

**MAUI REDEVELOPMENT AGENCY  
SPECIAL MEETING  
MAY 11, 2018**

**A. CALL TO ORDER**

The special meeting of the Maui Redevelopment Agency (Agency) was called to order by Mr. Michael Hopper, Deputy Corporation Counsel, at approximately 1:00 p.m., Friday, May 11, 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.)

Mr. Michael Hopper: . . . MRA members. Or good afternoon MRA members. I already made a mistake in the first sentence.

Ms. Erin Wade: Perfect. That's good.

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

**C. INTRODUCTION – NEW MEMBER KEONE BALL**

**D. ELECTION OF OFFICERS FOR 2018-2019 BOARD YEAR – Chairperson and Vice-Chairperson**

Mr. Hopper: It's now one o'clock and we're ready to call the MRA meeting to order. We have no Chair or Vice-Chair currently, but an item on the agenda is election of officers and I would suggest that we do that first if there's no objections from the members so that the Chair can run the remainder of the meeting. Is that okay with the members? Okay. So what the, the requirement is take nominations for Chairperson. There's no requirement for a second. And because there's only three members, and three members constitute a minimum number of members needed to vote to take action, we actually do need three votes to name a Chair. So if there are no questions, are there any nominations for Chairperson?

Ms. Gwen Hiraga: I nominate Frank.

Mr. Hopper: Okay, any other nominations? Okay, seeing none, nominations are closed. Any discussion? Okay, all those in favor of --

Mr. Frank De Rego, Jr.: I'll vote for myself.

Mr. Hopper: You would have to, yeah.

Mr. De Rego, Jr.: I would have to, yeah.

Mr. Hopper: It would have to be three members, yeah. You can vote -- not only you can, but have to vote for yourself in order to actually have. Another option is to defer, but you know, that's generally disfavored if you -- cause it's good to have a Chair during all of these proceedings. So, nominations are closed if there are no others. And is there -- I guess a show of hands for voting for Frank De Rego, Jr. as Chairperson. Okay, any opposed? No, there are three votes in favor, none opposed, so Mr. Frank De Rego is the Chairperson of the MRA so you may come up here and conduct the rest of the meeting.

**After nominations were duly taken, Mr. Frank De Rego, Jr. was elected as Chairperson for the 2018-2019 Board Year.**

Mr. De Rego, Jr.: Let's go to nomination of Vice-Chair.

Ms. Hiraga: I nominate Ashley Lindsey as Vice-Chair.

Mr. De Rego, Jr.: So, the motion has been made, all in favor raise your hands. There we go. Okay, welcome.

**After nominations were duly taken, Ms. Ashley Lindsey for elected as Vice-Chairperson for the 2018-2019 Board Year.**

Mr. De Rego, Jr.: I'll do public testimony. I'm just going to read what's here. 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 on the agenda which is on the table. So is there anyone here to testify? Please state your name for the record.

Mr. Jonathan Starr: Good afternoon. I'm Jonathan Starr. I'm a Wailuku property owner and former member of the MRA, and I just wanted to really express appreciation for the experience of serving on this body. It's been, in many ways, the best board or commission or other entity I've served on in many, many years of service. It's just the people and the spirit and the willingness to try to do something good for Wailuku town has really been heartening. I want to apologize for abandoning ship in stormy waters, but I felt it was the right thing to do. I actually had someone who wanted to do a project with me regarding my property in Wailuku and, you know, when it got beyond the philosophical or theoretical into the practical I felt the right thing to do was to, to resign from the organization and avoid any,

any potential conflicts. So I apologize for doing that and I just thank you for your service and really appreciate everyone that I served with; staff for just doing an exceptional job, and not only getting things done, but being visionary and practical. And also our Corp Counsel representation has also been superb so thank you very much for the experience. Aloha.

Mr. De Rego, Jr.: I'd like to thank you personally for your service on as Vice-Chair, and as a member for all these years. And your ideas have been always well placed and your wisdom has really brought the project, I think, to where it is today with the rest of the members. So I would like to thank you personally for all the work that you've done with the Maui Redevelopment Agency. So, does any of the other members have any comments? Thank you Jonathan.

## **E. NEW BUSINESS**

- 1. Presentation of the proposed phasing for the Wailuku Civic Complex and the parameters and constraints that will guide the determination of what is included in each phase. Presentation is for discussion purposes only; no action required.**

Mr. De Rego, Jr.: Okay, let's move on to the next item. Well --. Yeah, is there any other public testimony? Okay, so without objection we'll close public testimony. Unfortunately Keone is sick so we're going skip the introduction for the new member till the next meeting. We've done the election of officers. Let's begin with the first item of new business, presentation of the proposed phasing for the Wailuku Civic Complex.

Ms. Wade: Thank you Chair. The discussion with the County Council on the proposed budget for the Wailuku Civic Complex took place over the last three weeks essentially, and during the last week of discussion it was proposed to reduce the total amount of funding for fiscal year 19 from the \$81.2 million to \$40 million. Well, it's \$41 and some change, and when you include the lapse bonds, funds and the cash; that's also a part of it. So that kind of left us at the point of trying to determine what is the best way to continue moving forward with the project. I think we all always understood we wouldn't ever spend \$80 million in one fiscal year so that doesn't really prevent us from moving forward. It does though force the issue of how do we break up the project because we can't contract the whole thing at once. So the team along with several folks from the County side both with procurement and finance, and also with the CIP coordination side have been discussing what is the best way to move forward to phase the project.

So I've provided you with two alternatives. We do have a preferred and I'll sort of explain why. So the first alternative has phase one including both all of the offsite improvements essentially. So all of Vineyard and Church Street improvements, and then the on-site utilities work because there are utilities retire or abandonment, and then also utilities upgrades that need to take place. And then also creating a temporary parking offsite that's needed. So that would be phase one.

And then following up with phase two to develop the parking structure, civic building, do the onsite grading, the First Hawaiian Bank lot -- I thought we had talked about doing that in phase one actually -- and then demoing the One Medical. I'd like to move that First Hawaiian Bank lot up actually into phase one if you can consider doing that. The reason for that is two-fold. One because we're already going to be doing the onsite utilities in phase one, and it is essentially within that driveway that goes to First Hawaiian Bank, so it would be much easier if we do it at that time. And then the second is we have the cash in this budget and we can't use bond funds to make those improvements. So doing that in phase one with the cash is going to be important.

So we kind of go over what the pros and cons of are this. The -- while it only allows for us to spend a small amount of the money allocated within that phase one, it is a nice clean, sort of phasing of the project in that it gets all of the upfront things completed before we move to the onsite work. Everything that's in this phase one really does have to be done first which is why we've done it this way. It's well within the budget. It could start a little bit earlier than we had. We can start the project then and be under construction a little earlier than we had originally anticipated. We can be at the beginning of the summer. We were originally scheduled way into September. And then the other positive for us is all of the vertical construction can come out of the ground at the same time, which has both an efficiency and a financial savings to us to do that.

The cons are it delays phase two, and it delays the provision of the parking by a little bit. And the risk is that if the offsite improvements get started and we don't start work with the onsite, it's easier to just cut the project off at the offsite improvements, so understanding that.

The other alternative is to do everything I just mentioned and the parking. And we'd likely have to find some additional funds in order to complete that. It will take all \$41 of what's been dedicated and potentially some more that we could either ask for some additional now or find some grant monies for. It does allow --. And then building the civic building and the -- this should say for phase two -- plaza, the outdoor courtyard space would also be in phase two.

So it does allow us to do all the grading at once, and then the civic building. The real issue for us in terms of -- this isn't a pro. I don't know why this is here to tell you the truth. The issue for us is -- actually this is a con -- if we build the parking without the civic building, we have the problem with the elevator. So the elevator and stair tower are a part of the civic building now so if we move forward with the parking structure without that -- I guess it can be looked at as a pro or con -- the parking is not complete without that. However, then it does forces us to have to move forward with the civic building, so you can look at it one way or the other.

The cost would exceed \$40 million, but there could be opportunities for that. There is that loss of efficiency. So one of the big issues as you know we've designed the parking structure and the civic building to have the levels go directly across, and having those buildings come

out of the ground at the same time. It was supposed to -- it was intentional, and was supposed to provide some efficiency. So for that reason, I think we prefer the first alternative where we just do offsite, but we wanted to get your folks feedback and allow you the opportunity to ask questions and for us to get you some answers if needed.

Mr. De Rego, Jr.: Members? So what's --? I do have a question. For this first phase, what's the timeline for this?

Ms. Wade: So if we start construction in the early summer portion, we could be -- well, and this is assuming we're able to get all of the entitlements that we need. So the -- starting with this phase is a little bit challenging because we have all of these encroachments right now throughout the whole street, and we're just starting to puzzle together like who, what entitlements we need for everything. But if we're able to start in the summer time, and get this moving, we actually think we can come in phase two. So this is the important thing to realize. If we're not under construction until the beginning of the summer, we're going to be into the next fiscal year very early on. So phase two could immediately -- not almost even follow, you know -- phase two could still be happening almost with the same schedule we had originally intended. It just allows us essentially to bid out the offsite work right away, as soon as we're ready, and then we would bid out the other. We couldn't bid out the other work until July 1<sup>st</sup> of the following year, and then we could be under construction sort of late fall, early, I would say early winter for the phase two, would be how this would work.

Mr. De Rego, Jr.: Okay, are there any more questions? Okay, thank you.

Ms. Wade: You're welcome. Okay, let me just double-back. Is there any concerns with us moving forward with the preferred option at this time? Nope? Okay, thank you very much.

**2. Presentation of the Traffic Impact Analysis Report for the Wailuku Civic Hub (Complex) prepared by Austin, Tsutsumi & Associates, Inc. Presentation is for discussion purposes only; no action required.**

Mr. De Rego, Jr.: Okay we're moving on to the presentation of the traffic impact analysis report for the Wailuku Civic Hub Complex.

Ms. Wade: Thank you. So if you don't mind, Chair, we'd kind of like to present the two and three together if that's okay with you.

**3. Discussion about the on-street parking and loading on Church Street with Mike Packard of SSFM. Seeking direction from the board on preferred street configuration. (action may be taken)**

Mr. De Rego, Jr.: Okay. That's fine.

Ms. Wade: Because there's a lot of cross over.

Mr. De Rego, Jr.: Without objection. Okay, proceed.

Ms. Wade: Thank you. And there will be a decision point on the Church Street, but because all of the information is kind of one and the same, you'll get it all together. So today we have with us Mike Packard from SSFM and Wendy McLain. Mike is going to kind of help us with the traffic impact analysis. It was done by Austin Tsutsumi and Associates. Tyler wasn't available today, but because we have these other street issues and we have SSFM here, they are going to kind of point out the highlights of the TIAR and then also be available for any questions.

Ms. Wendy McLain: Hello. Thank you Erin, and thank you Chair and members for having us. I'm Wendy McLain. I'm a civil engineer with SSFM, and I've been lucky to work on this project. It's fun and exciting, and I appreciate the opportunity. So Mike and I are going to be co-presenting this because the issues with civil and traffic are so integrated. I hope you bear with us. We'll go through -- we have a lot of slides to present, but because we're kind of combining it might drag on. So if you do have questions, perhaps you could jot them down and we can come back to them. But if something is absolutely not clear at all, please be sure to speak up and we clarify while we're at the slide.

So this is our agenda for the presentation. We'll start with project goals. We're going big, big picture. You know, we have to start there and then get into the weeds. Talk about the current design and the TIAR, and then getting into delivery, acceptability, the needs, the on street delivery options, and the, specifically Church Street is, is what we're primarily want to focus on, and talk about the pros and cons for the options we've come up from there, and then go onto discussions and questions.

So the big why. Wailuku revitalization has been the fundamental purpose driver behind this civic hub process of coming up with this, creating a gathering place, a space that is vibrant and rejuvenated. And in order to do that we have to provide the infrastructure for the businesses to thrive. And when we talk about what is that infrastructure, it's not just the utilities, it's not just having roads, it's the integration of all modes of transportation which comes down into complete streets, and Packard here, Mike, is going to speak a little more about that.

Mr. Mike Packard: Thank you and good afternoon. For those who I've seen previously in a similar role, hello, and others that are new, welcome. So I'm here wearing two separate hats, and the first hat here is to discuss what complete street is. And for those who are unaware, it's this idea of providing the safe mobility for all users. And all users can mean a multitude of things that's from, from our smallest keiki up to our kapuna. They need different things to enable them to walk, to bicycle, to feel comfortable in an area mixing with vehicles. And so when we look at roads, and we look at the sidewalks, and what we provide for people, it's ensuring that, that those children and, and our seniors have the infrastructure needed to

make it easy for them to get around. And for those who have special needs, be it wheelchairs or walkers, the blind, making sure that everything is in place for them to get where they need to go as easily, if not more so, than able body people because we're not designing these things for those who are out there able to do it ready. This is to ensure that everyone feels welcome and part of this place and part of this revitalization of Wailuku. And so it is encouraging and enabling the sustainable travel, and that's a large part of what this is. Making it a more livable area, making it walkable, you know, the idea of ultimately becoming more of a bike-able, active transportation type of center, and then ultimately be context sensitivity. And what that means is this isn't a one size fits all complete street. It's not cookie cutter. You don't pick it out at one place, in Honolulu, and apply it here. We don't take stuffs from New York City and apply it in Honolulu. And so when we looked at, at these projects and these constraints, you know, we looked at what the purpose was of the re-Wailuku project and for the civic hub and all of what this project's trying to, trying to employ. And so as looked at our offsite improvements, we're trying to blend them as much as we can with the onsite work.

So having said that I'm going to move into the discussion of the TIAR, and as noted, I did not do the traffic study, but I am a traffic engineer in my night job and so I can more or less talk to you about what it is that this looked at and how that influences what we're, what we're doing here. And if you don't mind I prefer to stand because I'm uncomfortable. So the traffic report and the primary impetus of it is to look at the circulation of the traffic and travel in and around this project area. And so we have the primary complex, the parking garage, the pedestrian plaza, and with it is provided Pili Street access here and up here off of Church Street with primary access coming off of Church Street. And a big portion of that and a reason for looking at that is to understand how vehicles will be coming to and leaving from this area with the overarching intent of making it a pedestrian first type of place.

And so as a part of that, one of the bigger changes that was made as part of the project was the conversion of Church Street from its current one-way vehicular pattern right now to a two-way circulation. So one lane in either direction in this current example that would be retaining parking on the mauka side. And the benefit of two-way traffic is to reduce the need to do long trips around the block to get to your intended destination. So theoretically you can just turn onto Church as opposed to coming down Market, up Vineyard. Not only is that more of a direct destination, more direct attraction, but it reduces additional travel on Market and Vineyard, two streets that are key to this project. Market already is one of the more prominent walkable areas, and Vineyard with the plaza and all of the changes around the historical buildings there really setting that off and ensuring that people are aware that this a pedestrian forward type of area.

So with the two-way reconfiguration off of Church Street, one of the mitigation needs from this project was to look at this intersection and it passed national signal warrant. So with that, you know, we looked at what a traffic signal would do to travel patterns in and around the area. With signals on either sides of it along Main Street, the ability to coordinate progression along Main Street enables not as much traffic delay as you would otherwise get should it be all way stop or something else that forced vehicles to stop. But the benefits of

having that signal is now vehicles can not only get off of Church Street as we have them exit through this direction, but pedestrians -- we're this pedestrian first type of project. Pedestrians are given that safe, protected crossing phase and so that they can make those crossing movements where right now, as you're all aware, it's a game of Frogger to make sure someone sees you and that you can get across. And back to my earlier statement about complete streets, that is not possible for everyone. You know, while you and I may feel comfortable playing Frogger, you know, for those who are impaired or, you know, less confident, that is not a really safe situation which leaves them to either, you know, cross further down here, or further up, or not do it at all. And if you're not comfortable walking, what's your alternative? It would be driving, and that defeats the whole purpose of this, of this project.

As we looked at this further and the idea of implementing traffic signals at the intersection, some of the corners are lacking the sidewalk space that would enable signal poles to, to go there. And so we are looking at the opportunity of bulb out. So extending the sidewalk in to the travel way, in the parking area, nowhere where the vehicles would be flowing. Just extending it to shorten that distance that pedestrians would have to cross, reducing the time that they're exposed to oncoming traffic, but also just, you know, really making that intersection more compact and easier to, to travel through both from a vehicle and pedestrian standpoint.

And so in the grand scheme of things as we, as we looked at Church Street being the primary street, we also thought of the opportunity that now we would be able to have heavy vehicles, the delivery trucks, come on and off Church Street without the need to travel on Market. And the benefits there are obvious in that Market doesn't have to have that heavy vehicle traffic nor on Vineyard which, you know, compounding those types of trips is just additional wear and tear but also the chance of, you know, just disrupting the pedestrian first environment. And so with the addition of the signal and the two-way travel on Church Street, you know, we did look at what the impact would be when vehicles turn on and off of Church Street into the parking garage area. And during the peak hours, so those are the primary times of use of the parking garage, it was determined that the backup would not have exceed past the intersections. And so that's important to maintain the travel on the other corridor. So while you might have a high attraction here, it wouldn't affect travel along Main Street and that's important as Main Street is that state arterial which, you know, needs to move quite a bit more vehicles and commerce than does say Market, Church, or Vineyard. And so with that, I'm going to turn this back over to Wendy so she can pick up.

Ms. McLain: Thank you Mike. So we really started analyzing how our deliveries are going to happen on the site. We felt that we had dealt with the exterior circulation so the other main components are deliveries. And as we started looking at the surrounding areas, Market Street identifying loading zones, a couple of loading zones that were incorporated in here. The project has a main loading zone along Vineyard on the makai bound lane. And then for the community center has an onsite loading provided.

We're also considering perhaps another loading zone over on the other side there based on



some inputs from some of the other property owners in here. But, really hadn't identify loading isn't possible to convert these folks over. But really all of these guys in green, all these green shaded, all had access to loading zones or onsite loading with loading zones within 150 feet which is the spacing of Market Street loading. Any one of these is no more than 150 feet from the loading zone. So as you start to look, it's like wow, well we kind of take care of most it actually already. It's just really this, this, these buildings over here up by the corner of Main and Church, so the Main Street Promenade, Calvary, Green Lotus, and Executive Center. So as we started focusing on that, well, how do we provide loading, how is it happening today? Right now it's a big parking lot, and while there are no easements for these areas back in here, that's just been the common practice, right, that people are -- delivery trucks are able to come right up to the back areas here and handle but is that what we really want to have happen in pedestrian forward environment? So we just started asking those questions. Executive Center, Promenade.

So, then it came down to really analyze what are the delivery needs of, of these buildings and focusing on promenade and Executive Center because of Calvary and Green Lotus potentially redevelopment things in there. But for promenade building upon meeting with them citing that they're currently using the rear access which is pictured here, and you see this little pickup truck. They have the garbage dumpsters that come in six times a week. They have a water delivery truck that comes occasionally, and a large shredder truck that comes once a month and that's for the drug court folks. But there's no store front on-street delivery options for them on Main Street because the parking is on the opposite side on Main Street.

For Executive Center, they currently are using the stalls that are in front although I see maybe a little, maybe a little bit of the abuse of the time limits there that are happening there, but those stalls are designated for loading. And they do have regular deliveries there, Fed Ex, regular, daily, on a daily basis.

So looking at the onsite delivery for passenger vehicles, saying okay can we maintain status quo? Is it that big of deal and not that? And I should mention for, for the Main Street promenade is that most of the deliveries are happening for the catering components for the downstairs, the food court, those are all handled by their own personal vehicles or delivery vans. So these are smaller, like these types of size cars, just regular, what we would call in the engineering world as passenger vehicles. We lump those all as passenger vehicles. So it has a fairly small turn radius; 14 feet inside and about 25 or so on the outside. And when we ran the turn analysis here, it's oh, this works okay. We have no conflicts in here. Everybody can pass without crossing traffic. No problem.

But then let's look at the larger vehicles. These big, we call them SU-30, single units 30. They're 30 foot long delivery vehicles. They're 30 feet from the tail to -- bumper to bumper, and that's why there's the 30. And these guys have much, much larger turn radiuses. The outside is 41 1/2 feet outside turn radius. It's very large. So when you start to run them, we start to see much wider impacts, the . . . (inaudible) . . . that that they need to be able to take. And when we're talking about pedestrian forward area that it raises some concerns. So I'm

going jump into a little more specifics.

So the passenger vehicle. Again, we have enough space for the passenger vehicles to pass without crossing each other. You just have this area right here where they're coming in and out of the driveway. And there's enough space for the pedestrians to walk on both sides of the road. And Pili Street -- this is Market down here and this is Pili -- is we're proposing as a two-way shared road, meaning cars, and pedestrians, bikes, everybody's using the whole road together.

Then as you come up in to the site you turn on to the, the what we call Road A that goes towards First Hawaiian Bank, even those. The red is the bumper path, and the blue is the tire path. Even those, they can pass without crossing paths. So you can have two cars passing without having issues.

We have --. There's still, if you have pedestrians over in here, they come up in here and they're into the plaza, no problem. The pedestrians that are walking along this other side by the American Savings Bank side are wanting to cross over as well because you don't have the conflict of the passenger vehicle it's less of an issue so much for them. There's a line of sight issue over in here because of the American Savings Bank here. That's minimized again because of the passenger vehicles being able to pass. They're not looking for too many other conflicts going on over here.

Jumping over to single unit 30 because the path is so wide it really constricts -- they have to basically take almost the whole driveway width, the whole width of the road just about to be able to negotiate this, this turn movement. So it really pinches this point right over in here. So while pedestrians can -- we want them to be able to just go whichever way. And this right here is being the desired line, right. If you're coming up you want to come in to the plaza which is going to be on the right-hand side. It takes away from that experience.

And then at this turn, as you're having the delivery truck, if this single unit 30 were to maneuver, they can do it, but again, they're taking up the spot in here. And if you have passenger vehicles coming and going it creates a, a problem in terms of who's going to go first, and then with that line of sight, potentially an issue where somebody has to back up in an area where people are crossing. It's not, not the ideal situation.

So then that led us to going over with what are the other options here. Can do we do something offsite instead? Does it have to be onsite or can we move forward with doing something offsite? So the current design we have the mauka side parking all along in here, and yeah we can potentially convert some of those over to delivery, loading, and unloading. We have the -- there's the two-way travel. Okay, and then moving forward; I'm going to jump over.

But then really --. Actually I should point out. If we convert these stalls, one of these stalls over to, or a few of them over to loading zones, going back to that figure that I showed at the beginning, all of the green, all of the real loading and unloading needs are on this side, so

most of the delivery needs would need to be crossing the road, and is that a condition that we want to really emphasize or promote.

So that led us to thinking, re-thinking it, gees, can we move it to the makai side? Well makai side issue in here we thought more driveways right so less opportunity to actually park a car, for one. But yeah, we could fit some stuff in. We can fit in a 30 foot bay here and two 20 foots back in here, and again you have the onsite loading, unloading that's happening in here. So that really lead us, lead us to exploring this, and as we started exploring this option, we found more and more benefits. We were able to straighten out this alignment and also found that we could also widen up the sidewalk experience. So I'm going to go into a little more of these pros and cons in here, and pass it over to Mike.

Mr. Packard: Oh good, I get to take over the fun stuff. So one of the neat things I like to share between these two slides is you know you can obviously see the impacts of what this was before and what it could be. You know, really, it shows you the impact of having that tree line street, and creating that entry way that, that changes that visual feel from coming off the primary arterial Main Street into this pedestrian forward area. So I'm going to discuss the positive aspects of this proposed design of having the loading on the makai side.

So by having these, these two 20 foot long standing loading stalls and one 30 foot long loading stalls, you provide that safe and convenient on-street loading zones for businesses that need it. You know, Wendy touched on why these areas need it, how they're using it currently, and if they were to have to continue to load onsite as they do currently, you know, she showed you what the impacts are on both vehicular travel, but also pedestrian travel. And as is used on Market Street currently, loading zones can be a number of things, passenger loading, be it taxis, Ubers, park and ride. You know, those types of things can still occur because in the grand scheme of things the amount of loading going on from these businesses is rather minimal, and it's not taking up the entirety of the area. It's even been discussed well what about in the evening hours, could those be food trucks? Could those be parking? You know what other things could we use this open space for to enhance that pedestrian environment when it's not needed otherwise? And then it really allows for Market and Vineyard and the civic hub to retain that pedestrian first design.

So the positive of obvious prohibiting the SU 30 on Pili Street, you know, just what Wendy pointed out, it removes the conflicts, it removes the difficulty of taking the SU 30 all be it only a short number of trips. You know, ever trip that that happens there's the opportunity for conflict, and conflict can be a number of things. It can be congestion, it can also be accidents or collisions. And then that also allows both sides of Pili. So while we have Pili as a promenade up here, it maintains Pili as a pedestrian forward area down here, taking the civic plaza and its existence as a ped forward area, and really infiltrating it through these legs that, that go out to Church Street and go out to Market Street. And really the intent of this project is that catalyst for the area to infiltrate more area. So while this is a work area, the hope is that this would lead to expanding designs and improvements in the surrounding Wailuku area that follows this pedestrian forward design.

Now I'll tell you why. On street parking removal is a positive. It encourages use of parking structure and it eliminates the enforcement and management of hourly parking and meters. You know, when you have a parking structure and it's charging for parking, but right outside of that you have free parking that encourages two different things. One, people circle and circle and circle trying to find those free stalls as opposed to biting the bull, going in, and taking that metered stall. Secondly and as is on Market currently, you have one and two hour zoned parking. Signage and meters for that matter are only as good as their enforcement. So unless you have the police there with the continued enforcement, you're breathing the patterns of people abusing it. And as Wendy showed in her pictures earlier, if no one is coming by and kicking those vehicles out, then they have the opportunity to stay there all, all day long, and that's two-fold. You know, the businesses don't get that economic benefit, the true economic benefit of having parking right in front of their business. I won't, I won't, you know, down play that possibility. But at the same time, if they're abused, it just doesn't, doesn't happen. But Church Street is unique. It already has, the majority of those businesses already off-street parking, they have lots. And unlike Market, they are not the type of businesses that require that quick run in, run out. They are not the food places. They're not the boutiques. They're not the coffee shops. These are offices. They're legal and other things that are long term parking and they can be happening off street.

You know, from an engineering standpoint, the ability to straighten and align this roadway is better from a traffic flow standpoint. This puts my traffic engineering hat back on. If you can maintain vehicles flowing through here, you're not going to have the congestion that backs up to the intersections causing issues on Vineyard and Main, and then largely it backs the pedestrian forward environment. With this realignment, we can widen the sidewalks here. We can maintain a five foot concrete sidewalk throughout the entirety of Church Street. Five feet is the preferred minimum per the American with Disability Act, a Federal requirements, but if include the tree grates, and that is allowed to be integrated, all be it not as comfortable for someone walking with a wide cane. But with those you then get upwards of seven feet, and that's that, that's that preferred number in a commercial area. Not only allowing people walking side by side, but it's just comfortable area with the shy space to the traveling vehicles.

And then with that comes the more tree plantings, we have more space for trees. 21 in the current option, 30 in what we're calling our preferred option. Trees are a win all around. More shade, reduces the heat impacts both on the asphalts with the neighboring businesses; those that need to run a/c all day. When you have a nice canopy tree scape, tree line street, you know, you reduce the requirements for air-conditioning. It reduces speeding through the visual obstruction cars get so that they can maintain those slow speeds in a pedestrian forward environment and it really creates that gateway. And the gateway is making that change and mindset of drivers as they turn off of Main they know that they're coming in to a pedestrian forward area. From an environmental standpoint, more filtration and water quality treatment of the rainfall, and the storm water. And then with less asphalt to get that less heat impact, and also it reduces the potential for speeding. You know, in the current situation should there be no cars parked there, you're having this 28 ½ foot pavement width, but with the preferred option, you can retain that to 20 feet which is plenty space to have cars pass either direction in slow speed, and it discourages speeding because of that constrained

feeling.

Now we'll play the devil's advocate and tell you why. Someone may come back to you and say this is not a great idea; reduce street parking. Well, just to take a step back, you know, we were already proposing the removal of 33 on-street stalls. You know, with the removal of the stalls on Church Street that would increase that number to, you know, over 40 stalls. However, the option to reduce those stalls was looked at by this, by our third party parking consultant, a national consultant that was brought in by the County to assess the impact. I had no influence on them whatsoever. They looked at this and they determined that those on-street stalls were not needed for the vitality and the economic development of that area. And that's very important because as I, as I noted it, you know, businesses count on easy access and available parking. One of the biggest concerns in Wailuku now is parking doesn't exist. That is why we're building a 428 stall parking garage in the center. You know, that is the catalyst project to drive this area. So by expanding that and covering all of the other, other roads we can maintain the pedestrian forward environment while still providing sufficient parking to enable economic development.

Some businesses have come back to us and expressed concerns that, that tree planting attracts homeless. That's, that's two fold. You know, we can look at the type of tree selection to ensure that, you know, it's less of a, of a, of an attractor of, of that type of use. But the reality is that the beautiful landscaping and all of what we're doing as part of this project is not looking at the Wailuku now. It's looking at the future of Wailuku. I mean, that's what we're here to do with, with reWailuku. We are looking at the "what is," and when you bring that street scape in the beautiful area it brings people, and people bring eyes on the street. And with the consistent business use and the ultimate turnover to be in a more ped friendly area, it's going to reduce the occurrence of the less desirable activities and things that happen, you know, currently, but also in areas that are darker and have less activities. So more eyes on the street reduces the occurrence of the negative and, you know, less wanted activities. You know, there's the discussion that trees create more rubbish. You can look at anything and tell why, why they're not great, but the reality is that the County has a Clean and Safe Program that regularly goes through the area. As this area redevelops and becomes that, that hub of livable area, comes with it the pride and ownership of, of these County's roads. So, you know, while the County is taking care of it on their, their side, you know, when you have a nice area, businesses want to maintain it themselves. They want to take that pride and ownership so that, you know, they can provide that, that sense of place and welcoming environment to, to their patrons.

So in the end, you know, our recommendation is to change what we had previously shown you, to eliminate the mauka side on-street parking in favor of makai side loading, both passenger and freight loading, along Church Street. With a wider sidewalk and landscaping, we really think that this is a no brainer. We think it has a large benefits to the area, and the detractions are less of than the pros. So with that we're open to your questions and thank you for your time.

Mr. De Rego, Jr.: Members, any questions?

Ms. Wade: Can I provide a little bit of lead in?

Mr. De Rego, Jr.: Sure.

Ms. Wade: Thank you Chair. I really --. There's been a number of small design decisions throughout this process that I felt comfortable advising the consulting team to go ahead and make whatever needed changes because they were very clear to me that it was easy. This seems like a bit bigger one, and that I wanted you folks to be able to weigh in on whether or not the -- which preferred configuration of Church and the Church Street, especially, configuration that you would prefer to see because of the removal of the on-street parking, and in exchange of the on-street loading. So I'd like for you guys to sort of have the dialogue about what your preference is, what you like or dislike about it, if there's anything that you'd like us to consider with this design. And certainly chair, to take public testimony if that's desired.

Mr. De Rego, Jr.: Okay. Would anybody like to testify on the preferred and recommended designs? No? Okay. I'm waiting for reaction from the members that have questions. Gwen?

Ms. Hiraga: Yes, I like what Mike and Wendy has presented, and the preferred design. I don't have a problem with the preferred design.

Mr. De Rego, Jr.: Have they vetted this with some of the businesses? Because I would think taking away parking stalls just on the face would be something that the businesses wouldn't prefer at this particular point. Has that been kind of vetted with them at any point?

Ms. Wade: We've sat down and the two most, well, largest land owners on that street are Kristen Holmes and Tony Takitani, so the one on having the on-street loading on the Executive Center side is very beneficial to them because they do have a lot of drop off traffic. They have a lot of patients for the doctor's offices and dentist that need to be dropped off and brought in, and then whoever the care giver is goes away. You know, they do have a lot of drop offs so because it's used as loading now, actually the previous, the configuration where parking was on the mauka side wasn't favorable to them. They prefer this I would say. Kristen Holmes has onsite parking today, and expects to have that into the future. And not many of the folks that use that building -- most of them park at the municipal lot now, so I think that would be of the customer base for specifically the salon. So we would have a consistent situation moving forward with the parking structure.

Mr. De Rego, Jr.: For me this seems cleaner in terms of a...a solution to the problem instead of trying to put it on the opposite of the street. And if the landowners are not having problems with it, and you're not hearing about parking, I wouldn't have any problems with this personally.

Ms. Lindsey: I like the preferred design also. I think it will -- because with the trees and less stalls and better loading areas. I don't really see any cons to that.

Ms. Wade: I have to say it was pretty funny when we were on the teleconference about this and Mike, when he was with the City and County with the complete streets, I was telling him, yeah, I just see this headline like Erin Wade takes away 11 more parking stalls on Church Street.

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

Ms. Wade: And he's like, that's going to happen anyway. You know, there are on street parking stalls getting removed by this project so a couple of more on Church isn't going to make the difference you know in terms of the neighborhoods perception. So because some have to get removed anyway and we are replacing so many more, I think it's just the pattern that we're moving towards and it works more efficiently for us.

Mr. Packard: And I did want to, you know, build on that, that this decision and us moving towards this idea was not made without the understanding of likely push back. I wore those shoes for a long time. I've been yelled at a lot about reducing parking, but, you know, we are trying to look at the forward future opportunities of this area so you have to understand the existing business owners and you have to make sure that they feel heard. But at the same time, always with your eye in the future. I forget the, the member that was here before but she had a great quote about everyone wants progress as long as there is no change.

Ms. Wade: That was Carol.

Mr. Packard: That was excellent. And that changes heart, and people are afraid of it. But if you look at the existing conditions, there's a reason why, why we are trying to do these projects; the catalyst to change the area. And so I appreciate you guys having an open mind on it. Thank you.

Mr. De Rego, Jr.: I'll entertain a motion to accept the recommended preferred design on Church Street.

Ms. Hiraga: Okay. So I move that we accept the preferred design as presented by the consultant for Church Street.

Mr. De Rego, Jr.: Do I hear a second?

Ms. Lindsey: Second.

Mr. De Rego, Jr.: Any discussion? Seeing none, all in favor say aye. I count three ayes, motion passes.

**It was moved by Ms. Gwen Hiraga, seconded by Ms. Ashley Lindsey, then unanimously**

**VOTED: To accept the preferred design as presented by the consultant for Church**

**Street.**

(Assenting: F. De Rego, Jr., G. Hiraga, A. Lindsey)

(Excused: K. Ball)

Ms. Wade: Alright, thank you. Chair, would you mind taking a five minute recess?

Mr. De Rego, Jr.: Okay, five minute recess.

*(The Maui Redevelopment Agency recessed at 1:55 p.m. and reconvened at 2:00 p.m.)*

4. **Presentation of the [Fiscal and Economic Impacts Report](#) prepared by Goodwin Consulting Group for the Wailuku Civic Hub (Complex). Presentation is for discussion purposes only; no action required. (MRA members, copy of the report was included in the April 27, 2018 meeting packet. Please bring your copy to the meeting.)**

Ms. Wade: Chair, the next item on the agenda. Actually let me make a quick note before we move on the engineer asked me before we move forward to make sure that I represented on the record that the garbage trucks are still intended to access the Main Street promenade building the way they do now. So they would come in off the entrance next to American Savings and pull around to the back, and then would come back out. So they would be the only vehicle that would reverse back out that direction, and it's now designed for two-way for that purpose but that we would request that it be conditioned that it happens before 6:00 a.m. or something really early in the morning. And they're the one delivery and service vehicle we can do that for, so that would be the criteria on that. Okay. Is there any questions on that point?

Mr. De Rego, Jr.: Nope.

Ms. Wade: Okay.

Mr. De Rego, Jr.: Not from me. Anybody else?

Ms. Wade: Okay, so moving to new business, Item 4. As you know, Goodwin Consulting Group with Dave Freudenberger has been working to ensure that for the Environmental Assessment (EA) that we have done a fiscal and economic impacts. So he's provided his draft report. This is of course will be summarized in the Environmental Assessment. But what I wanted to highlight for you folks today in terms of the draft is essentially what the analysis took a look at and what the results were. So looking at the anticipation of the Wailuku Civic Hub, the infrastructure, the new infrastructure that's going to be provided with the project, and the additional parking, they're anticipating, as a result throughout the neighborhood, another 913 residential units, 3,400 -- 340,000 square feet of additional retail and office uses, and approximately 207 hotel rooms throughout the Wailuku Redevelopment Area, so that's quantifying the catalytic effect of the project. That was the intent is, you know,



as we keep describing this as a catalysis, what does actually look like. So he was able to analyze, talk with property owners and make some projections. It does also look at whether or not the project ends up paying for itself.

So moving forward, he's taken a look and determined that at build out, it will about 2.7 per year in tax capture throughout the redevelopment area. So it does pay a good portion of whatever our bond's debt service is going to be. In addition, we also have those several other funds which aren't evaluated in this specifically like our parking fees that are going to be paid, and things such as that.

So in general, I mean, it is actually very in depth and there's quite a bit in here that goes into deep detail about the economic impacts. But I wanted to highlight for you and make sure we had on the record that we have taken the time to look at employment, tax revenue that would be generated and other types of economic activity likely to come as a result of the project, so I'm providing this for your information today.

Mr. De Rego, Jr.: Any questions from the members?

Ms. Wade: Okay.

Mr. De Rego, Jr.: Okay, we can move on to old business.

Ms. Wade: Okay, and just so you know, you will be seeing this again in the -- as an appendices in the Environmental Assessment document. There will be a summary in the EA. And then he's also doing a pro-forma for the project to identify ways to finance and fund it. So he will be making a recommendation in a couple of weeks to us and to the County Council about best ways to structure the funding. Okay, so we'll be looking for that.

Mr. De Rego, Jr.: So I've got a question about this. So the phasing of the project is not going to affect anything to do with this in terms of our ability to get funds, the bonds?

Ms. Wade: Well, that's a really good question so it was never the intent of the Budget Director or the Department of Finance to bond the project all at once anyway.

Mr. De Rego, Jr.: Okay.

Ms. Wade: They typically don't float the bond until the money is needed. So they don't want to carry the debt service longer than they have, have to. And we have the ability to borrow about \$55 million from our general operating fund at any given time, so they kind of pushed that out as far as they can until they foresee, okay, you know, within this, this calendar year, we're going to need x-million to complete the projects. And it might be all that is contracted and it might just be a piece of that. So the -- being able to fund it, just having only the \$40 million right now doesn't impact at all the way that we would finance the project, so that's the positive.

The one thing that might be impacted is the duration. So because this is a unique project, typically the County doesn't accept debt service longer than the 20 year period. Right now we're looking at potentially pushing this to a 25 year period, a debt service, to enable us to have that additional time to capture the additional revenue from the gain in the tax base. Which would -- it makes the pro-forma look much better in terms of the additional investment that's coming in and the returns. But that's still up for discussion. And then there's a couple of Federal grants that we're eligible for that we're going to, within the next two weeks, sort of vet for you and figure out if those are possibilities as well.

Mr. De Rego, Jr.: So we are in discussions with the EDA at this point?

Ms. Wade: Yes we are. Yes.

## **F. OLD BUSINESS**

- 1. Review of Construction Mitigation Program and Redevelopment Incentives Package. Implementing these programs will require amending the Maui County Code, Updating the Wailuku Zoning and Redevelopment Code and developing procedures and applications to guide the programs. Staff is looking for direction from the board on which to move forward and which may need more information or further analysis.**

Mr. De Rego, Jr.: Okay, any other questions members? Okay, let's move on to Old Business.

Ms. Wade: Okay, so for the last meeting, I provided you folks this framework for the incentives and mitigation. There's a neat and clean matrix on page 3 if you wanted to turn to that. So I have also provided this to many of the business owners in the neighborhood and some of the property owners that have shared interest. It's really more the business owners, I'll tell you that have said they're concerned. I think the property owners are sort of looking at the long term. It's the business owners that are looking at the short term impact and their bottom line. So most of these are geared for businesses. So one of the things obviously that we intend to do is hold pre-construction open houses, make sure there's lots of information ongoing, and in addition to that, the third one is the project website. So having the constant stream of information and the access to information is going to be a key.

The business liaison position that they're recommending here would be someone similar to and could be done actually in partnership with the Office of Economic Development. We're starting to realize Tokie Ogawa who does a lot of this now with the businesses. This is a position similar to what she's doing that we might focus intensely in Wailuku, ramp it up to ensure businesses are making payroll, and if they're not, finding ways they can access funds to do so or expand their promotions.

And that leads us to this business interruption fund. So that business liaison, either a

contracted position or a partnership with the Office of OED would be to have a grant program in place essentially that could supply gap funding. So what it would require is a couple of things that we be able to see the bookkeeping of the business in advance of the project starting. And then if they were declining -- if their business was declining to a certain point that they couldn't make payroll that we're able to provide up to \$1,500 a month not to exceed 75% of their typical revenue for any given month. The reason -- Or 75% of the loss, I'm sorry, not revenue, of the loss.

So the reason that we would do is is two-fold. One, we've talked with Honolulu, and businesses surrounding the rail project, and the significant impacts that has had mostly on businesses. I think it's very similar where the landlords, the owners are okay. The businesses are the ones that sort are of losing their shirts, so this is an option being done in LA and Minneapolis, in association with transient projects. So we thought we'll test it out and see if it could work. This gave all the Wailuku businesses a lot more comfort in feeling like if this was a possibility they would do it. But we started looking at attaching some strings to this, you know, beyond just we want to look at your books, and some of those would include participation in promotional events. So I'm happy to tell you guys we won the National Endowment of the Arts Our Town Grant, so we'll be able to do the -- I know, I'm super excited -- so we will be able to do the broad based public art throughout the construction phase. So one of the things that we could make as a string, that's attached to the funds, is that they become a venue for displaying the art or that they utilize part of their storefront for one of the exhibits, that they host an event, those types of things which gives us -- it prevents us from setting a precedent for all future County construction projects and needing to provide a business interruption fund. Because I think that's the concern was that, well, every time someone's servicing the manhole we got to, you know, we got to pay them for the interruption of their business there. I think there are many things that we could ask -- if we are supplementing, you need to provide, you need to participate in the following ways, so we are looking at ways to do that. And Lokahi Pacific has volunteered to run that, that grant program for us if that was something that we wanted to do. So it say...oh, it says Maui Small Business Center, but that's actually the Lokahi Pacific that would do that.

The construction crew local spending, this was something that we thought to put within the bid process and have that be one of the things when we interview for the -- we put out the bid to ask how will you be encouraging the workers to provide an economic benefit to the neighborhood and are there creative ways that they can do that. That's an easy one for us to just do. This gets to the Wailuku town promotions, so ongoing promotions. The shuttle, I'm also happy to tell you they put enough operational funding in the MRA's budget this year for us to launch the shuttle this year, so we can actually launch that. I can put out the bid the first of July and we can start running that program and we kind of work out the kinks before anything gets shut down which is exciting.

And then the wayfinding program and I think Kurt, who was just here, Kurt Watanabe, with the Public Works Department, they're also doing a wayfinding program. So we're going to, we're going to pair our money. We don't have 376 for this. I think they gave us about 95 for this year to design a Wailuku wayfinding, and then hopefully we could have it installed by the

time construction begins. But that would be a permanent wayfinding system.

So that's the business interruption. Oh wait, that's the construction mitigation.

Mr. De Rego, Jr.: So can I ask a question?

Ms. Wade: Yeah.

Mr. De Rego, Jr.: So out of all this suggested budget since this was a draft, I'm trying to remember how much we actually got.

Ms. Wade: So I should mention, they have total amounts. So the amounts that they have listed in here are totals where the annual was about \$1.2 million. Of all of these, we got \$1,006,500-and something so we're close.

Mr. De Rego, Jr.: We didn't do too badly. I forgot to add it up.

Ms. Wade: We're close. And now if we can partner with Public Works for this. Plus we put enough money in that we could have funded the art project without Our Town, but then we got the 75,000 from the Our Town Grant.

Mr. De Rego, Jr.: Yeah.

Ms. Wade: So, we'll scale back a little bit.

Mr. De Rego, Jr.: It sounds like we're in a good shape considering.

Ms. Wade: I think we'll be in good shape. The other thing to note and give you a heads up on that art is if you've heard of the mural program it's called Pangea Seed and I'll send you folks a link because the gentleman's going to probably come next month. The gentleman running Pangea Seed is the effort to educate people about protecting water and ocean resources, and they do it through public murals. But they are planning to do eight murals throughout the Wailuku ahupua'a anyway, and will be bringing mural artists in, so there's an opportunity for us to sort of tag team with them and have their artists share resources.

So then to the redevelopment incentives, and I have one to add to this too. So this is on page 9 is the matrix for this one. So we have tax exemption for property improvements. I will tell you we took off the tax exemption district wide. So we had originally identified -- and this is where the tradeoff came that allowed us to do the grant program for the businesses -- where we had originally said, you know, we'll do an across the board tax cut basically for a payment cut for everybody within a certain proximity of the district. And then when we started learning about how even when that happens the owner doesn't passively belong to the business, and the business ends up failing, and then it just causes too much disruption. So we're now doing the exemption for just properties looking to make the improvements with the district during the time of construction. And it's again recommended as a seven year

period as it was originally programmed.

Mr. De Rego, Jr.: It makes sense.

Ms. Wade: We're suggesting a small lot parking waiver. So when you look at all of the property surrounding the municipal lot, none of them really have or would we want them to provide space for onsite parking. You know, the whole point is that they can stay this historic building. So we're suggesting that if it's a small lot, and I think he says 5,000 square feet or smaller in here. I'd actually like to know the answer to that real quick. Sorry.

Ms. Hiraga: 12,000?

Ms. Wade: Oh, 12,000. Okay, yeah that make better sense. Yes, so lots under 12,000 would not need to provide any onsite parking within certain proximity of the parking structure and wouldn't -- no matter what the use wouldn't be charged or required to provide that. So it does allow us to focus redevelopment in proximity to the structure. And it allows the existing historic buildings to be reused in a way they've never been allowed before because there's no way to provide parking.

Ms. Lindsey: Where, where does that number come from, the 12,000?

Ms. Wade: The 12,000 was sort of the upper end size of those historic building lots. Yeah. So if you look at, like, the corner of Main and Market, 7 North Market, where Maui Thing and all those buildings are, that's about a 6,000 square foot lot. And the building occupies the entire site except for a tiny alley.

Ms. Lindsey: 12,000 is kind of large.

Ms. Wade: 12,000 is just under the size of the grass lot at the corner of Vineyard and Church that we're buying. That's about -- that's 13,000 square feet -- so for a perspective.

Okay. Commercial parking incentive. This is one that I'd kind of like your feedback on. So it allows property owners to expand their building, to redevelop their property, and secure and -- I don't know about this word, secure -- up to 15 spaces in the parking structure. I'm not sure if he means waive their parking requirement above to 15. I have never liked the idea of dedicated parking.

Ms. Hiraga: That's the impression I got by reading this.

Mr. De Rego, Jr.: This, yeah.

Ms. Wade: Yeah. So I don't know if that's, that's more of what we want to do is waive up to 15 spaces or if you feel like this is a productive suggestion.

Ms. Hiraga: Maybe we can get clarification as to what -- what was intended here.

Ms. Wade: Okay.

Mr. De Rego, Jr.: Yeah, I wouldn't, I wouldn't see this being a permanent arrangement.

Ms. Wade: That's the difficulty because then it says space is allocated on a first-come, first-served basis, so that even more gives me the impression that he's suggesting we provide reserved space.

Mr. De Rego, Jr.: Yeah. Because remember now we've taken 10 off the street.

Ms. Wade: We keep taking.

Mr. De Rego, Jr.: Yes. And we're not adding anything and now we're dedicating so that, I think, would create a problem, might create a problem.

Ms. Wade: Yeah. I actually wonder instead of doing this, if we, or if you'd be interested in revisiting the cash in lieu conversation because I know that that's in the interest of the Council is revisiting the cash in lieu discussion. And then it doesn't have these numbers limitation here and it provides an opportunity for -- for those of you that weren't here the initial time it came up -- it would be for us to adopt an ordinance to say someone within certain proximity of the parking could pay a percentage of the construction of a parking stall so that they wouldn't have to build an onsite stall. So like if a hotel, as an example, so the conversation with MAPA has been them looking at housing or a hotel at that site. So instead of them providing onsite parking, they would pay a percentage of the construction of the parking stall, not to be reserved necessarily, but to be utilized and essentially waived from having to be onsite. So, I feel like that might provide the option that this is trying to accomplish, but also then have the -- this doesn't create the winners and losers of first-come, first-served, you know. It creates the you pay the play kind of alternative. So, let me explore that with him. And it would make our budget chair very happy to see that showing that.

Ms. Lindsey: I wouldn't want them to like a hotel and then taking a lot of stalls . . . (inaudible) . . . limitation on the number of stalls.

Ms. Wade: It could be, like as an example, when we go to Chicago and we spend the night there, my parents live on the other side of the lake, and we drive over and we spend the night in a hotel. We park at -- we don't park at the hotel's parking, we park at a public lot which as a -- and that gets to this next one -- an overnight parking fee. So, it could be too that there, if there is a hotel that their parking total is reduced because they're both going to charge, I'm imaging. You know, both the hotel is going to charge for overnight parking and then we'll charge. But we'd want to encourage overnight parking in ours because it's empty. I mean, if we could be making money at night for overnight parking I think that that's a positive. So there, there might be some way that we could analyze what's the percentage of hotel guests that come and will be parking only overnight, you know, and that could be waived for them if they're paying the cash in lieu. Or, even a split where they're partially paying cash in lieu,

and then we're also getting the overnight parking fee.

Okay, so I'm going to have Julie Dixon actually look into this instead of --. She's our parking consultant.

Mr. De Rego, Jr.: Yeah, I think that would be a good idea.

Ms. Wade: I think this is moving sort of out of Brad's expertise, but Julie would know exactly how to set this up. Okay, we're going to bump that to her.

I'll go back to the table. So, the overnight parking is what they're saying the residential parking incentive. So I had asked them to change it, but it looks like this one didn't get changed. But either way it's an overnight parking permit or nightly payment. It could go either way. The construction coordination incentive is already happening, so Wendy and I have been meeting with every owner that interfaces either of the -- any of the three blocks and finding out what kind of lateral upgrades they need, and power, all of that, so that's kind of happening now. They will have to pay. So they won't actually pay for their lateral upgrade; they will pay for their onsite improvements. So when there's a sewer manhole required onsite, that type of a thing that will be the owner's expense. But everything within the right-of-way we're paying for at this point.

So the expedited permitting was for me unattainable until this budget when they gave us an additional civil engineer. So with the new, with the new reorg of the MRA, they have it now located under Department of Management with my position, Alan Murata who's the CIP Coordinator, an additional engineer, and a clerical position. And be it with the additional engineer, this gives us the potential. So instead of expedited permitting of adopting for the redevelopment area -- and I want to add this in -- the existing Buildings Code. So we've asked for years for Public Works to adopt what is called the existing Buildings Code which is an addendum to the International Building Code that allows you to look at historic buildings and provide mitigating alternatives to what the current code requires in order to preserve the historic structure. Public Works was never willing to do that because it requires this whole other level of effort. But if we have this engineer that we can say when a project comes in and wants to be reviewed as a historic structure, we can do the internal review. I think that suddenly has become possible where it wasn't before. So I'd like to add existing Building Code to this. We didn't even put it in because I just thought at the time that the positions were a bit of a long shot, but since --

Ms. Hiraga: Since we got it.

Ms. Wade: Since we got it, we should try for it. And then the final one is -- this is supposed to be like a developer's concierge service which I'm not sure I like the idea of concierge word. But essentially it's, it's sort of what we've already been doing where when we see these two property owners are adjoining and they could work together in these ways, assisting them to make the most out of taking a group effort. So that is in summary the different programs, and if you had any feedback or wanted more information I'm happy to get that too. Or, if you

would like to take public testimony.

Mr. De Rego, Jr.: Does anybody want to testify on this particular item? Okay. Okay, so let's move on to the FY 19 budget and remaining FY18 funds.

Ms. Wade: I apologize. Can I return back? Should I assume that you would like me to begin moving forward with the majority of these, or are there ones that you wanted me to eliminate at this point?

Mr. De Rego, Jr.: Well, as Gwen said we need a clarification about that security, 15 spaces.

Ms. Wade: Okay.

Mr. De Rego, Jr.: And I think it's a good idea to pass it on to our parking expert in order to do that.

Ms. Wade: Okay.

Mr. De Rego, Jr.: And yeah, I would rather find a better word than "concierge." I don't think we're parking anybody's car at this point so.

Ms. Wade: Okay. So you know what since we still have a regular meeting scheduled for the 25<sup>th</sup>, why don't I not start writing ordinances yet. I will get the information and then come again on the 25<sup>th</sup>, and then you will ask for some more direction.

Mr. De Rego, Jr.: Okay, that sounds good.

## **G. DEPARTMENT UPDATE**

### **1. FY19 Budget and remaining [FY18 funds](#)**

Ms. Wade: Alright. Okay next up. Sorry.

Mr. De Rego, Jr.: That's department updates.

Ms. Wade: Yes, thank you. So the FY 19 budget I have explained to you briefly. We have \$40 million in CIP funds -- \$40 million plus -- and then we have a \$1,006,000 in operating funds and/or positions all under Department of Management. So I did meet with the Managing Director and the Deputy Director of Department of Planning earlier this week to talk through how this could work. And they already gave me an office, and gave the clerical person an office upstairs on the 9<sup>th</sup> floor so the transition is likely to happen very smoothly. For a little while I will probably continue to review small town applications with a team of junior planners which I'm already doing. That's basically how it works now, and then they will continue to do the permit processing. There will be another planner ultimately assigned to



the small town planning and permitting position, but I'll continue to do that cross over a little bit.

We're looking to describe the redevelopment program under Department of Management to basically encompass this and their large size projects that the County takes on in the future that are going to need planning, public outreach, all of those kinds of things, so we're kind of looking to create this team for multiple purposes so that's kind of exciting. The team will be staffing the MRA and it hasn't been -- hasn't been finalized who our commission staff person will be yet, but Leilani volunteered to continue doing which I thought was really awesome of her.

Mr. De Rego, Jr.: Sweet of her.

Ms. Wade: Yeah, that was awesome of her. So, anyway, yes, it's really nice about that. So that's kind of the summary of 19.

Mr. De Rego, Jr.: Can I go back since this is so general of a subject, FY 19 budget, about a previous subject that we discussed, but in terms of how the phasing is going to happen in the FY19 budget? What's the plan to make this a failsafe transition so there's no bottle necks and that this project is seamless between funding phases? Is there any plan in that regard or --?

Ms. Wade: Well, there's no way to tie anyone any decision maker's hands moving forward.

Mr. De Rego, Jr.: Okay, so we got the \$40 million and we're not quite sure if we're getting the other \$37?

Ms. Wade: So I think what we would like to do and I was sharing with the MAPA folks when they were here, I think we would like to by August, mid-August, we'll have the final costs estimates for construction. I think we'd like to go in with a budget amendment in September requesting the remaining funds.

Mr. De Rego, Jr.: Okay.

Ms. Wade: Even in this fiscal year. That's Plan A. If we don't get funded in Plan A, we're going for phase two in -- during the budget process. But if we can get the remaining funds secured in this fiscal year that would allow us to continue moving forward with contracting. Otherwise we'll have to wait till July of next year to contract. Yeah, to even bid it. So the goal is --. And talking with Council Member Hokama and staff on Wednesday morning, they don't -- the committees don't meet in December so that moves us into November. But it's an election year and for that reason we have to move basically, in September or October, we need to have a decision on a budget amendment. Which is why we're not going to bid it first. We're going to go based on our cost estimates. I did talk with Don Fujimoto, I talked with other construction managers in the industry and Alan Murata, they all feel like . . . (inaudible) . . . Levitt who has been doing our cost estimates has very reliable projections. The Council

Budget Chair said he don't -- we should not plan to ask for more than 5% contingency in our request for the budget amendment. So we're going to really push . . . (inaudible) . . . Levitt to get very specific in this next round of cost estimating. So that's the best that I think we can deliver is trying to get the amendment now before there's a change in Council.

Mr. De Rego, Jr.: Gwen?

Ms. Hiraga: So this budget amendment, possible budget amendment, the Budget Chair is okay with that?

Ms. Wade: Yes. Yes. In fact, he's expecting it now.

Mr. De Rego, Jr.: We still have testimony. Would you like to testify?

Mr. Starr: . . . (Inaudible) . . .

Mr. De Rego, Jr.: Okay. Without objections we ask for --. Is that okay? Okay, go for it.

Mr. Starr: Thanks for allowing testimony on this particular item. My name is still Jonathan Starr and I just want to add some comment as, you know, I've been trying to see if I could put together a hospitality project on my property and it looks like it can, it can happen, you know. And it's probably a \$50 million project in proximity. And also I've been trying to figure out how to do it during the time frame when it's, you know --. I guess the community is being asked to try to do it then rather than two years after and so on. And it looks like that can happen, but having uncertainty as far as the actual vertical construction for the civic hub puts uncertainty in trying to create, create an agreement to do a project. I know that's for me, and probably for other people as well. So I've worked as a project manager for large projects for many years. Stuff like doing all the signage for Kennedy Airport or all of the signage for La Guardia Airport, things like that. And, you know, whenever things had to stop and then start again, you know, bad things would happen. All of sudden costs would go way up or some, you know, some factor would come in and delays itself. So if there's any way to keep it moving it along as you're discussing I think that's a good idea.

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

Ms. Wade: Okay, and then you have the breakdown for the FY18 monies. I did execute a purchase order for Dixon Consulting to continue to consult with us. So they're going to also help with the putting together the RFP for the parking meters, and selection process, making sure that the right sources, I guess there's right ways to advertise for parking equipment it sounds like which if I don't have to take the time to research that and she can assist with that I think that's very helpful. So that's another \$24,999 purchase order that's going to be under this open orders piece. There's MRA, Clean and Safe, and then Open Orders is going to be another 249 purchase order, it's going to reduce the balance by that much.

And then right now I'm also trying -- I'm putting out an RFP for someone to manage the Our

Town Grant, and to set up the program to assist with the interface with an EA and to assist with the call for artists and all that kind of stuff. So, I'll be putting out a purchase order for that or an RFP for that as well.

And Lawrence really has to start billing. Actually I think we have paid him two more months' worth since this came out so that pulls that balance as well. Okay. So I'm sorry, it's interesting how these come out and then there's a month and a half goes by and a lot of payments have actually occurred so I'll --

Ms. Hiraga: That's how it is.

Ms. Wade: It is how it is unfortunately. So any further questions on the budget?

Ms. Hiraga: Do you think for the May meeting we'll have an updated budget? I mean, the next meeting?

Ms. Wade: Yes. I can ask for that. Yeah. I can ask for that. The purchase order for the Our Town probably won't be encumbered but I'll know what the number is at that point.

Mr. De Rego, Jr.: Okay, do you have any suggestions where members should go in order to educate ourselves for the task that we have ahead of us over the next year?

Ms. Wade: You mean for training?

Mr. De Rego, Jr.: Yeah, for training for us.

Ms. Wade: It's interesting you asked that. So projects for public spaces hosts a conference every year. And, you know, we've been to Urban Land Institute so the construction isn't really going to be your worry so much. It's going to be keeping the neighborhood alive and active and engage and interested, and project for public spaces has a seminar. It's in September or October. It's in New Orleans this year and it talks all about creating engaged and lively communities. It talks about complete streets. It's all the great things that we're trying to do. And Dave Yamashita just told me today that he's going today. He got clearance to go so even if I can't because we're probably going to be pushing for the budget amendment during that time. But, he's going to go. Ty Tekeno from DOT, Maui DOT is going to go. Nolly Yagin from Public Works, and Lauren from MPO. So that's a really great group and it's civil servants that are going to be here through the administration change, so having --. And I know Dave would take great care of all of you that wanted to go, you know, so I think could be a really good one to look to do this year.

Mr. De Rego, Jr.: Let's hope it's in October.

Ms. Wade: I can, I can forward you the information about it.

Mr. De Rego, Jr.: I'd rather be here for the budget amendment.

Ms. Wade: I'd also recommend you folks sign up for their newsletter. They publish a weekly roundup newsletter for project for public spaces and it's got great stuff. It's got links to it all of the most exciting public projects are right now.

Ms. Hiraga: Can you send the info? Maybe you can send us the link.

Mr. De Rego, Jr.: Yeah, the link.

Ms. Wade: Okay. Good question. So were you saying that so that I could incur, I can encumber your registration fees now?

Mr. De Rego, Jr.: Yeah.

Ms. Wade: Yeah, that's a really good idea.

Mr. De Rego, Jr.: Because I was looking at that line item which we haven't talked about or used it all.

Ms. Wade: Okay, registration fees. Excellent. Okay, it's way more affordable too than Urban Land Institute.

Mr. De Rego, Jr.: Yeah, that was amazing.

Ms. Wade: It was really expensive. And downtown LA, the hotels were really expensive so -- okay.

Mr. Starr: . . . (inaudible) . . .

Ms. Wade: There you go. Sorry, it's September. I will be right in the middle of that budget amendment.

Mr. De Rego, Jr.: Yeah, I'd rather be around here when that's happening.

Ms. Wade: New Orleans? How's your September look?

Ms. Hiraga: This, this time it's good.

Ms. Wade: Good? Okay.

Mr. De Rego, Jr.: Okay. Let me check because we also have . . . (inaudible) . . . conference coming up at that time so I might have to be here anyway.

## **2. Archeological Inventory Survey status**

Ms. Wade: Okay. Very good. Next we have archaeological inventory survey status. So if you come out to the lot tomorrow, I'll be down there with my hard hat.

Mr. De Rego, Jr.: Yeah, I've got to see this.

Ms. Wade: Yeah, so Saturdays we've been doing the archaeology work. We had to cancel last Saturday because of the weather, but so far we've had real clean excavation trenches. It's very slow. Public Works has been providing the work for us which has been really good. And they're excited for the opportunity to do this really new and different thing. And so when we do find, you know, a really little piece or porcelain or just something small comes out of the ground, they all get off the machine and come over and look in the bucket, you know, so it's been great. We're moving this weekend to the Armstrong lot so where the old King Theater foundations are. So it will be a little slower going because we're pretty sure the foundations are still there. So we'll clear out those trenches, and then SHPD will come in during the week, next week, and view the profile and then they'll close it back up during the week. From there we move to the trenches behind One Medical which is the most sensitive area. That's the land commission award from . . . (inaudible) . . . so there's potentially still the lo'i wall could potentially be intact. It's basically where the -- it shows on the map to be where the handicap stalls are. So we have four trenches that have to go in there. That's the first three feet they can dig with machine. And from there they have got to go by hand so that will be some slow going. Anyway the first three feet we're confident is fill, but below that could be something so it will be slow going. But we also have access to the One Medical Building so the offices facing the parking lot are now -- we have the key for. Actually I've given to the archaeologist so if any items are -- they can basically use it as a home base for that office space which has been helpful. Any questions on archaeology?

### **3. Public Informational meeting**

Ms. Wade: Public informational meeting, this was something we had wanted to do way back in February and then we kind of decided with the EA we should wait until we're ready to publish the EA. So as soon as archaeology is complete I feel confident then we can start. Even if the AIS isn't done, we will at least know what was encountered, you know, and can probably host the public meeting and let them know the date for the EA.

Ms. Hiraga: I was going to ask what, what does the date look like?

Ms. Wade: It looks like if we're efficient -- if he's efficient with the AIS and there isn't too much to document, the last publication date in June. If not, then we're into July.

Mr. De Rego, Jr.: I've got a question about this. So you're aware that the EIS rules are up for amendment.

Ms. Wade: Yes.

Mr. De Rego, Jr.: And has anybody looked at that process? Are we sort of grandfathered into the previous process since we started it before or is those change of rules going to impact us if that happens somewhere in the middle of construction or prior to construction?

Ms. Wade: I don't know that there's anything in there that would affect us. I do think that if we publish and have been issued a FONSI prior to construction we will be grand-fathered.

Ms. Hiraga: It will be okay.

Ms. Wade: Yeah.

Mr. De Rego, Jr.: Right, it would be okay. Okay because there's all these things about the scoping meetings now being required and --

Ms. Hiraga: It's very different.

Mr. De Rego, Jr.: It's very different. We have to record everything, and then, you know, you don't have respond to them if they're not substantive comments, but there's a lot more paperwork and requirements being done for several parts of that process. So I'm sort of concerned that we might run into that. There's the public hearings for that I think are coming up within the next month.

Ms. Hiraga: This month.

Mr. De Rego, Jr.: This month. Yeah.

Ms. Hiraga: End of the month.

Mr. De Rego, Jr.: End of the month, yeah, for Maui.

Ms. Wade: So do you think there will be a rule change prior to our publication?

Ms. Hiraga: I don't think so. . . (inaudible) . . .

Ms. Wade: Okay. Okay. So now that becomes our new deadline.

Mr. De Rego, Jr.: Yeah, exactly. I was concerned when I -- because I've been on a working group on this one.

Ms. Wade: Okay. Do you feel like --. So they're having a public hearing. That to me tells me it's kind of far down the --

Mr. De Rego, Jr.: It's far down the -- yeah.

Ms. Hiraga: Yeah. They've gone through like four versions.

Mr. De Rego, Jr.: Four versions, yeah.

Ms. Wade: Yeah. Okay, we might want to get serious about projecting out their timeline.

Mr. De Rego, Jr.: And the final version actually shifted direction from what was in the -- the fourth version -- which was a little bit more acceptable to numerous stakeholders so...so that's why I'm asking the question.

Ms. Wade: Okay, keep me posted. A timeline would be good to kind of project out how, how early could they potentially adopt from the date of public hearing.

Mr. De Rego, Jr.: Right.

**4. Design development documents now available online**  
[Design Development Basis of Design](#) [100% Design Development Plans](#)  
[Design Development Outline Specifications](#)

Ms. Wade: Alright. And then finally just wanted to know we made public all of the documents associated with design development so this was in order to solicit feedback on those documents. So there's plans, there's the specs, there's the cost estimates all available online at the reWailuku website. So anyone that wants to take a look can, and we've encouraged folks to provide us feedbacks on those.

Mr. De Rego, Jr.: Is this including our softening measures?

Ms. Wade: No. No, so this is design development. This is what you folks were presented back in March.

Mr. De Rego, Jr.: March.

Ms. Wade: Yes. So softening measures will be coming at the 25<sup>th</sup> meeting. The 25<sup>th</sup>, yes.

Mr. De Rego, Jr.: Okay.

**H. NEXT REGULAR MEETING: May 25, 2018**

**I. ADJOURNMENT**

Ms. Wade: Okay, anything else?

Mr. De Rego, Jr.: Is that it? Well, without objection, let's adjourn the meeting.

There being no further discussion brought before the Agency, the meeting was adjourned at 2:52 p.m.

Respectfully submitted by,

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

**RECORD OF ATTENDANCE**

**PRESENT:**

Frank De Rego, Jr., Chair  
Gwen Hiraga  
Ashley Lindsey, Vice-Chair

**EXCUSED:**

Keone Ball

**OTHERS:**

Erin Wade, Small Town Planner  
Michael Hopper, Deputy Corporation Counsel  
Carolyn Takayama-Corden, Secretary to Boards and Commissions II