

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
APRIL 23, 2021**

A. CALL TO ORDER

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Mr. Keola Whittaker, Deputy Corporation Counsel, at approximately 1:03 p.m., Friday, April 23, 2021, online via BlueJeans Meeting No. **248 536 925**.

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

Mr. Keola Whittaker: Welcome everyone. I want to call the meeting to order. It looks like all of the members are here. It's a small board. There's no need to a roll call. We'll start with public testimony. Is there anybody here to testify? Anybody signed up Leilani?

B. PUBLIC TESTIMONY

Ms. Leilani Ramoran-Quemado: No, no one has signed up through the chat function.

Mr. Whittaker: If you'd like to give public testimony on something on today's agenda you may sign up via the chat function or indicate now by unmuting yourself. Okay, seeing no public testimony, if there are no objections, we'll close public testimony.

C. ELECTION OF CHAIR AND VICE-CHAIR FOR THE 2021-2022 TERM

Mr. Whittaker: And then we'll move into the election of the Chair. So I'll just call for nominees. Does anybody have a nomination for the position of Chair?

Ms. Gwen Hiraga: I do. I do.

Mr. Whittaker: Okay, Gwen.

Ms. Hiraga: I nominate Keone Ball as Chair.

Mr. Whittaker: Okay, Keone Ball. May I get a second?

Ms. Jo-Ann Ridao: I second that.

Mr. Whittaker: Okay. Any other nominations? Okay, we'll consider nominations closed. All those in favor of electing Keone Ball as Chair please raise your hand.

It was moved by Ms. Gwen Hiraga, seconded by Ms. Jo-Ann Ridao, then unanimously

VOTED: To elect Mr. Keone Ball as Chair for the Maui Redevelopment Agency for the 2021-2022 term.
(Assenting: *G. Hiraga, G. Kahoochano'hano, J. Ridao*)

Mr. Whittaker: Thank you very much. I will it over to you Chair Ball.

Ms. Ridao: Congratulations.

Mr. Keone Ball: Thank you. You didn't ask me if I accepted it, Keola.

Mr. Whittaker: It wasn't an option. We actually had a meeting of one of the boards yesterday where everyone kept turning it down. And it took them about 30 minutes to find a chair I wouldn't let it happen here.

Ms. Erin Wade: That's why you didn't give them a choice.

Mr. Ball: Right. Let's not go through that one, right. Okay, so let's continue on with the nominations for Vice-Chair then. At this time we'll open up nominations for Vice-Chair. I nominate Gwen for Vice-Chair.

Ms. Ridao: Yeah. I'll second that. I'll move that if you need a motion.

Mr. Ball: Any discussion on that? All in favor for Gwen say aye.

Mr. George Kaho'ohanohano: Aye.

Ms. Ridao: Aye.

It was moved by Mr. Keone Ball, seconded by Ms. Jo-Ann Ridao, then unanimously

VOTED: To elect Ms. Gwen Hiraga as Vice-Chair for the Maui Redevelopment Agency for the 2021-2022 term.

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

Mr. Ball: Any opposed? Okay, there we go.

D. NEW BUSINESS

- 1. Ms. Pam Eaton, from the County of Maui, Long Range Planning Division, to present the Ka'ahumanu Avenue/Main Street Community Corridor project scope of work, process to date and findings. Members and attendees are encouraged to visit the project website in advance of the meeting <https://www.kaahumanucommunitycorridor.org/> For reference please find links to the Community Profile Executive Summary, the Housing Inventory_and Analysis, and the Market Analysis**

here <https://www.kaahumanucommunitycorridor.org/learn> These project area encompasses the Main Street corridor within the Wailuku Redevelopment Area. Members may ask questions and discuss the project and connection to the work of the MRA. (No action)

Mr. Ball: On to Item D, new business. Do you want to take that Erin?

Ms. Wade: Yeah. I'll do the quick introductions. So I have been participating just as kind of advisory role with the Kaahumanu Community Corridor. Frank De Rego before . . . (inaudible) . . . the Board was asked to participate also as a stakeholder. But you folks haven't been -- had the opportunity to be super involved. I just wanted to make it clear that the corridor study that's being done runs all the way from Main at High Street within the redevelopment area through Kahului. So, I wanted to invite Pam Eaton to provide an invite and presentation on where that study is at. There's a lot of good information I thought would be relevant for you folks. So Pam who is the Chief of Planning in the Long Range Planning Division.

Ms. Pamela Eaton: Great. Thanks Erin. I always forget to do this. I just want to get right to it, and I would sort of have my hand slapped a couple of times. So I forget to introduce me. I'll say who I am, what I do. But basically I've been here on the island for 11 years now, and I come the east coast, Boston area, and I have about almost 40 years in government. My background is an oceanographer and marine policy, and then I've gotten into land use planning as well. So it sort of started out in dealing with coastal hazards and public access and stuffs like that. So at any rate, I've been, I've been a Planning Director, and I worked in Emergency Management, and all kinds of things. But the bottom line for me was to really get where the rubber hits the road, and that is in actual land use and future growth and development. So as Erin said when I moved here, I spent the first three years as Division Chief in Water Resources and Planning for the Department of Water Supply. And then moved over to the Planning Department. So, the Long Range Division as you guys probably know, this is the division that updates and really deals and addresses the general planning framework here in Maui, which would be the Maui Island Plan. And currently we are doing community planning. You guys, I know, are familiar with community plans, and we're doing those updates. I've been involved in doing the Lanai Community Plan and Molokai Community Plan updates. Right now the County Council is hearing and reviewing the West Maui Community Plan, and we are heavily engaged and involved in the South Maui Community Plan. And next, I'm hoping in FY 22, within the next year, we will be in Central Maui doing the Central Maui Community Plan update so would love the opportunity to talk to you guys and develop a relationship. And of course, would want your involvement and interest when we get to Central Maui.

But, Erin, I think you're going to drive the power point. But there's a lot going on and I'm really excited and thank you, Erin, for this opportunity because I'm hoping you guys will be

interested. We're very much -- this is very, very preliminary where we're at in terms of community engagement so want to -- would love to hear your input on this. You can go to the next slide Erin.

So basically in terms of how we got here, I'm going to explain that but I don't need to speak to the maps because I'm sure you guys are really familiar with it. But notice -- note that the pink, of course, is Kaahumanu Ave which is the actual physical corridor if you will. And then the shaded area is basically what is included in this master plan study. But basically the genesis of this project which we call the Kaahumanu Community Corridor, KCC, started several years ago basically an effort to identify Transient Orient Development projects that can be funded on Maui. Now Transient Orient Development or I hate to use acronyms, but TOD, is a type of community development that includes, it's a mix of land uses such as housing, office, retail, and other amenities that are integrated into a walkable, moderate to high density neighborhood, and located, and hence the shaded area, within a half mile radius of public transportation nodes.

So a key component of this because this is not just a bike walk transportation plan, but the key component is ensuring and locating affordable housing. And connecting housing options with convenient bus service or other multi-modal opportunities to travel that can help accommodate, sort of make sustainable Maui's population growth. So from an equity perspective the focus is really on these equity issues. The transit hub provides key connections to work and daily necessities for people who do not have access to a personal vehicle. Better bus service and other transportation options that transit hubs can reduce the combined housing and transportation costs.

So in looking at this map, if you look done at Kane and Vevau Streets basically right across from Queen Kaahumanu Center on Kane Street. I know you guys know this. But that is where the transit hub is being built because as you know the Central Maui, Maui Bus was in Queen K mall. They got notice a few years ago that they were going to be booted out so they've located to that particular spot. I will say that in working with Don Medeiros when Don was Director of Maui Bus because we used to go to these meetings together, the State Interagency TOD Council were both delegates for Mayor, was then Mayor Arakawa, now Victorino, Don had expressed concerns about the fact they were getting booted out. So this is kind of how the whole thing started. So he said, hey, there's this building right there, we could use that building. Well, like, my God, why don't we make that a CIP project and ask for funding. So we did get the reinforcement and the funding from the TOD Interagency Council for two and a half million. So it started with two and a half million being built for the transit hub. But then what is also being funded is the expansion of the Wailuku Court House which is on the other end, the other book end, if you will. So we thanked Erin. Perfect.

And so with the Wailuku Court House expansion and activities that are going to be happening there, it's sort of like these two book ends. So we tried to look at and as you guys know, this is really one of the most primary areas in terms of the largest employer in

Maui County. And just looking at these different sites here it's just so fertile and such a great opportunity for TOD. You know, you've got medical offices such as Maui Memorial, Kaiser Health, lots of doctor's offices. Educational institutions; University of Hawaii, Baldwin, Maui High School, middle, elementary schools, and the public library. Retail and commercial uses; Queen K, Maui Mall, Wailuku Town retail shops, services, and restaurants. Entertainment looking at cultural and entertainment; the MACC, Iao Theater, MAPA, even movie theaters in Maui Mall. And obviously you've got the County of Maui as a large employer; Federal, State Offices and services. Churches, community gathering places. I mean, this is a great location to do a lot of really phenomenal things. Okay, Erin, flip it.

So how are we doing this? Basically sort of lobbied Senator Agaran and Representative Troy Hashimoto for funding. The TOD Council has not given away planning funds in a long time to anyone. It's pretty much bricks and mortar projects. So we lobbied really hard to try to get planning funds to come up with a master plan. And we got the buy in and the support from Senator Agaran and Representative Hashimoto, and so . . . (inaudible) . . . awarded us a 500,000 dollar grant, and then the Maui County Council matched that with a 100,000 dollars, so we now have a 600,000 grant to put together this, this program, this master plan.

I -- so it's coming out of Long Range. I'm the County lead for this. I have zero staff because the staff I have, they're amazing, but they're working on community plans. So I put together a project management team because as you'll find throughout this presentation many disciplines are involved. And these guys have been absolutely fantastic. So Department of Planning, the Director, Michele McLean is on the team. Mark Takamori, the Director from Department of Transportation because transit, Maui Bus, is an intricate part of this. Department of Public Works, Nolly Yagin and Kurt Watanabe, in terms of complete streets and sidewalks and connectivity and bike paths. So they've been fantastic. Department of Housing and Human Concerns -- Jo-Ann, I know you're familiar with that -- that's Linda Munsell who is our Deputy Director. David Yamashita from the Parks and Recreation. Lauren Armstrong, Maui Metropolitan Planning Organization. And then, of course, the District Engineer from HDOT, Hawaii Department of Transportation. It's a very tight team. We meet every two weeks, and there's just no way, no way that this could be done without their help. Okay. So it's a very integrated approach with several County agencies.

So in terms of Central Maui and you guys probably know a lot this, but there is a lot happening in Central Maui in terms of planning efforts. And to me this slide is important because I really want to try to reassure folks that there is a lot of collaboration, coordination that's happening. We are, you know, using previous and current planning efforts. Obviously we're starting with the existing community plan, but also Hele Mai Maui which is the Long Range Transportation Plan that I was also heavily involved with Lauren. The leading effort from the Maui MPO. That has been super helpful. And because of our team members, we're looking at various assessments, what's been going on with affordable and workforce housing. A lot of investments are being done with the transit hub, and that's a key part of this. The Maui -- the Wailuku-Kahului Central Maui Bike Ped Plan has been very helpful.

And then, I think one of the things I want to say at this point is when this RFP was put out last January, obviously we were not dealing with COVID. By the time it got awarded, COVID, quote on quote, the protocols and so forth had just started on Maui. The team that we selected, Nelson Nygaard which is just an absolute dream team of the best of the best from around the country, they have been very flexible. Because we had to all of sudden totally revert to virtual for all community engagements. So they've really been fantastic in terms of trying to really get the word out and just figure out how, like, none of them could come here. So we had to figure out how to put together virtual tours of the corridor with just us to get to the consultants. And so it's been quite a challenge, but I think it's gone very, very well and we have a lot of opportunities because of that.

I think one of the other things I want to say about this is that we are going to be starting next year the Central Maui Community Plan update. And there's also the update of Title 19, the Zoning Code. And so one of the things that's happened, I even had a meeting this morning with the folks running the, the Zoning Code update, is that we are looking to integrate these efforts. So we are going to be hitting the ground running by the time we get to the community plan update for Central Maui because so much work has been done in terms of not just this plan and the studies that go with it. We have a housing assessment, a market analysis, and so forth. But, we'll have some really great information like transportation projects and all that kind of stuff. So I just want to say there's a lot going on and we're all kind of working together and trying to really leverage our resources. Okay. Next one. Hit the next slide. Awesome.

So defining TOD. A lot of times when you, when you hear anything about transit orient development or any sort of mobility or multi-modal transportation, you know, I think a lot of folks might get nervous or think, oh God, they're going to be creating Portland again, or Seattle, or --. I want to reassure folks that while there are great elements and aspects from all kinds of examples around the country and internationally, the whole point of this is to see what works for Maui, for Central Maui. And so the things, those D's, if you look around the circle are really important because essentially this is going to help us characterize and put something together that's appropriate and suitable here in Central Maui.

So when we talk about Diversity, we're basically looking at analyzing and trying to identify what works best in terms of supporting the diversity of land uses. Meaning the various percentages and so forth of residential, commercial, institutional in this area because that will create activity throughout the day.

Design, you know, we know particularly in Wailuku town how important design is. So design includes everything from bicycle lanes and sidewalks, but also buildings to parks. So this is important because the way a place is designed contributes to how it functions. You know, wanting it to feel safe, comfortable, and, you know, you want an area that people are going to use.

Distance is important particularly with transit orient development because you're looking at connections between streets and neighborhoods because that helps us and shapes how we're going to be getting around most efficiently.

Destination, obviously that is critical when we're talking about a mix of land uses, what are the outcomes going to be and how can you get to where you're going, groceries, parks, schools? Basically how can you enjoy your community and make these places a short bicycle or walk safely trip?

Demand Management. What we mean by demand management is it having safe, comfortable, and reliable choices beyond driving. So that's where you get to offering other opportunities other than a car.

And then finally Density, the D-word. So how many people and jobs are going to be in this place? What is the concentration of the people living; where is that going to be located? Because what you find in study after study after study after study in some of these places is that the more density, or the more variety that you have that supports transit, that supports the different modes of transportation, it makes it more successful. So you are connecting the jobs to the people to where they live, schools, and so forth. Okay, Erin, you can go to the next one.

And expected outcomes. And the only thing I want to say about this -- I'm looking at the Queen K Mall thinking how sad -- but the way that this RFP was written and the scope is the outcomes that I sort of -- my expectations so that this is not just a pretty plan and looks great and involves a lot of people. But we need to have elements in this plan that are fundable. Right now there's some very large State -- well mostly Federal grants that are, that have strict criteria and eligibility requirements. And they're competitive, very competitive. And how fortuitous that there is a huge amount of emphasis placed on our infrastructure, our country's infrastructure, our State's infrastructure. So many of the reports are going to be speaking to and a lot of the information we're gathering, and resulting plans and plan elements are going to be produced in a way that will and can be fundable by some of these federal grants, whether it's Department, US Department of Transportation, Federal Highways, Housing, HUD, and so forth. And that's really the purpose is, is so that we have something we can work with to then fund and implement. Okay.

So where are we now? We started last June. Basically it's doing a lot of learning. One of the things I want to say is that we have a website and it's on here. But a lot of the information, like we just put out a couple of weeks ago the community profile and that's the large report that really just documents the existing conditions. We have two, two other reports. One on the real estate market and another one on the housing analysis and housing market. So those are out there right now. A couple of weeks ago, we had a town hall with a very well-known planner, Jeff Speck, and we had 108 people register for it. I think 88 ended up

showing up. Unfortunately that was the same night as a pretty critical County Council meeting on a, on some ordinances. But still we got 88 people out of the deal so that was, that was pretty good. All of Jeff Speck's talk and his presentation, it was recorded, and that is on our website. And it's definitely worth, it's definitely worth the time to seeing that. He really speak specifics to Wailuku town and some of our challenges, and issues, and suggested opportunities.

So what we're -- where are we at now is we're looking at visioning. Basically what we want within the community and really getting now for the first time into land use opportunities and connectivity. This is where Jeff Speck is going to be very involved in coming up with designs and so forth. There will be another town hall in June, and we'll make sure we get the word out. And my best suggestion I would say would be to go on to the website because there's an awful lot of information on the website and past presentations, the papers, online studies and results are all on there. Okay? Next.

You can keep going Erin. So there's been quite a bit of engagement. This is probably three months old, but up to about three months ago, in terms of the various surveys and so forth that we had, back then we had 534 responded to the online surveys. We had an interactive mapping exercise. You know, where do you see problems? Where do you want improvements? What would you like to see? 200 people with some really great comments and suggestions. We had a really fun scavenger hunt that a lot of people participated in and it ended up also being a competition between Baldwin and Maui High School. And then we were able to donate money. The consultant donated money to the video fund and media fund for Maui High School. They won. But we've had -- it's actually well over 2,000 visits to the, to the project's website as of a couple of months ago. Okay.

So the types of folks, to me, this one is actually pretty interesting in terms of what is it people want? Where do they go the most often? What are the things they're looking at? And as you can see really the top four areas is grocery, shopping, hospitals, restaurants. They're really services. Services and amenities that are important to people. And 90 percent of people drive, drive to those amenities. And then you go down towards the middle and you see County, State and Federal offices, 32 percent. Not just our employers, but also if you need services, you know, in terms of the State and Federal. And then really the last three -- I mean school and UH obviously is critical, but recreation, visiting family, friends and so forth is down towards the bottom parts. That gives us a good perspective in terms of why and how people travel. Okay.

So what do people want to see? The mapping exercise was really interesting. Large, I mean, by and large, if you really think about Kaahumanu Avenue and walking, and I've done that several times walk the whole lane, shade. Shade is needed. Trees, landscaping. We call it street furniture, you know, benches and so forth. But just it needs to be safe, it needs to be comfortable, also needs to be interesting. So a lot of people responded with those types of comments. And a lot of people like that areas to play and be active. That was

also highly recommended. A lot of people really would love just experiential stuff. We may do a lot of our shopping online these days, but you know, still going to restaurants, doing things that you can't do online. People are very interested in that.

And then of course which this was really important is when it gets to housing, affordable housing, and that is having different types of housing. Not three bedroom with white picket fence, but also rentals, also multi-family, you know, those types of things for somebody just coming out of college or somebody who maybe needing a larger home and wants a smaller space. Rental is definitely mentioned quite a bit as well.

So I think that the other sort of key questions is given the fact that 90 percent of the people who uses this area rent a car, what would it take, so what would it take to get folks to try another mode is something we're trying to get to and be interesting so we can work with it. And as you guys can see safety. Safety is very critical for folks. Making sure it's off-street. I used to actually compete in cycling, and I don't -- there's no way I would ride down -- I would ride my bike down Kaahumanu Avenue. I just -- I would -- it's really high, high speed and not a lot of margin for error as a cyclists. So a lot of people are interested in safety, and comfort, obviously shade, places to rest, connectivity with the sidewalks. So safety is a huge issue. Being comfortable. Enjoying, enjoying the experience is very, very important for folks. Okay.

So, you can go to the next slide, Erin. So one of the things, and you can do this if you want, is when we did this town hall we tried to make it interactive. And what you're looking at now is what's called a word cloud. And we asked folks who were online, as well as, that participated that night, and we said, share one word that comes to mind when you think about Kaahumanu Avenue and Main Street. So I'm wondering if the folks on, on the call now, do you see a word that would relate here to what you're thinking? Or are you thinking something and you don't see that word up there? Traffic, busy, hot, nowhere to sit.

Ms. Ridao: This is Jo-Ann. I don't see the word up there, but when I drive Kaahumanu, I always notice the view. You know, the West Maui mountains when you're going up, is so beautiful especially on a clear day. And when you're going down, you know, the ocean and what's happening out there, what ships are coming in and out. That is how I enjoy Kaahumanu. Because otherwise there's not, like you say, not too much. You know, there's not too much scenery on Kaahumanu, but I think we can work on the ambiance of Kaahumanu Avenue. But for me it's the view.

Ms. Eaton: I'm glad you mentioned that because in the very beginning when we did the virtual tours to try to orient the consultants to Kaahumanu Avenue that was one of the things and it's even, we tried to -- I mean, I know it's so abstract, the logo -- but we wanted to make it clear that those scenic vistas are critically important, and we would not advocate for anything that would block that. It's kind of up there behind next to, next to ugly is scenic.

Bad placement, but, but no, I'm really glad you mentioned that. I'm glad you mentioned that. Anyone else?

Mr. Ball: I think I see it. There's this time sync and I'm thinking they mean timing of the lights, right?

Ms. Eaton: Yeah, we've heard . . . (inaudible) . . .

Mr. Ball: . . . (inaudible) . . . Yeah, I think that adds to a lot of congestion. I mean, it takes you as long as to get in that first map, from the Hana Highway to Wailuku, right. Hana Highway, to Kaahumanu, as it does get from Hana Highway or Dairy Road to Pukalani, right?

Ms. Eaton: Yeah.

Mr. Ball: And . . . (inaudible) . . . I mean, I go down that street every day. I live in Wailuku so it's very frustrating for a simple --

Ms. Eaton: No, I --

Mr. Ball: -- for a seemingly simple fix, right?

Ms. Eaton: No, I agree. And that, and that has come up a lot. And to that point I'll just say that there is also the other study going on. There's a couple of them. But one of them that DPW is leading is the Central Maui Transportation Study, or Traffic Study. And so I know that I can tell you Keone that they are looking at that right now in terms of light, timing, and stuff like that. And that's the one great thing about having Robin Shishido who is the HDOT Engineer is he's, he's made -- he's been made keenly aware of this. Thank you for mentioning that again. Alright, go ahead.

Mr. Ball: I did want to mention on your first map of the corridor, you didn't put in Hoaloo Park. I don't know if it matters. I don't know what you're using that map for.

Ms. Eaton: We -- it's --. No, I'm glad you mentioned that. That is definitely a part of our inventory. It's part of our study. That was just sort of --. Because if we put in everything in you wouldn't be able to even read the map. But no, I'm really glad you mentioned that. And that gets to the point of wanting more parks and recreations in the areas. So that is critical to meet. Why don't we go to the next one because there's another opportunity to add to your comments with the next word cloud. So looking towards the future, share, we did this one. And that is share one word that comes to mind when you think about Kaahumanu Ave and Main Street -- excuse me -- in their future. So let me know what you guys think about that, some of the comments. And obviously I don't -- I apologize if you know, but I didn't know the first time I saw one, when you see these words, the ones that are the largest are

the ones that got the most comments and so that's kind of -- you know, like, a heat map, you know looking at that kind of scale. Comfortable, slower, pedestrian connected. History comes alive; I love that one. Anybody have anything that they'd like to add?

Mr. Ball: I mean, I would -- I guess I don't see it. Maybe tree filled would be it. You know how like on Maui Lani Parkway they have those big trees in the middle. And even down like Piilani Villages in Kihei, right, they have these large trees like it just make it kind of homely, right, like, or more --. I mean, they're cooler for one.

Ms. Eaton: Do you see? If you look at shade, and down to the left, it says tree filled? Is that what you mean, tree-filled?

Mr. Ball: Yeah, I guess, that's what -- the one I was following up on.

Ms. Eaton: But to your point, just so you know, that has probably been one of the most frequent comment is the need for shade and trees. I mean, everybody feels very strongly about that, so that's a great point. So is comfortable and walkable.

Okay, I've got a bit more so if you can go to the next one, Erin. So point being we're, we're really trying to do all kinds of different activities to really get the community engaged and become a part of this. So what we've learned so far, and that is basically, I mentioned the two bookends if you will. But there is a lot, a lot that's happening with regards to all kinds of different projects, everything from the complete street demonstration project, to the Kahului Civic Center, and there's a lot of planning that's going on with. The housing at UH. So one of the things that we're trying to do through this project because so many of these people that are involved are also a part of this is we're trying to kind of knit things together to try to make this experience successful. Okay, you can go to the next one Erin.

So I think a lot of people just so that you know when we -- this is out of community profile by the way -- I think a lot of people were really surprised when they saw this in front of them. And that is that this particular study area is home to over 33,000 people. The housing crisis and household incomes are lower here than anywhere else on Maui. Twenty six percent of Maui's household that lives below the poverty line live within the study area. Thirty one percent of the island households are on food stamps are within the study area. Thirty six percent of the households on Maui do not have access to a vehicle are in the study area.

So at least to me, in my mind, what this means is that TOD is just that much more critical. The benefits potentially of Transit Orient Development could really address a lot of significant -- significantly address a lot these types of issues particularly when you look through the lens of social equity. For example, cheaper transportation options such as a shuttle, such as the bus -- and by the way, I can talk about more frequent bus stops actually being located on Kaahumanu Ave -- they, some of the studies that they've done show that

the cost, the monthly cost of transportation is well above 30 percent for folks. So having these other options, cheaper options would decrease those costs significantly.

Locating affordable housing in close proximity to jobs, and school, and amenities, and all the things you see, of course, that would be a huge advantage. And then providing safe and comfortable and aesthetically pleasing recreational areas for -- you know areas for recreation, for public health, all of those good things that all people should have access to it would -- we just feel it's even more important in this particular area. Okay, a couple of more . . . (inaudible) . . . You can flip the slide Erin.

So in terms of social equity and what this means, within this area, 62 percent are single-family houses that make up the homes in the neighborhood along the corridor. They're usually located on their own lots in areas with similar homes. So 13 percent have sort of middle housing in terms of buildings that have two to four units. So it's called this missing middle meaning, you know, not just single-family, not just the big huge structures, but sort of something in between. This type of housing can be more affordable than a single family home, and also provides opportunity for someone on their way to wanting to buy their first home on Maui in a more affordable way. And then 25 percent of the housing within this area is multi-family. So it includes a wide range of building such as apartment buildings and condos that have at least five units and sometimes well over 20 units.

So is the main non tourism jobs that are Maui, the study area, is home to a diverse mix of employees and businesses. Wailuku town has a high concentration of office space and shops due to the many government offices and professional services in the area, Federal, State, and County. And then in Kahului, health care jobs are concentrated at or around Maui Memorial Medical Center and Kaiser, Kaiser Health, and Kahului's multi shopping destinations feature retail and all kinds of services. So it's a very critical core that we can try to take advantage of.

Okay, now on to the housing mix and employment within the area because those are critical aspects of this. You can see from some of the graphics here, basically I just described the different types of housing, but then also the different types of jobs. One of the things that we try to do with Transit Orient Development, and I hate throwing around these planning terms. Erin's used to hearing these kinds of stuff, but we call it a compact community. So you're trying to get these communities as opposed to sprawl, going and building, you know, in areas where there is no structures. Or these types of services you have it all in a contained area, also known as in filled development. But, but you're trying to get people close. Close to services and jobs and schools and those types of things. Okay? Go to the next one Erin.

Okay, so traveling on Kaahumanu Ave. Basically traveling to work, the commute trend along this corridor largely reflects island wide trend, about 70, 70 to 90 percent of the people drive. A higher percentage of residents in the study area, carpool and van pool, or take the bus to work. And their commute is about 20 minutes or less. Compared to Maui,

the fewer people work from home, about half as many. And mostly, and . . . (inaudible) . . . from what they see, about 58 percent of the residents basically can get to work. Their commute is less than 20 minutes. Okay?

These are just some of the shots in terms of --. And I want to point that some of the things that we're looking at doing, the top right hand corner where you see doing bump outs, making intersection shorter so they're safe to cross, more visible slowing car speeds down. Car speeds, of course, is something that is a critical problem on Kaahumanu Ave. People travel very fast. But these are some of the ideas that we're looking at in terms of low hanging fruit if you will on projects. Okay, you can go to the next one, Erin.

So safety is a critical issue. That is something we're trying to address. I'm sure many of you have heard of a vision zero program. The Maui MPO is sort of leading that effort with HEAL, Healthy Eating Active Living organization, and they're doing just wonderful work. And we're doing -- getting involved in that as well. That's a heat map, and you guys I'm sure know how to read these things. Where you see the red, obviously the highest densities and the highest number of crashes, and these are some of the areas. And typically a lot of these areas what they characterize is where intersections are not safe, where there is not adequate space, if you will, for people to travel on a bike. So you have a conflict between a bike and a car. Car always wins. And so this has become critically important in our work, is trying to address how, how we can increase and improve safety.

So core values and aspirations. This one is important. I wanted to go through this. This, this is the result of a lot -- I hate to -- well, I'm going to back up a little bit. But basically we had, what 10 focus groups, we've had interviews, we had a lot of activities online. But from what we've heard so far, a lot of what we're going to be basing our work on and recommendations on are these core values and aspirations. This is what we've been hearing from people. And that is, the first one, you know, the connectivity and accessible transportation options. Trying to get more people out of a car and using other -- we call it multimodal -- other types of transportation. Walking, biking, rolling, shuttles. You know, doing something other than one person driving in a car.

We've heard loud and clear from day one that sense of place, our cultural values, history, that people really want to begin and work from that. Do not want to in any way change the look and feel, quite frankly, of Maui, of Wailuku town and so forth. That's been made very clear from day one.

Looking at, and this is kind of interesting, perhaps it's the COVID sense if you will, but having some resilience to what happens to our economy with businesses being shut down, closed and so forth, and perhaps evolving into something different. But looking at that type resilience because that job connection to supporting homes and people and so forth is critically important. Wanting to be responsive to all sorts of different incomes and ages, and the different phases we're at in our life. So really looking at that variability when we're

looking at housing and transportation and recreation options. Everybody's made it very, very clear that they are -- feel it's very, very important in terms of having opportunities to be active, it being safe and healthy. And I do want to point out, Jo-Ann, that when people talked about this, they talk about being to see. You know, look up at Lao, or conversely looking in the other direction, that is important. That's an important part of your walk and being able to not have hidden and being able to experience that. And just at the end, the environmentally sound, what that means is storm water runoff, drainage, susceptibility to tsunamis and flooding. All of that has, you know, the impacts of climate change and that is a critical piece of this in terms of how it's going to be addressed, looking and moving forward in the future. Okay.

Now I thought this is was, this was really interesting. We had a huge turnout for this online. But basically we wanted to know because, of course, there's tradeoff and trying to figure out how to do different things. What was important to people in terms of ranking them. And I believe we asked people to pick their top three. Active, safe and healthy came out on top. And these are all important, but this is the input we got from the community. Connected and that connectability, having opportunities for more bus, more routes, more stops, more frequency as well as safe riding of bikes and places to walk is important. Wanting that diversity in terms of housing was very, very, very important to people. Different types of housing for folks with different needs. Job connection is critically important in terms of supporting our business sector. Preserving sense of place rooted in history, fit, and environmental sound. Making sure that whatever is suggested is obviously sustainable and can adapt, adaptable. Okay, Erin.

So -- I believe I've just got two slides left. You want to go to the next one, Erin, please? So in terms of next steps, some of the next steps we're looking at based on what we received so far is as you look at this map right now we're really looking at where can we do big moves, like, big things to sort of get us to this, you know, corridor that we would like. And I'm just going to list out a couple of ideas. You'll definitely be hearing more from us, but based on what we've heard so far a lot of input from folks is basically enhancing the east and west connectivity. You know, getting from Kahului to Wailuku to Kahului, trying to enhance that. And, and one of the things that we are looking at and looking into is for example having transit and bus stops along Kaahumanu Avenue. And, you know, obviously in front of them. And there's so many areas in terms of the high school, in terms of UH, in terms of the medical center. You know, having actually locating transit stops along Kaahumanu Ave. Timing lights, that came up in terms of making it more expedient so not, not increasing speed, but, you know, looking at a little more efficiency with the lights. Also creating more seamless north and south routes. So again, it's connectivity in terms of safely getting people around, around this area. Definitely looking at another major thing is looking in the area focuses build housing to serve changing needs. So looking -- making it easier to issue permits for affordable housing in the range of incomes. Various options in terms of increasing density such as ohana units, garage conversions and so forth on existing lots. Create more senior housing and a lot of that is going up right now.

Another one is making Kaahumanu a desirable address so putting in all kinds of amenities such as parks, such as walkways, bike paths, greenways. Even, even just from the aesthetic point of view. Like there's -- I'm not familiar with this, but people have brought up that there was awning program, putting out awnings, creating shades, some yes trees, but also maybe other, other ideas as well to try to make it a little more attractive and aesthetically pleasing. And on here is -- I want to read it -- make it beautiful and . . . (inaudible) . . . by planting trees. And . . . (inaudible) . . . says lots of trees and using native planting throughout the corridor. And then also a lot of discussion has been about capturing the night with having safe a lot more lighting, and safe lighting and looking at safety aspects.

Looking at creating vital community hubs throughout the area and places for people to gather. And then basically embracing Maui's climate, and that gets more towards the resiliency of looking at impacts of climate change so that when we design those areas we're keeping that in mind.

That is really --. Actually you can go to the next slide, Erin, please. And so again the next slide is just -- lets you know that's where we're at. So we're sort of -- there's a lot of information out there. A lot of it is on the website. We'd love your input reactions. You can talk to Erin. We can talk now about how best to engage. But there's plenty of time. There's plenty of time. Quite frankly what's been done up to this point is getting the word out and really grounding, you know, the existing conditions. But we're just now at a point where we're looking to talk. Okay what do we want to do, what's the vision, and those types. So your timing, the timing is great. Getting you guys involved now is fantastic.

So that, that's all I have. That's enough. But I'm happy to answer any questions that you guys may have, and really would love that -- see you guys get involved in the future.

Mr. Ball: Okay. Thanks Pam. Is there any questions for Pam? I have a question on, on the funding of this, right. So once the vision is in place, where, where is the funding coming in to implement that?

Ms. Eaton: That's a great question. I can't obviously give you, tell you exactly. But, I can tell you that for example, the interagency State Transit Orient Development Council, every year, we support projects to be funded. We have no projects right now on Maui, so the outcome of this plan is we will be identifying specific CIP, probably infrastructure projects to be funded. So that would be one source, would be for the ledge in terms but we've got to have the projects identified and, you know, put in place.

The types of projects they have funded in the past, which are basically projects along Honolulu rail has been doing improvements for sewer systems, water distribution systems. It's been very much infrastructure related. So that is one source of funding. Depending upon

the size of the project, obviously County Council with maybe some of the smaller type of projects. But then also there are US DOT, there are many projects through them in terms of looking at funding possibilities for this. Federal Highway fund. There's really a lot of opportunity, but we have to have the information. We have to have the assessments, the report, the data, all that sort of done and completed so we can actually fill out applications to receive future funding.

That's also a tough question to answer because obviously with COVID that's kind of changed everything. But it has not stopped anything. So especially right now with the emphasis being placed on improving infrastructure. I think we're in a great place for possible opportunities to fund various aspects. But there's going to be many, many elements of this, so it's not like one big thing to fund all of this. I think the key is going to be breaking it up into these small pieces and smaller elements and then fund it as we go. It could be everything from housing, to parks, to bus, to highways. I mean all of the different types of elements to attack this.

Mr. Kaho'ohanohano: Keone, I have one question if I may.

Ms. Eaton: Sure.

Mr. Ball: Go ahead.

Mr. Kaho'ohanohano: I heard about the County, the State getting involved. What about the private entities, A&B and those others? They have a lot properties along those lines that's going to be affected. And I believe they have to be factored in.

Ms. Eaton: They're in. So I'm really glad you asked that question. So in the focus groups, and we have what's called which I completely neglected to mention which Erin serves on is the Technical Advisory Committee (TAC), which is a larger group of about 20 people, and A&B is on that. We have been working closely with A&B, Queen-K, UH, a lot of the large property owners. And that's important because another source of funding from the private sector is what's called P3 Partnerships. And that's Public, Private Partnerships. And so there's a lot of various grants and opportunities to create those, but of course, you've got to have the partnership with the private entities. So I'm really glad you asked that. A&B is involved, and they are on the TAC and they've been a great supporter, and really had some really good ideas. Many developers have been involved and construction folks so it's -- I'm glad you brought that up. You're absolutely right.

Mr. Kaho'ohanohano: It come to mind to me about Maui Electric with their line.

Ms. Eaton: Yeah. Yeah, Maui Electric has not be involved as much now, but we are contacting them because there's a program we're thinking about that would involve, that would include Maui Electric and so they're another critical partner for sure.

Mr. Kaho'ohanohano: You do realize now you have, you have actually . . . (inaudible) . . . on Kaahumanu, it really curtails to transportation.

Ms. Eaton: I agree. I would love to get rid of them and put them under ground.

Mr. Ball: Yeah. I don't know how those even got up without public input but all of sudden it seems like they were there one day.

Ms. Eaton: Well, and you know what's funny is in our virtual tours you'll see these pictures where there are utility boxes and utility poles right in the middle of the sidewalk. So, all kinds of challenges with that. I totally agree.

Mr. Ball: Okay, anybody else have questions? Alright, well thanks Pam. Thanks for bringing this to us and we'll, we'll look for future updates from you and participation, I guess, too.

Ms. Eaton: Yeah, I -- Erin, I'll work with Erin because your guy's involvement particularly in this next phase coming up I think will be really critical. I'll just -- I'll defer to Erin in terms of guiding me on how to do this because you might have the expertise and obviously your stake in Wailuku town is a critical part of this.

Ms. Wade: I wanted share is if you go to the online -- and I printed out -- the both the market study and the housing inventory and analysis, I think, are super relevant to our upcoming conversation about what to do with the Vineyard Street frontage. So we have our market analysis and housing inventory done when we did our EA, and now that feel like, it feels like a decade ago. It almost is a decade ago at this point. So we now have very current information done in the time of COVID even, you know. So, it's very relevant and will allow us to actually move forward faster because it's super timely. So, please when you get the chance take a look at that on those links. If you need Leilani or I to print it out and send it to you in a packet, we're happy to do that too.

Mr. Ball: Thank you.

Ms. Eaton: Are you guys -- if you're okay I want to turn off my video, but I really want to listen to the rest of your meeting. Because everything you're talking about is actually we're super interested in.

Mr. Ball: Yeah. Sure.

Ms. Eaton: Alright. But thank you guys. Thanks so much.

Ms. Hiraga: Thank you.

Ms. Ridao: Thank you Pam.

Mr. Ball: Thank you.

Mr. Kaho'ohanhano: Thank you.

Ms. Wade: Thank you Pam.

2. Memorandum, dated March 22, 2021, from the MAUI COUNTY CHARTER COMMISSION requesting submittal of proposed Charter Amendments and/or Recommendations from Maui County Boards and Commissions by May 28, 2021.

Mr. Ball: Okay, let's move on to Item D.2., the memorandum from the County Charter Commission.

Ms. Wade: Thank you. So as you folks know the --. Did you want to give this presentation Keola? I saw you pop up.

Mr. Keola Whittaker: No, I have information, but why don't you go ahead.

Ms. Wade: Okay, I was just going to mention that, you know, every few years the County Charter Commission is reconvened to evaluate the Charter for the County of Maui to determine if changes are needed, and this is the opportunity for Boards and Commissions to provide any input or suggestions if there are changes you would like to recommend.

Mr. Ball: Are there any recommendations? Keola, do you want to give us an update on what you have?

Mr. Whittaker: Sure. I advise the Charter Commission as well so I just wanted to give you a little bit more, more background. The Charter Commission started in February of this year, and they'll be going until February of next year. And during that period of time they're going to be developing amendments to the Charter. There are many ways that you can contribute ideas on amending the Charter. Things that don't relate to this Agency you can contribute as a private citizen, of course. And they're having public meetings now where you can give public testimony in oral or written form. So if you have ideas, I encourage you to do that.

If you have ideas for anything related to this Agency and you want to do it as an Agency, you know, you can vote on it at the next meeting. The Charter Commission has asked that you submit everything by the end of May so there's time. You know, you have another meeting before then. And, you can do that, you know, through a letter and you don't have to

come up with the wording of the amendment. If you have just general ideas that's fine. As you know, this Agency is not a charter agency so it's not mentioned in the Charter. It is created under State law and County ordinance so this specific Agency isn't mentioned there. But there are things that do affect you as members of the Agency such as the financial disclosure. So that would be in Section 10-3, if you want to look at that at some point. In the Charter, and you've all gone through that, right? You've submitted your financial disclosures to the Board of Ethics. And the requirements of how that's done is contained in the Charter. So I think that's the one place that directly affects this Agency. Since the rest of it would be ordinance.

To give you an idea, one of the other boards that advise is the Urban Renewal Development Board, and they are also created by ordinance. But one idea that they gave to the Charter Commission is that, on their Board, they have alternate members because sometimes they weren't able to achieve quorum, and they thought that that was very helpful for them. And so what their recommendation to the Charter Commission was, hey, consider that for other charter created boards. So, those are just some general ideas and background for you. But again you don't have to complete any proposed changes today. You can talk about it today and, and finish it up at the next meeting because there is some time.

Ms. Hiraga: I have something.

Mr. Ball: Yeah, go ahead Gwen.

Ms. Hiraga: Okay. So Keola I know you said that about the establishment of the MRA that, you know, within State law and ordinance. But why -- are you saying that we cannot have it as a Charter agency under the Department of Management or have language under the Department of Management that authorizes.

Mr. Whittaker: I have to think about that. The State law says that the County can establish a redevelopment agency through a resolution passed by Council. And I think because the State law says that then it wouldn't be a charter agency. I don't think it could be added to the Charter because it's already has been created pursuant to that State law. But I have to think about that. It might be possible.

Ms. Hiraga: Okay. But what about including under the Department of Management language that recognizes the redevelopment agency?

Mr. Whittaker: Yes, I think that that is certainly possible. It could -- the Charter could define its role, could define the role of the redevelopment agency a little bit further.

Ms. Hiraga: Yeah. Okay. Thank you.

Mr. Ball: Anyone else have anything on that? Or any amendments that we might want or additions or --?

Mr. Kaho'ohanohano: You know, Keone, I guess, I guess my only question is following up what Gwen said is that do we still have that civil case against our agency because of the non-definition of what we're supposed to be doing? Is that still in effect?

Ms. Wade: Keola, did you want to take that or do you want me . . . (inaudible) . . .

Mr. Ball: I'll defer to Keola or Erin on that one.

Mr. Whittaker: Erin, maybe you might have more to add. I understand that the case is stayed . . . (inaudible) . . . legal changes that . . . (inaudible) . . . Erin?

Ms. Hiraga: Okay. So before Erin gets started --

Mr. Ball: Erin, you're on mute.

Ms. Ridao: You're on mute.

Ms. Wade: Sorry, yes folks saw the zoning and development code amendments that were brought into question regarding that civil action. And so you folks reviewed it. That got passed on to Planning Commission which approved and forward it to County Council. I understand that it's yet for County Council to review so there's no action. But the understanding is once those changes pass that everyone will be happy with the revisions.

Ms. Hiraga: I have a comment.

Mr. Ball: Go ahead Gwen.

Ms. Hiraga: Not too long after the lawsuit was filed, I know that we had asked Corp Counsel -- and it's not you Keola. Mike Hopper -- to give us an update to brief us. That never happened. Even questions that we had; that never happened, never got resolved in my mind. Because when we had that one meeting a couple of years ago where questions were raised by Council Member staff, we asked Corp Counsel to look into it and get back to us, and he never did. And I think the Agency has a right to know or to be updated because it affected what we were doing.

Mr. Whittaker: One suggestion I could make, if you think it would be helpful now, is having the litigator that's on that case come present at the next meeting. Our office is divided into counseling, and drafting, and litigation. And there's another half of the office that handles

litigation. That attorney can come give you sort of an overview of what happened and where we are.

Ms. Hiraga: I would be interested.

Ms. Ridao: Yeah, I would like to have that done, Erin, if you can arrange that.

Ms. Hiraga: Because Jo-Ann . . . (inaudible) . . .

Ms. Ridao: Yeah.

Mr. Ball: So maybe Erin we can add that to the agenda and then maybe you can reach out to, to Mike Hopper and see if he does have any answers to our questions and things. It might be all resolved with that update from the Corp Counsel to us though.

Ms. Hiraga: Yeah.

Ms. Wade: Yeah. I will add that.

Mr. Ball: Thank you.

Ms. Hiraga: Thank you.

E. DEPARTMENT UPDATES

1. Church and Vineyard Street Improvement Project Status

Mr. Ball: Okay. Anything else on that? Okay, let's move to E, Department Updates; Church and Vineyard Street improvement project status.

Ms. Wade: Okay, thank you. I'm going to share my screen again just so you can see there are several things going on here. So for Church and Vineyard Street, currently, we have opened Vineyard Street, the Lower Vineyard Street segment right here. It is open, and as Jo-Ann noted the landscape is in. There's four trees that are going to have to be replaced in the next couple coming week. We did have the landscape architect come through and identify once she felt, like, were not going to grow properly and so those are going to get pulled and replaced. But everything else is nearly done. I'm excited to report that the MEO building where Aria's used to be that really cramped sidewalk space before. And you kind of have to really be cognizant of what was happening so you didn't step out the door, and, you know, fall straight into the street. So now --

Mr. Ball: And the entrapment. The entrapment delivery parking stall.

Ms. Wade: Exactly. So now that we widen the sidewalk area, they're actually with their own money is going to fix that entry way. So it will be completely ADA accessible and it will have our planting strip out in front that's, you know, County irrigated and maintained. But then behind that that entire thing will become ramped into the building so there won't be that weird split sidewalk and the confusion about, you know, where to stand, and how to get in and out of the building. So I'm glad that that's going to happen. So that's right here where my arrow is. Right next door actually we worked with this property owner to adjust their sidewalk. So their property while the County of Maui's sidewalk, the one we just built slopes down at the angle of the roadway at an ADA compliant level, the property interface of the building is flat. So they've been able now to create sort of a patio out in front on their private property which was previously all public sidewalk accessible except it was on, on private property. And that patio then, they're going to -- where this is where the H&R Block is now, but he's looking to do some renovations and convert that into a restaurant space without those seating right there on Vineyard Street. So I think that's going to be a great renovation project and new investment to the neighborhood.

So just in terms of construction, I'll tell you, this is open. Vineyard and Church is currently getting its renovations. The pole right here at this corner was the last of these two blocks to come down. So as this moves and get underground, they had to make some improvements above Vineyard Street before this can come underground. Then all the sidewalk improvements here in this intersection can take place. So that's happening at the same time right now these Main Street improvements are currently underway. If you go see if you drive, there's a bit of a mess right now. Pedestrian access is difficult because they're redoing all of the drainage at the intersection right here so that we can fit the, the traffic signal arms in. We had to move the drainage lines to be able to put bases in for the traffic signal arms. So super tight. It's a really, really congested below the surface.

Mr. Ball: Are those going to -- are those traffic signalized going to be like, I don't know, old style if you will or are they going to be like the aluminum looking one like we have all the way everywhere else?

Ms. Wade: They will be like the ones at Market Street. So I can pull up like a Google map of the Market Street one if you'd like. But it's not like the, it's not the really industrial traffic arm, you know, . . . (inaudible) . . .

Mr. Ball: Right.

Ms. Wade: Frankly it's wasn't the physical space to put that right there. But we lucked out on that, I think.

Mr. Ball: Right.

Ms. Wade: So that's the current Vineyard and Church Street construction. Following the completion of those which is likely around June, we'll move to this upper segment of Vineyard. And then that will be open to only local traffic at that time. For about another four to five months, that will be open to only local traffic. So are there any questions about Vineyard and Church?

Ms. Ridao: . . . (inaudible) . . .

Ms. Wade: The map that you're looking at is actually also on this post card that got mailed out to everyone within the 96753 zip code. So many of you may have already gotten this. But it does go through in details where to park, how to get around the neighborhood, how to take Da Bee and all that kind of stuff. And then this was also hand delivered to all of the business within the immediate area. So, our construction crews has got great -- we've got great supervisors on both of our construction crews. Shane from MIRA Construction. He's been -- he's come real close as you can imagine with a lot of the property owners. He's the one that's doing the roadways. And now Zack is the primary point of contact for the Hawaiian Dredging, Zachery Merr.

2. Wailuku Parking Structure Update

Ms. Wade: With this up I can't see the agenda. Can you tell me what's next, Keone?

Mr. Ball: Wailuku Parking Structure update.

Ms. Wade: Okay, great. So I'm going to -- I'm going to expand so you can see. Here it goes. So we do have live camera happening at in the Takitani building with the construction, you know, so you can see it any time. Mostly we did this so that folks could see in advance if there's parking available or not. This is going to close completely next Monday. And this edge of construction here is going to get moved to here where Pili Street is. This is going to close the entire lot off at that point which was the reason we sent this out when we did.

Mr. Ball: And so what was our time frame for that? I mean, it's going to be opened until it's done, I guess, right? So what was the time frame for that again?

Ms. Wade: Right. So we'll be closed for a year and two months. June, July is our target open date. So I do have to say these --. Go ahead.

Ms. Ridao: I just noticed recently that the, that the -- what is the route? -- Wells Street parking lot, the Wells Street Park --

Ms. Wade: Yeah.

Ms. Ridao: -- is getting more and more customers.

Ms. Wade: It is. The squeeze is getting tighter.

Ms. Ridao: Yeah, yeah.

Ms. Wade: They keep realizing it's actually the easiest --

Ms. Ridao: And close, yeah.

Ms. Wade: . . . (inaudible) . . . than circling the blocks five times looking for a stall. And they keep repeating that message in the radio ads. We do still have the radio ads going on a weekly basis. So I think people will kind of get the hang of it after a couple of months, and we not need to do the weekly radio ads. But at this point, we're just going to continue to, you know, emphasize there's free parking and there's free shuttles.

But I do need to fill you in on a couple of things about this project that's currently underway. So these are the footing that are getting poured. They're very wide. As you remember it's a platform footing instead of driving pile -- pile driving. And we did that to kind of protect the neighborhood because many of the business buildings around the project are very old and in dubious condition, if we were to be driving, pile driving right adjacent to their property. So it's a platform footing where we did have to dig out a whole lot of earth. It's been moved and then some of it is going to be placed back on top of the platform. But where you see the vertical construction happening here, this where the edge of the parking wall will be going up.

Over in this area we did discover lwi two weeks ago. So we encountered the lwi on Wahinekuapuu Land Commission Award. And we notified the lineal descendants that had come forward during the cultural impact assessment. They are working with us to determine the location. We're on Burial Council Committee, or Burial Council this past Wednesday. It was on the agenda, and we requested a determination now from SHPD about whether we can need to preserve, or whether we can relocate. So we expect that to be resolved at beginning of the week, next week.

What we're doing onsite as a result because it's sort of at the edge of one of the footing is we are -- and was discovered in the area that the benching has to happen. So as you dig down, OSHA requires for safety, you create a bench so that it's not just this straight vertical cut into the earth that could fall on somebody that happens to be in the hole. So in the benching is where the lwi was discovered. We're going to then work with OSHA to determine if we can discontinue that benching so that in the event there's additional remains in that immediate vicinity that we don't have to dig any further right there. That's our mitigation at this point. Are there any questions about the parking structure?

3. Da Bee Wailuku Shuttle Update

Mr. Ball: No. Da Bee Wailuku Shuttle update is number three.

Ms. Wade: Thank you. So I will go to this. So I can't remember if I shared that we've added a route with Da Bee. So we now have three routes. We have the original A route that goes to basically Safeway and comes back. We have the B route which we pulled back from Maalaea. It was going all the way out to Maalaea and only getting a few riders. So this is doing the Kehalani. And then we have the C route. And this basically picks up at Wells Park and it turns around and heads straight back up Wells Street. So for folks that feel like I'm going to park at Wells, but I didn't want to, you know, break a sweat on the way to work, they can grab the shuttle and head straight up the hill and get dropped off. So that has been added. It's operated by the same route as B. So B and C is the white bus. Those basically, it comes up, does the Kehalani route. On its way back, instead of turning, turning, it drops off here, it turns back on Church as you'll see. It comes down, it turns back on Church. Once it head back up to Wells, it completes The Kehalani route again. So it's actually a pretty nice rhythm. It's been going smoothly. Not too many folks have picked up for Wells, but we are sending an all employees email today for the County, as well as the State and Maui Memorial to let folks know that they can do that. So, this stop here on High Street is actually pretty convenient for Maui Memorial -- sorry, Maui Medical Group employees as well.

My middle schooler is my office with me today, so if you hear sneezing. Okay, is the next one Small Town Big Art?

4. Small Town Big Art updates

Ms. Ridao: Yeah.

Ms. Hiraga: Yeah.

Ms. Wade: Great. So you may have seen --. I know last month I told you folks we're doing Kirk Kurokawa was our featured artist at the Victim Witness Building, and he has completed his mural. I encourage you folks to check out the Small Town Big Town website and the video that was done for him. You know, unfortunately as you know with COVID we're not -- normally we would have these big celebrations every time that we get one of these art works completed. And we can't do that in person at this point, so our way of trying to bring folks in to the experience has been the videography. So, hopefully you get a chance to see those.

This month's artist was Jackie Sabado and she did -- she installed this really neat installation on the temporary fence at Wells Park. So I don't know if any are completed. But it is O'opu, so --. I know it's Jo-Ann got to go, don't you Jo-Ann?

Ms. Ridao: Yeah, I got to go. Bye, guys.

(MRA Member Jo-Ann Ridao excused from the meeting at 2:17 p.m.)

Ms. Wade: Okay, thanks Jo-Ann.

Mr. Ball: Bye Jo. Thank you.

Ms. Wade: It's kind of makai to mauka because of the transition of o'opu going from, you know, the salt water of the ocean up the mountain into the fresh water stream. So it's a really neat and as you can see it's right to the Wells Park, temporary parking lot. So this will remain up through the duration of the temporary parking, and then it will get uninstalled when our -- we pull out all of the material for that temporary parking.

Mr. Ball: Cool.

Ms. Wade: And there is a poetry slam class for teens being offered through Small Town Big Town this -- the next three Saturday's for anybody so you can check out Small Town Big Art. They can -- so if you have a teen that wants to participate they can sign up with that. And then following, we do have a story telling workshop that's going to happen in May. These are our upcoming.

5. Upcoming agenda items

Mr. Ball: Okay. Upcoming agenda item. Yeah.

Ms. Wade: And I think Wells Park parking I took off right? Because we're, we are essential done with that.

Mr. Ball: Thanks correct.

Ms. Wade: Jo-Ann was right, or maybe it was Keone. One of you said there's more people parking there and that's true. We're up to about 20 a day so --.

Ms. Hiraga: That's good.

Ms. Wade: So I think --

Mr. Ball: There will be a lot more. There will be a lot more come Monday.

Ms. Hiraga: Yeah.

Ms. Wade: Yeah. I'm glad we have it because we're clearly going to need it.

Mr. Ball: And I don't know. I mean, it's probably too late now to put flyers on people's windshield to remind them that that's where the parking would be. And, you know, I mean, it's Friday already so I mean, it's kind of --.

Ms. Wade: I should --

Mr. Ball: But maybe -- maybe if one of --. You know, where they usually enter, right, if there's maybe one of the construction mangers standing there, saying hey, you know, now you guys park down there at the thing. The shuttles will come. Look for the white one or, you know, whatever, right?

Ms. Wade: I actually had A-frame signs made for the entrances of the parking structure that say additional parking at Wells Park, entrance at Wells and Kinipopo, so those will get placed in the driveways of the, of the municipal lot. And then I'm -- I think we're -- I actually had five of them made so I'll put them at all of the municipal parking lot entrances so folks can see there's additional space.

Mr. Ball: Awesome. That's all that's on that Department Update.

F. NEXT MEETING: May 28, 2021

Ms. Wade: Okay great. So that's all I have for now. Are there anything else you would like to be updated on?

Mr. Ball: No, we'll probably have a lot to talk about once we actually close the parking lot for the next meeting, right? See how that's going and the count I'm sure will go up on the Wells Street parking. And the ridership will probably be going up too on that.

Ms. Wade: Yeah.

G. ADJOURNMENT

Mr. Ball: But other than, I'm good. Anyone else have something?

Mr. Kaho'ohanohano: I'm good.

Ms. Hiraga: I'm good.

Mr. Ball: Alright. Well, if nothing else, the next meeting will be on May 28th, and if nothing else. Go ahead Erin.

Ms. Wade: I see Scott Forsythe is on here. Scott, did you have any agenda items for next month at this point?

Mr. Ball: He's on mute.

Ms. Wade: He's on mute. Okay. I'll find out if there's anything from him. But then I will ask Corporation Counsel to follow up on Gwen's request.

Mr. Ball: Okay. Yeah, that would be awesome. That would be good for the next meeting.

Ms. Hiraga: Thank you.

Ms. Wade: Thank you.

Mr. Ball: Okay everybody. Thanks for coming. See you guys next month.

There being no further discussion brought before the Agency, the meeting was adjourned at 2:21 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE

PRESENT:

Keone Ball, Vice-Chair
Gwen Hiraga
George Kaho'ohanohano
Jo-Ann Ridao

OTHERS:

Erin Wade, Maui Redevelopment Program Planner, Department of Management
Pamela Eaton, Planning Program Administrator, Long Range Planning Division

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Keola Whittaker, Deputy, Corporation Counsel