

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
SEPTEMBER 25, 2020**

A. CALL TO ORDER

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Ms. Ashley Lindsey, Chair, at approximately 1:01 p.m., Friday, September 25, 2020, online via BlueJeans Meeting No. 915898240.

A quorum of the Agency was present (See Record of Attendance.)

B. OLD BUSINESS

1. **Mr. Sandy Baz, Managing Director requesting Maui Redevelopment Agency Design Review for the proposed Wailuku Civic Complex Phase 1B Parking Garage and necessary site improvements on the approximate 2.2 - acre site of the current Wailuku Municipal Parking Lot located at Wailuku, Maui Hawaii; Tax Map Key (2) 3-4-013:075 (Action anticipated).**

Ms. Ashley Lindsey: . . . public testimony. Is there anybody who wants to testify today?

Ms. Erin Wade: Ashley, just real quick, before we take public testimony, can I request the commissioners to mute themselves and the presenters, please mute yourself during public testimony? Thank you.

Ms. Lindsey: I'm sorry about that. Are we still using the chat function to sign up for testimony or --. Okay, if anybody wants to testify. Please use the chat function to sign up. And if there's anybody just calling in, can you say that you would like to testify now? Okay, so no one calling in. Is there anyone on chat? No one on chat now. Okay. Let's get to old business. Sandy Baz. Is Sandy here?

Ms. Wade: Thank you, Chair. I will be representing the Department of Management today on behalf of the applicant, us, as the property owner. And here with us today doing a presentation is going to be David Akinaka from Ferraro Choi. So just item one of old business is the request from the Department of Management for the design review and approval of the Wailuku Civic Complex 1B parking structure at the location of the existing Wailuku municipal parking lot. And I can turn it over to David Akinaka of Ferraro Choi for the presentation. Oh, I'm sorry, staff. I'm going to turn it over first to Scott of the Department of Planning, the project planner to introduce the project.

Mr. Scott Forsythe: Thank you Erin, and good board members. Scott Forsythe, planner with the Department of Planning. As Erin stated item before you is a design review for the Wailuku Civic Center Parking Garage Phase 1B requested by the Maui County Department of Management.

I want to bring your attention to a couple of corrections and also just overview a few things really quickly here. Within your agenda packet there is the department's report and one correction on page three is that it's listed as county zoning as MRA commercial mixed use, and that should be Wailuku Redevelopment Area Commercial Mixed Use. And in the analysis section of the report on page eleven, you may have figured this out already. However, for exhibits 1.1 and 1.2, under topic twelve pedestrian paths, it should be exhibits 1.11 and 1.12.

Now, just going kind of more of a general overview here, this design review, the MRA is responsible for doing a design review of these proposed types of projects and the primary guiding document for you to that is the Wailuku Redevelopment Area Design Guidelines. And that was included as Exhibit-4 in your agenda packet.

Another document to reference -- it's not included within your packet -- but it's noted to reference is the Wailuku Redevelopment Area Zoning and Development Code. And any reference to that is already identified within your staff report. However, the primary document for you to use right now is the design guidelines for Wailuku.

Also within your agenda is Exhibit-1. And Exhibit-1 is the presentation that David will be going over and with that maybe I should just turn it over to David to lead the discussion here.

Mr. David Akinaka: Sure. Thank you, Scott, and good afternoon board members. If I haven't met you already, I'm David Akinaka, with Ferraro Choi & Associates. I'm a principal and architect there. And with me today is also one of our designers, Reece Bonilla, and our landscape consultant, Grace Zheng, at PBR Hawaii. She's been working with us from the very start. And let me go and share my screen here. Can you all see that?

Mr. Ball: Yes.

Mr. Akinaka: Okay. Awesome. Awesome. So just, you know, just to provide an overview, you know, this is a this is Phase 1B represents the next step in an overall plan to reinvigorate downtown Wailuku as a destination hub. And the goal has always been to make it walkable, accessible, connected with Wailuku, and to really try to help stitch this part of town back together. This has been obviously a community centered project and the design process has always also been community focus. Both Erin and her team at the County, and the design team have engaged the public at several First Friday events, town hall meetings, and one-on-one interviews with Wailuku businesses and property owners. We've also gotten a lot of guidance and feedback from our Project Advisory Committee and our Culture Advisory Committee. Both of which are composed of Wailuku stakeholders. And we've also gotten input from along the way from County Council and the county agencies reviewing the project.

And certainly the project has benefited greatly from the guidance and feedback from the board, the MRA board. We've been we've been in front of you quite a few times over the past few years to gather and incorporate the board's feedback. Back in 2017 we met with you four times. Really at that point we were at the conceptual and schematic design phase and our efforts there with you were to really define the scope, the scale and the layout of the project. And then in 2018, in January, February and March, we presented our design progress of the parking garage and the civic building. And again, working with you to fine tune and finalize the design and discuss things like materials, finishes, and just the feel of the project.

And last January, we presented Phase 1A, the offsite improvements and made a detailed presentation about today's Phase 1B parking garage before we started work on the bidding and permitting documents.

And then a little bit later in June last year, we presented to obtain Phase 1A design review approval. And it also provided some updates on Phase 1B and the future Phase 2. Again, right before bid and permit documents were issued.

So, again, just, just the overall scope, you folks know much better than I that both Vineyard Street, and well Church Street now and pretty soon Vineyard Street are, are undergoing, you know, major improvements from a pedestrian accessibility and utility infrastructure upgrade standpoint.

The Phase 1B is here in yellow, and that's really the parking garage to provide additional capacity to support Wailuku's businesses. And then the future Phase 2, which will be a gathering place, a plaza, and civic building for the Wailuku community.

This is a, this is a view of the Phase 1B parking garage in relationship to the Phase 2 work that's envisioned for the future. And, you know, the parking garage work has, has really been designed holistically with both the plaza and that civic building in mind. You know, one of the major overall goals was to create and define major pedestrian pathways and to really be able to support the future plaza and civic building.

You'll see here that the future plaza and the pedestrian promenade areas will have decorative pavement and things like that. So as part of our phasing approach, we're, we're trying to make sure that we're setting the next phase up for success. And so when we move into our current Phase 1B proposal here, we've basically for those areas we are kind of planning ahead and just for constructability, to make sure that all that decorative paving can be done by that phase two contractor under one hand and one look and feel so that it all pieces together nicely. So you don't have this patchwork type of thing.

Phase 1B still maintains and creates that pedestrian accessibility design approach. And so, again, the goals were to really connect this major pedestrian access from Church Street all the way down to Market. And then from Vineyard over towards the First Hawaiian bank parking lot, and the walkway alongside First Hawaiian Bank. As well as back through alongside the Main Street promenade building. Really trying to get crosswalk pedestrian access there.

Vehicular access wise, the biggest changes are that, as now, you know, there will be vehicular access to the parking garage off of Market Street through this Pili Street entrance. This will be one-way. This would be a shared road with pedestrians and vehicles. And then the other one will be an in and out two-way vehicular entrance and exit onto Church Street, which will become a two-way street.

In terms of, again, just this kind of overall approach to keeping the community at the forefront, in terms of construction sequence the, the access road here coming off of Market Street is going to be at the front end of the construction projects. So the idea here is to, to start construction on this, complete this access road back here. And that will provide and keep them the rest of the municipal parking lot open for, for parking during that interim. And then once this, this area is completed, then we can switch to more vertical construction and start on the parking garage. But then that will maintain access for all the neighboring businesses and properties here.

This is a view if you were coming off the Market Street entrance and coming up Pili Street. This would be the view if you're standing looking towards the Wailuku Executive Center. And so you can see here in the foreground here, this is where the pedestrian promenade will be with its temporary asphalt paving, again, in advance of that Phase 2 work. The temporary lawn where the phase two plaza will be. And just overall that, you know, our goal here was to I think from the very beginning when, when Erin and her team issued the RFP, that, you know, the idea was to make this more than just a parking garage. So in terms of design, we really tried to break up the scale of the garage by staggering all of the floor slabs, so it's not monotonous and break up mass. And then varying the placement of things like railings and guardrails and screens. We also tried to, you know, we recognized that the garage is a place for people as well as cars. There's a lot of use there. And so we wrapped all the edges of the, of the garage with pedestrian zone. So you'll see these balconies, major stairs and, and walkways to kind of populate the edge. And then the other things that we kept in mind, too, were that, you know, this pedestrian, pedestrian promenade, this shared road can also be closed down for public events like First Fridays. And the ground floor, ceiling height, has been designed with a very high ceiling height, relatively high ceiling height so that it can also support things like farmers markets, food truck rallies. We have hose bibs in here to support those types of events. And so that the parking garage itself can be used for, for those type of activities. Also, the other levels of the parking garage are also flat, you know, we don't have ramped decks like you see in some of the other garages. And that's so again, so

that other levels here can have potential to serve for those type of community activities in the future.

Along the way, we've been actually since we last presented for you, we have been in a value engineering mode to help meet the county's budget. And so one of the items that we, we did omit was the planned solar photovoltaic panel canopy on the roof. But we still have designed the structures so they can support a retrofit of that in the future, if the County so desires. And also helps bring down our overall building height quite a bit.

And just a, just a note here, you'll see, you know . . . (inaudible) . . . use computer renderings. And so while we tried to be, you know, while these aren't maybe exact in terms of the final appearance, they are pretty representative of the scale and the size of the types of plantings that are proposed.

Okay, so this is a view of the parking garage. If you're to walk up Market Street now, next to the First Hawaiian Bank, up that walkway and be in a parking, First Hawaiian Bank parking lot and be looking towards Vineyard Street, this is this is the view you would see. And again, recognizing that there's a place for people as well as cars. So you can see that all the edges here are populated by pedestrian paths. And we did this one really so that to guide people as they're exiting the garage and you're able to orient yourself on your way out so that you know exactly where you're going. And also so that when you're exiting the garage, you're led directly to pedestrian paths, major, major pedestrian paths.

The view here also shows this is the, this is the pedestrian promenade here and that will serve as one-way entrance into the parking garage. This be one of the entrances. And again, talking about value engineering and budget, we had, again, to save, help with costs, what we had done this elevator shaft had been, had some . . . (inaudible) . . . glazing and solar shading up and down it. And what we did was removed that. That saved substantial moneys, but we still left in these recessed groves here to help articulate the, the shaft, to reduce the sense of scale. And it also provides a blank canvas for wall murals and art as do some of these -- sorry in the previous view here -- these, these structural walls here that are required for seismic resistance. It can also double as places for community park and wall murals.

There's a thought that too by providing these pedestrians along the edge, they provide great views out towards Kahului Bay and Haleakala so I could see a lot of Instagram selfies being taken up here.

This is the view if you're standing on Church Street. This is the Wailuku Executive Center. And so this is the, this would be the crosswalk that leads from Church Street down that Pili Street pedestrian pathway, all the way down to Market Street. And here is that entrance, exit in and out of the parking garage from Church Street. Again, there are

all these opportunities here on these structures, sheer walls for things like community art so that, you know, Wailuku can kind of make this, this garage their own.

And this view is if you're coming off of Main Street next to that alleyway on the mauka side of the Main Street Promenade Building, that very narrow walkway. This is a kind of composite view. So this would be where that Main Street Promenade MAPA building is and we just kind of allowed you to be able to see through it so you can see, see what the parking garage would look like beyond it. But here we're, we're improving that path substantially just to improve security and safety in that area. We've removed the fence, existing fence there. We've improved the path, the walking path quite a bit just for accessibility and, and, and walkability. And then also provided lighting along the way there, too. There is a walkway actually behind, in between the Wailuku Executive Center here and our parking garage. There's an access walkway that leads up to Church Street that will be able to be closed after hours. And then we'll also have here kind of a community dumpster area for garbage, and that will be screened off and gated from view back here.

And then I will hand it over the Grace to kind of walk you through our landscape design.

Ms. Grace Zheng: Hello everyone. As you can see, some of these plants are kind of shown and talked about before. Where possible we tried to use native and . . . (inaudible) . . . Kukui, and Apae and Na'u. There are a lot of shaded areas and sort of narrower corridors and planters where space and shade is the major constraint. And that's sort of why we've used more tropical plants. But overall, all of these plants are either seen or used around Wailuku and so we're not using any plants that may be out of place or the character of the town.

The walkway that David had mentioned from Church Street that goes to a community dumpster that line will have Kukui with Uki Uki and Golden Pathos. We're trying to use lower ground covers in between the buildings for better visibility and safety reasons. Around the glass stairs where it is really shaded, actually, it's fully shaded, we have Apae, Lucala Palms, . . . (inaudible) . . . which is Bird's Nest Fern, other types of ground covers. And then along underneath the staircase, along the road we have Apae and Bird's Nest Fern, and Uki Uki as well.

So part of the requirement is that at least 25 percent of our planting palette has to be native, which we've fulfilled. So we're using Loulu Palms along the shared road where possible due to the overhangs. From the stairs, we've actually stopped over to the Bridal Bouquet Plumeria. Then where, where we are replacing your tree on Market Street that will be the same Pink Tacoma as the rest of the trees on Market Street.

Where you see sort of hatching the pattern that's darker on both sides of the shared road that's going to be a temporary lawn. So it'll be lower maintenance. And then any future

Phase 2 possibly this will be in areas where potential access. So the access points to the various lots sort of fenced there. We've kept them and they're open. We've actually improved upon them so that there are actually wider than the current inconsistent with right now. And then due the existing historic wall, we're actually keeping some of the plants that are there so as to not damage the wall itself, but I'm also using whatever . . . (inaudible) . . . that is there now.

Over by the First Hawaiian Bank parking lot at the end of a shared road, we have few Alahe'e because they are smaller and shorter ground trees. They're are drought tolerant, so we're using Pohinahina and Uki Uki as well for ground cover. There is a grade change condition from the road over down to the parking lot side by the bank. And so we have handrails for the ramp as well as guardrails on the upper side . . . (inaudible) . . .

The wall, there is a historic back and salt wall at that corner which we're keeping, this through a lot of collaboration and coordination we were able to save this wall. It's going to be protected by the new retaining wall on one side so it's not going to be damaged. And along the some of the other hardscape improvements for both the ramps as well as the walkway -- sorry, the other as David had shown before will have lights, site lighting for improved visibility and safety around the corners. Anything else?

Mr. Akinaka: No, I think that's it.

Ms. Zheng: Oh, this is the existing . . . (inaudible) . . . wall that I was mentioning.

Mr. Akinaka: Yeah. And so, you know, we're, we're saving this, this wall. Unfortunately, this actually prevented us from installing the community grease interceptor that we had planned that would, that could serve these properties. So that was that was one, one downside to it. But, but this wall will stay.

And then I can walk you just through the plans pretty briefly. This is the ground level floor plan of the, of the parking garage. Again, there will be off of Market Street, there will be this one-way shared road entrance into the parking garage. Also in and out access directly off of Church Street. That will be really the primary entrance. Each of those entrances will be kind of guarded by a gated arm, you know, this type of a barrier. And there will be license plate readers to improve parking enforcement, as well as this type of automated signage to help indicate to motorists, you know, how many spaces available for parking availability.

Traffic circulation has been designed to be one-way just to improve the flow of cars through, the through the different levels. And again, you know, safety and security has, has been one of the major project criteria. And so in addition to security cameras throughout the parking garage, we've also tried to make sure that just minimize any sort of interior columns within the, within the garage itself. So there's a lot of clear sightlines

and views through and across the parking garage. We're also making sure that we're providing know good light levels after hours. And the upper levels will be able to be secured after hours. The ramp up to the next level will have a roll down security gate here. And then at each of the, the pedestrian entrance and exits, the stairs at the upper levels will be able to lock, it will be gated off after hours, and the elevators will be able to be secured by key fob. So basically you won't be able to get in and out without a key fob after the garage is closed off. You'll be able to get out, but you can't get in.

And then just finally again, anticipating again, the plaza and Phase Two, within the garage, we are providing storage areas to help support street furniture, activities, equipment, that type of thing.

One of the -- this is the level 1B, one level up. Again, like kind of as I was mentioning earlier we are providing these pedestrian zones along the edges. These leads to either major stair elements, like this stair kind of leading out that the plaza. This, this these balconies and the stairs down here will lead you directly out to the pedestrian promenade, as well as the elevators. One of the benefits of undertaking this value engineering and budget exercise was that we were able to save enough money to add in a second elevator for the parking garage. Originally, when this all planned, together with the civic building, the parking garage was relying upon the two elevators in the civic building. Now that that's off in the future a bit, just to provide ease of use, and, and convenience, we're able to add, you know, this second elevator here that will serve allow you to exit directly onto that Pili Street promenade.

This is a level two, again, one-way vehicular circulation, and pedestrian zones along the edge. And this is the roof deck of the parking garage.

Overall parking capacity, we've been able to still basically double the existing parking capacity so we're at 422 parking stalls right now. And two of those will be electric vehicle charging capable with, with the infrastructure wiring to support the future installation of 40 more. And these are, these next images here are all exterior elevations from each, from each side of the parking garage. So this is a view if you were standing on Vineyard Street looking towards Main Street, this is this is that side of the building. Church Street is up here. The pedestrian promenade is here. And you can see here, this is that main central stair that will lead out into that plaza area. And this, these red lines here, this lower red line here indicates the maximum allowable building height at 45 five feet. And the line above it is the additional 12 feet of allowable building height that's allowed for roof type or mechanical or elevator shaft. So we're all well below those allowable building envelope limits.

We wanted to make a connection with, with Wailuku and the sense of place. And so in terms of our material, some of our material and finished selections, we're very cognizant of, one, that in response to the surrounding wood buildings that we would either be

featuring a screen elements that that are wood like or incorporating a concrete form work that that mimics wood planking. And because the concept of water has been so central to the story of Wailuku, you know, a lot of our guardrails does have this wave like pattern in response to that.

Just to promote a sense of openness. Again, line of sight for sense of security, but then also just to reduce the sense of bulk. Most of our either vehicle, vehicular cable or vehicular barriers and our guardrails are all cable reel type.

This image is a view if you're standing on Church Street looking makai. This is the one -- I'm sorry, the Main Street Promenade building here on the right. This is that Pili Street connection leading down to Market Street on the left here. And in the middle here, this is that main vehicular entrance, exit going in and out of the parking garage. And again, so you can see in relationship to neighboring buildings, we're, we're pretty, we're pretty well within the allowable limits here.

This view is if you're on the Main Street edge of the municipal parking lot, looking towards Vineyard Street. The Wailuku Executive Center is here. It is shown, the outline is shown here on the left. Our pedestrian promenade is down here on the right, and so, again, you can see it in relationship to the adjoining structures and our building envelope.

And then finally, this is the view if you're standing on a pedestrian promenade looking mauka. This is the MAPA, the Main Street promenade building, Wailuku Executive Center back here, and you can see the ceiling height in here on that ground floor is, is pretty generous again for to host – to be able to host community events. This is all the stairs along the edges that leads you down to the pedestrian promenade, and then our elevator here.

Okay. As I was mentioned before, you know, our material palette and, and selections were really geared towards instilling a sense of place. So, you know, we're painting the ceilings of each level a different color. For one, this was, you know, we wanted to introduce a kind of playful sense and help reduce a sense of scale. But they had also aids in wayfinding, you know, each level will have its own color. And then the colors were, our project advisory committee, helped us select these colors based upon Wailuku plant colors that were used for to . . . (inaudible) . . . and kind of help tell the story about Wailuku. So these are those three colors here.

And, I guess, as I mentioned, you know, in response to the wood buildings in the area, you know, on some of these concrete walls would be treated with this wood grain board pattern. And then our fencing and screens will be this will be this wood-like aluminum fence treatment. And again, in conjunction with our Culture Advisory Committee, again, trying to introduce that sense of water, the story of water into Wailuku with these wave

patterned guardrails. These are laser cut aluminum panels that will be powder coated for durability.

And this is a, this is a -- we'll also have cast rock veneer. It basically looks like moss rock on along a lot of our planter type walls that grade. These images here, this is an example of electric vehicle charging station. This is what that rolled down grill would look like at that brown floor ramp to secure the upper levels after hours. And then most of our lighting fixtures have this metallic finish. And as I was mentioning before, just to provide that sense of openness, line of sight, and just reduce the bulk or sense of bulk are vehicular barriers, and, or just guardrails will be of the cable rail type.

And in keeping with that, that kind of edge condition along the garage perimeter where we have our vehicular cable barriers, we're adding another layer of protection. In this upper image here along the edges that where the garage borders buildings, such as the Wailuku Executive Center, or Main Street Promenade Building, to come in compliance with the MRA zoning codes, we're providing these perforated metal panels to help screen car headlights from view. And then on the other edges, this is the makai edges along the promenade, to prevent kind of climbing on those cable rails, we're installing a metal wire mesh that will protect those as well. But still, again, maintaining that visual sense of openness.

And then finally, just to provide an update on schedule and where we are. Currently, we're under a permit review with county agencies. We have received ADA accessibility approval from the State Disability Communication Access Board. The construction contract has been awarded to Hawaiian Dredging, and we're currently working with them on just the preliminary construction activities leading up to construction. And the plan is in that December work would start on that access road here in advance of any vertical construction. Again, this will provide access to, maintain access for all these businesses and properties during vertical construction, which is anticipated to start next April. And at that time, the municipal lot will also be closed. Again, vehicular and pedestrian access will still be available here. And then the, the, the overall construction for Phase 1B is anticipated to conclude in the first quarter of 2022.

And so with that I can kind of open up to any questions or comments that you might have.

Mr. Ball: I have few questions, Chair.

Ms. Lindsey: Keone. Thank you.

Mr. Ball: If you want me to go first.

Ms. Lindsey: Yes, please.

Mr. Ball: Question, David, you know on this...let's see, on that road that you're going to start first, right, that pedestrian street. And then it backs up to those existing buildings, right.

Mr. Akinaka: Correct.

Mr. Ball: And right now, there's kind of a fence there, right, sort of that I think is on the private property. But is that going to, is that area going to lend itself? Because I would guess that some of those businesses might take advantage of now that pedestrian street on the other side, right, of Market and have their businesses maybe open out that way as well.

Mr. Akinaka: Yes.

Mr. Ball: And so I saw that there were like chairs and something along there, right? And so are you, are you guys working with them as far as tree placement and things like that, that it's not sitting in the, you know, middle of their fence or something like that?

Mr. Akinaka: Well, as you said, I mean, I think the goal from the beginning has been to open up that opportunity that basically these properties can have two frontages, right? The Market Street side and the Promenade side. And as Grace mentioned, you know, we're maintaining the existing walkways into them to maintain access there. But, you know, I mean, the good thing is that along this edges here, you know, if they do redevelop, it is landscaping so there's, you know, it's not like all totally concrete and things like that so --

Mr. Ball: Right, it's a big concrete wall.

Mr. Akinaka: -- there's an opportunity in the in the future for them to coordinate with the County on, on, on this back frontage.

Mr. Ball: Okay. I have a few more questions, but I can wait so the others have their --.

Ms. Lindsey: I think maybe we should do a round robin style. Can I --. I guess, Gwen, do you have any questions?

Ms. Gwen Hiraga: No, not at this time. Thank you.

Ms. Lindsey: Okay. JoAnn?

Ms. JoAnn Ridao: Yes, the only real question I have, I guess would be for the County. The grassed area that's going to be there while we await the further construction, is that going to be maintained by the County?

Ms. Wade: So all of the landscaping is planned to be maintained by our Clean and Safe program, so that budget item will have to be expanded for the upkeep of the zone. But they will be the ones we'll ask to be regularly maintaining the property.

Ms. Ridao: Thank you.

Ms. Lindsey: Okay, George, do you have any question?

Mr. George Kaho'ohanohano: Yeah, I have one. Looking on, looking on I guess it's page 17 of your drawing, regarding the security camera. I noticed most of the cameras cover everything except for that last level. The last level on the left side of the, the parking lot there's no, no, no, no line of site because there's a top level. So there's nothing to look at what's going on. Am I, am I correct on that? Because I see only five cameras.

Mr. Akinaka: Yeah, I think the idea was that, you know, these cameras that are facing towards, towards on Main Street, they would be able to cover this this zone here.

Mr. Kaho'ohanohano: Okay. Because even the last camera -- even the last camera on the, I believe, is the Church Street side, you seem to look like you have five or six stalls that have no coverage other than the one going towards the . . . (inaudible) . . . And I don't know what kind of resolutions we are having on the camera so it's kind of difficult to say.

Mr. Akinaka: Gotcha. Gotcha. Yeah, I think, again, I, I think their idea was that, you know, that this camera facing towards Church Street would capture this bank of parking here. But, you know, I can mentioned that to our security consultant.

Mr. Kaho'ohanohano: Yeah. I mean --

Mr. Akinaka: Just so that they're aware of it.

Mr. Kaho'ohanohano: Yeah, I mean, just a, just a concern for me because you have parking lots have been notorious for having problems.

Mr. Akinaka: Yeah. We'll bring that up with them just to make sure.

Mr. Kaho'ohanohano: Thank you. That's all I have.

Ms. Lindsey: Thanks George. Keone, do you have any other questions?

Mr. Ball: Yeah. The -- I didn't notice like any bike racks mentioned. Is there plans for bike racks?

Mr. Akinaka: Yeah. It is part of our overall goal to encourage multimodal transportation. The bike racks scope did get deferred to the Phase 2 project. But that, but that is certainly a part of our intention is, yes, it's to support all means of transportation for the community.

Mr. Ball: Yeah. Or even, you know, the personal bike racks or even those, you know, those rent-a-bike or whatever type setup, right. And I don't know what they need for that if they need electrical or whatever for those, but we should probably think about that before that, right? I don't know.

Mr. Akinaka: Yeah.

Ms. Lindsey: Are you talking about . . . (inaudible) . . . kind of thing or like --

Mr. Ball: Yeah, yeah. Well both, right.

Ms. Lindsey: Yeah.

Mr. Ball: . . . (inaudible) . . . you know, ride their own bikes and then maybe even then option for that kind of rental bike. And I don't know if they need, you know, if they need utilities at that site. I don't know if they're all enclosed or --. But I mean, it seems like there's enough area around, you know, the site that that we could install something like that, probably fairly easy.

Ms. Lindsey: Good question Keone.

Mr. Ball: But it would be nice if there are cameras on that bike rack also, yeah?

Mr. Akinaka: Right.

Mr. Ball: Security with . . . (inaudible) . . .

Ms. Lindsey: Okay. Gwen, do you have any questions?

Ms. Hiraga: No, I don't. Thank you.

Ms. Lindsey: Okay, JoAnn. JoAnn, any questions?

Mr. Ball: You're on mute.

Ms. Lindsey: I'll skip you for a second. George, any other questions?

Mr. Kaho'ohanohano: No, I have none. I'm done. Thank you.

Ms. Lindsey: Okay. As far as me, I don't really have any questions, but I do appreciate your use in non-native plants, and the thoughtfulness of the design. I also do wonder if that grass area will be maintained because before this it was like a, like looked kind of like a pasture with tall grass. So I think at minimum that maintenance on that grassy area is needed. Keone, back to you, any other questions?

Mr. Ball: Yeah, staying on that grass thing. Have, have, have you looked into doing that fake kind of grass? Because I mean, that could be a while there, right? And, you know, that fake grass is low maintenance for sure. And I don't know, it holds up quite a bit. And then maybe can also be sold off at, you know, when it's when the structure goes up. I don't know if that's a possibility or look in that. It might be much as the maintenance and, you know, for the regular grass. But --

Mr. Akinaka: We can certainly ask the question to the general contractor to see what, you know, if there would be a price differential from installation standpoint and in relationship to the temporary planting and irrigation with the temporary lawns.

Mr. Ball: Yeah. Because I have no -- I mean, I know that stuff is expensive at the get go, right, the fake grass. But if it saves on, you know, the maintenance doesn't have to be done now and all that stuff. I mean we could also re-coop cost when, when we sell it. I mean when the structure comes up, right, we could sell that stuff off. I don't even know if that's possible but, you know, I mean, because I'm sure the cost to seed and irrigate that would be cheaper than the purchase of the of the fake grass. But in the long run, right, like, what are we looking at? So --

Mr. Akinaka: Okay. Yeah, no, we can we can start looking into that.

Ms. Lindsey: I had a -- going back to that question on the pedestrian park promenade that parallels Market Street. There, there I know there's at least one building there that only the accesses from the rear. So do you know how long it's going to take for that to be done or have you talked to them? I think there's like there's at least one business back there who will not, who doesn't have Market Street access. Did you talk to those guys about that or . . . (inaudible) . . . ?

Ms. Wade: I can take that, David, if you want me to.

Mr. Akinaka: Sure.

Ms. Wade: Yeah, so Brian Ige, our construction manager, has been working with there's two tenants that have exclusively have access. Actually, there's two facing Market Street, and then the Calvary Church only has access from that access road. So the total construction time for that is going to be about four months, or it's scheduled to be four months. We're hoping it can go faster, but the construction manager has been identifying alternatives for them to access their properties in the interim.

Ms. Lindsey: Okay. And I'm assuming the bank also wants their parking, but maybe they're fine now because there's less parking needs in Wailuku.

Ms. Wade: More and more what the bank told us is there's folks who are tech savvy, are just using online banking almost exclusively. And the majority of their senior clients like to park out front on Market Street because there is the pedestrian ramp now is very uneven. It's not ADA compliant. The stairs are a little bit steep, so I think they're, they're right now doing pretty good, just using the Market, using primarily the Market Street access. They have signed their right of entry agreement for this as well, so . . . (inaudible) . . . the schedule and the impact.

Ms. Lindsey: And Keone, do you have any other questions?

Mr. Ball: Yeah, I got a couple more.

Ms. Lindsey: Okay.

Mr. Ball: You know, we talk about those community events on the ground floor and whatnot, right. But we don't have any restroom area designed into this, right? I mean, I guess I assume that we're going to have them in the, in the civic side of it. But do we have any thought on that? Was it cost prohibitive, you know, and we just bring in restrooms, or was there any thought put into that?

Mr. Akinaka: Yeah, I mean, it is partly the budget scope and, and honestly space. We did in designing the parking garage, we really tried to right size it. Basically, you know, still provide adequate lane widths for cars. But we, we, we really tried to squeeze the garage down to reduce its footprint and help reduce the overall construction costs for it. So, yeah, I think the restrooms might, might have been a, might have put us over. And, and the idea, yeah, is that the civic building will eventually provide that function and that maybe in the interim, you know, as with a lot of these community events that it might be serviced by, you know, that type of event specific.

Mr. Ball: Yeah, and maybe we have those, that other one across Market, right?

Mr. Akinaka: Yeah, right in that little square area.

Mr. Ball: Yeah.

Ms. Lindsey: Yeah, and for like the larger events, like First Friday, like, I don't think they'd bring in toilets. I think there's some in the American Savings Bank parking lot. But other than that they're -- I don't think they have, they bring in anything else. I could be wrong. Thanks. JoAnn and Gwen, if you have any questions, let me know. I don't want to just keep asking and then you -- I don't want to forget about you.

Ms. Hiraga: I'll let you know if I have questions.

Ms. Lindsey: Okay. I had a question about that MAPA walkway. It's a really narrow walkway. How long how wide did you expand it? Because you said you put lights, and - -. Was that the right -- so I'm thinking about the right place?

Mr. Akinaka: Yeah, no, that's right. I'll go back to the slide here. So it is. It's a very narrow path there. And I think it's still going to be about three-feet wide, thereabouts. The other thing that makes it very narrow and kind of hard to navigate right now is that there's a handrail along most of it. And the way we were able to, one, it's for accessibility, just to make it more level. And, but, by, by doing that, then we're able to be able to demo that handrails. So you have more shoulder room there. I've, I've walked in there with someone coming the other way and you kind of have to, like, either scoot up against the wall to let somebody else pass by. So there will be a little bit more shoulder room just by getting rid of that handrail on the, on the, on the side.

Ms. Lindsey: Yeah, that is pretty narrow. And I could see it being underneath in the evening, feeling unsafe in the evening so I appreciate the lighting there. Keone?

Mr. Ball: On the security cameras, who's the monitor of that and where does the footage or whatever go?

Mr. Kaho'ohanohano: Good question. I was going to bring that up.

Mr. Akinaka: Erin, do you want to take that one?

Ms. Wade: Yes, I'll take that. So it's probably going to go to two places. One, because we're intending to outsource the operation of the parking structure, it would be to the vendor operating. The County of Maui also has a security systems vendor that we utilize who would likely also have access to the feed. So all of our campus here has security cameras that the majority of the folks in Management can check on their phones, all the time, any time to see who's doing what, where. And then this would -- we would have a link in to the parking structure also and that includes MPD. So MPD could be able to do the same.

Mr. Akinaka: Depending how that parking vendor wants, vendor wants to operate, we have provided here a security room here for them if they so choose to use that. But yes, I think it will depend on the vendor.

Ms. Lindsey: I think with that, regarding that sign on like how many spaces is available, I feel like, personally, I feel like that's not Wailuku. I don't know if it's . . . (inaudible) . . . almost visually obtrusive with the like prettiness that's around. I don't know exactly what front that sign is going on, but I don't really like that.

Mr. Ball: For helpfulness, they're super helpful . . . (inaudible) . . . That thing is giant. It's getting to be like, oh.

Ms. Lindsey: Yeah.

Mr. Ball: You know . . . (inaudible) . . . light up the street. So maybe some sensitivity on the size of it.

Ms. Wade: There is a smaller version of that sign that Julie brought up. And all it is, is basically it's a really, it's kind of a low ground sign. And all it does is identify if there's a vacancy or if it's full. So it doesn't tell you -- it can be much smaller if it's just saying their space or there's no or it's full. And what we've you know -- the question too of reliability, of how, how accurate is it, if there is an exact stall count, you really never know. So it could be an option that we just looked to the more simple indicator. It could be a symbol to say like if it's full or if there's vacancies.

Ms. Lindsey: Yeah. In other places I know it's helpful because that's where the entrances is that is right by that number so I know for a little while at least there's a learning curve like getting into the parking lot. But I'm assuming this is mostly going to be the residents who are familiar with it. So after that learning curve, I'm not sure. And with the larger car size here, I feel like that makes the number count off often.

Mr. Ball: I mean, personally, I like to count because then when you go in there, you know, if you're looking for the magic one stall or if you got a hundred stalls, right, you're like, okay, I got plenty, I got plenty to go. After that, I kind of like the count part of it, but --.

Ms. Lindsey: Yeah, I agree. I agree.

Mr. Ball: But I do think it should be sensitive to the size of it. You don't want something gigantic.

Ms. Wade: Chair, if the board members' questions are wrapping up, I know that the planner does have a staff report analysis. And then we also need to accept public testimony on the item. So before deliberation.

Ms. Lindsey: Okay.

Mr. Ball: I only have like two quick questions.

Ms. Lindsey: Okay.

Mr. Ball: One being is there --? You know, back when I was when I went to college we had this movies on the on the roof of the parking structure, right. And so obviously you need some utilities up there. And we talked about maybe having something up there also, right, because of the views and all that. So is there -- is that, is that available up there for, for -- basically my question, is there power and utilities on the on the roof for to hold events up there?

Mr. Akinaka: Yeah, I'm pretty sure we have convenience utility outlets throughout the structure. You know, you need them for just maintenance equipment, that type of thing.

Mr. Ball: Okay. And then my other question, if that's okay, Ash.

Ms. Lindsey: Go ahead.

Mr. Ball: You know, we you talked about the 40 additional stalls for electric vehicles. Is there a study out that tells you that 40 is the right number or are we just guessing at that? Or how do we how did we come up with the 40 stalls additional?

Mr. Akinaka: I think we, we were kind of basing it on just I don't think it was a strict market analysis, per say. But it was an amount I think, you know, just working again with the stakeholders and with the County that seemed reasonable, and one that we were able to accommodate in terms of electrical utilities without kind of going overboard and having a completely oversized service into the building. Like it's kind of a balance. And those, those, those basically would be distributed kind of throughout the different levels. So it wouldn't be just, you know, in one location. So, you know, a lot of them are like along this central, central area along the, the ramps, but then also along the edges here close to elevators for this accessibility.

Mr. Ball: Yeah. And that does it for me, Chair. Thank you.

Ms. Lindsey: Okay. Any other questions from the other members?

Ms. Hiraga: I just have one quick question. Following up on Keone's question about electric vehicle stalls. Isn't there a standard, you know, that needs to be follow based on the number of stalls?

Mr. Akinaka: Yes, and so --

Ms. Hiraga: So is . . . (inaudible) . . . Yeah, it's by state law, right?

Mr. Akinaka: So we followed -- and it gets very confusing because you get accessibility requirements too. So at the end of the day one is required, but to provide adequate accessible use of the EV charging station, in effect you have to provide at least two so that that's what we've done. Again, this is part of the value engineering effort that we've been undertaking. So but we do comply with the state code.

Ms. Hiraga: Okay.

Ms. Lindsey: Okay, any other questions? Hearing none. Thank you, David.

Mr. Akinaka: Thank you everybody. I'll hand the reign over.

Ms. Lindsey: Okay Erin.

Ms. Wade: So, Scott, I can't see you anymore. But if you're still there and wanted to present the staff report analysis, you're welcome to do so now.

Mr. Forsythe: I am here. Can you see me?

Ms. Lindsey: Yes.

Mr. Ball: Yes.

Mr. Forsythe: Good. All right. So the department's analysis begins on page four of your report. And there is quite a bit of detail to look at.

Mr. Michael Hopper: Madame Chair?

Ms. Lindsey: Yes?

Mr. Hopper: You may want to do -- if you're going to do public testimony, you may want to do that before you get into the staff report. Usually that's done after questions, before the staff report.

Ms. Lindsey: Thank you. Are there any -- is there anyone who wanted to testify today? If you're on the phone, please say so right now that you want to testify. If you are online, can you please put it in the chat box? I'm going to give it a minute, maybe 30 seconds. Okay, not seeing any. Okay, can you continue, Scott, please?

Mr. Forsythe: Sure. No problem. Yes so going back to the beginning here. Page four of the department's report begins with the analysis section. And there's quite a bit of information to go over when looking at the design of the proposed project. I don't think I will get into every item that is addressed as the design guidelines. There are a number of recommendations, there are some policy recommendations, features to enhance, and then the design guidelines gets into more of the specifics about what character the commercial mixed use district should be. I extracted the parts within the design guideline that I thought were most relevant to this project and incorporate, incorporated that into the report. So I won't get into detail here unless anyone has a specific question possibly on the department's report.

Ms. Lindsey: Okay, I'm going to do a round robin style again, starting with Vice Chair Keone.

Mr. Ball: I'm good. Thank you.

Ms. Lindsey: Okay, next Gwen?

Ms. Hiraga: I'm, I'm okay, but I do have one question on the procedural matters, Scott, if you don't mind, page four.

Mr. Forsythe: Sure. What's the question?

Ms. Hiraga: Well, my question relates to whether it was August 6th, or August 10th that an updated application was filed for revisions? Because page two makes reference to filed on August 10th, but page four says August 6th. So was there one in between?

Mr. Forsythe: Yeah, I think what happened here was that it was e-mailed to me on one date, and then there was a formal transmittal on that other date.

Ms. Hiraga: Okay, got it.

Mr. Forsythe: And I believe that was where the discrepancy is at.

Ms. Hiraga: Okay. Thank you.

Mr. Forsythe: Certainly.

Ms. Lindsey: Okay, JoAnn?

Ms. Ridao: No questions.

Ms. Lindsey: And George, any question?

Mr. Kaho'ohanohano: No questions.

Ms. Lindsey: Scott, I guess there's no questions. Does this mean we move on? Erin, I'm not sure how many items are under this one.

Mr. Forsythe: Yes. So, if there's no questions on the analysis portion, then, Erin, what is next?

Ms. Wade: Next is board discussion and voting.

Ms. Lindsey: Okay. The table is open for discussion...starting with you, Keone.

Mr. Ball: I think we've, I guess, we've kind of talked about everything that I needed to talk about.

Ms. Lindsey: Gwen?

Ms. Hiraga: Yeah. I don't really have a question, but I, I do think that what Scott did in terms of the analysis and adjusting all of the different items as responses, I think it's, it was good.

Ms. Lindsey: Okay. JoAnn, any comments or discussion?

Ms. Ridao: No further discussion. I just agree with Gwen that the staff report was very comprehensive and appreciated. Thank you.

Ms. Lindsey: George?

Mr. Kaho'ohanohano: Nothing for me. Thank you.

Ms. Lindsey: Thank you, Scott, for the thorough report.

Mr. Forsythe: Certainly.

Ms. Lindsey: Now we vote.

Mr. Ball: I think we need a motion, yeah.

Ms. Lindsey: A motion, okay. Anybody want to put a motion on the table?

Mr. Ball: I guess I can try. I think it's here on the last, on page 13, really, right, is that the MRA adopts the Planning Department's report and recommendation prepared for the September 25th, 2020 meeting as its Finding of Facts, Conclusion of Law, Decision and Order, and authorize the Planning Department to transmit that decision on behalf of the Maui Revitalization, or Redevelopment Agency I should say.

Ms. Lindsey: Okay, a motion is on the table. Do I have a second?

Ms. Hiraga: Second.

Ms. Ridao: I'll second that motion.

Ms. Lindsey: Second by -- I wasn't sure who said that.

Ms. Hiraga: Well, both JoAnn did, but doesn't it matter.

Mr. Ball: Jun-ken-po.

Ms. Lindsey: Second by Gwen. All in favor?

Mr. Ball: Aye.

Ms. Hiraga: Aye.

Ms. Ridao: Aye.

Mr. Kaho'ohanohano: Aye.

Ms. Lindsey: Anyone opposed? Any abstain? Okay.

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

VOTED: to adopt the Planning Department's report and recommendation as presented.

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

Ms. Lindsey: Everyone is in favor. Sorry, I don't know that. My words are losing me right now.

Mr. Ball: Motion carried.

Ms. Lindsey: Motion carried. Okay, so Erin, I'm assuming we're moving on to department updates. Thank you, Scott and David, for your work. It's really appreciated.

Mr. Akinaka: Thank, thank you all to the board, to Erin and Scott. We appreciate all the support you've provided, and guidance, during the design process.

Mr. Ball: And thank you, Reece, too even though you didn't say anything.

Mr. Akinaka: Okay.

Mr. Forsythe: Thank you guys.

Mr. Akinaka: Well, have a great weekend, everybody.

Ms. Hiraga: Bye.

C. DEPARTMENT UPDATES

1. Church and Vineyard Street Improvement Project Status

Ms. Wade: Next item on the agenda is department updates. So just to let you know, I'm going to share my screen real quick with our construction schedule. Let me know when --. Okay, can you see the schedule?

Ms. Lindsey: Yes.

Ms. Wade: Okay, super. So this was, this green bar shows the Church Street construction. You may have seen, if you've been in the neighborhood, they're starting to line out Vineyard Street, which is going to get partially closed starting this Monday. So the Lower Vineyard Street construction is going to be underway this month through January.

And then I'm going to jump down here, those access road improvements, what we were just talking about the access is to the businesses, that's going to happen before the construction at the municipal parking lot starts. So we'll be doing this starting a little bit in December, but holding off mostly until after the holidays to give folks the best opportunity possible, or retail at least, the best opportunity as possible to get in before get shoppers in. And then moving right to Upper Vineyard Street after the Lower Vineyard Street construction. So the access road and Upper Vineyard Street are going to be happening concurrently.

In April would be our plan to start work on the municipal parking structure that you folks just approved that designed for. And as Scott said, we do have the contractor underway, but of course, we're waiting for final approvals. During this time while we're finalizing Vineyard Street, we are in the lot consolidation process for the parking structure, getting final building permits for the parking structure. So essentially this is the schedule we're looking at.

2. Wells Park Temporary Parking Status

Ms. Wade: And I don't think the Wells Park is on here for some reason, but starting in November, we will have the Wells Park temporary parking lot developed. And we have received approval from Planning Commission for the temporary parking permit to be parking there starting in November.

3. Wailuku Shuttle Update

Ms. Wade: The Wailuku shuttle, so I'm not sure if I've shared the branding materials with you folks. But -- I have not?

Ms. Hiraga: No.

Ms. Wade: But you might have seen -- so much shuttle, the shuttle contract was finally awarded. We did have a potential protests. We made it through that process. The shuttle contract was awarded to Polynesian Adventure, and they have been doing test runs for the last weeks, just working out the routes that we had been looking at for quite some time. The branding I think I showed you earlier, it's called The Bee, make a beeline to Wailuku, and then all of the stops are identified as different Hawaiian flowers. They've done a -- Linn Nishikawa did a really great job on the branding materials. Trying to pull that up while I'm, while I'm talking to you folks.

So I wanted to share with you that October 6th we'll be doing the blessing for the shuttle. I would love it if you all could have come, but due to COVID and the size of gathering requirements, we've got to keep it to 10. And with just making sure we get the drivers and everyone covered, it's going to be a pretty small group of the Kahu and the folks from Safeway and the drivers. But we're looking forward then to starting operations on October 6th, and we'll be doing a big PR push in the next couple of weeks to tell folks how to log on, how to how to become a rider, basically, and where they can pick up all the shuttles. So that information is going to be pretty quickly --.

Just trying to pull up. Sorry I didn't have this ready to go. So signs, pull this over here and share. So this is the rider card that they would be issued. It's like a Maika'i Card, you know, a membership. So we do have a platform for them to sign on to become a ride essentially. So each time they get on and off the vehicle, they would be scanning their card. It will give us a little bit of demographic information so we'll know where do they work, what stops are they getting on and off at. We'd like some age demographic information for folks that are willing to fill it out to give us an idea of who continue to market the service, too.

And then we've also talked with Baldwin High about allowing students to ride it once the tennis and, the tennis clubs and things start going again. They have their tennis clubs that now walk to Wailuku, and there's some sidewalk so they might be able to jump on that as well.

The pickup at Safeway is going to have this sign. The pickup is in the area where the loading docks are. I'm not sure if you're familiar with the Safeway. When you're looking at Safeway Maui Lani, all the way to the right are loading docks. Past that there's sort of an overflow parking area. That's where the pickup will be, and we'll have these pickup signs there.

At each of the stops, there's this little sign that's just -- it's about the size of the same Maui Bus signs, so on those on the post where the Maui Bus pickup is there will also this to indicate that the shuttle picks up there and then the stops are all branded according to . . . (inaudible) . . . Basically this was with . . . (inaudible) . . . farm assisted us in identifying native plants and where the ahupua'a of Wailuku these plants might be located. So the uppermost stop is, of course, the Ohia Lehua, and as you get down closer to the water, there's more seashore types of flowers that are consistent with mauka to makai of Wailuku.

So this is our branding. I think the buses are fully wrapped now. I'll have to pull up Linn's. Oh, you know what? I had to delete the photos she sent because they were so huge. But they are running the routes. So if you've seen them, they have these, they have this honeycomb pattern on the side of them. And then it says
The Bee right in the front as well. They're 22 passenger vehicles and they're ADA compliant. They're air conditioned. They have hand sanitizer on them. So you walk in, it's a hand sanitizer dispenser immediately. They wipe down the buses after each run. And so there's full protocol. There's also a plexiglass divider between the driver and the riders. So I'm excited, too, for this to demonstrate opportunities of how transit can be safe even in these kind of times. They'll also have -- they will have the surgical masks for distribution if folks don't have when they get on the bus, but they're asking riders to all wear masks while they ride and to socially distance and space apart by rows if . . . (inaudible) . . .

So I kind of did one through three. I wonder if there's any questions on any of those items that I covered.

Ms. Lindsey: So just a quick question on the bus pass. Is it just open for everyone or you have to have special, like, how are you limiting it or are you not limiting it?

Ms. Wade: We're limiting it to folks who live and work in Wailuku. So we're asking everyone to fill out basically an application. The other thing that that has is a liability waiver. So when you sign up, if you acknowledge that not all of the stops are fully ADA compliance. So like at the Safeway, for example, it's, it's just sort of in the, in the parking lot. So it acknowledges that the conditions are to the best of the ability of this existing pickup and that kind of a thing. So that's the requirement.

Part of the issue in terms of ridership is we want to make sure it is for essentially commuters and people doing business in Wailuku. That it's, that it's not people just bored with their day and wanted to ride the shuttle around. And so we are asking people to identify where they live or work in Wailuku to be able to qualify to ride the shuttle.

Ms. Lindsey: So there is a full filtering process in, right?

Ms. Wade: So one of the questions, one of the things that actually came up that I found super interesting was when we met with Alan . . . (inaudible) . . . at Safeway, he said their numbers are down so much at the Lahaina store, their Safeway, Lahaina Store, that they're bringing staff over to the Wailuku and Kahului store. But one of the problems for them, because a lot of them do ride the bus, so one of the problems is getting them back up to the direct line that goes to Lahaina bound. And this is really actually going help their employees a lot, too, that are coming over from Lahaina because they won't have to go back to Kaahumanu and wait for the next half hour and then head out on the Lahaina bound. So, it's a good partnership.

Ms. Lindsey: And other questions, Keone?

Mr. Ball: I like, I like the concept. It's a fun little concept and all that and, I think I applaud you guys for that. I think that's a really cool idea. I have a little bit of concern, but I'm willing to let it play out on, you know, we're limiting it to the residents and the workers. But I, I'm kind of guessing if you, if you're just going to Wailuku to go shop or something like that, you're going to find parking, right. But these is, this is more for like the county employees that used to park in the parking area, right, and so they need a long term parking. And so they can feel good about like, okay, I'm going to leave my car there, I get a ride up, I got a ride back, right, is the idea behind all this?

Ms. Wade: That's, that's exactly right. It's also for jurors. So right now, if you've ever been a juror, you get a notice that says park in the municipal parking lot, which is going

to be out of service. So jurors now when they get their, their notification will be told to park at the Safeway parking lot, and to jump on the shuttle, to come into town.

Mr. Ball: Sorry, Ash, is this going to start in January then?

Ms. Wade: No, it actually, it's starting in October. So we'll be starting next month. That'll hopefully that's going to allow us to work out whatever kinks we have before the municipal lot is out of service.

Mr. Ball: Cool.

Ms. Lindsey: Gwen, questions or comments?

Ms. Hiraga: Yeah. Wasn't -- is Foodland, I thought I saw Foodland on your schedule as well. So is it . . . (inaudible) . . .

Ms. Wade: Yeah.

Ms. Hiraga: So what is the status with Foodland?

Ms. Wade: So the parking at Foodland we've run into a bump in the road with that and it's directly related to them not have some final approvals with the Planning Department. And so any improvements that we needed to make relating to a temporary parking area we can't make without those approvals. So we can still do the pickup in that location, we just, we can't advertise a parking area there. So until the neighbors and one of the things we're looking at instead is moving the stop up to is that Maui Lani Parkway, the one that connects right up to Honoapiilani Highway, right at the intersection where Foodland is. Putting the pick right there because then folks coming down from the upper Kehalani neighborhood could also jump on if the stop wasn't all the way into the shopping center, which is be more disconnected. So you could walk. Now, I know at the County we've got a lot of employees that live in that upper Kehalani neighborhood.

And one of the nice things about that Kehalani is even though there's a bunch of dead ends into the main road, there's pedestrian connections that go all into the main, into the spine road that goes up. So folks could walk down and then pick up right across the street from upper Kehalani. There is a stop in Lower Kehalani where the existing bus stop is. So we do pick up there.

Ms. Hiraga: Okay. So after Foodland receives its approval from the Planning Department then it would be another area for The Bee?

Ms. Wade: Right. Yes. We can transition back into picking up there.

Ms. Hiraga: Okay.

Ms. Lindsey: . . . (inaudible) . . .

Ms. Hiraga: Yeah, that's it.

Ms. Lindsey: Okay. JoAnn, any questions or comments?

Ms. Ridao: Yes. First of all, I did see The Bee, and it was kind of exciting to see that. I said, oh, that must be the bus. But, the question I have and I know that this is controversial and kind of personal for people, but are we able to have a little sign on the bus that says masks are required?

Ms. Wade: Yes.

Ms. Ridao: To ride the bus?

Ms. Wade: Yes, we will have that.

Ms. Ridao: Okay. Thank you. That's all.

Ms. Lindsey: Okay thanks JoAnn. George, do you have any --

Ms. Wade: . . . (inaudible) . . . that Lynn is doing a little etiquette, bus riding etiquette 101. Because one of the other things, it's like, I didn't know. You learn a lot when you start operationalizing things with folks, but getting on with hot coffee, you know, there's different, there's all kinds of different protocols. Sanitizing your hands as soon as you get on and off. So we will have like a little rider's etiquette thing as well, and expectations.

Ms. Lindsey: George, any questions or comments?

Mr. Kaho'ohanohano: No, I think it's a great news so far.

Ms. Lindsey: Okay, good job, Erin. Thank you.

Ms. Wade: Sure. Did you want me to --? I'm sorry. I'll try to be fast, but I had Clean and Safe, Small Town Big Art, and upcoming agenda items.

Ms. Lindsey: Yeah, please continue, Erin.

4. Clean and Safe Program Status

Ms. Wade: Real quick, clean and safe folks, they are still out there doing their work, every single day. And it's getting more and more popular all the time. We're working with Paia right now to try to assist them in a few ways. And of course, the Lahaina program has now started as well.

Mr. Hopper: Just a reminder, Chair?

Ms. Lindsey: Yes.

Mr. Hopper: You should take, ask for testimony on these items as well. They are considered agenda, agendas items so . . . (inaudible) . . .

Ms. Lindsey: Okay.

Mr. Hopper: Just in case there's testimony. Sorry, I just didn't want to forget that.

Ms. Lindsey: Okay, are there public testimony on department updates, C.1. through C.3.? C.4, which was already covered, or C.4 through C.7? I'm going to give like 10 seconds to put in the chat box or say or say it if you're on the phone. Okay, assuming no one, hearing no one. Erin, I guess you can continue. Hopper, will that suffice for public testimony? I'm not sure if this.

Mr. Hopper: That's fine. It sounds like someone would be able to have the amount of time for each agenda item. If you want to ask if there's testimony on any of the items at once, you can do that. I think that that's sufficient. As long as you're clear that no one wants to testify on any of the items under C, one through seven. I think you did that, so that's fine.

Ms. Lindsey: Okay, thank you. So Erin, Clean and Safe.

Ms. Wade: Yes. So anyway, they're, they're out and doing their work. I would encourage everyone to next time you're in Wailuku take a look at the plaza. This is the first year that we've had full time landscape maintenance there that was added, and the native plants are really flourishing since that's happened, and it looks really, really great. So that's thanks to Leslie and Tomika, who are out there doing the plant care.

5. Small Town Big Art updates

Ms. Wade: For Small Town Big Art, we're, we're going to start bringing artists back. We had paused the work that we were doing for Small Town Big Art because we couldn't do

the gatherings, and there was some confusion about what was going to be allowed and what wasn't and it was hard to plan ahead.

In October, we're actually bringing back one of our bigger artists, Eric Okdeh, who did the mural corner of Market and Main that kind of started the whole excitement about doing art in Wailuku. So he's going to be doing the Lao Valley facing wall on the Main Street Promenade. That's the wall that he selected to work off of, and he'll be working with their board on finalizing the content for that. He arrives the second week of October and will work through the end of October. And he'll be doing his little quarantine first so we have to obey all the protocols.

And then we're also going to be bringing back the Dia de los Muertos. So last year was supposed to be the first annual Dia de los Muertos. And unfortunately, we won't be able to do the in-person one again this year, but we will be doing an online virtual program and Instagram campaign kind for the Dia de los dressing up and creating shrines. And then Wailuku coffee companies going to be doing their shrine in-house again as they sponsored last year's program.

And then I'll let you know, we are unfurling several new projects so I'd love to give you a bigger update in either they're written or if we have another meeting in October, I can let you know then. But that's what's happening coming up in October.

6. Upcoming agenda items

Ms. Wade: I don't have any agenda items. Scott, if you're still here. Scott, do you have permits pending for the MRA for October?

Mr. Forsythe: I do not. No.

Ms. Wade: I don't have anything major coming up for October, but I will keep you posted, Chair.

Ms. Lindsey: Thank you.

7. Proposed Meeting Schedule for Calendar Year 2021. The Agency may take action to approve or modify the meeting schedule.

Ms. Wade: And then finally, the proposed meeting schedule for 2021 Leilani provided him a packet. I misplaced my schedule. Leilani, do you have the schedule that you would be able to screen share?

Ms. Lindsey: I can hold mines up.

Ms. Wade: Okay. Essentially, it's stayed the fourth Friday of the month unless there is a holiday in close proximity. I don't know how you folks feel about keeping the time or if you would prefer a later time. When we had a lot of community interest, of course, we moved our meeting time to later in the day, and I'm happy to accommodate that too if that works better. Just let us know.

Ms. Lindsey: Anyone have any interest in changing the meeting time or is this good or -
-?

Mr. Kaho'ohanohano: Yeah, for me, I think, that having the, the 1 p.m. schedule is fine unless we have something special that it has to be addressed for a different time.

Mr. Ball: I agree with George.

Ms. Hiraga: Yes, works fine.

Ms. Ridaao: It works for me. I mean, I'm helping with online learning with my seven year old and this gives me a break.

Ms. Wade: I feel you JoAnn. Are you pulling your hair out too?

Ms. Ridaao: The dates are fine and the time is fine.

Ms. Lindsey: Okay, so let's just keep it at the same one o'clock unless there is something maybe the community is a little more excited about so that they can do it while they're not online learning or at work, and, or at work.

Ms. Leilani Ramoran-Quemado: Hi Ashley?

Ms. Lindsey: Yes?

Ms. Ramoran-Quemado: I have a question. I don't know if it's appropriate to bring it up right now, but I kind of mentioned to Erin that in November 27th -- November 27th meeting falls the day after Thanksgiving. So whether or not you folks will plan to have a meeting, I don't know if you folks want to have it the day after Thanksgiving or possibly moving it to the third Friday instead...if you folks have a meeting.

Ms. Ridaao: On the schedule --. Go ahead. This is for this year?

Ms. Ramoran-Quemado: This is for 2020. Yeah, this year, yeah 2020.

Ms. Ridaao: So what would that date be, I'm sorry?

Ms. Lindsey: That would be on November 20th. Right now it's scheduled for November 27th. I'm okay with that move too. I think it's a good idea, in case.

Ms. Ridaao: I agree.

Mr. Ball: Yeah.

Ms. Lindsey: Okay, so can we change that meeting date? Anybody opposed to that change?

Mr. Kaho'ohanohano: No, not me. Go with it.

Ms. Lindsey: Okay, so can we make that change now, Erin, or Leilani, or whoever does that?

Ms. Ramoran-Quemado: Okay with me.

Ms. Lindsey: And then the December -- 25th -- that's Christmas?

Ms. Ramoran-Quemado: No, that's scheduled for December 18th, the third Friday.

Ms. Lindsey: Okay.

Ms. Ramoran-Quemado: Yeah, just for some reason, last year when I made the dates I didn't realize Thanksgiving fell on the fourth, Thanksgiving fell on the fourth. Of course I scheduled that meeting on the 27th.

Mr. Ball: Yeah, the 25th might have been lightly attended.

D. NEXT MEETING: October 23, 2020

E. ADJOURNMENT

Ms. Lindsey: Okay, so our next two meetings are on the third Fridays and then next year meetings I think are all fine until there's something special or extra exciting going on.

It was nice seeing all of you guys again. Our next meeting is scheduled for October 23rd. Meeting adjourned.

There being no further discussion brought before the Agency, the meeting was adjourned at 2:39 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE

PRESENT:

Keone Ball, Vice-Chair
Gwen Hiraga
George Kaho'ohanohano
Ashley Lindsey, 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