

**URBAN DESIGN REVIEW BOARD
REGULAR MEETING
MARCH 1, 2011**

APPROVED 05-03-2011

A. CALL TO ORDER

The regular meeting of the Urban Design Review Board (Board) was called to order by Ms. Linda Kay Okamoto, Chair, at approximately 10:00 a.m., Tuesday, March 1, 2011, in the Planning Department Conference Room, First Floor, Kalana Pakui Building, 250 South High Street, Wailuku, Island of Maui.

A quorum of the Board was present (see Record of Attendance.)

B. RESOLUTION THANKING FORMER MEMBER GARY BRAUNER

Ms. Okamoto: Our agenda says that we start with a resolution thanking former member Gary Brauner.

Mr. Clayton Yoshida: Thank you Madame Chair, members of the board. We have a resolution of the Urban Design Review Board thanking former member Gary Brauner who had to resign due to care issues due to the illness of one of his family members. Which reads:

Whereas Gary Brauner has served the County of Maui since April of 2007 as a member of the Urban Design Review Board; and

Whereas Mr. Brauner has served with distinction and has preformed his duties in the highest professional manner with the Urban Design Review Board; now therefore

Be it resolved that the Urban Design Review Board hereby commends Mr. Brauner for his dedication and untiring public service to the people of Maui County; and

Furthermore, be it resolved that the Urban Design Review Board expresses their sincere appreciation for Mr. Brauner's services and extends their best wishes in his future endeavors;

Furthermore, be it resolved that copies of this Resolution be transmitted to the Honorable Alan Arakawa, Mayor of the County of Maui; and the Honorable Danny Mateo, Council Chair of the Maui County Council.

If the member could sign the resolution. Thank you.

Ms. Okamoto: Thank you Clayton.

C. ADMINISTRATIVE APPROVAL OF THE FEBRUARY 1, 2011 MEETING MINUTES.

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Ms. Okamoto: Next item on the agenda is the approval of the February 1st meeting minutes. Were there any corrections, additions to the February meeting minutes? If not, they will be approved administratively.

The February 1, 2011 Urban Design Review Board meeting minutes were administratively approved.

D. COMMUNICATIONS

Chair Linda Kay Okamoto read the following project description into the record:

- 1. COSTCO WHOLESALE CORPORATION requesting a Special Management Area Use Permit for the Costco Warehouse Expansion Project consisting of a 23,463 sq. ft. addition to the warehouse store and a 3,200 sq. ft. car wash on TMK: 3-8-079: 022; and a 4,992 sq. ft. ten-lane five-island self service gasoline fueling facility, a 75 sq. ft. controller kiosk, addition of 128 parking stalls, and related improvements at 540 Haleakala Highway, TMK: 3-8-079: 013(por.), Kahului, Island of Maui. (SM1 2010/0009) (Danny Dias)**

The Board may provide comments on matters within their purview regarding the proposed project plans.

Mr. Danny Dias: Thank you Chair Okamoto. Good morning members of the Urban Design Review Board. That basically sums up what Costco wants to do, and the reason why we're here today. The department doesn't really have much to add to that. We'll let the applicant do the bulk of the presentation. What we do want to add or clarify is the gas station portion is basically going to be sort of on the corner of the entrance to Costco, along Haleakala Highway. If you've been there recently you've probably seen the dust fences that are there. Basically what the current landowner, Alexander and Baldwin (A&B), there's some old buildings there, and basically they're demolishing that. And what's going to happen after is A&B is doing a subdivision there, like an industrial subdivision, in the area behind Costco, adjacent to the airport, and kind of adjacent to Hana Highway, that empty area of land. They're going to do an industrial subdivision, and Costco, from what I understand is going to purchase just that corner piece and that's where the gas station is going to go. So with that I'll hand it over to the applicant, Raymond Cabebe, from Chris Hart & Partners.

Ms. Okamoto: One question Danny. Is the industrial subdivision, does that have to be done before?

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Mr. Dias: Yeah, sorry. That has to be done before. It's probably going to be scheduled before the Maui Planning Commission, I want to say, in late April. And just for clarification the Urban Design Review Board did review that subdivision but this was like maybe five or six years ago.

Ms. Okamoto: Thank you.

Mr. Chris Hart: Thank you Danny. Madame Chair and members of the Urban Design Review Board. My name is Chris Hart of Chris Hart & Partners. We're going – this power point presentation is going to be shared. I would first like to introduce to you Mr. Jackie Frank, who is an architect with Costco. And we first met back in 1993 when the first Costco Wholesale Warehouse was being proposed on the site. So Jackie has been with Costco all these years, and he's a licensed architect in California. He would like to make the introduction of this project to you. Thank you very much.

Mr. Jackie Frank: Madame Chair and members of the board. My name is Jackie Frank. I'm the Vice-President of Real Estate Development for Costco. I, as Chris mentioned, I started working on this project with him back in the early 1990's so it's wonderful to be working in the Maui County again.

So we've got a presentation for you today. Chris is going to kind of drill down into the land use and zoning aspect of it. Christine Lasley, of Mulvanny Architects, will present the architectural components, as well as signage. And Bill Mitchell of Chris's office will present detail on the landscaping. We have a couple of other – Raymond is with us of course, John Ellingsen, of Barghausen Consulting Engineers, is a civil engineer. They do work on our gas stations and car washes. They're not going to be part of the formal presentation, but they're available to answer technical questions that you might have. So what are we up to? What are we trying to do here? You know, we opened the warehouse back in May of 1995. It was designed and constructed at about 131,000, I think, to 132,000 square feet on 13 acres. We have about 690 or so parking stalls. And in those past years the business has really evolved and grown. Costco is always driven to bring goods and services to the market place as a value to our membership. So we're always trying to improve that service to our members.

This particular property has been somewhat constrained by its site configuration. We have been unable to really grow the Maui warehouse to have all of the different services, bells and whistles that you would find on Costco's throughout North America. So it's been our intent for several years to expand the building and to provide those services to our members that they've grown to expect, but it's been very, very difficult. Originally we talked with K-Mart about expanding out the south side of our building, adjacent to their property, and that was unsuccessful. And over time in discussing with A&B as they developed their subdivision plans for the property on the former power plant site and the area to the north

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of the channel, an opportunity developed for them to sell to us two plus acres that would allow us to expand the building, add gas, which we've wanted to do for years, and in this case we're also proposing a car wash, and of course the parking to support all of that. So, really, it's a, to a certain extent, in retrospect, I'm glad that K-Mart did not agree to our expansion plans because I think what we have now is a much better plan and a much better solution.

So along with that, of course, not only will we be able to provide the kinds of goods and services that the community expects, but with the addition of the building and the addition of these services, we're probably talking at about 100 to 125 additional jobs above what we currently offer. And of course, those are living wage jobs with excellent benefits and opportunities for promotion and career growth.

So, in a nut shell we're adding about 123 stalls. We're going to cover a portion of the drainage channels to the north. We'll add nearly 19,000 square foot of warehouse sales floor area. A new deli department which will have food service that we have elsewhere. Larger chicken rotisserie, a deli island, refrigerated cases, and also home replacement meals. New meat coolers, greater selection and quantity of our renowned meat products. Larger dairy and produce coolers, and the point of sales for cooler and freezers as well, so we'll be able to expand our offerings in those areas. New optical department, as well as a new photo center. Currently our food service is limited. It's inside of the building. We're proposing an exterior food service with a creative enclosure for dealing with wind. And as Christine will explain, closer to Haleakala, which we believe will be a successful, vibrant, very activated area near the front of the building and near the street frontage. Additionally, we're looking at a fuel facility that is a member's only fuel facility, as well as a car wash. So, with that, I'd like to turn it over to Chris to talk a little about the land use context, and then we'll finish with Christine and Bill on the architecture, signage and landscaping.

Mr. Hart: Thank you very much Jackie. Chris Hart again, of Chris Hart and Partners. This is basically our project location map. The site. This would be Hana Highway. This is Kanaha Pond. This is the airport site. And go on to the next one. This is our tax map, which shows the existing site which is about 13 acres. And then the adjacent three sites that have been purchased from A&B, are in the process of being purchased, composed about 4.12 acres. So the total is going to be approximately 17 acres.

This is the site of the Maui Industrial Park Phase II which is A&B's project. Across the street is a proposed airport hotel. And of course, this is Kanaha Pond, and this is Old Haleakala Highway. This is the intersection of the new airport access highway, that, hopefully from what we understand would probably be under construction some time in 2012. We're hoping that that would happen. That's an important part of the future of the A&B Industrial Park Phase II, and of course, our project. This shows the existing site, which is about 13 acres, plus another four acres. This is Haleakala Highway,

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Kanaha Pond, and Keolani Place which is the current access road to the airport.

Community plan designation identifies both sites as L1-Light Industrial. And Kahului Business Park Phase II, of course, is also light industrial, and this gives you a better understanding of how the airport access road will actually be develop and function. It's my understanding at this time that it won't be an elevated inter change. It will be an at grade crossing of Hana Highway.

This is the Maui County zoning map. It actually shows that the basic 13-acre site, of Costco warehouse, is M-2 Heavy Industrial; and Kahului Industrial Park Phase II actually the lots #1, 2, and 3 which are actually about 4.2 acres which would be the site of the gas service station is M-1 Light Industrial.

These are photographs of the existing facility. The front entrance of the existing 133,539 square foot Costco warehouse. And then this is the south elevation of the existing warehouse facing Big K-Mart. And the west elevation of the warehouse facing Dairy Road. You noticed that the landscape planting has really become quite mature now, and it really soften the impact of the warehouse project. This is a north face of the existing warehouse from the loading dock area. This is inside the parking area, inside the parcel. And the north elevation of the existing warehouse facing Haleakala Highway. This is an existing drainage channel that exists on the site, and separates the site. There's parking on both sides for Costco warehouse. The intention here is to – actually you'll see in the drawings – to basically bridge portions of the drainage channel in order to provide addition access and parking.

The view is from the central power plant site from Haleakala Highway, and then the bottom is a view of the former central power plant site looking north from the future parking lot. Now, Danny Dias indicated to you that there's a dust fence up. It's our understanding that the power plant site has actually been demolished as of this date. Thank you. And now I'd like to introduce to you Christine.

Ms. Christine Lasley: Mahalo. Madame Chair, members of the board. My name is Christine Lasley with Mulvanny G2 Architecture. And before we go into the architecture, I'd like to walk you through the existing site plan. What you see here is to the north, Haleakala Highway and Dairy Road to the west, and K-Mart is to the south. And what you see here is the existing warehouse and the open culvert that runs right through the site. Currently, there's only two accesses into this remote parking that's behind here. It's going around the south of the site, or going through the existing two lane bridge.

So, as you can see we faced certain constraints to our site, and if you haven't already noticed there's usually a lot of stacking that happens here because of the demand for parking that's needed every time you shop at Costco. So, with that, we have proposed a

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more enhanced solution for you. And what we show here and just to walk you through of each scope of work of warehouse expansion, the 23,000 square feet plus, another canopy which is about 6,000 square feet of food service, an exterior food service eating area. So that makes up the scope of the warehouse addition. A five-island gas station which encompasses about 120 feet of stacking for each lane. There's two dispensers per lane, and so that's the gas station scope of work. A car wash which also has its own stacking. Two lanes worth of stacking we're putting here. And then as far as onsite improvements, a 277 foot long cap that goes over the existing culvert. In addition, there's about 200 stalls here that's added to make up for the 70-something stalls that are lost here, making a total of 123 more stalls added to the site which would help with the congestion that happens in this area. People can move freely from one parcel to another, across this channel. And that would be the onsite improvements.

Currently circulation for the existing trucks, they go from Dairy Road, come through here, and they go around the building. There's no change to that circulation for the receiving trucks. For the fuel facilities, they'd go on to the new road. The tanker would come here and drop off, and then come around and swing back across the new road.

As far as onsite sustainable merits we want to just touch on some good things that Costco had chosen to build in addition to the site. So they had a choice to relocation or an addition, but instead they used existing infrastructure for their addition so that's sustainable. Also, we want to mention that the irrigation in this area will be supplied by an onsite well that will be drilled and it will be supplying the landscaping in this area, so that's quite sustainable in itself.

As far as site lighting, the site lights will match what is existing across the site here. And the gas station will have a flush mounted light which it has a foot panel that will drop dramatically at the property line to lessen the point vibe. That is going to be something that we want to make sure that the nesting birds in Kanaha Pond won't be affected. So site lights will generally range between two and two-and-a-half foot panels across the site for customer security. So that's the enhancements we've done for the onsite. As far as the warehouse, given all the challenges that we've had, we wanted to come up with enhancements to the site and to the building. So what you see here is an artist 3-D rendering of what the front entry is going to look like. Just a couple of notes, the building's architecture is updated with a new welcoming front entry canopy design. It's friendly and it's open air. It's got an open air design for the customers. The canopy is lighter, and it's not weighted down, and there's a new exterior food service that's open to natural light and ventilation. Basically a wind stream for the prevailing winds that come from the north or to the side.

Now the scale is more appropriate and will feel less crowded at the front entry. And the use of the texture at the front entry such as warm colors of the local scheme material and

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the richness of the architectural panels will be used. And so the architectural panels add to the traditional design of the area and has more of a smaller town feeling. So what you see here are the elevations. Again, this is the front entry. From this point on is the existing warehouse, and from here on is the proposed addition. We tied the two together by using similar colors across the entire facade. And note the local CMU that we're proposing, as well as the warm colors. The columns represent an organic form such as tree like structure.

Again, these are the elevations. The north side which will basically be all new, and these are existing sides, south and west. This is the elevation of the food service, and for the exterior food service screen that we are proposing. And usually when the winds are about 20-30 miles per hours, these doors here are closed. But during nice weather, these 20-foot wide doors, and there's two of them, will be open, and let in natural light and ventilation. And one more thing to add is this food service will be brought much closer to Haleakala, and it will provide a visible connection to the pedestrians walking along the street, and it will be a much more friendlier pedestrian experience.

So moving onto the floor plans. The areas you see in beige are the proposed improvements. Of course, this is the addition and there are interior improvements that Costco is trying to go through. The front entry canopy was laid out so that it's a lot more welcoming. There's more square footage here to move around. And it's sort of like a lanai, so when you pass through you see people eating here and it possesses that hometown feeling.

Some sustainability merits that we want to mention is, as usual, Costco uses recycling in their compactor balers here. Of course, they don't use packaging. They reuse boxes. They bale for corrugated boxes. For energy, they use skylights and LED lighting throughout the floor. They use night screens over their refrigerated coolers to make sure they don't lose precious energy. And the wall panels that they are planning to use in their walls are 80% recycled, and they are valued much better in this wall than of the height.

So moving onto the gas facility. Basically, it's also made of recycled materials. We are proposing 120-foot peak. As I mentioned before, two lanes for each lane. And there will be special lighting underneath here to keep light within the property line. There's also task lights underneath the canopy that hooks directly on to the dispensers that people can see the buttons. Also, some note worthy things we want to point out is that there's a security surveillance system camera that Costco typically installs in their gas stations for members' safety. And the gas station is also a member's only station, not a convenient store.

The car wash facility is also made out of recycled material. It's also made out of the same local CMU block, and has the same color tone as the main warehouse. Again, it has two lanes for stacking so it accommodates all of the traffic within the site and doesn't cause

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congestion outside.

So with that the sign plan, we want to touch briefly on. The existing signs we have right now are at the front entry, and the monument sign here. So only two signs really helps the tourist way find their way into the site. We want to improve that so we are currently proposing five signs right now. Two signs we are requesting a variance. I can go into that later. So here are the pictures of the existing signs – the front entry and the monument sign at Dairy and Haleakala. The two variances we want to request is the front entry sign. And the reason for this is the original sign was approved for 127 feet. The sign we're requesting now is 122 feet. The only problem is it will be closer to the road. That's why it reduces our square footage dramatically, so we're requesting for 122 square feet. The second sign is facing K-Mart. We're proposing putting a sign up where the peak is, here, so that it aids in the way finding of people who are just coming to Maui.

The other signs are allowed by the code. Costco requests that they do a new monument sign here to match the rock wall sign that's across the street. And then the other two signs looking on the back portion that falls within the zoning requirements.

So with that, I'd like to introduce Mr. Bill Mitchell. He'll be discussing the landscape, the new landscape that's going to be at Costco. Thank you.

Mr. Bill Mitchell: Thank you Christine. Good morning Madame Chair, members of the board. My name is Bill Mitchell. I'm the project landscape architect, again, 16 years later for Costco. It makes me feel old. Well, parking lots are not a real exciting design element, but they are such an important part of the landscaping, and such an important part of adding scale and shade to the parking experience, and I think we've got a scheme here that will work well in doing that. As Chris mentioned, it's interesting to see the existing landscape and primarily the major trees there at Costco. As they've grown, they really have successfully softened the massing of the building and given folks that use the store a little bit of a nicer experience moving in and out of the space up to the building itself.

The new proposed parking lot, here, will have primarily Milo trees, will be the primary canopy shade tree for the parking lot itself. A&B is proposing to use Pink Tacoma trees along their street frontage here, and we will carry Pink Tacoma trees along Haleakala Highway to replicate that. We'll also have shrubs and ground cover fronting the new subdivision's right-of-way, as well as Halekala Highway. A combination of Naupaka, and Bougainvillea, and kind of a very hardy and saline hardy sort of plant materials. As Christine mentioned Costco will be drilling an irrigation well to be located in this location, and it will supply water now for the entire property, both the existing and the proposed. So that's a real benefit to taking that water, that potable water off the grid, and we'll use the well water for that.

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The existing expansion, as Christine mentioned, is right here. The fire access lane that will be required a circulation around the building pushes out a bit into the existing landscape strip along Halekala Highway. And in doing that the existing Oleander hedge will be moved and then we're proposing to plant a new Panex hedge to extend down the length of that, as well as put in that hedge, some additional Johannes palms to replicate some of the palms that are already on the property. In that area, there's a couple here in that elevations, so we'll continue to add those palms there to give the building scale. I'll show you an elevation in a moment that looks at that. You want to go to the next slide please? Yeah, there it is.

So this elevation is the existing north elevation and you can see the new food outdoor eating area right here. And then as the blank wall starts, we pick up a new continuous Panex hedge with the Johannes palms in them. A site section across Haleakala Highway at the building here you see that Panex hedge and the Johannes palms in there, the existing sidewalk and of course the travel way at Haleakala Highway, and that being the fire lane and the existing building. A site section at the new fueling station would look something like this. This, of course, being a fueling station. Haleakala Highway being here, and then we would replicate the Pink Tacoma trees that are already established going down Haleakala Highway with shrubs and ground cover in that right-of-way space.

So, with that, I'll turn it back to Chris and let him close the presentation.

Mr. Frank: Thank you Bill. So just in closing, you know, we have always looked for ways to improve our offerings, be sensitive to the community. We believe, we feel very gracious to have been a part of this community for the last 16 years. I hope that the kinds of employment that we've created, the sort of community involvement that we've had in terms of our employee volunteerism, I think the relationship has been established in terms of what we've been able to, and in terms of being accepted, and what we've been able to create an offer has really been quite fabulous, and we appreciate that. You know, as an example, we have 32,000, almost 33,000 gold star members, and nearly 13,000 business members who shop with us so there's around 45,000 memberships, probably double that, people walking around with Costco cards in their wallets. And I think that's a testament the degree of acceptance that we felt and we certainly appreciate it. And so this latest effort is truly and effort to improve our offerings in the community. It does add jobs. It's designed in consideration with the kinds of infrastructure and off-site road improvements that Alexander & Baldwin are contemplating. Also with the future airport access design that's been contemplated. So, we're please to offer this. We're excited about what this means to us and our business and the community, and we're available to answer any questions that you might have. Thank you.

Ms. Okamoto: Thank you. Couple of questions before we start. We did not receive any of the landscaping plans in our packet. Is that correct? Do we have anyone? We only

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have what's there, as far as names of plants, and that kind of thing?

Mr. Mitchell: Yes.

Ms. Okamoto: Second, do we have any of the actual samples of materials? I know you talked about how the outdoor part was going to be. Are there any material samples here today?

Ms. Lasley: We brought a sample material board, and we also brought a larger sample of the architectural panels.

Ms. Okamoto: Okay. That's what we need to know. Thank you. Alright, we will start with questions from the board, and I don't know Chris, do you want to be the one to field questions, or do you want a different person? We'll field the questions to you and then you can call up whoever you need to. Excuse me, go ahead.

Mr. Michael Hopper: Just ahead of time, so you don't get confused. There's three separate approvals here. There's an SMA permit, there's a comprehensive signage plan, and then there's a sign variance. I'm not sure what order you want to take them in, but they each require a separate action. They might have different types of questions. I'm not sure. And they would each require a public testimony, or at least ask for a public testimony on each one, so, just to be clear on that. So I'm not sure how as chair or as a board you want to handle that as far as we'll deal with the SMA, ask all the SMA questions, have the SMA public testimony and then SMA action on the comments, and then go to the next item, or how you'd like to do that. I recommend you try to keep them separate because you do need a separate vote, and theoretically there could be different types of conditions or different actions on each of the items.

Ms. Okamoto: Okay. If it's okay with the board, we will do the SMA portion, which really is looking at the design of the addition to the building, the new parking. Not really talking about the signage at this time. We will cover that in the separate portions if that's alright with everyone. Okay, Michael, we will start with you if you have questions.

Mr. Michael Silva: Just to clarify, you were talking about the A&B subdivision. That road will be installed before this gas station and the expansion is open and the new parking?

Mr. Hart: That's correct.

Mr. Silva: And, I guess, since that subdivision was approved before I was on the board, is the drainage retention taken cared off somewhere off-site with the new paving? Is there any kind of fixing?

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Mr. Hart: For the gas station? For our part of it, or for the subdivision?

Mr. Silva: For the gas station portion. Do you know if there's a master drainage plan for this?

Mr. Hart: There is a master drainage plan. And maybe I should . . . (inaudible) . . . ask to talk about that.

Mr. John Ellingsen: Good morning. My name is John Ellingsen. I'm with Barghausen Engineers. Yeah, there is a master drainage plan for the overall property, and we'll be in conformance with that.

Mr. Silva: Okay. Just want to say I do like the frontage that you are putting up. One other question, let's see. I think that was all of my questions. Just for curiosity, though, the food service, is that going to be membership also, or how are they going to access the food court?

Mr. Hart: It's my understanding that, yeah, it would be for membership only.

Mr. Silva: Okay.

Mr. Hart: I'm sorry.

Mr. Frank: I think there's a practical side to it.

Ms. Okamoto: Can you state your name when you come up for the record?

Mr. Frank: Yes, ma'am. I'm Jack Frank with Costco. When the food service is typically inside the building, it becomes somewhat to membership only because they are present your card as you enter the building. What we find in some of our wonderful climates like Maui is that when the food service is on the outside of the building, it really becomes – it's not limited to members' only. Anybody can come and buy a hot dog and coke for a \$1.50. So, I hope that answers your questions.

Mr. Silva: No, that's it. Thank you. That's all the questions I have for the SMA portion.

Ms. Okamoto: Thank you. Susan?

Ms. Susan Liscombe: Yes, I have a question about the parking. I noticed that you're removing all the existing handicap and wonder if you increased the number of handicap stalls seeing as there are never any available existing today.

Mr. Hart: I see. I'd have to ask Christine.

Ms. Lasley: Christine Lasley of Mulvanny G2 Architecture. Yes, ma'am, we are increasing the stalls. We went by a 2% ratio of the entire site, so now it's up to 19 stalls, and they're redistributed amongst the front entry so that it's accessible, you know, within a certain radius from the front entry. So, yes.

Ms. Liscombe: And the other question on the food court, are you anticipating any kind of like carry-out/pick-up activity going on there, and how are you going to allow for that? Will there be special parking for that?

Ms. Lasley: It is going to be normal Costco standard food service, so, yes, there is going to be carry-out/take-out capacity, for example, the pizzas.

Mr. Darryl Canady: Pardon me Madame Chair, could they put that floor plan up for the parking, so we can see it while she's talking? I'm sorry.

Ms. Okamoto: Thank you. Go ahead.

Ms. Lasley: As far as dedicated parking, there is no dedicated parking for carry out pick-up but we can certainly have it within our operational requirements. Sometimes they cone off areas for pick-up as far as the warehouse. So, if there is a need, then I can certainly see that they can probably designate certain spaces for the operations. But currently we don't have any designated stalls for pick-up orders.

Ms. Liscombe: I just mentioned that because you have eliminated an awful lot of the wholesale parking.

Ms. Lasley: Yes, ma'am. And we also brought the entry more into the site, so there are these existing stalls that are around of the front entry, as well as stalls beyond the culvert. And the grayish beige square that you see is the bridge that connects the two parcels together. So it's a continuous row of stalls that goes through and it's a much better parking configuration and better access to the stalls than what's there right now.

Ms. Liscombe: Thank you.

Ms. Okamoto: Darryl, questions?

Mr. Canady: Thank you Madame Chair. I am still not clear as to the handicap parking. The older I get, the more canes I have to use, the more concerns and the more thoughts I have on this which I haven't had before. I would like to see specifically where these handicaps are and how far away the access is from food service and entrance to the

buildings.

Ms. Okamoto: Excuse me, you'll have to use the microphone.

Ms. Lasley: Thank you. I can point on this plan exactly where all the handicap stalls are. The ADA stalls, we have four here, right near the food service. We have nine here, right by the main entry, and we have another three here by the cart canopy and another two here a little bit further down from the canopy. So they're, per Federal requirement, they are spaced accordingly within the closest radius, so there's no stall that's regular that's closer than an ADA stall. So they're all situated around the main front entry. So you have 19 total.

Ms. Liscombe: How many are there today?

Ms. Lasley: 14 stalls.

Mr. Canady: And you will have?

Ms. Okamoto: 19.

Mr. Canady: 19?

Ms. Lasley: Yes sir.

Mr. Canady: And those handicap stalls will they be useable for the outside food service? That would might take some of them away. I'm just questioning. I'm seeing a no back there, but I'm just questioning.

Ms. Lasley: That's a good question. Good question. The ADA requirement requires that it's reserved for handicap or disabled people, but if operations calls out that there is a demand for a dedicated parking, the warehouse manager will take that into consideration and cone off whatever is appropriate that benefits the operation. So I currently know that they reserved four stalls just for off loading and loading, and it's usually by the front entry. If they saw there that there was a problem with the food service pick up, I'm certain that the warehouse manager would do something about that and that would be an operational. They'd just cone it off.

Mr. Canady: Thank you very much.

Ms. Lasley: Thank you sir.

Mr. Canady: I have no further questions Madame Chair.

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Ms. Okamoto: Thank you Darryl. Could we get the boards that show the finishes maybe up so we can look at those while we're, if there are other questions or pass them around? Thank you. Morgan, we'll skip over to you. Questions.

Mr. J. Morgan Gerdel: Okay. I have a question regarding the parking count. Was there any analysis done as far as the usage now whether there's a surplus during most times of the day, or is the percentage of spaces used fairly high?

Ms. Lasley: Currently Costco has a percentage for their parking that exceeds the jurisdiction. Right now it's five per 1,000. This, I think, it's 5.2 right now, and with the parking expansion, it would be 5.7. I don't have data right now that would show the amount of levels of parking that's required throughout the day. But, in my personal opinion and going to the lot, I could see right at opening, you know, the cars were just filing in, and it was steady throughout the day. So, we can certainly get that information to you. But in my opinion, I have seen cars there basically all day long.

Mr. Gerdel: Okay, I have another question about how is the runoff from the parking lot and the roof handled, as far as the drainage design?

Ms. Lasley: So currently the existing side of the, or the existing Costco – here's the parcel line – it doesn't increase the demand for run-off. It stays the same. And right now Costco had been tying insert catch basin inlets in their current catch basin as part of their civil design. So that's basically what they're planning to do as far as storms. And John Ellingsen can go over the gas station.

Mr. Ellingsen: Good morning. John Ellingsen of Barghausen Engineers. Again, the expansion area of this property here was part of the A&B Property subdivision master storm plan. So we would be connecting into what had been anticipated for that subdivision. The gas station area, how we handled that is the area under the canopy is isolated hydraulically from the rest of the site, so that drainage is routed through an oil-water separator prior to being released into the onsite storm system. The remainder of the property, we'll have a series of catch basins with catch basin inserts that will collect the runoff from the paved areas, which will then collect into a series of pipes that drain into either the existing storm pond or . . . (inaudible) . . .

Mr. Gerdel: Was there any thought to maybe using the onsite run off for irrigation versus drilling a well?

Mr. Ellingson: I can't address that specifically, but I believe part off the analysis with the well was the preferred option.

Mr. Gerdel: Okay. Thank you.

Ms. Okamoto: Any further questions Morgan? Jane?

Ms. Jane Marshall: I have questions about the culvert too, but they're amateur questions. So I guess the best question to ask is there a panel like us of professionals who will review the culvert and covering it?

Ms. Okamoto: Danny, can you answer that?

Mr. Hart: The application that gets submitted to the County contains a preliminary engineering report, and it's reviewed by the Department of Public Works, their Engineering Division, so there's going to be a definite comment – there have been comments actually received – about our preliminary engineering report and how we're handling storm run-off. So definitely there will be –

Ms. Marshall: Human access for cleaning and all of those things are taken cared of in those kinds of meetings.

Mr. Hart: – comments. Yes, in other words, in terms of having filters and so on, you know, yeah, definitely.

Ms. Marshall: I was wondering, there was some very beautiful mature trees where the gas station is currently proposed. And again, these are amateur questions, but one of them looks like a monkey pod. There's a banyan tree that looks like it's at least 50-years old, and a beautiful exotic palm amongst others. And I just wondered what, if anything, you were going to be doing with those existing trees?

Mr. Mitchell: Yeah, unfortunately they're so big, they're not really movable. Typically when trees get to that size, you have two issues, one is the size to move them, and the other is the service life of them. It's more cost effective to put in say a smaller field stock tree than it is to move trees of that size, unless you have a place to really put them.

Ms. Marshall: How old are they?

Mr. Mitchell: Gosh, how old is the power plant? Probably 60 years old, 70 years old.

Ms. Marshall: It looks like they look very beautiful.

Mr. Mitchell: They're not part of our scope actually. That's part of A&B's scope, so I don't know what their plans are. But it's a good question and we always do look to try to reuse, and sometimes on large monkey pod trees they are reusable. Those are so large we don't have a place to put them. Possibly A&B does, but generally speaking when they get to that age, the service life and then once the look of the tree, once you sort of moved it, when

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they're that large, they cut back so hard, that they don't look good after that for quite a period of time.

Ms. Marshall: Is the service station, the gas fueling station where the trees are? Because it felt like that's where it was.

Mr. Mitchell: You know, I'm not sure where they are in relationship to the old power plant.

Ms. Marshall: It's just as you enter that site.

Mr. Mitchell: Here's the pointer. Because the ones on the left remain. All of the trees on the left of the entry remains.

Ms. Okamoto: I'm sorry, Jane, we're not going to be able to hear you.

Ms. Marshall: I'm sorry, go to the next slide, the new site plan.

Mr. Mitchell: The new site plan. Yeah, that one.

Ms. Marshall: You can access this site –

Ms. Okamoto: Jane, hold the mic.

Ms. Marshall: You can access this site through the fence here and those trees are located right along this slope here.

Mr. Mitchell: Yeah, I think those are all monkey pods.

Ms. Marshall: Well there is, I think, a banyan tree there too.

Mr. Mitchell: There may very well be. It wasn't part of our scope because A&B is doing all the mass grading and site work out there right now.

Ms. Marshall: Yeah, the buildings are all gone, but those trees are still there, so I just wondered if they were going to be saved.

Mr. Mitchell: Not on our behalf they're not, but it's a very good question. Thank you.

Ms. Okamoto: Thank you. Jane, you have further questions?

Ms. Marshall: I need that site again.

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Ms. Okamoto: Okay, Jane is going back to the site.

Ms. Marshall: The existing site plan please. There appears to be a very significant elevation change here of 20-feet, 15-feet. It seems to gradually taper off as you get to Haleakala Highway, but what's going on there? Another amateur question.

Ms. Lasley: Thank you ma'am. Right now there's a berm that's on to Costco's side of the channel, and we're either going to grade the site so that cars can move freely from site to site. So we are bringing the site down approximately four-feet from Haleakala, as much as maybe eight-feet on the south end. So there will be grades of about 2 1/2% across the site.

Ms. Marshall: It's virtually flat.

Ms. Lasley: It will have drainage to it.

Ms. Marshall: And there's another agency that will monitor the appropriateness of that. Is that correct?

Ms. Okamoto: Danny, can you address that?

Mr. Dias: Yeah, the applicant will need to get building permits, grading permits, and that sort of thing, so through that process.

Ms. Okamoto: Thank you Danny.

Ms. Marshall: At the entrance to the existing parking lot, there's – in fact I thought it might – well, I didn't know what I thought it was, but it's a mini employee memorial park. But what's the story there?

Ms. Lasley: Yes ma'am. In walking with the warehouse manager yesterday, he pointed out that it's a memory park for all the employees that had passed away, and there's a placard for each employee with leis or anything to sort of remember them. And every employee or shopper that comes into the driveway will see that and reflect upon employees that use to work there. So that was dedicated to those employees that had passed on.

Ms. Marshall: And that will remain?

Ms. Lasley: That will remain. And the only improvements we're doing to that driveway really is to take away the parking that is sort of in this area, and extend this tongue out so that people can drive straight through and not be stop by any cars that are trying to park in this area. So we're streamlining that area and trying make it less susceptible to

congestion.

Ms. Marshall: The density in the variety of trees in the existing parking lot is very successful, and I wondered, is that going to be the same density?

Mr. Mitchell: Same density. A couple of different varieties. The existing parking lot had the mature monkey pod trees, autograph trees, and then palms. We're going to introduce the Milo tree because it's a little hardier and little quicker to establish and it's not on the invasive species list. Unfortunately the autograph tree as successful as it is, it's now on the invasive species watch list, so we tend not to use it.

Ms. Marshall: Great.

Mr. Mitchell: But there will be as many trees. At the parking lot, I think, it will be as or more attractive than the existing parking lot in terms of the actual canopy because the Milo tree has a little bit denser canopy than the autograph trees do.

Ms. Marshall: Two material questions. One is this presentation that was given to us this morning, and I don't really know what the solution is. I don't know exactly how I feel about it, but I'm a little bothered by bookmarks signs on either side of the entrance to Maui.

Ms. Okamoto: Jane, can I ask you to hold your sign question to the next part?

Ms. Marshall: Oh, I'm sorry. You're right.

Ms. Okamoto: Thank you.

Ms. Marshall: I wondered if the architect wouldn't mind explaining how those doors work a little bit more. Are they big garage doors basically that will fold up and create a – is that what it is?

Ms. Lasley: Yes ma'am. And you're referring to the food service roll up doors that we're proposing basically in this area.

Ms. Marshall: Are they large garage doors?

Ms. Lasley: They're large aluminum store front type doors.

Ms. Marshall: Glazed? They're glazed?

Ms. Lasley: They're glazed, yes, to let in the natural light.

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Ms. Marshall: That's all I have.

Ms. Okamoto: Thank you. Linda?

Ms. Linda Berry: Does the doors go overhead when they open or they open to the side?

Ms. Lasley: They go overhead.

Ms. Berry: Okay. I have another question for you, Christine, as well. On the material board, there's a metal accent band called out, but it doesn't show it any where on the building. Where does that actually appear?

Ms. Lasley: The metal accent bands really runs right across here. And it's just another way finding appeal that's part of the Costco's trademark that helps people find the store. And it's basically to appear sensitive to where the enhancements are.

Ms. Berry: It looks brown from here. Is that actually intended to be red?

Ms. Lasley: It is intended to be red, and it's probably just the lighting conditions that we're looking at.

Ms. Berry: Okay, thank you. I appreciate your efforts to make it look like a hometown building as opposed to the way it looks now because that is the first building many people see when they land on Maui and the last one before they leave, so it's very important to our culture. I'd like to know what are you doing to give a hometown look to the gas service portion.

Ms. Lasley: Right now we are using color tones that are complimentary to the main warehouse, and these tones are used in the materials. Again, it's 80% recycled material. And basically through use of color, we are providing that same, I guess, color palette, as the warehouse.

Ms. Berry: It doesn't look, to me, any different than any other gas station any where on the mainland, so I wonder if there isn't a possibility that you could use the same column format that you've got on the warehouse there to make it look like it's tied in and like it is more Maui.

Ms. Lasley: Absolutely. We can use the same local theme material as the main warehouse in the columns.

Ms. Berry: Can it have the split design as well?

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Ms. Lasley: We can look into that, but right now, structurally it makes sense for the columns to be in the format that they are now. And without being efficient in saving materials, basically that's the format that we're using at this moment.

Ms. Berry: Thank you. That's the end of my questions. Thank you.

Ms. Okamoto: I have just a couple of questions. I wanted to clarify when we were talking about coning off some parking. Where you could cone off parking for special things, that would not affect any of the handicap stalls, correct?

Ms. Lasley: It will not affect any of the ADA stalls. Per Federal requirements, they must remain as dedicated ADA stalls.

Ms. Okamoto: Okay. And then the last question I have is about traffic, and nobody has really, I guess, talked about that. But obviously you're going to have a lot more traffic with having the gas station. Has there been traffic studies? What type of?

Ms. Lasley: Yes ma'am. Costco actually employed a local transportation firm as well as an outside third party transportation firm to analyze the traffic. And the gas station would encompass all of their stacking. They have 120-foot fuel lanes for each lane, so it's five times the 120. So their goal is to encompass all of that stacking within the site property. And the transportation firms that we used had reviewed this, and it's stated in our SMA report. And currently the configuration works.

Ms. Okamoto: Thank you. Danny, has there been any comments from traffic, the State Department?

Mr. Dias: No. Most of the traffic basically will kind of be covered when A&B does their subdivision because I think it will be more distributed when you have that new road going through the subdivision because right now as we heard earlier you have basically that existing entrance on Haleakala Highway. When the subdivision is built that you will have at least another entrance, and so that poses, you know, another opportunity for more incoming and outgoing traffic. And, of course, you know, a big part of it will be when the State does that airport access road. That will relieve a lot traffic off of Dairy Road.

Ms. Okamoto: Thank you. Darryl, did you have another question?

Mr. Canady: Madame Chairman please? On transportation, is MEO in any way, are there any bus transportation available that come to the Costco store now, or is there anything planned? I'm thinking about MEO like we have over on Moloka'i, to get the handicap and the elderly people to the facility to and from. Thank you.

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Mr. Hart: Chris Hart of Chris Hart & Partners. Actually, I'm not sure if there are scheduled MEO trips to Costco, but certainly, you know Costco would certainly be open to having MEO buses come to Costco. And certainly there are handicap stalls and the opportunity of handicap individuals being able to be dropped off could actually be accommodated at Costco. I'm not sure what the practice is right now Darryl, but, you know, it's certainly not something that –. You know, it's certainly something we could accommodate and we'd have to basically do a little research just to see operationally how that works at this time. I'm assuming that MEO would probably drop people off at Costco.

Mr. Canady: As I have seen it on Moloka'i they've even set up a regular schedule of bussing over there, and I having not seen the site here, I don't know what goes on here on Maui concerning MEO or any other bus service that might bring traffic to or thru the Costco property. That was my basic thoughts and questions sir.

Mr. Hart: Well certainly in the context of Costco and their approach, you know, we certainly would want to do whatever we could do to basically mitigate the use of the automobile and to provide opportunities for the Maui bus and also for MEO to utilize the Costco's facility.

Mr. Canady: Thank you very much Chris.

Ms. Okamoto: Thank you Chris.

Mr. Canady: Thank you Madame Chair.

Ms. Okamoto: If there are no further questions from the board, we will open it to public testimony. Are there members of the public who wish to testify on this project? Seeing none, we will move on back to the board for comments. We'll start with Morgan this time.

Mr. Gerdel: Okay, my comment or suggestion would be to look at the number of spaces proposed and ensure that we're not creating a surplus because I know a lot of the properties in Kahului you see a lot of stalls that aren't being used and I hate to see development of more paved areas and not have a use for that. So that's my comment.

Ms. Okamoto: Yes, we have one comment from Corporation Counsel.

Mr. Hopper: Just as a note there actually is a 2009 parking law that deals with excess parking. I'm not sure. I would assume that this has been checked into but there is a requirement that parking cannot exceed a certain percentage of the required spaces. It does say that it cannot exceed the lesser of 120% of the spaces required by this chapter or 40 paved parking spaces beyond what is required by this chapter. So I presume that the developers looked into that, and would have to comply to that. It's a 2009 ordinance. It was an amendment, part of a comprehensive amendments to the parking requirements,

so that would have to be adhered to.

Mr. Gerdel: Thank you.

Ms. Okamoto: Any further comments?

Mr. Gerdel: That's it.

Ms. Okamoto: Jane, comments?

Ms. Marshall: I'd like to suggest that we are creative enough to work around those existing trees. That's my comment.

Ms. Okamoto: So, to try to work some way around the existing trees. Okay. Chris?

Mr. Hart: Can I just say that – Chris Hart again – we're a landscape architectural firm and obviously we feel the same way about the trees, about trees in general. We don't know the disposition of the trees and the context of the work that A&B is doing on the project site, but we certainly at the recommendation of the board can go and talk to A&B and see what the disposition is. The actual SMA permit for the subdivision is going to be coming before this board is that correct?

Mr. Dias: No, it's already been before this board.

Mr. Hart: It has been before the board?

Mr. Dias: Yeah.

Mr. Hart: Okay. Sorry. But we will check to see what the disposition of the trees are or is.

Ms. Marshall: I'm sure you've seen those successful towns too that respect trees and builds around them.

Mr. Hart: Sure. Right.

Ms. Marshall: They tend to be the ones that people like to live in.

Mr. Hart: That's correct. You're right. Absolutely.

Ms. Marshall: That's it.

Ms. Okamoto: That's it. Linda?

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Ms. Berry: I'd like to see the gas station brought more in line with the new store front, and I think that maintaining those trees would help give it a more local feel as well. So I back Jane in that.

Mr. Hart: Yes. I would like to say that the elevation or the perspective that was shown does show the mature landscape planting. And as Bill Mitchell indicated to you that there is going to be a substantial amount of planting. But definitely Costco will review the columns and try to make modifications to the columns so that there could be a character that would be similar to the warehouse.

Ms. Berry: Thank you Chris.

Mr. Hart: You're welcome.

Ms. Okamoto: Darryl, any comments?

Mr. Canady: No specific comments. I'm impressed from a nontechnical standpoint what they have done and what they're trying to do. And thank you and keep it up.

Mr. Hart: Thank you.

Ms. Okamoto: Susan, comments?

Ms. Liscombe: No comments.

Ms. Okamoto: Michael?

Mr. Silva: No additional comments. I'd just like to say that I would support the ideas of the gas station columns having a similar treatment to the store frontage and respect to the trees. Thank you.

Ms. Okamoto: At this time Danny did you get sort of our comments?

Mr. Dias: Yes I have. I'll just go through them. There's really only three, I think, that maybe can end up in like a condition on the permit or something. The first was to see if the number of parking spaces proposed are necessary. But are you still –?

Mr. Gerdel: Yeah, I think Corporation Counsel's comment answered my question.

Mr. Dias: Okay. The second was to keep the existing trees in the expansion area. I think that's more of an A&B question or request. I don't know. It will be either the department or Chris that can follow up with them on what they're planning on doing with that. And then

the third would be if the gas station could match the new store front more.

Ms. Okamoto: Okay, I think the feeling is that the trees need to be mentioned whether Chris Hart goes back to A&B because it's part of the SMA in general. So I would think from what I hear from the board – correct me if I'm wrong board – that you would want to at least mention that there be some work to try to maintain if possible.

Mr. Dias: Okay.

Mr. Silva: Is that save or relocate? They're too big to move.

Ms. Marshall: I think that the answer to the question that they're too big to move, but that makes it more precious.

Ms. Okamoto: Alright, so we really have two comments that we would be passing along to the Planning Commission. And that would be that we would like them to look at the existing trees and to do whatever they can to preserve or work with those trees. And that we would like to see some adaptations to the gas station to make it more in line with the current Costco. Am I –?

Ms. Berry: Not the current Costco, the proposed.

Ms. Okamoto: I'm sorry. The proposed Costco.

Ms. Berry: It is in line with the current.

Ms. Okamoto: With the proposed frontage.

Mr. Canady: Madame Chair I wish to make a motion that affects what you've just said.

Ms. Okamoto: Do I hear a second?

Mr. Silva: Second.

Ms. Okamoto: It's been moved and seconded that we recommend to the Planning Commission approval with the two conditions that we have mentioned regarding trees and the gas station. Is everyone clear? All in favor?

Board Members: "Aye."

Ms. Okamoto: Opposed? Alright, Danny, you do have that down?

Mr. Dias: Yes. Thank you.

It was moved by Mr. Darryl Canady, seconded by Mr. Michael Silva, then unanimously

VOTED: to recommend approval to the Planning Commission, with the two conditions as discussed.

Ms. Okamoto: Thank you. We have, the next item –. Yes, I'm sorry.

Mr. Hopper: Just a question for staff for recommendation. If two of the signs on the comprehensive plan required variances, would it make more sense to hear the variances first for the board, or which would you – I'm not sure what the board prefers or what staff would recommend. It's kind of up to the board, but I just wanted to bring that out there.

Ms. Candace Thackerson: Yeah. I was going to mention that as I came up to present the comprehensive sign plan that my comprehensive sign plan involves pretty much the three signs that are going to be on the building. The ones on the canopy you can see from the street, so I'll include it in the comprehensive sign plan as well. But, my approval of the comprehensive sign plan is dependent upon your approval of the variances. So perhaps we should do those first.

Ms. Okamoto: So we will take number three item on our agenda, and then number two, I believe. Would we like to take a quick break before we move onto signage? Does anyone need –? Okay, let's go.

Mr. Hopper: Trish, do you need any time to set up?

Ms. Trisha Kapua'ala: No.

Ms. Okamoto: Okay, we will move on then to item number – well. And in the agenda it becomes E-1, which is an actual public hearing. Because this one is on the variance. Are we all clear what we're doing at this time?

Mr. Silva: I guess it seems like it would be difficult to talk about them separately though. So is it –

Ms. Okamoto: Yes, it is.

Mr. Silva: We're going to talk about –

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Ms. Okamoto: We have to do two different actions though because one is a variance. It requires a separate action.

Mr. Hopper: The variance –. Some of the signs as I understand are conforming, some of them would require a variance. But then the signage plan you'd be looking at signs that were technically not legal until the variance is approved, so I think either way you may have an issue. For the variance you'd be looking at a couple of specific signs I think, and based on a variance criteria evaluating whether or not they would qualify. So, I mean, I think either way you have issues, but the variance first is kind of a prerequisite to number two item. The number two item is, I think, a good approach.

Ms. Okamoto: Alright, moving on, we will actually be in a public hearing format. (*Chair Linda Kay Okamoto read the following project description into the record.*) And Trisha, we will turn it over to you.

E. PUBLIC HEARING (Action to be taken after public hearing.)

- 1. COSTCO WHOLESALE CORPORATION representing HAWAII ELECTRICIANS ANNUITY FUND requesting variances from Maui County Code, §16.13.070 to allow two business identification signs (122 and 191 feet) to exceed the 64 square foot maximum by 58 and 127 square feet, respectively, for the proposed Costco Wholesale expansion for property located at 540 Haleakala Highway, Kahului, Maui, Hawaii; TMK: (2) 3-8-079:022 (SPV 2010/0004) (Trisha Kapuaala)**
 - a. Public Hearing**
 - b. Action**

Ms. Kapuaala: Thank you madame Chair. Trisha Kapuaala with the Zoning Administration and Enforcement Division. Because variances are land based, they have to do with the land and the structure involved, I want to show you a video I shot this morning of the Costco warehouse area. And that will give you a feel, a more of a feel than just pictures of the area that you're deliberating on today.

This is the existing Costco warehouse entrance. This is a shot taken from Haleakala Highway at the entrance of the parking lot. So this is Haleakala Highway. This is an HM-Hotel District zone property where the proposed airport hotel will be located potentially. Forgive the amateur nature. This is where the gasoline expansion will be. The entrance to the parking lot. Could we possibly get some lights to get turned off here? It would help. Thank you Mike. So that is 127 square feet as it exists with the sign permit. This is – is this called a parapet wall? It's a fascia that's existing. This is facing K-Mart, and you can

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see it from Hana Highway. This is actually from the K-Mart, Big K-Mart parking lot entrance. Big K-Mart here. So the proposal there is a 191 square feet, which also exceeds the maximum square footage for signage allowed for that length of building and distance from the street. This is Dairy Road. Lexus. On the corner would be Krispy Kreme. Again the Big K-Mart parking lot and the adjacent property is Costco.

That's all I have for video. Other than that, Google earth has some excellent images, as well as Bing. Here is the existing Costco. This is Dairy Road. This is the Old Haleakala Highway. And if I zoom in, I could possibly get a good view of the signage. Again, this is to see –. Well, if you'd like, you can ask me to take a look at any of these views. From here you can't even see it. Well there you go, you can't even see it. From walking on the street, though, it is viewable. And even if we come along, this is Haleakala Highway, Dairy Road. These images you'll actually be able to see the parapet wall from the street. There we go. Costco as it exists today. So thank you, and I'll turn this over to the applicant if he'd like to do a presentation on the sign.

The variance itself, the department did recommend approval, so it's very easy for you to adopt the staff's recommendation and staff report if you wish. Thank you.

Ms. Okamoto: One question Trisha. We received another paper. The one we received this morning is on the comprehensive part, correct?

Ms. Kapuaala: Yes.

Ms. Okamoto: Not on the variance.

Ms. Kapuaala: Yes. That would not need a variance. So the variance only applies to signs one and two, which is at the entrance of Costco and this elevation which faces Dairy Road.

Ms. Lasley: As I mentioned earlier regarding the signage, we felt that the new signs, it fits the scale of where we're suggesting them. They're proportional to where we're asking them to be. It would help in way finding especially those who have never been to Maui before and are looking for it. It would aid in less congestion if they knew exactly where their destination was in going to. Again, the first variance we ask for is basically the same size of the signage that is existing at this moment. It's actually about three square feet less, so we're really not asking for a bigger sign at the front entry. It's the same sign, just like slightly smaller. And the second sign we're asking for is right at that parapet there, which, again, it's proportional to that portion of that building. And it also helps way find for people who are circling around looking for the Costco. So those are the only two variances.

Ms. Okamoto: I don't mean to be facetious, but everybody knows where Costco is.

Ms. Lasley: I've been told that too.

Ms. Okamoto: Any questions from the board? Morgan?

Mr. Gerdel: I have a question regarding the new sign proposed near K-Mart. Was there a consideration given to the option of doing a ground sign at the location versus a building sign?

Ms. Lasley: Are you referring to a ground sign next to the Big K-Mart?

Mr. Gerdel: No, I was thinking along the frontage.

Ms. Lasley: We are actually applying for –. There is currently an existing monument sign. This is the existing monument sign at Dairy and Haleakala. And we are requesting that we replace that current sign with something more updated. A similar rock wall which matches the "Welcome to Maui" sign on the other side of the street. And it would sort of bookend and sort of give a gate way for those entering Maui.

Mr. Gerdel: Okay. Thank you.

Ms. Okamoto: Jane, any questions?

Ms. Marshall: Welcome to Costco land.

Ms. Okamoto: That's not a question.

Ms. Marshall: I like Costco. I just have a problem with the bookends approach. What do you think Chris?

Mr. Hart: The only thing that, you know, basically what we're doing is – Chris Hart of Chris Hart & Partners – is replacing the ground sign that basically consists of concrete hollow tile wall with, you know, basically metal letters on it, with something that's more aesthetically pleasing from the point of view of a bigger investment in terms of essentially the lava rock wall.

Ms. Okamoto: Okay, but that is not part of the variance, correct Chris?

Mr. Hart: No, it isn't. No. And can I just give you a little history on that? When we were originally doing the Costco project back in 1993, we applied for a variance, and the idea was that all we wanted to do was to replace –. We were allowed a ground sign or a monument sign, but we were only allowed only one fascia sign, a sign mounted to the building. So that was going to go at the entrance. We wanted to put another one on the

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side by Dairy Road, but the Board of Variances and Appeals at that time, denied it. So, the end result was so we got this little concrete hollow tile wall with metal letters on it that said Costco, and that was it. And that's allowed, but we would just like to upgrade the character of it, and that's all. And it makes it –

Ms. Marshall: I think that will be nicer.

Mr. Hart: Yeah.

Ms. Marshall: It's just that –. And I don't know if it's a Costco issue. Maybe it's a County of Maui issue that it's a bookend. And they have the same face, the same prominence and "Welcome to Maui and Costco."

Mr. Hart: I know. You know, we did the –

Ms. Marshall: I just think there's a hierarchy, and it should be respected.

Mr. Hart: It won't be, it won't have the same prominence because obviously when you come out of the intersection from the airport, you're looking directly at the "Welcome to Maui" sign which is near Krispy Kreme. Our firm designed that as well, so this would just be on the other side of the street. It would be a monument sign that would basically have essentially a more decorative rock wall.

Ms. Okamoto: Can we hold that part for the next portion? We're looking at the two that are on the building right now. Is that correct Trisha?

Ms. Kapuaala: Yes ma`am.

Ms. Okamoto: Thank you.

Ms. Marshall: Thank you Chris. My comment on the building signs is that I don't see why sign number two needs to be any larger than sign number one, and that's all I have.

Ms. Okamoto: Okay. Questions still. Linda?

Ms. Berry: Trisha, I have a question for you regarding the sign ordinances. It seems to me that the size of the sign is determined by the distance from the street. Is that correct?

Ms. Kapuaala: Yes, as well as the length of the building.

Ms. Berry: Yeah, so, because the building is getting closer to the street, that seems to me that it should indicate that the signs should get smaller. That would be in line with the

ordinance. Isn't that right?

Ms. Kapuaala: Yes. Correct.

Ms. Berry: So, to me, changing number one, the entrance sign, if anything, I think it should get smaller not larger. And I love Costco, and I want to see them do well, but I don't think that we should be turning the sign ordinances which determine the way our town looks just for visitors. I have another question. Can you put a sign on a roof? A flat sign that you can only see from an airplane? If your concern is visitors coming in, why not paint Costco on the roof, and then the rest of us don't have to look at it.

Ms. Kapuaala: Do you want me to answer that?

Ms. Okamoto: Yes, please.

Ms. Berry: Yes.

Ms. Kapuaala: Yes, actually you can put it on a roof, and that wouldn't be considered a sign. A sign is defined as something that is viewable from the street. So if you can see it from the air, it wouldn't be subject to our sign code.

Ms. Okamoto: Thank you.

Ms. Berry: Thank you.

Ms. Okamoto: We'll go on with questions. Michael, did you have any questions on the variance? I'm trying to keep everybody focused here.

Mr. Silva: I did have some issues with the signs also. Being on, specifically facing Hana Highway, I think, is what the K-Mart side is, the variance, I guess, conditions or things that need to be met, it does state that you're allowed the two signs on the frontage if you front two roads, so the alternate that could be better situated would be on Hana Highway. I didn't see why it wouldn't be on Hana Highway, that sign. I think it could pose a distraction to the Hana Highway traffic. And the other question – actually it's going to be tied into the comprehensive sign plan – but I didn't know why the car wash signs were not included. It seemed like the definition of a sign is you can see it from a road or an adjacent property. And it is right at the property line, so it seemed like those signs would be in the comprehensive sign plan. And with the comprehensive sign plan it's saying two signs and two road signs. That's a total of four signs, and there's a lot more signs going in, so those were my concerns.

Ms. Okamoto: Trisha, can you answer why those were not included as part of the variance?

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Ms. Kapuaala: The gasoline signs will be applied for as regular sign permits when that time comes. And in discussion with the applicant's representative that proposed street should be in by then, so the two street frontages will allow for two signs, one on both sides of the gasoline canopy. And as far as the car wash is concerned, that is not viewable from any street. So no car wash signs are required.

Mr. Silva: It does say adjacent properties also for the definition of signs.

Ms. Kapuaala: Oh, you're right. You're right.

Mr. Silva: I don't know if we underline just which is visible from a public right-of-way, but it's also adjacent property.

Ms. Kapuaala: That's correct. That's something we'll have to look at during the sign permit process. But because they're not exceeding the amount of signage allowed, or the square footage allowed, that's not part of the sign variance, but it is a part of the CSP.

Ms. Okamoto: Are they, each of these operations considered like a separate business then? You're considering the gas station as a separate business.

Ms. Kapuaala: No. Not unless they have separate GE tax licenses. That's actually part of the sign code as a definition of a business entity.

Ms. Okamoto: Susan, any questions? I'm sorry, Michael, did you have further questions?

Mr. Silva: No questions.

Ms. Okamoto: Susan, questions?

Ms. Liscombe: No questions.

Ms. Okamoto: Darryl?

Mr. Canady: Yes, a couple of questions. First a statement. This is Costco and it's membership only for the gasoline station and that type of thing? So you're not looking for customers outside of Costco customers to go to your service station, to your gas station. Number two, being a marketing person all my life, I believe in good, strong recognition. I'm not going to go into size on that, but I do strongly believe in it. And I feel the sign number two, as long as it's in fairly low wattage type sign, the size, I think, would be nice to have it there from a marketing stand point so that you can see it coming from that area. The one, sign number four and number five, that monument, can we talk about that now?

Ms. Okamoto: No.

Mr. Canady: Then I'll shut up. Thank you. Those are my comments.

Ms. Okamoto: Yes?

Mr. Frank: Madame Chair, if I may. Jack Frank with Costco. Thank you for your comments. Just so that you know we are from a priority point of view and in to our approach in developing a consistent sign package, for us the canopy sign which really kind of forms the entrance to the building is the most important. That's our priority sign, and we've taken great care – Raymond, if you could go back to the rendering – we've taken great care to design that signage square footage and composition consistent with the architecture of the building and proportion of the architecture of the building. The current sign today is not even our logo. It's kind of a very –. I mean, this is our logo. We believe it's consistent and proportion to the architecture. We're very concerned that a sign much smaller than this would look unusual and out of place, number one. Number two, the sign number two on the back side parapet, I agree with board member. What we were trying to do there was to get a sense of presence, a sense of branding, but do it in a way that was, you know, low wattage, not internally illuminated letters, that was proportional with the opportunity for that parapet that exists today. For me of the two, I think it's our priority would be to have the signage canopy as proposed and proportional. We would love to have the second sign on the parapet because it presents an opportunity. Once again, it's tasteful, it's proportional, and believe it's appropriate, but not mandatory. Thank you.

Ms. Okamoto: Thank you. At this time we will open the floor to public hearing, public testimony. Is there anyone from the public who wishes to testify on the sign variance? Seeing no one, we will go back to the board for comments and we will come up with our recommendation. Remember, we are only talking about signs number one and number two. The variance is simply on size, Trisha?

Ms. Kapuaala: Yes ma'am.

Ms. Okamoto: The number of signs is allowed?

Ms. Kapuaala: Yes ma'am.

Ms. Okamoto: In the overall picture?

Ms. Kapuaala: Yes.

Ms. Okamoto: Okay. Comments on number one and number two only.

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Mr. Hopper: You have public hearing. Did you open and close the testimony?

Ms. Okamoto: Uh-huh.

Mr. Hopper: Oh, you did. For this? I just wanted to double check.

Ms. Okamoto: Yes, public testimony is closed. So we are simply looking at the variance for signs number one and number two at this time. Michael, any comments?

Mr. Silva: My comment would be that I don't necessarily support the sign number two facing the Hana Highway side. I think it would be more appropriate if it fronted Hana Highway which the sign ordinance looks like it's going to. And I don't know if I necessarily would support the increase size on that side also. As a side note too for the amount of signs, it does say one sign per business frontage, one additional sign if the business is adjacent to more than one street. So I don't know if it's an additional sign for every frontage. I think it's just one additional. So I don't know if you get three signs just to throw that out there.

Ms. Okamoto: Susan?

Ms. Liscombe: No comments right now.

Ms. Okamoto: Darryl?

Mr. Canady: I will like to go along with the recommendation of the County and grant the variance for sign number two and sign number one. Thank you.

Ms. Okamoto: Linda?

Ms. Berry: I'm against the variance. I haven't heard a good argument for increasing signage in Maui County.

Ms. Okamoto: Jane?

Ms. Marshall: I don't mind the idea of sign number two, but I will again say that even from an aesthetic point of view, proportionally, I think sign number one is a better size for both locations.

Ms. Okamoto: Morgan?

Mr. Gerdel: Okay. I can support the sign number one. It looks like a better composition than the existing sign. Sign number two, I think, is a little big, and maybe not that functional

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for where it's located, so I would agree with Michael, maybe a sign actually fronting Hana Highway might be more appropriate there.

Ms. Okamoto: I need to ask Trisha. Can we split up? Obviously we have two different signs. Can we split up the variance or are we simply saying we approve or disapprove of the entire variance?

Ms. Kapuaala: Yes ma`am, you can split up the variance, and I ask that if you do deny one of the signs that you provide justification how it doesn't meet three of the criteria, or one of the three. Again, you must find all three exists on both signs in order for you to grant the variance.

Ms. Okamoto: Okay, would you like to go over the criteria again for the board?

Ms. Kapuaala: Sure.

Ms. Okamoto: Thank you.

Mr. Silva: And the applicant's response to that criteria.

Ms. Okamoto: Yes. Okay.

Ms. Silva: That's where Linda mentioned too – exactly what is special about this condition.

Ms. Kapuaala: Okay. Criteria number one, a unique circumstance or special condition exists which are peculiar to the land structure or activity involved. The applicant is stating that with sign number one and number two that the way that they're situated in between Dairy Road, Haleakala Highway, Keoni Place is unique. That their entrance is not facing those streets, or the main street, and therefore they're requesting the variance for sign number one. The staff would have to agree because for business identification signs, we require that a sign be located on the main entrance. And again, the main entrance is uniquely situated away from the main streets.

For sign number two, they're again saying that they're uniquely situated because of the frontage is against the street. I really feel that I should defer to the applicant to be justifying their own signs as far as the three criteria are concerned if that's okay. So I'll go ahead and read off the number two and number three criteria that they must qualify for. Number two, proposal is most practicable alternative, and number three, the granting of the variance would not be contrary to the purposes of this chapter. So in our staff report we did list the purposes and intent of the sign code, which the Maui County Council did adopt. And again, the staff concurred with every one of the applicant's justification for signs number one and number two.

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Ms. Okamoto: Okay, then we will let the applicant respond.

Mr. Frank: Madame Chair, members of the Board. I would like to make a proposal on why.

Ms. Okamoto: Your name again.

Mr. Frank: My name is Jack Frank with Costco. Having listened to the deliberations and questions, just on sign number one, recall that our existing signage area is 127 square feet, and what we're proposing which we believe is appropriate and proportional to the architecture is 122, granted it exceeds the allowable area of 64 square feet. But we do think that it is appropriate given the configuration of the site location of the entrance canopy away from the main street.

My proposal on sign number two would be that, I believe, personally, that, and in consideration of the comments I've heard today, that a sign on that face, the K-Mart oriented face, of also 127 square, or 122 square feet would be also proportional and appropriate. I would like on the fly, if I may, to tweak our proposal to say that the entrance canopy sign and the parapet sign on the K-Mart side would be basically the same square footage which would be a reduction from the 191 as proposed. And I do still believe it will be, one, it's an opportunity given the orientation on the site, take advantage of a view corridor. It is about 360 feet from Dairy Road, but I still feel it would be visible, and appropriate and proportional. So I'd like to amend our request based on the comments that I've heard from you all.

Ms. Okamoto: Okay, Trisha, would we put that down as an official amendment to the request or how does that work?

Mr. Frank: You include it as a condition I suppose.

Ms. Okamoto: Okay, so we could do it as a condition. We could grant it for that amount.

Ms. Kapuaala: Actually because it's a reduction, we could go ahead and just amend the request and then adopt it.

Mr. Hopper: You could say a variance is granted, and in the variance it would say for a sign of, and then give the square footage for each sign. They can be reduced.

Ms. Kapuaala: Yes. If it was an expansion, then I would have a problem because it's been noticed in the paper. We would have a noticing problem. But because it's a reduction, not a problem. We can amend it on the fly.

Ms. Okamoto: Okay. Further discussion by the board. Do I hear anyone that has further

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discussion? Susan, you had kind of passed last time. Did you have comments?

Ms. Liscombe: No, but I think I would be willing to go for a sign for the Hana road side, not to exceed the sign of the size number one.

Ms. Okamoto: Okay, let's take them separate because it does seem like we have two different feels. So let's take sign number one first.

Ms. Berry: Can I ask a question first?

Ms. Okamoto: Yes. I'm sorry.

Ms. Berry: I'd like to know what the size of the K-Mart sign is.

Ms. Kapuaala: That I can find out with some research. I would need a couple minutes. I can look on our County's permitting system.

Ms. Berry: Thank you Trish.

Ms. Okamoto: We'll take a brief recess while she looks that up. We'll be back in five minutes. Is that okay with everyone?

(The Urban Design Review Board recessed at approximately 11:42 a.m., and reconvened at approximately 11:47 a.m.)

Ms. Okamoto: Can I get everyone back into session? Trisha has an answer for our previous question.

Mr. Canady: Which was?

Ms. Okamoto: Which was the size of the sign at K-Mart.

Mr. Canady: Thank you.

Ms. Kapuaala: Okay, so there's four signs approved for K-Mart. Two ground signs at 60-square feet each, and again – I'm sorry, and this is in 1999 – and over the entrance is a 366-square foot sign. And the other sign which I believe is facing Hana Highway is 132-square feet. So this is in 1999. This is before the adoption of the sign code which was 2003 or 2002. And then we just amended that recently which we didn't change the sizes allowed but just a few other things.

Ms. Okamoto: So the one on the side of the building, which highway?

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Ms. Kapuaala: Hana Highway.

Ms. Okamoto: The Hana Highway side.

Ms. Kapuaala: Is 132-square feet.

Ms. Okamoto: Okay. And we're still talking K-Mart.

Ms. Kapuaala: Yes ma'am.

Ms. Okamoto: And the one on the front of the building is how big?

Ms. Kapuaala: 366-square feet.

Ms. Liscombe: That's a big sign.

Ms. Okamoto: Okay, and what they're requesting is a hundred –

Ms. Kapuaala: 191.

Ms. Okamoto: Okay. But the one on the front was 122.

Ms. Kapuaala: Yes, the one in the front, 122. And the one that you can see along with the K-Mart sign, on the parapet wall, is 191.

Ms. Okamoto: Okay. We are back in session. We are ready to take action. Let's start with sign number one, which is a variance for its size. It is being requested at 122-square feet. Am I correct?

Mr. Hopper: Just to recommend. In incorporating a motion you would want to either have – since you're the final decision marker – you'd want to incorporate either the staff report as your findings of fact, and then conclusions of law provided. So either that, or if you disagree with the staff report in some way, specify your own justification, or your own reasoning for the department's reason.

Ms. Okamoto: Okay. And everyone has a copy of the staff report. Do I hear a motion to take the portion that would be for sign number one?

Mr. Canady: How does that –?

Ms. Okamoto: What we are saying in this one is to approve or disapprove.

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Mr. Canady: Is that larger or smaller than the K-Mart one? That's what I'm trying to figure out.

Ms. Okamoto: Smaller.

Mr. Canady: Smaller. I move that we accept the recommendation of staff that we accept sign number one as proposed per variance.

Ms. Okamoto: Any second?

Ms. Marshall: I do. I second.

Ms. Okamoto: Okay. It's been moved and seconded that we accept sign, accept the approved variance, for sign number one and accept the staff report accompanying that. Any questions? All in favor say aye.

Board Members: "Aye."

Ms. Okamoto: Opposed?

Mr. Silva: Nay.

Ms. Okamoto: Two oppose. I will have to vote – five for – so the variance passes for sign number one.

It was moved by Mr. Darryl Canady, seconded by Ms. Jane Marshall, then

VOTED: to approve the variance request and the department's staff report for sign number one.

(Assenting: L. Okamoto, S. Liscombe, D. Canady, J. Marshall, M. Gerdel

Dissenting: L. Berry, M. Silva

Excused: B. Maxwell)

Ms. Okamoto: Alright we will now take sign number two. What we have in front of us is the 190 square feet. We can amend that to the 120 or we can deny it completely. That's up to us. Alright, do I hear a recommendation?

Mr. Canady: Can I ask the question again?

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Ms. Okamoto: Yes.

Mr. Canady: On the K-Mart sign on Dairy Road is that larger than what is being recommended by staff?

Ms. Berry: It's smaller.

Mr. Canady: Smaller. Staff is recommending smaller?

Ms. Berry: No. Staff is recommending larger. 191 as opposed to 122.

Ms. Okamoto: That's a good point. The 191 is what is originally requested. We can amend it to the 122, making it the same size as the front sign, or we can pass the 191, or we can deny completely. Those are our options. Is everyone clear on the options? Alright, do I have a motion to approve or disapprove of the variance for sign number two?

Mr. Canady: I wish to make a motion that we approve the variance on sign number two, as recommended by staff.

Ms. Okamoto: Alright, do I hear a second? Seeing no second, the motion dies. Okay, do I hear another motion?

It was moved by Mr. Darryl Canady to approve the variance on sign number two as recommended by the department. No second - motion died on the floor.

Ms. Liscombe: Okay, I will make a motion that we approve it at the smaller size, not to exceed 132 feet.

Ms. Okamoto: 132 or 122?

Ms. Liscombe: 122.

Ms. Okamoto: Okay, it's been moved that we approve the variance with not to exceed 122 square feet.

Mr. Hopper: I'm sorry, just for the record, that's still based on the same staff recommendation, just at a smaller size, as far as meeting the criteria.

Ms. Liscombe: Yes.

Mr. Hopper: Okay.

Ms. Okamoto: And with the staff recommendations.

Ms. Liscombe: Yes.

Ms. Okamoto: Do I hear a second to that one? Hearing no second.

Ms. Marshall: I second.

Ms. Okamoto: Okay, we have a second. So it's been moved and seconded that we approve sign number two, the variance for sign number two at not to exceed 122 square feet. We have a motion. We can now discuss the motion. I'll just leave to whoever wants to discuss.

Mr. Silva: Well, I would not be in favor of the motion mostly because it is exceeding the square footage that is allowed by the newer code that was put in after the K-Mart came in. And again, I don't see the special circumstances that need to be larger.

Ms. Okamoto: Any other discussion on the motion? Darryl?

Mr. Canady: I would like to hear again what the recommendation was by the client. Is this something that would be acceptable to Costco? Is that a fair question to ask?

Ms. Okamoto: That's a fair question to ask.

Mr. Frank: Madame Chair, given the configuration of the site, placement of the building, the opportunity to exist because the parapet is there, given the distance from Dairy Road which is 360-feet, we believe that a 122 square foot sign in this location would appropriate, and of course, we could live with that.

Mr. Canady: Thank you very much.

Mr. Silva: My other comment would be another alternate to that sign would be on Hana Highway at a more reasonable 64-square foot which is in the code.

Mr. Hart: Excuse me, Chris Hart speaking. I don't understand how we would put a sign on Hana Highway. I must be missing something. I heard you mentioned that. Can we go to the site plan?

Mr. Silva: Based on the code, the frontages, you have two road frontages allowing you for two signs, and two ground signs.

Mr. Hart: Hana Highway is way down here.

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Mr. Silva: I'm sorry. Dairy Road. I'm sorry. Dairy Road. Yeah, you are on Hana Highway. I apologize for the confusion. Dairy Road.

Mr. Hart: You mentioned that twice, so basically you're saying that we have the ground sign on Dairy Road. Is that correct? Is that what you're talking about? The fact is that we wanted to put the sign on this elevation which is viewed all the way across the K-Mart site to Hana Highway.

Mr. Silva: Correct. And the second condition of granting a variance, as the proposal, is the most practicable alternative. So I think a more practicable alternative, in my opinion, would be on Dairy Road, at a smaller sign that's not set back so far, so it doesn't need to be so big.

Ms. Okamoto: Thank you. We're in discussion on our motion, and so –

Mr. Silva: Sorry.

Ms. Okamoto: No, if you would choose to have Chris Hart reply that's fine, you may do that. Is that something you choose to do?

Mr. Silva: Just going over the conditions of granting the variance, and I don't believe that practicable alternatives were presented and looked at.

Ms. Okamoto: Okay. Thank you. Any further discussion on the motion?

Mr. Canady: Call for the motion.

Ms. Okamoto: If there's more discussion we will continue. Further discussion on the motion? Susan?

Ms. Liscombe: Well, the only comment I would make a discussion is I can understand why they would want the sign on that side of the building. You know, because if you put it on Dairy Road, that's not visible for traffic up either from Hana or from Dairy, from the south. So, I totally understand why that's advantageous place to put it.

Ms. Berry: I think our duty is not to look at what advantageous to business owners but as to what's advantageous to County of Maui as far as aesthetics.

Ms. Okamoto: Any further discussion on the motion?

Mr. Canady: I'd like to discuss that, but I probably won't. I think it's a business and you should be permitted to do your marketing which is best for you and the County, but the

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County doesn't come first. It's a mutual thing. Thank you.

Ms. Okamoto: Further discussion. Alright, we have on the table a motion to approve the variance for sign number two not to exceed 122 square feet and accept the conditions and comments by the department. Is everyone aware of what we're voting on? All in favor of the motion please say aye.

Board Members Darryl Canady, Susan Liscombe, and Jane Marshall: "Aye."

Ms. Okamoto: Opposed?

Board Members Linda Berry, Michael Silva and Morgan Gerdel: "Nay."

Ms. Okamoto: Alright, the motion does not pass.

**It was moved by Ms. Susan Liscombe, seconded by Ms. Jane Marshall,
to approve variance request for sign number two. Motion did not pass.**

**(Assenting: S. Liscombe, J. Marshall, D. Canady
Dissenting: L. Berry, M. Gerdel, M. Silva
Excused: B. Maxwell)**

Mr. Canady: Why? Two to four.

Ms. Okamoto: You have to have five. And if I don't vote, either way, we don't have.

Mr. Canady: Okay, right.

Ms. Okamoto: It was three to three, so my vote would not make a difference. At this time are there any further motions?

Mr. Silva: I would like to make a motion to deny the variance for sign number two.

Ms. Okamoto: Alright, it's been moved. Do I hear a second?

Mr. Gerdel: Second.

Mr. Hopper: I would just recommend that I think you've stated some, but you would need to go through the reasons why you don't believe it meets technically any one of the criteria. If it wouldn't meet in your opinion, you would need to state that for the record, and that would have to be incorporated into the decision and order.

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Ms. Okamoto: Okay. It's been moved and seconded that we deny the variance request for sign number two and then we will give specific reasons that – Trisha are you the one taking note of those? Michael, go ahead.

Mr. Silva: Sure. For the condition of unique circumstances. I don't see that there is any special condition. Just because the entrance is off of the main road, that's probably in the business's best interest also, so there's no congestion in front of their business. So having it off the main road would probably be – people would be more inclined to visit. And the second is I don't believe that is the most practicable alternative. Again, I think, because the signs, you're given two signs for having two street frontages, I believe they should be on the street frontage of the Dairy Road side.

Ms. Okamoto: So, the two reasons it is not – let's give her a short version. Sorry.

Mr. Silva: I don't believe there's any unique circumstances for allowing the sign.

Ms. Okamoto: Okay, and that it's not the –

Mr. Silva: And it's not on the frontage. It would be a more practicable alternative.

Ms. Okamoto: Okay. Did you get that Trisha?

Ms. Kapuaala: Yes. So, if this motion passes, we would be denying the variance based on criteria number one and number two only. Thank you.

Ms. Okamoto: Any questions on that? It's been moved and seconded we deny the variance based on criteria number one and number two. Any questions? Any discussion on the motion? Seeing none, all in favor of the motion please say aye.

Board Members Linda Berry, Michael Silva and Morgan Gerdel: "Aye."

Ms. Okamoto: Opposed?

Board Members Susan Liscombe, Darryl Canady and Jane Marshall: "Nay."

Mr. Hopper: You need five affirmative votes to take any action. You've taken action on the first sign, so the first sign has been granted a variance. So that sign is okay to proceed once the decision and order is prepared. There's been no action on this variance, so if you cannot get action today, it would automatically be –. Well, what I would recommend because this was – you should probably have a motion to defer or at least see if something like that happens. If not, it's going to in substance be deferred any way. But until the body gets five affirmative votes, I don't believe that there can be, I don't believe that there can

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be any action taken. Trisha, just to double check, is there an automatic approval language at all in this? There's none in the sign variance language. Because there is some in the BVA's language, so I'll double check that. But at this point you basically mean the solution would be to get nine members at this point and you would need five votes so that's the goal. But, yeah, you would basically not be able to proceed further with this variance until you get five votes to take some action.

Mr. Canady: Madame Chair?

Ms. Okamoto: Yes?

Mr. Canady: I wish to make a motion to table this motion.

Ms. Okamoto: Okay, I have one question before. You're making a motion to defer. Is that correct?

Mr. Canady: Yes. Table and/or defer.

Ms. Okamoto: If no action is taken even to defer, does it simply die? Do they come back again with some additional requests for a variance? How would that work?

Mr. Hopper: I think traditionally if they take no action, it would appear on your next agenda. I guess Clayton could correct me if I'm wrong. I would say defer just so you can say which meeting you would want it to go to next. You could set that as defer it to the next meeting. If there's any additional information, for example, you want the applicant to come up with or anything else that you think the applicant can provide you, that's something you could request as well since you would be deferring to the next meeting. Clayton may have some insight.

Mr. Yoshida: Yes. That's correct.

Ms. Okamoto: Alright. Darryl, can you restate your motion to defer?

Mr. Canady: Madame Chair, I wish to restate my statement that we defer the motion before us on sign number two.

Ms. Okamoto: Do I hear a second?

Mr. Silva: Second.

Ms. Okamoto: It's been moved and seconded that we defer the motion, we defer any action on sign number two at this time.

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Mr. Hopper: Is it to the next scheduled meeting?

Ms. Okamoto: To the next scheduled meeting, is that acceptable to the maker of the motion?

Mr. Canady: That's acceptable. Thank you.

Ms. Okamoto: Okay, so we would defer till the next scheduled meeting. Any discussion? All in favor say aye.

Board Members: "Aye."

Ms. Okamoto: Opposed?

It was moved by Mr. Darryl Canady, seconded by Mr. Michael Silva, then unanimously

VOTED: to defer the variance request for sign number two to the next scheduled Urban Design Review Board meeting.

Mr. Hopper: I do need to correct something for the record. There is language that says within 60-days after the public meeting for a variance application, the board shall grant the variance with appropriate conditions or deny the variance provided that if the board does not act within 60-days the variance application shall be deemed approved. The board shall set forth in writing the specific reasons for actions taken for variance applications. So, if you're going to defer to the next meeting that's fine, but you have 60-days from today's date to take some action or else it will be deemed approved. So that's very important.

Ms. Marshall: It would be deemed approved at 191 square feet too.

Ms. Okamoto: Correct.

Mr. Hopper: That's correct.

Ms. Okamoto: Alright, so did we vote? We did. We voted on that.

Ms. Liscombe: Correction, maybe this should be opened up for discussion amongst the board. I mean, if we can't make some agreement.

Ms. Okamoto: Speak into the microphone. Susan?

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Ms. Liscombe: I'm just wondering if we shouldn't reopen this up for discussion because if we do not reach agreement and if we do not have a meeting next, it will automatically get approved at 191 square feet. Correct?

Ms. Okamoto: Question Clayton, would we automatically have a meeting if we defer something to the next meeting?

Mr. Yoshida: Yeah, if there's agenda items for the next meeting. This would be an agenda item, then yes we would have a meeting in April.

Ms. Marshall: What if we do want to wrestle amongst ourselves and not have to do that in public?

Ms. Okamoto: You can't.

Ms. Marshall: We can't.

Ms. Okamoto: No. You can wrestle among yourself, but it's in public.

Mr. Hopper: You can ask the applicant for additional information if anything would help you, but yeah.

Ms. Marshall: Have you looked at any other location on that elevation that would be an alternate that might, you know, meet half way?

Mr. Frank: Madame Chair, members of the board?

Ms. Okamoto: Yes?

Mr. Frank: We have looked. We understand what the language and the intent of the code. We did look at potential signage on Dairy Road, the Dairy Road frontage. Given the proximity to Dairy Road and the line of sight, it's really not visible nor is it practical. So there's no point in asking for a sign in that location other than to meet to code which doesn't really speak to the specifics of orientation, site plan, the line of sights. So it really is the most appropriate location given the height and the distance and the advantage points from Dairy Road, from Hana Highway and Dairy Road in that direction. We can talk about proportions and size, and we've offered up the smaller square footage. But, beyond that, there's really not a more appropriate place on the building to locate a sign, to locate that kind of sign.

Ms. Marshall: Can I make a comment?

Ms. Okamoto: Jane?

Ms. Marshall: Michael, you know what I was thinking is, you know, driving down Dairy Road which is a mess, and having somebody see a Costco sign, you know, at pedestrian scale and stopping on that really messy road any way very quickly, you know, it's just chaotic any way. That's why I think seeing it several hundred feet before you have to make a decision about whether you're going to make a right turn.

Mr. Silva: She just took it off. Could you go back to that one view?

Mr. Hopper: Just for the record, this was deferred.

Mr. Silva: But we were opening it up again because of the new language that you provided.

Mr. Hopper: Did you want to have a motion to reconsider? And I'm not saying you have to vote now on the motion to defer, but the discussion, I think, would be more appropriate on the motion to defer. You know, if you had a motion to reconsider – I believe it was a unanimous vote, right?

Mr. Silva: Correct.

Mr. Hopper: So anybody can move for a motion to reconsider. If that's acted on, then you're just before your deferral motion and you can discuss whatever.

Mr. Silva: I'd like a motion to reconsider.

Ms. Okamoto: Okay, it's been moved that we reconsider the variance for sign number two. Do I have second?

Ms. Liscombe: Second.

Ms. Okamoto: I'm sorry, reconsider the deferral. It's been moved that we reconsider the deferral. Do I hear a second?

Ms. Liscombe: Second.

Ms. Okamoto: All in favor?

Board Members: "Aye."

**It was moved by Mr. Michael Silva, seconded by Ms. Susan Liscombe,
then unanimously**

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VOTED: to reconsider the deferral for sign number two.

Ms. Okamoto: Before we make a decision, we have no motion on the floor to discuss.

Mr. Hopper: No, you would technically be before your voting on the motion to defer. So the motion to defer, it would be on the table, but you can have, I think, this discussion as far as the merits of deferring or not, or additional info you would need. A bit more properly than after voting to defer the item.

Ms. Okamoto: Okay.

Mr. Silva: So talking about the deferral though, I mean, all we're hoping for is more bodies so we can get a vote.

Ms. Okamoto: And we could have less.

Mr. Silva: Yes.

Ms. Okamoto: If we have only five here, we have a quorum, which would mean everyone would have to vote one way or the other. So, yes, that is, by deferring, that's kind of what you're hoping for.

Mr. Silva: So can we talk about this now?

Mr. Hopper: In considering deferral, you may want to consider a lot of different things. If it's appropriate to defer or not. I mean, it's not the only thing you can discuss, I don't think. I guess it's better than having it been deferred and then discussing.

Mr. Silva: My concern is, yeah, deferring. We're all here. We all know what's going on. We've seen the presentation. We come back again and hope that there's more bodies. It seems like it would be better to take care of it right now. So looking at screen shot, right now, the view from Hana Highway and Dairy Road, it could be more practicable to have a sign on the very left side of the building, the west side of the building, still facing Hana Highway, at 64 square feet. I mean, it doesn't have to be that much larger because it's closer to the road, and you could see it from the road as you're approaching.

Ms. Berry: Which doesn't require a variance.

Mr. Silva: Correct.

Ms. Marshall: I would be willing to change my decision if we can come to an agreement like that.

Mr. Silva: Well, that would not require a variance.

Ms. Marshall: And they could just do that.

Mr. Silva: That's within the size limit of the sign.

Mr. Canady: Let me get a little –. This is Darryl, Madame Chair. We're talking about sign number two.

Ms. Okamoto: Correct.

Mr. Canady: And we're talking about putting it now where?

Mr. Silva: Closest to Dairy Road.

Ms. Marshall: On the wall.

Mr. Canady: I'm looking at my chart. Let me get the right chart then.

Ms. Marshall: Above the vegetation, so you could see it.

Mr. Silva: Yeah, or –

Mr. Canady: What is it? Figure number six?

Ms. Marshall: Before you have to make an immediate –

Ms. Okamoto: Trisha, can you pull that picture up that would kind of show us that?

Mr. Silva: The one you had from the other section. So that's my hold up, or my hang up, on the most practicable alternative is we didn't see any other kind of alternative. We saw it at that one spot really big, so I didn't think we were shown enough alternatives and why they were not chosen.

Mr. Canady: Clarify again. We're looking at figure 6.1, sign number two is showing it up on the top of the building. Are you proposing you move it somewhere else?

Mr. Silva: I am not proposing. I'm just providing an alternate.

Mr. Canady: That's a proposal.

Mr. Silva: Yes.

Ms. Berry: A practicable alternative.

Mr. Canady: Okay. You're proposing it go to the west side of the building?

Mr. Silva: Correct.

Mr. Canady: Thank you. West side. Thank you.

Mr. Silva: Of the south facing.

Mr. Canady: Of the south facing wall?

Mr. Silva: Yes.

Mr. Canady: Good.

Ms. Marshall: Below the red stripe.

Mr. Silva: Or above.

Mr. Canady: I would like to, if we could.

Ms. Okamoto: No. We're not proposing anything yet. We're just discussing.

Mr. Hopper: To reconfirm that would be –. I mean, it's up to the applicant if they would want to do that. But the issue is, is that a permitted sign? Could that be done without another variance is one issue. And then the other issue is, is that something the applicant considered or would do at all?

Ms. Okamoto: Trisha, would that be – as long as it stayed within the size – would that be permitted? Because it would be a street frontage. And the size again would be?

Ms. Berry: 64, right?

Ms. Kapuaala: It would be based on the distance from the building to the property line which may be here. Is this the public right-of-way right here, or is this your property? I'm not sure if the property line ends here, or here, at this point. The sidewalk. Okay, so the distance from the building to the sidewalk, and then the length of this fascia determines the size of the sign. Is it this way? Where would the sign be located?

Ms. Berry: Right there.

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Ms. Kapuaala: Right here? I see. So again, it would be the same size as what is in the staff report which is the maximum of 64 square feet.

Mr. Frank: Madame Chair . . . (inaudible) . . . ?

Ms. Okamoto: Yes, you may?

Mr. Frank: If you would go to the elevations, the three elevations. So Madame Chair and members of the board, the area that's been discussed is in this general vicinity. I don't know how big 64-feet is, but it's probably much smaller than that. There's a couple of things going on here. Number one, you might recall from the photographs there was some extensive landscaping along this frontage of the building. There's also, you've got a parapet step here, and a parapet step here, so the sign would be less prominent, lower scale and also concealed by vegetation which we do not want to get rid of anything. It's a wonderful vegetation that's mature and healthy along this frontage. So it would certainly meet the letter of the law, per the code, but for us, there's no value or practicalness to it because, (a), the sign is small, it's not proportional, it's lower on the building so it's not as visible, and it would require removal of some very healthy wonderful vegetation which doesn't make any sense. The center location, which happens to be a pretty good line of sight from the Hana/Dairy intersection, is higher, it's proportional, and it has visibility without having to affect the land, the existing landscaping. So that's kind of where we were coming from. You know, don't agonize over this. This is something that we're really not interested in or prepared to do, so, I mean, really an up or down on this location. We were just coming at this from the point of view of it's there, it's practical, it's visible, it's proportional, and to us it makes sense. If it doesn't makes sense to you, don't worry about it. It's not a big deal. Yes, people know where Costco is. If you can see it in your hearts to approve that, we should do that. If not, it's certainly not the end of the world.

Ms. Okamoto: Thank you.

Mr. Frank: Thank you.

Ms. Okamoto: We have no motion on the floor, but we are reconsidering deferral. I tried to keep my opinion to myself in this one. However, the building has been there for a long time and hasn't needed that sign. I find it if it were a brand new building, I would be a little more torn. Well, they need the building. You know, there will be signs on the gas station part. For my feeling, there doesn't need to be a sign on that portion, but that's up to everyone to decide.

Ms. Berry: Can I make a comment?

Ms. Okamoto: Wait Darryl. Go ahead Linda, then Darryl.

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Ms. Berry: Whole Foods is in a similar situation that they're set back from Kaahumanu and they are also visible from Hana Highway, and they have two signs. One facing each street, and those are 64-square feet, and it works for Whole Foods.

Ms. Okamoto: Thank you. Darryl?

Mr. Canady: I think at this point I'll keep my mouth shut.

Ms. Okamoto: Alright, we have agreed to –

Ms. Marshall: Can I make a comment?

Ms. Okamoto: Yes. Go right ahead.

Ms. Marshall: Since it's not important to Costco, I'll change my vote.

Ms. Okamoto: Alright, can we have a new motion?

Mr. Hopper: Well, you're right before you voted on the motion to defer, so that is currently before you. You could, I think, vote to table that motion or I think you could vote on that motion, vote it down, and then you'd be able to just make another motion to approve or deny.

Ms. Okamoto: Okay, all we did was vote to reconsider the deferral, so now we are reconsidering. So if we're not going to defer, then you vote opposed. So we are voting on the proposal to defer. So I think we'll go hands this time. All in favor of deferring, please raise your hand. All opposed, raise your hand. Alright, we no longer are deferring it.

It was moved by Mr. Darryl Canady, seconded by Mr. Michael Silva, then unanimously

VOTED: to oppose the deferral to sign number two.

Ms. Okamoto: Now we can take the motion to approve or disapprove the variance for sign number two.

Mr. Silva: I would like to make a motion to disapprove the variance for sign number two.

Ms. Okamoto: Based on the conditions number one and number two.

Mr. Silva: The first and second conditions that were previously given.

Ms. Okamoto: Okay, it's been moved. Do I have second?

Mr. Gerdel: Second.

Ms. Okamoto: Moved and seconded that we disapprove the variance for sign number two based on the conditions number one and number two from the staff report. Is everyone clear now what we're voting on?

Mr. Canady: Can we have discussion?

Ms. Okamoto: We can have discussion. Yes sir.

Mr. Canady: What they're asking for is how many square feet on that sign number two?

Mr. Silva: 122.

Mr. Canady: 122.

Ms. Kapuaala: 191.

Ms. Marshall: Well, they agreed to 122.

Ms. Kapuaala: Yes.

Mr. Canady: Okay. And that 122 is still a variance?

Ms. Okamoto: Yes, it still would be a variance.

Mr. Canady: Then what is standard?

Ms. Okamoto: 64.

Mr. Canady: 64. Thank you. I don't read this too well. Thank you.

Ms. Okamoto: Alright. Any other discussion on the motion?

Mr. Gerdel: I also have a comment. I was looking at the description of signs and it says one per business frontage. And I noticed this sign actually isn't on the frontage of the building. It's on the side, and I think it's part of the issue because you're looking across the K-Mart parking lot which could have trees or they could redevelop and put a building in front of it, so it may not be the best location.

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Ms. Okamoto: Any other discussion? All in favor of the motion to disapprove the variance for sign number two please raise your hand. Wait, keep your hands up. We need to be able to count. All opposed to the motion? Alright, the motion has been approved to disapprove the variance for sign number two.

It was moved by Mr. Michael Silva, seconded by Mr. J. Morgan Gerdel, then

VOTED: to deny the variance request for sign number two based on criteria number one and number two as noted in the department's staff report.

**(Assenting: M. Silva, S. Liscombe, L. Berry, J. Marshall, and M. Gerdel
Dissenting: D. Canady
Excused: B. Maxwell)**

Mr. Frank: For the record Madame Chair, we still love you.

Ms. Okamoto: Thank you. We need to be loved.

Mr. Silva: You still need one more approval.

Ms. Okamoto: We do have one additional item. Now we're talking about the comprehensive signage. Okay, let's go back to our agenda. *(Chair Linda Kay Okamoto read the following project description into the record.)* Candace Thackerson.

- 2. COSTCO WHOLESALE CORPORATION submitting a Comprehensive Signage Plan for the Costco Warehouse Expansion Project consisting of a 23,463 sq. ft. addition to the warehouse store and a 3,200 sq. ft. car wash on TMK: 3-8-079: 022; and a 4,992 sq. ft. ten-lane five-island self service gasoline fueling facility, a 75 sq. ft. controller kiosk, addition of 128 parking stalls, and related improvements at 540 Haleakala Highway, TMK: 3-8-079: 013(por.), Kahului, Island of Maui. (CSP 2010/0018) (Candace Thackerson)**

The Board may take action on the comprehensive signage plan. The proposed signage package also requires sign variances.

Ms. Thackerson: Hello. Good afternoon. It's afternoon already? Yes it is. So the comprehensive sign plan involves both of the signs that you previously discussed. There obviously will be some changes to the comprehensive sign plan now with the denial of the

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second variance. There's been a change in the sign number three, the ground sign, which came before you this morning. We gave you the change for that, with the new decorative CMU wall. There will also be signs number four and number five on the gas station, and they are allowed those signs because it is on a separate TMK parcel, just to clarify that. And that one is facing two streets as well, so they will be allowed two signs, but those do not require a variance because they will be 28-square feet each, I believe. And to answer your question earlier about the car wash signs, you cannot see them from the adjacent property because the car wash signs are located facing into the subject property. They're not on the other side facing the neighboring parcel, so they're not required to have that in the comprehensive sign plan.

I'm just collecting your comments and your recommendations for me transmit to the Director for that. So any comments or concerns you have, I'd love to hear about, especially on the CMU one. I heard some earlier comments on that sign, and then, as well as maybe possibly some design guidelines we can touch back on sign number two if we wanted for that variance.

Ms. Okamoto: From the board, is it necessary that – we have heard the applicant, I think they presented us with things. Do we have questions for the Planning Department or for the applicants on the sign, the comprehensive sign?

Ms. Liscombe: Yes.

Ms. Okamoto: Okay. Let's go around. Would you prefer to take the questions or you will refer them to the applicant?

Ms. Thackerson: I guess it depends what kind of questions they are.

Ms. Okamoto: Well, first of all, I guess I need to – did the applicant plan to do any additional presentation on the sign? Okay. Alright, we'll go around then with questions. And whether they go to the Planning or the applicant –. Michael, questions?

Mr. Silva: Yeah. The one thing I still think you could see the car wash entrance from the adjacent properties. I don't know what's going to be developed to the south of the parking lot, but I think you'll be able to see it side ways from the adjacent property.

Ms. Thackerson: Trisha, I think in the beginning of this slide, there was some drawings for the car wash. If you could go back to those, we can see them.

Ms. Kapuaala: Sure.

Mr. Silva: So that one to the left I would believe you could see from the adjacent property.

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I mean, it's not facing directly, but you would be able to see still.

Ms. Thackerson: Well, I mean, I guess we could do a, yeah, another photo simulation and see from that side. And if you can see it then it will have to come down.

Mr. Silva: Okay. And what we had in this is, again, it says two wall signs and two ground signs. So, when they had the list of five signs, I didn't know where that all fell, but I guess now that you're saying that there's a new TMK for the gas station, so that gets two. So those aren't included in those four signs? Those are completely separate?

Ms. Thackerson: Yes. They're separate because they're on a separate parcel.

Mr. Silva: Okay.

Ms. Thackerson: And then the interesting thing though is that – and I can talk this over later on with the applicant – but the car wash sign on top of the entrance to the car wash, with the new sign ordinance, they're now allowed to have an informational sign. You can have an informational sign that's a maximum of 10-square feet, and they're allowed to put that up.

Mr. Silva: Okay.

Ms. Thackerson: So, they could possibly, in addition to the two business frontages on the actual Costco building, they could put a 10-square foot car wash entry sign on that side. The one that faces into the parking lot they don't need to have one for.

Mr. Silva: Okay. And I guess that's kind of my question was when we first looked at them as a variance was because maybe they would need a variance for some of these other signs.

Ms. Thackerson: I guess it depends, yeah, on the size.

Mr. Silva: Maybe that has to be what is actually included. So, has there been any discussion if sign number two is going to be included? I know we just talked about it, but from the project team, do we know what we're going to do? Is sign number two going to be reduced, or eliminated?

Ms. Berry: We just denied the variance.

Mr. Silva: But if they were planning to do it at 64-square feet.

Ms. Berry: Oh, yeah.

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Ms. Okamoto: Then it becomes part of the sign plan.

Mr. Frank: Madame Chair, members of the board, we won't propose a sign.

Mr. Silva: Okay. Thank you.

Ms. Okamoto: Thank you. They're dropping it. Okay, Susan, questions?

Ms. Liscombe: Yes, I have a question on sign number three which is currently 11-square feet, and they're proposing . . . (inaudible) . . square feet. And if they're matching the rock wall, the Maui sign, on the opposite corner, I'm just wondering is the lettering larger on the Costco sign than it is on the "Welcome to Maui?"

Ms. Thackerson: I'm not sure. I don't know the dimensions on the "Welcome to Maui" sign. Seeing as how Chris Hart & Partners designed it, do we have dimensions on that?

Mr. Mitchell: Bill Mitchell of Chris Hart & Partners. The sign, "Welcome to Maui" sign, the sign itself, the wall is quite a bit larger than this proposed Costco monument. I couldn't tell you the exact sign letters on them. But the wall, the whole structure, they're double columns, it's a longer element.

Ms. Liscombe: My concern on that, the reason I asked, is we've got this big red and blue lettering, and you've got that opposite, what, a small metal Maui sign. And I'm just wondering about distracting from the "Welcome to Maui" sign with a Costco sign.

Mr. Frank: Madame Chair, let me comment on the design. Because it's our intention to design something that is complimentary. It is not our intention by any stretch of imagination with anything that will overshadow the "Welcome to Maui" sign. So what we're proposing is a wall of the same material. I think it's a lava rock, a stacked lava rock. Lower scale. Smaller in length. Smaller square footage. Tasteful signage. Like I said, there's not the intention to do anything that would overshadow the Maui sign. It's only to compliment it in a similar style but a smaller scale. That's the design intent.

Ms. Liscombe: Thank you.

Ms. Okamoto: Any further questions?

Ms. Liscombe: No.

Ms. Okamoto: Darryl, questions?

Mr. Canady: No questions.

Ms. Okamoto: Linda?

Ms. Berry: No thank you.

Ms. Okamoto: Jane?

Ms. Marshall: This is the sign, I think, I have the most trouble with, and it's because so much is unknown. I'm wondering what the relationship is between the "Welcome to Maui" sign which could use some work too, and the Costco sign. Are their faces the same distance from the sidewalk or the street? Are their faces the same distance?

Mr. Mitchell: Bill Mitchell. You know, I don't know. I could do a comparative, and show the setback on it.

Ms. Marshall: I'd love to see what that relationship is, you know, as –.

Mr. Mitchell: To the street.

Ms. Marshall: Yes.

Mr. Mitchell: The "Welcome to Maui" sign is fairly close to the street because preserving the monkey pods behind, it had to be pulled forward towards the sidewalk. It's quite close to the sidewalk. The Costco sign could actually – we have some flexibility where that's located in that back there.

Ms. Marshall: Because I think even if it's just set back.

Mr. Mitchell: That's easy to do. Yeah.

Ms. Marshall: So there is a respect to the "Welcome to Maui" sign.

Mr. Mitchell: Sure. And as Jack said, the scale is much smaller than the "Welcome to Maui" sign. So they're not going to compete visually with each other because the Costco sign is, just by its nature of the size, it's much less in scale, and will be less visible.

Ms. Marshall: I think the lava rock change over what's there currently is a big improvement. But I'd like to see to a respect to the hierarchy of the importance of "Welcome to Maui" versus Costco.

Mr. Mitchell: Sure. We agree. Absolutely. Thank you.

Ms. Kapuaala: Excuse me Madame Chair. I just checked our records, and the "Welcome

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to Maui” sign with the E Komo Mai says it’s 24-square feet.

Ms. Okamoto: You’re talking the actual sign part is 24-square feet.

Ms. Kapuaala: Yes. We just measured the smallest rectangle around the entire wording and not the entire length of the wall.

Ms. Okamoto: Okay. Further questions? Jane?

Ms. Marshall: No.

Ms. Okamoto: Morgan?

Mr. Gerdel: Okay. I just had a comment on this ground sign. Maybe another option could be you could look at the split face concrete block so it kind of distinguishes it from the lava rock Maui sign. And it would kind of tie in with the store front of Costco.

Ms. Berry: Can I ask a question?

Ms. Okamoto: Yes you may.

Ms. Berry: Can we approve it with the condition that the letters for Costco are not physically taller than the letters for Maui, in the Maui sign?

Ms. Okamoto: It’s a comprehensive signage. I’m assuming we could do that? Yes. I have a question. Trisha, before you had a one picture up that had like a white Costco sign, which I don’t think was really there.

Ms. Berry: No, it is there.

Mr. Silva: No, it is.

Ms. Okamoto: No, there was one that it kind of just stood out like maybe somebody stuck it in to show. It was like a white cardboard.

Ms. Kapuaala: I think it was one of the Google images, so it just looked white in that picture.

Ms. Okamoto: Okay.

Ms. Kapuaala: But as it exists today, it matches the existing building, so it is this color.

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Ms. Okamoto: Okay. Thank you. Any further questions by the board?

Mr. Hopper: Just as a note, you're making recommendations to Candace who will be transferring her, who would be, in turn going to the Planning Director for approval. So you're making a recommendation to the department basically.

Ms. Okamoto: Alright, at this time, we will open it for public testimony if there's any public testimony on the comprehensive signage package. Seeing no public testimony, public testimony is closed. We will now do any comments, and make our recommendation. Morgan, comments?

Mr. Gerdel: No additional comments.

Ms. Okamoto: Jane?

Ms. Marshall: I think my concern is sort of laughable looking at this image because of the shipping containers.

Ms. Okamoto: I want a big sign there to go with the shipping containers.

Ms. Marshall: But I think that that sign could be – I think some alternatives could be investigated to that sign, and how it relates to the "Welcome to Maui" sign.

Ms. Okamoto: Linda, comments?

Ms. Berry: I recommend that it be set back from the street at least as far as the existing sign if not farther, and that the letter size be constrained to be smaller than the Maui sign.

Ms. Okamoto: Darryl, comments?

Mr. Canady: Madame Chair, no comments.

Ms. Okamoto: Susan?

Ms. Liscombe: No additional comments. I tend to agree with Linda's comment.

Ms. Okamoto: Michael?

Mr. Silva: I would recommend that the application be clarified with the number of signs and the TMK's that were discussed earlier, the two additional that are permitted for the gas station.

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Ms. Okamoto: Okay, so we have basically two comments. One having to do with the street sign, the setback be at least equivalent or more than what it is now, and that the letters be no larger than the current “Welcome to Maui” sign. The second part of our recommendation would be to clarify number of signs on that second TMK having to do with the car wash and the service gas station. Is that – everyone agree with those? And then we would be making our recommendation to the Planning Director with those comments. Any other? Okay, do I hear a motion to make that recommendation?

Ms. Berry: I so move.

Ms. Okamoto: It’s been moved. Do I hear a second?

Ms. Liscombe: Second.

Ms. Okamoto: Moved and seconded that we make those recommendations to the Planning Director regarding the comprehensive signage package. Any questions? All in favor say aye.

Board Members: “Aye.”

Ms. Okamoto: All opposed? Motion passed.

It was moved by Ms. Linda Berry, seconded by Ms. Susan Liscombe, then

VOTED: to recommend approval to the Planning Director, subject with the comments and recommendation as discussed.

(Assenting: L. Berry, S. Liscombe, M. Silva, J. Marshall, M. Gerdel

Dissenting: D. Canady

Excused: B. Maxwell)

Ms. Thackerson: Thank you.

F. DIRECTOR’S REPORT

1. Agenda Items for the April 5, 2011 meeting.

Ms. Okamoto: Thank you. Moving on with our agenda. I believe we have Director’s report.

Mr. Yoshida: Good afternoon Madame Chair and members of the board. Our next meeting

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is scheduled for April 5th. We don't have any specified agenda items at this point in time. Again, we are down by, with Gary Brauner's resignation, one regular member and two alternate members. So I suggest that we do not have the annual orientation workshop until at least two of the three vacancies are filled. We do not know at this point or it has not been made public at this point who the Mayor's nominees to the boards and commissions are. And it will not be taken up this week as the Policy Committee will be dealing with the Mayor's nominee to the Charter Commission. So hopefully before the end of this month we will have some of these positions filled.

Ms. Okamoto: Thank you. So you don't even know if there are nominees yet to fill the position.

Mr. Yoshida: No.

Ms. Okamoto: Any other questions, comments? So possibly an April meeting, but you're not sure at this time?

Mr. Yoshida: That's correct.

G. NEXT MEETING DATE: April 5, 2011

H. ADJOURNMENT

Ms. Okamoto: Thank you. If no further business, meeting is adjourned.

There being no further business brought forward to the Board, the UDRB meeting was adjourned at approximately 12:36 p.m.

Respectfully transmitted by,

LEILANI A. RAMORAN-QUEMADO
Secretary to Boards and Commissions I

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RECORD OF ATTENDANCE:

PRESENT:

Linda Kay Okamoto, Chair
Linda Berry, Vice-Chair
Darryl Canady
J. Mogan Gerdel
Susan Liscombe
Jane Marshall
Michael Silva

EXCUSED:

Bryan Maxwell

OTHERS:

Clayton Yoshida, Planning Program Administrator
Danny Dias, Staff Planner
Trisha Kapuaala, Staff Planner
Candace Thackerson, Staff Planner
Michael Hopper, Deputy Corporation Counsel