

PSLU Committee

From: Michael Hopper <Michael.Hopper@co.maui.hi.us>
Sent: Thursday, July 15, 2021 10:53 AM
To: Michael Hopper; PSLU Committee
Cc: David M. Raatz
Subject: PSLU 24 Additional information
Attachments: Attachments_stripped.txt

For the Committee's reference, I am attaching Resolution 00-151 which adopted the Wailuku Redevelopment Plan. I think this would be helpful background information in the Committee's review of the item. Please feel free to contact me if you have any questions.

Resolution

No. 00-151

APPROVING THE MAUI REDEVELOPMENT AGENCY'S WAILUKU REDEVELOPMENT PLAN

WHEREAS, Section 53-6, Hawaii Revised Statutes ("HRS"), requires the final approval of a redevelopment plan by resolution of the County Council; and

WHEREAS, the Maui Redevelopment Agency ("MRA") has evaluated the infrastructure systems, physical condition of structures, land use, and social and economic conditions within the Wailuku Redevelopment Area; and

WHEREAS, the MRA has actively encouraged public participation throughout the development of the Wailuku Redevelopment Plan; conducted community-based visioning workshops, informational meetings, and public meetings; consulted with important stakeholders such as the Wailuku Main Street Association; notified affected parties through direct mail and hand-delivered flyers; and notified the public by utilizing newspaper, radio, television and other forms of media; and

WHEREAS, the MRA has approved the Wailuku Redevelopment Plan, as prepared by the Maui County Department of Planning and dated February 2000; and

Resolution No. 00-151

WHEREAS, the Wailuku Redevelopment Plan has been studied, reviewed, and approved by the Maui Planning Commission following a public hearing; and

WHEREAS, the County Council has studied and reviewed the Wailuku Redevelopment Plan, has conducted a public hearing thereon in accordance with Section 53-6, HRS, and after much discussion and deliberations, finds that the Wailuku Redevelopment Plan is in accord with sound planning principles and serves the best interest of the citizens of Maui County; and

WHEREAS, the County Council finds that the Wailuku Redevelopment Area described in the Wailuku Redevelopment Plan is a blighted area as defined in Section 53-1, HRS; and

WHEREAS, it is desirable and in the public interest that the MRA undertake and carry out the policies, objectives and actions outlined in the Wailuku Redevelopment Plan to foster economic revitalization throughout the Wailuku Redevelopment Area; and

WHEREAS, the County Council finds that the adoption and implementation of the Wailuku Redevelopment Plan will benefit the citizens of Maui County by providing new amenities, more job opportunities, an improved physical and

Resolution No. 00-151

social environment, enhanced public safety, and a healthier business climate within Wailuku Town; now therefore,

BE IT RESOLVED by the Council of the County of Maui;

1. That it finds that the Wailuku Redevelopment Area is a blighted area; and

2. That it hereby approves the MRA's Wailuku Redevelopment Plan, dated February 2000, as amended, and attached hereto as Exhibit "1"; and

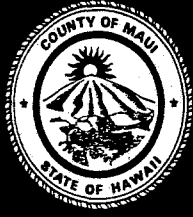
3. That the County Clerk is requested to publish notice of this approval in accordance with Section 53-6, HRS; and

4. That certified copies of this resolution be transmitted to the Mayor, the Planning Director, the Maui Planning Commission, and the MRA.

APPROVED AS TO FORM
AND LEGALITY:



TRACI FUJITA VILLAROSA
Deputy Corporation Counsel
S:\CLERICAL\TLL\RESO\Maui Redevelop.wpd



Wailuku Redevelopment Plan

*The Economic revitalization
of Maui County's Civic Center*

Prepared by

*Maui County
Planning
Department*

Prepared for

*Maui
Redevelopment
Agency*



February 2000

Wailuku Redevelopment Plan

*The Economic Revitalization
of Maui County's Civic Center*

Prepared by

*Maui County
Planning
Department*

Prepared for

*Maui
Redevelopment
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For information regarding this plan please contact the Maui Redevelopment Agency or the Maui County Planning Department. Copies of this plan are available from the Maui County Planning Department.

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Acknowledgments

The Maui Redevelopment Agency (MRA) extends its sincere appreciation to all who participated and assisted in this Plan's focus groups, community workshops, public hearings and meetings. The wealth of information, comments and suggestions received contributed significantly to this Plan.

The MRA would also like to express its deep appreciation to the administration of Mayor James "Kimo" Apana for its steadfast support of Wailuku Town's revitalization. The MRA would like to thank the Maui County Planning Department for its assistance in preparing this Plan. The participation and support provided by the Office of Economic Development is also sincerely appreciated.

The MRA would like to acknowledge and thank the Wailuku Main Street Association (WMSA) for its support and assistance throughout the planning process. The MRA would also like to acknowledge the Maui Academy of Performing Arts for offering its facilities to the MRA for workshops and community meetings. The MRA would also like to recognize Robert Kimura and the Johnathan Starr Foundation for their continuous participation and support. There are many other individuals and organizations to whom we owe much and we are thankful.

James "Kimo" Apana, Mayor

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Executive Summary

Background

This is an exciting time in Wailuku Town's History. Once a thriving commercial, entertainment and civic center, Wailuku has struggled in recent decades to find its role in a landscape of shopping centers, suburbanization and big box retailers.

However, things are looking up for Wailuku Town. An improving economy, new investments, regulatory reform and the renovation of several historical buildings present significant opportunity for the Town's revitalization. Revitalization, guided by this Plan, will help to improve Wailuku's future and the lives of its residents.

Study Approach

This Plan is built on the work of Wailuku's citizens. The ideas and proposals in this Plan were initially suggested by a broad cross section of Wailuku's residents, merchants, professionals and government leaders. The proposals were then presented to the broader community which participated in the Plan's refinement and improvement.

This Plan draws heavily from many of the ideas espoused in the 1991 effort to update the Vineyard Urban Renewal Plan. In February 1999, the MRA sponsored a community-based visioning workshop to begin the process of establishing the vision, direction and framework for the revitalization of Wailuku Town. Throughout 1999 and early 2000, the MRA conducted workshops, community meetings and public hearings to formulate the recommendations in this Plan.

The MRA, WMSA, and the Maui County Office of Economic Development and Planning Department utilized a diverse array of outreach tools to encourage public participation in the development of this plan. In addition to workshops, focus groups and public meetings, these tools included:

- ◆ Flyers delivered to town merchants;
- ◆ The WMSA Small Town Revitalization Conference;
- ◆ Televised (Akaku) repeats of the WMSA Conference;

- ◆ Direct mailouts to affected landowners;
- ◆ A window exhibit along Market Street;
- ◆ Informational meetings with stakeholders;
- ◆ WMSA special committee reviews;
- ◆ Radio spots/interviews;
- ◆ Newspaper press releases and feature stories; and
- ◆ The Small Town Code stakeholder survey.

Many citizens have invested their time to ensure that the changes and new concepts which this Plan embodies are important to Wailuku Town's future. The Plan seeks to leverage those assets and qualities that make Wailuku unique while introducing needed innovation to adapt to an evolving social, physical and economic climate. This has been the objective in developing, refining and adopting this Plan.

Plan Highlights

This Plan provides specific actions to foster an economic renaissance throughout the Wailuku Redevelopment Area. The Plan emphasizes streetscape beautification, infrastructure and parking upgrades, regulatory reform and targeted tax incentives. Key elements are as follows:

Streetscape Beautification

- ◆ Concrete pavers at intersections
- ◆ Shade trees with irrigation
- ◆ Lighting for pedestrians and vehicles
- ◆ Street furniture (benches, trash receptacles, etc.)

Streamline Regulation

- ◆ Expedited permit approval
- ◆ Commercial mixed use zoning
- ◆ Development and building standards tailored for older commercial areas
- ◆ Expanded parking capacity

Attract Activities and People

- ◆ Street festivals
- ◆ Farmer's market
- ◆ Develop new visitor attractions
- ◆ Establish community police office

Section 1

Introduction

Redevelopment Plan Purpose

The Wailuku Redevelopment Area Plan (Plan) was developed pursuant to Chapter 53, Hawaii Revised Statutes (HRS), the Urban Renewal Law. The Plan provides the vision, direction, and plan of action for the revitalization of the Wailuku Redevelopment Area. It includes specific strategies and actions that need to be addressed in the short and long term to eliminate slum and blight conditions within Wailuku Town's commercial core.

The Wailuku Redevelopment Area Plan directs the actions of the Maui Redevelopment Agency (MRA), and provides the context within which the MRA can utilize the powers provided it through HRS, Chapter 53, to eliminate slum and blight conditions. These powers include, but are not limited to, the following:

1. Float bonds to finance public improvements;
2. Purchase property;
3. Provide flexible zoning and building requirements; and
4. Develop fast track permit review procedures.

The Plan implements broad policies established in the Maui County General Plan and Wailuku-Kahului Community Plan that call for the economic revitalization of Wailuku Town. In addition, it provides the basis for the review of projects within the area. New construction, renovation and rehabilitation of properties in the Redevelopment Area must be approved by the MRA for conformance with this Plan, as specified in applicable rules or ordinances. The actions of the Maui County Planning Department and other governmental agencies must also conform with this Plan.

Planning Profile

This Plan updates the November 1973 Vineyard Urban Renewal Plan, which became effective on December 6, 1973. The 1973 plan proposed the redevelopment and renewal of Wailuku Town's commercial core. Land within the renewal area was to be acquired; site occupants relocated; structures demolished and removed; and parcels consolidated, replatted and developed. While the 1973 Vineyard Urban Renewal Plan was never implemented, it did establish the regulatory context within which the Maui Redevelopment Agency and the Maui County Planning Department regulated land uses throughout the Renewal Area.

In 1989, the Maui Redevelopment Agency undertook an ambitious project to update the 1973 Vineyard Urban Renewal Plan. This project included the development of a land use inventory for the area, architectural design guidelines and a database of geographic information. The project culminated in the preparation of the Draft 1991 Wailuku Redevelopment Area Plan. This plan has drawn on much of the analysis and information collected from the 1991 planning effort.

Over the last four decades, Wailuku and its environs have also been the subject of numerous regional planning studies. These studies varied in scope and scale, but each described Wailuku's commercial core as being in a state of deterioration and decline. These studies are briefly summarized below:

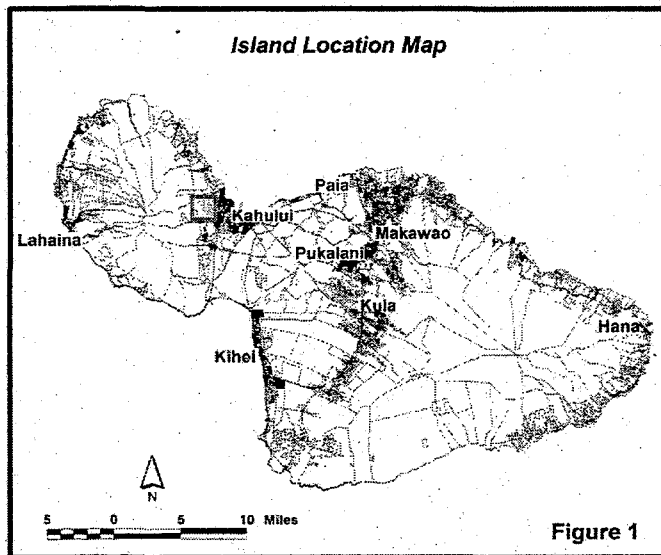
Date	Title	Description and Summary
1962	Urban Planning Wailuku-Kahului	This plan provided a comprehensive and analytical analysis of land use, economic and social trends throughout the Wailuku and Kahului planning area. The plan described Wailuku as "suffering from the exhaustive process of decentralization. Run-down, dilapidated buildings and incompatible land uses have exposed, little by little, the symptoms of chaos in this colorful community." The plan recommended that dilapidated structures be removed, wide boulevards created, and Market Street turned into a pedestrian mall.

Date	Title	Description and Summary
1972	Wailuku-Kahului General Plan	<p>This plan established guidelines for future growth and development throughout Wailuku, Kahului and outlying areas. The plan was developed after an extensive public participation process that included a Citizen Advisory Committee, the Planning Department, the Maui Planning Commission and County Council.</p> <p>The plan states that Wailuku has "suffered for years from inadequate or difficult circulation, parking and deteriorating structures." The plan recommended that a "special planning area" be created for Wailuku's commercial core.</p>
1987	Wailuku-Kahului Community Plan	<p>This plan was created as part of Maui County's first comprehensive county-wide planning effort. The plan provided a set of planning standards and objectives to guide the implementation of General Plan policies.</p> <p>Unlike the previous plans for the area, this plan recommended an emphasis on rehabilitation, rather than removal, of structures throughout the Renewal Area. The plan emphasized urban design and recommended the creation of "enhancement districts" adjacent to the existing Vineyard Urban Renewal Area.</p>
1999	Wailuku-Kahului Community Plan	<p>This plan is part of Maui County's second comprehensive planning process. The plan provides goals, objectives and policies for the Wailuku-Kahului region.</p> <p>This plan identifies the redevelopment of Wailuku Town as an opportunity for the Wailuku-Kahului Community Plan area. The plan emphasizes the formulation and implementation of flexible land use guidance policies that will enhance the various activity centers and maintain the traditional character of the town.</p>

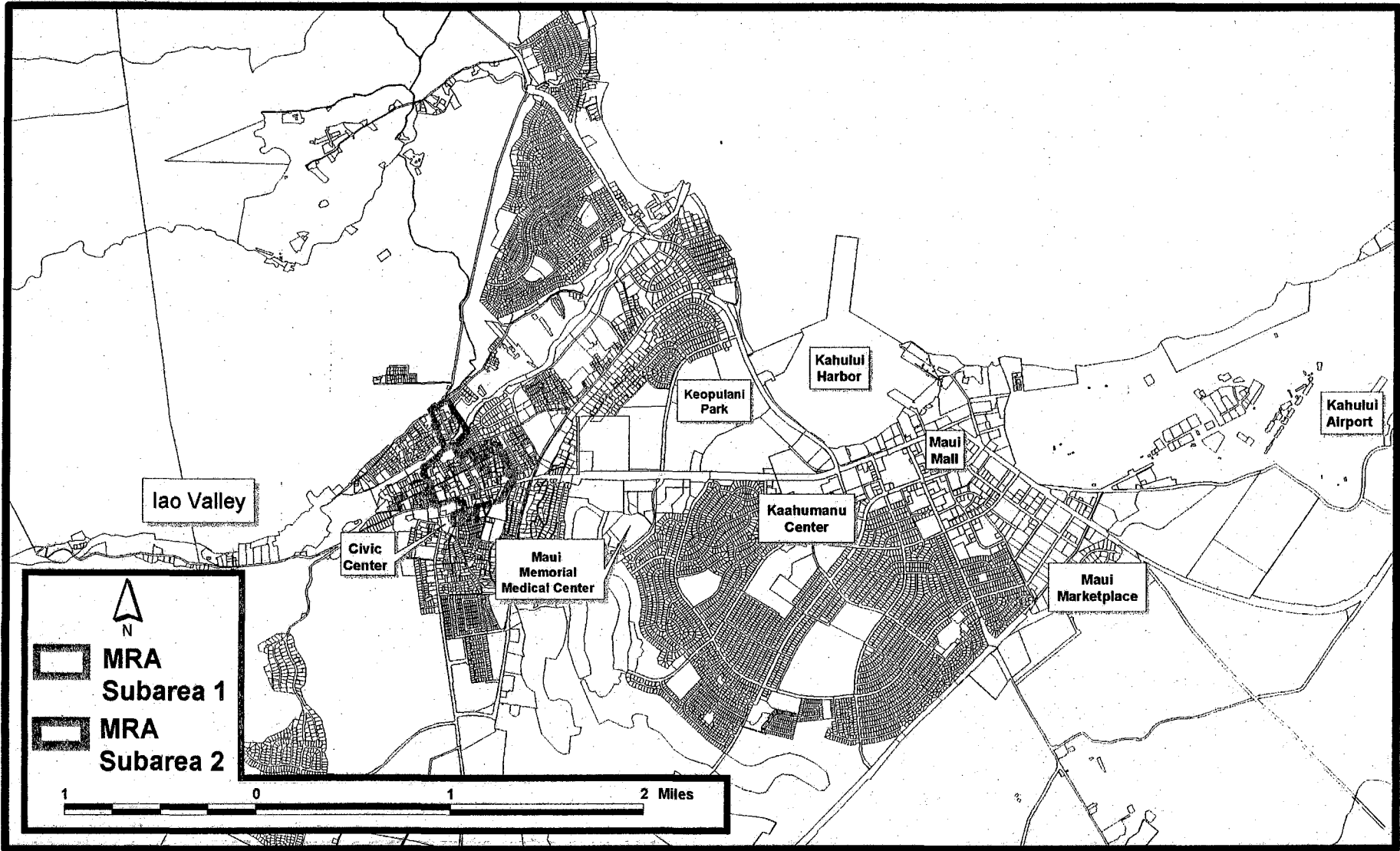
Description of Plan Area

Wailuku Town is nestled in the shadow of the eastern face of the West Maui Mountains with the 5,788 foot Pu'u Kukui and 3,721 foot Pu'u Kane mountains and the 2,250 foot I'ao Needle providing the Town with a dramatic, verdant backdrop. The I'ao Valley rises slowly behind the Town for several miles to the Olowalu Gap. An abundance of fresh water flows from the Waihe'e, Waiehu, I'ao and Wailuku Streams, providing ample water to the area's fertile alluvial plains.

Wailuku Town is the Civic Center for the Island of Maui. It is also the gateway to I'ao Valley, one of Maui's principal visitor attractions. Wailuku Town is adjacent to the sprawling town of Kahului, which is located five minutes by car to the east and is the island's commercial and industrial center. Kahului is also home to Maui's air and ocean transportation facilities. See figures 1 and 2.



The Wailuku Redevelopment Area is centrally located within the town of Wailuku and contains approximately 68 acres. The area includes the business blocks surrounding the Vineyard - Market Street intersection, and the housing areas west of Church Street to High Street and north of Vineyard Street to I'ao Stream (Figure 3: Area Boundary, Wailuku Redevelopment Area). A map of the area's boundaries is also found in appendix A.



**Wailuku Redevelopment Area
Regional Location Map**

Figure 2

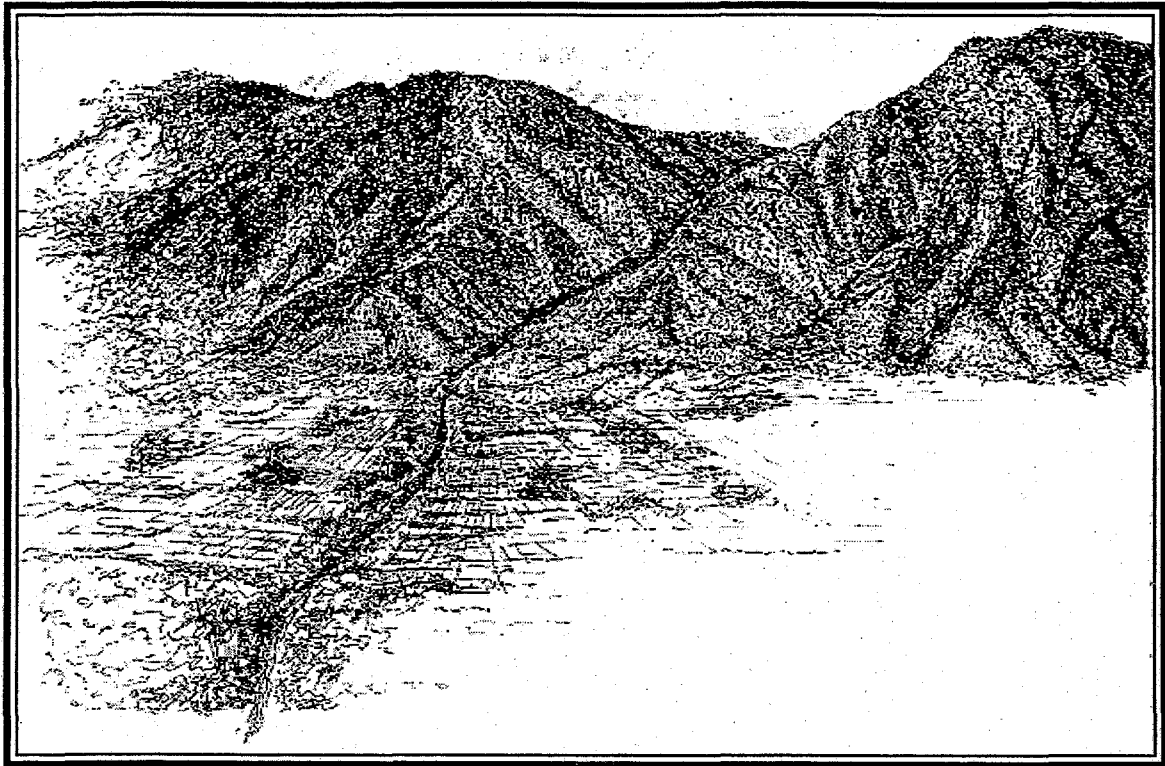


Figure 4. I'ao Valley. Pre-contact land use pattern.

History of Wailuku Town

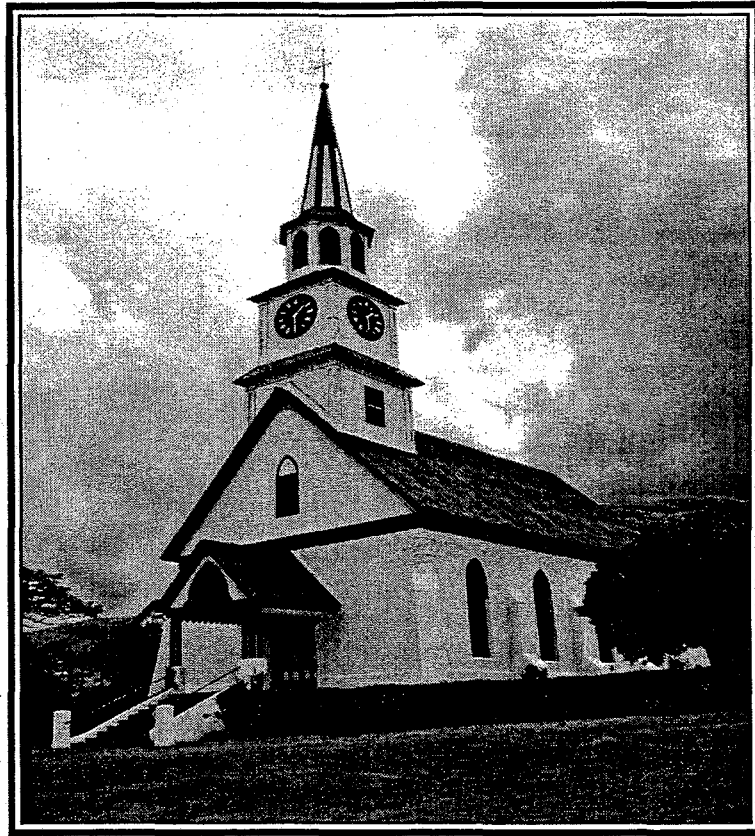
Pre Contact

Wailuku was the home of a thriving settlement in early Hawai'i. An abundance of fresh water and level land, with nutrient rich soils, made the area an ideal site for agricultural crops. An intricate patchwork of terraced *loi kalo* (taro), *uala* (sweet potato), *ulu* (breadfruit), *'uhi* (yams) and other crops graced the landscape. This agricultural system supported numerous settlements along the coast, and thatched *hale* (dwellings) were scattered along the streams, extending back into I'ao Valley.

This early Hawaiian community lived in a subsistence economy based on a communal land tenure system. Parcels of land were divided into small units cultivated by families and larger units used in common. The people were sustained by a tradition of sharing and common use.

The Wailuku area was the residence of Maui's greatest *ali'i* (chiefs), who gained power from the area's abundant food

Figure 5. Ka'ahumanu Church. The original church was built in 1876 and was named for Queen Ka'ahumanu, who was instrumental in establishing Christianity in Hawaii.



production. Heiau (religious temple) were built along the high sand dunes which face the coast from Wailuku to Waihe'e, providing the ali'i with a strategic view of the shoreline, and the Wailuku Plain into I'ao Valley. Three heiau remain: Pihana and Haleki'i at Paukukalo, and Kealakaihonua at Waihe'e.

Wailuku was the home of Kahekili, Maui's most powerful chief. Kahekili ruled Maui from 1736 to 1795, and maintained a court at the entrance to I'ao Valley at what is now the corner of Main and High Streets. I'ao Valley is a sacred site to the Hawaiians, and the location of a great battle which occurred in 1790 when Kamehameha first wrested control of Maui from Kalanikapule and his father Kahekili. The site of the battle is named Kepaniwai, or "stopping the waters," because the bodies of slain warriors obstructed the stream's flow of water. This battle marked a turning point in Hawaiian history, with the first Hawaiian use of cannon in battle and the resultant unification of the Hawaiian Islands under common rule.

Missionary Era

With the arrival of westerners in the early part of the eighteenth century, the face of Wailuku began to change. For 30 years, from the arrival of the first missionaries, Wailuku could be described as a "missionary outpost," with few foreigners. The landscape was still agrarian, with plots of land farmed by the maka'ainana (commoners). As western traditions and religion took root among the native Hawaiian population, dramatic change in Hawaiian cultural and socio-economic institutions would transform the landscape.

Some of the first foreigners arrived in Wailuku in the early 1820s to take advantage of the area's excellent farmland. Two Chinese men named Ahung and Atai cultivated sugar and operated a small mill. Reverend Jonathan Green established a mission and school in Wailuku in 1832. At that time, Governor Hoapili required all children over four years in age to be enrolled in school. In 1837, Reverend Green founded the Wailuku Female Seminary, a boarding school for Hawaiian girls.

This school was located on the site of the Royal compound of Kahekili. Today, the Bailey House Museum is located on the site. In 1836, the Reverend Richard Armstrong built a house just below Reverend Green's mission. This house was later the home of missionaries William and Mary Alexander.

By the mid-1800's, significant change was underway. The Hawaiian population was in the midst of a precipitous decline, while large numbers of immigrants were just beginning to arrive. The native Hawaiian cultural and physical landscape was giving way to a Western and Asian landscape. Taro fields were planted in rice. Heiau were supplanted by churches. And, early Hawaiian footpaths were widened to make way for horse and buggy.

Plantation Era

The missionary Edward Bailey founded the Wailuku Sugar Company in the 1860s. Sugar planting would shape the geographic settlement pattern and development of Wailuku for the next 100 years. Miles of ditches were dug, bringing irrigation water from the West Maui mountains to the sugar

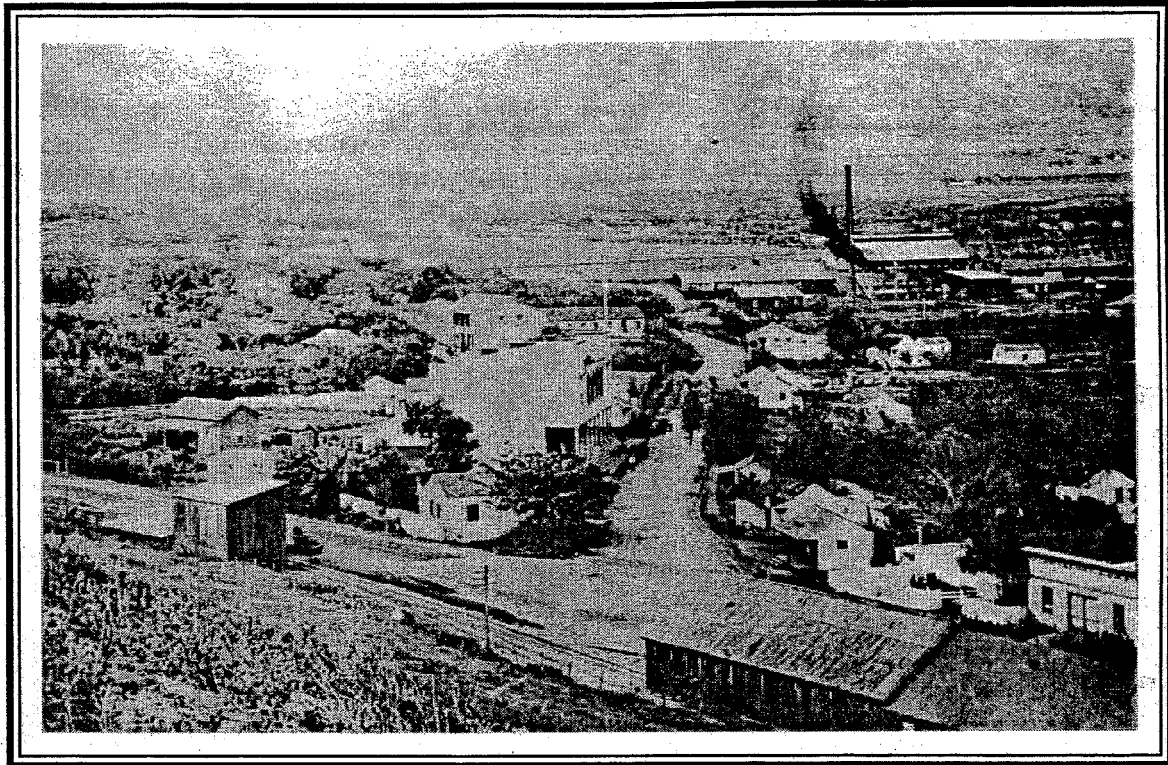


Figure 6. Lower Main Street, looking mauka into I'ao Valley. 1910.

cane fields. Large tracts of land that were once planted in loi kalo (taro), uala (sweet potato), ulu (breadfruit), and other crops were cleared for the cultivation of sugar cane.

A sugar mill was built on the corner of Market and Mill Streets, providing an economic base that fueled the growth of the town. To plant and harvest the sugar cane, thousands of workers from China, Japan, Okinawa, Korea, the Philippines and Europe came to work in the fields. To house the field workers, "camps" were built adjacent to the mill. Barber shops, meat and vegetable markets, fish markets, soda shops, banks, hardware stores and other businesses were started to meet the needs of the growing population.

Public facilities were also built in and around Wailuku Town, including: schools, churches, hospitals, a prison and other facilities. The missionaries established the Wailuku Union



Figure 7. Looking towards Happy Valley from Market Street, Wailuku Town. 1918.

Church and the Church of the Good Shepherd in 1866. The Ka`ahumanu Church was built in 1876, on the site of an early Hawaiian heiau. The I`ao Congregational Church was founded as the Wailuku Japanese Christian Church in 1896. The Saint Anthony Catholic Church was founded in 1873, and the Wailuku Hongwanji Mission was established in 1898.

In 1905, the Territorial Legislature adopted Act 39, which established four county governments and designated Wailuku Town as Maui's county seat. By 1920, Wailuku Town had transformed itself from a sleepy plantation village to a bustling commercial and government center. C.W. Dickey, one of Hawaii's most distinguished architects, built several of Wailuku Town's historic structures at this time, including: 1. Wailuku Public School (1904); 2. The Wailuku Public Library (1928); and 3. The Territorial Building (1931). Dickey's work played an important role in shaping what is called "kama'aina architecture," which is characterized by a double pitch hip roof with wide overhanging eaves.



Figure 8. Looking south on Market Street, Wailuku Town. 1975.

Wailuku Town from the turn-of-the-century through the 1940s was a colorful multi-ethnic community characterized by hard plantation work, bon dances, lion dances, majong, community theater, fish markets and lots of children.

Decentralization (1960s-1980s)

By the late 1950s, Wailuku Town was once again in a state of transition. Like many other older downtown commercial areas, Wailuku's commercial core entered a period of structural decline.

Several factors contributed to this decline. Wailuku's sugar industry began to downsize, depressing the economy. As the private automobile became the popular mode of travel for most of the island's residents, Wailuku's residential population began to disperse, particularly to the subdivisions springing up in Kahului. The loss of population reduced Wailuku's attractiveness as a retail center. Throughout the 1950s and 1960s, many of the basic regional shopping needs

previously located downtown moved to other locations, particularly to the shopping malls two miles away in Kahului. These shopping malls were closer to the market. They also benefitted from an agglomeration of retail activity and adequate parking.

Wailuku's loss of its residential and commercial base resulted in disinvestment and high vacancy rates. As the physical and economic infrastructure began to decline, a host of socio-economic ills set in.

By 1967, the Maui Planning Commission had designated the area as "blighted," for the following reasons:

1. Seventy-five percent of the area's structures were substandard;
2. Physical infrastructure (roads, water and wastewater lines, etc.) and municipal services (garbage and fire collection, etc.) were inadequate;
3. The housing stock was deteriorated;
4. There were many poorly configured, landlocked and substandard lots;
5. Land uses were incompatible and mixed; and
6. There was a high ratio of renter occupied housing.

The first plan developed for the area, the 1973 Vineyard Urban Renewal Plan, focused on slum clearance, redevelopment and rehabilitation activities. The principal objective of the plan was to "make this section of Wailuku Central Business District economically viable again, thereby strengthening the entire Central Business District and the city." The plan was never implemented.



Section 2

Wailuku Town Today

Socioeconomic Landscape

Wailuku Town is a “chop suey” of different ethnic groups and a snap shot of modern Hawaii. It is a mix of old and new. A significant blending of religious and cultural traditions is occurring as different ethnic groups (Hawaiian, Caucasian, Japanese, Filipino, Chinese, etc.) form new households. County-wide, roughly 46 percent of Maui’s residents are of mixed ethnicity. As of 1990, 22 percent of Wailuku’s residents spoke a language other than English at home.

The median age of Wailuku’s residents is 36.8 years, which is slightly higher than the County average of 33.4 years. In 1990, 3,344 or more than 32 percent of Wailuku’s residents were 60 years or older.

Wailuku is, for the most part, a working-class community. The Town is the home of professionals, bureaucrats, bricklayers, barbers and teachers. Median household income was \$38,450 in 1990, while per capita income was \$16,200 (1989 dollars). As of 1990, just over 7 percent of children under 18 years of age were living in poverty. Selected social statistics for the area are listed below.

WAILUKU - CENSUS DESIGNATED PLACE (CDP) 1990	
Total resident population	10,620
Percent of population - foreign born	6.5
Percent of population native to the State of Hawaii	80.8
Percent of population that speak language other than English at home	22
Percent of population that do not speak English well	9.9
Median Household Income (1989 Dollars)	38,450
Median Family Income (1989 Dollars)	46,337
Per Capita Income (1989 Dollars)	16,200

Ethnic Makeup of Wailuku's Population					
White	Black	American Indian	Asian/Pacific Islander	Other	Hispanic
2,369 (22%)	47 (.5%)	44 (.5%)	7,694 (70%)	166 (1%)	660 (6%)

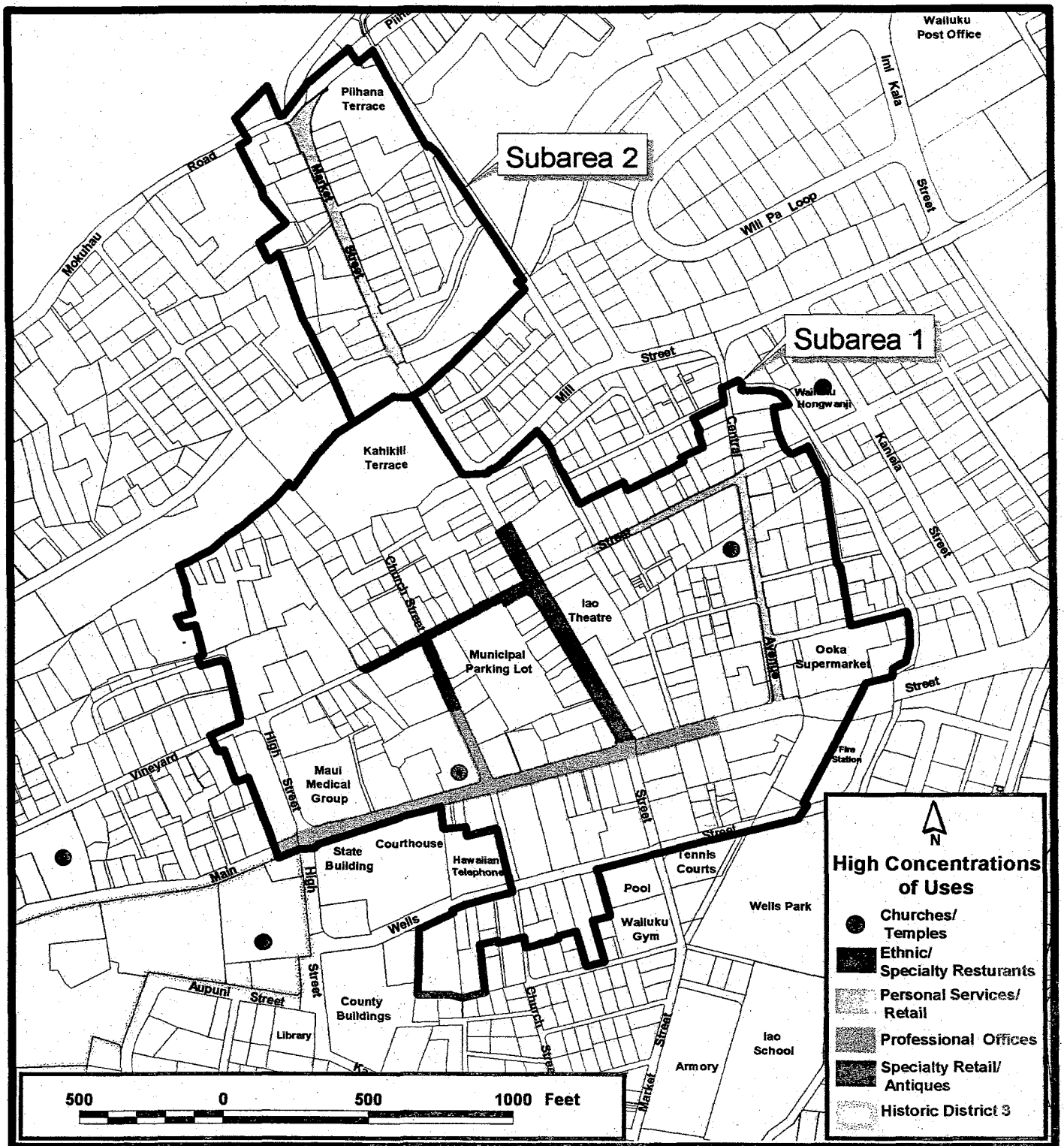
Role in the Region

Wailuku retains much of the small town flavor and ambiance of its past, which makes it a special place for Maui's residents. Wailuku also has a rich cultural diversity, derived from the many different ethnic groups that came to live here. Because the old downtown commercial area which is part of the Redevelopment Area is small and compact, it is easy and convenient for people to get together for both business and social meetings, and there is plenty of opportunity for spontaneous interaction on the street.

Both Wailuku and Kahului have a distinctive history, flavor and identity. However, they are a unified metropolitan unit with integrated transportation, communication and recreation facilities. The economy of each, including land, labor and capital markets, is interdependent.

Government offices and medical facilities are Wailuku Town's principal employment generators. Both serve residents throughout Maui. Ooka's Supermarket, popular with residents throughout Wailuku and Kahului, is located adjacent to Wailuku's commercial center. Small professional offices, specialty retail and ethnic restaurants have also become established within Wailuku's commercial core. Wailuku Town's residential population is growing, as new master-planned multi-family projects are developed along lower Main Street, and single-family projects are developed at Kehalani. See Figure 3.

The structure and growth of the Wailuku-Kahului economy is tied to the vitality of the visitor industry, and to a lesser extent, agriculture. The health of the visitor industry correlates with Maui's amenity value (natural beauty, cultural and historical assets, aloha spirit, etc.) relative to other visitor



**Wailuku Redevelopment Area
Existing Uses**

destinations. The fortunes of both the tourism and agricultural sectors are determined, to a large extent, by offshore macroeconomic forces.

Existing Land Use Pattern

The existing urban pattern within and around the Wailuku Redevelopment Area consists of a tapestry of traditional buildings with small-scale store-front designs. An eclectic assortment of retail shops (clothing, jewelry, book), professional services (financial, medical, legal) and automobile services make up the commercial core. Three landscaped mini-parks provide temporary open space. A large municipal parking lot is located in the heart of the town.

Several antique shops, restaurants and an occasional single-family residence and boarding house are located along Vineyard and South Market Street. Older single-family residences and medium-size apartment buildings are located along Vineyard Street between North High Street and Church Street. A number of single-family dwellings are located between I'ao Stream and the multi-family units located along Church Street. See Figure 9.

Slum and Blight Conditions

While Wailuku's commercial core retains much of its charm, it continues to suffer from economic and physical blight. Structural surveys conducted by the Planning Department in June 1999 showed that approximately 55 percent of the parcels in the area have structures located on them that are in need of repair or beyond repair. Many of these structures are also too small to satisfy the facility requirements of modern businesses. These businesses continue to locate where their needs can best be met, which has contributed to high commercial vacancies within the Wailuku Redevelopment Area. As of November, 1999, 23 buildings along Vineyard, Market, Central, and Main Streets were unoccupied.

Parcel configuration within the area is also poor, with 57 percent of the lots being small and substandard, large and irregularly shaped, or landlocked. All of the lots within the

area are impacted by substandard infrastructure.

The area is also compromised by a negative business image. Widely publicized crimes have created a perception that the area is unsafe. Poor street lighting and inadequate maintenance of public spaces have also contributed to this perception.

These conditions are serious microeconomic impediments to business creation and investment within the Wailuku Redevelopment Area. Please see Appendix C for a more comprehensive analysis of existing conditions within the Wailuku Redevelopment Area.

New businesses have simply chosen to locate outside of Wailuku rather than incur the following costs associated with doing business within the area:

1. Upgrading old commercial structures to meet current building and fire code requirements;
2. Meeting on-site parking and other zoning code requirements; and
3. Upgrading off-site infrastructure.

To revitalize the area, a coordinated public/private sector initiative is needed. The techniques used to achieve revitalization must be compatible with the vision, goals and objectives for the area. For instance, the slum clearance approach espoused in the 1973 Vineyard Urban Renewal Plan has limited applicability in this plan because Wailuku's residents want to maintain the distinctive charm and intimate character of the area. Restoration and renovation, rather than demolition and redevelopment, are viewed as the better approach to improving the economic vitality of the Wailuku Redevelopment Area.

Section 3

Wailuku Redevelopment Area Plan



Figure 10. Festival day on Market Street. Wailuku Town, Maui, Hawaii.

Preferred Future

This vision sets forth the aspirations of this planning effort. In the future, the vision will be used when the plan is amended or interpreted to ensure that the values it embodies are not lost. The vision should be read as describing Wailuku as we wish it to become in the next 20 years.

Vision of Wailuku Town

The Wailuku of the next century will be a locus of commerce, culture and entertainment in Central Maui. It will be a vibrant, clean and safe place to live, work or visit. Its urban edges will be clearly defined, and be in balance with surrounding conservation, agricultural and rural land uses.

The commercial core will be economically healthy and self-sufficient. It will include office, residential and entertainment functions in addition to retail shops and restaurants. The Town will continue to be Maui County's civic center and a supplier of medical services.

Wailuku's commercial core will have an abundance of life, color and variety that reflect the Town's history and culture. The Town will be alive with local music, hula, arts and crafts. A variety of ethnic cuisine, "bentos" and "pupus" will be available. Seasonal vendors, outdoor exhibits, flower and produce markets, artists and musicians will provide a roster of events that draw local residents and visitors throughout the day and evening. Community festivals and special events will promote the area's traditions. Wailuku will be a comfortable place to "talk story" with friends, neighbors and visitors.

The urban landscape will be woven of many threads into a rich and varied tapestry that is compatible in scale and character. Each street will have its own unique identity. The pedestrian-oriented small town ambience will be maintained, and centralized parking provided. Wailuku Town will remain true to itself.

What you will find in Wailuku is aloha and an emphasis on community values. Wailuku will be a town that lives aloha in a vibrant, fun way. Families, businesses, government, the land and traditions will be bound together in a way that creates a strong sense of community. Wailuku's residents will cherish, protect and share their special place as a legacy for following generations.

PHYSICAL PLANNING ELEMENTS

Element 1: Land Use

Guiding Principles:

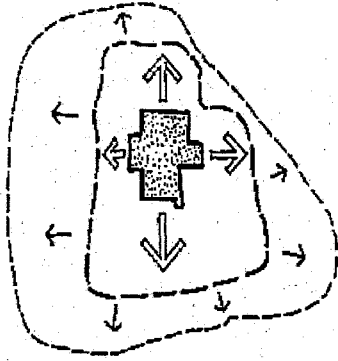


Figure 11. Revitalization will flow from a strong center.

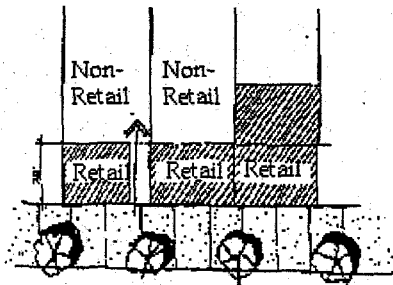


Figure 12. Retail space fronting the pedestrianway will stimulate interest at street level.

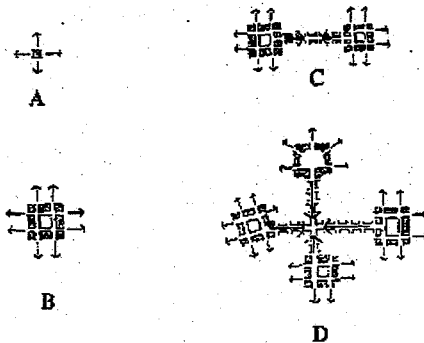


Figure 13. Combining four activity centers with connecting links, as in D, will optimize revitalization.

Promote Diversity of Use

Wailuku Town will need to provide a range of things to do and see if it is going to attract people into the commercial core throughout the day and evening. By promoting a diversity of uses, Wailuku Town will be able to attract more people for longer periods of time.

Emphasize Compactness

To promote pedestrian activity and vitality, Wailuku Town should be compact and walkable, with a tight physical structure and an efficient spatial arrangement. Land uses should be concentrated to create a critical mass of activity.

Foster Intensity

Development densities should establish Wailuku's commercial core as its central place. Uses should be intensified by encouraging appropriately scaled infill development and the productive use of upper-story building space.

Ensure Balance

While Wailuku's commercial core must have a critical mass of activity, over concentration of any one use should be avoided. Day and evening, as well as weekday and weekend, activity generators should be interspersed to capitalize on the synergies that exist among different uses. Efforts should be made to encourage the mixing of shops and visitor attractions with office uses.

Objectives:

A. General:

1. Facilitate and expedite the processing of project plans that will forward the vision, guiding principles and objectives of this Plan.
2. Act as a catalyst with community-based organizations to spur business creation and investment that supports the policies and objectives of this Plan.

B. Commercial Core:

1. Focus on infill development with an emphasis on adaptive reuse, development of vacant sites and redevelopment of dilapidated structures.
2. Act as a catalyst with community organizations to provide for and encourage a mix of uses (office, service, specialty boutique, restaurant, entertainment, retail, residential, etc.) to primarily serve Wailuku residents and secondarily attract tourists.
3. Protect small town ambience by prohibiting warehousing, storage yards and land extensive manufacturing facilities that are not ancillary or secondary to a permitted use. Earmark sites with automobile repair facilities for redevelopment.

C. Commercial/Multi-Family Areas:

1. Allow flexible and functional patterns of mixed uses such as retail, office and multi-family housing.
2. Encourage commercial use of street fronts.
3. Protect view planes to I'ao Valley and the ocean.

D. Multi-family Residential Areas:

1. Provide in-town housing that is scaled to the surrounding environment.
2. Protect mauka (mountain) and makai (makai) view planes.

Section 3

3. Encourage the transition of deteriorated single-family housing into multi-family housing.
4. Facilitate the development of housing that is affordable to local families earning up to 125 percent of Maui County median family income.

E. Single-family Residential Areas:

1. Enhance residential opportunities by encouraging additional housing, maintaining existing housing, and improving public spaces and the natural environment.
2. Retain organic land use pattern by encouraging new developments to maintain the street pattern and historical character of surrounding neighborhoods.

ACTION CHART: LAND USE

#	PROPOSALS FOR ACTION	TIMING			IMPLEMENTING / COORDINATING AGENCY (L: Lead)	PRIVATE (Partner)
		NEXT TWO YEARS	TWO TO FIVE YEARS	SIX TO 20 YEARS		
	PROJECTS					
LU-1	Develop a police substation within the commercial core of Wailuku Town, and encourage a police presence.	✓			Economic Development (L), Police	WMSA, private non-profits, merchants
LU-2	Develop the Vineyard side of the I'ao theater into an open air park and community gathering place.	✓			Planning (L) Parks and Rec., Finance	WMSA, private non-profits, merchants
LU-3	Redevelop the Municipal Parking Lot with potential opportunities for mixed use development, such as a business hotel, commercial, residential, entertainment, public parking or other uses that will create an activity generator.		✓		County of Maui (L)	WMSA, private non-profits, merchants
	PROGRAMS					
LU-4	Encourage on-going public participation by forwarding project and planning proposals to community organizations, such as the Wailuku Main Street Association (WMSA), and interested individuals for review and comment.	✓			MRA (L)	

ACTION CHART: LAND USE						
#	PROPOSALS FOR ACTION	TIMING			IMPLEMENTING / COORDINATING AGENCY (L: Lead)	PRIVATE (Partner)
		NEXT TWO YEARS	TWO TO FIVE YEARS	SIX TO 20 YEARS		
	PROGRAMS, CONT.					
LU-5	Create and operate a one-stop permit center.		✓		MRA (L) Planning	
	REGULATORY					
LU-6	Adopt a small town development code which removes regulatory barriers to business creation and investment and provides for the following: <ul style="list-style-type: none"> ◆ Flexible zoning, building, public works and fire code standards; ◆ Outdoor dining areas, street vendors and entertainment; ◆ Mixed use zoning including but not limited to residential, retail, office, entertainment, specialty restaurants and cafes and other similar uses. 	✓			Planning (L) MRA	

Note: The projects, programs and regulations listed are a starting place. As studies are undertaken, some actions will need to be amended, or in some cases, replaced with other proposals found to be better or more feasible.
 This action chart shall not obligate the MRA or the County of Maui to provide funding to any nongovernmental organization.

Element 2: Vehicular and Pedestrian Circulation

Guiding Principles:

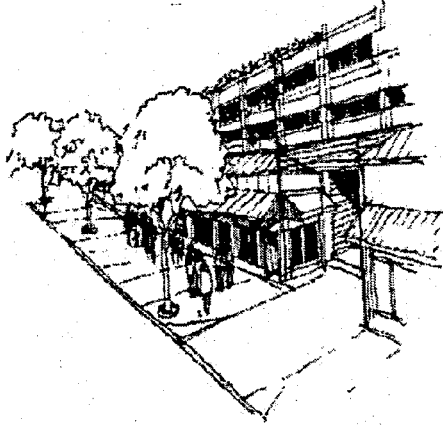


Figure 14. The parking structure has been set back to allow for retail uses at street level.

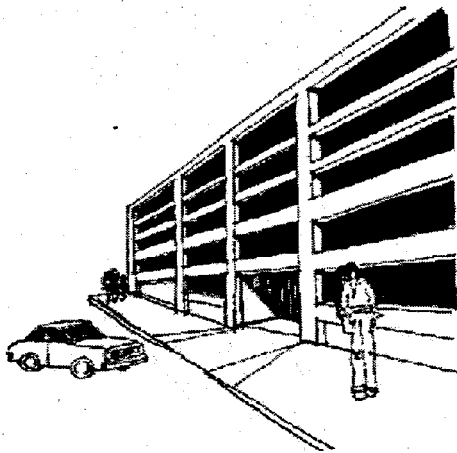


Figure 15. The parking structure creates a "dead space" for pedestrians and is detrimental to any sense of street life.

Provide Accessibility

A clear emphasis on pedestrian use must be established within Wailuku's commercial core if walking and street activity are to be encouraged. A positive balance between vehicular and pedestrian use of the street must be established. Opportunities for bicycle, bus, jitney and other modes of transit should be encouraged. Priority should be given to short-term, shopper-oriented parking to give support to the retail uses located within the downtown's core.

Create Functional Linkages

To create market synergy among Wailuku Town's functions, people must be able to walk between activity centers. Convenient links should be direct, physically attractive, and edged by interesting activity.

Calm Traffic

Since vehicles are an integral part of the street environment, reducing their impact is key to creating a friendly and safe pedestrian experience. Methods should be employed in the design of streets and sidewalks to slow down traffic and to provide safe pedestrian crossings. Slowing traffic increases pedestrian safety and provides vehicle occupants time to casually browse the street scene.

Objectives:

A. Vehicular Circulation

1. Establish a safe and efficient roadway network by discouraging through traffic, minimizing conflicts between parking and traffic movements, signaling intersections and providing left-turn lanes where justified by traffic volumes and safety concerns.

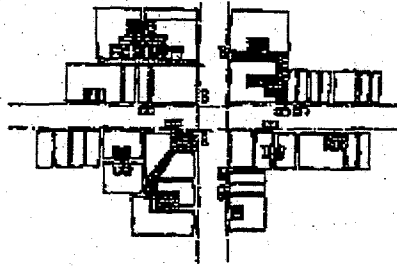


Figure 16. THIS
Buildings sharply define the streetscape.

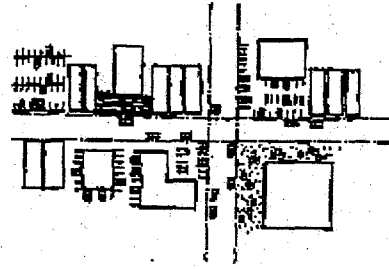


Figure 17. NOT THIS
Building setbacks and parking
lots weaken the pedestrian
environment.

2. Improve directional signage to public parking lots, commercial areas and other important sites.
3. Provide opportunities for alternative transportation modes, such as bus, bicycle, jitney and other means of transit.

B. Pedestrian Circulation

1. Reduce automobile speeds through “traffic calming” and other roadway design features.
2. Shorten walking distances by acquiring pedestrian access easements that link commercial, civic and residential areas.
3. Draw surrounding residents back to the commercial core by creating jogging, walking and bicycle paths from surrounding neighborhoods to commercial areas, where feasible.
4. Enhance the pedestrian experience by beautifying and landscaping the streetscape.
5. Provide safe pedestrian access from parking areas to commercial areas by providing street lighting, crosswalks and other physical improvements.
6. Foster connections (footpaths, bicycle, and automobile) between Wailuku Town and neighboring towns and attractions.

7. Improve pedestrian access for persons with disabilities by recognizing that pedestrians include a growing segment of persons with disabilities and the elderly, both of whom require the application of new concepts for increased mobility and pedestrian circulation.

C. Parking

1. Increase and maintain the parking supply to meet future demand by developing new public parking and improvements at the Wailuku Municipal Parking Lot, and other sites, and retaining on-street parking where possible.
2. Improve access to public parking areas by improving directional signage to public parking lots, providing adequate ingress and egress for vehicles using off-street parking lots and providing access to public parking lots from major roadways.
3. Discourage all-day parking in public parking lots by developing fee systems.

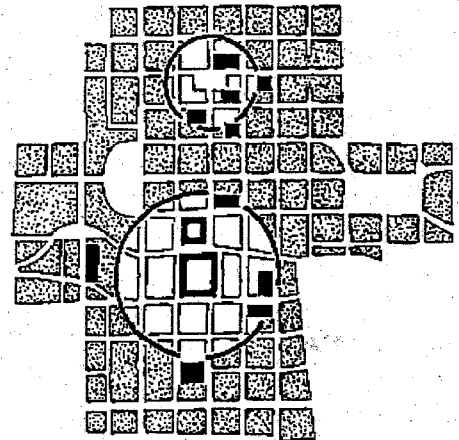


Figure 18. Parking structures should be clustered to facilitate pedestrian activity and stimulate market synergies.

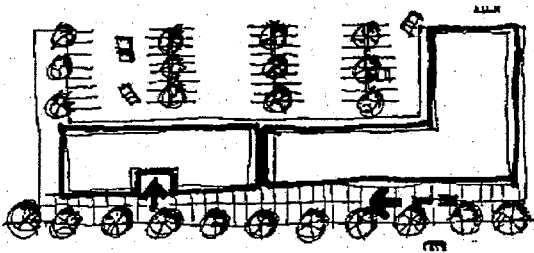


Figure 19. THIS
This building fronts the streetscape which separates pedestrians from traffic and stimulates interest at street level.

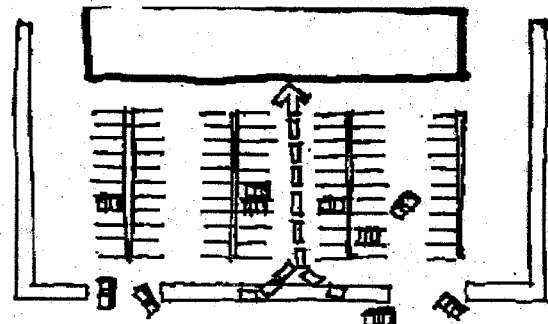


Figure 20. NOT THIS
Poor siting of building and parking; pedestrians are not separated from vehicular traffic. Dead space is created at street level.

ACTION CHART: VEHICULAR AND PEDESTRIAN CIRCULATION

#	PROPOSALS FOR ACTION	TIMING			IMPLEMENTING / COORDINATING AGENCY (L: Lead)	PRIVATE (Partner)
		NEXT TWO YEARS	TWO TO FIVE YEARS	SIX TO 20 YEARS		
	PROJECTS					
VPC-1	Acquire an access easement across TMK: 3-4-12 (Maui Sporting Goods) to accommodate ingress from Vineyard Street to the proposed I'ao parking lot.	✓			County of Maui (L)	
VPC-2	Develop the back of the I'ao Theater site for parking.	✓			Planning (L) PWWM, Finance	
VPC-3	Acquire an access easement off of Main Street into the Municipal Parking Lot.	✓			County of Maui (L)	
VPC-4	Improve the crosswalk at the intersection of Main Street and Church Street.		✓		DOT (L)	
VPC-5	Make roadway and sidewalk design improvements to calm traffic, such as sidewalk bulb outs; textured paving at crossings and intersections; raised, textured or planted islands; or narrower travel lanes. Refer to Market Street Landscape Design and Beautification Plan.		✓		PWWM (L) Planning	
VPC-6	Develop additional parking at the site of the existing municipal parking lot.		✓		County of Maui (L)	
VPC-7	Update the comprehensive parking study for the Wailuku area.	✓			Planning (L)	WMSA
	PROGRAMS					
VPC-8	Review and provide recommendations on vehicular and pedestrian circulation improvements.	✓			Planning, WMSA, other community organizations	
	REGULATIONS					
VPC-9	Develop a fee structure at the Wailuku Municipal Parking Lot to discourage long-term parking.	✓			MRA (L) Finance, Economic Dev.	
VPC-10	Adopt "shared parking" and "cash in lieu of parking" ordinances.	✓			Planning (L)	

Note: The projects, programs and regulations listed are a starting place. As studies are undertaken, some actions will need to be amended, or in some cases, replaced with other proposals found to be better or more feasible. This action chart shall not obligate the MRA or the County of Maui to provide funding to any nongovernmental organization.

Element 3: Urban Design and Beautification

Guiding Principles:

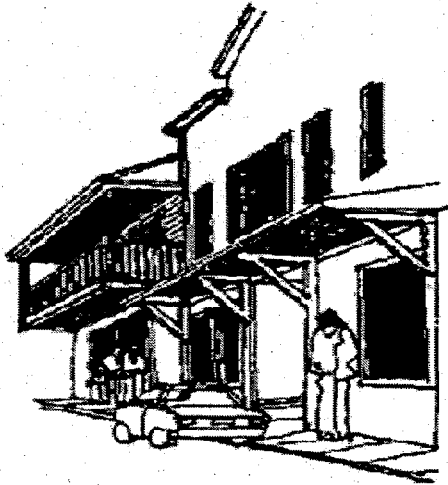


Figure 21. **THIS**
Mixing uses at street level contributes to the vitality of street life. The use of building awnings creates a sense of scale.

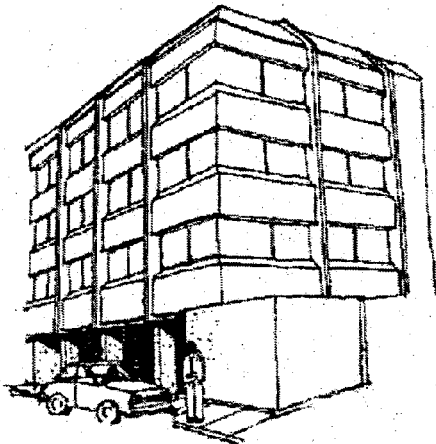


Figure 22. **NOT THIS**
The street facade lacks visual interest, and detracts from the pedestrian experience. Exposed parking structure creates a hazard for pedestrians. Architectural design detracts from sense of place.

Maintain Historical Charm

The architectural character of Wailuku Town reflects Maui's historic plantation heritage and the evolution of Wailuku into Maui's primary urban area. Interesting architecture from this period will also promote browsing, curiosity and gathering for people on the street and opportunities for historical interpretive programs. Wailuku Town should nurture and build upon its own unique cultural and archaeological sites rather than follow a path of false impressionism.

Provide Public Gathering Places, Points of Interest and Outdoor Activities

Successful downtowns have unique or special buildings, views and special features that attract pedestrians and shoppers. Street vendors and street entertainers add activity and spontaneity to the street. Public gathering places and architecturally interesting places give people a reason to congregate, socialize or shop.

Provide Trees, Greenery and Color

Landscaping can soften a harsh and stark place, provide a sense of scale and contrast, reduce heat, visually narrow the street and indirectly calm the intensity of traffic. Landscaping will also establish a sense of rhythm along streets, screen and buffer intensive uses and provide color and shade.

Objectives

A. Urban Design

1. Build upon historical and cultural assets by renovating buildings with architectural and historical value and requiring new buildings to complement the area's historical character and architectural scale.
2. Maintain the small, compact, pedestrian-oriented character by requiring new building construction and alterations to existing buildings to be compatible in scale and design character with surrounding developments. Utilize innovative building technologies and practices to improve accessibility for persons with disabilities.
3. Create an active and interesting street scene by developing a public plaza or meeting places, utilizing sidewalks, providing public art and encouraging open markets and cafes.
4. Preserve Wailuku's gateway entrances at the Waiale Bridge underpass, the Monkey Pod Trees along High Street, and the bridge linking Happy Valley to Wailuku Town.
5. Assure that new developments respect the area's topography and climate.
6. Protect views to significant built and natural features.

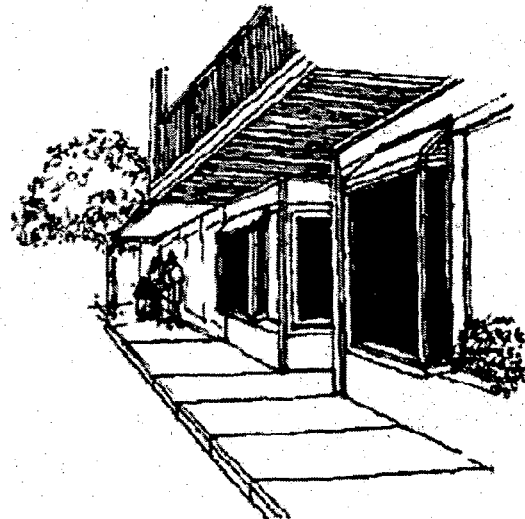


Figure 23. THIS
Street-level activity is encouraged through design and landscaping.

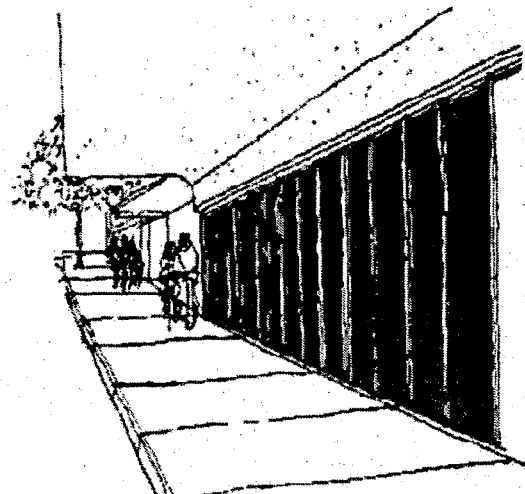


Figure 24. NOT THIS
Blank walls are to be avoided. The reflective glass facade has no value for defining space or imparting a sense of scale.

B. Beautification

1. Beautify streetscapes and other public spaces with period sensitive landscaping, paving, lighting, street furniture and signage. Explore the feasibility of underground utility lines.
2. Landscape off-street parking areas to improve their appearance, provide shade and screen adjacent uses as well as the parking area itself.
3. Keep the area clean and maintained by picking up trash, repairing sidewalks and caring for plantings.



Figure 25. Trees provide shade, a sense of scale and contrasting greenery. Wailuku Market Street Landscape Design and Beautification Plan.

ACTION CHART: URBAN DESIGN AND BEAUTIFICATION

#	PROPOSALS FOR ACTION	TIMING			IMPLEMENTING / COORDINATING AGENCY (L: Lead)	PRIVATE (Partner)
		NEXT TWO YEARS	TWO TO FIVE YEARS	SIX TO 20 YEARS		
	PROJECTS					
UDB -1	Paint the exterior of the I'ao Theater and tile the entrance.	✓			Finance (L)	
UDB -2	Provide public restrooms in Wailuku Town's commercial core.	✓			Economic Development	
UDB -3	Implement the Market Street Landscape Design and Beautification Plan and expand to surrounding streets.		✓		Planning (L) PWWM	
UDB -4	Underground overhead utility lines.			✓	Maui Electric Hawaiian Tel.	
	PROGRAMS					
UDB -5	Establish a regular program of litter control, cleaning and sidewalk maintenance.	✓			PWWM (L)	WMSA, Comm. Work Day, other partners
UDB -6	Provide design review and recommendations.	✓			Planning, WMSA, interested community organizations	
UDB -7	Review and approve new construction and renovation of existing buildings for consistency with adopted architectural, site development and streetscape design guidelines.	✓			MRA	
	REGULATIONS					
UDB -8	Establish design guidelines and regulate height limits to protect Wailuku's small town character and mauka and makai view corridors.	✓			Planning (L) MRA	
<p>Note: The projects, programs and regulations listed are a starting place. As studies are undertaken, some actions will need to be amended, or in some cases, replaced with other proposals found to be better or more feasible. This action chart shall not obligate the MRA or the County of Maui to provide funding to any nongovernmental organization.</p>						

Element 4: Infrastructure

Guiding Principles:

Infrastructure Concurrency

In setting the framework for the revitalization of Wailuku Town, there needs to be a focus on practices that are environmentally sound, economically vital, and encourage a desirable living environment. A key element is to ensure that the physical infrastructure and public services needed to support existing demand are available and that new infrastructure and services are provided concurrently with new demand.

Objectives:

- A. Provide adequate water capacity to meet current and future demand.
- B. Maintain and upgrade wastewater systems to protect public health and safety and safeguard environmental resources.
- C. Provide adequate drainage capacity to prevent flooding, protect public health and safety and meet future drainage requirements.

ACTION CHART: INFRASTRUCTURE

#	PROPOSALS FOR ACTION	TIMING			IMPLEMENTING / COORDINATING AGENCY (L: Lead)	PRIVATE (Partner)
		NEXT TWO YEARS	TWO TO FIVE YEARS	SIX TO 20 YEARS		
	PROJECTS					
I-1	Implement wastewater, drainage, and water line improvements as listed in the 1991 infrastructure assessment report.			✓	PWWM (L) Board of Water Supply	
I-2	Realign Holowai Place to provide adequate fire protection and emergency vehicle access.			✓	PWWM (L)	
I-3	Prepare a regional infrastructure assessment and improvement plan for the Wailuku area.	✓			PWWM (L)	WMSA
	REGULATORY					
I-4	Evaluate, and adopt if feasible, a public facilities district or Tax Increment Financing district for the area.		✓		MRA (L) Planning	

Note: The projects, programs and regulations listed are a starting place. As studies are undertaken, some actions will need to be amended, or in some cases, replaced with other proposals found to be better or more feasible. This action chart shall not obligate the MRA or the County of Maui to provide funding to any nongovernmental organization.

ECONOMIC PLANNING ELEMENTS

Element 1: Market Development

Guiding Principles:

Develop a Positive Image

For the Wailuku Redevelopment Area to be an attractive place for businesses to locate, it must have a positive identity and provide a pleasant setting for people. The regulatory environment must be conducive to investment. The mix of uses must establish the area as an exciting place to be. People must feel safe and secure. And, the physical setting (streets, buildings and open spaces) must make the Town interesting and comfortable.

Attract Activities and People

For Wailuku's commercial core to be successful, it has to be more than just a place to do business. It must provide activities and events that draw people. It must be a cultural and entertainment center as well as a commercial core for Maui's residents and visitors. The streets should be bustling with merchants, artisans, entertainers, religious and cultural parades, festivals, activities and events.

Build from Uniqueness and Historical Character

Wailuku Town has its own natural, unique charm that distinguishes it from other towns in Hawaii and elsewhere. It should maintain, nurture and promote this charm. Uses must complement the area's uniqueness. Building and streetscape designs must support it. Marketing and promotional events should draw from it.

Objectives:

- A. Enhance Wailuku Town's image as a place to live, work and visit by developing and implementing a comprehensive promotion and marketing plan that draws people and activity into the commercial core throughout the day and evening, seven days a week.
- B. Stimulate business creation and investment in Wailuku Town by facilitating development proposals that include uses important to revitalization.

- C. Enhance the local character and charm of Wailuku by recruiting small individual merchants and business operators who will add to the life within the commercial core. Encourage the proper mix of retail stores, restaurants, concessions, cultural and art activities.



Figure 26. Market Street, Wailuku Town. Farmer's markets, local festivals and arts and crafts fairs are encouraged to bring residents and visitors back to Wailuku Town.

ACTION CHART: MARKET DEVELOPMENT

#	PROPOSALS FOR ACTION	TIMING			IMPLEMENTING / COORDINATING AGENCY*,+ (L: Lead)	PRIVATE (Partner)
		NEXT TWO YEARS	TWO TO FIVE YEARS	SIX TO 20 YEARS		
	PROGRAMS					
MD-1	Promotion and event development Organize street festivals, one for each season Start a weekly Swap meet Start a weekly Farmer's market and craft fair	✓			Economic Dev. (L)	Private non-profits, merchants
MD-2	Expand use of I'ao Theater	✓			Economic Dev. (L)	Private non-profits
MD-3	Develop a visitor market development plan Attract cruise ship business Find a site for a visitor information center Develop new visitor attractions	✓			Economic Dev. (L)	MVB, Private Sector
MD-4	Business Recruitment Initiative Evaluate and promote appropriate tenant mix Attract street entertainers and vendors Lure anchor/magnet tenants	✓			Economic Dev. (L) MRA	Private land-owners, Private non-profits
MD-5	Develop a walking, historical tour	✓			Economic Dev. (L)	Private non-profits, merchants
MD-6	Develop Wailuku Town activities and business opportunities website	✓			Economic Dev. (L)	Private non-profits
MD-7	Adopt a Property Tax Abatement Ordinance	✓			Planning (L) Economic Dev. Finance	

Note: The projects, programs and regulations listed are a starting place. As studies are undertaken, some actions will need to be amended, or in some cases, replaced with other proposals found to be better or more feasible.
 This action chart shall not obligate the MRA or the County of Maui to provide funding to any nongovernmental organization.
 *Implementing/coordinating agencies may delegate implementation elements as necessary.
 +Other organization may be involved in similar, independent efforts.



Section 4

MRA Implementation

Redevelopment Program

The major planning proposals outlined in the previous chapter have been programmed in Table 1 over the ten (10) year period 2000 to 2010. The table lists the proposals, the proposed timing, the estimated implementation costs, the proposed implementing agency and the proposed revenue source(s) for funding. The implementing agencies include not only the MRA, but other public agencies as well. Table 2 summarizes projects that will require funding, by fiscal year.

Planning and Project Proposals	Proposed Timing		Estimated Dev. Cost for Projects (In 1999 Dollars)	Proposed Lead Implementing Agency(s)	Proposed Funding Source
	Start Date	Finish Date			
Priority Projects: Next 2 Years					
1. Hire an Executive Director	July 2001	On-going	50K	MRA	County / Private
2. I'ao Theater Improvements					
I'ao Theater open air park (LU-2)	Oct 2000	Dec 2001	166K	Planning	HUD Grant
I'ao Theater parking lot (VPC-2)	Oct 2000	Dec 2001	163K	Planning	ISTEA/HUD
Paint the exterior of the I'ao Theater and tile the entrance (UDB-1)	Jan 2001	June 2001	10K	Finance	County
3. Develop a police substation and encourage a police presence (LU-1)	Jan. 2001	Dec. 2001	30K	Economic Devt	HUD Grant
4. Adopt small town code (LU-6)	Dec 2000	June 2001	50K (FY 98)	Planning	County
5. Provide public restrooms (UDB-2)	Oct 2000	Dec 2001	200K	Economic Devt	HUD Grant
6. Prepare regional infrastructure plan (I-3)	July 2000	Aug. 2001	66K	PWWM	HUD Grant

Section 4

Table 1. Priority Projects for the Wailuku Redevelopment Area, Cont.					
	Proposed Timing		Estimated Dev. Cost for Projects (In 1999 Dollars)	Proposed Lead Implementing Agency(s)	Proposed Funding Source
	Start Date	Finish Date			
Planning and Project Proposals					
Priority Projects: Next 2 Years, Continued					
7. Expand use of I'ao Theater (MD-2)	Jan. 2001	June 2001	In-kind services	Economic Devt	County
8. Promotion and event development (MD-1)	Jan. 2000	On-going	In-kind services	Economic Devt	County
9. Litter, cleaning, maintenance (UDB-5)	Nov. 2000	On-going	In-kind services	PWWM	County
Total Cost			735K		
Priority Projects: 2-5 Years					
1. Implement the Market Street Beautification Plan and expand to surrounding streets (Happy Valley, North Market, Vineyard, Church St., Central Ave., Main St.) (UDB-3)	July 2002	July 2004	1.8 M	Planning	Federal ISTE CDBG County
2. Redevelop Municipal Parking Lot (LU-3)	July 2002	July 2008	6-10 M	County of Maui	Federal ISTE County/ Private
3. Create and operate a one-stop permit center (LU-5)	Jan. 2002	On-going	In-kind services	MRA	County
4. Implement infrastructure improvements (I-1)	July 2002	July 2008	5-6 M	PWWM	Federal ISTE State/ County
TOTAL			12.8 to 17.8 M		

Table 2. Priority Projects that require funding by fiscal period(s).		
<u>Fiscal Period(s)</u>	<u>Proposed Project Types</u>	<u>Total(\$)</u>
2000 - 2002	1. Hire an Executive Director	50K
	2. I'ao Theater Improvements	
	I'ao Theater open air park (LU-2).	166 K
	I'ao Theater parking lot (VPC-2)	163 K
	Paint the exterior of the I'ao Theater and tile the entrance (UDB-1).	10 K
	3. Provide public restrooms (UDB-2)	200 K
	4. Develop a police substation and encourage a police presence (LU-1)	30K
	5. Prepare regional infrastructure plan (I-3)	66 K
Total		685 K
2002 - 2004	1. Implement the Market Street Beautification Plan and expand to surrounding streets (UDB-3)	1.8 M
Total		1.8 M
2002 - 2008	1. Redevelop Municipal Parking Lot (LU-3)	6-10 M
	2. Implement infrastructure improvements (I-1)	5-6 M
Total		11-16 M

**Property
Rehabilitation
Standards**

Purpose and Intent

The following property rehabilitation standards provide the minimum requirements for the rehabilitation and conservation of all properties within the Redevelopment Area. They consist of a combination of applicable provisions of County code standards as well as agency development standards, Redevelopment Area Design Guidelines and other requirements to improve properties within the Redevelopment Area.

These standards have been established to implement the vision, guiding principles and objectives set forth herein as well as accomplish certain basic objectives as outlined below. However, they do not relieve property owner(s) or their agents from the responsibility of compliance with other applicable Federal, State and local codes and regulations.

The intent of the Property Rehabilitation standards is to:

- A. Help remove blighting and deteriorating conditions within the Redevelopment Area;
- B. Help insure the attractiveness of the area and to restore buildings to a long-term, sound condition;
- C. Reinforce property values by providing appropriate amenities for family living;
- D. Prevent the spread or recurrence of blight or blighting conditions;
- E. Encourage adaptive reuse of structures; and
- F. Encourage business creation and investment within the area.

All properties at the completion of rehabilitation must be safe and sound in all physical respects and in a desirable and attractive condition.

Code Standards

The Code Standards consist of requirements set forth in all applicable laws, rules, regulations, codes and ordinances and as may be amended from time-to-time. These include:

- A. State of Hawaii, Department of Health, Administrative Rules
 - 1. Chapter 11 of Title 11, Sanitation
- B. The general ordinances of the County of Maui, 1999, as amended, including:
 - 1. Title 16, Buildings and Construction
 - 2. Title 18, Subdivisions
 - 3. Title 19, Zoning
- C. Small Town Development Code, as adopted and amended by the MRA.

If a conflict exists between the Code Standards and either MRA requirements or other requirements of this Plan, the more restrictive of the requirements will apply; except that specific development standards, rules or regulations adopted by the Maui Redevelopment Agency to eliminate slum and blighting influences or to forward the implementation of this Plan shall apply, where a conflict exists, as determined by the Maui Redevelopment Agency.

Agency Requirements

In addition to the Code Standards and the Wailuku Redevelopment Area Design Guidelines Manual, there are MRA requirements which are necessary to improve the appearance and quality of each property. Compliance with these requirements will further efforts to eliminate slum and blighting influences throughout the Wailuku Redevelopment Area. These requirements include:

A. Access

Each property shall have access to a public street that is available at all times.

B. Dilapidated Portions of Structures

Portions of structures that are in disrepair shall be properly repaired or replaced as necessary.

C. Painting

All portions of existing structures and new structures shall be properly painted or otherwise appropriately finished for the purpose of preservation and good appearance wherever necessary.

D. Yards

1. All yard areas shall be maintained in an attractive condition and kept clear of litter and discarded items. Landscaping shall be properly maintained.
2. All fences and walls shall be of approved height, constructed of safe and durable materials and repaired or replaced if dilapidated.

Variation from Standards

Variations to the above requirements and those contained in the Design Guidelines Manual may be permitted when the variation is consistent with the objectives of conservation (the preservation, maintenance, and management of natural or manmade resources) or economic revitalization and when one or more of the following conditions justify the variation:

- A. Site topography makes full compliance impossible or impracticable.
- B. Local practices and customs that are long established in the area assure the continued market acceptance of the variation.

- C. The design and plans for the site will offer improved or compensating features which will provide an equivalent desirability and utility.
- D. The project will further the elimination of slum and blighting influences and forward the vision, principles and objectives of this Plan.

The MRA shall not grant use variances for parcels designated for single-family use in the Wailuku-Kahului Community Plan.

Land Acquisition

Designated Properties

Properties designated for County acquisition at this time are discussed below.

It is recommended that the County acquire an access easement to accommodate ingress and egress from Main Street into the Wailuku Municipal Parking Lot. Acquisition of an access easement across TMK: 3-4-12:23 (Maui Sporting Goods) is also recommended to accommodate ingress and egress from Vineyard Street to the proposed parking lot behind the I'ao Theater.

Non-designated Properties

In addition to the above described acquisitions, the Agency reserves the right to acquire other property as necessary for the removal of blight and economic development as well as street widening, street extension, rounding of street corners and boundary adjustments required in connection with the construction of required public parking facilities.

Property acquisition may be obtained through eminent domain proceedings. In addition, the Agency is also authorized to purchase the property or to condemn the fee-simple title by regular eminent domain proceedings.

If it is determined that a property owner's continual refusal to comply with the intent and purpose of the Plan or an owner's neglect of a property's use and appearance has created a detrimental effect in the Redevelopment Area, the Agency may proceed with the necessary steps to rectify the condition.

These steps may include proceedings to acquire the fee-simple title to the property.

Disposition of Acquired Properties

All acquired properties which are not required for public purposes will be sold through public offer. Preference would be given to purchasers in the following order:

- A. Owners of other lands within the Wailuku Redevelopment Area;
- B. Lessees of lands within the Wailuku Redevelopment Area;
- C. Business tenants and other occupants of lands in the Wailuku Redevelopment Area; and
- D. Any purchaser.

Lower priority applicants shall not be considered until higher priority applicants have been considered.

Infrastructure Improvements

Infrastructure improvements must be implemented to accommodate both the existing and projected development under the infill development strategy. A summary of the necessary improvements follows:

Water System

Except for water lines on Main, Market (Mill Street to Main Street), Wells, High, and Central, the existing distribution systems within the site are inadequate to provide the required domestic and fire flow for their respective land use designations. This is based on the Maui County Department of Water Supply's (DWS) standards for fire flow. Distribution systems within commercial and multi-family zoned districts are required to provide 2,000 gpm of fire flow, while single-family zoned districts must provide 1,000 gpm of fire flow.

To meet this requirement, substandard lines in commercial areas should be replaced with new 12-inch lines and substandard lines in residential areas should be replaced with new 8-inch lines. Fire hydrants on Holowai Place would be

spaced at intervals of 350 feet in accordance with DWS requirements for residential areas.

Wastewater System

Being a redevelopment area with an infill development strategy, the emphasis will be primarily on conservation and rehabilitation of existing structures. Therefore, the total daily wastewater generated is not expected to increase significantly over the present volume.

Although current Maui County Sewer Design Standards require sewer lines in the roadway area to be not less than 8 inches in diameter, preliminary calculations indicate that the existing 6-inch lines on Muliwai Drive, Church Street, Market Street, Hinano Street and Maluhia Drive and in the residential areas on the south side of I'ao Stream may have adequate capacity to handle the existing and projected redevelopment flows. The existing 8-inch mains on Vineyard and Main Streets also appear to have capacity to accommodate anticipated flows from the redevelopment project because of their steeper gradient.

Wastewater capacity should be verified, and specific improvements identified, in the Regional Infrastructure Assessment and Improvement Plan called for in this plan.

Drainage System

Presently, runoff from Church and Market Streets south of Vineyard Street flows into the existing drainage system on Main Street. Runoff from Maluhia Drive is recommended to be intercepted by catch basins installed on said street and also directed into this system.

The existing drainage system at the corner of Vineyard and Market Streets should be extended up Vineyard Street to Muliwai Drive. Catch basins installed on Vineyard Street at appropriate intervals will then pick up flows from this street. Runoff from Muliwai Drive and North Church Street can also be directed into this new drainage system for disposal into the I'ao Stream.

A storm drain system would also have to be installed on Holowai Place. Runoff collected by this system could then be conveyed into I'ao Stream at the low point of this road north of the Kahekili Terrace project site.

Pedestrian Infrastructure

Many streets within the Redevelopment Area do not have sidewalks, which has impeded pedestrian circulation. Sidewalks should be provided where it is feasible to do so, and streetscape design improvements such as sidewalk bulbouts, street lighting, shade trees, and textured parking at intersections should be provided to improve the pedestrian experience.

Funding

The County Planning Department is investigating and pursuing the use of County Improvement Project funds to finance the above improvements. Funding from the United States Department of Housing and Urban Development Community Development Block Grant Program may be available to finance a portion of the above actions. State of Hawaii Department of Transportation (DOT) enhancement funding may also be available to finance projects within the Wailuku Redevelopment Area. The MRA should explore the feasibility of utilizing the following funding sources to implement this plan:

IMPLEMENTATION FUNDING

Type of Funding	Description of Funding
Property Tax (General Obligation Bonds)	The tax is based on the value of property owned based on land and improvement value. Projects that benefit a specific geographic area are subsidized by the broader community. This form of financing is attractive in areas with a narrow revenue base, slow growth, and areas that need incentives to spur investment.

IMPLEMENTATION FUNDING

Type of Funding	Description of Funding
Special Assessment District	Geographically isolates the financing of infrastructure that serves new development: those who will benefit from a capital facility are assessed a special payment to finance it. The implementation of a special assessment district usually begins through a proposal by landowners and requires a feasibility study and public hearing. The assessment area must be large enough, and expected growth strong enough, to finance the cost of the project.
Tax Increment Financing	The property tax base in the geographic area of a capital project (infrastructure upgrade, economic development project, etc.) is frozen for general tax purposes. Increased tax revenue from increases in the taxable value of property within the district are set aside for repayment of the project debt. This type of financing depends upon increases in assessed property values and is suitable when substantial growth is anticipated.
Community Development Block Grant (CDBG) Funds	This form of Federal funding is available for eliminating major slums and other areas of blight within the community and preventing the return of blight to the treated areas. Annually, Maui County is given a set limit of funding. Funds are awarded on a competitive basis.
ISTEA Funds	The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) authorized the Federal Highway Administration to reimburse State and County expenditures for transportation-related improvements. To qualify for ISTEA funds, projects must be listed on the DOT's Statewide Transportation Improvement Program (STIP) after an opportunity for agency and public comments. A small portion of ISTEA funds may be spent for "transportation enhancement activities" (TEA) to help transportation facilities fit harmoniously into the surrounding community. Enhancement projects are required to have a direct relationship to the intermodal transportation system. A 20 percent State/County match is required for ISTEA funding.

IMPLEMENTATION FUNDING

Type of Funding	Description of Funding
USDA Fund/Loans	The U.S. Department of Agriculture (USDA) has various loan and grant programs available for rural development, including infrastructure development, housing projects, and agriculture.
Other Federal Grant Funds	The U.S. Department of Housing and Urban Development has various loan and grant programs for distressed communities. Economic Development Initiative (EDI) funds are awarded annually on a competitive basis.
Private (nonprofits, businesses, developers and citizens) Grants and Donations	Grant monies and in-kind services may be available to fund agency operations as well as specific projects within the Redevelopment Area.

Section 5

Monitoring and Evaluation

Monitoring

WAILUKU REDEVELOPMENT AREA REVITALIZATION MILESTONES	
<p>These Revitalization Milestones are intended to measure progress towards revitalizing Wailuku Town over the next ten years. Collectively, the indicators serve as an early warning about positive or negative trends related to the vision, guiding principles and objectives in this Plan.</p> <p>The MRA shall prepare an annual report that analyzes trends in these indicators over time. The annual report shall identify trends that may pose a threat to the revitalization of the area, such as rising commercial vacancy rates, and recommend specific actions that policymakers and the community should implement to address such trends.</p>	
Business Vitality	Indicators
<p>These indicators measure the robustness of the Redevelopment Area's business sector. Business activity and vacancy rates will indicate the attractiveness of the area as a place to do business.</p>	Commercial Vacancy Rates
	Property Tax Base
	New Business Starts
	Number of MRA Project Applications
	Jobs Created
Socioeconomic Opportunity	Indicators
<p>These indicators measure the economic welfare of the Redevelopment Area's residents. Economic prosperity among the area's residents will result in higher demand for area businesses and less social disruption.</p>	Median Family Income
	Unemployment Rate
	Poverty Rate
	Percentage of Area Residents Receiving Public Housing Assistance
Safe and Friendly Community	Indicators
<p>These indicators provide information on public safety within the Redevelopment Area.</p>	Violent Crime Rate per 1,000 Wailuku Redevelopment Area Residents
	Property Crime Rate Per 1,000 Wailuku Redevelopment Area Residents
	Drug Arrests per 1,000 Residents

Evaluation

Project Scorecard

This scorecard provides the Maui Redevelopment Agency (MRA) with an overall picture of a project or proposal's consistency with MRA policies and regulations.

MRA members should use this scorecard to evaluate projects/proposals for compliance with the Wailuku Redevelopment Area Plan, other MRA policies and regulations, and applicable Federal, State, and County laws. MRA members should use adopted design guidelines, rather than this scorecard, when reviewing project-related design issues.

Instructions

STEP 1:

MRA members shall evaluate the project/proposal for its degree of compliance with the criteria listed below by rating the project on the provided scale. Each scale shows values from +3 to -3. The higher and more positive the number, the greater degree of compliance with MRA policies. Each criterion may have several facts to consider, but the member shall determine one rating for all facts. Place a mark on the scale corresponding to the rating. If the criteria are not applicable (NA) for a given project/proposal, mark zero (0). Once a criteria has been rated the scorer shall write a rationale for this rating, which is based on sound planning principles.

STEP 2:

After all criteria have been rated, a line shall be drawn on the scorecard which connects all of the ratings. The scorecard is designed so that any ratings on the left side of the scale are pro-approval, and any ratings on the right side of the scorecard are pro-denial.

STEP 3:

Evaluate the scorecard to determine a project/proposal's compliance with MRA policies and regulations. If the line on the scorecard rests on the right side of the scorecard, the project/proposal may be a good candidate for denial. If the line rests on the left half of the scorecard, the project is a good

candidate for approval. Some lines will show mixed ratings, where some of the criteria are pro-approval and others are pro-denial. When this occurs, the next step is to consider whether conditions can be developed so that the negative scores can be overcome. Pro-denial criteria may be overridden if other criteria strongly favor approval, but the member shall clearly state the rationale for doing so. All Federal, State and County laws shall be complied with for a project to be approved. Each member shall provide a rationale for its decision as it relates to a project/proposal's scorecard results.

Redevelopment Area Project Scorecard	PRO-APPROVAL			PRO-DENIAL			RATIONALE
	+3	+2	+1	-1	-2	-3	
I. HRS Chapter 53 - The Urban Renewal Law	+3	+2	+1	-1	-2	-3	
II. Wailuku Redevelopment Area Plan							
A. Wailuku Town Vision	+3	+2	+1	-1	-2	-3	
B. Guiding Principles							
1. Land Use							
a. Promote Diversity of Use	+3	+2	+1	-1	-2	-3	
b. Emphasize Compactness	+3	+2	+1	-1	-2	-3	
c. Foster Intensity	+3	+2	+1	-1	-2	-3	
d. Ensure Balance	+3	+2	+1	-1	-2	-3	
2. Vehicular and Pedestrian Circulation							
a. Provide Accessibility	+3	+2	+1	-1	-2	-3	
b. Create Functional Linkages	+3	+2	+1	-1	-2	-3	
c. Calm Traffic	+3	+2	+1	-1	-2	-3	
3. Urban Design and Beautification							
a. Maintain Historical Charm	+3	+2	+1	-1	-2	-3	
b. Provide Public Gathering Places and Points of Interest	+3	+2	+1	-1	-2	-3	
c. Provide Trees, Greenery and Color	+3	+2	+1	-1	-2	-3	

**Redevelopment Area
Project Scorecard**

	PRO-APPROVAL			PRO-DENIAL			RATIONALE
4. Infrastructure							
a. Infrastructure Concurrency	+3	+2	+1	-1	-2	-3	
5. Market Development							
a. Develop a Positive Image	+3	+2	+1	-1	-2	-3	
b. Attract Activities and People	+3	+2	+1	-1	-2	-3	
c. Build from Uniqueness	+3	+2	+1	-1	-2	-3	
C. Applicable Redevelopment Plan Objectives	+3	+2	+1	-1	-2	-3	
III. Wailuku Redevelopment Area Design Guidelines	+3	+2	+1	-1	-2	-3	
IV. Federal and State Laws	+3	+2	+1	-1	-2	-3	
V. Applicable Zoning, Building and Other Ordinances	+3	+2	+1	-1	-2	-3	



Section 6

MRA Powers, Duties and Responsibilities

Legal Basis

MRA implementation responsibilities cover only a portion of the many proposals needed for this Plan. The MRA will be involved in the direct implementation of project proposals. The MRA will also act as a facilitator when other agencies are responsible for implementing specific projects. This section outlines the legal basis for MRA actions within the Wailuku Redevelopment Area.

MRA Structure and Responsibility

The Maui Redevelopment Agency (MRA) is a five (5) member board appointed by the Mayor and approved by the County Council to plan for the revitalization of the Wailuku Redevelopment Area. The MRA advises the Mayor, County Council, Planning Department and other County agencies on matters pertaining to the Wailuku Redevelopment Area, including specific development proposals and restoration projects. The MRA's powers and duties are spelled out in HRS, Section 53-5, the Urban Renewal Law, and include but are not limited to the following:

MRA Authority

The powers authorized to the MRA by State and County laws include the following:

A. Power to Prepare a Redevelopment Area Plan and Studies

Pursuant to Section 53-5(4), HRS, the MRA has the power to make a Redevelopment Plan for a redevelopment area. In doing so, the MRA may make preliminary surveys, studies and plans to identify the redevelopment area. As provided by HRS 53-6, the Redevelopment Plan is submitted to the County Planning Commission and County Council for their approval.

B. Power to Undertake Urban Renewal Projects

The MRA has the power to undertake and carry out redevelopment projects (HRS, Sections 53-6, 53-1[9], 53-9, 53-13). Redevelopment includes the development, redesign, clearance, reconstruction or rehabilitation of a redevelopment area. It includes the providing of residential, commercial, industrial, public, or other structures or spaces pursuant to HRS, Section 53-1(9). The MRA is also empowered to grade, drain and construct streets and to install necessary utilities such as sewers, and water (HRS Section 53-13).

C. Power to Acquire Property

The MRA has the power to acquire lands by purchase, exchange or by eminent domain (HRS, Section 53-8). This includes the power to acquire lands from private persons, from public utilities and from the County. With the approval of the Governor, the MRA may purchase, lease, accept or exchange lands with State government.

D. Power to Make and Execute Contracts for Professional Services

In carrying out its duties, the MRA may enter into contracts with service providers (HRS, Sections 53-5[1], 53-5 [5]).

E. Power to Adopt, Amend, and Repeal Rules

Pursuant to HRS, Subsection 53-5(2), the MRA has the power to make, amend and repeal rules and regulations to carry out the purpose of HRS, Chapter 53. The administrative rules must be adopted pursuant to the provisions of HRS Chapter 91, the Hawaii Administrative Procedure Act. Under HRS Chapter 91, the MRA would be authorized to make rules, which are defined as "statements of general or particular applicability and future effect that implements, interprets, or prescribes law or policy, or describes the

the organization, procedure, or practice requirements” of the Agency.

F. Power to Appoint a Manager and Deputy Manager

Pursuant to HRS, Subsection 53-5(3), the MRA may hire a manager to administer the affairs of the agency, subject to the discretion and approval of the agency. The manager, subject to the approval of the agency, may hire any employees needed to conduct the agency’s business.

G. Power to Borrow, Issue Bonds and Invest

The MRA has the power to borrow, accept advances, lands, grants, contributions and any other form of financial assistance from the Federal government, the State or County government, or from any other public or private source (HRS, Section 53-15). The MRA is also authorized to issue bonds for any of its corporate purposes (HRS, Section 53-16).

Criteria for Determining Slum and Blight

Pursuant to HRS, Chapter 53, The Urban Renewal Law, an area may only be designated as a redevelopment area if the Planning Commission within which the area is located has determined that the area is a “blighted area” pursuant to the criteria set forth in HRS, Subsection 53-1(3). The Planning Commission must also determine that redevelopment within the area is necessary to effectuate the public purposes set forth in HRS, Chapter 53. The definition of a “blighted area” as established by HRS, Subsection 53-1(3) is as follows:

An area (including a slum area), whether it is improved or unimproved, in which conditions such as: the dilapidation, deterioration, age, or obsolescence of the buildings or improvements thereon; inadequate ventilation, light, sanitation, or open spaces, or other insanitary or unsafe conditions; high density of population and overcrowding; defective or inadequate street layout; faulty lot layout in relation to size, adequacy,

accessibility, or usefulness; diversity of ownership; tax or special assessment delinquency exceeding the fair value of the land; defective or unusual conditions of title; improper subdivision or obsolete platting; existence of conditions which endanger life or property by fire or other causes; or any combination of these factors or conditions predominate, thus making the area an economic or social liability, or conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime, or otherwise detrimental to the public health, safety, morals, and welfare.

*Hawaii Revised Statutes (HRS)
§53-1(3)
Urban Renewal Law*

***Types of
Proposed
Redevelopment
Actions***

Based on the MRA's existing powers, this Redevelopment Plan proposes the following types of redevelopment actions to carry out the adopted goals, objectives and actions specified in this Plan:

- A. Adoption of this Plan as the Wailuku Redevelopment Area Plan;
- B. Hire an Executive Director to manage agency affairs;
- C. Adoption of a small town development code for the Wailuku Redevelopment Area;
- D. Code enforcement of substandard structures in the Redevelopment Area;
- E. Redevelopment, rehabilitation and / or clearance of substandard structures;
- F. Establishment of an improvement financing district, parking assessment fees, economic development, market development and bond issues to finance revitalization projects;

- G. Coordination and assistance in the provision of needed public infrastructure improvements (water, sewer, parking, drainage, street, etc.);
- H. Historic preservation; and
- I. Design review.

***Redevelopment
Plan Procedures***

The following procedures will be followed in carrying out this Plan:

A. Adoption of this Plan

The Redevelopment Plan has been adopted by resolution as the MRA Redevelopment Plan to satisfy the original County mandate. The 1973 Vineyard Urban Renewal Plan has been replaced by this Plan pursuant to County Council resolution.

B. Maintenance and Implementation of this Plan

The implementation of the Redevelopment Plan will remain the general responsibility of the MRA. The implementation of specific proposals rest with the MRA and other State and County agencies. MRA's efforts where it has no direct responsibilities is to encourage and coordinate the efforts of these other agencies.

C. Plan Approval Process

Projects within the Wailuku Redevelopment Area shall be approved by the MRA for conformance with this Plan, as specified in rules. As a further criteria for project approval, the MRA shall adopt rules as it requires, including but not limited to urban design rules, zoning and building standards.

D. Provisions for Amending Plan

The Plan or any part thereof may be revised, amended or modified by the Agency at any time after its initial adoption and approval by the County Council. However, where the proposed revision, amendment or modification requires or involves a basic material or substantial change in the Plan, the Agency will secure formal approval of such revisions or amendments by following the same approval procedures set forth in Chapter 53, HRS. If any revision, amendment or modification does not involve a major material change in the Plan, the Agency may revise, amend or modify the Plan or any part thereof.

E. Annual Progress Reports

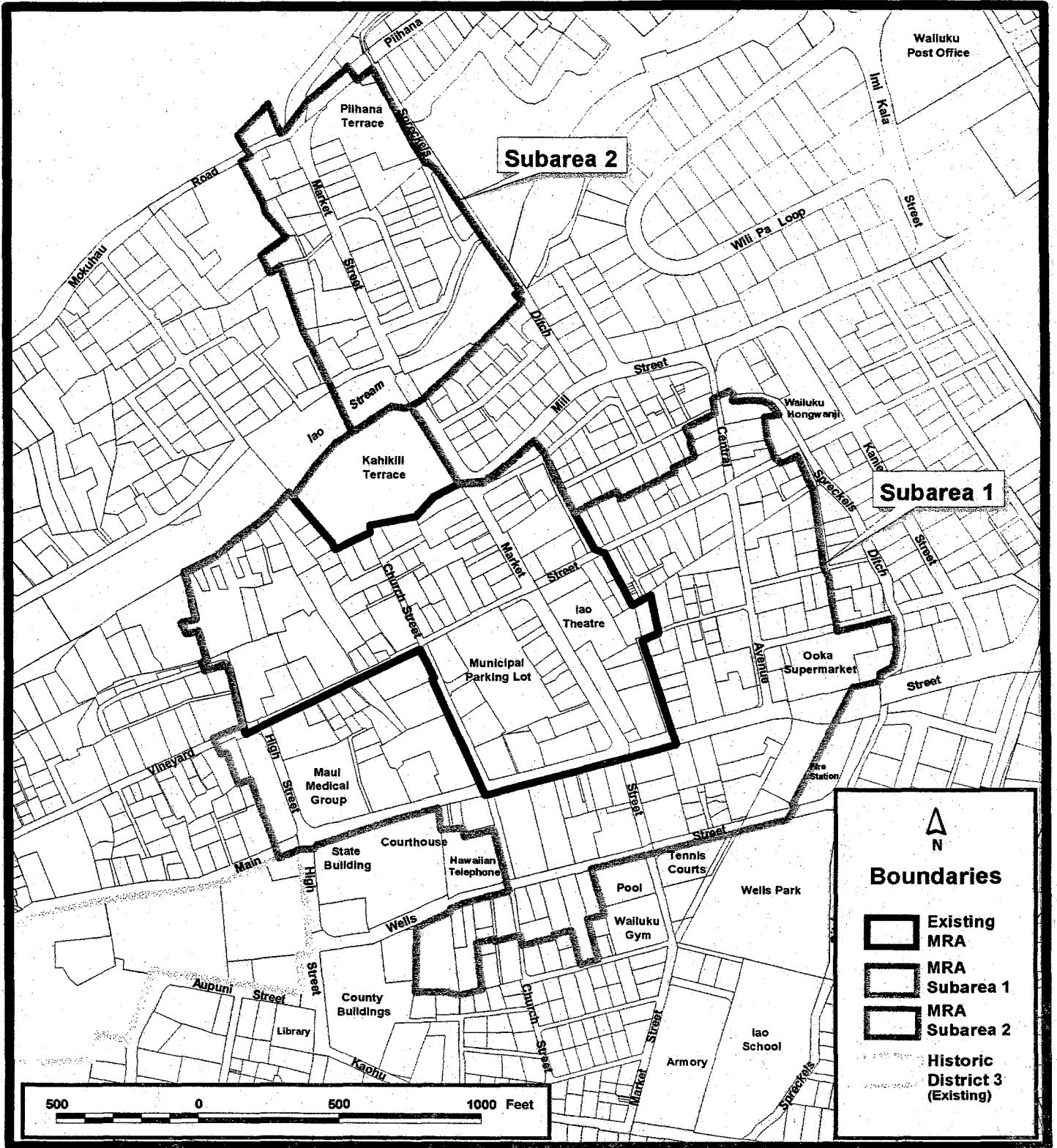
The MRA shall provide the Maui County Council with annual progress reports that detail MRA progress in implementing this Plan.

APPENDICES

PLANNING BASE MAPS

APPENDIX A

Wailuku Redevelopment Area Plan

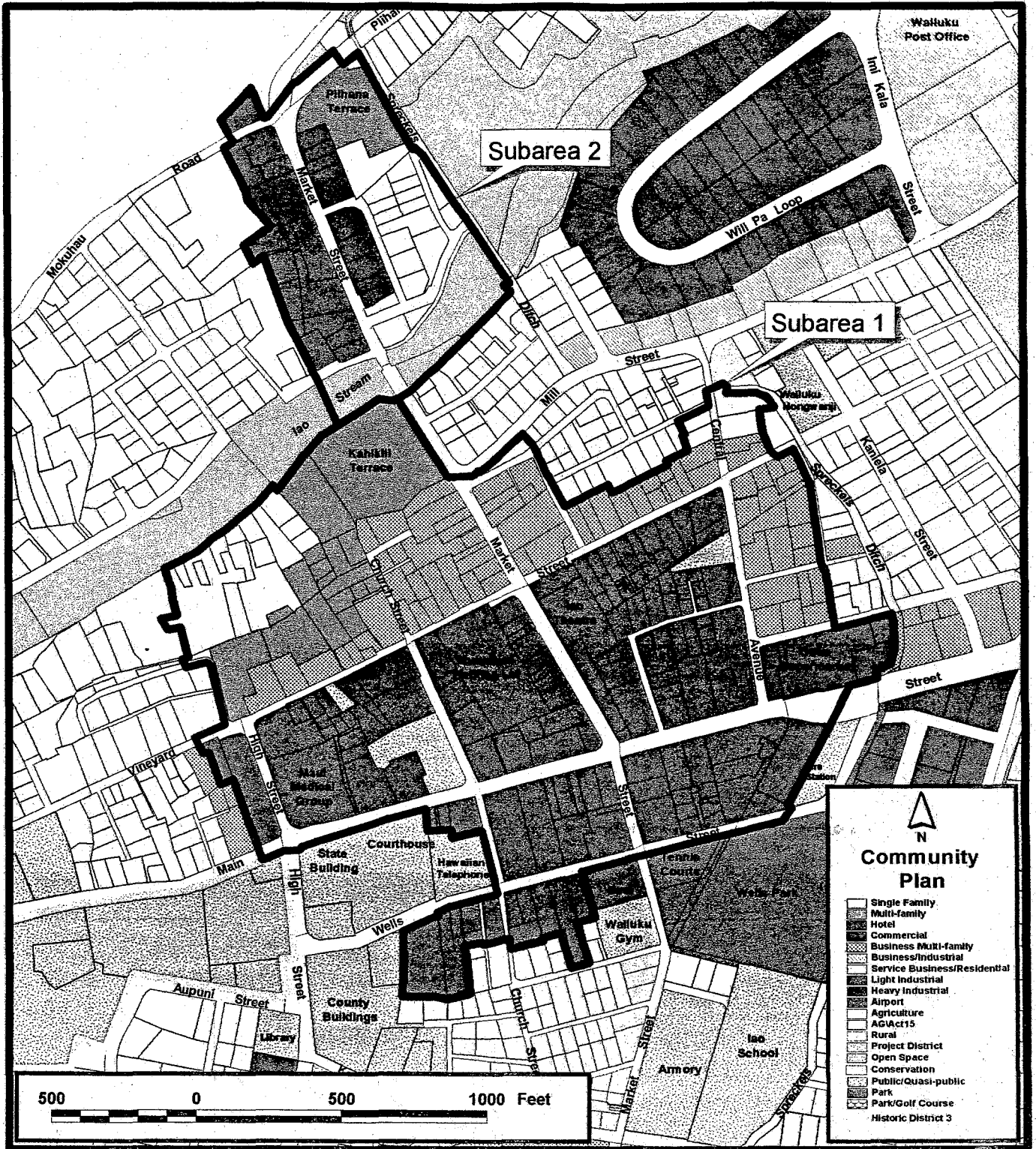


Wailuku Redevelopment Area

Existing and Proposed Boundaries

(January 2000)

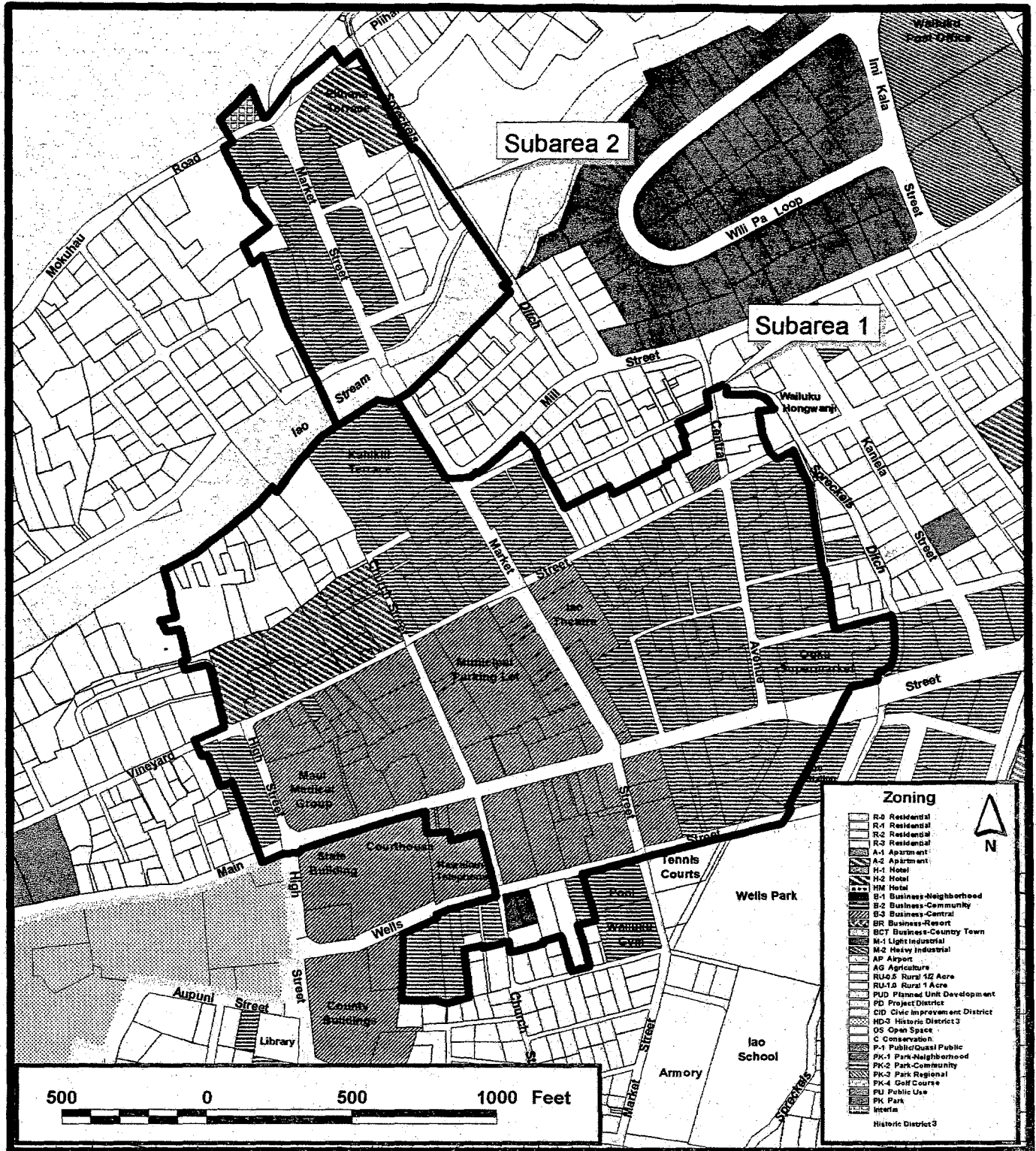
APPENDIX A
EXHIBIT 1



Wailuku Redevelopment Area

Existing Community Plan

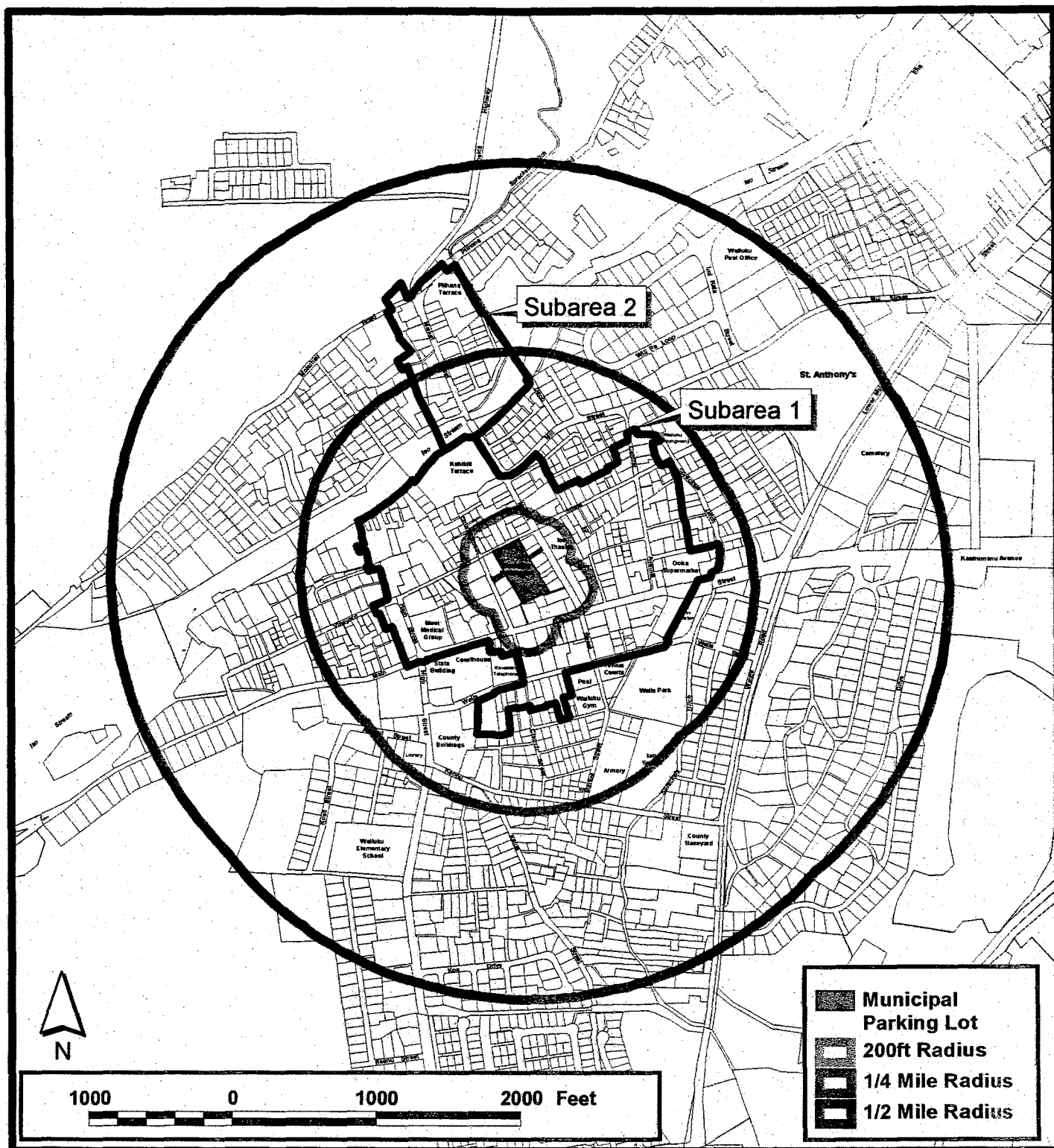
(January 2000)



Wailuku Redevelopment Area Existing Zoning

(January 2000)

**APPENDIX A
EXIHIBIT 3**



Wailuku Redevelopment Area Concentric Zone Analysis

APPENDIX A
EXHIBIT 4

RELATIONSHIP WITH WAILUKU - KAHULUI COMMUNITY PLAN

APPENDIX B

Wailuku Redevelopment Area Plan

**RELATIONSHIP OF PROPOSED WAILUKU-KAHULUI COMMUNITY PLAN
TO THE DRAFT WAILUKU REDEVELOPMENT AREA PLAN**

PAGE	WAILUKU-KAHULUI COMMUNITY PLAN (GOALS, OBJECTIVES, POLICIES AND IMPLEMENTING ACTIONS)	RELATIONSHIP TO PROPOSED WAILUKU REDEVELOPMENT PLAN
	OPPORTUNITIES	
11	WAILUKU TOWN REDEVELOPMENT. The redevelopment of Wailuku Town remains a major opportunity for the region. While the I'ao Theater recently acquired by the County is in dire need of repair and restoration, it serves as a link to Wailuku's past and can become a greater asset for the community. The Wailuku Municipal Parking Lot, which is centrally located in the heart of the town, is another prime opportunity for redevelopment. The development of a hotel to accommodate business travelers is also viewed a potential opportunity for the town. In general, old Wailuku Town is a community asset that can also serve as one of many visitor attractions on the island.	Consistent. Page 35 - Market Development Page 23 - Land Use However, the language should be updated to reflect the I'ao Theater's renovation.
	<u>ECONOMIC ACTIVITY</u> Objectives and Policies	
14	Support the revitalization of the Wailuku commercial core and adjacent areas by expanding the range of commercial services; improving circulation and parking; enhancing and maintaining the town's existing character through the establishment of a Wailuku Town design district; redevelopment of the Wailuku Municipal Parking Lot to include with emphasis on additional public parking; establishing urban design guidelines; and providing opportunities for new residential uses. Improve Wailuku's image and level of service as a commercial center for the region's population. A combination of redevelopment and rehabilitation actions is necessary to meet the needs of a growing center.	Consistent. Pages 22-24 Land Use Pages 25-27 Vehicular and Pedestrian Circulation Page 30 - Urban Design and Beautification
15	Allow opportunities for hotel accommodations within the region at Kahului and Wailuku - at the existing hotel district by Kahului Harbor; near the Kahului Airport; and within the Wailuku Town core.	Consistent. Pages 23-24 Land use

Appendix B

PAGE	WAILUKU-KAHULUI COMMUNITY PLAN (GOALS, OBJECTIVES, POLICIES AND IMPLEMENTING ACTIONS)	RELATIONSHIP TO PROPOSED WAILUKU REDEVELOPMENT PLAN
	Implementing Actions	
15	Place a high priority on the planning, design and construction of a multi-level parking facility at the Wailuku Municipal Parking Lot with potential opportunities for mixed use development, such as residential, commercial, park and other public uses.	Consistent. Page 23 - Land Use
	<u>CULTURAL RESOURCES</u>	
	Objectives and Policies	
17	Preserve the character and integrity of historic areas in Wailuku Town.	Consistent. Pages 28-30 - Urban Design and Beautification
	<u>RECREATION</u>	
	Objectives and Policies	
20	Place high priority on rehabilitating the I'ao Theater for use as a multi-purpose community facility and develop the adjoining property in a manner that retains the integrity of the town core.	Consistent. Much of the physical renovation has been completed. Expanding the use is recommended.
	<u>GOVERNMENT</u>	
	Objectives and Policies	
24	Encourage cooperation and coordination between agencies, boards and commissions charged with land use planning and urban design and development within Wailuku Town.	Consistent. Pages 54-58
	Implementing Actions	
24	Re-evaluate the composition, role and boundaries of the Wailuku Redevelopment Agency to support its mission for the revitalization and enhancement of this district and explore ways to coordinate planning for Wailuku Town.	Consistent. Boundary expansion is recommended.

Relationship with Proposed Wailuku - Kahului Community Plan

PAGE	WAILUKU-KAHULUI COMMUNITY PLAN (GOALS, OBJECTIVES, POLICIES AND IMPLEMENTING ACTIONS)	RELATIONSHIP TO PROPOSED WAILUKU REDEVELOPMENT PLAN
	LAND USE	
	Objectives and Policies	
26	Establish a Wailuku Town Design District.	Consistent. Pages 28-30 - Urban Design and Beautification
26	Within the Wailuku Town core, formulate and implement flexible land use guidance policies that enhance the various activity centers and maintain the traditional character of the town.	Consistent. Page 23 - Land Use
26	Civic Center District: This district defines the government office center and adjacent blocks of commercial use which are functionally related to the government center. This district is generally bounded by Main, South High, Kaohu, Napua, Uluwehi, South Church, Pakahi, South Market and Wells Streets.	Consistent. Maximizes the interrelationship with the Civic District to promote revitalization.
26	Wailuku Historic District: Protection of this complex of historic structures in a park setting will continue under the provisions of the current community plan.	Consistent.
26	Commercial and Residential: The following comprise the commercial core, commercial areas, and surrounding residential uses:	
26	Commercial Core. This area is generally situated along Central Avenue, Wells, Main, High, and Vineyard Streets. It should emphasize commercial uses oriented to serve the business and residential community. Ground floor activities should emphasize commercial retail with expansion of the variety and scope of offerings to serve residents.	Consistent. Pages 21-24 - Land Use. Emphasizes mixed use commercial with residential opportunities.
27	Mixed Use Areas. These occur in several blocks adjacent to the commercial core and act as a transition between the core and single-family residential areas. The business residential mix should be retained with intensification to accommodate multi-family and business uses. Patterns of mixed use could allow vertical mixture (residences over ground floor business) or horizontal mixture (business frontage and residences behind), or residential and business uses on adjacent lots.	Consistent. Pages 21-24 - Land Use

Appendix B

PAGE	WAILUKU-KAHULUI COMMUNITY PLAN (GOALS, OBJECTIVES, POLICIES AND IMPLEMENTING ACTIONS)	RELATIONSHIP TO PROPOSED WAILUKU REDEVELOPMENT PLAN
27	Maintenance and rehabilitation of existing structures should be encouraged in a manner that respects the residential scale that now exists. Intensification of uses through new development would require consolidation of substandard lots. Performance criteria for rehabilitation and upgrading should be developed to permit more flexibility than present zoning and building code standards allow.	Consistent. Pages 21-24 - Land Use; Pages 28-30 - Urban Design and Beautification
27	Single-Family Residential. These areas surround the commercial and mixed use areas. The emphasis should be on preserving and rehabilitating existing housing, providing adequate circulation, and encouraging home maintenance and rebuilding of deteriorating structures.	Consistent. Pages 21-24 - Land Use
27	Service Business / Single-Family Residential. These uses occur primarily along the Waihee side of Kaohu Street along the mauka side of South Market Street to permit a mixture of single-family and duplex dwellings, with small-scale service and neighborhood-oriented businesses which are established in previously utilized residential dwellings or other existing structures. The business use should be compatible with the physical character of the residential neighborhood.	Consistent. Pages 21-24 Land Use
	INFRASTRUCTURE <u>Transportation</u>	
	Objectives and Policies	
31-32	Enhance circulation by improving road maintenance; improving or providing traffic signals and turning lanes at congested intersections; and by providing street and destination signs. Important intersections include Lono and Papa Avenues, and intersections along Papa Avenue, Wakea Avenue, and North Market Street. Additional turning lanes, traffic signals and roadway improvements in the Wailuku Town core should be designed to facilitate safe traffic movement and be compatible with the traditional character of the area.	Consistent. Pages 25-27 Vehicular and Pedestrian Circulation

Relationship with Proposed Wailuku - Kahului Community Plan

PAGE	WAILUKU-KAHULUI COMMUNITY PLAN (GOALS, OBJECTIVES, POLICIES AND IMPLEMENTING ACTIONS)	RELATIONSHIP TO PROPOSED WAILUKU REDEVELOPMENT PLAN
32	Expand parking facilities serving the civic and commercial centers of Wailuku. Parking improvements should include expanding the existing public parking facilities off Market Street and around the civic center, and improving controls over existing civic center parking to reserve it for short-term use. Explore the feasibility of a shuttle service for County employees to remote parking facilities.	Consistent. Page 25-27 - Vehicular and Pedestrian Circulation
32	Preserve the character of Honoapiilani Highway between Waikapu and Wailuku by maintaining two travel lanes and the existing trees.	Consistent. Page 29 - Urban Design and Beautification
	<u>URBAN DESIGN</u>	
	Objectives and Policies for Wailuku Town	
37	Maintain the existing character of historic Wailuku Town.	Consistent.
37	<p>Support the creation of a Wailuku Town Design District and the adoption of design guidelines for the town core, excluding properties designated for single-family residential use. The objective is to integrate the design elements of multi-family, commercial and public properties in Wailuku Town and to retain the traditional town character. The design district boundaries should include the following areas, as depicted on the attached map:</p> <p>The area bounded by High, Vineyard, Central Avenue and Main Streets, including the Wailuku Redevelopment District;</p> <p>The area bounded by High, Main, North Market and Kaohu Streets, including the Civic District;</p> <p>Both sides of Main Street from Central Avenue to the Wailuku Bridge; and</p> <p>Both sides of Market Street from Vineyard Street to Pihana Road in Happy Valley.</p>	Consistent. Page 29 - Urban Design and Beautification

Appendix B

PAGE	WAILUKU-KAHULUI COMMUNITY PLAN (GOALS, OBJECTIVES, POLICIES AND IMPLEMENTING ACTIONS)	RELATIONSHIP TO PROPOSED WAILUKU REDEVELOPMENT PLAN
	Circulation and Parking:	
37-38	Maintain the existing character of streets in the commercial core along Vineyard, Market, Central Avenue and Main Streets; expand public parking facilities at the Wailuku Municipal Parking Lot and provide for safe and convenient bicycle parking in Wailuku Town; provide a continuous and pleasant pedestrian pathway connecting the Historic District, Civic Center, commercial office areas and park and public facilities.	Consistent. Pages 25-27 - Vehicular and Pedestrian Circulation
38	<p><u>Wailuku Town: Building Form and Character</u>--Pending adoption of Wailuku Town Design guidelines, utilize the following <u>interim guidelines</u> in the review of projects:</p> <p>Maintain the existing character of the commercial area bounded by Central Avenue, Main, Church and Vineyard Streets and along Vineyard Street between Church and North High Streets. A mixture of three-and four-story heights is desirable for compatibility with the older buildings in this area.</p> <p>Where commercial areas abut residential blocks, a transition in height should be required to achieve compatibility with the residential scale.</p> <p>Maintain three-to four-story building heights for frontage lots along Wells Street from the Civic Center Complex to the Wailuku swimming pool.</p> <p>Limit building heights to a maximum of six stories for the commercial areas along Main Street situated mauka of Church Street and south of Central Avenue.</p> <p>Limit building heights to three and four stories in the commercial areas along Main Street situated between Church Street and Central Avenue.</p> <p>Emphasize the continuity of commercial frontages along the main shopping streets, primarily on Market, Main and Vineyard Streets, by maintaining uniform building setbacks along the street frontages. Commercial displays should continue to emphasize and enhance the pedestrian experience. Interruptions, such as blank facades, should be avoided.</p>	Consistent. Pages 28-30 - Urban Design and Beautification

Relationship with Proposed Wailuku - Kahului Community Plan

PAGE	WAILUKU-KAHULUI COMMUNITY PLAN (GOALS, OBJECTIVES, POLICIES AND IMPLEMENTING ACTIONS)	RELATIONSHIP TO PROPOSED WAILUKU REDEVELOPMENT PLAN
38-39	<p>Emphasize continuity in architectural details and materials through the following facade treatments:</p> <p>Second-story balconies and recesses to create interest.</p> <p>Ground floor display windows to heighten visual interest.</p> <p>Compatibility in color by emphasizing earth tones and avoidance of bright or garish building colors which greatly contrast with their surroundings.</p> <p>A variety of signs which do not compete for attention or distract from the overall street appearance.</p> <p>Awnings or canopies which provide shelter over sidewalk areas and protect store entrances.</p>	Consistent. Pages 28-30 - Urban Design and Beautification
39	<p>Landscape Character--Pending adoption of design guidelines for Wailuku Town, utilize the following <u>interim guidelines</u> in the review of projects:</p> <p>Maintain the landscape character and open space of the Wailuku entry along South High Street by preserving mature vegetation.</p> <p>Establish a unified street tree planting theme for streets within the commercial core which are to be pedestrian oriented.</p> <p>Foster the development of mini-parks where appropriate and a community beautification program.</p>	Consistent. Pages 28-30 - Urban Design and Beautification

Appendix B

PAGE	WAILUKU-KAHULUI COMMUNITY PLAN (GOALS, OBJECTIVES, POLICIES AND IMPLEMENTING ACTIONS)	RELATIONSHIP TO PROPOSED WAILUKU REDEVELOPMENT PLAN
	Implementing Actions	
40	Establish a Wailuku Town Design District with adopted design guidelines.	Consistent. Pages 28-30 - Urban Design and Beautification
41	Provide pedestrian and bicyclist amenities within Wailuku Town, including shaded rest stops, bicycle parking, trash receptacles and public restroom facilities.	Consistent. Pages 25-27 - Vehicular and Pedestrian Circulation

Proposed Wailuku-Kahului Community Plan: As recommended by the Maui Planning Commission

TOWN ASSESSMENT

(This document, while printed separately, is part of this plan. The Town Assessment provides baseline information on existing conditions within the Wailuku Redevelopment Area. It identifies and locates areas that qualify as a “blighted area” pursuant to Subsection 53-1(3), Hawaii Revised Statutes.)

APPENDIX C

Wailuku Redevelopment Area Plan

WAILUKU REDEVELOPMENT AREA PLAN

TOWN ASSESSMENT

**MAUI COUNTY PLANNING DEPARTMENT
January 2000**

WAILUKU REDEVELOPMENT AREA PLAN

TOWN ASSESSMENT



(Adaptive Reuse of Vacant Commercial Structure -- Wailuku Town)

MAUI COUNTY PLANNING DEPARTMENT
January 2000

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EXHIBIT 7	Condition of Structures on TMK Parcels
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MAUI COUNTY PLANNING DEPARTMENT
January 10, 2000

INTRODUCTION

SECTION I

PURPOSE

This assessment was prepared as part of the update of the 1973 Vineyard Urban Renewal Plan. It was conducted to identify and locate areas within Wailuku's commercial core that will benefit by being included within the Wailuku Redevelopment Area, and that qualify as a "blighted area" pursuant to Subsection 53-1(3) Hawaii Revised Statutes (HRS).

Areas included within the proposed Wailuku Redevelopment Area may benefit from regulatory flexibility, infrastructure upgrades, streetscape beautification, investment tax incentives and other targeted policies and investments intended to encourage economic revitalization.

An inventory of the existing infrastructure was prepared in 1990 for the present Wailuku Redevelopment Area. This assessment updates the inventory to include the proposed larger redevelopment area. Much of the data was updated by Planning Department Staff, through field surveys and additional studies.

THE STUDY AREA

Wailuku is the government seat for the County of Maui. It lies west of Kahului, approximately two miles from the ocean near the mouth of the Iao Valley. The proposed Wailuku Redevelopment Area, which is surveyed in this report, is the commercial core of Wailuku Town and Happy Valley. The study area is centrally located and consists of approximately 68 acres. The study area is composed of two basic land uses -- commercial and residential. Densities are low even though most of the lots have been developed.

For the purpose of this analysis, the proposed Wailuku Redevelopment Area is divided into two subareas, which are separated by major streets and topographical features. The subareas are shown in Figure 1 and are described as follows:

Neighborhood 1: (Wailuku Central Business District) The boundaries of the subarea predominantly include lands designated for commercial and multi-family use within the commercial core of Wailuku Town along Main Street, Vineyard, Market Street, Central and Wells Street.

Neighborhood 2: (Happy Valley Commercial) This subarea is on the northerly side of the town, and is separated from the rest of Wailuku by the Iao Stream. The subarea

includes commercial areas along both sides of Market Street between Iao Stream and Piihaha - Mokuohau Roads. Limited residential areas bounded by Piihaha Road, Spreckles Ditch and Kapooai Place, including Tax Map Parcel 3-4-33-050, are also included.

FINDINGS

Wailuku, like many older downtown commercial areas, has experienced a dramatic economic decline as many businesses moved to shopping malls two miles away in Kahului. The Town, which dates back to the 1800's, faces the problems of age and its deteriorating effects.

This assessment report shows that the physical condition of the building stock, the capacity and condition of infrastructure systems, and the socio-economic environment throughout the proposed Wailuku Redevelopment Area warrant special planning designation. Specific findings are as follows:

1. **Finding** Substandard roadways. All roadways within the proposed Wailuku Redevelopment Area are substandard. Narrow pavement widths are the most common problem. Upgrading many of the roads to County standard is not practical because of narrow right-of-way widths.

- Impacts**
- ◆ Impedes traffic circulation on some streets
 - ◆ Fire and garbage truck access is limited on some streets because of inadequate access.
 - ◆ Limits opportunities for on-street parking.
 - ◆ The cost of upgrading roadways to County standard is a major deterrent to investment in the area and reduces the area's appeal as a business location.

- MRA Action** ◆ Small Town Development Code - provide for alternative, appropriate roadway geometrics.
- ◆ Facilitate alternative transportation modes (pedestrian, bicycle, trolley, jitney, bus, etc.) throughout the area.

- ◆ Utilize Redevelopment Area designation to access Federal HUD, ISTEAs and USAs funds for streetscape, traffic, and parking improvements.

2. **Finding** Substandard sidewalks. Sidewalks throughout the area are generally substandard. Eighty-six percent (86%) of the parcels within the area are impacted by substandard sidewalks.

- Impacts**
- ◆ Lack of sidewalks or narrow sidewalks throughout the area impede pedestrian circulation, particularly for persons with disabilities.
 - ◆ The lack of sidewalks in the area can be a safety hazard for pedestrians, particularly children, who must walk on the street.
 - ◆ Requiring new businesses to pay for the cost of bringing sidewalks up to county standard can be prohibitive, and is an impediment to investment in the area.

- MRA Action**
- ◆ Small Town Development Code - provide alternative sidewalk standards that are more sensitive and practical for an older commercial area like Wailuku's.
 - ◆ Secure Federal funds, using the Redevelopment Area Designation, to finance sidewalk and other streetscape improvements, calm traffic and improve the pedestrian experience throughout the area.

3. **Finding** Inadequate storm drainage. Storm drainage throughout much of the area is substandard. Roughly sixty-six percent (66%) of the parcels in the area are impacted by inadequate storm drainage.

- Impact**
- ◆ Can result in ponding and flooding during heavy rains.

- ◆ New projects often involve an intensification of use and an increase in impervious surfaces which can exacerbate existing drainage and flooding problems.

- ◆ The cost to new businesses in the area of upgrading on-site and off-site drainage infrastructure as a condition of receiving land use and building permits can be excessive, and is an impediment to investment in the area.

MRA Action ◆ Prepare a phased infrastructure improvement plan for the area.

- ◆ Secure Federal funding to upgrade drainage infrastructure throughout the area.

4. **Finding** Substandard wastewater lines. Wastewater line size in much of the area is substandard. Roughly forty-three percent (43%) of the parcels within the area are serviced by substandard wastewater lines.

Impact ◆ Parcels without adequate wastewater capacity are limited in their redevelopment potential.

- ◆ The cost to new projects of upgrading on and off-site wastewater capacity can be excessive. These costs discourage the renovation and reuse of existing structures and development of new structures within the area.

MRA Action ◆ Utilize Federal funding to upgrade wastewater infrastructure throughout the area.

5. **Finding** Substandard water lines. Water lines throughout much of the area are substandard. Approximately fifty-seven percent (57%) of the parcels within the area are impacted by substandard waterlines.

Impact ◆ Can result in increased hazard insurance rates for property owners that do not have adequate water pressure and hydrant access for fire safety purposes.

- ◆ Limits the redevelopment potential of sites that do not have adequate water pressure to handle increased water fixture counts.
- ◆ The cost assessed to private investors of upgrading water capacity to County standard is a major deterrent to investment in the area and reduces the area's appeal as a business location.

- MRA Action** ◆ Prepare a phased infrastructure improvement plan for the area.
- ◆ Use the Redevelopment Area Designation as a means to access Federal funding to finance and upgrade water line infrastructure throughout the area.

6. **Finding** Inadequate parking. Parking stalls within the area, including stalls for persons with disabilities, are limited. Many of the parcels in the area are occupied by older buildings which cover most of the parcel, making it difficult for businesses to provide on-site parking. Two hundred two parking stall waivers have been issued for the 204 stall Wailuku Municipal Parking Lot.

- Impact**
- ◆ Reduces the attractiveness of the area as a location for business. Customers demand available and convenient parking.
 - ◆ Limits the adaptive reuse and renovation of many structures throughout the area because on-site parking, as required by County zoning, can't be provided without major expense.
 - ◆ Forces investors to seek variances from County parking requirements, which increases the uncertainty and risk associated with the reuse and renovation of existing structures throughout the area.

- MRA Action** ◆ Small Town Development Code - provide flexible parking arrangements such as shared parking, cash-

- ◆ Develop the back of the Lao Theater site for public parking.
- ◆ Develop additional parking capacity at the Wailuku Municipal Parking Lot.
- ◆ Discourage all day parking at the Wailuku Municipal Parking Lot.

7. Finding Substandard lot configuration. Substandard parcelization exists throughout the area. Fifty-seven percent (57%) of the lots in the area are substandard in gross area or are landlocked.

- Impact**
- ◆ Can result in inadequate distances between dwellings and insufficient yard areas.
 - ◆ Access to landlocked parcels is impeded.
 - ◆ Parcel size and configuration limits potential use of the property.
 - ◆ Limited lot size makes it expensive or impossible to provide on-site parking.

- MRA Action**
- ◆ Develop additional public parking lots to relieve property owners of the burden of providing on-site parking.
 - ◆ Small Town Development Code - provide regulatory flexibility to facilitate land readjustment and resubdivision.

8. Finding Deteriorating structures. Many structures in the area are substandard and deteriorating. Fifty-five percent (55%) of the parcels in the area have structures located on them that need repair or are beyond repair.

- Impact**
- ◆ Substandard structures often require expensive modification to come into compliance with County Building Codes.

- ◆ Structures with substandard electrical systems may not support office equipment (computers, fax machines, copy machines, etc.), which reduces the structure's attractiveness as a business location.
- ◆ Many older substandard structures have boundary encroachments or other regulatory problems that make it difficult to use them or convey the parcels upon which they are located.
- ◆ An agglomeration of older deteriorating structures can reduce an area's appeal as an investment location and trigger general disinvestment.

MRA Action ◆ Small Town Development Code - provide alternative building code standards will reduce the cost of rehabilitating and reusing the older commercial structures that exist throughout Wailuku.

- ◆ Create and operate a one-stop permit center to facilitate the renovation of existing structures and the development of new structures.
- ◆ Institute tax and other investment incentives, such as a property tax abatement ordinance, to encourage the renovation of structures throughout the area.

9. **Finding** Commercial vacancies. There are many vacant commercial buildings in the area. As of November, 1999, twenty-three buildings along Vineyard, Market, Central, and Main Streets were unoccupied.

- Impact**
- ◆ Reduces the critical mass of business in the area which dampens area-wide demand for goods and services, tax revenues, new investment and economic growth and opportunity.
 - ◆ Reduces the area's appeal and image as a business location.

MRA Action ♦ Promote and market the area including street festivals farmer's markets and craft fairs.

♦ Attract visitors to the area to stimulate new demand by attracting cruise ship business, developing new visitor attractions and providing a visitor information center.

♦ Recruit new businesses to the area, particularly anchor / magnet tenants.

♦ Reduce regulatory and infrastructure impediments that limit investment and business creation within the area.

10. Finding Violent Crime. Wailuku had relatively high rates of violent crime in 1998, contributing 47% of the murder/attempted murder offenses and 50% of the sex assault 1 offenses in the Wailuku, Kahului, Kihei, and Upcountry region.

Impact ♦ Reduces the image of the area as a place to live, work and invest.

♦ Reduces the area's attractiveness as a center for theater dining and cultural entertainment during evening and weekend periods.

MRA Action ♦ Develop a police substation within the commercial core of Wailuku Town and encourage a police presence.

♦ Install period sensitive street lighting throughout the area.

INFRASTRUCTURE ASSESSMENT

SECTION II

INFRASTRUCTURE ASSESSMENT

The capacity and condition of the area's infrastructure has been cited as a significant impediment to the area's economic revitalization (Growth by Design and Small Town Code Survey). Investors in the area are often asked to upgrade public infrastructure systems (roadways, sidewalks, storm drainage, waste water, and water) as a condition to receiving land use and building permits. The costs to upgrade these systems can be prohibitive, and often can't be amortized across the revenue generated from the project.

Wailuku's competitive position as a commercial center, relative to Kahului and neighboring light industrial parks where adequate infrastructure is readily available, has been undermined.

The inadequacy of infrastructure throughout the area is pervasive, as indicated by Table 1.

	PERCENT OF PARCELS IMPACTED BY THE FOLLOWING CATEGORIES OF SUBSTANDARD INFRASTRUCTURE				
Area	Roadway	Sidewalk	Storm Drainage	Waste Water	Water
Subarea 1	100	85	63	33	50
Subarea 2	100	100	83	98	98
Total Area	100	86	66	43	59

TABLE 1

Roadways

Main Street is a State Highway passing through the heart of the study area and is under the jurisdiction of the State Department of Transportation. Main Street is a two lane street with curbs and sidewalks on both sides. Left turn storage lanes are available at the intersections with High Street, Market Street and Central Avenue. On-street parallel parking is permitted on the south side.

All other streets are under the jurisdiction of the Maui County Department of Public Works and Waste Management. A street assessment was provided in the Inventory of Existing Infrastructure Within the Wailuku Redevelopment Area, Warren S. Unemori Engineering, Inc., April 3, 1990. Generally, the streets have not changed within the present Vineyard Urban Renewal Area from the street assessment made in 1990. The

notable exception, Vineyard Street between Market Street and Church Street, has been changed from a one way street to a two way, two lane street. Parallel parking is still allowed on Vineyard Street.

The only proposed street change in the area is described in the Wailuku Market Street Landscape Design and Beautification Project, PBR, April 1997. However, the proposed project will not significantly affect the traffic flow or the street width of Market Street.

The area's roadways were constructed prior to the automobile becoming the dominant mode of transit, resulting in poor traffic circulation and lack of parking throughout the area. Currently, all streets within the area have substandard pavement widths. All parcels (100%) within the area are served by substandard roadways.

The study area in this report has been expanded since the 1990 Inventory of Infrastructure within the Wailuku Redevelopment Area. Table 2 lists the pavement width, including the degree to which the pavement width is substandard, for roadways within the proposed Wailuku Redevelopment Area.

INFRASTRUCTURE ASSESSMENT WAILUKU REDEVELOPMENT AREA (Roadways)					
SEGMENT	STREET	LOCATION	PAVEMENT WIDTH (Feet)	COUNTY GUIDELINE (Feet)	DIFFERENCE (Feet)
1	WELLS	High to Church	30	40	-10
2	WELLS	Church to Market	30	40	-10
3	WELLS	Market to Kinipopo	30	40	-10
4	MAIN		34.7	60	-25.3
5	VINEYARD	High to Church	25.5	40	-14.5
6	VINEYARD	Church to Market	25.4	40	-14.6
7	VINEYARD	Market to Central	31.2	40	-8.8
8	VINEYARD	Central to Wailani	26	40	-14
9	HINANO		26.5	40	-13.5
10	NANI	Central to Spreckels	24	40	-16
11	LOKE		17	40	-23
12	HIGH	Main to Vineyard	29	40	-11

SEGMENT	STREET	LOCATION	PAVEMENT WIDTH (Feet)	COUNTY GUIDELINE (Feet)	DIFFERENCE (Feet)
13	CHURCH	North of Vineyard	19.7	40	-20.3
14	CHURCH	Vineyard to Main	25.5	40	-14.5
15	CHURCH	Main to Wells	19.7	40	-20.3
16	CHURCH	Wells to Pakahi	11	28	-17
17	MARKET	Piihana Road to Mill	35	40	-5
18	MARKET	Mill to Vineyard	37	40	-3
19	MARKET	Vineyard to Pili	36	40	-4
20	MARKET	Pili to Main	36	40	-4
21	MARKET	Main to Wells	32	40	-8
22	MARKET	Wells to Pakahi	30.6	40	-9.4
23	MALUHIA		13.4 - 17.5	40	-26.6
24	CENTRAL	Mill to North	32.6	40	-7.4
25	CENTRAL	North to Vineyard	32.6	40	-7.4
26	CENTRAL	Vineyard to Maluhia	32.6	40	-7.4
27	CENTRAL	Maluhia to Nani	32.6	40	-7.4
28	CENTRAL	Nani to Main	32.6	40	-7.4
29	WAILANI		17	28	-11
30	KAPOAI PLACE	N. Market to Spreckels Ditch	23	28	-5
31	LANI PLACE		17	28	-11
32	ALAHEE DRIVE		20.41	28	-7.59
33	HOLOWAI		9.83	28	-18.17

TABLE 2

Sidewalks

Pedestrian access within the area is limited. Eighty-six percent of the parcels within the area are impacted by inadequate sidewalks. No new sidewalks were installed for streets studied in the Inventory of Existing Infrastructure within the Wailuku Redevelopment Area. Providing sidewalks along many of the streets throughout the area is complicated by narrow right-of-way widths. Table 3 provides an assessment of sidewalk availability throughout the area.

INFRASTRUCTURE ASSESSMENT WAILUKU REDEVELOPMENT AREA (Sidewalks)					
SEGMENT	STREET	LOCATION	SIDEWALKS	COUNTY GUIDELINE	DIFFERENCE
1	WELLS	High to Church	South Side	Both Sides 6 Feet	- North Side 6 Feet
2	WELLS	Church to Market	South Side	Both Sides 6 Feet	- North Side 6 Feet
3	WELLS	Market to Kinipopo	South Side	Both Sides 6 Feet	- North Side 6 Feet
4	MAIN		Both Sides	Both Sides 6 Feet	0
5	VINEYARD	High to Church	None	Both Sides 6 Feet	- Both Sides 6 Feet
6	VINEYARD	Church to Market	Both Sides	Both Sides 6 Feet	0
7	VINEYARD	Market to Central	None	Both Sides 6 Feet	- Both Sides 6 Feet
8	VINEYARD	Central to Wailani	None	Both Sides 6 Feet	- Both Sides 6 Feet
9	HINANO		None	Both Sides 6 Feet	- Both Sides 6 Feet
10	NANI	Central to Spreckels	None	Both Sides 6 Feet	- Both Sides 6 Feet
11	LOKE		None	Both Sides 6 Feet	- Both Sides 6 Feet
12	HIGH	Main to Vineyard	Both Sides	Both Sides 6 Feet	0

SEGMENT	STREET	LOCATION	SIDEWALKS	COUNTY GUIDELINE	DIFFERENCE
13	CHURCH	North of Vineyard	None	Both Sides 6 Feet	- Both Sides 6 Feet
14	CHURCH	Vineyard to Main	West Side	Both Sides 6 Feet	- East Side 6 Feet
15	CHURCH	Main to Wells	West Side	Both Sides 6 Feet	- East Side 6 Feet
16	CHURCH	Wells to Pakahi	None	Both Sides 4 Feet	- Both Sides 4 Feet
17	MARKET	Piihaha Road to Mill	Partial	Both Sides 6 Feet	- Both Sides 6 Feet
18	MARKET	Mill to Vineyard		Both Sides 6 Feet	0
19	MARKET	Vineyard to Pili	Both Sides	Both Sides 6 Feet	0
20	MARKET	Pili to Main	Both Sides	Both Sides 6 Feet	0
21	MARKET	Main to Wells	Both Sides	Both Sides 6 Feet	0
22	MARKET	Wells to Pakahi	Both Sides	Both Sides 6 Feet	0
23	MALUHIA		None	Both Sides 6 Feet	- Both Sides 6 Feet
24	CENTRAL	Mill to North	None	Both Sides 6 Feet	- Both Sides 6 Feet
25	CENTRAL	North to Vineyard	None	Both Sides 6 Feet	- Both Sides 6 Feet
26	CENTRAL	Vineyard to Maluhia	None	Both Sides 6 Feet	- Both Sides 6 Feet
27	CENTRAL	Maluhia to Nani	None	Both Sides 6 Feet	- Both Sides 6 Feet
28	CENTRAL	Nani to Main	None	Both Sides 6 Feet	- Both Sides 6 Feet
29	WAILANI		None	Both Sides 4 Feet	- Both Sides 4 Feet

SEGMENT	STREET	LOCATION	SIDEWALKS	COUNTY GUIDELINE	DIFFERENCE
30	KAPOAI PLACE	N. Market to Spreckels Ditch	None	Both Sides 4 Feet	- Both Sides 4 Feet
31	LANI PLACE		None	Both Sides 4 Feet	- Both Sides 4 Feet
32	ALAHEE DRIVE		None	Both Sides 4 Feet	- Both Sides 4 Feet
33	HOLLOWAI		None	Both Sides 4 Feet	- Both Sides 4 Feet

TABLE 3

Storm Drainage

A storm drainage system for Wailuku Town has been master planned and the report is available at the Engineering Division of the Department of Public Works and Waste Management. Drainage systems are installed on portions of Wells Street, Vineyard (mauka of Market Street), Market Street from Mill to Main Street, Main Street and Waiale Road. Roughly 66% of the parcels within the area are impacted inadequate storm drainage. Table 4 provides an assessment of storm drainage availability throughout the area.

INFRASTRUCTURE ASSESSMENT WAILUKU REDEVELOPMENT AREA (Storm Drainage)					
SEGMENT	STREET	LOCATION	STORM DRAINAGE	COUNTY STANDARD	SUB-STANDARD
1	WELLS	High to Church	None	18"	Yes
2	WELLS	Church to Market	None	18"	Yes
3	WELLS	Market to Kinipopo	Available	18"	No
4	MAIN		Available	18"	No
5	VINEYARD	High to Church	Available	18"	No
6	VINEYARD	Church to Market	Available	18"	No
7	VINEYARD	Market to Central	None	18"	Yes
8	VINEYARD	Central to Wailani	None	18"	Yes
9	HINANO		None	18"	Yes

SEGMENT	STREET	LOCATION	STORM DRAINAGE	COUNTY STANDARD	SUB-STANDARD
10	NANI	Central to Spreckels	None	18"	Yes
11	LOKE		None	18"	Yes
12	HIGH	Main to Vineyard	None	18"	Yes
13	CHURCH	North of Vineyard	None	18"	Yes
14	CHURCH	Vineyard to Main	None	18"	Yes
15	CHURCH	Main to Wells	None	18"	Yes
16	CHURCH	Wells to Pakahi	None	18"	Yes
17	MARKET	Piihana Road to Mill	None	18"	Yes
18	MARKET	Mill to Vineyard	Available	18"	No
19	MARKET	Vineyard to Pili	Available	18"	No
20	MARKET	Pili to Main	Available	18"	No
21	MARKET	Main to Wells	None	18"	Yes
22	MARKET	Wells to Pakahi	None	18"	Yes
23	MALUHIA		None	18"	Yes
24	CENTRAL	Mill to North	None	18"	Yes
25	CENTRAL	North to Vineyard	None	18"	Yes
26	CENTRAL	Vineyard to Maluhia	None	18"	Yes
27	CENTRAL	Maluhia to Nani	None	18"	Yes
28	CENTRAL	Nani to Main	None	18"	Yes
29	WAILANI		None	18"	Yes
30	KAPOAI PLACE	N. Market to Spreckels Ditch	Available	18"	No
31	LANI PLACE		None	18"	Yes
32	ALAHEE DRIVE		Available	18"	No
33	HOLLOWAI		None	18"	Yes

TABLE 4

Wastewater

Wailuku Town is serviced by the County Wailuku/Kahului wastewater system. An assessment fee may be assessed for renovations and new construction according to Maui County Code Chapter 14.25 "Wastewater Assessment Fees for Facility Expansion for the Wailuku/Kahului Wastewater Treatment System." The assessment is based upon the increased wastewater loading based upon building usage. No assessment is charged if there is no increase in wastewater flows from the existing usage. Wastewater usage computations are required to be submitted during the build permit process. Within the proposed Wailuku Redevelopment Area, roughly 43% of the parcels are affected by substandard waste water infrastructure. Table 5 provides an assessment of waste water infrastructure throughout the area.

INFRASTRUCTURE ASSESSMENT WAILUKU REDEVELOPMENT AREA (Waste Water)					
SEGMENT	STREET	LOCATION	WASTE WATER SIZE	COUNTY STANDARD	DIFFERENCE
1	WELLS	High to Church	8"	8"	0
2	WELLS	Church to Market	8"	8"	0
3	WELLS	Market to Kinipopo	8"	8"	0
4	MAIN		8"	8"	0
5	VINEYARD	High to Church	8"	8"	0
6	VINEYARD	Church to Market	8"	8"	0
7	VINEYARD	Market to Central	8"	8"	0
8	VINEYARD	Central to Wailani	8"	8"	0
9	HINANO		6"	8"	-2"
10	NANI	Central to Spreckels	8"	8"	0
11	LOKE		6"	8"	-2"
12	HIGH	Main to Vineyard	6"	8"	-2"
13	CHURCH	North of Vineyard	8"	8"	0
14	CHURCH	Vineyard to Main	8"	8"	0
15	CHURCH	Main to Wells	6"	8"	-2"
16	CHURCH	Wells to Pakahi	6"	8"	-2"
17	MARKET	Piihana Road to Mill	None	8"	-8"

SEGMENT	STREET	LOCATION	WASTE WATER SIZE	COUNTY STANDARD	DIFFERENCE
18	MARKET	Mill to Vineyard	6"	8"	-2"
19	MARKET	Vineyard to Pili	6"	8"	-2"
20	MARKET	Pili to Main	8"	8"	0
21	MARKET	Main to Wells	None	8"	-8"
22	MARKET	Wells to Pakahi	None	8"	-8"
23	MALUHIA		6"	8"	-2"
24	CENTRAL	Mill to North	8"	8"	0
25	CENTRAL	North to Vineyard	8"	8"	0
26	CENTRAL	Vineyard to Maluhia	6"	8"	-2"
27	CENTRAL	Maluhia to Nani	8"	8"	0
28	CENTRAL	Nani to Main	6"	8"	-2"
29	WAILANI		6"	8"	-2"
30	KAPOAI PLACE	N. Market to Spreckels Ditch	None	8"	-8"
31	LANI PLACE		None	8"	-8"
32	ALAHEE DRIVE		None	8"	-8"
33	HOLLOWAI		None	8"	-8"

TABLE 5

Water and Fire Protection

The water and fire protection within the Wailuku area is provided by the Maui County Department of Water Supply, which has water system plans for their water systems on Maui and Molokai including the study area. The "Fire Protection System for Maui and Molokai" is a working set of plans that shows water line sizes and fire hydrant locations for water systems serviced by the Department of Water Supply. The Fire Protection System plans are continuously up-dated as new waterlines are installed or replaced and may be used as a source to determine the adequacy of the water system within the area.

The Department of Water Supply replaces and up grades waterlines for fire protection based upon age and water main repair maintenance records. An example of work in progress within the study area is a new waterline on Wells Street from the mauka limit of the study area to 300 feet east of Market Street and along Market Street to Kaua

Street. However, the waterlines on Vineyard Street and other minor streets are inadequately sized for fire protection. Throughout the proposed Wailuku Redevelopment Area, roughly 57% of the parcels are serviced by substandard water lines.

Water meter sizing for building permits are based upon water meter service requirements generally based upon Uniform Plumbing Code fixture unit demand, 1991. Fixture unit adjustments are allowed for low flow plumbing fixtures. Fire flow requirements are based upon fire flow computations guided by the standards of the Insurance Services Office's Guide for Determination of Required Fire Flows. Both water meter sizing and fire flow computations are required to be submitted during the building permit process. Table 6 provides an assessment of waterline size throughout the area.

INFRASTRUCTURE ASSESSMENT WAILUKU REDEVELOPMENT AREA (Waterline Size)					
SEGMENT	STREET	LOCATION	WATERLINE SIZE	COUNTY GUIDELINE	SUB-STANDARD
1	WELLS	High to Church	12"	12-16"	No
2	WELLS	Church to Market	12"	12-16"	No
3	WELLS	Market to Kinipopo	12"	12-16"	No
4	MAIN		12"	12-16"	No
5	VINEYARD	High to Church	6"	12-16"	Yes
6	VINEYARD	Church to Market	6"	12-16"	Yes
7	VINEYARD	Market to Central	16"	12-16"	No
8	VINEYARD	Central to Wailani	24"	12-16"	
9	HINANO		6"	12-16"	Yes
10	NANI	Central to Spreckels	4"	8"	Yes
11	LOKE		4"	8"	Yes
12	HIGH	Main to Vineyard	12"	12-16"	No
13	CHURCH	North of Vineyard	6"	12-16"	Yes
14	CHURCH	Vineyard to Main	8"	12-16"	Yes
15	CHURCH	Main to Wells	8"	12-16"	Yes
16	CHURCH	Wells to Pakahi	8"	8"	No

SEGMENT	STREET	LOCATION	WATERLINE SIZE	COUNTY GUIDELINE	SUB-STANDARD
17	MARKET	Piihana Road to Mill	6"	12-16"	Yes
18	MARKET	Mill to Vineyard	12"	12-16"	No
19	MARKET	Vineyard to Pili	12"	12-16"	No
20	MARKET	Pili to Main	12"	12-16"	No
21	MARKET	Main to Wells	None	12-16"	Yes
22	MARKET	Wells to Pakahi	4"	12-16"	Yes
23	MALUHIA		4"	8"	Yes
24	CENTRAL	Mill to North	12"	12-16"	No
25	CENTRAL	North to Vineyard	12"	12-16"	No
26	CENTRAL	Vineyard to Maluhia	12"	12-16"	No
27	CENTRAL	Maluhia to Nani	12"	12-16"	No
28	CENTRAL	Nani to Main	12"	12-16"	No
29	WAILANI		4"	8"	Yes
30	KAPOAI PLACE	N. Market to Spreckels Ditch	4"	8"	Yes
31	LANI PLACE		2.5"	8"	Yes
32	ALAHEE DRIVE		2.5"	8"	Yes
33	HOLOWAI		None	8"	Yes

TABLE 6

Parking

Generally, the core of the study area is occupied by older buildings and establishments which occupy most of the lot and cannot meet off street parking requirements (MCC 19.36) without demolishing, rebuilding and sacrificing floor space or going through a variance process. A Parking Inventory report was made in 1995 by the Wailuku Main Street Association, Inc. An update of the parking stall inventory was made on September 10, 1999 and is presented in Table 2. The update concentrates on new parking stalls added within the area and accepts stall counts made in the "Parking Inventory."

Lack of available parking is an impediment to business creation and investment throughout the area. Over 80% of the people responding to the Wailuku Small Town

Code Project questionnaire agreed that a multi-level parking structure is needed. Seventy-nine percent (79%) of responses indicated that businesses should have an option to pay into a parking fund in lieu of providing off-street parking.

The Wailuku Municipal Parking Lot services many of the older establishments in the vicinity. The parking lot consists of 204 parking stalls - 61 stalls available for 120 minute parking, 134 stalls for 12 hour parking, and 9 handicap parking stalls. Within the area 202 parking stall waivers have been issued to businesses that are within 200 feet of the Wailuku Municipal Lot. Projects not built represent 61 parking stalls waived, so stalls waived that are in use represents 143 of the 204 available stalls. However, the waivers are still applicable for these projects. Another 43 stalls, waived for the New Hope Church, will typically be used during evening and weekends. Table 7 provides an inventory of parking waivers issued to businesses within 200 feet of the Wailuku Municipal Parking Lot.

INVENTORY OF PARKING WAIVERS ISSUED TO BUSINESSES WITHIN 200 FEET OF THE WAILUKU MUNICIPAL PARKING LOT				
Tax Map Key	Project Name	Date Waived	Number of Stalls	Project Still Valid
3-4-013:048	Maui Memorial Park Development	03/07/78	18	18
3-4-013:042	Charlene's Cafe	03/21/78	1	No
3-4-013:023 & 024	Bank of Hawaii	10/10/78	10	10
3-4-013:076 & 096	Donald Bernhouse	11/18/80	18	18
3-4-013:051	One Medical Building	11/23/82	2	2
3-4-013:044	Wailuku Executive Center	07/22/86	7	7
3-4-012:022	Iao Square	09/09/86	28	28
3-4-013:041	La Familia	01/06/87	16	16
3-4-013:044	Wailuku Executive Center	07/02/87	13	13
3-4-013:006	Squeaky's Delicatessen	10/30/87	3	No
3-4-013:096	Horita Building	01/17/91	6	6
3-4-017:033	Minsyr	01/10/92	3	3
3-4-017:031	Fujimoto Building	10/14/94	2	2

Tax Map Key	Project Name	Date Waived	Number of Stalls	Project Still Valid
3-4-013:046	Aluli Trust	04/19/96	*1 Space / 500 sq.ft.	*1 Space / 500 sq.ft.
3-4-013:041	Bernard Paet	1996	8	8
3-4-013:086	Maui Academy of Performing Arts	12/09/97	22	22
3-4-013:046	Kean Salzer, New Hope Church	01/15/99	43	43
3-4-013:018	Mark Hrabak, Coffee Shop	12/17/99	6	6
* Did not include the number of stalls required.			TOTAL	202

TABLE 7

The Wailuku Market Street Landscape Design and Beautification Project proposes a landscape parking lot northeast (makai) of Lao Theater. The parking lot has been designated as the Lao Theater Parking Lot with 38 parking stalls anticipated. Although the lot adjacent to the Lao Theater is presently being used as parking, the area is proposed to be converted into a park (The Lao Theater Community Park). Presently, Market Street has a combination of parallel parking (20 stalls) on the mauka side and angle parking (34 stalls) on the makai side of the street for a total of 54 stalls. The Market Street Project proposes a mix setting of parking and landscaping which reduces the street parking along Market Street to encourage pedestrian traffic.

Most of the streets within the study area afford parallel parking along the streets which increases the available parking inventory. However, many of these parallel stalls do not meet MCC 19.36 requirements. Present stalls measured at 7-feet to 7.5-feet wide by 18 feet long are closer in size to a compact stall.

Off street parking stalls required by the County Code must be 8.5 feet wide. However, American Disabilities Act (ADA) parking requirements recommend a minimum of 8 feet wide parking stall. A change in the parking stall widths from 8.5 feet to 8 feet wide parking stalls as a standard would allow for more parking and landscaping. See Tables 8-10 for an inventory of parking stalls within the area.

PUBLIC PARKING LOTS: INVENTORY OF STALLS PROPOSED WAILUKU REDEVELOPMENT AREA				
TMK	LOT DESCRIPTION	PARKING (Stalls)		LOADING
	IAO THEATER	Not developed		
	WAILUKU MUNICIPAL PARKING LOT	204		
	WELLS PARK TRIANGLE	44		
TOTAL		248		

TABLE 8

PUBLIC ON-STREET PARKING: INVENTORY OF STALLS PROPOSED WAILUKU REDEVELOPMENT AREA				
TMK	LOT DESCRIPTION	PARKING (Stalls)		LOADING
	MARKET (MAIN TO MILL)	81	*	1
	MARKET (WELLS TO MAIN)	16	*	
	VINEYARD (MARKET TO HIGH)	28	*	
	VINEYARD (CENTRAL TO MARKET)	15	*	
	HIGH (VINEYARD TO MAIN)	13	*	
	MAIN (HIGH TO CENTRAL)	35	*	
	WELLS (MARKET TO END OF GTE)	9	*	
	CENTRAL (VINEYARD TO MAIN)	17	*	
	CHURCH (MAIN TO WELLS)	10	*	
TOTAL		224		1

TABLE 9

PRIVATE PARKING LOTS: INVENTORY OF STALLS PROPOSED WAILUKU REDEVELOPMENT AREA				
TMK	LOT DESCRIPTION	PARKING		LOADING
3-4-07:07,36	ONE MAIN PLAZA	240	*	
3-4-08:23	ROMERO SIDE OF LOT	55	*	
3-4-08:27	2099 WELLS STREET	4	*	
3-4-08:28	ISAAC HALL BLDG.	5	*	
3-4-08:46	OPEN LOT	6	*	
3-4-08:47	BOARD OF REALTORS	7	*	
3-4-08:48	UEOKA	7	*	
3-4-08:67	OMURA BLDG	67	*	
3-4-11:09	MAUI BOOK STORE	6	*	
3-4-11:10	1955 MAIN STREET	16	*	
3-4-11:12	WEINBERG CENTER	55		1
3-4-11:7	MAUI REALTY SUITES	214	*	
3-4-12:01,45, 47,48,83, 86, 107	OOKA MARKET	140	*	
3-4-12:02	WAILUKU FLORIST	7		1
3-4-12:03	AD FURTADO BLDG.	25		
3-4-12:17	CAMPOS PARKING	6		
3-4-12:24	1975 VINEYARD	12	*	
3-4-12:30	CENTRAL APARTMENTS	22		
3-4-12:31	WAILUKU JODO MISSION	10		
3-4-12:34	VINEYARD COURT	7	*	
3-4-12:36	DR. LOUIS CABELL	11		
3-4-12:41	70 CENTRAL AVENUE	7	*	
3-4-12:43	QSK ELECTRONICS	6		
3-4-12:44	50 CENTRAL AVENUE	5		
3-4-12:68	1939 VINEYARD STREET	7		

PRIVATE PARKING LOTS: INVENTORY OF STALLS PROPOSED WAILUKU REDEVELOPMENT AREA				
TMK	LOT DESCRIPTION	PARKING		LOADING
3-4-12:80,94,111	CHUMS	42		
3-4-12:106	C. TAKUMI ENGINEERING	8		
3-4-12:102	GIMA APARTMENTS	13		
3-4-13:03	WAILUKU BUSINESS PLAZA	54	*	
3-4-13:04	STATE EMPLOYMENT OFFICE	14	*	
3-4-13:05	GTE PARKING	39		
3-4-13:07	BEHIND CAFE OLE	4		
3-4-13:08,09	2035 MAIN STREET	13		
3-4-13:10	GTE	2		
3-4-13:11,91	2121 MAIN STREET	4		
3-4-13:20	2158 MAIN STREET	50		
3-4-13:24,90	BANK OF HAWAII	22		
3-4-13:25	CHURCH	33		1
3-4-13:29,30,31	MAUI MEDICAL	146	*	
3-4-13:34	PARKING LOT	14		
3-4-13:35	PARKING LOT	28		
3-4-13:41	SAENG THAI	8	*	
3-4-13:41	VICKI RUSSELL ATTORNEY AT LAW	8		
3-4-13:51	EXECUTIVE CENTER	31		
3-4-13:51	ONE MEDICAL PLAZA	11		
3-4-13:55	AMERICAN SAVINGS	7	*	
3-4-13:71	99 S MARKET STREET	22	*	
3-4-13:78	69 N CHURCH ST	8		
3-4-13:80	MCDONALD'S	17		1
3-4-13:96	JOCELYN BLDG	7	*	
3-4-13:101	PARKING LOT	16		

PRIVATE PARKING LOTS: INVENTORY OF STALLS PROPOSED WAILUKU REDEVELOPMENT AREA				
TMK	LOT DESCRIPTION	PARKING		LOADING
3-4-17:01	DOWN TO EARTH (CLOSED)	10	*	
3-4-17:04	GLENN OKUDA DMD	5		
3-4-17:05	K-DECK CANVAS	4	*	
3-4-17:18	FOUR SISTERS BAKERY	2		
3-4-17:20	140 N MARKET STREET	40		1
3-4-17:38	WAILUKU FEDERAL CREDIT UNION	14	*	
3-4-17:73	STEL'S	4	*	
3-4-17:144	BOWLING ALLEY	10		
TOTAL		1,657		5

* Data taken from parking inventory conducted by Wailuku Main Street Association Inc., January 1995.
Note: TMK's visually extrapolated from Realty Atlas, State of Hawaii, 32nd edition, 1998.

TABLE 10

URBAN ENVIRONMENT

SECTION III

URBAN ENVIRONMENT

Wailuku Town's urban environment is characterized by small built-up lots in an organic land use pattern with older streets dating back to the 1800's and many structures built prior to the 1940s.

The current urban pattern within the proposed Wailuku Redevelopment Area consists of a mix of traditional buildings with small-scale store-front designs. A mix of professional, retail, restaurant and automobile services comprise much of the commercial core. A large 2-acre public parking lot lies in the middle of the town.

Physical conditions including the substandard condition of many of the area's lots and structures has contributed to high commercial vacancy rates and challenging socio-economic conditions.

Lot Layout

Fully 57% of the lots throughout the area are substandard. Many of these lots are less than 6000 square feet in land area - the minimum lot size for residential and business zoned properties. Many lots throughout the area are also landlocked, and are therefore substandard. Significant numbers of substandard lots indicate general land overcrowding, inadequate distances between dwellings and insufficient yard areas.

Substandard lots can generate problems that without new public infrastructure investments and regulatory reform can result in many barriers to business creation and investment. For instance, substandard lots are often configured in a way that makes it uneconomical to provide on-site parking. In today's business environment, adequate and convenient parking is one of the most important business location criteria. Substandard lots can also be difficult and expensive to develop with modern buildings. Special access easements are often needed. Variances from zoning setback requirements are often required before structures can be built. Many buildings require special, and expensive, architectural treatments to adapt to the unusual shape of many of these lots. These conditions have reduced the attractiveness of the proposed Wailuku Redevelopment Area as a place to invest and start a business.

Condition of Structures

Data on the condition of structures within the existing Vineyard Urban Renewal Area was taken from the Wailuku Redevelopment Area Land Use Inventory, which was prepared by Group 70 Limited in April 1990. This data was updated, and data on structures within proposed expansion areas was gathered, during field surveys in September, 1999. The condition of the structures refers to the visible exterior

condition of the building, and does not necessarily reflect the structural condition. However, where structural deterioration is obvious, e.g., visible rotted floor support beams, this observation is taken into account when assigning the condition designation. Three designations are used:

1. Sound -- No defects, or some very slight defects correctable with usual maintenance. There may be normal wear to porches, steps, doors, roofs, paint condition, and mortar on masonry walls. Small cracks may be present in exterior walls.
2. Needs Repair -- Minor defects covering an extensive area, e.g., poor paint condition, and / or more serious defects than those correctable by routine maintenance. The more serious defects may include holes, open cracks, dry rot, or missing material in parts of the foundation, walls or roof; broken or missing steps; windows or doors damaged or out-of-square; missing bricks or cracks.
3. Beyond Repair -- Serious defects which are likely to make the building unsafe or create an unhealthy environment. These defects may include holes; open cracks; or rotted, loose, or missing material (siding, shingles, brick, concrete, tiles, plaster, or floorboards) over large areas of foundation, walls, or roof. The serious defects may also include sagging of roof, floors, or walls, and inadequate original construction such as makeshift walls or roofs made of scrap materials.

Within the proposed Wailuku Redevelopment Area, forty-seven percent (47%) of the parcels had structures located on them that were judged to be in need of repair and eight percent (8%) of the parcels had structures located on them that were judged to be beyond repair. Fifty-five percent (55%) of the parcels located in the area had structures located on them that were either in need of repair or beyond repair.

Commercial Vacancies

Commercial vacancies throughout the area are exacerbated by the condition of the building stock and infrastructure systems, lack of on-site parking, and other microeconomic impediments. The expense, time and risk associated with the adaptive reuse of many of the area's buildings is prohibitive to prospective entrepreneurs and investors.

According to the Wailuku Town Code Revisions Questionnaire, seventy percent (70%) of respondents indicated that off-site infrastructure requirements for road widening; curb, gutter, and sidewalks; drainage systems; water lines and fire hydrants; and other

types of infrastructure are project stoppers. Ninety-one percent (91%) of respondents noted that the burden to private land owners of bearing the cost of public infrastructure improvements is excessive.

Fifty-two percent (52%) of the respondents to the Wailuku Town Code Revisions Questionnaire indicated that "pyramid zoning" (allowing apartment, retail, and office uses in the County's M-1 Light Industrial Zoning District) discourages investment in, and contributes to the decline of, Maui's urban centers. See Table 11 for a list of vacancies within Wailuku's Commercial core.

VACANCIES WITHIN THE WAILUKU TOWN COMMERCIAL CORE			
STREET		DESCRIPTION	EXTENT OF VACANCY
<u>Vineyard Street (Central to Church)</u>			
1910 Vineyard Street	*	Former Down to Earth location	100%
1931 Vineyard Street	*		2 Offices - #100 and #200
1939 Vineyard Street	*	Old Dentist Office	100%
1975 Vineyard Street	*		3 offices - #200, 404, and 407
<u>Vineyard Street (High to Church)</u>			
2171 Vineyard Street	*	Former Vineyard Tavern	100%
2161 Vineyard Street	*	Former The Rattan Furniture Co.	100%
2141 Vineyard Street	*	Next to Meyer Computer	100%
2119 Vineyard Street	*	Former Andrew Von Sonn, Attorney at Law location	100%
<u>Market Street</u>			
28 Market	*	Between Davis Travel & Paradise Pawn Shop	100%
50 Market	*		100%
52 Market	*		100%
54 Market	*		100%
62 Market	*		100%
7 North Market	*	Former mortgage company	100%

STREET		DESCRIPTION	EXTENT OF VACANCY
33 North Market	*	Former Finance Factors location	100%
51 North Market	*	Upstairs and behind Sig Zane's	One office
<u>Central</u>			
70 Central # 4	*	Former Pregnancy Problem Center location	100%
84 Central	*		100%
81 Central	*		100%
97 Central	*	Former Valley Isle Cigars / Computer Brokerage location	100%
<u>Main</u>			
1942 Main Street	*	Former Ali Baba's Treasure Chest / Maui Appliance locations	100%
2068 Main Street	*	Former W.W. Web location	100%
2072 Main Street	*	Former Patrick Wong, Attorney at Law location	100%
2065 Main Street	*	Old Kress Building	Three offices
2041 Main Street	*	Former Valley Isle Health Center	100%
2045 Main Street	*	Next to Old Valley Isle Health Center	100%
2005 Main Street	*	Former American Savings location	100%
1995 Main Street	*		
1885 Main Street	+	Maui Realty Suites	41%
<u>High Street (Main to Vineyard)</u>			
2200 Main Street	+	One Main Plaza	50%
<u>Church Street (Vineyard to Main)</u>			
24 North Church Street	+	Wailuku Executive Center	3%
* Data provided by the Wailuku Main Street Association (WMSA) and based on visual observation in November 1999.			
+ Data provided by Commercial Properties of Maui, November 1999.			

TABLE 11

Crime Statistics

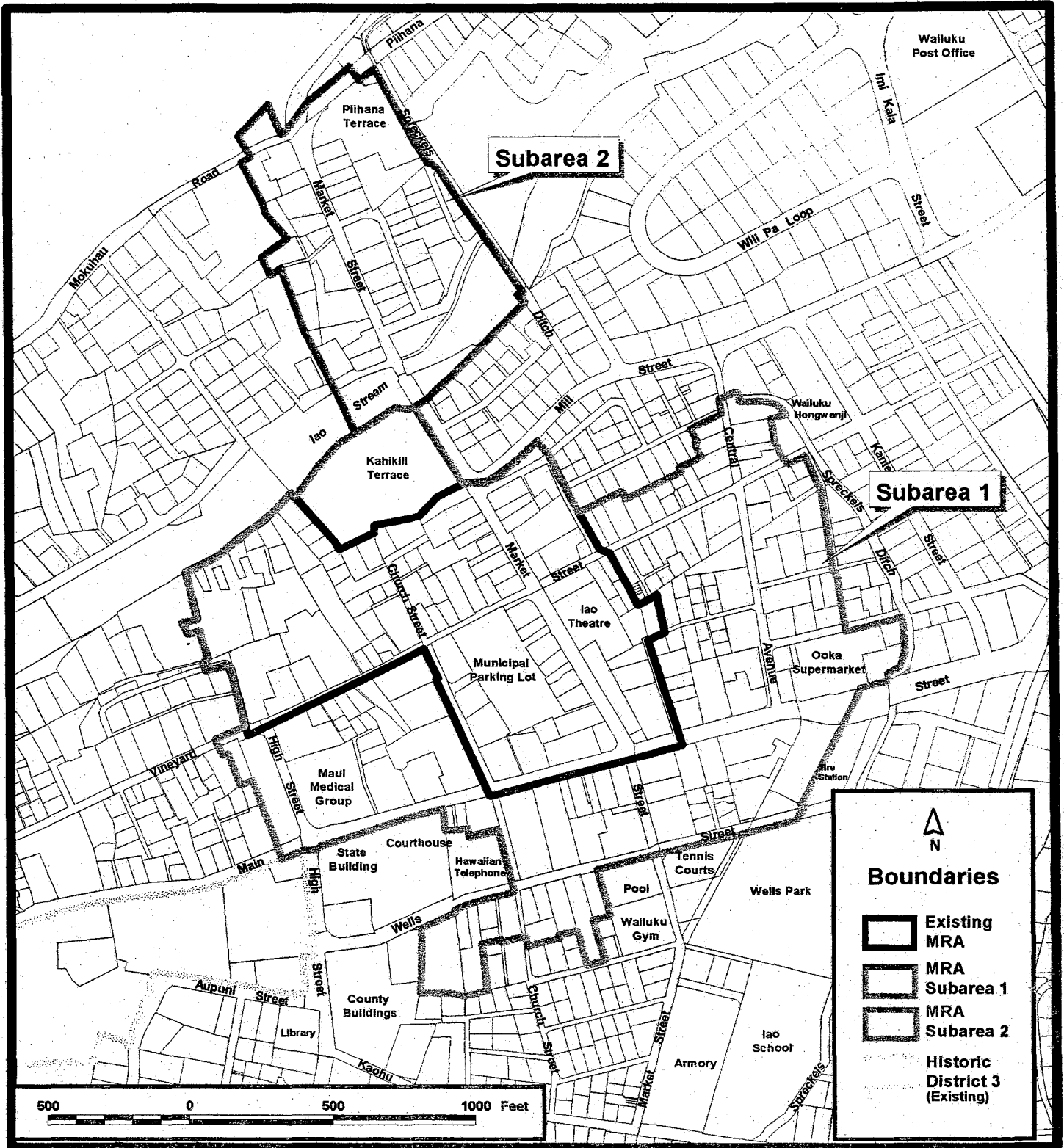
Crime Statistics for Wailuku Town have been provided by the Maui County Police Department for the 1998 reporting period. Wailuku had relatively high rates of violent crime. Wailuku contributed 7 or 47% of the murder/attempted murder offenses during the reporting period. Fifty percent (50%) or 64 sex assault I offenses also occurred within the Wailuku area during the reporting period. Wailuku contributed average or 19% to 23% of the theft related offenses (robbery, burglary, larceny, theft from vehicle, and motor vehicle theft) during the 1998 reporting period. Table 12 provides a breakout of various offenses committed within the Wailuku District during 1998.

1998 OFFENSES BY TOWN FOR WAILUKU DISTRICT					
OFFENSES	Wailuku	Kahului	Kihei	Upcountry	Total
Murder/Attempted Murder	7	2	2	4	15
Sex Assault I	64	10	23	30	127
Robbery	13	23	18	14	68
Aggravated Assault	22	35	31	29	117
Burglary	212	234	358	260	1064
Larceny	514	942	772	549	2777
Theft from Vehicle	292	299	453	205	1249
Motor Vehicle Theft	70	94	85	69	318
Arson	9	8	10	9	36
Total Part I Offenses	1203	1647	1752	1169	5771

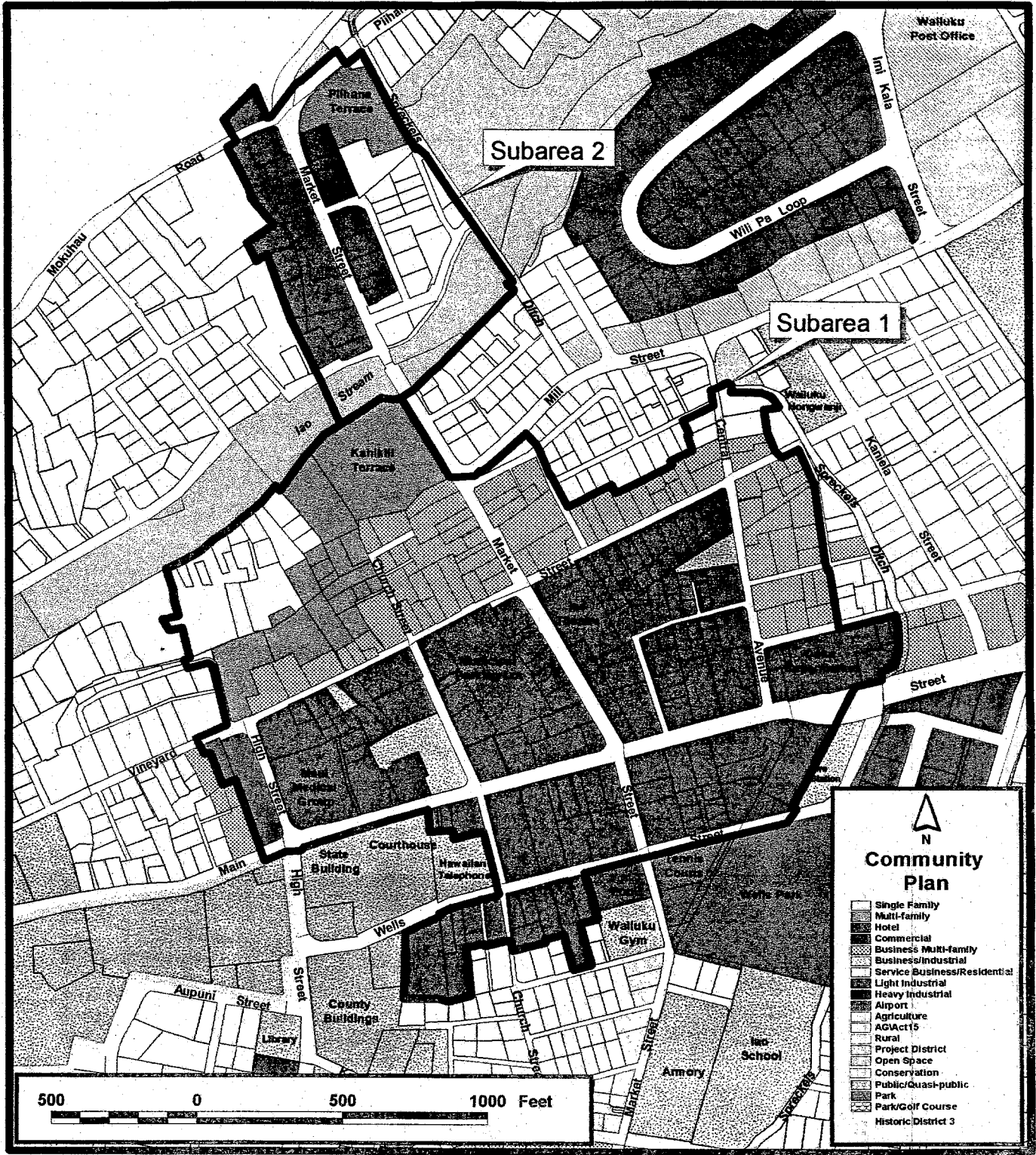
TABLE 12

EXHIBITS

SECTION IV



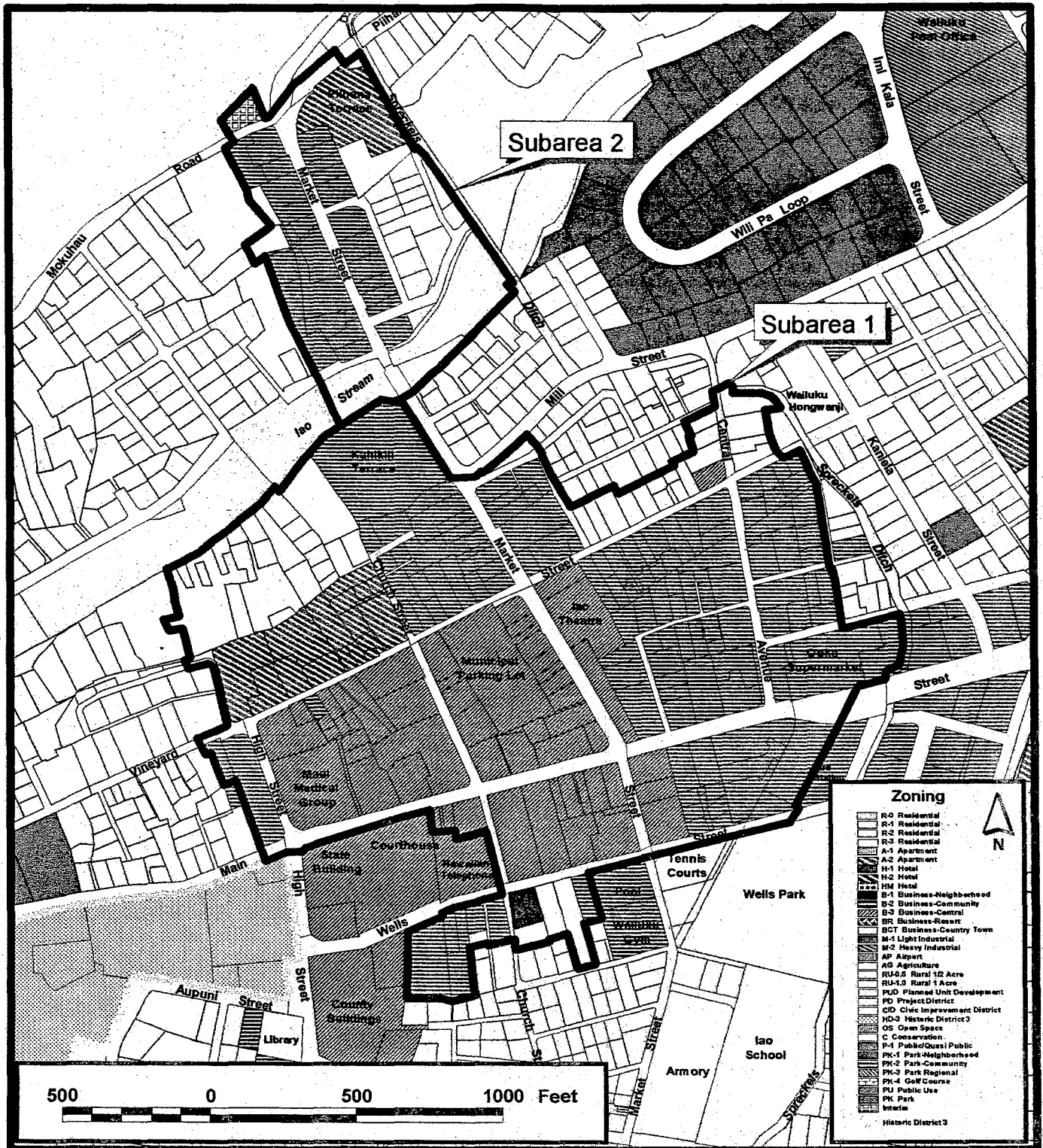
Wailuku Redevelopment Area
Existing and Proposed Boundaries
 (January 2000)



Wailuku Redevelopment Area

Existing Community Plan

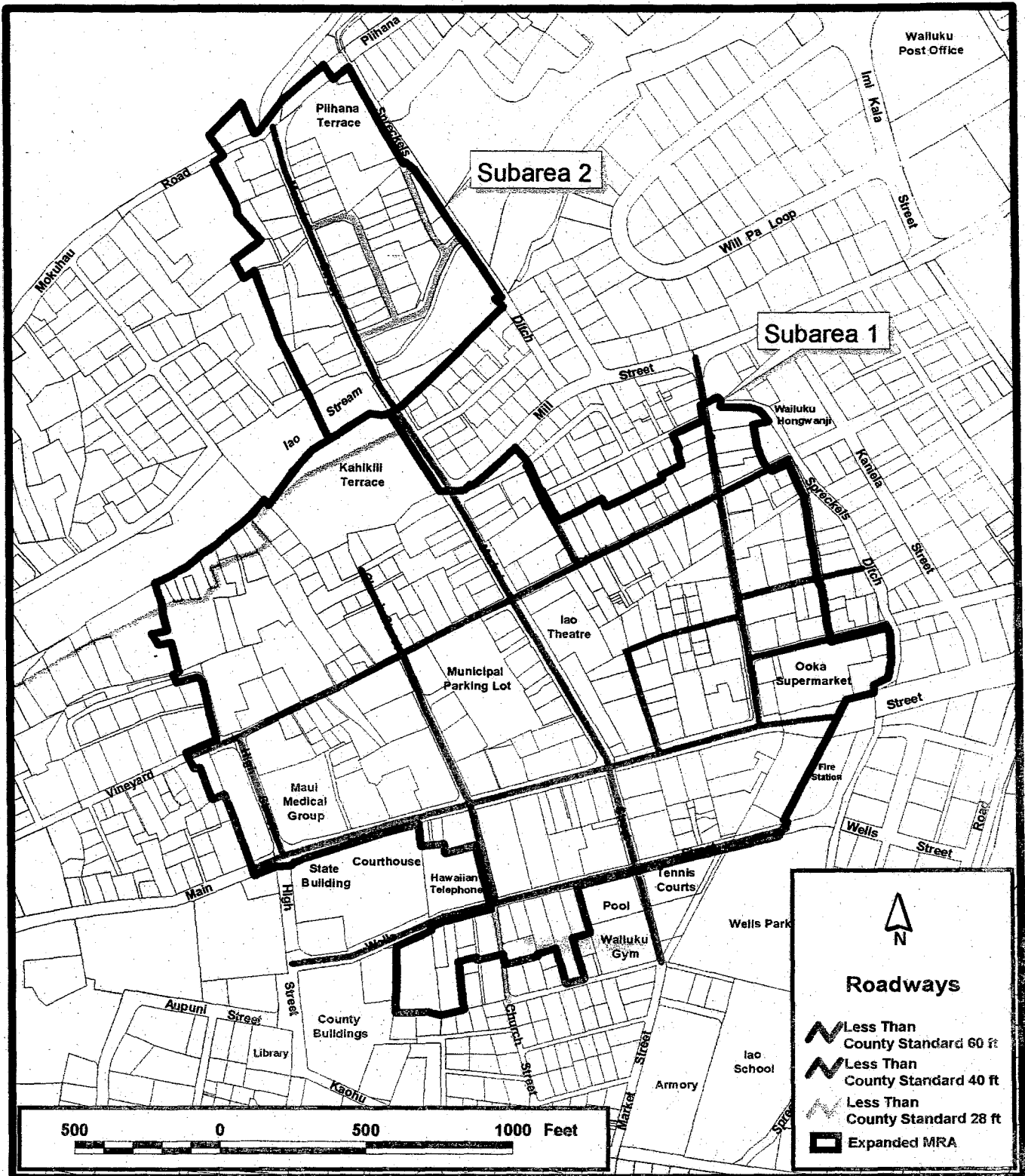
(January 2000)



Wailuku Redevelopment Area Existing Zoning

(January 2000)

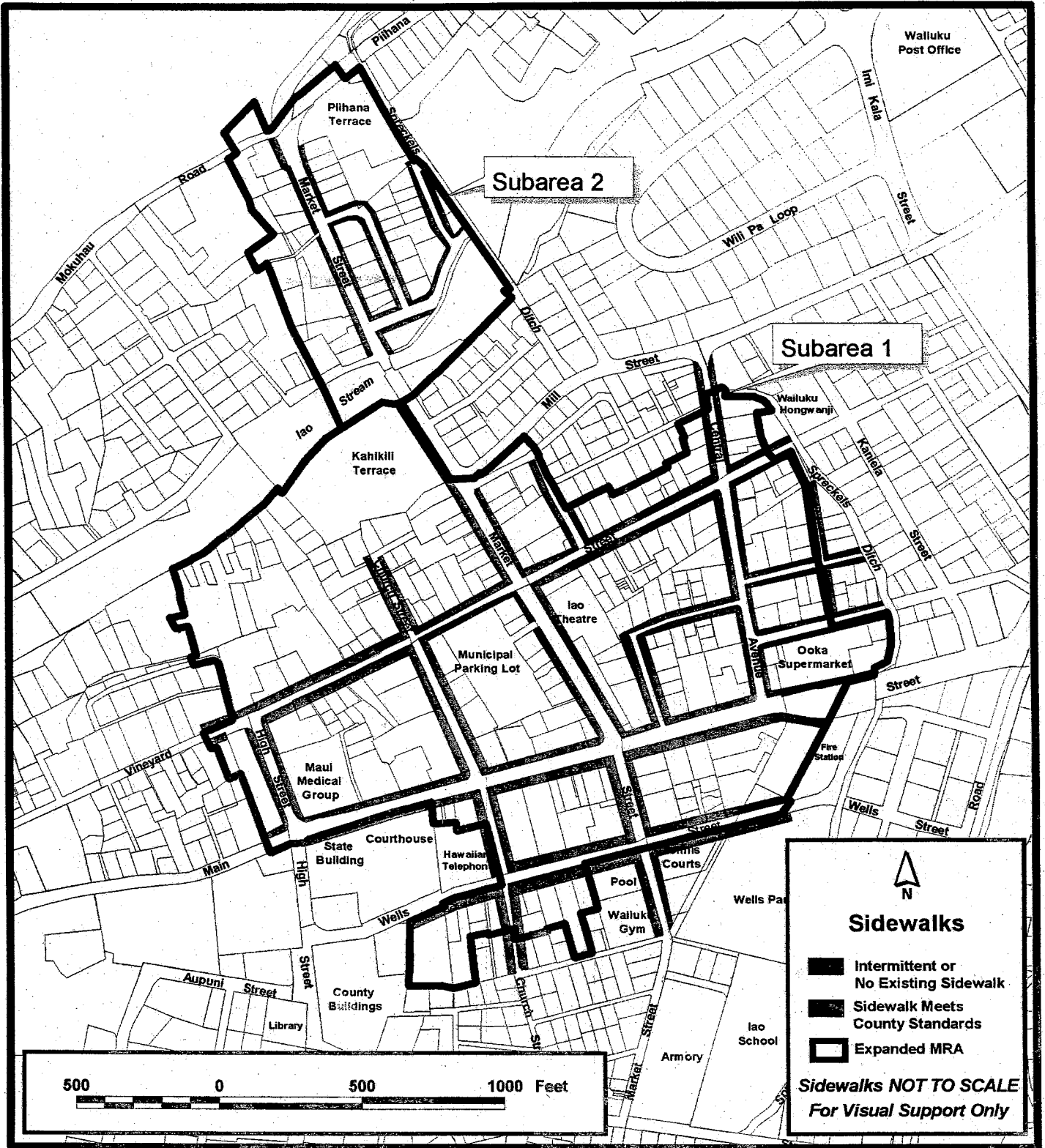
EXHIBIT 3



Wailuku Redevelopment Area Substandard Roadways

(November 1999)

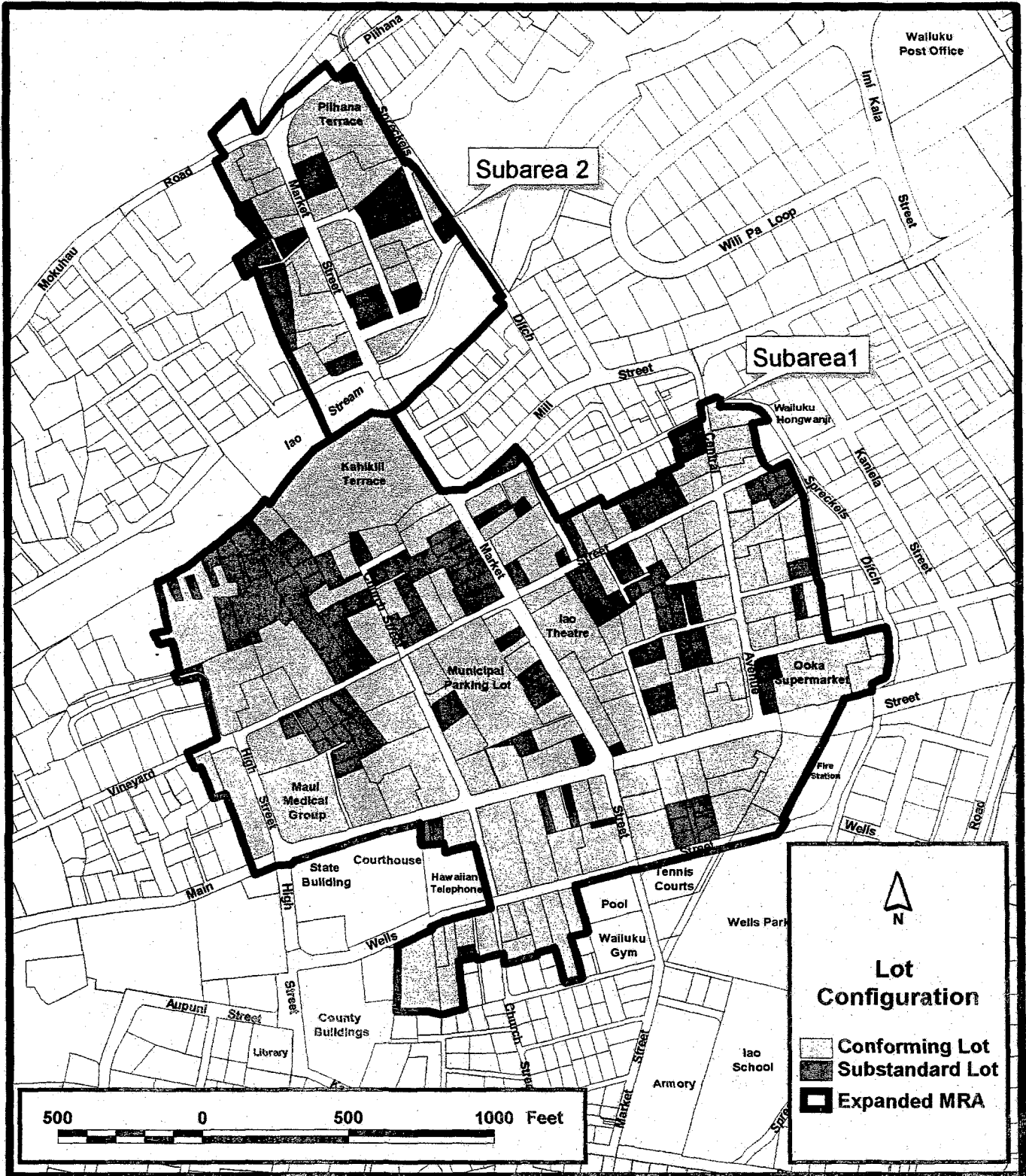
EXHIBIT 4



Wailuku Redevelopment Area Substandard Sidewalks

(November 1999)

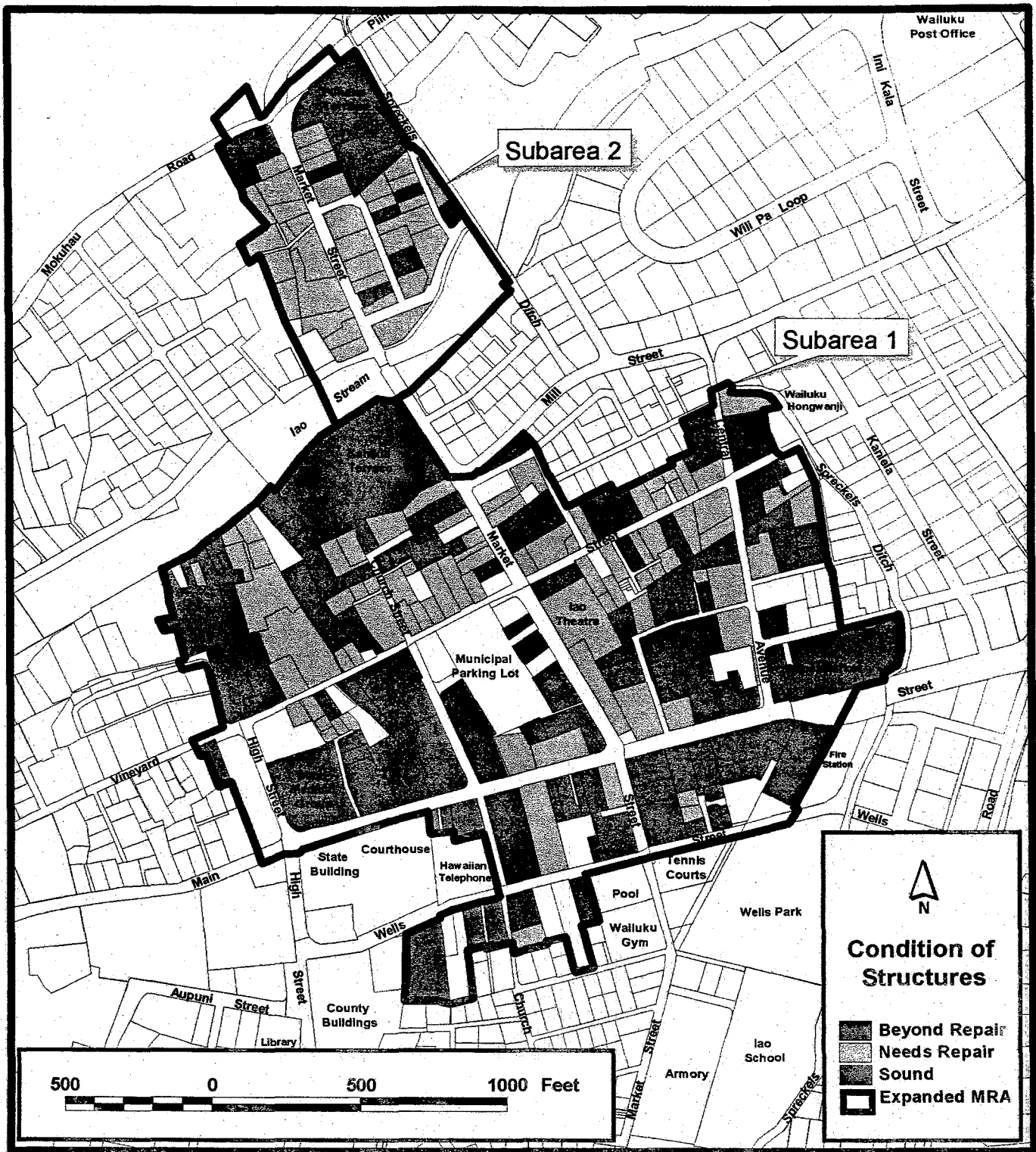
EXHIBIT 5



Wailuku Redevelopment Area Substandard Lot Configuration

(November 1999)

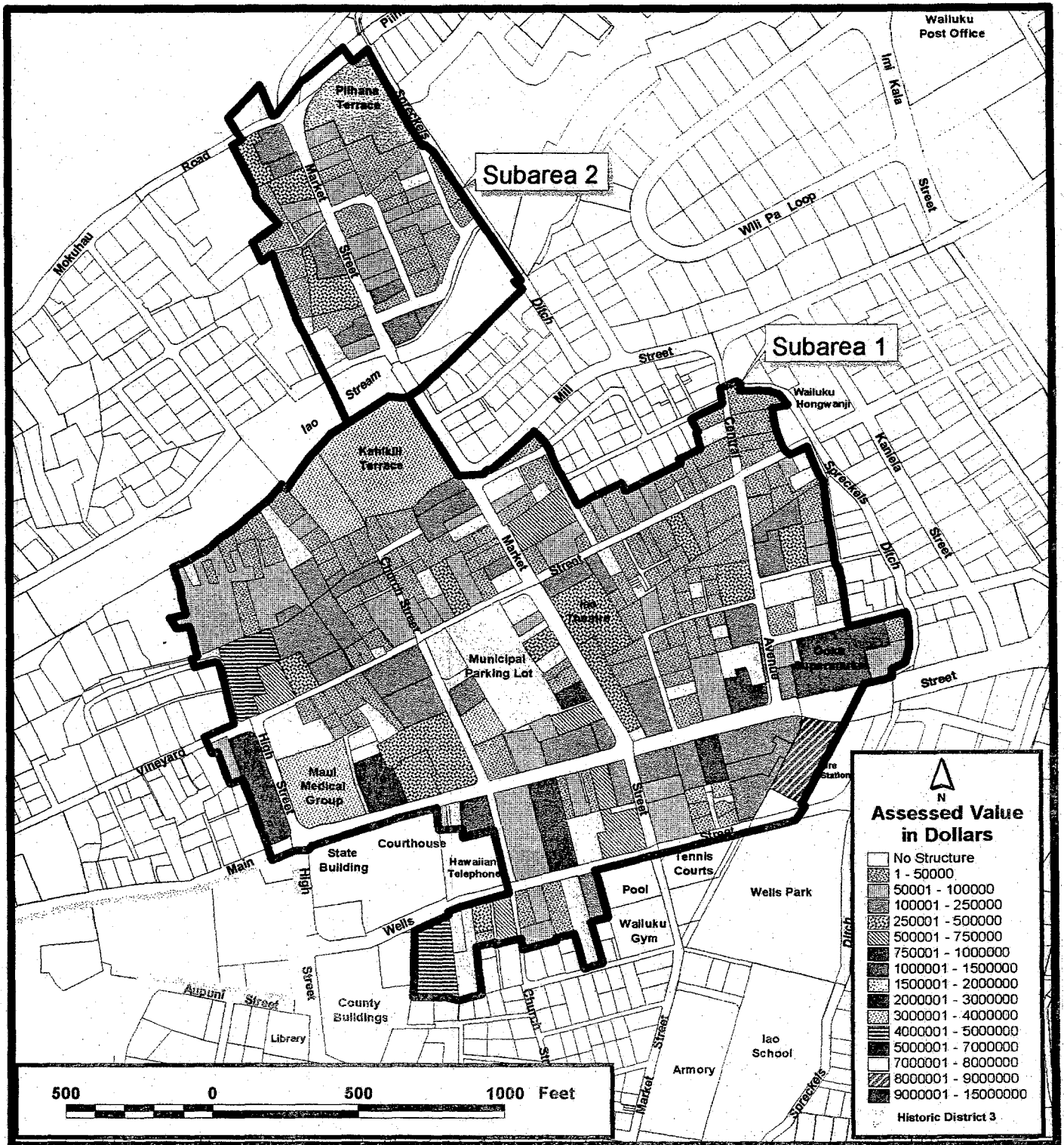
EXHIBIT 6



Wailuku Redevelopment Area Condition of Structures on TMK Parcels

(November 1999)

EXHIBIT 7



Wailuku Redevelopment Area
1999 Assessed Building Values
 (March 1999)

COUNCIL OF THE COUNTY OF MAUI
WAILUKU, HAWAII 96793

CERTIFICATION OF ADOPTION

It is **HEREBY CERTIFIED** that **RESOLUTION NO. 00-151** was adopted by the Council of the County of Maui, State of Hawaii, on the 20th day of October, 2000, by the following vote:

MEMBERS	Patrick S. KAWANO Chair	Dain P. KANE Vice-Chair	Michael A. DAVIS	J. Kalani ENGLISH	John Wayne ENRIQUES	G. Riki HOKAMA	Dennis Y. NAKAMURA	Wayne K. NISHIKI	Charmaine TAVARES
ROLL CALL	Aye	Aye	Aye	Aye	Aye	Aye	Aye	Aye	Aye


DEPUTY COUNTY CLERK