

**MAUI REDEVELOPMENT AGENCY  
REGULAR MEETING  
DECEMBER 18, 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 1:03 p.m., Friday, December 18, 2020, online via BlueJeans Meeting No. 831781646.

**B. PUBLIC TESTIMONY – Maximum time limits of three (3) minutes may be established on individual testimony by the Agency and must relate to an item on the agenda. More information on oral and written testimony can be found below**

Ms. Ashley Lindsey: Hi guys. I -- so...public testimony, if anybody would like to testify can you do so in the chat so we can kind of get a line-up. We're just going to do the public testimony at the beginning of the meeting so that it's all over with. And I'll give you like a minute to sign up for public testimony...on the chat. Unless you're on by phone. Okay, seeing no testimony, we can move on to new business today.

**C. NEW BUSINESS**

- 1. The Department of Planning (Department) is requesting Maui Redevelopment Agency comments on a revised draft version of the Wailuku Redevelopment Area Zoning and Development Code that is proposed to be incorporated within Title 19 of the Maui County Code. (S. Forsythe) (Comments only)**

Ms. Lindsey: The Department of Planning is requesting a Maui Redevelopment Agency comments on the revised draft version of the Wailuku Redevelopment Area Zoning and Development Code and is proposed to be incorporated within Title 19. Scott, is that you?

Mr. Scott Forsythe: Yes. Good afternoon Chair Lindsey and Board Members. Scott Forsythe, planner with the Department of Planning. And this item is --. Well, the last MRA meeting we offered to present the -- or provide you a chance to review and comment on the revised Wailuku Redevelopment Area Zoning and Development Code changes that are now in a proposed bill to be incorporated into the Zoning Ordinance, Title 19, Maui County Code.

And first of all, let me apologize. The version that you have, we do not have a track change version or I do not have a track change version so it's a little difficult to do a side-by-side comparison to both documents. If it would help I do have both up on my screen so we can kind of go through. And I have pulled out some areas that have been changed that I've identified. However, for the most part content, the districts, the standards, all of that is relatively the same. It's really minor changes in terminology or there's been some adjustment in text here and text there to make it fit more appropriate into Title 19. The most significant change, though, is turning the variance application procedures and process over

to the BVA. And that is more so at the end of the document where you do see the changes that have been underlined.

So that is a brief overview. As far as reviewing and commenting, let me know if you would like me to bring up my screen to share both the existing Code and the proposed bill and we can go that way.

Ms. Lindsey: So I wanted --. Gwen, you have to leave early today, right?

Ms. Gwen Hiraga: No, only for a few minutes.

Ms. Lindsey: Oh, okay.

Ms. Hiraga: Maybe five minutes. I just have to leave the meeting so I wanted you to know. Not that I'm going to leave. I'll come back right after.

Ms. Lindsey: Okay. Then can we do a round robin style of commenting or questions for Scott?

Mr. Keone Ball: I think it would be helpful if he pulled that up on the screen and we can just kind of go that way.

Ms. Lindsey: Okay.

Mr. Forsythe: Sure, let me see if I can do this here. All right. Okay so on, I believe, the left of your screen is the existing document. And on the right is the proposed bill.

So I'll just start with scrolling down through the proposed bill and I can identify the areas where I recognized some changes. And then if you have any comments that you'd like to provide me, I'll stop and we can do the comparison back and forth with you.

Ms. Lindsey: Great.

Mr. Forsythe: So here on -- sorry. I'll show it larger. Okay so here on the first page of the proposed bill, this -- it might be better if I adjust this. So this, this first section of the ordinance was just some wording taken from page-2 of the prior Code right here. So nothing has changed with that. The bill now will include -- it's the same zoning districts that are within the current code, but within Title 19, it will now be referenced as the Wailuku Redevelopment Area Commercial Mixed Use, Business Multi-family, Multi-family, Residential, Public quasi/public district.

There's just some minor changes to the introduction on the purpose and intent. It's nothing very significant. Within the definition section, there was a new definition added which

defines the Wailuku Redevelopment Area, and that's on page-11. So this was the only new definition that I could...find.

Mr. Michael Hopper: Scott?

Mr. Forsythe: Yes?

Mr. Hopper: Yeah, this is Michael Hopper, just for reference. I think the Wailuku Redevelopment Area was taken from the original definition of the Maui Redevelopment Area in the old code so let me just double check.

Mr. Forsythe: Okay.

Mr. Hopper: Yeah. So it was basically the Maui Redevelopment Area definition was changed to Wailuku Redevelopment Area so it's the same definition. There were also several definitions deleted. I believe they were deleted because they did not appear in the Code. They're generally, or they didn't appear in the Zoning and Development Code so there wasn't a reason to include them. So just by some background that's, that's what I believe is also different. But the deleted definitions I do not believe were used anywhere in the Code so they were deleted.

Mr. Forsythe: Got it. Okay. Thanks for clarifying that. Moving from the definition section, throughout the zoning districts there were --. I'm sorry before I get into to that, we go to page-14. This section in the proposed bill just removes references to the, the planning documents as well as Maui County Code. So these were -- (c), (d), and (e) were removed from the proposed bill. Is that too small for you to see? Are you good?

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

Mr. Ball: Yeah. I mean, I have it up on my other screen. Maybe just keep the, the changed one up and the other one can be --

Ms. Lindsey: There that's good. I can read that.

Mr. Hopper: And Scott?

Mr. Forsythe: Yes?

Mr. Hopper: And the reasons those changes were made because now that it's in the County Code those aren't really accurate to say. Because it talks about the relationship these rules and the County Code and other things. This is actually going to be a part of the County Code so those references aren't really necessary. And they're also inaccurate.

Mr. Forsythe: Yeah. Thanks, thanks Michael. And I think that's true for many of the changes here within the, the zoning district section. And there were some deletions such as a common one for...all of the districts was the removal of the applicability section. It's just a minor . . . (inaudible) . . . This section within every district, the applicability, was removed. So a minor change like that has occurred.

There were changes to the --. So this is the standard section on the...I think it's the commercial mixed use section we're still on. Sorry here, the commercial mixed use. So in the standard section, I did note a couple of changes and maybe this could be clarified as well. But just these number of stories were removed from the maximum height. So it's still 30 feet, it's still 45 feet and it's still 60 feet, but the terminology stories was removed from each one of those for a maximum height.

Mr. Hopper: I believe that was a Planning Department change.

Mr. Forsythe: Okay.

Mr. Hopper: So I mean it's up to, up to you if you want to keep stories in there. I believe the Department can probably could speak for itself, but I think that was done because there's, there's an effort to get away from stories and just going by feet so it's clear. But, you know, that's I think it's up to the Council eventually if they want to keep the stories language in there or have it out. But I believe those were deleted by the Department based on having really having the stories in addition to heights in zoning ordinances generally.

Mr. Forsythe: All right. Thank you. Moving on. There -- and this maybe another reference that is just already within Title 19. But there was the removal of --. It also applies to variance within this section too. So building permits prior to the enactment of these rules and it does talk about variance. And throughout the whole proposed bill references to variance was removed. And that's the first section that appears. So that's my only question here.

Some of the footnotes were removed. They just may not be applicable. Some of this was cleanup work to make it...more readable. But that's page-20. Sorry if I'm giving you a headache from scrolling here. So yeah this is just a footnote regarding the maximum height. So this too was removed, and this is found throughout other footnotes as well. But that's my only comment.

Now there are just references, within the proposed bill, you know, referencing too now the sections within Title 19 that weren't previously in the current Code.

Mr. Hopper: Hey Scott?

Mr. Forsythe: Yes?

Mr. Hopper: Just as a suggestion. In case there's people that can't see your screen if they're only on audio, maybe when you refer to a section you could just state what page and section it's on if they have the ordinance that's there. Just as a suggestion.

Mr. Forsythe: Sure, sure. Good idea. Okay. So the one I was just speaking about was on page-33 of the proposed bill, and it was...section (E), dwelling accessory, and there's just a reference to Chapter 19.35 that was included.

Okay so the existing Wailuku Redevelopment Area Zoning and Development Code document in 2015 was amended. The parking section was amended. The document itself did not reflect that change. There was just another amendment document. Let me see if I have that here. Which was...this in 2015 which was an amendment to the Code for the off-street parking and loading. And there's also landscaping in that. So now the proposed ordinance has removed it from the current document and incorporated it into the proposed bill. And that begins on page-39 for those on the phone, and it's Section 19.39.130.

Mr. Hopper: Scott, for background on that. In general, when Admin Rules are amended you have the amendments adopted as it was in the case in 2015. And then normally you can come up with what they call a standard which is all of the Admin Rules as updated kind of put together. But because the Zoning Code kind of adopted as almost a design guideline type document, I guess, it wasn't really -- the amendment wasn't really -- they didn't really republish the Zoning and Development Code with the changes in them even though the amendment was actually made. So I think to make that easier in drafting the Code, those amendments were just incorporated as text as they were adopted in 2015. So to make sure that the parking amendments that were included in, or that were done in 2015 by the MRA were a part of this as well. So those will be, those are incorporated into the ordinance because the MRA adopted those in 2015 so to make sure that those were included those were put into the ordinance as well.

Mr. Forsythe: Thanks for clarifying on that. Moving to -- we're still within the parking section and this was just referring to per use the number of spaces that are required. None of this has changed.

And some of what we're scrolling through too within the current document there are some items that references are being deleted that you don't see here. However they're mostly deleted as they are already referenced within Title 19.

The scrolling headache is almost coming to an end here. So moving into the General Administrative Procedures, there were just some title changes. It doesn't affect the content on this. And I'm looking at 19.39.160 in the proposed ordinance. And on page -- this is really minor but I'll still address it. Okay, yeah so now we're in the Administrative Procedure section. And this is where a few changes start to begin as far as process goes. So now as we get into the types of applications in the proposed ordinance, we now still have the

administrative review permit, there is the MRA Use Permit, and there is the Design Review Permit as well. So what has been removed is now the Variance application. And same thing for the --. I'm sorry, for those on the phone, let me go back. That was on page-59 of the proposed bill, and it would be between (b) and (c) at the top of the page. Excuse me.

On page-60 of the proposed bill, the public notification process also removes that for a variance as well.

Once again, the review process, on page-61, reference to variance has been removed.

And Urban Design remains the same. The review process for the Urban Design remains the same. And now here's where we get into -- so on page-64 of the proposed bill, the current Maui County Code. Let me bring that up for you. The current code has a --. So 19.06.10 are the districts within the current Title 19, Maui County Code. So . . . (inaudible) . . . proposed ordinance, this 19.06.10 reflects the existing zoning districts within Title 19. But it now includes the Wailuku Redevelopment Area zoning districts.

Also, and on page-65 of the proposed bill, the variance procedures and standards which were within the current document are now being essentially rolled over into Section 19.520.050 of Maui County Code. And scrolling to that section. So within Title 19 areas, there is an existing section of variance and appeals. And the current process being for Wailuku essentially is not changing as far as the criteria goes. This section from page-65 through -- well 65 and 66 just includes a little more language rather than using the word shall. Must is now being incorporated. And the, on page-67, the criteria for justifying a variance has been included, and this was taken from the existing document and is now being incorporated within the Title 19 section. And my scrolling here is done unless you'd like to go back to a section.

Mr. Hopper: And Scott that -- of course because that is now in Title 19, the Board of Variances and Appeals will be hearing variances from the Wailuku Redevelopment Area Zoning Standards rather than the MRA. So that's really the biggest change is that, well in addition to the fact that this is now a County ordinance so that the MRA wouldn't be able to amend it just MRA action, variances also have to be decided by the Board of Variances and Appeals rather than the MRA. That's a Title 19 requirement. And the standards though that the MRA was required to use and looking at the variance are carried over and the BVA would have to apply those standards. But it would no longer be the MRA that would grant variances from, from the Code.

Mr. Forsythe: That's correct. That is the end of my review. There are some other deletion within the existing document. However, it's likely not necessary for me to go back and review those with you unless you'd like to.

Ms. Lindsey: I can't see everyone. Did anyone have any questions or comments? Should we go around robin style or I think we are going to go. I'm going to start with Keone.

Mr. Ball: I have no questions.

Ms. Lindsey: Yes?

Mr. Kaho'ohanohano: Chair, I have none.

Ms. Lindsey: Keone, did you have your question?

Mr. Ball: I have no questions.

Ms. Lindsey: Oh, you have no questions. I thought you said I have a question. Gwen, are you here?

Ms. Hiraga: Yes, I'm here. I don't have questions, but I did want to make a comment that I feel that it's so much easier to read now. I mean, if you're used to looking at Title 19 this is, I think, so much easier to read. The readability of the ordinance is good.

Ms. Lindsey: Yeah, I agree with that. That was my number one take away. I appreciate it being, like, much easier to read than the other. Was that your only comment, Gwen?

Ms. Hiraga: Yes.

Ms. Lindsey: Okay. I can't see anyone, but can --. I think we don't really have any other comments. Is that right, members?

Mr. Kaho'ohanohano: No comments from me.

Ms. Hiraga: No comments.

Ms. Wade: Chair, this is Erin. Would . . . (inaudible) . . . I've caught just a couple. It looks like typos in here that I just wanted to mention because it affects the, it affects how the ordinance is read. On the -- and we talked about this internally and then I think one application that carried over and one didn't, but for the performance standards table, for all of the uses, when it talks about setbacks. When it --. So as an example, page-18 is the first one, under business mixed use, at the very top it talks about setback and then as you'll remember we have step backs in this ordinance. So as you go up in height it supposed to step, the building steps away from the road to preserve the views into the valley. And on the first one you'll see on page-17 in the new ordinance right before it gets to setbacks it has headings. So it says, first and second stories, third story, fourth story, which gives context for when the step backs are supposed to occur. But for the following table, those references

to stories got deleted, and I think that's probably because they were trying to take out everything referring to stories. But it doesn't make sense like on page -- the next one is on page-23. When you go to minimum setbacks it just . . . (inaudible) . . . the height. Actually that's not, with the minimum setbacks that's not the setback that's the height.

Mr. Forsythe: Yes. So this occurs, Erin, in the next zoning district as well.

Ms. Wade: Yeah.

Mr. Forsythe: I did mark that as a comment.

Ms. Wade: I think that just needs to get cleaned up. Especially for you Scott, it can be very hard to review your permits if that's not cleaned up.

Mr. Forsythe: Yeah. I'm just trying to figure out how to clean this up and close this.

Ms. Wade: And then the --. So Scott I think you're following . . . (inaudible) . . . and it sounds like you caught it also. The other one I caught was on page-28 under maximum lot coverage. And this was actually --. So it was . . . (inaudible) . . . in the original that got carried into the . . . (inaudible) . . . unfortunately. But it says maximum lot coverage and then it talks about height instead of lot coverage. You see . . . (inaudible) . . . ? Number six, the maximum lot coverage, and then it starts going to what these heights are instead of the . . . (inaudible) . . . is where the lot coverage specifications are.

Mr. Ball: Well, if that's saying 60 percent lot coverage up to 30-feet in height goes together?

Ms. Wade: I don't think so because when I -- when you look at the same table in the -- it's on page-28 in the original.

Mr. Ball: Or are they talking about street frontage there not height? Because at the very top of that box, right, for lots with greater street frontages along Main Street. Is that what they're talking about, 30-feet of street frontage?

Ms. Wade: So the way it's in the ordinance now, or in the Code now -- excuse me -- the maximum height is by based on the street frontage. So that refers to height. Lot coverage is supposed to be its own thing except that --. Also in, in this Code under maximum lot coverage it's, it's like a misalignment even in, in the current Code where it doesn't match up. So then unfortunately now it's nice and neat, but it got carried over, the mistake where it's not . . . (inaudible) . . .

Mr. Ball: Oh.

Ms. Wade: Those are my only two issues.

Mr. Forsythe: I got that down, Erin. Thanks. And Chair Lindsey if I may before, if there aren't any other comments, just kind of update you on the next steps when you're ready.

Ms. Lindsey: No other comments, members? Yeah, I'm not seeing any. Yes, can you do that for us please?

Mr. Forsythe: Sure. So the next step here is that we did receive one comment e-mail and I'm holding on to that comment e-mail. However there will soon be an announcement going out notifying the public hearing for the January 26<sup>th</sup> Maui Planning Commission meeting. So this will be heard on January 26<sup>th</sup>, and we'll be accepting comments. The notification should be going out soon. So that will be the next step is taking it to the Commission.

Ms. Lindsey: Okay. Is that everything?

Mr. Forsythe: That's everything from my end, yeah.

Ms. Lindsey: So we're not going to see this again until it's approved?

Mr. Forsythe: I don't anticipate bringing this back to the MRA again.

Ms. Lindsey: Perfect. That's just making my head clear on this. That was personal. Any other questions on Item No. C-1 besides Erin's comments? And thank you for doing that for us, presenting to the --. I think we can move on. Thank you.

Mr. Forsythe: Thank you.

## **D. DEPARTMENT UPDATES**

### **1. Church and Vineyard Street Improvement Project Status**

*(Agenda Item D.1. begins at 00:33:30 of the Audio Recording.)*

Ms. Lindsey: Department updates, Erin? Church and Vineyard improvement status, or all of them. I'll just hand it over to you.

Ms. Wade: Let me see if I can share my screen really quick. Okay. This past week rotary asked me to do a brief presentation update so I shared this with them and since it's so convenient I'll use it to just go through today as well. So in terms of our project schedule, this is where we had hoped to be. We hoped to be starting Lower Vineyard in September, and we're starting, started Monday. So we did do some of the prep work before that, but we had a number of delays and issues including permits that got, slowed us down. So we're

about three months behind on the Lower Vineyard which is part of the reason for the full road closure on Vineyard between Church and Market Street which started on the 14<sup>th</sup>.

Church Street itself, the majority of the work had been completed. It had not been totally repaved at this point. Part of that reason for that is there's a sewer bypass line in Vineyard right now for -- or in Church right now, the bypass Vineyard Street, so that they can pull out the sanitary sewer in Vineyard and it will go to, down to Main Street via Church. So no sense doing nice paving on Church just to rip it up for the bypass lines. So until that's finalized Church won't get its final pavement. Lower Vineyard and Church will end up getting their final pavement pulled together.

These are just the photos from the Vineyard Street work. The majority of the sidewalk is now complete. The large section closest to Vineyard is not done, and part of the reason for that is we're waiting for finalization from Hawaiian Tel. So all of the utility providers on Church have pulled their conduits underground and made their connections to the private properties except Hawaiian Tel. So we're working with them right now to get that finalized. And once that's done the boxes at the corner of Vineyard which is where they tie in, will, that will get paved also.

Now Lower Vineyard, this is the first section that we're moving to right now. The area here closest to Market Street is going to be the . . . (inaudible) . . . But the key piece here is the tie in with the sanitary drainage. So it will go sanitary, sewer, water and then drain, storm drain. This storm drain at this intersection is problematic for quite a while. So this, hopefully, with this new drain going in that these businesses on the lower side will stop getting flooded by Vineyard Street when the rain rushes down. So that is part of the intent is to solve that. This work we're hoping now with the full closure they'll be able to get all of the utilities done in the next few months. So that's an eight full closure. And then opening it back up as they can -- they've done the underground, then you can start doing surface work and should be able to keep a single lane open.

Right now this is what the detour route looks like. So the municipal lot remains majority open. This portion closest to the construction area is closed. And this portion adjoining the old Armstrong lot is also closed. The majority of it, however, remains open at the moment. But we'll be moving forward with the access road for the parking structure here starting next week as well. So I'll show you that part in just a second.

Upper Vineyard, I just wanted to give you folks an update. We tried really, really hard to get the power lines buried on upper Vineyard so we worked back and forth with all of these property owners. The challenge when you bury power lines is you always have to have one of those large transformer boxes sit on the ground somewhere. So you may have --. It's a tradeoff. You have power lines in the air or you have big transformer box. Citing the transformer, so you can see, I'm circling right here is one location for a transformer. This was the other location. This one didn't work out. We had to renegotiate and another

property owner is going to accept it. That meant we needed a third one further up the block. And there's too many moving parts up the block. So as we worked with the property owners and the design team, and you know it's so, so narrow up there. It just started, the only location was the physical, the County sidewalk and that wasn't a tradeoff that we felt like was reasonable. So instead what we're going to do is stop at this upper transformer at this location, and it will, the power will remain above ground as you go further up Vineyard. We still get to put the sidewalk in as a result which was the higher priority for folks when we were doing out community outreach. But we won't be able to get the lines underground at this project.

Ms. Lindsey: Question.

Ms. Wade: Go ahead.

Ms. Lindsey: There is was kind of narrow on that side of the street especially like around the High Street turn there's a pole, I believe, in the corner to where you can barely walk by it. Is where the existing poles are going to be where the new poles go?

Ms. Wade: So essentially from this transformer up we wouldn't be touching the poles. But if you remember we're actually putting in sidewalk outside of them now. So you'll have quite of bit of additional walkway space that isn't currently there because the on street parking up here all gets converted into public sidewalk. Like where the old Vineyard Tavern is, for example, that sidewalk is high. Where the cars are parked is where the sidewalk is now going to be. So the Vineyard Street Tavern's porch which it was always was, it was never was public sidewalk. But their porch will remain the entry to their building, and then the public sidewalk will be down at, you know, just the six inches above the roadway, and it will be a clear path. And that ties then back up into this intersection here. We're at High Street where the sidewalk is widened at the intersection and then comes down. So the existing power pole will now be inside between the sidewalks. So it would be road, sidewalk, power pole, private property. Let me show you.

Ms. Lindsey: Thank you.

## **2. Parking Structure Status**

Ms. Wade: So I'm actually going to talk about this real quick first. So this is the phasing plan for the public lot closures. So currently all of this orange area is closed off with contractor space. And this entire frontage of Vineyard is blocked off to pedestrians. Typically this is a spot that people do like the -- they park and then they cross. But moving forward, that is, or for now, that whole thing is blocked off for pedestrian traffic, so pedestrians have to come out to Market Street or up to Church Street. And then in the later this month, this blue area here is going to be closed off for the access road improvements. So if you remember from this graphic this area and this going into the First Hawaiian Bank parking lot, for the access

all of these business, this we were going to do first so that the businesses can maintain access while vertical construction is occurring in the parking lot. So later this month that's how this, we'll have to close these blue portions in order to accommodate that.

### **3. Wells Park Temporary Parking Status**

Ms. Wade: Then we jump into what -- how are people going to park? The scary part. The -- I don't know if you've been by Wells Park in the last couple of weeks, but the Supa-Trac has been installed. So we got our permits from Planning. The Supa-Trac is there for temporary parking. We're just -- there's a little bit of, a couple of issues about the edges that are a little bit uneven that we're working with the -- not the contractor but the produce provider -- to get some clamps to make sure it's stabilized and works well. So that's going to open January 4<sup>th</sup>. So Wells Park parking lot has designed 93-stalls. It's going to open January 4<sup>th</sup>.

### **4. Wailuku Shuttle Update**

Ms. Wade: And then of course Da Bee which is in operation now. We have --. I'm going to switch actually. I have a press release that I will share with you, zoom in. It's going to go out today, this press release. I will explain. So here -- I know this is tiny, I apologize -- we have two drop off locations, passenger drop off. And this is, this will hopefully be in the paper this weekend as well. Two three-minute passenger loading spaces on Market Street. One is right by the restroom building. One is coming from the other direction up from Happy Valley. So these have been now designated as passenger drop off. If you have an appointment or something that you can have a friend or family member drop you and pick you back up. You don't have to worry about parking in the district. We have those things, we have the Wells Street parking, and then we have the shuttle stops.

So the existing route A, this route A is the one that goes to Safeway. We're making one change with that and that is going to go into effect on Monday. The stop is getting restriped right now actually. So the current stop was at Market and Main intersection. But it was right past the crosswalk so it was on the low side of the crosswalk. And we got some complaints that if you're a pedestrian and you're trying to cross and the bus is parked there you have sort of a line of sight issue seeing into the oncoming traffic. So we talked with State DOT and they approved for us to move this stop right up here. So it would be now right in front of 808 On Main. And I had that up. Here we go. So the new stop will be here taking this stall and this stall. And that's getting restriped right now.

I did talk to Jonathan, the owner of 808 On Main. He asked if there was a bench because sometimes he gets a queue right outside of his restaurant for people waiting to get in. So we're going to see. We do have a couple of the black benches from Market Street in storage, so we're going to see about putting one of the black benches right here in front of the fence for Da Bee riders to kind of stay out of the way of the restaurant traffic.

And then the last change that we're looking at is...the new route. Okay, so this is the Route B, the Kehalani route that currently just picks up in town at High Street, it will pick up at the new stop at Main Street that will get moved up, and then the bus stop in Kehalani, and turns back around. We've had good ridership on the Safeway, the Safeway route because there's parking. On the Kehalani route on our -- we're not getting great ridership so we want to expand the opportunity for folks. So Polynesian Adventure recommended -- that's the vendor who operates -- they recommended we add the Maalaea Park and Ride, right at the Kihei junction, to the pickup. So that would allow -- I'm going to stop sharing and look this up while I talk to you. So what that would allow is right where Kihei and Lahaina traffic comes together at the Kihei junction, we could have riders boarding or we could have -- there's 63 stalls there. And folks could park there and get picked up. The only is the, it expands the time for the routes to now being a half an hour turn around. But the, what the Polynesian Adventure said was what they'll do is every time Wailuku they'll pop in Kehalani first. So if there and every time they're headed back to Wailuku, they'll stop at Kehalani. So it will be basically the same route. They'll head to Maalaea, come back to Kehalani, and come and do the route again. So you'll never have to have the issue of not being able to get to where you want to go in a timely manner.

So this is the, this is the Kihei junction park and ride. So the State DOT approved for us to use this. The bus will come down from Honoapiilani. It will pull past the opening. It will revise into this loading stall here and then come out forward and head straight back to Wailuku. So that was what State DOT and MPD took a look at in terms of how that . . . (inaudible) . . .

Mr. Ball: Is that going to --? Is that going to solve that problem? It just seems like it doesn't make sense to me that you have something so far off from the route. Or do we have riders that would be using that? I guess I just don't know.

Ms. Wade: Well, we certainly commuters that will be using that. So about, about a third of the folks that replied to our survey last year that said that they will be commuting in during this peak, peak pinch time essentially are coming either from Lahaina or Kihei. And so what our hope is is we can capture some of those commuters that might be willing to leave their car in Kihei, at the Kihei park and ride, and then get brought into work for, you know, gas savings, it's a nice, cool looking bus. And then we're looking at ways to offer to some additional voucher, shop in Wailuku voucher, incentives as well, to be shopping at the Wailuku businesses.

That's the, that's really the only publically accessible parking lot. And this is why, this why I think this project has taken decades to get done is whenever you take such a huge parking resource out of play, you have to have alternatives to get people into town, and there just aren't that many in close proximity. So, we're doing the best we can to make it an attractive alternative, but definitely open to suggestion if you've got other thoughts.

Mr. Ball: I just think -- well, I just think it's far off the route. You know the route was just going around Wailuku, and now we're going all the way out to North Kihei and Honoapiilani Highway. I don't know, maybe or maybe I'm wrong. Maybe we do have ridership out there that which be serviced. I guess we can always try and if it doesn't work then we can bring it back closer somehow somewhere.

Ms. Wade: Absolutely. And that's, that's part of the beauty of our current contract is it's just an hourly basis. So we can adjust the routes however as most effective to gain the most ridership. At the moment, with the ridership what it is, I don't think it makes sense to keep running the route the way it's designed if we're really not getting that many folks a day so --. And because we do have such good ridership, or decent ridership at the Safeway location, that tells me people want a place to park, you know, and they need a place to park. They're not walking to a bus stop. They're driving to the bus stop and getting on it so -- or they're getting dropped off.

Mr. Ball: Yeah. And, and I mean, it's going to get worse as the parking lot starts closing more, and more, and more.

Ms. Wade: Right. Right. So once --. I mean, the other thing I feel much better about too is with the Kihei park and ride, the Safeway allocated parking, and the Wells Park parking, we're making up for every stall that we're closing during construction. So there are enough stalls now that we can say we've 100 percent mitigated the impact to the best that we can within the space. And again if other things come available that would be great. We're working on project here on the County's campus as well to expand some parking. But, you know, at this current moment, so we're, we get towards the end of December and everything really starts to get shut down, we will have one to one number of stall opportunities available.

Mr. Ball: Because there are some County vehicles that kind of sit around the campus, right?

Ms. Wade: Yes.

Mr. Ball: You know, maybe those could be parking somewhere, and then the people that drive those could be, you know, shuttled to those, to that lot, wherever they put it. You know, War Memorial temporary, and the car is going to be stored down there or something to that effect, right?

Ms. Wade: You know, and because parking, parking is a system. It's not site specific the way that we use it in Wailuku. You could parking anywhere in Wailuku, and it can serve as long as it is within walking distance. That's why the County campus is very applicable. But with that being said the County's service center out at Hookele is going to be opening next month. So we have several departments that will be making that move, initially. And then in April a bunch of them that are here within the County building will be making that move, and

many with lots of vehicle. The Liquor Department is moving out there. They have over 21 vehicles, fleet vehicles that will end up going with them. And then the DSA, Development Services --

Mr. Ball: Where do they currently park?

Ms. Wade: They're -- we have a fleet vehicle lot off of Kaohu Street where they're parked. But all that could be opened to County parking, County employee parking or public. And then all those make available more on-street parking.

Mr. Ball: Yeah.

Ms. Wade: It's sort of a game of musical chair.

Mr. Ball: Yeah, for sure. I mean, it's a temporary solution. You know, a temporary problem, let's say, right?

Ms. Lindsey: I have a question. Are you syncing with The Maui Bus coming into the Kihei or when does it stop will they sync at some point or overlap?

Ms. Wade: The Maui Bus routes don't sync with our bus routes because -- well, up until now our buses were running every 15 minutes on the circulators. So it -- it would sync at the half an hour because we'd go the top of the hour, 15, 30, right? So it would sync at the half hour mark. Now, I mean, we could, I could, I could have them time it based on top of the hour, by the hour. And the only thing that that would gain is if someone wanted to park in Kihei, and then make it to the High Street stop where they would hop on the Maui Bus and head into Kahului, which doesn't totally solve the problem. But it solves, you know, the additional driver problem of getting -- you know, not having a bunch of traffic through Wailuku so that could be a positive. But I can look into that just make each timed at the top and the bottom of the hour.

Ms. Lindsey: Well, just to make more sense because I can't, I can't imagine being a Lahaina resident driving to that junction, leaving my car to catch the bus. You know, like, you're half way there, why don't you just go the whole way. So but if I were to catch the bus in Lahaina, then get on Da Bee or you know, something equivalent to get into Wailuku, then that will be a better option, you know? Same with Kihei. It's like you're almost there like --

Ms. Wade: Right. So with Kihei, Kihei doesn't come in that way on the bus. The Lahaina one, if you're coming from Lahaina on the Maui Bus, you would just come all the way into High Street. It makes a direct shot all the way to High Street, and then it turns and goes to Kaahumanu. So you actually wouldn't need Da Bee if you were going to just take the bus from Lahaina. Kihei, you'd end up getting to Kaahumanu. And then you still need to get up here, and Da Bee doesn't go all the way to Kaahumanu. It goes to Safeway.

But, you know, I agree. The only reason that you would choose not to drive in is if you knew there's no way you were going to find parking when you got there. And that hasn't been a problem so far but it's probably about to become a problem. If people will -- they haven't absolutely needed these options until now. And now I think we're going to start to feel from that.

**5. Upcoming agenda items**

Ms. Lindsey: Thank you. That was the last, number five.

Ms. Wade: Five is upcoming agenda items. I don't know if Scott, are you still on the line?

Mr. Forsythe: I am still here.

Ms. Wade: Hey. Do you have any permits for the Redevelopment Agency?

Mr. Forsythe: No, we're looking clear.

Ms. Wade: Great. I don't have any immediate needs, but I will keep you posted Chair if something comes up.

**E. NEXT MEETING: January 22, 2021**

**F. ADJOURNMENT**

Ms. Lindsey: Okay, thank you. So it's tentative, January meeting if there is an agenda item. Okay. So meeting adjourned, 2:01 p.m. Thank you all.

There being no further discussion brought before the Agency, the meeting was adjourned at 2:01 p.m.

Respectfully submitted by,

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

**RECORD OF ATTENDANCE**

Maui Redevelopment Agency  
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**PRESENT:**

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

**EXCUSED:**

Jo-Ann Ridao

**OTHERS:**

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