saying this thing doesn't need to proceed until they get enough parking for everybody and know where it's going to be and how much it's going to be and stuff. I don't -- I disagree

even at \$26.9 million that this is...fundable.

And the main point here is Wailuku is an incubator for small businesses and needs designating parking to make it work. I mean none of these people, all they do is they come in, you've got these speculators, they come in and they hold on to a piece of property for 40 years. The lot next to me it's been 50 years since it's been vacant. It's changed hands 12 times. So anyway, I don't think this thing is going to work and there's a bunch of reasons and there's no time to --. Thank you.

Mr. De Rego, Jr.: Thank you for your testimony. Thank you very much Mr. Noble. Mr. Jonathan Starr.

Mr. Jonathan Starr: Good morning Commissioners. I'm Jonathan Starr. I just wanted to come this morning to say thank you for your time and service, and also for bringing, bringing the item back today, and you know, keep up the good work. Aloha.

Mr. De Rego, Jr.: Thank you Mr. Starr. The next testifier is Mr. Richard Dan.

Mr. Richard Dan: I'm doing this a lot lately. My name is Richard Dan, Cash for Gold, Kamaaina Loans, Valley Isle Loans. I'm a resident, business owner and property owner in Market Street. I don't live there anymore though. I'm 100% in favor of the new parking lot. I think John struck upon a real important point. I think if you look at it historically it's a zero increase. We lost spots when they gentrified Market Street. We lost spots when they redid the back parking lot. We're going to lose spots when they, when they do the work here on Church and Vineyard. We're going to lose all those spots. If you do the math it's probably a zero increase from where we were 10 years ago when we needed it as John said 769 spots. I agree, I think the parking lot should go. I want to know what you guys are planning to do after the parking lot to go ahead and get those 769 spots because this parking lot at its best iteration with the parking lot and the, the, the civic center all together brings us up to a net zero over the last 10, 15 years.

We're still 769 spots short for Wailuku. How are you going to do that? Like John --. He came up with the 769. I think it's probably right, I heard it banter around 15, 20 years ago. I think one of the Summers brothers came up with that one. You know who I mean? All right. Bald head guy. Kind of look like Frank in the back.

All right, I've got nothing else to say. You know, I think the parking lot should go. I think it's an absolute shame that the County Council is trying to weasel out of a deal that the County Council just made. I mean Council one said yes we're going ahead. Now Council two says we don't like what Council one did so we want to get rid of it. But Council one made a deal with all the merchants, all the business people, said we're going to do this. So all of us are making plans, spending money, doing things to make this thing happen, and now suddenly they're pulling the rug out from under us or trying to. I think it's crazy. That's all I have to say.

Mr. De Rego, Jr.: Okay, thank you Mr. Dan. Okay, Ms. Susan Halas.

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

Mr. De Rego, Jr.: Mrs? Okay.

Mrs. Halas: Good morning. I'm Susan Halas. I'm testifying as a homeowner and a resident of Vineyard Street and a long-time resident of Wailuku town. I'm testifying on Item C.1. which is the proposed zoning changes. And while I have not had a chance to study them closely because I only saw them for the first time yesterday, I want to make it totally clear that I personally consider them ghastly, horrible, the worst, unacceptable in any form. The height limit is unacceptable. The change in density unacceptable. The rezoning and up-zoning of the core areas is unacceptable. The language which I have not had a chance to read in detail unacceptable. The favoring of the commercial interest over the interest of the residents and homeowners and the people who actually live in that town zoned block areas unacceptable. And the spending of my tax payer's dollars to produce such a document.

So I was at the meeting yesterday with your Chairman and I heard Mr. Dan and some of the others here, and I heard them speak in terms that I considered to be kind of entitled. They think they're entitled to this. They're not entitled to this. They're not entitled to the parking garage. They're not entitled to the zoning changes. It doesn't matter how much you've spent already. If community opinion has changed and you just haven't picked up on it, then it's not going to happen. I think you have to get over the idea that everybody wants this and just a few people are like trouble makers or loud mouths or whatever. Those are a great many people and you're going to be hearing from them a great deal more. And they are going to try to take your money away and they are going to oppose these zoning changes. And they do think that Wailuku is a nice place to live. And they do favor some improvements to Wailuku, but not of the scale or the scope or size or expense or priority that you folks envision.

I have taken the liberty of consulting my attorney and I expect to see you every one of the these meetings from now till hell freezes over. I'm against this. I'm against the way it's being presented. I'm against the zoning changes and I think that you, you all serve as appointed citizens and so I respect your time and I think it's wonderful that you take the time to come to these meetings. But I think you ought to start to listen a little bit more to the people who actually live in this area and who are not property owners on the larger scale and who do not appreciate the priorities that you folks have set forth. Is that my three minutes? Thank you very much.

Mr. De Rego, Jr.: Thank you Mrs. Halas. Mr. Ronald Brown.

Mr. Ronald Brown: Good afternoon everybody. I'm Ronald Brown. Part owner of Brown and Kobayashi on the street since 1995. You know, I didn't -- I never planned to speak at the beginning because I'm not sure of what's all going on but as we all know we need parking. As we all know there's no way we have the inner structure to handle a parking structure that's

going to take three-quarter or half of that existing parking lot. And we have no way of getting people in and out of here in a timely manner. Yes, they're working on Church Street, yes we're working on Vineyard, but what about below Vineyard from Market Street to Central? There is nothing there. All your recent improvements to this area has been done below Market Street to Church Street. There's brand new buildings. There's probably four or five renovations that have gone on. There's way more businesses below Market to Central than there is from Church Street up to High Street.

I walk and I hope I don't upset anybody, but I walk from Church Street up to High Street and it's a disgrace. People got trash all over their buildings, all over everything. It looks like a third world country. You've got cars all over the place. And I know your theory was to improve that area which is great, in hopes that these people will improve their property. What about the people below? They've already done it all. All they need is sidewalks and a street so we can go up and down. It is horrible getting out here in the afternoon. You can't, you can't turn out of that little parking lot behind Iao Theater and go down to Central because it's backed up. Central is backed up all the way over to Main Street and now we want to do more.

Anyway I didn't come here to discuss things at the beginning. We do need parking. And I asked you guys before why do we have three-quarters of the existing parking lot in 12-hour parking. For whom? There's something. Well we've got to find out how? Why? We've only got a quarter of it on each side that's two-hours, and if you're a minute late you're going to get a ticket. It's \$60. That's outrageous. We're driving people away.

Anyway, I won't take up anymore of your time, but I think we need to really consider what we're doing. Why don't we build a parking structure where the old post office was? When you walk around here there's parking all over the place. Does anybody know how many parking we really have? Oh, then we found out oh we're going to obtain a hundred and some parking --

Mr. De Rego, Jr.: Three minutes.

Mr. Brown: Thank you.

Mr. De Rego, Jr.: Okay. Thank you very much. Is anyone else wanting to testify? State your name.

Ms. Helen Nielsen: Good afternoon. My name is Helen Nielsen and I'm -- I just want to say I appreciate the MRA and their many years of collecting and listing -- collecting information from the community and continuing to collect information and opinions from the community. It's been going for decades, and I know the process is always slow for improving small towns, but I appreciate your patience and...yeah, I look forward to continuing to stay involve with the process and thanks for your work.

Mr. De Rego, Jr.: Thank you. Okay, anybody else? Okay, public testimony is now closed.

Let's move on to new business. Erin, first on the agenda?

C. NEW BUSINESS

1. **Carol Rhea of Orion Planning + Design to present draft amendments to the Wailuku Zoning and Development Code, Commercial Mixed-Use District and supporting sections. The board will hear the presentation and accept community input. No action will be taken. [Draft Amendments and Map](#)**

Ms. Erin Wade: Chair, could I request that we take the annual report first. I think we have the Orion team is here, but they're just finalizing a couple of --. Oh, we're ready? I apologize, they're all set.

Mr. De Rego, Jr.: They're all set.

Ms. Wade: Load your presentation. So I'll just introduce while Carol is getting the presentation together. You probably remember we started reviewing the commercial mixed use section of the Wailuku Zoning and Development Code about a year ago. A little over a year ago already. The commercial mixed use zoning and development code is the enabling zoning for the Wailuku Redevelopment Area. The rest of the island uses Title 19. Wailuku uses this by the powers of the redevelopment agency. So when the County Council authorized the redevelopment agency's existence it gave the Agency the authority to enact zoning, create design guidelines, and other legislation for land use, for land use tools. So the Zoning and Development Code was adopted in 2002 and then we have a complimentary document, the Design Guidelines, that was adopted in 2006. So working, those two documents work in partnership to regulate land use, design, scale and uses throughout Wailuku town. And so knowing that the County was going to make investments in Wailuku and coupled with the fact that Wailuku has now been designated an opportunity zone by the Federal government which invites investment for folks looking to...to invest in properties with tax incentives. Opportunity zones provide tax incentives for investors. So those two things together identified Wailuku as one of the most likely places for investment in redevelopment which is the reason we're working right now to make sure the code is clean, and simple, and easy for everyone, the public and the property owner to understand what is allowable.

So, that being said we started our work here and I guess...we're struggling with exactly how to word it to be very clear and concise with folks. So as we were having our conversation it started to come up we might need some graphics to make this more understandable and readily understandable to folks. We knew we didn't have the capacity or expertise in house to do such a thing so we reached out to Orion Planning and Design. Orion has done in 2016, you folks started. '17 and '18 they started working with the Department of Planning to do the Title 19 Zoning Code audit and did a very thorough and extensive review of our zoning code and provided recommendations for that. Because we want for the user the zoning documents to be readily understandable moving forward so that there's consistency between

the methodology and the wording it made a really lot of sense to reach out to Orion to ask them to assist us in this effort as well. So I'll introduce the team. There's Carol Rhea who's leading the team along with Allison --

Ms. Allison Mouch: . . . (inaudible) . . .

Ms. Wade: Okay. And Oliver --

Mr. Oliver Seabolt: . . . (inaudible) . . .

Ms. Wade: Okay. And so they are here to assist, and I'll turn it over to Carol.

Ms. Carol Rhea: Thank you Erin. And I would just like to say that we may tag team a little bit on this presentation so I've asked Allison and Oliver to join me because they have expertise and have also been working on this amendment along with me. And, Erin, please chime in if you have anything to add.

So as we understood it the purpose of the Code update was to first of all review the Code to make sure it protects the character and quality of life that the community thinks are the priority, to make the Code more responsive to changing conditions as Erin outlined, and potential new development pressures. To make the Code easier to read and understand, and to simplify process and procedures, and to remove unnecessary uncertainties. So Erin and the MRA have worked up a draft and they sent it us and asked us to review the draft and to provide input and suggestions for improvement and also to provide some diagrams, some illustrations that would help you understand and help the community understand what might actually result, as a result of the enforcement or implementation of the Zoning Code.

So first off, this is the, this is a map of the zoning area, and our particular area of interest is outlined. Allison, can you point it out up there? It's the commercial mixed use district that we are currently working in. So the primary district is where Allison is currently pointing out, but there is a section that is north, or is it north?

Ms. Wade: Yeah, we call that Happy Valley.

Ms. Rhea: Happy Valley.

Ms. Wade: Formerly Happy Valley.

Ms. Rhea: So I just wanted to orient everyone geographically. You will walk through some illustrations in a previous presentation that we weren't here for. This is one of the illustrations trying to help the MRA understand potential massing. That's a term which means how the buildings sits on the property. Oliver, chime in. Oliver is our urban designer. But it, it shows how the property, how the building sits on the property and how much of the property it might cover. You know, there are different ways to understand or regulate massing. This is one example that was used to show what happens if you want to keep a view. If one of

your of priorities is view of the mountains, keeping buildings lower but allowing them to take up perhaps more of the property. Another option was to allow them to go taller and take up perhaps less of the property. In planning terms and regulation, we talked about this floor area ratio and there are different ways to work floor area ratio.

And then you were also, you had a little review of the current setback and some clear sky requirements that require buildings to be stepped back. So ultimately you were looking at massing examples that you see here on the screen blocks.

Ms. Wade: And Carol, we should clarify, this is what the Code says today for like the Main Street corridor is two floors and then a step back and then another step back is the existing Code.

Ms. Rhea: So one of the things that we did in terms of the text was on the left of this slide you'll see a copy of, in the current code, in the way it's laid out and how it talks about uses and use conditions. And we recommended what you see on the right which is a tabular form. It's the same information, just arranged differently and we think it's more clearer to the reader in terms of, okay, I want to use my property for this particular use so here's the process I have to go through and here are the conditions that I must meet. And there are three potential processes and again these aren't new processes. These are processes that are in the current Code. There's permitted uses. They are uses that are permitted, permitted by administrative review permit and then uses that must come before the MRA to be approved. So those are the same three categories. And so we just took the information and translated it into the table. Now I will say there were some recommended changes. And we --. And those came from the work that you guys did. We didn't suggest any additional changes, but -- and so there are some additional uses and a shifting in the way that the decision making process would work. For example if --. I'm sorry. So if there is, if there is a way to outline conditions, if you can accurately predict the impact of the use on surrounding properties, on the community, on traffic patterns, whatever your interests are, and you can embed those conditions in your Code, then there's no reason for the use to come before the MRA to get approval if they can meet those conditions. And so what, I think, you looked at was how to push that decision making down and how to embed more certainty into the Code and to make the process more efficient, more efficient use of your time.

Ms. Wade: And I just wanted to add that is also clarifies up front to the property owner or perspective tenant what the expectation is so they know going in when they read the conditions that's the deal breaker basically. They know going in we already expect it to do these things.

Ms. Rhea: Right. And so one of the goals that I like to encourage communities to consider is try to get to a decision as quickly as possible and efficiently as possible. The only thing that, you know, delays do is usually run up the costs and take up your time. So get to yes or no as quickly as possible. And I think most people appreciate that tactic.

So your dimensional requirements table looks like this. This is from your current regulations and there were no proposed changes in the dimensional standards. But this is where a lot

of codes begin and end, and your current does. It's very difficult to take these numbers and for the average person or even the above average person to be able to visual what this going to look like on the ground. And so that goes back to the initial attempt to illustrating that for the MRA, for the community. And so one of things that Erin asked us to do was try to find a better way to illustrate your current zoning requirement.

So what we did was we came up with the block face types. The boards are over here that used in public meetings that we held yesterday and today, and these illustrations just, again, simply show what can currently happen under your regulations, no proposed changes. Now I will point out that it's not on the slides, but it is on the boards that the illustrations made no attempt to reflect any type of historic architecture. That was not really part of what we were trying to do. We were trying to show again building massing and what the step backs would look like and how the buildings would be situated on the property. And to be perfectly frank they are -- you have a very eclectic historic architecture and it's quite wide ranging. And so, you know, should we have picked Spanish mission or should we have picked art deco, you know, but I don't know. But we just picked a generic building how to illustrate height, set back, position on the property, step back, et cetera. And on each one of the block face types, this is A on the screen and then we had B. You'll see a map associated with that block face and it does show where the block face would apply. And there were -- there was some tweaking of where these block faces would apply in the community. And so again . . . (inaudible) . . .

So we, as I mentioned, we held community workshops yesterday and today. The purpose of those workshops was to find out, you know, if the current zoning regulations are meeting, will meet expectations. Because to be honest in communities where there's not been a lot of growth and your Zoning Code has not been tested, it is often after-the-fact, after something comes in and things start to happen and people say what's going on? We don't understand that they don't realize that the zoning code that they has in place was not going to protect their interest, was not going to address what the community needs. And so I applaud the MRA and the staff for taking the step to actually try to predict and to look forward and to say what would our community, what would Wailuku look like if it builds out under the current zoning requirements. And so we wanted to run that by the community. We also had copies of the proposed text amendments for, for review, in addition to having blowups of the use tables so that folks could look at that and give us their feedback.

Mr. De Rego, Jr.: Can I get a clarification? So all the heights and the things that we're seeing and the setbacks were currently in the Code, correct? You guys didn't make any suggested --?

Ms. Rhea: We made no suggested changes.

Ms. Wade: So Orion made no changes to the setback and height draft we sent. What we sent though had changes to the height limits and block type A.

Mr. De Rego, Jr.: Okay.

Ms. Wade: Changed from four-stories to six-stories.

Mr. De Rego, Jr.: Okay.

Ms. Rhea: Okay, I'm sorry, I misstated that.

Mr. De Rego, Jr. Okay, now I remember that.

Ms. Wade: That was --. You didn't really but there was a second phase in there.

Mr. De Rego, Jr.: Phase to that. Yeah, right.

Mr. Rhea: Okay.

Ms. Wade: You didn't change from the company's perspective. You changed nothing of the development.

Mr. De Rego, Jr.: Yeah, that's what I wanted to make clear.

Ms. Rhea: The changes that -- the changes that we made were in taking the uses and putting them in tabular form along with the conditions. And in suggesting some clean up in some of your other, the back end of your code which deals with particular use condition that are general to the zoning code. So that's basically what we did and those were all highlighted in the draft to change.

So we did get some feedback that I had attempted to summarize here. First off the block face types it was interesting to see that the community actually knows, the building community especially knows where those block faces are and, you know, I think the comment was are we still going to see them as green, and yellow, and blue, I believe because that's how they know them. So they said please keep the same block face colors. As you see on our maps we just show them all as yellow. So that makes, I think that makes sense. We did have a number of people that felt like what is being shown is too dense and too tall for Wailuku. There was a comment to encourage solar coverage of parking. But there's a conflict between that and landscaping so there would have to be an amendment to the landscaping requirements.

There was also, I think, a fair amount of consensus among many folks that we really need to take a hard look at corners. Those corners are very important from an urban design stand point, and the transitions between block faces and those often happen at the corner. So how do you transition from block face B to block face A? How do the setbacks work? How do the step backs work? Limit and I've changed the word, I don't remember what it said, but limit brand design. And what that means is certain brands whether it's Taco Bell or McDonald's they have a certain design and it's imbedded in their architecture. It's imbedded in their color scheme. It's embedded in their signage, and so I think what is being expressed

here there needs to be some sensitivity to design that fits with Wailuku and the character that you want to preserve and project into the future. And I can tell you that many, many, many communities do this. This is not unusual. I could show you a picture of the McDonald's in Free Fort, Maine. It's in a historic home. It would knock your socks off. It happened. They can do this.

Preserve housing for low income and maintain the support structure for low income residents in the area. Incorporate play areas and recreation space. Include a clearly explained use. For new recreation types, you know, we've seen them popping up in cities all over the country. Escape rooms. Ax throwing. I mean there are a lot of different new indoors, and ax throwing is indoors, that probably needs to be addressed. And then there was a comment to make sure that the process for short-term rental is clear.

So that's in a nutshell some of the feedback that we got. So I guess the big question for us and really for you is where to go from here? So I think there are some options and they're based on some conversations and the feedbacks that we've got. I've listed a few here. I think the first is to determine if the change that you currently are looking at for the CMU district needs to extend outside of the CMU district. What about the multi-family that's around CMU? Are there any other areas within your zoning code that needs to be looked at? Determine if current dimensional standards and the proposed changes in block face A are appropriate and are they complete? Because as I mentioned, you know, there are some of these corners and transitional elements that are not reflected in the current standards. To decide if parking, and for example, landscaping that we just talked about needs to be revisited and revised to address the concerns.

So I think at this point, you know, I'll turn it back over to you Erin, and any questions or comments?

Mr. De Rego, Jr.: Yes, it's just going to be the Commissioners asking questions. So any questions?

Ms. Ashley Lindsey: I remember when we initially brought it up, the corners, we talked a lot about corners.

Mr. De Rego, Jr.: Yes.

Ms. Wade: Yes. And that was part of the reasons we kind of called in the experts because it's a huge anomaly when you have a location where, you know, clearly one street has a certain type of building and the street that it intersects with has a very different character of building. And that happens in a couple of places in Wailuku town. So we've just been casually been talking about how, how to address it and looking at codes from other places to see. So I'm wondered if you might share what some of those options had been...as opportunities.

Ms. Rhea: Yes. I'm going to invite Oliver to chime in on this too, but again, as I've said,

corners are very important places in the urban landscape. In many codes across the country you'll see where they have urban design standards. For example, there's no parking -- parking cannot occur at the corner of two streets because it takes, it takes away too much of the fabric and character of the area. The corners are often emphasized by allowing taller structures, clock towers, spires, whatever, you know . . . (inaudible) . . . to go higher than the maximum height just to draw attention. They are often required to address the corners so that they may face the intersection instead of a particular street. In some places you'll see that they may curve and have a formal or, you know, a designed public plaza, some gathering place. Oliver, anything to add to --

Mr. Oliver Seabolt: Well, I was just going to say that part of what we're doing, what we're doing right now is taking what you have in your Code and putting it through a test basically and applying it three dimensionally to see what, what the Code allows for and does that make sense. And that's where we'll need your help. Once we document that we'll be able to illustrate exactly, hopefully identify potential issues before they come up later. But also three dimensionally we can take a look at it and see if see some things make sense based upon existing context because it is very -- each block is very unique, each corner is very unique, so --. And, and --

Mr. Noble: . . . (inaudible) . . .

Mr. De Rego, Jr.: John? You're out of order. Please? Thank you.

Mr. Noble: . . . (inaudible) . . .

Mr. De Rego, Jr.: You can send in comments, okay. We need to move on with this. Thank you.

Mr. Seabolt: And, anyway, so we're going to be just looking at what the existing Code allows. And then as discussing it with you and seeing if there needs to be adjustments made.

Ms. Rhea: But in terms of what you've seen on corners in other places -- I don't think I've left out anything really significant -- but that's usually, it's usually very important. It's just like terminal views are really important in the urban landscape. The transition, you know, one of the Codes that I was looking at yesterday that I have used in the past in other places as a reference guide is San Diego. And San Diego requires a, you know, 60-degree plain, an angle. You can't exceed a 60-degree angle between the height of one building and the height of the building next to it to provide for that transition where you have different height limits abutting each other. And that's to prevent, you know, the really short building being overshadowed by a really tall building. And, but different communities do it differently and so if that's an interest, if that's a concern, we can certainly bring some suggestions to you or at least some alternative strategy that you can look at.

Mr. De Rego, Jr.: Commissioner Hiraga, do you have any questions? Commissioner Ball? Okay. I do have a question. I'm looking at this and I'm looking at this, okay. And

there's portions in here that aren't in here. Is this part of the blending of Title 19 and, or so there's --? Can you explain that process? That's what I'm wanting to understand.

Ms. Rhea: Yes, okay, thank you. The amendment is just addressing the parts of the Code that are changing.

Mr. De Rego, Jr.: Okay, that's what I thought.

Ms. Rhea: But if the parts of the Code aren't in there, it's because there were no changes.

Mr. De Rego, Jr.: Okay. That's what I wanted to understand of what this was. Okay, good.

Ms. Wade: And I should add that the new table because in the narrative of uses, they are listed by the way that they're permitted right now. And now instead of it being in a vertical, it's in a new column. So in the column where it says "approval required" that actually captures all of those vertical documentation of where because it's repetitive. So you'll see telecommunication towers one place and then you'll see again later in the use, the list use, but now it's all here.

Ms. Rhea: Very good point because there was a lot of repetition.

Mr. De Rego, Jr.: And I do notice that in terms of text and narrative there's just a clarification and just cleaning up of the writing so it's clear. So it was saying use is compatible, it must be compatible so it's much more code like or regulation like in terms of the person is clear about what they need to do.

Ms. Rhea: That's exactly true. There was no attempt to make a substantive change in what you were attempting to do. Just simply making it . . . (inaudible) . . .

Mr. De Rego, Jr.: Clear, yeah. Yeah, I noticed that when I was doing the comparisons between the two. Good.

Ms. Wade: So we're looking for a little bit of direction right now, you know, moving forward into the next phase of how do we make sure that we've addressed some of the community's comments that were brought up. Especially that corner is probably going to be the biggest conversational piece for us. So if there is something related to the transition of the height or addressing the corners that you folks have a priority that you wanted to share right now, I think we would be receptive to understanding any, any of those, that direction you wanted to give.

And essentially saying like if a two-story building is next to a four-story building does there need to be some type of transition or is that acceptable? Or, you know, she offered the 60-degree or is it okay? Can we have all variety of height limits adjoining one another? And I don't know --. If you can tell just, I think, the block type A graphic is helpful. So you can see there's -- is that a single story, Oliver, next to the four-story?

Mr. Seabolt: Yes.

Ms. Wade: Yeah. So this exists, this condition obviously exists today in several places. This could be the Main Street Promenade next door to what was Green Lotus, you know. So that's a common...it's a common architectural differentiation that happens today, and so maybe, maybe it's perfectly fine and we don't need to have any transitional language. But if we do that's something that we probably need to put some time into.

Ms. Rhea: Well one of the things that I like to talk to communities about is being very intentional. So if you create nonconformity that it's intentional act to create the nonconformity because you're saying that that use or that property or whatever needs to transition into something different. So in this case is there, you know, are the transitional areas, is it intended that there be this disconnect or this discordance for a while until things to redevelop. That's for you guys to tell us.

Mr. De Rego, Jr.: Commissioner Ball.

Mr. Keone Ball: And that was basically my question, how are we handling the existing structures as it goes towards this and how does that encourage or stifle a building to change, right, or not. So, I think that answered it.

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

Ms. JoAnn Ridao: I don't know if this is a comment or a --. Anyway my concern, my thinking is some corners are more busy, I guess, or you know, have more activity than other corners. So how do you differentiate and what kind of adjustments do you make?

Ms. Wade: Do you mean from a pedestrian perspective or a vehicular? By busy, what did you --?

Ms. Ridao: Well, what I had in mind, I guess, was safety. So a busier corner, I guess you would want more visibility or more site so the traffic can see the pedestrians. And then on another corner where it's not as busy, you might not need that much site or, you know, be able to see that far. That was my concern, I think, the safety of a corner.

Ms. Rhea: I would like to offer that in the instance that you just decide that the corners are so unique that you can't predict the way they should develop and transition we can help you perhaps write some language that basically says that and that those uses and those corners have to come to the MRA. They have to be approved through some subjective standards that you guys can --. I assume that Mr. Hopper that they can...subjective standards are okay for the MRA?

Mr. Michael Hopper: I mean, we'd have to review if you're talking about the MRA reviewing it themselves --

Ms. Rhea: Yes.

Mr. Hopper: -- and approving. It would kind of be considered a contested case and there would have to be an opportunity to challenge --

Ms. Rhea: To rebut, yeah.

Mr. Hopper: -- that.

Ms. Rhea: But they can be more subjective than objective which staff would have to have some pretty objective standards.

Mr. Hopper: I mean you can, you can potentially have discretionary permitting, but they would need to have clear standards that they would use to evaluate those permits.

Ms. Wade: Correct.

Mr. Hopper: And you have that now in certain cases with MRA use permits. But the clearer the standards are the better I'd say.

Ms. Rhea: Yeah, but it's to give you flexibility or to allow you to look at something on a case by case basis to make sure it fits.

Mr. De Rego, Jr.: Do you have another comment?

Ms. Rhea: No.

Mr. De Rego, Jr.: Okay. Good. Thank you. Any other questions?

Ms. Lindsey: I am interested in the short-term rentals --

Mr. De Rego, Jr.: Microphone.

Ms. Lindsey: That you brought up earlier. I'm not sure the options that we have that aren't addressed or what needs to be addressed in it. So I wouldn't mind some more information on that. I do support not allowing design branding in whatever form it does come in, like, I think Lahaina has some rules on that which I do appreciate. You know, I think they redid McDonald's and they did it Lahaina standards which I would support here also. And also the landscaping, I know in our code, it doesn't allow for a lot of plants that I think should be in the code. I don't know if that's our --. Like the native plants, edible plants are not there. We don't really have a good list of that either so I don't know if we can allow for more opportunity for food or native plants in landscaping. Those were my --. I'm sure there's endless amount of questions but, of your suggestions, those are my main concerns...that I don't know enough about to make a comment.

Mr. De Rego, Jr.: Any comment?

Ms. Rhea: We're happy to assist in whatever research suggestions that you might need. You just let us know what the desire of the MRA is in terms of how you might need to continue to use us or use in a different way.

Mr. De Rego, Jr.: Okay, good. Commissioner Hiraga.

Ms. Gwen Hiraga: Thank you for being here. Following up on what Ashley just said about short-term rentals. That came up, I guess, last night, and was it in...was it raised because of the permitted uses that we've already included, like, bed and breakfast, hotel? Or what was the context of the short-term rentals being more clear?

Ms. Wade: I think I'm the one who heard that comment.

Ms. Rhea: She's recorded that one.

Ms. Wade: The person that I was speaking to asked what the process was for permitting short-term rentals, and because this area is outside of Title 19, it doesn't use the short-term rental process that Title 19 uses. So it uses the hotel process because it's basically an independent. There's no owner occupancy required with the short-term rental and it's less than 20 rooms. So...but that's not the right tool. You know, that's what we're working with today, but it's not clear, clearly it's a different use than a hotel is. So it definitely need some clear guidance and its own specified use. And we could technically punt it to Title 19 as long as we referenced it here, you know, so I think legally we could say --

Ms. Hiraga: I don't know about that.

Ms. Wade: Okay. Just offering it.

Ms. Hiraga: . . . (inaudible) . . .

Ms. Wade: Okay, so yeah, so I mean right now this is a perfect example of one of the uses that has developed and proliferated since the writing of this Code, and since practically all codes, you know, and the alternative recreation was another one. You know, there weren't escape rooms, there wasn't e-gaming when the Code was written. And so when this escape room that we have in town came in we were all kind of scratching our heads and going, okay, it's not office, it's not retail, you know, how do we categorize this thing. And it's a desired use, it's a neat thing to have in town, but we didn't have a good way to make it happen or to identify if there were conditions that needed to be attached to it. So we're trying to modernize to what the market place is today and then apply the right standards to it. So if there are other uses like that that as you're looking through the use category as well that you think, oh, this is a bit of an odd ball or it's a new type of a use, but it would be a good thing to have you know covered here, that's something else to add. Co-working, I guess that would be office,

technically.

Mr. De Rego, Jr.: Any other questions? Okay, seeing none.

Ms. Wade: So I just wanted to clarify then should we kind of internally come up with some proposals for the corner treatment based on -- because there wasn't much direction in terms of what that height transition should be. So without direction we're going to have to fill that with something.

Mr. De Rego, Jr.: Well, it was easier to understand that problem when Oliver was actually doing it on the computer and actually seeing it what, what is the problem. Okay, so I was about to say that. I think people are sort of abstracting right now, you know, block face A, block face B, you know, that kind of thing. It would much easier to see an illustration of how that works out in real life. That was very enlightening just looking over your shoulder and looking at some of the conflicts and how you might actually deal with those conflicts. It's much easier for us to see that in real time to kind of get an idea of what the conflicts are that exists than trying to talk about abstractly. It's the same way as looking at our old Code and not having any graphics to look at, you know, what setbacks look like and what, you know, the other things on the corner would be. So that would be my recommendation.

Mr. Seabolt: Actually I've spent the better part of this morning going corner by corner so hopefully --

Mr. De Rego, Jr.: And that's the testing you've been doing, right? What's existing in the Code and how corners and, you know, block faces are, you know, interacting with each other.

Mr. Seabolt: Right. Yeah, so I'm going to continue that over the weekend and hopefully we can, we'll have a completed study of every single corner so we can identify the issues. So and --

Mr. De Rego, Jr.: You like your job?

Mr. Seabolt: Yeah. So at that point we will once we are able to highlight the issues then we'll come to you for some guidance on how you want to address them. But I do feel that being able to show them visually will help, you know, you'll be able to understand exactly --

Mr. De Rego, Jr.: Exactly.

Mr. Seabolt: -- what some of the issues are.

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

Ms. Rhea: Thank you. And I just wanted to thank the MRA for inviting us to help you with this very, very, very important task. And again I applaud you for looking forward.

Mr. De Rego, Jr.: On behalf of the MRA I'd like to thank you for being here. Mahalo. So is Julie here?

- 2. Julie Dixon of Dixon Resources Unlimited will lead a discussion about upcoming next steps for the Parking Action Plan for Wailuku and to assist with parking management through construction and beyond. No action will be taken.**

Ms. Wade: Julie's here.

Mr. De Rego, Jr.: There we go. So next on the agenda...do you want to introduce this as well, Erin?

Ms. Wade: Sure. I absolutely do. Thank you. Our second item is a report and update on the Parking Action Plan (PAP). In 2016 we started working with Dixon Resources Unlimited. We published an RFP and searched far and wide for the best parking consultants out there, and real glad we found Julie because she -- her level of expertise with all of the multi-faceted components that goes into parking whether it's enforcement, or citation, or finance and what you can do with revenues collected, or public works and the infrastructure that takes to support it, this parking interest in . . . (inaudible) . . . expands multiple departments. So it's been fun diving deep with Julie. We started work on a parking action plan for Wailuku and Lahaina, evaluating and considering whether paid parking was appropriate for both of those. So Julie is going to provide an update on what we've discovered and what's moving forward.

Ms. Julie Dixon: Great. Thank you again for having us. Everybody can hear me okay? I think many of you have actually heard before when we came and talked about the Parking Action Plan. But as Erin mentioned what we really are looking at is the actionable items in order to move this forward. And what was important about the parking action plan, it was quite extensive covering both Wailuku town and Lahaina town, and where we are now besides the guidelines that we've basically developed, now we're at the implementation stage. And the intent really is again to put together an implementation packages to bring forward, and some of the things that we wanted to talk to you about today. And I do have to highlight the critical nature of the community feedback and all of our stakeholder feedback is something that has been very imperative to every step of this process. And it's always nice to see so many of our stakeholders actually in the audience as well. So, it felt like a bit of a homecoming last night because many of them are at the zoning open house last night. And it's really, I think, important that this is a really ongoing process. And the thing that I always like to share whenever we talk about parking is that it has taken us a while to get to the place that we are today. And it's also not something that you can just fix overnight. And so it's very important that when we talk about the goals of the project and the parking strategies is that we're cognizant of the fact that we want to maintain the vitality, we want to energize the community but all the while maintaining accessibility, making sure that we have safe locations for people to park, and making sure that we're really safeguarding our commercial areas, and

our merchants, and our restaurants because we want to make sure that we're providing that opportunity for parking so that folks can come and visit our towns. But we also need to give great thought to is our residential. Is that often times when we talk about parking and we start to, you know, they call it squeeze the balloon. When you start to squeeze the balloon, the problem sometimes pops up in different parts of your fingers, right? So we need to be really cognizant of that is making sure that we aren't just pushing a challenge into another part of the community as well as making sure that we're learning from the experiences of others.

We always talk about the unique nature. I mean, just here on the island alone, your towns are very unique. We can't compare Wailuku and Lahaina by any means. But, the one thing that we have identified is while you do have some unique challenges there are some similarities and this is really important when we talk about it from a County's perspective is we know that we need to implement some tools that can be replicated basically throughout any of the towns on the island and taking advantage of that. And, you know, again in Wailuku we have the court and the jury duty. But out in Lahaina, we have, you know, the tourist destination and the historic nature, you know, that we have to be cognizant of as well. But when you look at that overlap whether it be special events, public transportation, or where do the employees park, these are all consistent themes that we know that when we talk about solutioning, we want to be able to make sure that the technology recommendations because a lot of this will become technology based, is that for managing parking we want to make sure that we make strategic investments. And I think this is really important because when we talk about being able to efficiently manage the solutions, we know that we want to make sure that we're doing something that we can build upon. And we're going to talk about some of those building blocks right here.

For those that have heard me talk about parking before, we always talk about those building blocks, the foundation that we're going to build upon. And what you see here is really that first phase, being able to solve for some of the parking challenges that we have in both Wailuku town and Lahaina town. And one of the key pieces right there and you'll see it listed as number one is the community focus. And we're going to talk a little about this today. But one of the things that we heard the most common especially in Lahaina is that our locals, our residents don't come to Lahaina. And if they do because they have a guest in town, they park in one of the paid parking lots because it's just easier right. And so we want to find a way that we can encourage our locals to return back to our community locations and to be able to experience the amenities that are in those locations. And I'll talk a little bit about this as well.

Now when we talk about enforcement, it's kind of a dirty word, right. When we talk about enforcement and parking citation, nobody like to get a parking ticket, right? We've all had it happened before and nobody likes it. I like to talk about enforcement being compliance. Because the reason why we have parking regulations is because we want the people to follow rules. A good example of that is our time limits. Even here in Wailuku, we have limits because we want people to come and park, spend your money in stores and restaurants, and

then leave so somebody else can come and park in that same location and spend their money, right? That's the whole purpose when you talk about parking time limits. And we're going to talk about ways that we can make that more effective. And I'll go through the slides now because these baselines of ideas are all basically detailed in or slides. But again when we talk about this first phase, these are some of the elements that are really going to come into play so let me dig a little bit deeper on this.

When we talk about the Parking Action Plan and the community focus I already really tacked on our locals and our residents. It's really important that no matter what we do is that we need to make sure again that we're safeguarding the neighborhoods that surround our towns, and that we're also very much aware of where we want our employees to park. Because if we can't put them in a location that's safe, they're not going to park there. We also need to make sure that when we have our visitors coming into our towns, the parking needs to be convenient, and accessible, and affordable. And these are all things that are very important when we talk about this strategic incremental approach. The other thing that we really need to be cognizant of is that accessibility for not only for our seniors but maybe our disabled citizens. Some of our, you know, visitors that need to be able to get to the locations or the destinations. A great example is the theater here in Wailuku. We want to make sure that our patrons can visit the theater and still be able to get to it and not have to park, you know, half a mile away. And these are all things are really important as we start to talk about the potential garage and how we need to be able to circumvent and deal with the construction and making sure folks can still get down to the core of our town.

I also like to highlight something that when we start to talk about paid parking in particular is that there is opportunities to incentivize our locals by offering not only discount programs, but in some cases free parking. This was a particular important when we talk about Lahaina. We were very motivated by not only some of the hours of operations that we might be able to implement by starting the hours a little bit later, more towards the lunch hour so that for our locals they really can come down and grab their breakfast, go surf, you know, do their, you know, business in the morning without there being parking regulations. And then when we really see that tourist impact happening in the afternoon and the evenings that's when you start to charge. But even so if a local did want to come down in the afternoon, by being able to provide them codes or a mobile phone application that allows them to park for free potentially, these are all the nice benefits of when we about modernizing some of our solutions, those are the advantages that basically come along with those opportunities. But I think what's really important, and this has come up in both towns, is the opportunity to reinvest any of the monies back into the communities in which they were generated. And that's something that's been very well received by those that have talked about the program.

Now when we talk about enforcement and/or compliance like I like to talk about, I think most of us know that today MPD are the ones out there doing the parking enforcement. And the fact is nationwide our police departments really need to be focused on public safety and not necessarily parking enforcement. And what you see here on the right side is actually a great example of what we call a parking ambassador. This was in Flagstaff, Arizona, and I took a

picture of the fellow because he had the bright reflective vest on with the big "ask me" on his back, right, and on his hat as well. And when I went up to this gentleman he didn't know who I was and I was just grilling him. He didn't know I was parking consultant or anything like that, but I got to tell you, this guy had a utility belt better than Batman. And he was pulling out locals maps, telling me what restaurants to go eat at, you know, where is the best place, you know, to get an ice cream cone. And this really changes the model of parking compliance. And I speak of this because when I talk about parking, for me, parking is a service or parking is customer service. And if we can make the parking experience a positive one, an easy one, an accessible one, it basically improves that overall touch, that overall experience, that overall impression of the town. We like to talk about often times parking is the first and last experience that person will have, and we want to make it a positive one. And that's why you'll start to see this transition to a parking ambassador. Is that true? Now while this park flag person can also issue parking citations. There's a lot of other tools in that utility belt including being able to issue warning notices, giving out parking codes, all sorts of benefits that come along with that so that for us parking enforcement becomes a last resort. But, it's a part of that process because I think we all know if we have rules we have to enforce them otherwise people become accustomed to them not being enforced.

Now I also like to talk about balance enforcement. I think those of us are very familiar with some of the legacy MPD officers who maybe were a little, a little aggressive with their ticket book.

Mr. De Rego, Jr.: Enthusiastic.

Ms. Dixon: Yes, yes. Enthusiastic. That's a good word for it. And I have to say that that does happen. But we also want to know, again, we want people to leave with that positive experience and that's something that's very important when we talk about trying to transition to non-sworn personnel and leaving our police officers to focus with those public safety issues.

I like to share this too and only because when this came up and it's stressed in our parking action plan, there's very few times in my career where my jaw kinds of drops. But we were meeting with the superior court many months ago. I guess it's almost been a year ago. And we were talking about parking citations compliance because what you'll find across the country is that not every parking citation gets paid. And for those that don't get paid there's a collections process that goes along with that. So when I asked the superior court I said, goodness you have so many rental cars on the island, you must write a ton of rental car tickets. So what is the compliance factor for those tickets to get paid? And when the courts told me that 100 percent of the tickets got paid, I was like, that's crazy. That's not possible. That's not a reality. But then I said how is that so? And we learned that a policy was established well over many decades ago that all parking citations issued to rental companies are reduced to five dollars. I now know why the rental car tickets pay 100 percent of the tickets because if anybody has rented a car in another state, if you get a citation in a rental car, not only do you get the penalty applied to your credit card, they also charge a processing

free which can be anywhere from 50 to 100 dollars. So if you think about it a 25 dollar parking ticket being reduced to five dollars, I would readily pay the five dollars knowing that I'm probably going to bank 120 off of that ticket. And so this is something that while it's a very antiquated process and policy, we do want to help address this when it comes to the superior court. I have to tell you because that's just not acceptable when you talk about it. But, we can achieve 100 percent compliance. But we obviously know the reason behind that too. So these are some of the things that, again, not uncommon when you have a policy that has been established for so long that you know we're not necessarily paying attention to it. And that's why we know that those are some of the incremental things that we need to address, that being one of them.

Now permit management, this is something that is really important when we talk about again a comprehensive project that can really encapsulate throughout the County. This is an opportunity to take the permit for a parking -- parking experience taking it online so that whether you are going to have employee parking permits, whether it be the County parking locations, whether it be low income or service worker permits, residential parking permits, all of these tools can basically be online so it's a very customer friendly process. You can do it from your mobile phone. You can do it from a computer. And again, it makes it very navigatable by having an online portal for that feature and that service.

Now something else that's really strategic and very important is wayfinding. One of the things I know that was very off putting was the first time I drove into Lahaina town and I came through all of those private parking lots and just kind of had the eye, you know, aesthetic of all of that sign blight that was really all over the place. And it was very difficult to navigate where can I park that's, you know, public parking and that might be affordable. And so some of the things that we talked about was these are some brands that have been shared with other communities. One of the things that we talked about was potentially creating a uniform County symbol that recognizes the culture and the historic of Maui, but then can be town specific. That, you know, you kind of have your baseline color scheme out, your baseline logo, and then maybe for Lahaina town it's got some type of character or historic relevance. Or for Wailuku town, again, something that is relevant to Wailuku town. And so we thought that would be something that would be relevant because when we do talk about parking in that experience you want to also try to mitigate congestion. And rather than have folks continuing to do a loop or circling because they know they need to have that parking space right in front of the theater or right in front of, you know, Bubba Gump's or whatever the case may be, we want to be sure that people can locate parking in a very easy and convenient way. There is technology also available that can promote via travel apps as well. That could help that experience and also promote parking availability.

Something else that is very important in this first phase is we need to have somebody that is designated to help manage parking for the County. This is very important too because you're going to hear in a moment here about the forecast and potential for revenue that could be generated. There's also technology that needs to be managed and resources that need to be supported, and having that opportunity to have someone that is designated to do that.

But also very importantly is the stakeholder outreach does not end with this part of the action plan. It needs to continue because one of the things I think we all understand is that parking is dynamic. It is changing just like the environments in which we live in. You never know what's going to be the next big restaurant or the next big shop. We were here one time during one of the popups with one of the fashion folks that were here, and oh my goodness, Wailuku town got overwhelmed with people that day, right? You never know when that's going to happen so you need to make sure that you're continuing that engagement, you're receiving that feedback so that you can plan accordingly. And very important when we talk about a community like yours, we hear a lot of about smart cities, or curb management, or smart technology, it's important to understand that data is very critical when we start to talk about making investments or making decisions. And it's something that there's a lot of perceptions about, you know, where parking exists, or like there's no parking in this location, you want to be able to have the data to support those decisions moving forward. And what we're talking about here we'd definitely provide that resource.

Something that's also important in terms of this process is basically municipal code updates. I know we've heard a little bit about the zoning part of the project. What we also need to do is we call it future approve your municipal code. We know that we need to do some updates that are going to allow the County to be able to manage parking proactively. One of the things that we know that we're looking to propose is what we consider to be a low risk pilot by introducing a paid parking pilot in Lahaina town. And that would include the adoption of some of the new technology and the implementation of some of the curb management and paid parking tools.

Another aspect that we do want to pursue as part of this first phase, it's a much longer reach. I have to be realistic here. But one of the things that we want to do is today all of your parking citations revenue goes back to the State, and the County does not receive any monies from that program. And many of the States in our country have done what's considered decriminalized parking citations or made them an administrative notice. This is important because our criminal courthouses are very much overwhelmed by the demand that they are facing today, and parking citations really becomes almost a bit of a nuisance to them. And by taking the parking citations out of the court system and making them an administrative process it not only makes a lesser burden on the court but it also allows the County to retain the monies from the parking citation. We know that there's a collaborative that will have to go along with this, but we've done the research and again Hawaii is one of the last states that have not converted over to that process yet, and so we would like to take a proactive stance with that and see if we can have a go with that.

(Ms. Lindsey is excused from the Maui Redevelopment Agency meeting at 2:15 p.m.)

Now getting into Wailuku specifically, you'll noticed some of the areas that have been identified as well for the parking solutions. It's very important to understand that as we've been talking about the potential for the garage, we've been very cognizant on how we can promote and identify parking availability so that people are aware of the parking locations and

also how to get to them. That's why the wayfinding is so important. And -- did you get it? Great, no problem. And it is available, the slideshow is available just so everybody knows as well. We'll make sure I'll get it to you afterwards.

So the Wailuku shuttle is also something I have to tell you in the time that we've been working with the County, this last visit that we had, and even just in the elevators of the County building, I'm so excited about the progress that we've made with Maui Bus, and some of the tools that comes along with bus availability. One of the first things that we heard when we first started the project was the need for reliable transit. And so in working with the shuttle programs, in order to identify some of the remote parking locations, we think this is really important for construction mitigation. But what you'll also see down here on the bottom of the screen is something that we call a micro-mobility shuttle. And this is becoming very popular in communities like yours that basically allow for those short trips. It could be a circulator or it could be an on demand solution. And this is something that again won't rely 100 percent on the big buses. You know we need the big buses for the beginning of the work day, and the end of the work day. But we think that the micro-mobility shuttles will be great opportunity in the interim.

And also when I mentioned the permit program, this is so important too because when we talk about carpooling or van pooling and introducing other incentives being able to have those programs tied in with the permit programs and the transit programs, these are all part of the solutions of us. We were all in this together type of model. And I think that that's an important part of the marketing and outreach is letting everybody know that we're really trying to work on this collaboratively. And I think it's really important too to identify, if I had a crystal ball I would tell you what the answers are, but I think the reality is we don't truly know what the impacts are going to be until it happen. And what you see here is a very fluid plan that is meant to be adaptive so that we can address the need and support the demand as it grows and we've also developed several incentive programs to really motivate folks to adopt early or to potentially park down at the stadium sooner so that we can really get folks accustomed to the program and the plan.

When it does come down to the parking garage, I wanted to let you know that all of the design work that has gone into the effort right now has been cognizant of the most recent technology. What ended up happening is we've basically put the foot print into the design that when and if the garage is finished we'll be able to install whatever the most recent access control systems are. So that rather than designing a system that might be outdated when the garage is built, we basically built a system so that it can accommodate the communications and electronics that are necessary for whatever the most easily accessible customer friendly solution may be, but also that it's cognizant of the security element and also the signage and wayfinding elements as well, and the operations and maintenance requirements that are required for a facility like that.

Now also I wanted to make sure everybody knows that the Wailuku Live website is live and it's something that I'm very pleased to report that we've actually had engagement with the

folks that are designing and building it. And the intent is to provide real time information making a landing page hosted by the County to provide parking information. What you see here on the right side is actually an example of the City of Seattle, and how they basically readily promote parking information so that there's again a one stop shop for all of the parking available information including, in their case, the number of open spaces that are at different locations. It is our intent to ensure that information is readily available and current so that our community knows where they can go to to find that information.

Now talking about parking and time limits, paid parking in particular, I want to tell you that there's not been anything that's necessarily been, you know, written ink. This is not something that's been cemented down. It's important to understand that as we evolve the program, there's been concepts for Wailuku town are being able to develop paid parking on street, as well as for the garage. We know that we're looking at an affordable rate which may include one hour of free parking to park in that location, and then a very lower affordable rate after that. We've also been very aware of the design elements for the equipment. This is just an example of different paid parking equipment, but there's a lot infrastructure that can we wrapped. Or also, and you'll see in an upcoming slide some of the art elements that come to this. But I want to highlight the importance when I mentioned earlier which is the parking benefits district. This basically allows for the monies that are generated above the cost of the operation to be reinvested into Wailuku town. And whether it be supporting the clean and safe program, being able to utilize for special events or, you know, improvements on the sidewalks, these are the opportunities that we know we want to be able to promote out there. And again using the tools for parking permits, things like that, to make the employee parking experience as easy and convenient as it is for our visitors.

Now talking about Lahaina town again, having identify the locations for parking availability. We've also talked about shared parking agreements in both community location, but being able to try to make through wayfinding and accessibility the ideas and locations for where parking is and located. We have identified through paid parking the opportunity to make improvements to the Prison Street lot in particular whether it be through striping, or paving, or lighting. We know that that's really important. We also had extensive conversations previously and even they already made some changes with some of the private bus operators that do a lot of their tour pickups there on cruise days, and being able to also multi-purpose some of the bus parking stalls for school pickup for the parents and their children. This is a location that potentially could be considered for our future parking deck. But there was also consideration of introducing the micro-mobility shuttles into this area and potentially relocating the transit area. But we know that the monies generated from Lahaina town can go right back into the community.

We also spent quite a bit of time with the elementary school, and were able to identify the potential of a shared parking agreement in the elementary school parking areas. Where the monies generated from those parking spaces could actually be reinvested into the school, as well as the opportunity for the public to use parking spaces during non-school hours. We also during our efforts there were able to identify some of the traffic safety issues as well for

school crossings, and trying to identify locations that might improve access for the children going to school.

Now talking a little bit about paid parking. In Lahaina town, I think it's important to understand what I shared earlier, the opportunity to shift the hours slightly later so that our locals and community again could take advantage of the morning time. And then also potentially some of the incentives that we can offer. One of the things that we did, we were very conservative in our estimates when it came to the potential of implementing paid parking in Lahaina, and this is the location that we are suggesting for our pilot opportunity, is that within a three year the cumulative gross income would be \$3.4 million. And we want to make sure to highlight the fact that, again, those monies can go back into Lahaina town whether it be for public work projects, safety programs, or maintenance and upkeep.

We also are very much aware of the impacts of the historical requirements in Lahaina town. And what you see here to the right side are just some examples of some of the art efforts or art installations that other communities have done. And in fact, I know it's difficult to see, but the meter that's on the right side what it says there basically on the bottom is create change. And in this case this is a donation so to avoid pan handling and to put the monies into the meter. And those monies, 100 percent of them go back into community programs to help address homelessness. So you can see the potential and the positive by what I say about parking being a customer service, trying to make it a positive experience. That's really the overall intent of what we're sharing here today.

And lastly what I shared earlier is just , again, the opportunity for locals, and being able to bring in different incentive programs, being able to introduce discounts or even free parking incentives, and again the knowledge that we need to safeguard the residential to prevent potential spillover is definitely at the height of our list.

And in terms of next steps, it's our intent based on your feedback tonight is to return to Council to seek direction and approval for the items that I have described here which were really those six building blocks that I outlined including the municipal code updates, the proposed paid parking pilot for Lahaina town, that then would be supported by some request for proposal for the infrastructure that would support that, the support of the parking coordinator position, and any other immediate opportunities that are directed by Council. And with that, I've got our contact information and I'm here to answer any questions.

Mr. De Rego, Jr.: Commissioners? Commissioner Gwen?

Ms. Hiraga: . . . (Inaudible) . . .

Mr. De Rego, Jr.: Commissioner Ridao?

Ms. Ridao: No questions, but I think that it was thoroughly done. I mean that was a lot of information to take in at one time.

Mr. De Rego, Jr.: We'll have the slides.

Ms. Ridao: But yeah we can go online, and...yeah.

Mr. De Rego, Jr.: Forward it to --. And we'll make it available for the public as well.

Ms. Wade: We can put the slides up on the MRA's website, and we'll also have them available on the Wailuku Live site as well. I just emphasize the world wind it is when you're with Julie because she turns every rock over and looks for every possible solution in a variety of ways so it's been fun. Do you have a follow up Julie?

Ms. Dixon: She asked where were based, and I was going to share that we're based out of San Diego.

Ms. Wade: Just, you know, as a follow up, in terms of, she said direction from us, I will tell you Council Member Alice Lee has requested that we bring the enabling legislation for creating paid parking districts to Council in October. So it is our expectation to have that drafted and brought so that conversation can start. Until the Council authorizes the ability to work with that as a tool, we're stuck where we are today with paid parking.

The other thing, we're still on the shuttle, the vans, all of those things. Julie is going to continue actively working with us on continuing to review anything related to the garage and temporary parking. She's my gal and expert when it comes to that.

Mr. De Rego, Jr.: Okay, thank you very much Julie. Okay, we'll move on to new business on section three. Do you want to go through this Erin?

3. Review and approval of the DRAFT Maui Redevelopment Agency Annual Report for FY19. [Draft FY19 MRA Annual Report](#)

Ms. Wade: Sure. I don't know how in-depth you want me to go. I loaded it on the lap top if you wanted me to pull the pages up. But I provided you our annual report for the Redevelopment Agency. I hope you got a chance to look through it. If you have any minor edits you wanted to provide me either on your copy or email me, I'm happy to take those. But if there was any substantive changes we should discuss them today on the floor if you wanted to make any substantive changes.

The purpose of the MRA report is to file it with the County Council so they are informed about how the money was spent. Probably the most significant page was page-2 where you see the financial summary. It has a pie chart that shows our operational funds and how those were expended. It's important to note while we were given 1,060,000 in operational cost, we only used 614,000 of that. We had been expecting to move into construction before now.

So we had expected to have all of the shuttle contracts encumbered by this point which is why we don't have --. Since we don't have those encumbered that money was returned to the general fund. We will be expending those funds this year. So the --

Mr. Ball: 19?

Mr. De Rego, Jr.: 20.

Ms. Wade: We're in 20 now. Now we're in 20.

Mr. De Rego, Jr.: Yeah.

Ms. Wade: So the annual report, of course, is a great opportunity to provide a comprehensive update of the work of the board so it does talk about the status of the Wailuku Civic Complex, and Wells Park which are both the CIP projects we're focused on. It talks about the programming efforts, and then it also talks about planning and zoning and what we need to be doing moving forward there.

We have used this format now, I think this is the fourth year we've used this format so trying to just make it consistent so people know where to get information. But the intent then would be to make any edits that you folks have and then send it with a transmittal letter to the County Council for their acceptance.

Mr. De Rego, Jr.: I read through it. I didn't see any changes. Okay so do -- just a motion to approve?

Mr. Ball: So move.

Ms. Ridao: Second.

Mr. De Rego, Jr.: Okay, all in favor to approve the annual report. All in favor say aye? Okay, motion carried.

It was moved by Mr. Keone Ball, seconded by Ms. JoAnn Ridao then unanimously

VOTED: To approve the Maui Redevelopment Agency Annual Report for FY19.

(Assenting: K. Ball, G. Hiraga, J. Ridao)

(Excused: A. Lindsey)

Ms. Wade: Thank you. It's always fun to do that annual report actually because you realize you've made progress. You're moving forward.

D. DEPARTMENT UPDATE

1. Summary of Community Meeting on August 19, 2019

Mr. De Rego, Jr.: So let's move on with the Department updates, summary of community meeting on August 19th. Erin.

Ms. Wade: Yes. We mailed out over 4,600 post cards to everyone with a postal code that even approaches the Wailuku Redevelopment Area. We had a sign in of 70?

Mr. De Rego, Jr.: 70.

Ms. Wade: 70 people signed in attending the meeting. But it was a lot of folks who hadn't attended before so I think the post card connected with folks that we hadn't reach up until that point so that was a big positive. We provided the phasing update. I brought copies of the new newsletter which was distributed. I should have put those out before, but I can leave those for anybody that wants one. We let them know that we -- the Wailuku Live website is active so I won't go into the details about the site. Please explore it and if you have any thoughts or comments on that share those with me.

2. Update on Schedule for Phase 1A construction

Ms. Wade: And then I don't, I don't think there's anything to report that meeting specifically that changed, you know, the outcome or direction or, of our work. The one thing to note on the update, we, up until earlier this month we were scheduled to be under construction this month, in August. We do not have our construction permit, yet. We are waiting for the State Historic Preservation Division to sign off on the archaeology. So we're now anticipating a ground breaking in late-September, that we did communicate that to the public, at the August 19th meeting.

Mr. Ball: Would that push everything back then or what was the time line look like with that?

Ms. Wade: Yes. So --

Mr. Ball: And are we anticipating that happening with other sections of this that we can anticipate and take care of that now so that we don't run into that delay?

Ms. Wade: Yes. So everything shifts by one month basically. So this new schedule which is in the center is correct as of today. So we're showing starting in September, and everything shifted. Again each phase of road construction is expected to be five months with the start of the parking structure project now pushed into September of next year instead of August of next year.

Mr. De Rego, Jr.: Okay.

3. Update on Bid for Phase 1B

Ms. Wade: The next item is update on bid for Phase 1B. We went out to bid for the parking structure construction on July 25th. We have made two addendums to the bid process based on questions that came in for the bids, and bumped the bid opening date now to September 4th. We do not expect to bump that again. We're going to open bids on September 4th.

Mr. Ball: Going back to one of your comments about that parking structure construction, you said September but this timeline shows December.

Ms. Wade: Oh. So this, where it's green and shows access road improvements that's while it's not the vertical construction --

Mr. Ball: Okay, that's your official close the place and --

Ms. Wade: Yeah. So I think of it in terms of contract. So our, our parking structure contractor starts with this green making the access road improvements. But we're showing it this way so folks know the majority of the municipal lot will still be open while those access road improvements are happening.

Mr. Ball: Got it.

4. Update on Employee Shuttle

Ms. Wade: And then update on employee shuttle. As Julie said we had a really great conversation with Department of Transportation. They have their in place commuter shuttle contract. We can just --. Because that was noticed and bid at an hourly rate already, publically bid, we can add on this shuttle to that contract. So we can just start running shuttles from War Memorial in Wailuku whenever we're ready frankly to start running those shuttles at a rate of about \$177 an hour. So it's a really predictable cost for us. The expectation now is to run those from 6:30 to 8:30 a.m., and then from 3:30 to 5:30 p.m. And we're not expecting to start that, however, until the War Memorial parking lot resurfacing project happens. So, in terms of choreography we've got multiple things we have to plan around. It doesn't make sense for us to initiate that and then change everything up and having people parking down at the harbor to pick up a shuttle.

5. FY19 end of year balance

Ms. Wade: And then finally with the annual report you saw the end of FY19 end of year balance. So yes, it's about \$619,000 is what we utilized last year.

Mr. De Rego, Jr.: Okay, any questions from the Commissioners? Hearing none, next

meeting will be on September 13th, the special meeting and --

E. NEXT SPECIAL MEETING: September 13, 2019

Ms. Wade: HCPO.

Mr. De Rego, Jr.: HCPO. Right, you want to mention that?

Ms. Wade: Yes. So that week, same week, the 11th to 13th, is the HCPO Conference. I don't know if anybody is planning to be there on the 11th. The four of you that are going, on the 12th we'll go all day, the 13th just the morning and then we'll be back here for the meeting in the afternoon, as well as Carol from --

Mr. De Rego, Jr.: Did they send us our confirmation for that --? Okay I'm going to have to -
-

Ms. Wade: By e-mail.

Mr. De Rego, Jr.: By e-mail. Okay.

Ms. Wade: Yeah, by e-mail.

Mr. De Rego, Jr.: Okay. I'll have to check for that again. Was that Leilani sent that out or who sent that out?

Ms. Wade: No, that was . . . (inaudible)

Mr. De Rego, Jr.: . . . (Inaudible) . . . Okay, I'll have to look for that. Okay, so if that's, if there's nothing else, without objection we adjourn.

F. ADJOURNMENT

There being no further discussion brought before the Agency, the meeting was adjourned at 2:38 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 (excused at 2:15 p.m.)
Jo-Ann Ridao

OTHERS:

Erin Wade, Maui Redevelopment Program Planner, Department of Management
Michael Hopper, Deputy Corporation Counsel