

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
MARCH 23, 2018**

A. CALL TO ORDER

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Ms. Carol Ball, Chair, at approximately 1:01 p.m., Friday, March 23, 2018 in the Planning Department Conference Room, First Floor, Kalana Pakui Building, 250 South High Street, Wailuku, Island of Maui.

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

Ms. Carol Ball: I'd like to call the meeting of the MRA to order. You had circulated the minutes for the previous meetings. Is there any -- hear a motion to approve?

Mr. Frank De Rego, Jr.: I don't think we do that anymore.

Ms. Erin Wade: Oh, no, I'm sorry, we don't have to do the minutes anymore, Chair. We no longer have that as a Board and Commission item, so we can move on.

Ms. Ball: Thank you. I noticed it was missing, but I thought somebody may have made a mistake. I'm the one.

Ms. Wade: No problem.

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

Ms. Ball: I'll call public testimony now if you have anything that you would like to address us with. If you do have an agendized item you might want to wait for that. But if not, certainly you're welcome to come forward if you'd like to. I'll start with Celeste Adrian.

Dr. Celeste Adrian: Is this on already?

Ms. Ball: It should be. Move it to your mouth a little bit. We just need it for the recording for the minutes.

Dr. Adrian: Alright. Aloha, my name is Dr. Celeste Adrian and I came to today's meeting to discuss how the acquisition and subsequent destruction of One Medical Plaza, 30 North Church Street, will affect not only my business, but the health care infrastructure here on

Maui.

As you are aware, the building is currently owned by Dr. Park and Dr. Zakaib, both of whom will be compensated. However, as the sole tenant of the building, it will be my services to the community that will be most affected. I am one of only four independent OB-GYN's on the island. Ever since Maui Medical Group closed their OB department, the medical community has been struggling to accommodate the overabundance of patients that have been left without OB care or women's health care provider.

This year I have hired both a certified nurse midwife and a nurse practitioner to help pick up these patients. In fact, the day I had heard that my building was to be demolished was only one day after my certified nurse midwife started.

On average I see 300 to 400 patients a month, and in my seven years on island, I've delivered over 600 babies. I work on an average 60 to 80 hours a week and even with all of this I still have 150 referrals waiting to make appointments with me. So over the past year, my landlord, Dr. Zakaib and I have discussed the details of my lease and I never intended to leave my building. In fact, Dr. Zakaib and I were inquiring a way for me to purchase the building. So you can see it came as quite a shock when I found out that the County is planning to tear it down. As soon as I heard the news, I started to look for space and medical office space here on Maui is a very rare find and extremely expensive. There is no space that comes designed as an OB office. Everything requires build out. One reason One Medical Plaza is a perfect fit is it has been passed on from one OB-GYN to OB-GYN for greater than 30-years. Moving my practice will be expensive and take much longer than -- till the end of my current lease in August. I feel that it is in Maui's best interest to not allow any disruption in the services that I provide to the community. The existing women's health provider simply do not have the ability to absorb any more patients. We are still attempting to accommodate patients from the last of the three OB-GYNs at Maui Medical Group one year ago.

I need three things to continue practicing without disruption, and those are time, space, and money. I have had a recent telephone conversation with Erin Wade, who has informed me that the County would be willing to extend my lease. And I have a couple of spaces that I have found that are big enough for my practice but would definitely need to be reconfigured with larger rooms and re-plumbed so there could be things such as sinks in each exam room. But even with the extra time on my lease, it still leaves the issue that I simply have no money to pay for construction or moving expenses. I'm asking that this Agency considers the implications of the destruction of One Medical Plaza without regard to preserving my services to the community. I've come to the same conclusion that other community physicians and I have, and that is that my practice is a vital community resource worth saving.

I went to medical school with every intention on caring an underserved community. Upon completing OB residency at Kapiolani Women and Children, I moved to Maui knowing how much need was here. And I made a commitment to this island. My intention is to stay here and practice here on my forever island. However, without financial assistance I will not be

able to continue practicing. I will be forced to look for employment elsewhere. Mahalo for your time and consideration.

Ms. Ball: Thank you.

Mr. Jonathan Starr: Chair?

Ms. Ball: Yes?

Mr. Starr: Excuse me, could I ask you a question? You -- so were you able to find some space or opportunity?

Dr. Adrian: There are a couple of spaces out there. They are not designed right now adequately to be an OB-GYN office. It will require construction and reconfiguration, and I simply do not have the money to do that.

Mr. Starr: Yeah, I just wanted to say that, you know, your service and practice are really appreciated and it's really important in the community. You know, I for one, and probably this whole organization, will do everything we can to make sure that conditions are created that allow you to continue to practice in Wailuku.

Dr. Adrian: Thank you.

Ms. Ball: Thank you. Deborah Wright?

Ms. Deborah Wright: Good afternoon. I'm Deborah Wright and I'm an attorney for Dr. Adrian and stellar women health. But we're here today just to ask for your help and your assistance, and it's very encouraging to hear that, and all the efforts that Ms. Wade has gone through to try to give us some of the assurances because it's been a very upsetting time for Dr. Adrian to say the least. And she has great concern not only for her practice, but for all the patients that she treats. As she told you, she's one of the only, only four OB-GYN in private practice on the island right now, and if we lost her, it could be a really devastating thing because she already has a waiting list of like 150 people as it is. She is also one of the only ones -- I think she may have told you this in written testimony -- that accepts Quest. She's the only one that takes Quest and various other forms of insurance so her presence is pretty crucial currently for our large part of the population on Maui. As she told you, her lease expires in August, but we do have a letter from Dr. Zakaib saying he had every intention of renewing her lease because she has been a very, very good tenant. And as she said she was in negotiations to actually purchase the building from him when this came up.

The County's purchase from Dr. Zakaib and Park is pretty much a, you know, a sale or we go through eminent domain which the County is totally allowed to do. It would have been a little bit easier actually for Dr. Adrian if it had been an eminent domain proceeding because there's certain rights that are -- pretty much for sure if you're a tenant and there's an eminent domain proceeding. But that's why we're here asking for your help because it's pretty much

the same thing, and she really needs help. As she said one of the things she needs is to be sure that there's plenty of time for her to be able to find a suitable space and have it fitted out so there's no disruption in service. And so if that were some time into 2019, you know, May, June, July, that kind of time period that you give enough time, we hope, to get all of that taken care of. She had been very discouraged at first because at first she wasn't even finding any space, and she initially tried with doctor's offices so maybe there would be less retrofitting that had to be done. But she has found some space, but it's going to require quite a bit of work. She also as she told you she doesn't have the money to fit this out. This is going to be crucial to her to be able to continue her practice, and so we will also be seeking and asking for assistance so she can keep serving Maui County. And I believe you have letters from supporters and from some of her patients, and I'm sure there are many more supporters out there that would come forward if they realize that they might lose one of the only four OB-GYN on the island.

So we're hoping that we can find a resolution that's a win-win situation so that she's able to continue serving the patients, that the County is able to do its project like it needs to do its project, and we hope that we can all work together and that the County will step up to assist us, not just for Dr. Adrian, but for the patients and for the people of the County of Maui, so thank you.

Ms. Ball: Thank you. Anyone else with public testimony today? If not, we'll proceed with the agenda. There's a resolution.

C. RESOLUTION THANKING OUTGOING MEMBER CAROL BALL

Ms. Wade: There is a resolution, Chair. This is always -- March is always a sad meeting because it is the meeting that we have turnover within the Redevelopment Agency, and we lose one of our members. And so today, we just wanted to take the time to say thank you to Ms. Carol Ball for stepping up and being a part of the Maui Redevelopment Agency. I do have Resolution from the Mayor's Office that I would like to read, and I know there's some people that would like to say a few words as well.

This is a Resolution from the Maui Redevelopment Agency:

Whereas, it was established in 1964.

Whereas, Ms. Ball has served the County of Maui since April 2013 which I can barely believe it's been five-years.

Whereas, Ms. Ball has been the Vice-Chair of the MRA from April 2016 to March 2017, and Chair from April 2017 to March 2018.

Whereas, Ms. Ball has served with dedication and provided guidance that's been valuable in serving the needs of the people of Maui County.

Whereas, Ms. Ball's term with the MRA is completed effective March 31st, 2018.

Therefore, be it resolved that we express deepest gratitude and appreciation for Ms. Ball for her service for the past five-years, and hereby extend best

wishes to her future endeavors.

And be it further resolved that this resolution be transmitted to the Honorable Mayor Arakawa, and Chair Mike White of the Maui County Council.

And we will have everyone sign this for you.

Ms. Ball: Thank you. Thank you so much.

Ms. Wade: This is for you, and everyone will sign this.

Ms. Ball: Okay, thank you.

Ms. Wade: I think there are a couple of people who'd like to say a couple of words too. Do you want to start, Frank?

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

Ms. Ball: It's roasting time.

Mr. De Rego, Jr.: Yes, exactly. I'll be gentle. I have two words to describe you, determined and insightful. Those are the two words that I would use to describe you. And I love our little talks as I picked you up at your house, trying to figure out which was the front door, but that's okay. But, yeah, we're going to miss you, there is no doubt. You've got a lot of good insight. You know a lot about the community. We're both, you know, Wailuku boy and girl, right, born and raised right in the middle of town, and so we have a little bit of an insight, you know, of what the way things were and the kind of values we'd like to preserve.

Ms. Ball: If you live long enough you can say in the olden days. Frank always saying in the olden days.

Mr. De Rego, Jr.: But, we also want to preserve that, but also know that we need to move forward. And it's a brand new world, there's a lot of opportunities, there's a lot of optimism about Wailuku right now. I don't think anybody has been more optimistic about the future of this town and what the possibilities are than what I have seen over the last two years. So -- and a lot of that is due to you and your optimism, your insight, and I'd like to remind you and everyone else here, your determination. And, you know, you always never mince words, you ask a direct question and I think that's very, very helpful, and it's moved us forward. So, I want to thank you very much. As I told you before in private and I'll say in public now -- I don't know we can say this on the record but we're like the mafia, you never leave, you're a part of the group forever. And I'm sure we'll be tapping you for your skills and your knowledge in the future.

Ms. Ball: Thank you for your support, and you've always been very supportive. I certainly appreciated all of your insights as well, and that we'll go around the table now and I'll say all of the things that we thought. No, no, I'm not going to bore you with that. Thanks Frank. I

appreciate it. Mr. Starr, of course.

Mr. Starr: Yes, Ms. Ball, wisdom, leadership, experience, inspiration. You've really done us well, and thank you for putting up with us, and moving along with us, and doing many good deeds here and to other portions of your life.

Ms. Ball: Thank you, and thank you for all your service and support, and all of your great ideas. Thank you.

Ms. Wade: Dave. I think Dave would like to say a word.

Mr. David Yamashita: Yes I would. You know, a project like this doesn't go from just a couple of people thinking about it to where it is now. And many of you have played a role in this and making that transition. And I just want to tell people that Carol was really instrumental at a critical point in the project. I remember Erin and I sitting down, trying to figure out who would be a good addition to the MRA and we thought about Carol and we were really excited. We weren't sure if she was going to do it, but we were just really excited to bring her onboard because she brought so many things to the whole project. And so, this project, I don't think it would be where it is now without, without Carol, so I want to first thank you for that.

I think what she did bring is, at least, for us was one thing was she knew the past, she knows the past, and so she could always speak to that whenever we came up with these ideas. One of the critical questions was, you know, how does this fit within Wailuku and how do we make that transition as Frank said into the future. And so Carol's insights really helped us do that, and that was, that was a really big deal.

And the second thing is she was always willing as you all know, to question things sometimes. You know, it's easy to kind of have a certain amount of group think about some of this stuff, but Carol was always willing to question things, and that's really important. And I think that's the role of the MRA to keep everybody honest and to make sure we do the right thing.

And the third thing which I think is really important and Frank alluded to this is Carol thought about the future. I mean, we are where we are now, and so I think one of the challenges of the project is to preserve what's best about the past while moving into the future. But Carol was always able to think about the future, and to think about Wailuku over the next 50-years because that really is kind of the timeframe for the project. So I want to thank Carol for all those reason, plus she's such a fun person to be with.

Ms. Ball: I wish I were more, but thank you.

Mr. Yamashita: No, anyway, Carol --

Ms. Ball: Thanks. I really appreciate those kind words, and of course as all of you know, I've always . . . (inaudible) . . . my being the native from, of Wailuku. And as Frank and I had reminisced growing up here was a very important part of my support of this project because

you know everybody loves change as long as...everything, as long as everything remains the same. I almost forgot what I said. I said it so often. And it's really difficult to have the thought of the future because you don't create anything unless you have the future in mind. People who build for the present never get anywhere and it usually doesn't get off the ground for that reason. Everything moves so fast now that practically when you think about, it is already obsolete. So I appreciate the future thinkers that are helping us design this, and the fully thinking staff. And of course, all of those who are serving on the MRA and will follow. Thanks so much. So let's continue on with the Old Business and discuss -- and the discussion the Ferraro Choi. And I think, Erin, would you like to --

D. OLD BUSINESS

- 1. Discussion with Ferraro Choi architects, SSFM engineers and PBR Hawaii landscape architects to finalize the design development stage of the Wailuku Civic Hub Project. The design team will present the work and decisions made during the design development stage and share the versatility of the overall design and off-site improvements. The MRA will advise the Planning Department whether to move forward with construction design.**

Ms. Wade: Introduce it? Sure. Thank you. So the first item is the presentation of the completion of our design development phase from Ferraro Choi and Associates. And we also have, today, PBR Hawaii for the landscape and the planning side, and Mike Packard is here from SSFM to help, to discuss some of the traffic issues as well, so I'll turn it over to you folks.

Ms. Jennifer Poepoe: Hello? Okay. I just wanted to start by saying thank you for having us today, and how excited we are about where we are with the project at this time, and excited to show you how far we've come. And just how excited we are, how great it is that we're involved in this, and how grateful we are to be a part of this whole, whole thing that's happening here in Wailuku so --. Today we're going to -- today we have the progress from our last meeting with you is to wrap up design development and to have your support to move on to the next phase of the project.

We'd like to start, at first, the landscape and with the overall site plan, and go through some of the changes that have happened since the last time we saw you. So we have Stan from PBR and Mike Packard from SSFM who will help us talk about the offsite work that's happening, and some of the stuffs that's onsite that's changed.

Mr. Stan Duncan: Okay, great. Do you guys have the packets in front of you too? It might --. You know, you probably should follow along on that. This screen might be a little bit hard for you all to see from where you're seated.

But anyway, I think, you know, we've gone through the sort of the amenities surrounding the

project, and I'm here today to just kind of review some of, some of the major changes that we've made in the, in the shift. One primary one was the shift of the -- the community center building was shifted approximately 10-feet over to allow us to provide --

Mr. Starr: Which way?

Mr. Duncan: In the direction towards MAPA. And what that -- the benefits of that is it allowed us to expand the sidewalks along Vineyard on that side. It allowed us to have a little bit more space now for providing landscape and shade trees along that edge as you can see. It also provided additional plaza space on the Vineyard Street side, that that lawn area behind the stage area is now slightly bigger which gives us a little bit more breathing room.

Another added benefit is with that shift, with the community center shifting and the parking garage shifting, if you stand at the corner of Market looking up Pili now that, that alignment is much more inline than previously. Which allows you to see the direct view up, all the way up towards Church Street.

The, the other major change that was made is Pili Street as you enter off of Market is now a two-way directional condition. I think previously we're indicating it was going to be one-way and then exiting out from First Hawaiian Bank's parking was going through the parking garage. We've now allowed traffic flow to flow back and forth along the promenade area as well as Pili. So that's, that's another, another change that was made.

We added Don's elevator on the corner of --. Don Fujimoto's elevator on the corner there on the back side, and I think that request was to provide additional ADA access from the upper levels of the parking structure down to grade, so there has been one added there. As we previously had presented before, there's also another elevator on the community center side that allows vertical movement from the parking structure on that side as well.

Before I move off of that. Did I miss anything Jen?

Ms. Poepoe: I just would note that . . . (Inaudible. Did not speak into the microphone.) . . .

Ms. Wade: Hang on. Could you guys hand her a mic please?

Ms. Poepoe: We did make Pili Street two-way now and part of that was to accommodate service vehicles that need to come back, that need to get to MAPA over here. And -- but, but the two-way will only apply to service vehicles, and to customers going to First Hawaiian Bank parking. Actually parking in the First Hawaiian Bank parking lot here. There will be a gate going into the parking structure so that once you go in you won't be able to come back out that way. And that would just be to limit the amount of traffic that's going two-way on that road.

Ms. Ball: Yes Jonathan.

Mr. Starr: Yeah, I think that partially answered the question I was going to ask, but I just want to --. You know, I was feeling concerned looking at this that it would make the plaza promenade more vehicle oriented and less pedestrian friendly, and I'm wondering what is being done to mitigate that, and if that should be a concern.

Mr. Duncan: Well, aesthetically I think you can see where you see the colored pavement. As you make --. If you were in a vehicle, as you make that left-hand turn up Pili, let's say if you were traveling to a bank, purposely we brought the colored paving and the banding material to, you know, immediately when a driver drives on to this, they realize they're now, we're hoping that they understand that they're in a much more pedestrian realm, and not a vehicular realm. And so the traffic movements have been checked for the service vehicles and all of that. But, I think obviously the speeds in which people are moving through there will be much reduced. And we have expanded sidewalks on the left hand side as you come up Pili, and to direct pedestrians to that side of the street in the event that there is, you know, conflicts with vehicles coming through. So, but again as Jen mentioned, you know, we envisioned the primary traffic through there from a vehicular standpoint are those wanting to get back to the First Hawaiian Bank. So, there should be a much more limited amount of traffic turning left onto Pili.

Mr. Starr: Okay, you know, I'd just like to request, again, that anything else that can be done to --. I don't know --

Mr. Duncan: Civil perspective I think they have those warning bumps, yellow bumps that also kind of visually give you or you can feel it, you know, as you drive over it as a way of traffic calm.

Mr. Starr: Okay, so textured. I don't know if tables would be appropriate. But, you know, don't denigrate the people's ability to burn rubber in the most, you know, strange places on Maui.

Ms. Wade: Just to chime in real quick. There will be --. Do you have a couple of images of the . . . (inaudible) . . . condition moving forward?

Ms. Poepoe: Yes we do.

Ms. Wade: Okay. So when we get to that you'll be able to see I think a lot more clearly how this driveway entry and exit looks almost exclusively like plaza. So as you would pull in to this, it would feel like maybe you don't belong driving there. What it's going to do is ultimately make it much more desirable if you're the vehicle to use the Church Street entry point which is really clear it's vehicle exclusive. But you'll be able to see in a couple of examples of how the condition of this Pili Street would look. And then I know, Frank was asking, if you could show, Jen, where the new elevator is going to be placed.

Ms. Poepoe: It's in this. Can you see the red? Yeah. So it's in this corner right here.

Mr. Duncan: Okay. Any other questions? Otherwise, we'll move on. This next graphic we'd like to share with you. I'm not sure that we've -- I know we've kind of probably briefly talked about this, but these are the improvements that are intended to occur between High Street, High Street makai down towards Church. And it's our, our...over the last several months we've spent a lot of time walking these few blocks. As you, as you all know the various businesses along here have conditions that their front doors that are elevated, non-ADA compliant, lots of unusual situations that needed to be rectified. And as part of this project, and part of sort of the complete streets approach to this, this project, we're looking at expanding sidewalks. We figured out where ADA, how ADA access can be provided through each of the existing business establishments. And part of all of that includes apron driveway improvements to some of these business establishments along this edge. Also, we're looking at obviously the removal of the overhead power poles and the undergrounding, and with that comes transformer locations that have been strategically placed and thought well about locations, best locations for those to be added.

The other thing that's occurring is that curbs are being added on both sides of the street, and the road profile, or section, is being lowered slightly to allow, to allow and provide a better surface condition where to minimize any flooding of those businesses as well by lowering six to 12-inches, I believe, along that edge. So in terms of actual improvements on the south side of Vineyard, we're looking at widen sidewalks now that vary in width, depending on, again, how the buildings move back and forth, and along the frontage of Vineyard, anywhere between seven to seven and a half to six feet in places, but at least at a minimum of five feet of new sidewalk being provided. So it should make for providing for a much friendlier pedestrian experience along that edge.

We worked hard to get as many street trees in as we could along that edge, but as you may know there are building overhangs that extend out over in certain areas, and so we've squeezed them in where we could. And these are sitting within tree grates so the area directly below the tree is actually flat and level with the existing grade so it provides for that adequate walking space across.

The other improvements that are shown are new light fixture poles similar to your Market Street lighting standards that are there. We also have a few bike rack locations for encouraging use of bikers to visit this area and the businesses that are along Vineyard. I think Mike was going to also say a few things also from the civil side and traffic, calming things that we are also implementing. So I'll let Mike give you a briefing on that.

Mr. Mike Packard: Thanks Stan. So I looked at this project with the -- from the traffic engineering but with a complete streets lens to ensure that as we're doing these improvements to the plaza to make this PED forward type of space, exactly what Jonathan said, we need to make sure those extend out through our public realm so that the streets really give off that feel of a PED forward space. Because once you enter it, not unlike when you turn onto Market Street, we want this to be known as that type of space where you park once or you bike to this area or you walk to this area. And so, to give off that feel, in addition to the things that stands . . . (inaudible) . . . and that street trees, and a changed streetscape

through the lighting, that's also physical improvements, if you go back Jennifer.

Ms. Poepoe: Sure.

Mr. Packard: So while Market Street already offers that, that idea and that vision of what a complete street could be in these areas, some of the other treatments that we are looking at on Church Street currently a one-way corridor, it's going to be reconfigured as a two-way road. And the benefits of that are increased accessibility and that's for two fold. That's both for all vehicles being able to come in and out, but also if we can allow deliveries of vehicles to turn off of Main Street on to Church, they no longer have to make that turn down Market, up Vineyard. Currently the intersection of Church and Vineyard, we regularly watch delivery vehicles make that right turn over top of the sidewalk bulb out to be able to access that road. And while we look at that and say that's not an acceptable situation, unfortunately the delivery vehicles and the garbage trucks have no choice. They have no other option because Church Street is one-way in the opposite direction.

And so when we looked at designing these intersections and roads, the intent was allow vehicles to come up or down Main Street, and make those turns off of Main which is a State facility unlike all of the others which are County facilities, turn off of Main without crossing over lanes onto Church to access areas within the parking garage, down Church and off of Vineyard. That allowed us, by making those changes at the intersection of Main and Church, to actually decrease the turn radius at all the other intersections. So by decreasing that turn radius, adding these bulb outs at Market and Vineyard, and at Church and Vineyard, it does prohibit larger vehicles from making that turn, which is two-fold. It slows all cars down so that while people do find ways to burn rubber where they can, this makes it that much harder for them to do so. But it also makes the pedestrian that much more prominent. It puts them out in the forefront so they're more visible to oncoming traffic. And that just resonates from that pedestrian plaza area when an event is going on, and people are coming or going, you will know that this is PED forward area. Two other areas that connect to opposite sides of the street off of the plaza on Church at the very top, there's an extension of the Pili pedestrian plaza where we're adding a speed table or what's also called a raised crosswalk. So it's really an extension of that pedestrian only space, but puts it at a place where pedestrians are raised in the view of traffic another six-inches. It's a physical obstruction that slows down vehicles. Not slows them down to a speed that's going to cause congestion, but one that keeps them at the speed limit that's already on these street. The second one of these speed tables is also being added at Vineyard to make that extension from the plaza across the street as well. And so these different features along with the street trees, and the streetscape that are being added really gives that entirety of the feel of what's possible in the area. And even though the project is framed by just this center area, it really adds to the ability to redevelop because the bones are going to be there to make this PED forward, complete streets type of network.

And when we looked at the intersection of Church and Main, a signal is being added to that to be able to control the intersection from the vehicular and pedestrian standpoint to make that much safer for pedestrians to cross. On the signal, no turn lanes are being added there,

so that vehicles will know that they have to wait for the pedestrian to cross. And as we looked at this intersection fitting the signal standards in there with PED push buttons, you all well know that the sidewalks existing there are quite narrow. And so, actually, in order to fit the pedestrian and vehicular signal heads, we actually had to add, and I say, had, because this is a State facility, so we have less leeway in what we could do, but we had to add these bulb outs from an ADA standpoint to allow for the space in there for the signals to go. But, two folds in that it adds that addition sidewalk space, but it also shortens the pedestrian crossing distance, slows vehicular turns to make the PED forward in all aspects of what we're doing. So, you know, this project really resonated out through our public space to ensure that all areas in our public realm are showing that PED forward complete streets type of network. Yeah Jonathan?

Mr. Starr: Is that a new bulb out at Main, on Main at Church?

Mr. Packard: Absolutely. So what you're seeing there on the, on the left side, on the gas station side, you know, those bulb outs were actually needed, and where they are, they're just an extension of the parking lane. So further makai down Main, there's parking, you know, about seven stalls lining that side of the street. This is not inhibiting any vehicular turns. It's really just taking space that was otherwise underutilized by putting pedestrians out there.

Mr. Starr: Okay, and one other bulb out question. There was kind of a reverse bulb out on Market Street at Main, and it looks like you eliminated that, but you didn't add a positive bulb out. So I, I just wanted to get your thinking about that.

Mr. Packard: I didn't know of any work being done at Market and Main for this project.

Ms. Poepoe: Yeah, our work, our work stops over here, or where the trees are.

Mr. Starr: Yeah. Okay. And right now, it's like it's wider at the crossing point and then it necks down so you end up putting the crossing pedestrian into the line of fire.

Mr. Packard: Yeah absolutely and that is something that we had to play with and especially on Main for those --. I would have loved for that, that corner of the area that's going to be redeveloped with a 7-11, I would have loved to - well, currently it's about a 90-degree angle. We had to allow for vehicles to make that turn, which is currently not a permitted turn. Now it's a two-way street, we had to allow for a delivery vehicle or a garbage truck to make that turn without crossing over into the oncoming traffic. Because, you know, these are part of our regular business type of vehicles. We need to lure vehicles to come. We also want them to operate within the realm of where we want them to go. So, you know, that's some of the struggles you work in when you're retrofitting existing older streets.

And as we related it to the Pili Street and the shared street, you know, the more that you can give that, give it a view of being a pedestrian forward space, a shared street works best when pedestrians actually take over that space. And otherwise the vehicles feel like they are in

an unfamiliar area, and so with that they respond accordingly. So that can come through bollards, street trees, and eventually through the redevelopment, there are opportunities to add cafes and places for people to congregate, to really be that expansion outside of the plaza. So, you know, absolutely opportunities for redevelopment through these types of treatments.

Mr. De Rego, Jr.: Chair? Chair?

Ms. Ball: Frank.

Mr. De Rego, Jr.: I have a question about the bulb out on the left side of Church Street as you're going towards Wells, across from Uptown Service. Is there anything going to be done to the utilities in that area, like the poles? Because there's a very, very dangerous rise, almost a pedestal, from one of the poles that is in that area that needs to be leveled out.

Ms. Poepoe: This pole over here? On this you're saying, you mean?

Mr. De Rego, Jr.: Yeah. On, on the, on the parking lot, civic hub side.

Ms. Poepoe: Yeah. The pole that is, the pole that's here will be relocated.

Mr. De Rego, Jr.: Okay, good because it's right in front of the, the sidewalk.

Ms. Poepoe: It's in a bad spot yeah?

Mr. De Rego, Jr.: Yeah.

Mr. Packard: And a lot of what we were doing with this was ensuring ADA accessibility, and that's a Federal requirement. We must do this, and so that corner in of itself was not really compliant. So this is that opportunity to, to retrofit a lot of these, to be able to add to that pedestrian space that doesn't exist currently.

Mr. De Rego, Jr.: Yeah, I fell into the street and almost got hit because I was with a cane and tripped over that, went into the street, head first, and then heard a car go err. So I have that particular love for that telephone pole.

Ms. Ball: Good. Thank you.

Ms. Wade: So Don has his elevator, and you have your intersection.

Mr. Duncan: So related, related -- related to that I just wanted to also point out that on the mauka side of Church, between Main and Vineyard, we're also expanding sidewalks on that side of the street. So actually both sides of the street get expanded sidewalks to make it more walkable and useable for pedestrian, pedestrians. So I think for the two blocks mauka, and coming off of Main, and also coming up of Vineyard and through Pili this side is going to

be very pedestrian friendly in that environment.

Ms. Ball: Thank you.

Ms. Poepoe: I just did want to note that what you see on the upper Vineyard when you see these, these hatched areas, those are the -- those are due to the transformers that we had talked about coming off of pole and being located on properties. And Erin's working with property owners so that we can discuss where to go and then also how the new sidewalk will interface with their properties. And each one is of its own condition so it will have to be handled individually at each, at each location. Okay. Did you want to --? Did you have stuff to talk about?

Mr. Duncan: Sure. I think for the most part the, as I mentioned before, with the shift in the building, we, we -- there was a lot of good things that came out of this, mainly the added green space that was added on the right hand side on Vineyard Street. Some of the ADA ramps that come down into the plaza off of Vineyard are now longer, meaning the ramp is less steep because we have greater run. The other, other benefit as I mentioned was the view plain looking up towards Church as you, as you approach it from Pili street, is greatly improved. And the -- as you'll see in the video and -- that will be shared with you momentarily, that pink line that's up on the building there is an art piece that people will see. It will serve as kind of an iconic landmark kind of element. As well as the other pink dot that we have there, we have plans for a small scale but culturally appropriate space for an artist to do a nice art piece there as well. So we see that as a, as a place or a photographic place that when you come to this place you want to stand and be seen and take your special photo at.

The other, the other changes, Carol, from last time, is we did add handrails on both sides of the main ramp that comes down next to the parking garage. Jen, if you could just point that out there. As well as on the two terraces, we have handrails on both sides of the stairs, stairwell that brings you down to the plaza level. Now recognize that that whole upper level off the covered lanai space, all the way out to where Jen is pointing, is the all at the same elevation or grade for the most part, and including that first level of the terrace deck where you see that --. That deck level is at the same elevation as you come down the grand stair from the parking garage. So you're descending down basically three steps to the next dark colored brown area and then three steps down to the plaza. So there's only a three foot differential split by three stairs per, so 18-inch differential between terrace.

And I think those are the main, main items we picked up from last time. Any questions related to that or --? Okay.

Ms. Poepoe: Thanks Stan. Now we're going to roll into a video that you saw a while ago; it since has been updated. (*Video was presented*)

Mr. De Rego, Jr.: Chair?

Ms. Ball: Yes, Frank.

Mr. De Rego, Jr.: I got a question for Erin, actually. Erin, the...bike racks just made me think of something. First of all, I'd like to know how many there are, and if they're not used as much, is there a possibility of, you know, having like bike share kind of stand? You know, you park your car, you want to go through Wailuku, maybe you just get yourself an electric bike or a bike that you can rent at the stand and go from there, you know what I mean? You know, so I don't know, that just kind of popped into my head. Because it would seem like a central place to have that kind of service available.

Ms. Wade: Yeah.

Mr. De Rego, Jr.: But I don't want to change the design or anything, but just seeing the bike stands and, you know...a possibility so.

Ms. Wade: Right.

Ms. Ball: Interesting and have you thought about that at all, David and your crew? Have you thought about the use of bikes in --? I think, yeah, some people really think about it a lot and it's an integral part of their lifestyle.

Mr. Packard: I think about it a lot.

Ms. Ball: That's great.

Mr. Packard: Maybe too much. David and I actually talked about this previously. So currently I would say the surrounding roads are not exactly hospitable for your -- for the larger percentage of cyclist that we would like to come out there and that's the, the age, you know, 18 to age 80. You're trying to get that realm. And I was speaking with David today as I was out around Maui I largely saw what we refer to as MAMILs, and that's middle aged men in lycra.

Mr. De Rego, Jr.: Yeah.

Mr. Packard: That is not necessarily --. I am one of those at times and I like being in that middle age, though. Those are largely the cyclists that are out there now. To make that full transformation to accommodate more cyclists, we need to expand beyond just a central town type area. And the grade and topography really lend itself to electric assist type bikes and the sort. And, you know, Kona has experimented with bike share with two stations, and Oahu has been... (inaudible)... been great there. So, you know, I kind of see opportunities going forward, but there need to be more improvement, in my opinion, towards that more bike friendly. However, in talking with David, I understand that Vineyard is the preferred road for people because as they come up the bridge is really that choke point and they can't continue through so they take Vineyard up. And looking at Vineyard, instead of providing dedicated bicycle facilities like bike lanes, we actually concentrated more on slowing vehicular speeds

to a point where bikes can take the lane, and if cars are slowed down, it's not to a degree that's too significant, and bikes would feel more comfortable to be out there. So if you make the area feel like bicycles and pedestrians are supposed to be there, cars are more receptive, so it's a good start. And I think there's a lot of opportunity here as we move and expand out to connect to some of the existing bike facilities that have been constructed in the past decade or so.

Ms. Ball: Great. Thanks so much. I really appreciate your thoughts, but you sound like you know more than we do.

Mr. Packard: I just talk a lot.

Ms. Ball: Yeah, but that sounds great too. We appreciate your words on that. Thanks. Yes, David?

Mr. Yamashita: No, I just wanted to underscore what Mike said for a couple of reasons. One is having been a cyclist in Portland for a long time, and there's so many cyclists there now that at times, at least right when I left, the number of cyclist kind of overwhelmed the infrastructure. So that was one of the takeaways when I left. And the other thing I think about is where I grew up Kailua, Jen knows very well, and seeing the impact of all these tourists on bicycles and it was really frightening to see that. So thought, if we do that, we just need to be really thoughtful and careful that we -- like Mike said -- we have infrastructure to do that.

Mr. Packard: That's an interesting perspective because I live Kailua and I have three young kids. And so first thing that goes into my mind is are they ever going to be safe riding out on these roads? Am I ever going to be able to get over my fear? I did when I was a kid and that was in a city, and so Kailua, and you made a great statement before, everyone wants, you know, progression and change as long as we don't change anything. Some of the perspective we get in Kailua, and this is very common throughout the islands is, well, back then it used to be fine. Can't stop the fact that we've increased population which has increased vehicular travel. We have to make that transition back so that bicycling, and pedestrian, and public transits are the easy ways to get around. And if that means constraining and holding back vehicular traffic so that they don't feel as easily to spin out then that's --. It's going to come with a little push and shove. We are no Portland but, I don't know, not people are.

Ms. Ball: Right. Thank you. Yeah, most of our perception about change is difficult because we can't perceive of that. And having experience as you all have who spoke up about the bike culture which is really what it is, it's nice that we're thinking about it, but we can't include everything. But I think that's good that we are all thinking about it, and certainly with persons of your perspectives. Yes, Jonathan?

Mr. Starr: Yeah, I'm a pretty avid bicyclist and I've bicycled several times a week, and I've given up trying to bicycle around Wailuku. And I feel guilty because I toss the bike in the

back of my truck and go down to flat lands, but, you know, you're right, we do have a ways to go and to, to kind of put the real push on bikes in the center of town, we're probably not ready for it.

I wanted to comment about the, the canopy -- the greenery and the canopy trees, and I just feel like it's a lot more cohesive and it works a lot better now with that shift and being able to have kind of avenues of trees and larger, denser clusters where they'll really create some feeling of shade. So, I, I feel real good about this now.

Mr. Duncan: Jonathan, I at least wanted to add one more point. If you look at Church Street, you know, we're trying to line both sides of Church Street. And the area right above the label Church on the mauka side, we didn't draw it in there, we probably should have, but there's a row of four or five rainbow shower trees or shower trees on that side of the street too that will continue that canopy, covered canopy over those new sidewalks as well, but I just wanted to point that out. So at least Church Street will be lined very fully with . . . (inaudible) . . .

Mr. Starr: And I like that little park. Feel that park with, you know, between the existing office building and there, that's, I think they developed a lot.

Mr. Duncan: So, yeah, we too feel very good about how the plaza plan has evolved over the last several months. Thank you.

Ms. Poepoe: So we have some still renderings that we wanted to just go through with you and point out some of things that changed since you saw it last. This is a view that is sort of new and a little more developed with a new location of the building. And you can see how, how Pili Street is really reinforced now as a pedestrian pathway to Church. We're working on the wayfinding colors with members of the project advisory committee, and what the -- what we have the concept we are working on is that the colors on the underside of the parking structure which each, each level will have a different color. And those are inspired by the dyes, used to dye kappa cloth. And so they're, they're a more natural color, and they, they will, they also show up, in the, you'll see, in the sunscreens on the building. And they would provide identity to each of the parking levels.

The railings, the perforated railings that you see for the parking structure now are one consistent color that's, that's similar to the color of the window mullions on the building. The screen in front of the elevator lobbies, as you can see, you saw a little in video and you can see here, it's, it's very transparent, and you can see the activity behind it, and the elevator just behind. And that also will have a pattern, and that one is being inspired by the four states of water that we find: mist, waterfalls, stream and pond, which has been the, the theme throughout the project. And so those, those patterns will be developed through the next phase of the project as well. You can move on to the next.

Mr. Starr: Will the elevators and cars be visible?

Ms. Poepoe: The --. Not the cars themselves, but the doors, yeah.

Mr. Starr: What?

Ms. Poepoe: Not the car themselves traveling, but the doors opening and closing when people getting on.

Ms. Wade: Maybe to clarify. That screen is on the outside, and then there's the place that you would stand to wait to get into the elevator. So the elevator isn't right against that screen. It's sort of an elevated plaza just right on the other side.

Ms. Poepoe: Oh, yes. Thank you. Thanks Erin. Yeah. So when you're waiting for the elevator, you'll be to turn and look out through the screen and see the plaza and the ocean view too beyond.

This is a new view from this would outside the market looking towards the plaza. So this is the covered terrace area where we have seating, seating areas and you can see the, the shade, the shade trees that are providing plenty of shade for during the day when folks come to eat lunch. You can see the rock now along the walls of the planters that has been added there. You can go to the next one.

This view you've seen and in this one we wanted to show how we addressed those concerns about the horizontality of the slabs and of that elevation on Vineyard Street. One of the things we did was to interrupt the slab at points where there's solid wall. You can see that there's, there's interruptions in the slab which helps to break it down. And make that whole side of the building more, more human scaled. You see the awnings over the entry, entry ways to the market on that, on that side. It also adds another level of scale. And then the sunscreens now are showing color. And the way that the color is arranged is it also being used to also break up that long horizontality of the, of the, of that façade. The stair that was added which, I think was in the project last time we talked, but we didn't talk too much about it, but, that's the stair that's added for life safety so we have good exits on both sides of the floors. And it also provides a good back door for the people working say in the second floor office space, an easy way to get out to Vineyard, throughout the day to get lunch. And it also activates that side of the street. People will use that as a backdoor more and keep it more active there. You can also see that the sidewalk is wider now and there's the buffer along the edge of Vineyard Street now between the cars and pedestrians where they're sitting. And it's just a -- it's a more, it's a more generous pedestrian space now.

This is the Church Street side, looking down the Pili pedestrian path. Here we've -- you can see a couple of things that we talked about earlier such as the speed table here that was added to make that full connection all the way across Church. The walls that is on the...yeah, that wall used to be on the other side and it was moved to this side and it does a couple of things. It now really frames that pedestrian route down Pili. And then separates the pedestrians and the cars more. So now there's -- now the driveway is further away from that pedestrian path. The landscape beyond between Executive Center and the parking is now more visible and it's -- and it's not shown in here, but the loading and the trash which

some of it had been located in the parking structure before is now all right next to the building. When you see the video coming around there, you may have seen the truck on that side. And so now all of that loading and trash and everything happens right on that side and doesn't cross or any pedestrian zones.

And the other thing we've doing is exploring patterns for the concrete walls that would be part of the form work to help give that some scale too and more detail. And this is coming back around to the, to the plaza. Is there any questions?

Mr. De Rego, Jr.: Chair?

Ms. Ball: Frank.

Mr. De Rego, Jr.: Is it my imagination or does this provide, especially the traffic configuration now that you've got the two-ways, for more of an organic connection to Market Street on the below, and more opportunities to close it off, like on Sundays and things like that because it's less, it's less impactful? Is that my imagination? I'm kind of noticing because you can actually, I think, now close it off more often and have all that extra space to have like festivals and it has sort of an advantage connection to the plaza. You could have a lot of traffic in between the two. I think I'm noticing that. Is that my imagination?

Mr. Packard: It's not your imagination. It's actually the case. Yeah, really the two way roads increase connectivity. And so, you know, Market is such a unique street, but by transforming Church to be two-way and having such ease of access off of Main really Market is not as crucial to the operations of the surrounding area so you really have a lot more accessibility and circulation. So there are more opportunities to get in, get out, while having those street closures and festivals, and you know, expand the plaza beyond just the space.

Mr. De Rego, Jr.: Good.

Mr. David Akinaka: And Frank, to that, I mean, this goes back to the planning phase of the project when we're scoping things. I mean, the -- one of our main intents was to separate the car traffic as much as possible from the pedestrian traffic. So we tried to keep the pedestrians closer the Market Street and, and towards the plaza, and try to restrict most of the car traffic, in and out of the parking garage, on Church Street so . . . (Inaudible. Multiple speakers.) . . .

Mr. De Rego, Jr.: . . . (Inaudible. Multiple speakers.) . . . store frontages there and, you know, the, you know, the buildings and stuff. So this is like a . . . (inaudible) . . . planned project, you know, in the sense it gives a lot of opportunities just on Sunday to close things off and let people just wander, you know.

Ms. Ball: Okay, thanks for your observation. Great. Anybody else?

Mr. Starr: Madame Chair?

Ms. Ball: Yes?

Mr. Starr: I have a motion when you're ready for it.

Ms. Ball: Not quite yet. Thank you. We will. Anybody --? Are you through? Do you have anything more to tell us? I don't think so. I'd like to call for public testimony once again if anyone is here who would like to ask questions or make comments.

Mr. John Rippy: How long is it going to take to do something like that?

Ms. Ball: Excuse me, would you like to stand up and, and come up to the mic. We record everything so it will be --

Mr. Rippy: I'm John Rippy. How long, how long do you take to do that?

Mr. Starr: To build it you mean?

Mr. Rippy: The building, the whole thing that I just saw on TV.

Ms. Ball: I'll have Erin Wade address that question.

Ms. Wade: Sure. Thanks for coming. So our schedule right now shows us bidding the project out in this fall, so fall of 2018 with actual construction starting sometime next summer of 2019, and then about 18 to 24 months of construction.

Mr. Rippy: Okay and then where do the people park that are parked there now?

Ms. Wade: Very good question. So we're doing a series of mitigating parking locations and we're creating a shuttle. So one alternative parking location will be at Wells Park. We're going to be utilizing one of the baseball fields, the one closest to Wells Street and then turning that into temporary parking because Wells Park has a master plan that is going to follow immediately after this. And that whole, the fields will get renovated and re-graded right after anyway.

Mr. Rippy: Okay one more. Is it 420?

Mr. Duncan: Yes.

Mr. Rippy: 420 parking stalls, and we have how many now, 200 and?

Ms. Wade: 212.

Mr. Rippy: 212 and then we're not going to park on Vineyard Street anymore is that right?

Ms. Wade: The seven stalls on Vineyard will go away, yeah.

Mr. Rippy: They're gone. And then...no, no, I mean, I've been doing --

Ms. Wade: I know.

Mr. Rippy: I've been here. I'm just like . . . (inaudible) . . . I mean, I'd love to see it. I'm, you know, a Wailuku guy, just like Jonathan . . . (inaudible) . . . I just would love to see it, and I hope, and good luck to everybody. I just -- I'll be here. Hopefully it's in my life time.

Mr. Starr: Thanks John.

Ms. Wade: Thank you.

Ms. Ball: Thank you. Anyone else? I'd like to thank you for your presentation, design team. I'm really pleased with what you've come up with. I think the addressing of the capacity that we need to plan for the future not only take care of the present, the safety and the accessibility of the development of the complex, and the forms that follows these functions, it's beautiful. So I'd like to -- for someone to make a motion now to move ahead to the next design phase. Jonathan?

Mr. Starr: Yeah, Madame Chair and members, I, I feel that the conceptual design phase has reached a point of excellence, and concerns and criticism and suggestions have been addressed very well. So with that in mind, I'd like to move that the Maui Redevelopment Agency advise the Department of Planning of the County of Maui that they should move forward with the construction design based on the presentation before us.

Mr. De Rego, Jr.: I second.

Ms. Ball: It's been moved and seconded that the design move ahead to the next phase. All those in favor say aye. All those opposed? Motion carries.

It was moved by Mr. Jonathan Starr, seconded by Mr. Frank De Rego, Jr., then unanimously

VOTED: That the Maui Redevelopment Agency advise the Department of Planning and the County of Maui that they should move forward with the construction design based on the presentation.

*(Assenting: C. Ball, F. De Rego, Jr., J. Starr)
(Excused: G. Hiraga, A. Lindsey)*

Mr. Akinaka: Thank you very much everybody.

Ms. Ball: Thank you. Next item is parking management plan.

Ms. Wade: Thank you Chair. Do you mind if we take a brief recess while I set up the presentation?

Ms. Ball: No. We will take brief recess.

Ms. Wade: Thank you.

Ms. Ball: Five minutes.

(The Maui Redevelopment Agency recessed at 2:13 p.m., and reconvened at 2:27 p.m.)

- 2. Discussion on Parking Management Plan highlights as they apply to Wailuku Town and the phasing in of parking equipment, neighborhood way-finding, and a free Wailuku Town shuttle service. The MRA will provide feedback on the report and next steps.**
[PARKING ACTION PLAN](#)

Ms. Wade: Thank you Chair. The next item on the agenda is the delivery of the action plan for paid parking. I apologize, I had power point presentation which keeps failing to download, so I'm going to walk you through the document, but skip over major parts. As you know, this contract is with Dixon Resources Unlimited, and the scope of work included Wailuku town and Lahaina town, so you'll see the information in there. Julie likes to joke when you see this cover image that says Wailuku town and Lahaina town, and Paia might as well be after it because it is such a good -- in also such a good condition to move towards paid parking as well.

But I'm going to start out with the education and outreach. So what she explains in this element is the huge importance of education and outreach from the very beginning of the project to throughout delivery and how the working and acceptability of transforming a community from no paid parking to paid parking when it's public parking, education and outreach is number one. And so she goes through a series of recommendations about how to do that, how to inform people, and that it always need to be very clear and understandable what people's expectation is, so she offers a series of recommendations there. And then utilizing this also -- utilizing paid parking as a tool for businesses and to bring businesses where we can offer opportunities for validation or offer free parking during times when there is less demand. So, nights and weekends is a perfect time to offer free parking and encourage more folks coming to town.

Paid parking times and limits, she explains how there's multiple ways to do it. You can do the pay and display. This is often how it happens with the private lots in Lahaina where you have to go to a station, you pay, and you bring a ticket back and put it in your window. There's also an option to do a pay by space where, again, you go to a station, you enter whatever space your car is parked in. And then the third is a pay by plate option where you, the same thing, you enter whatever your license plate number is and then it covers you for

the duration of time that you've signed up for.

She's recommending a pay by plate because it does a couple of different things. It's consistent and you can actually move your vehicle throughout the district during the time that you've already paid for which is a positive, and it's great. It makes it user friendly. The other thing it does is that it collaborates back with other databases that we have connected to license plate information with the County which is helpful for both MPD and DMV in terms of providing oversights.

So in Lahaina town and in Wailuku -- I'm going to skip over all of the Lahaina stuff -- but we're looking at both paid on street and paid off street parking. But we're looking at phasing it in in different ways so in Wailuku, the, what -- and you can see these two, this is exactly the same location where these photos are taken during the day. It's relatively saturated, but what we did find out, though, was when Julie was here doing the site assessment was a time that the courts had no public cases in session so her data gathering was on the very lowest end when she was here in September.

Ms. Ball: Jonathan?

Mr. Starr: Yeah, that was my, my one real big concern.

Ms. Wade: Yeah.

Mr. Starr: Was that, you know, I find we're up in the 90's, the 90 percentile for the muni lot and for Market Street every day, mid-day, you know, way above her numbers and I knew that there must have been, that Thursday must have been a real quiet day for some reason.

Ms. Wade: That was the reason. And what we found out after further inspection, we did call the courts and found out that just for court cases there can be swing of between 50 and 250 cars during public court case times, depending how many cases and how many jurors are being selected at a given time. So that's a huge number of cars to accommodate on -- and a very high variability. So one of the things that we've been talking with the courts about is including both jurors and state employees in the public shuttle and the employee shuttle. Because jurors are pretty much committed for a full day a time, they could also use the offsite satellite shuttle and it could be really workable for them.

Mr. Starr: I believe DAGS is doing a state campus master plan. Can we offer that and those numbers as testimony or some agency comments?

Ms. Wade: Yeah, definitely. Yes, absolutely. So we will do that. The other thing that this did illustrate that I think is accurate because when we do have peak times it's during the day, it's the 8:30, or 8:00 a.m. to 4:00 p.m. essentially is the peak. This was the 7:00 p.m. condition and this is a very typical condition of Wailuku town. So this was -- and this was the 6:00 p.m. condition.

So essentially what's being recommended is -- I don't know if I can blow this up. I think I cannot. Anyway what is shown in sort of the bluish gray, everything but essentially Market Street, she's recommending pay stations. So for each block face, there would be a single pay station, sometimes two depending on the length of the block face. So you would walk to the pay station, make your payments and walk back. On Market Street, she's recommending dual space so it would be a single meter that serves two spaces. What I do need to let you know though is while all of -- while these are physical pay stations, there would be the online payment system, the mobile app that would go along with the paid software. So it's part of the software where you can pay either in person, physically pay, or you can pay with your phone at any of the stations, is the recommendation. She's done the inventory of all of the spaces.

So essentially with the implementation what they're recommending -- and this is actually Lahaina -- what they're recommending is, short-term, that we move to paid parking in the Wailuku municipal lot for the 12-hour free spaces first so that becomes a parking permit. Then during construction of the municipal, of the Wailuku civic hub, we move forward with the on-street paid parking. Yes, go ahead.

Mr. Starr: It was a little unclear to me about the access to those permits, whether anyone, if they worked in a shop or if they worked in County government can purchase those?

Ms. Wade: Yes, and she didn't make any -- she didn't specify that and so I think that could be something that we discuss at the MRA is who should get first priority for those 12-hour, yeah, permits. She does talk in here about the parking benefits districts, and how the revenue that's generated from the parking could be distributed and utilized. She talks about first and foremost, of course, it has to cover equipment, personnel and operational costs. But then beyond that you have sort of the secondary tier when you have revenue coming in, you typically want it to go to adding parking supply, improving wayfinding conditions, and safety and security, and then you can do, again, more sort of demand management expansion where you're looking at bike share, park and ride, ride share, those kind of things that you're focusing on. Frank?

Mr. De Rego, Jr.: Just a question. Does this app show you what parking spaces are available as well?

Ms. Wade: No, and one of the things that she's -- what's amazing about her breath of knowledge is she's tested those out in many situations and they're almost never accurate in real time.

Mr. De Rego, Jr.: Okay.

Ms. Wade: Because especially when there's...it's evaluating every individual space. So what is much more accurate is being able to say generally as -- as an example, the parking structure, whether there's space available or not space available.

Mr. De Rego, Jr.: Okay.

Ms. Wade: And it can direct you to the floor where there's space available. But the other thing to be -- that she suggested is it's a little intimidating when you drive into some of those and it says, like in our case, there's going to be 420 parking stalls, so you know, 420 parking stalls available, it feels like it's an abandoned ghost town. You know, it's almost bad advertising. So what you really want to know is there place to park, and if the answer is yes, that's what it shows.

Mr. De Rego, Jr.: I was actually thinking more about the street ones because once you put your credit card in in real time you could take a tally that that space is taken.

Ms. Wade: Right.

Mr. De Rego, Jr.: So it might be able to tell you where on the street there might be empty parking spaces. I wasn't thinking about the garage because I think I've heard this problem about you give about a percentage of the number of spaces.

Ms. Wade: Yes. Right.

Mr. De Rego, Jr.: But is that possible for the on street parking?

Ms. Wade: Yeah. I mean, that is the beauty. So also for the enforcement officers who will be enforcing using real time basically on a smart phone -- the software works on the smart phone -- and they will know who is in what stall. They'll know, if we're using license plate, which license plate it is, and for how long they have reserved it. But we aren't planning to tear up the road and determine if there's -- and place sensors in all of them to find out if the car is physically still in that space, what you need to do to know. So, you might pull out while you still have essentially time on the meter and, and the apps not going to know that.

Mr. De Rego, Jr.: Okay.

Ms. Ball: Jonathan?

Mr. Starr: Or vice versa. You may, it may tell you that there's a space open because no one's paid for it, but there may be a car there.

Ms. Wade: Right. Yeah. That's absolutely true. Yeah.

Mr. De Rego, Jr.: Parking illegally, is that what you're saying? Then you can report them on the app.

Ms. Wade: That's right. Okay, I'm going to skip those. The citation revenue; so this is one of those things that has been sort of the big -- this is the big revenue and yet we don't have any access to it at this time because a uniformed police officer currently issues all parking

citations. It is a criminal offense. So most states have gone to decriminalize parking citations so that non-uniformed police officers can issue and it doesn't have to go through the court system for the processing of the enforcement fee. That doesn't exist in Hawaii today, so all of our enforcement revenue, if you get a parking ticket written, all of that goes to the State and the County doesn't get any of it so --. Frank?

Mr. De Rego, Jr.: Question.

Ms. Wade: Yes?

Mr. De Rego, Jr.: How much does the state make off of citation?

Ms. Wade: We have not been able to find out what that number is and Julie has been digging.

Mr. De Rego, Jr.: And that's the reluctance.

Ms. Wade: Yeah.

Mr. Starr: Can we make that -- make a push that that be one of the County's priority, legislative priorities for next year's session and maybe we can get together with the other counties?

Ms. Wade: Yes. So we've already asked for this to be on the HSAC agenda and Julie has sort of been rallying the troops throughout the state now who are, you know, seeing this as a good opportunity. One of the really interesting things we found out by meeting with the courts was that way back, like 30 years ago, the rent-a-car companies negotiated a discounted pay off for anyone who's rented a car and gets a parking citation. So the rent-a-car companies for anyone who rents a car and gets a parking citation, the rent-a-car pays a \$5 fee to the State when your offense might be a \$35 or a \$65 offense. So the rent-a-car company pays \$5 but then charges back whoever rented the car, the full price of the ticket and a \$50 processing fee.

Mr. De Rego, Jr.: What?

Ms. Wade: So it's this tremendous -- it's a revenue source for the rent-a-car companies in all honesty. So that's one of the things -- you should have seen Julie's eyes when she discovered this. She just couldn't believe it. And even the court system said, yes, it's always been this way and so this is what we, what we do. And the most interesting thing about that, in terms of parking revenue, is it is by and large visitors who get the majority of the parking citations because they are the ones who don't know or don't care to pay attention to whatever it says. They're just here and it doesn't really matter to them. So what's \$35 parking ticket? Where most locals kind of know the rules and they know where to park and where they can't park so the majority of the parking citations are actually getting this lower discounted rate. Where, whoever's committed the crime, because it is a crime at this point now, pays double what they should have had to pay. So, anyway, we this as a really good opportunity to kind of right a wrong, and whose -- rental car companies will oppose, but I can't

see who else would.

So going further down in terms of violation types, she goes very deeply into where the violations are occurring, and what quantity, and about how many citations get issued per day, and where they're getting issued and all of those things. So the recommendation for enforcement and we've met with the Maui Police Department and...Public Works Department a couple of times now. And probably the best course of action, because our number one priority for safety purposes is to retain our uniformed officer in town. So the biggest concern was if enforcement moves away from uniformed police, we do not want to lose our dedicated police officer in Wailuku. So the way that this is structured is more that that dedicated police officer becomes the supervisor for the parking ambassadors. So it would still be, the function would be retained within the Police Department, but that police officer will supervisor those ambassadors but then also be there for support safety issues.

Mr. Starr: So would the ambassadors be like SHOPO members or would they be like --

Ms. Wade: No, they're civilians.

Mr. Starr: And so they would be like MRA or some other entity employees.

Ms. Wade: No, they're civilian MPD employees. Yeah. So they're not --. MPD has dozen of, of civilian employees who aren't sworn officers, and that's the category that they would fall under for this.

Mr. Starr: Okay, I'm wondering if they then, that makes them HGEA or UPW.

Ms. Wade: That I don't know, but I can look at that. So you're asking what their union loyalty is?

Mr. Starr: Well, I'm just wondering if that becomes, if that becomes an issue, it might be best to think first.

Mr. De Rego, Jr.: Chair, another question on this and it's related to this. So that sort of prevents contracting this duty out to a third party which might or might not save us money simply because, you know, you're thinking about a County employee includes, you know, fringe, and pension, and benefits, and we're already 11 billion dollars down that road in terms of unpaid liabilities as a State, and it prevents a private sector solution.

Ms. Wade: It does, yeah, yeah. And that, that -- we had quite a bit of discussion about that actually and ultimately the conversation or the recommendations led to your visitor destination, first and foremost. You know, Maui has to accept that that's the primary economic driver and so you're always going to have a lot of visitors. And so you probably don't want to pay -- these are not minimum waged positions that you're going to want to be paying. You're going to want these people trained in health safety. You're going to want them to be able to give folks direction, to have good customer interface, to be able to

represent the neighborhood well. Just like our, our safety ambassador staff, it's not bottom of the barrel security. It is, it is well trained and well informed, and that's probably who you're going to want that ambassador to be too.

Mr. De Rego, Jr.: But they are contracted, correct? They're not -- they're a private company, correct?

Ms. Wade: Who? Clean and safe is a private company, yes.

Mr. De Rego, Jr.: Clean and safe is. So it's not impossible that you couldn't get good employees and good workers as long as there's, you know, monitoring of a contract, the private contract like that.

Ms. Wade: That's correct. But one of the, one of the things we saw as a big benefit was when they're MPD they get the police radio which is for particularly in Lahaina and Wailuku is important because actually our circulating officer who's official job is parking enforcement, uncovers all kinds of other stuff while he's, you know, technically enforcing parking. That's when you discover when there's real issues. And so having the police radio can be a huge time saver and a life saver we have found so.

Mr. Starr: I, I just feel there should be kind of a cost analysis, an impact and analysis over what the status of them. And it may not be that easy to add a bunch of, more, you know, county employees. Sometimes there's reluctance.

Mr. De Rego, Jr.: Yeah.

Ms. Wade: Okay. I will get back to you on that. I don't have the answer today. Okay. Enforcement technology; this is really for MPD in talking about the tech that they use now to issue tickets and what they would recommend in the future for issuing tickets.

Maintenance -- the maintenance and revenue collection goes back to the parking district and how the monies get used. Paying for the parking ambassadors. Okay, so the residential parking permits, and we've talked about this in the past how, when you apply parking costs to your resource of public parking it begins to have spillover effects and impact the outlying neighborhoods then. So as people are trying to avoid paying the fee for the commercial parking they move into the residential areas. So while we don't want to --. Her recommendation here is at the outset you don't require the residential permit parking, but we get it set up so that when neighborhoods do start to feel an impact if they do start to, they can request the residential parking permit program so that they're not getting the spill over that they otherwise might. And then that would include --. I mean, it's not, it's not a fun thing necessarily. You'd have to get guest passes and all that kind of thing, but she has clearly outlined how we can do all of those things.

Employee parking permit, this really affects Lahaina more than Wailuku, but --. Wailuku's employee focus is more towards the satellite parking and the shuttle system. Getting the

employees out of the core of the downtown area and shuttling them in because parking supply should be focused on the businesses and folks coming to do business and having the employees outside of the downtown core. Whereas, there is a big unused parking asset in Lahaina with the Outlets of Maui that can be used for employee parking. Yes?

Mr. De Rego, Jr.: Question. Is there -- would there be a possibility, if it's large enough, for businesses to take advantage of the satellite system in terms of parking their employees up there?

Ms. Wade: Yes, absolutely.

Mr. De Rego, Jr.: Because often times --. Okay.

Ms. Wade: Yeah, absolutely. In fact, I wouldn't expect that we would discriminate at all whether you are employee or not to get into Wailuku. We could call -- we're just calling it a circulator shuttle, in fact. I mean, it's intended to be marketed to employees who are parked all day, but it could be used by anybody who is coming in.

Mr. De Rego, Jr.: Okay.

Ms. Wade: And then that gets to the free shuttle program. So what we're looking at for Wailuku is two-fold. Lahaina would just have the smaller vehicle circulators, the little six-seater EV vehicles that sort of circulate the town and you can wave it down like an Uber or Lyft. Or, I mean, you can order it like an Uber or a Lyft as well. It's called --. So the national example is called Free Ride Everywhere of the FRED. And then we do have one island called Turtle Tracks that's running in Kihei right now. I think they only have two. But then in addition to that in Wailuku -- so that would be mid-day that we would probably operate those in Wailuku -- but peak office times in morning and afternoon we would run the actual, on-time, every 15 minutes, circulator shuttles from War Memorial and Tropical Plantation to get both ends of the spectrums.

She talked about scooter and bike parking. This is more for Lahaina where they'd really like to encourage employees to be biking because it's so flat. Also the loading zone is mostly an issue in Lahaina.

She discusses about how special events can be an opportunity to educate people about new parking system, and where to park moving into the future.

The wayfinding program is something that we've built in to this next budget round so the budget came out today. I'll conclude with that but --. That we'll be putting budget numbers in for a permanent wayfinding within Wailuku and it will focus on first and foremost how to get to town and where to park, and then direct you to other spots, popular locations.

They made a series of recommendations regarding the civic hub and have been in direct consultation with the design team the whole time about what equipment is best used, where

it should best be placed, about security and all of those things. So she kind of goes into where cameras should be placed, access, all of those things here.

Prison Street is Lahaina. Lahaina. She does go ahead and recommend offering the opportunity for shared parking at Wells Park and the tennis court lot so there's both of those two County lots. She doesn't --. And the other piece that we've discussed but isn't written here is the lot, the lot behind Lao Theater and all of the municipal parking is very underutilized nights and weekends. So one of the recommendations that Brad, from PUMA -- this ties right in with this -- is recommending that we basically allow that be utilized by residences for overnight parking and hotel into the future so that both of those uses can use it for overnight parking, moving forward, which is a benefit to everybody. The majority of the time, your hotel guest or your resident is out during the day, isn't parked downtown, they can come back and park at night when there's no shortage of parking whatsoever. And the benefit to the County is we make money when there's a car parked in that stall. So, it can be a benefit to everybody.

This is more for Lahaina. And then she goes into the data analysis. So, I'm not going to get into all of the appendices. If you have questions about that data or information, I'm happy to answer it. I will follow up and find out about what the cost differential would be between the union employee with the, with the Police Department as opposed to a private contractor. Are there any other questions you had?

Ms. Ball: Jonathan?

Mr. Starr: The, the one, one thing that concerns me is the policy on -- what do you call it -- re-parking or roll over?

Ms. Wade: Okay.

Mr. Starr: Especially in what, I think they're calling it the County lot, which means the one in front of, the one over there and the streets around here. People come to Council meetings, and you know, at two hours they run down and --

Ms. Wade: Yeah, move their car.

Mr. Starr: Yeah, I think that, that, this area should be exempted from that.

Ms. Wade: Okay, that makes sense to me.

Mr. Starr: And, I, I also think that the non-cash option is probably, is probably a good thing to get people used to. There's a lot less maintenance and it sounds like it's just a lot easier and less costly.

Ms. Wade: Yeah, it is, yes. I forgot to mention that. So none of the meters or pay stations would accept cash, it's all credit card operated. Any other questions? Okay, so this

basically just represents the deliverables so they're providing -- this is the deliverable provided by this consultant. We are going to be continuing to work with them. I've extended the contract with Dixon so that they can help us write the RFPs for all of these folks that we're going to be looking towards to install equipment and to bring it onboard to get us through the County Council approval and all of those things. So you're still going to see Julie quite a bit and she's going to be behind the scenes, but this represents the deliverable for this phase. Okay.

Mr. Starr: Yeah, are, is there any action that this body can or should take?

Ms. Wade: No. It's just essentially you folks are an advisory body regarding this. This will be a function of the County Finance Department ultimately. And when we create the parking benefits district, there's a chance that that will be seated with the redevelopment agency. That's just something that will have to be finalized with Council.

Mr. Starr: Just as a final comment, I think it's a really good piece of work.

Ms. Wade: Thank you. Me too. It's exceptionally comprehensive.

Ms. Ball: Yes, thank you.

Ms. Wade: Okay.

E. PUBLIC INFORMATION EVENT: Will be rescheduled as we are closer to the release of the draft Environmental Assessment document.

Ms. Ball: Our next item is public information event is, is, will be rescheduled. Would you like to?

Ms. Wade: Yes, it will. Thank you. You know, we had intended to do a public information event in advance of the release of the environment assessment, but the EA, the Draft EA, is not going to be ready until our archaeological inventory survey is done. We will be starting archaeological work in April so we will probably be scheduling that for May, the public informational event.

Ms. Ball: Yes, Frank?

Mr. De Rego, Jr.: But there will be another public information event happening on April 10th.

Ms. Ball: Which will be --

Mr. De Rego, Jr.: With the Maui Native Hawaiian Chamber of Commerce. Erin and hopefully Ramsay Taum will be presenting. I'll introduce them beforehand as a member of the MRA kind of putting the whole thing in context. But it's, it's a event that the chamber is putting on

so, so we're getting the word out.

Mr. Starr: What, what time and where?

Mr. De Rego, Jr.: That's going to be at, on April 10th, I think, it starts at 5:30 p.m.

Ms. Ball: And this is informational for what purpose again?

Mr. De Rego, Jr.: Just to get the word out to businesses and people about the opportunities that are going to be involved in Wailuku once this is done.

Mr. Starr: It's at?

Mr. De Rego, Jr.: It's going to Aria's.

Mr. Starr: Aria's, okay.

Ms. Ball: Is it open to the public?

Mr. De Rego, Jr.: It's open to the public. You just have to sign up on, online.

Ms. Ball: Okay.

Mr. Starr: Okay, and there's one more which is Wailuku Community Association annual meeting is coming along on the 4th of April, and it's your opportunity to learn about it, participate in the annual meeting, to nominate yourself or your friends for the Board of Directors, etcetera, etcetera, etcetera. That starts 5:00 p.m. at the --

Ms. Wade: Main Street Promenade.

Mr. Starr: -- the food court at the Main Street Promenade.

Ms. Ball: And what are the requirements to belong to the --

Mr. Starr: Pay your 10 bucks, annual basis. You can fill out a form with your name.

Mr. De Rego, Jr.: Yeah, the Maui Hawaiian Native Chamber is going to cost you a bit more. It comes with dinner.

Ms. Ball: So these informational, are they -- I was wondering -- I'm a little concerned about these events proceeding our event, not because we have to be first, but I thought our might be more comprehensive. I know we have no control over theirs, but were they planning to do after ours when ours was earlier or what?

Mr. De Rego, Jr.: No, this was -- I'm on the Board of Directors so I can say this.

Ms. Ball: Okay.

Mr. De Rego, Jr.: That people are expressing interest because they've heard about the project, and they were wondering what it was about and they thought it would be good for the members to know what would be happening in Wailuku, and the business opportunities that would come from it. So since we're a chamber of commerce, we figured it would be a good thing for people to know, so, yeah. They asked for it. Erin and Ramsay consented, and I think it's a good idea.

Ms. Ball: Okay, excellent.

Ms. Wade: Just to say too, each of these like little events, they always gives us a specific angle that they would like to hear from. So this one will be more business and culture. Wailuku Community Association will be more about incentives and impacts to the surrounding neighborhood. And then the big informational event will essentially be about all of the things identified in EA as priorities and how we're mitigating and moving forward. So that will be much more kind of clinically and also directed at the property owners and the merchants.

Ms. Ball: Great.

Mr. De Rego, Jr.: Can I make a comment about that Chair, and I know we've got about a minute. I think the more information that gets out there, whatever perspective it is, instead of all it of coming out at once, you know, where people are saying, I'm shocked, is I think is better for us in the long run, so.

Ms. Ball: Great. Wonderful. Anything else?

Ms. Wade: Just to finalize, I wanted to congratulate the group because the Mayor did release his budget today with the \$81.2 million allocation for the project, so congratulations.

Ms. Ball: Good job. Thank you. Yes, Jonathan?

Mr. De Rego, Jr.: Wow.

Mr. Starr: Can we get an update on the relevant date to come and offer some testimony?

Mr. De Rego, Jr.: Yeah, I was about to ask that.

Ms. Wade: Yes. Well, tomorrow or next week Tuesday we have been called to present to the Budget and Finance Committee in advance of their deliberations, so David Akinaka . . . (Inaudible. Multiple speakers.) . . .

Mr. De Rego, Jr.: Is that the pre-budget consideration?

Ms. Wade: It's the pre-budget, yes, dog and pony show basically.

Mr. De Rego, Jr.: Yes, yes. I was warned about that.

Ms. Wade: So, Tuesday at 1:00 p.m., we'll be a Budget and Finance Committee with Dave Akinaka and Mike Packard and myself. And then Thursday, I have been informed just this morning by Sandi Baz, at 1:00, they're going to take up --

Mr. De Rego, Jr.: Thursday?

Ms. Wade: Thursday.

Mr. De Rego, Jr.: Thursday.

Ms. Wade: The placement of the MRA under the Department of Finance. So, I haven't seen that piece of the budget yet, so I will send it out as soon as I have it.

Mr. De Rego, Jr.: So remind us about the rules about showing up for something like that.

Mr. Michael Hopper: No more than two can show up. And if you're going to represent a position of the MRA itself, you'd want to do that at a meeting and take a vote that that's the position, I'd say. So, if you're going, you're kind of testifying as an individual rather than on behalf of the MRA, and you shouldn't have more than two members there.

Mr. De Rego, Jr.: Okay. But we can -- if there's two members there, just kind of observing what's going on, that's okay?

Mr. Hopper: Yeah. Yeah, once you have more than two --. This Board is kind of unique because it's a five member board, so more than two equals a quorum. Other boards you could have more than two and less than quorum do certain things, but this board by definition, you can't have more than two. So, you really can have only two. Once you have more than two you have a quorum so that is considered something you would need to post an agenda for and take public testimony for as your own MRA meeting. So you'd want to keep it under, under three members, so two members at the most.

Mr. De Rego, Jr.: Okay.

Mr. Starr: Thursday meeting is at 1:00 p.m.?

Mr. De Rego, Jr.: So, so if we want to go we'd have to do some coordination. Is that allowed by e-mail or is that like having a meeting?

Ms. Wade: How about if you're interested in attending, you e-mail me.

Mr. De Rego, Jr.: Okay.

Ms. Wade: And if there's more than two of you, let's say you want to go, then I'll work it out with the Chair.

Mr. De Rego, Jr.: We can jun-ken-po?

Ms. Wade: She's still Chair until the 31st of March.

Ms. Ball: Okay.

Mr. Hopper: And the, obviously, the staff is not similarly constrained, so you're not member, so Erin can go, you know, to meetings. Anybody else who's staff or consultants can go to meetings; it's just the members themselves that are restricted by the sunshine law.

F. NEXT REGULAR MEETING: April 27, 2018

G. ADJOURNMENT

Ms. Ball: Anything else? Meeting is adjourned.

There being no further discussion brought before the Agency, the meeting was adjourned at 3:03 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE

PRESENT:

Carol Ball, Chair
Frank De Rego, Jr.
Jonathan Starr, Vice-Chair

EXCUSED:

Gwen Hiraga
Ashley Lindsey

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OTHERS:

Erin Wade, Small Town Planner

David Yamashita, Planner, Department of Parks and Recreation

Michael Hopper, Deputy Corporation Counsel