

**URBAN DESIGN REVIEW BOARD
REGULAR MEETING
SEPTEMBER 6, 2011**

APPROVED 11-01-2011

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, September 6, 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. ADMINISTRATIVE APPROVAL OF THE JULY 5, 2011 AND AUGUST 2, 2011 MEETING MINUTES

Ms. Okamoto: . . . but we don't have Corp Counsel. We'll go ahead and start with the minutes while we're waiting for Corp Counsel. The July 5th minutes and you had an August 2nd minutes. Any corrections, changes to the July 5th? I had one, just typo that I'll hand in. If you have your minutes with you, could you look at page, on the August 2nd, page 6, line 21? I'm sure we've got a word there that maybe isn't what we meant. It was page 6, line 21, and I have girt lines. I didn't know what that was. Did anyone –

Mr. Darryl Canady: I'm sorry, the word was?

Ms. Okamoto: G, I, R, T. I don't know if anyone recognized –. You were the speaker, I believe, do you know what that was?

Mr. Marcel Raza: That also serves as our value line.

Ms. Okamoto: But it is girt. That is correct?

Mr. Raza: (nods)

Ms. Okamoto: Okay. That's all we needed to know. Thank you. We learned something today. Okay, any other changes, corrections to the minutes? Well, I'm glad I asked. If not, minutes will be approved administratively.

The Urban Design Review Board administratively approved the July 5, 2011 and August 2, 2011 meeting minutes as written.

C. UNFINISHED BUSINESS

- 1. MR. ALLAN A. VILLANUEVA, Acting Secretary of the IGLESIA NI CRISTO (CHURCH OF CHRIST) CHURCH requesting a County Special Use Permit and a Special Management Area Use Permit to demolish an existing church building and construct a new church building and related improvements**

in the R-3 Residential District at 1518 Malo Street, TMK: 4-5-014: 009, Lahaina, Island of Maui. (CUP 2008/0006) (SM1 2008/0025) (Anna Benesovska) (Previously reviewed at the August 2, 2011 meeting.)

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

Ms. Okamoto: Moving down our agenda, unfinished business. Now did everyone get the new packet? Darryl said he didn't get his yet. But everybody else did.

Mr. Canady: If I did, I blew it.

Ms. Okamoto: Would anyone – would you happen to have an extra? Very good. So you're looking at the correct thing.

Mr. Canady: I have my own.

Ms. Okamoto: Yeah, but that's the old one.

Mr. Canady: . . . (inaudible) . . . Thank you.

Ms. Okamoto: Okay, moving along. Mr. Allan Villanueva, Acting Secretary of the Iglesia Ni Cristo, Church of Christ Church requesting a special – a County Special Use Permit and a Special Management Area Use Permit to demolish an existing church building and construct a new church building and related improvements in the R3 Residential District at 1518 Malo Street, Lahaina. We previously reviewed that, and at this time we will turn it over to the County Planning.

Ms. Anna Benesovska: Good morning. Good morning board members, Madame Chair. My name is Anna Benesovska. I'm a planner assigned to this project and I was going to recap last meeting, the comments that you provided. And Mr. Marcel Raza is the architect on the project and he is going to then speak to those items and review the new packet that you have received.

First of all I wanted to say that the applicant worked very diligently with the Planning Department in that time frame since last month and submitted the materials and revised their plans to the best of their ability in that the Department feels that you're in a much better position to move forward with the project today. Also the applicant held a community meeting since that time on August 26th and they can summarize the results.

So I made a copy of the summary of our last meeting. That should be somewhere in front of you. So what has been submitted, we have the final design plans, parking plans, landscaping plans. That piece of the landscaping plan specifically was missing last time so that's provided. With respect to the irrigation drainage and the pedestrian connection schematics, those items are still being finalized. Mr. Stacy Otomo is the engineer on the project. He's unable to attend today, but he was here last time, and Mr. Raza can speak to some of those items. Site plan

have been modified to show the depression area for drainage and so you guys will have a chance to take a look. Lighting plan and signage plan was also submitted which was missing last time. So additional sample materials were brought. You can see them here displayed, so –. And then also I included the comments and actions from the BVA that you asked for, in your packet, so hopefully you had a chance to go over that.

With respect to the comments on taming down the design of the front and potentially reducing the number of materials and colors, Mr. Raza is here to discuss that further with you. And the Planning Department verified that the current designs are not overstepping what was approved by BVA. There's some additional comments here about the height of the steeples. The Board was feeling, you know, some board members felt it's a good design, others had different mixed feelings about it. So the design has not changed, but you're seeing the final design so you can discuss that further today.

With respect to the louvered element as opposed to ship lap siding, the applicant hasn't addressed that at this point. He's coming back, hopefully, to get any more comments or clarification. Otherwise, the use of Pink Tacoma has been incorporated instead of the fern trees that were initially proposed as well as there's an alternative to the hibiscus plant that is proposed in the current landscaping plan. So hopefully you have the introduction that you – is necessary and I'm going to hand it over to Mr. Raza. Unless you have questions at this point. Thank you.

Ms. Okamoto: Thank you. Mr. Raza, we have noted that the Board that was here on August is the same people. We have one person who wasn't here, but the rest of us were here, so that might help you as far as going through your presentation.

Mr. Raza: Thank you. Madame Chair, Board Members, good morning. On behalf of the Church of Christ, Lahaina congregation here, we want to first all thank you for your time. And I know last time we met, I think, we were kind of over zealous with our information that we presented to you. And I think a lot of things or those information kind of muddled the true facts of the project. So today we'll be just presenting what we are proposing, and we'll keep it simple and we'll just present to you not just what happened in the height variance, what we had in between that, but we're going to present to you the final design. So with that let's move on.

Okay, this is the existing chapel right now. It's on Malo Street and it's – we have the plantation railway, train tracks, in front of that, the property. And we have the minister's house in the back that you see there. We have approximately less than 200 members. And that lot is just less than an acre, about 8,000 square feet. Not 8,000, but 80,000 square feet. Not 80,000, 8,000 square feet. I'm sorry. So it's about 100 feet wide from the front. This is the map of it. And you will see in our birds eye view that there's a park behind it. There's no houses that we are in front of, and we have residents to the side, to the left and the right of it. Here you see the reverse angle, and there's the train crossing, and the property in relationship to the ocean. Okay, here's a view of the property looking Kapalua bound. And this is the opposite view, Lahaina bound. And our lovely oceanfront view. This is the house to the right of it and this driveway here, it's a 12 foot easement, actually, that is part of our church property that we have

to maintain for a house to the rear of our property. This is our entrance to our parking. That's the view of the park to the rear. And now we're going to move on with conceptual design and we'll be covering the architectural and a lot of the elements that's associated with it – with our final design, civil, the parking layout, the electrical lighting issues, and going over the parking trees required by the County.

This is our conceptual perspective, looking Lahaina bound, if you're on that highway driving by. Hopefully not too fast so that you can see our chapel. As you can see we're using a lot of the contrasting earth tone colors. If I may just direct your eyes to the roof material here so that you can have a physical reference to the roof. I'm thinking of a darker green versus that – we call that in Honolulu, Waikele green because we use that extensively in the Waikele area. But I'm proposing the darker green.

Some of the elements that we're using that we're adopting are found in the Lahaina Historic District Design Guidelines. Now mind you our property is not included within any design districts. We're just outside of Lahaina Historic District. But because we're in a neighborhood area and we're close enough to the Lahaina, we felt it was important to belong to that Lahaina Historic architecture. And we followed a lot of the design guidelines there by first all, I mentioned, contrasting earth toned colors, the use of natural material which are the reef stones. And also we've used a lot of architectural elements on the whaling history of Lahaina town and the plantation houses that's prevalent in the area. So we have the, for example, the entry porch that you find typically in plantation, even in old churches in the islands. You see the awning roof above the plantation windows. Those are adopted from the plantation type architecture. And the element that we've adopted or tried to implement from the whaling history part of the architecture is the ship lap siding. You know, we felt that that would be a perfect material to incorporate with a . . . (inaudible) . . . the exterior finish system. That's going to be introduced in the project. So a mix of those, the natural stone, the ship lap siding and the exterior finish system, all in conjunction, we felt that it would help in bringing down the scale of the project. You know a lot of the Church of Christ church buildings are typically monumental in scale and they are very mono-chromatic in color and they kind of just, they stand out in stark contrast with the neighborhood. Here we're attempting to bring down the scale, introduce several colors to break up the structure and the proportion as well as the use of several materials. I want to point out to you that the steeples that we represent here is approximately 34 feet high, and that was addressed in the height variance and ultimately approved, so we are not going above and beyond what the variance accepted and approved.

So this is a view towards Lahaina. This is a view going to Kapalua. This is a two-dimensional graphic presentation of the highway view elevation. As you can see the width of the property is 160 feet wide, and we've included the residential houses adjacent to the property and show you here that in scale that it's not overwhelming, it's not overbearing. And although the steeples itself is quite an anomaly in a residential area, it's, you know, it's a symbol of a religious chapel and so it should have something of the element.

Those existing trees will remain along the neighborhood fringes, so they'll kind of help to soften up the visual impacts of the church. On three sides, the both side yards and the rear yard, we

will provide a five-foot high CMU wall. But to the front of the property we'll have a CMU wall post and infilled with picket wrought iron type fencing so that it's somewhat transparent. But as I'll present to you later on when we get to the landscaping plan, we'll reveal to you what those hedge materials will be and the planting will be.

Okay, these are all the things that I've covered – the historic Lahaina whaling period, the use of the wooden ship lap siding, the metal roofing, the rock wall, plantation houses. We picked up the covered entry porches, the awning roofs, and the plantation type windows, as well as the earth tone paint colors that was part of the Lahaina Historic District Design Guidelines.

Here's a close up, a blown up, front elevation of the chapel. This calls out the materials. The steeple will be primarily of aluminum clad. It will be the same color as the roof material. We'll have the exterior finish system for the solid areas. And these exterior finish system, they're already, the color is already embedded in the material so there's no painting involved. We'll have veneer stone in some areas as to break up the scale of the building, as well as some visual interest. And I think the side view we had purposely wanted to break down the mass and the scale of the church by introducing this gable type wall elements which houses offices in there. And also – I'm sorry – and also again reinforce the use of the natural stone and the ship lap siding and the plantation type awning roof. We felt that the roof was becoming such a big, you know, visually big item, so we wanted to break it down with these gable walls.

This is the rear elevation. Now we're going to have a central air-conditioning unit or system for the chapel. And we're doing that in two folds. We want to be good neighbors, so that when we hold our services we can close the – shut the windows, and contain the sound inside of the chapel. And if you look at this structure behind here, what we are proposing, in our mechanical system is that we will be housing the air-conditioning system in here. This would be the air handling unit inside here and the condensing units would be on the roof on both sides here. Therefore these would need to be storm louvers to allow ventilation for the units. We felt we wanted to do this because we didn't want the condensing units to be on the side yards where they are visible to our neighbors, and we want to contain the noise from the air handling units as well.

This is a cross section of the chapel. As you can tell the height of the ceiling would be approximately 20-feet. And what you're looking at is what would be proposed as the pedestal, the podium, and the choir loft.

Okay, civil site plan parking layout. Some of the issues we had to take care of were the water drainage, the septic system and the off-street parking. We dealt with the drainage by providing graded catch, graded catch basins at the driveways. And we're also providing a 12-inch deep retention at the front yard of the chapel to alleviate some of the runoff that the catch basin cannot handle. So, –. And the new septic system, because we cannot tie into the public lines due to its distance and the gradation of the lines, it was determined impossible, if not unfeasible, to tie into the public sewer line. So we had to introduce a new septic system because the EPA is disallowing any large use of the cesspool.

Off-street parking, we're providing 36 stalls, four handicap stalls, and because it's not a commercial property, there isn't a loading stall required. So this is the parking. This is the parking plan for civil. As you can see these are the graded catch basins here. One, two, three, and you have one here and here. Now we're obviously in schematics and conceptual phase, but I think that a civil had done enough studies that we may be able to implement these graded catch basin in its location. And this is the added retention pond, 12-inch deep here, which will divert runoff to this area. Any questions so far? I know I'm just kind of going through it kind of rather quickly here. Questions later? Okay.

Ms. Okamoto: Yeah, go ahead we'll finish it.

Mr. Raza: I just wanted to add that here's your septic tank system here which has to be accessible to the pump truck, and we'll have the leaching field back here. Here's that 12-foot line easement, driveway to the house there.

Ms. Okamoto: Excuse me, while you're on that one, would you point out the trash enclosure.

Mr. Raza: Trash enclosures are here. It will be illustrated in the landscaping plan much more clearly.

Ms. Okamoto: Thank you.

Mr. Raza: Here are your handicap stalls. We have ramps leading up to the entry area here. And we have, sort of a hardscape court yard in the back of the chapel. Okay, we've included this time around to present to you the first and second floor plans just to give you an idea what we're doing. Like it says here, the total area is about 5,250 square feet. We have the main sanctuary on the first floor. We'll have some back offices and dressing rooms. And we also have the Sunday school classroom towards the rear of the building.

Mr. Canady: Could you point those out to us please?

Mr. Raza: This is the sanctuary. It holds about, including the choir, holds about 200 people. Here's the Sunday school here. Here are the offices, dressing rooms, and we have a baptismal pool here as well. And this is a covered veranda for post worship service activities. And this is the second floor. Several offices on the second floor. A choir loft here looking down into the sanctuary. We'll have offices on the second floor here as well. Here's the infant room – child care type of a room – sound proof. And this is the mechanical room for the air handling unit and the condensing units on the roof there. Conceptually we'll have the duct work, AC duct work, coming through this way on both sides of the sanctuary and blow inwards of the sanctuary.

Exterior lighting plan. I know you had some questions about what type of exterior lights we'll be implementing. We'll have light poles. They're 15-foot tall, all downward direction. We'll also have bollard lights to light the handicap stalls and the ramp around the parking lot. These are 14-inches tall, downward direction. And all the lamps will be metal halide for their efficiency and also in area lighting application. These are light poles here that are indicated, right where the

planters are, where the trees are. And we'll have bollard lighting here, here, here, here, and some in the back there for security, security lighting. But they're all downward lighting. These are the light fixture types. We have the typical light pole reminiscence of the, I don't know, plantation type I guess, and the bollard type landscaping lights. That's about 40-inches tall.

Okay landscaping plan. Irrigation system, we'll have – we'll implement some sort of a system that is sensitive to moisture or even timer. We'll introduce plants that are drought tolerant, salt tolerant, ease of maintenance, and of course, aesthetics. And it was suggested from our last meeting that Pink Tacomas would be appropriate for the parking trees, so here they are. We have Pink Tacomas in every five stalls. At the front yard, behind the fencing we'll have, we'll have the Croton hedging between Manilla Palms, and Seashore Paspalum lawn. And we'll have on both sides of the driveways, we'll have Red Plumeria Trees. For ground covers we'll have, I think we have Blue Daze. We'll have Lau'ae Ferns. And in the planters we'll have the Raphis Palms. Here's the Crotons. So we'll have Crotons here. We'll have Yellow Eldorado hedges here. We presented Hibiscus last time, but it was deemed to attract white flies or bugs of that sort. So we're introducing the Yellow Eldorados, the Crotons, and also we have Raphis Palms along here, here, here, just for decorative purpose. Crotons are beautiful for their colors. That's the Yellow Eldorado, the Red Plumeria, the Raphis Palms, the Lau'ae Fern, the Blue Daze ground cover, and then the Manilla Palms. And there's your Pink Tacomas.

Building signage. It will be non-illuminated. It's approximately 23-square feet. It's out of molded fiber glass, and they'll be painted. This is approximately the dimensions of it. Three feet, four-foot eight by eight-foot eight. And this is typically what it will be looking like. And thank you for giving us the time. Now we'll entertain any questions.

Ms. Okamoto: Okay, we will start with questions from the panel, and then we will also ask for public testimony if there is any after our questions. Let's start with Michael.

Mr. Michael Silva: I guess I'd want to start off by saying when we first got the package from the last meeting, you know, I had a lot of reservations. Looking at the pictures of the churches from around the world, I just wanted to say you did a good job making it fit to where the environment is. I really appreciate that. And although it's not my preference to have a church in the residential setting, I do appreciate all the support you guys have here. So having them come out says a lot and definitely something I would support.

One really small technical issue with the parking plan since you do have so much detail now is you will need a van accessible parking stalls which is an eight-foot access aisle. I know you're real tight on the planters, and that's the only reason why I bring it up. It looks like it's tight, but eventually you'll need an eight-foot aisle or something. That's my only questions or comment.

Ms. Okamoto: Susan?

Ms. Susan Liscombe: I had a question on the building itself. I see that you have an infant area on the second floor. I was wondering –

Mr. Raza: Excuse me?

Ms. Liscombe: – the infant area.

Mr. Raza: Yes.

Ms. Liscombe: And I was wondering what kind of access you had to that to get the infants up there.

Mr. Raza: When we say infant, they're more like toddler age. So we have a staircase that leads up to the second floor.

Ms. Liscombe: There's no ramp or elevator access upstairs?

Mr. Raza: No. None.

Ms. Liscombe: Okay. And at one point in the presentation you said those steeples were 34 feet and in another you said 43. I assume 43 is what you meant.

Mr. Raza: Yes, 43-8.

Ms. Liscombe: Thank you.

Ms. Okamoto: Darryl?

Mr. Canady: Thank you very much Madame Chair. You talk about the parking area. Is there a turnaround area there in the parking area itself?

Mr. Raza: Well, the parking is based on the City County standards – 24-foot wide aisles.

Mr. Canady: Thank you. Number two, the access, you say you have no commercial parking, but yet you will have commercial trucks, the garbage trucks, coming in there to pick up the refuse. Is there room for them turnaround back there, or do they have to back completely out?

Mr. Raza: When they come and pump the good stuff, they will be no activity on the site. They'll be scheduled to come when it's empty and they'll be able to make their turnaround.

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

Ms. Okamoto: Thank you. We'll go to Morgan. We'll start around that way.

Mr. Morgan Gerdel: Okay. I have a question on the site plan. It shows a road widening setback, and then a front yard setback. Is the building's columns outside of that setback area?

Mr. Raza: Yes it is.

Mr. Gerdel: And then regarding the exterior lighting. Are the light poles shielded?

Mr. Raza: Are the light poles shielded?

Mr. Gerdel: Like do they direct light sideways or is it directed downwards?

Mr. Raza: Downwards.

Mr. Gerdel: Okay. Thank you.

Ms. Okamoto: Bryan?

Mr. Bryan Maxwell: Hello. I just want to appreciate how you went through and got all the stuff together. I went out to the property. Actually this weekend I was driving by and I think what you presented will really fit well within the community. I think the only thing is the irrigation, if you take a look at, you know, drip irrigation. I know that wasn't shown, but, you know, anything for water savings that will be good. But I think what you've done is really good.

Mr. Raza: Thank you.

Ms. Okamoto: Jane?

Ms. Jane Marshall: This is probably a question for the planner. What is the allowable signage? What's the maximum signage allowable for this particular project?

Ms. Benesovska: You mean the signage that's going to be on the front of the church?

Ms. Marshall: Yes.

Ms. Benesovska: There is a separate actually signage approval process that the applicant will have to go through. You mean what dimensions?

Ms. Marshall: Yes.

Ms. Benesovska: I actually don't know. 12-square feet. I apologize, I don't know.

Mr. Maxwell: . . . (inaudible) . . .

Ms. Marshall: They're well within.

Mr. Maxwell: Yeah.

Ms. Marshall: Okay. And this is just a small detail and at this scale it's hard for me to know for sure, but you might double check when you do your enlarged plans that your mens room off the foyer downstairs meet ADA requirements. At this scale it doesn't appear.

Mr. Raza: They're designed to meet ADA compliance.

Ms. Okamoto: Thank you. Mr. Bowlus?

Mr. Robert Bowlus: Hi there. Thank you very much. I think I'll be the dissenting opinion. But mostly they're just concerns that I'm very concerned about the scale of the building and the fact that the building is 34-feet high, and it's got a 30-foot height limit and it's in a basically a residentially one-story neighborhood. So the building will be very prominent and definitely stand out. And the steeples that are 43-feet high appear to be eight of them. There's eight steeples that are 43-feet high?

Mr. Raza: No. I think you may be looking at the wrong –

Mr. Canady: That's the old plan.

Mr. Bowlus: Okay, the revised plan has how many steeples?

Mr. Raza: Just the two steeples.

Mr. Bowlus: Just the two in the front?

Mr. Raza: Yes.

Mr. Bowlus: Okay. At any rate, my biggest concern is the residential neighborhood and the massive scale of the roof element when you're driving down the road. It runs the height, the full length of it. And another concern, I really do have a concern about the no turnaround, the driveways, the long dead end driveways. I know you're in a very – you've massed – massing, you know, you've taken the entire lot. And another concern really is the 10-foot setback where the cut out corner is because it's big massive building, and it really crowds that corner. I don't know where the neighbor's house sit. It doesn't show on your plan. But I know the driveway access leads down to that house and this is going to be pretty much surrounding that lot and that house with that 10-foot setback. So, the long driveways with no way to turn around back there – is there any way at all that you could modify the building to link the two side driveways? That you could have a drive in on one side and loop around and go back out to the other side to provide access without –?

Mr. Raza: That would take away our Sunday school classroom.

Mr. Bowlus: Or cause a redesign certainly. But if on Sundays if you have a total 34 cars, you said 200 in your church, seating for 200, I presume that these spaces will be filled up and you'll have people driving down the end of that driveway. And apparently they're going to have to back out as other people are trying to drive in.

Mr. Raza: Right.

Mr. Bowlus: It kind of looks like a parking nightmare.

Mr. Raza: Well it would be if we have only one worship service and everyone would be forced to go on that one time slot. But we have two nights, two days, where we have two worship services each day. So the 200 members are dispersed in four different schedules. So we could only have up to 20 cars at each time.

Mr. Bowlus: I see. Did you not say earlier in your presentation that there were seating for 200 in the chapel?

Mr. Raza: Yes. Yes.

Mr. Bowlus: But you don't anticipate having 200 at any one time.

Mr. Raza: Not at one time.

Mr. Bowlus: Okay. Then the other comment – the only other comment was on the sign. You said there's no lighting. I presume that means it's not back lit.

Mr. Raza: No, it's not back lit.

Mr. Bowlus: But not any lighting at all?

Mr. Raza: No directional lighting on the sign.

Mr. Bowlus: Really? Okay. Alright, thank you.

Mr. Raza: Okay.

Ms. Okamoto: Linda?

Ms. Linda Berry: I appreciate some of the changes you've made. I still have some questions about the parking as well. If you don't anticipate ever having 200 people there, why make the building so big?

Mr. Raza: Well, down the road if we grow in number we want to do this just once.

Ms. Berry: Where will they park though?

Mr. Raza: Well we have –. Right now we have, in every worship service, we'll also have parking attendants. And we have plans to park to the rear of the property, near the park. There's certainly not parking along Malo Street. And what we do, for example, in our Honolulu congregation when we have a big function, we always organize a car pooling system where we park away from the chapel, in a public parking area or something like that. So we'll definitely have some sort of a parking plan because there's definitely no space for on-street parking along

that road. And we do not want to irritate our neighbors.

Ms. Berry: Thank you. My other concern is the colors. I see a limited palette on your material samples. Thank you for bringing those this time. I still see about three times as many colors on your color rendering. So could you just go through quickly and tell us what color the different pieces of this are? Like let's just do the front facade. You've got the ship lap siding. What color would that be?

Mr. Raza: Let's go back. The ship lap siding – could you turn the lights on please?

Ms. Berry: Is that one of the colors on your material board?

Mr. Raza: I brought the material board for texture – solely for texture. So this is the exterior . . . (inaudible) . . . But the color is represented here in the rendering. The ship lap siding would be this dark yellow, okra mustard color.

Ms. Berry: Okay. So then the efface, the stucco system, will be these two different color of brown?

Ms. Okamoto: Mr. Raza, can you use the microphone? I'm sorry.

Mr. Raza: The efface colors would be this lighter beige and the mutual grey.

Ms. Berry: That's these two that are represented by the . . . (inaudible) . . .

Mr. Raza: Yes closely.

Ms. Berry: Thank you. And then you've got some trim that's a darker brown?

Mr. Raza: Darker brown. As you can see our window cut away sample here by . . . (inaudible) . . . were so nice enough to let me borrow this.

Mr. Canady: Can you turn the lights on so we can see it?

Mr. Raza: So this is a double pane windows, plantation windows. I like the tobacco brown trim on the outside. And then we'll paint the interior with, based on what our interior color scheme would be.

Ms. Berry: Okay thank you.

Mr. Raza: You're welcome.

Ms. Okamoto: I have just two questions. I'm still puzzled by – you did very much say 34 feet, but it is 43, correct?

Mr. Raza: It's 43, Madame.

Ms. Okamoto: And then I'm kind of a different opinion on the parking. The less parking, the better, as far as I'm concerned. If you can have a plan where you're stacking parking because you have parking attendants, to me that's better than having a huge parking lots. I'm a little different there. And you did say earlier in your last one you would have parking attendants so that you could do stacked parking.

Mr. Raza: We always do madame.

Ms. Okamoto: I think that was my only other question. Anybody else had a question before we open it to public testimony?

Ms. Marshall: One more about the roof.

Ms. Okamoto: Jane?

Ms. Marshall: Is that the darker green you were referring to?

Mr. Raza: Yeah. I wanted your reaction. I wanted your reaction on the dark plantation green color versus our Oahu Waikele color green here. Does anybody here have a preference?

Mr. Canady: For what, the roof?

Mr. Raza: For the metal roof.

Ms. Marshall: I like that one.

Mr. Raza: You like this one? Anymore?

Ms. Marshall: Is it between those two green?

Mr. Raza: It's been these two green.

Ms. Marshall: Okay, definitely this one.

Ms. Berry: The lighter one will reduce your AC load.

Mr. Raza: True, but in historic plantation, we have a lot of dark green corrugated metal roofs as well. But, the Waikele green is nice too.

Ms. Okamoto: I do have one last question. You had a public meeting, correct?

Mr. Raza: Yes ma'am.

Ms. Okamoto: Do you have a report on that?

Ms. Benesovska: I can rotate the report, but I'll let Mr. Raza summarize it.

Ms. Okamoto: Thank you.

Mr. Raza: Yeah, that was August 26th. Was that a week ago? We held it at the Lahaina Civic Center. We mailed out approximately 50 – 53 letters to our neighbors, certified mail. And we were set up at seven, and we had one resident and their family showed up. And they were members of the church, and they had nothing but good things to say.

Ms. Okamoto: So that was the limit of the public.

Mr. Raza: That was the limit. But I did go through the whole motion of presenting the design.

Ms. Okamoto: Thank you. We appreciate that. Alright, we'll open it for public testimony. Do we have anyone signed up for public testimony? Okay I see someone. Can you please state your name for the record?

Mr. Rob Huna: My name is Rob Huna. I am the district minister of the Iglesia Ni Cristo from the Hawaiian area out to the Pacific. And I would just like to say that if you noticed our chapels around the world, they're very sleek, they're modern. And this chapel here is quite different from our chapels elsewhere because we're really trying out best to accommodate the neighborhood. The materials used to kind of fit into the community and we're hoping for your favorable recommendation. Thank you very much.

Ms. Okamoto: Thank you. Any other public testimony? If not, we will close public testimony. We will go around if there are any comments that you didn't make during the questioning time that you'd like to make at this time. We'll start with Michael.

Mr. Silva: Maybe one suggestion that we can go with the concern for parking is have some parking full signs made up, similar to the hotels. Like on simple A-frames and you could put them at the driveway. I think that would help people not enter. And then it also visually deterrent from what Kay was saying, you know, to – I guess, be incentives for car pooling if they see the parking lot is full. So maybe that's something you can go with. But that's all. Thanks all for all your work there.

Mr. Raza: Thank you.

Ms. Okamoto: Susan, did you have any further comments?

Ms. Liscombe: Well, one comment is on the many, many different colors and textures and everything. I kind of agree with Jane on that. I don't think there's a way that you can reduce the very busy looking. And to me that's not kind of in align with the surrounding architecture. Thank you.

Ms. Okamoto: Darryl, any further comments?

Mr. Canady: I like Bob Bowlus's concern about the mass of the chapel. And it is well done. It is beautiful. But the mass concerning the surrounding, it is almost overwhelming, and I am concerned about that. Thank you.

Ms. Okamoto: Linda?

Ms. Berry: I wanted to tell you thank you for reducing the size of the front entry. I think that really improves the look and it makes it consistent with what else is in Lahaina. Just one comment about the sign. I believe that the County sign regulation draws a rectangle around your sign. So if you drew a rectangle around this it would be closer to 45-square feet. So check those regulations before you get too far down that road.

Ms. Okamoto: Bob?

Mr. Bowlus: Just another comment. In addition to my concerns about the parking and those items, I think – I'm an architect and architecturally speaking I'd like to reinforce Susan's comments that I'm very concerned about the amount of colors and all of the different materials and all of the different textures and all of the different shapes. And I think if you refer to the plantation style and the plantation architecture that you're trying to emulate but they're basically very simple buildings and calm in colors in textures and materials and shapes particularly. Anyhow, I'm very concerned about the very busyness of the design, so that would be my other comment.

Ms. Okamoto: Jane?

Ms. Marshall: I guess in the spirit of what I've been hearing, I'll just reiterate what I said at the last meeting, that the side elevation and the rear elevation appear to be very successful in the way they're composed and the way they use materials. It's just that front elevation that I think you're trying – it's a difficult balance you're trying to find, that iconic – your iconic church facade meeting a residential neighborhood. And I can understand your – I can understand that hard line, you know, trying to find that right place. But the side elevation and the rear elevations are a lot more successful than that front elevation, and that's my comment.

Ms. Okamoto: Bryan?

Mr. Maxwell: One of the things that I like is the seating up front. I think it's around the front of the building there looks like a seat wall. I like that as a gathering area. Otherwise I think it's, you know, I think it works out okay. I don't really have that much problems. I think, you know, as an architect, you have to have some creativity and you're owning it. You're owning the design, so if that's what you guys want to do, I don't have a problem.

Ms. Okamoto: Morgan?

Mr. Gerdel: Okay. I'd like to say you really have, I think, improved the design from the first submittal. It's more simple in massing. One comment that I have is for the steeples you could look at using just the EFS on the base of the wall versus the EFS and the lap siding. That might simplify it and tone down the design a little bit.

Ms. Okamoto: Anna, did you sort of get down the recommendations?

Ms. Benesovska: Yes, may I clarify something with Morgan?

Ms. Okamoto: Yes.

Ms. Benesovska: I'm sorry, Mr. Gerdel.

Mr. Gerdel: Yes.

Ms. Benesovska: Sorry. So your comment was just using EFS on the base instead of on the wall? Is that –? Sorry, could you repeat that?

Mr. Gerdel: Okay. Right now the rendering shows the steeple with lap siding and EFS on the lower portion of the wall. I was thinking if there's just EFS on that portion of the building it would probably simplify the design.

Ms. Benesovska: Okay. Would you like me to summarize the comments?

Ms. Okamoto: Yes, and then we'll see if that's what we agree on.

Ms. Benesovska: Okay, so Mr. Maxwell generally commented that the design works well or okay in the area. And likes the seating up front, the gathering area. We had a comment from Ms. Jane – I apologize, I cannot see your name plates.

Ms. Okamoto: Marshall.

Ms. Benesovska: Jane Marshall, I apologize again – that the front elevation is the least successful. The side and rear elevations work really well. Mr. Bowlus very concerned with the massing of the structure. He made a comment that the plantation architecture is usually very calm and this seems to be busy. Ms. Berry commenting on appreciating reducing the front entrance size of it, height of it. And recommended to double check with the County on the signage regulation as rectangle around the sign may actually increase it past the regulation. So we'll make sure that we're working through that correctly. And then Mr. Canady expressed concern with the massing of the chapel. That it's almost overwhelming. And Miss. – board member Liscombe – reducing the number of textures and colors used would be helpful would be her recommendation.

Ms. Liscombe: . . . (Inaudible. Did not speak into the microphone.) . . .

Ms. Benesovska: On the front. And then Mr. Silva, the concern with the parking. Hopefully putting some signs that shows parking is full so that people don't pull in. And that could be a mitigation technique for the parking issue. I just did wanted to make a comment about the parking that the number, the numbers provided have been approved by the Planning Department, so they're meeting their required number of parking stalls. Thank you.

Ms. Okamoto: Okay, I'm going to try to summarize it because we don't really want it listed as per person. It seems like the main concerns would be possibly parking, although the County have said they have enough parking. The other one would be the front face of having a little less colors, textures. And there is a concern of the overall massing. Would those be the three comments that pretty well came from everyone?

Mr. Canady: I'd like to add one little special one if I might.

Ms. Okamoto: Okay.

Mr. Canady: Because of the massiveness, the front, with the numbers of colors and the numbers of changes in those from a non-architectural standpoint – Darryl Canady looking at it – it is very busy as I would see it. And if they could somehow, and I'm going to use the word quiet it down and I don't mean that in the real sense, but in the sense of as you see it doesn't add to the massiveness looking.

Ms. Okamoto: I think that's basically –

Mr. Canady: But I don't know the words that they used as the architect.

Ms. Okamoto: We typically then ask the applicant is that something that you would be willing or could? It seems like parking, as far as the County is concerned, is sufficient. Some signs that they would, your attendants would put up when the parking lot is full, and having a good parking plan. Certainly the front, I think that seems to be a real concern. Taking away some of the various different colors and textures. Is that something that you think you could work with?

Mr. Raza: Well we do respect Madame Chair, you know, you put a church is a residential area, it will always be iconic. It will always stand out. You approved and recommended approval for churches that has 60 feet, 70 foot high steeples in the past with no problems. The chosen colors and materials we felt were used to mitigate the massing that you all comment on. But without that it will be a large whaling warehouse and that's the reason why introduced these busyness in a positive way, to bring down the massiveness of the church. If I'll show you, again, if we back track to this graphic black and white, two-dimensional scale of the project, the building itself is not wider than the existing house. It's only 40 feet wide. And the total width of that frontage there is 160 feet. You have more than enough cushion between the next house, adjacent house, to the chapel if you look at it front face.

And in defense to our color scheme, in all of our chapels around the world, it's not a religious

practice for us to have all these ornamental elements in the church, but it sort of distinguished us. It's our character. It's our persona. And we want to make it and give it that familiarity to our members and to the community that it is the Church of Christ. And without some of these elements, it might not give that message. You know, we really want to provide that recognition to our members. And to the busyness of its architectural style to the non-member, it may be so. But to us this is what we – it's our signature sort of speak. And it is hard to play that balance between, you know, the scale and the proportion to – especially if you plot down a church like this in the middle of the residential area. So you'll always be in that light.

With due respect, I think parking, although we've – like Anna said – we've accommodated and met the requirements of the County to provide all of the parking. I know there was some concern with turn around. And I want to bring you back to the landscaping plan because I think it will illustrate that the best. You know the parking stall ends here, but we still have a little bit of a hammer head at the end. So that you may be able to turn. And this will be a driveway that will be available for tail spin of your car. As well as here, we have the existing garage. There's some area over here where you can reverse and maneuver yourself out. And you know, a typical street malls you see they don't necessarily have dedicate turn around areas. You go in there, you come out and that's just the nature of the limited areas we have. So if we had the luxury of a larger property, yes, we would have, we would love to have a continuous driveway. But in this case, we just don't have that.

Ms. Okamoto: Thank you. Linda, you had a further comment?

Ms. Berry: I'd like to make one more comment about the colors. I think that we're concerned about both the colors and the materials. And when I look at the pictures that you provided of the other churches around the world, those are mostly one or two colors at the most. This one is white and gray, and this one is a couple of different colors of tan. And I think that you could still have the designs that are indicative of your particular church if you limited your palette so that it wasn't such a contrast. And I think that that color that you've chosen for the ship lap really stands out. And if you made it more, another light beige or something, so it's more similar that you could calm things down in that way.

Mr. Raza: But in contrary to that opinion which, you know, has merit, when you focus your eye on the steeple, you less focus your eyes on the whole building itself. So the intent was to break down the visual massiveness of this structure by providing a multi-color schemes. It's a busyness in a positive way is what we're trying to attempt. And if you've seen some of our later chapels such as in New York and in Australia, they have different multi-colors. And this is, we feel, very appropriate because if you go down the road that new commercial center there in Lahaina, I mean it's every color that you see on this building is there and more.

Ms. Okamoto: Okay, thank you. Obviously, we'll just have a difference of opinion and so I think we need base our recommendations. This goes to the Planning Commission, correct?

Ms. Benesovska: . . . (inaudible) . . .

Ms. Okamoto: And do you have a date for your Planning Commission meeting?

Ms. Benesovska: We have not set a date for the Commission meeting.

Ms. Okamoto: Alright, let's take the basic two or three items and take them one at a time. Do we still have concerns with parking? Do we need to talk about parking?

Mr. Bowlus: Yes.

Ms. Okamoto: Okay, so we will still put in that we have some concerns on parking. That becomes a Planning Commission issue.

Mr. Canady: I think it's egress and ingress. That were the proper words. I'm not sure.

Ms. Okamoto: Okay. Yes. Okay, the ingress and egress of the parking. We have some concerns with massing. I don't know that there's anything we can do about that. Do we need to state that there are some concerns?

Mr. Canady: I think that with the designs as they are, they tend to, from a non-architectural person, add to the massiveness rather than to the calmness of the looking of the building. And I don't know. That's all I can say about it. When you add a lot of colors it tends to increase the size and the scope of the look.

Ms. Okamoto: Okay, any other?

Mr. Canady: Does that sound logical?

Ms. Okamoto: Okay.

Mr. Canady: Okay. Thank you.

Mr. Silva: I could just say I don't have an issue with the massing. I know they had their variance for the steeple heights so I think they did a good job with the massing personally.

Ms. Okamoto: Anybody else as far as just the massing? Because we need to decide what we are putting in our comments to the Planning Commission.

Mr. Bowlus: I have one.

Ms. Okamoto: Okay.

Mr. Bowlus: In relation to the difficulty of getting the parking and the egress and all of the components of the site, the building, to work together, I would have a concern about the possible of over building of the lot. It's a small residential lot and we're putting a pretty monumental building on the small residential lot. I'm concerned that it's over building that lot.

Ms. Okamoto: Okay, so there is a concern. At this point, I'm not sure that that is a concern of everybody on the board, and so I need to be sure.

Mr. Maxwell: Yeah, you know, to me, it's kind of like, you know, you could build it on another property but that's just expanding. I think this is more infill so things are going to start massing up. Like that house next door might turn into a two-story in a couple of years. Who knows. So to me, I don't have a problem with the massing.

Ms. Okamoto: Okay. Let's just –. Morgan, do you have a –

Mr. Gerdel: Yeah, a comment on the massing. I guess, I mean, looking at the design they come up with, they've used all the elements they can as far as reducing the massing of the building. They have the awnings over the windows. And they have the steeples, and the columns. I guess based on the size of the building, I think they've reduced the massing as much as they can visually.

Ms. Okamoto: Anyone else on the massing?

Mr. Raza: May I –

Ms. Okamoto: Yes Mr. Raza.

Mr. Raza: Since we're on the massing. I just want to point out that the lot is 37,000 – over 37,000 square feet is the lot.

Ms. Okamoto: That's not what you had on your –

Mr. Raza: I thought I said 80-something, but it's 0.8 of an acre. I'm sorry.

Ms. Okamoto: Okay. Yeah, you had 8,000 and I thought that's a really small lot. Okay. So it's over half an acre?

Mr. Raza: It's almost over half an acre. And the building itself, the footprint, is 8,500 square feet. That's a quarter.

Ms. Okamoto: Okay, that's where I think there was –. At one place you had the 8,000 down as the land.

Mr. Raza: That's my bad.

Ms. Okamoto: That was very confusing. Okay, I need to get a consensus from the board. I don't see a consensus as far as a real concern on the massing. Am I correct. Okay, then let's move on. The front facing, there is some issues with that. Any one in particular besides colors? We said, you know, possible too many colors and textures.

Mr. Silva: I would support a change of the ship lap. If it was a lighter color. That was a good comment that Linda had.

Ms. Okamoto: So possibly a lighter color on the ship lapping.

Ms. Liscombe: One of the problems with that is they didn't bring in a story board for that particular piece so we don't really get a feel for how all of this would fit together without having all of these materials in front of us. I mean, is that orange or is that brown? It's hard to tell.

Ms. Okamoto: Yeah. Any other comments on that? If we suggested that you look again at least the coloring of the ship lap so that we're at least sure it's not, you know, a bright orange.

Mr. Raza: It would be orange brown.

Ms. Okamoto: Do we want to put that in to our recommendation?

Ms. Liscombe: Yes.

Ms. Okamoto: Okay. At this time I have two, then, things that we want to put into the recommendation. That there be a look at the parking to be sure that it will work with the turn around. And that they at least look at the frontage with possibly toning down the color on the ship lap siding, or other elements of the front that they might . . . (inaudible) . . .

Ms. Berry: I'd like to make it more general and say reducing the number of colors and materials as possible.

Ms. Okamoto: Okay. That's – general is better.

Mr. Silva: And for the parking, maybe if we could say that they are committed to having an attendant or some kind of plan. Not that they just look at it, but make sure it's a working plan going forward.

Ms. Okamoto: So for parking, we would like to say that possibly when you go to the Planning Commission that you have a parking plan as far as an activity that you do with your church members. That, you know, you do have an attendant, you do have steps on that. And that then the entire, the color and number of materials on the front be toned down. Okay. Do I pretty much have a consensus on that? Okay, could I have a motion to refer those comments to the Planning Commission?

Mr. Canady: I so move.

Ms. Okamoto: Second?

Ms. Berry: Second.

Mr. Silva: Sorry, did we need to resolve the massing issue or is that done?

Ms. Okamoto: No, we didn't have a consensus so I dropped it.

Mr. Canady: Well, the only thing I –

Mr. Silva: Okay.

Mr. Canady: Pardon me.

Mr. Silva: I was just curious.

Mr. Canady: Before we do this Madame Chair. I look at the picture that is shown to us up there and it looks massive compared to the trees and the buildings around it. That's all. I'm not trying to be nasty about it, but that's – it is a edifice and it's beautiful edifice, okay. That was my only comment. Thank you.

Ms. Okamoto: Okay, we can take – we could vote separately on the massing, whether we want that in our comments or not. Shall we do that or do we want to –? Okay, well, for me not to just make that decision then, we will take a vote. I need to know if you want to put into our comments, to the Planning Commission, a comment about the massing. All in favor of putting that in raise your hand. Opposed? Okay, so we're leaving that one out.

Mr. Silva: Sorry to waste everybody's time.

Ms. Okamoto: No, no. We needed to clarify it. So our current, we have two comments that will go to the Planning Commission. One, we want to be sure that they have parking plan that they – an operating parking plan – and they will look at colors and textures on the front facing. And it has been moved and seconded.

Mr. Canady: That's the motion I made.

Ms. Okamoto: Yes, it's moved and seconded that those are our comments. Any questions, comments?

Ms. Marshall: I just said this under my breath to Bryan, but I think his – I know I'm not suppose to do that – but I think his comment on infill and our encouraging that is very wise and it's a good thing to remember.

Ms. Okamoto: Thank you. Okay, all in favor of the motion on the floor raise your hand. Opposed? Okay. So we have two comments that are going to the Planning Commission. And those are the only two at this time. Now we do have the signage may have to come back at some other time. Correct? Any other questions, comments? Thank you very much for your time. We really appreciate you coming back and making the amendments and the changes. Would you like these back so that you have them for the Planning Commission? Might as well.

It was moved by Mr. Darryl Canady, seconded by Ms. Linda Berry, then unanimously

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

Mr. Raza: Thank you Madame Chair and Board.

Ms. Okamoto: Thank you.

- 2. Providing input to the Charter Commission on matters within the purview of the Urban Design Review Board. The Board was provided with the opportunity to provide its comments to the Charter Commission at its June meeting. (Kay Okamoto)**

The Board may act to provide comments to the Charter Commission for matters within their purview.

Ms. Okamoto: Okay, moving on, we do have Director's Report. Clayton? Wait, I'm sorry. There was one additional item that I added on. If you recall about two months ago we had a letter from the Charter Commission asking if there were any comments or additions or changes to the Charter that affected our particular committee. And we never finished that and so we need to know if there is anything. If not, I need to notify the Charter Commission that we don't have anything pertaining to our committee. Yes you may.

Mr. Michael Hopper: Real quick. Just to anticipate questions. The Urban Design Review Board is not created in the Charter. It's in the County Code itself which is actually the case for most boards and commissions. Most boards and commissions aren't in the Charter. The only Planning boards are the Planning Commissions and the Board of Variances and Appeals, so the changes, unless you wanted to add the Urban Design Review Board to the Charter or something, I don't think there would be any Charter changes that would affect only you directly. Now the Code section often times references the board will act in accordance with the provisions of the Charter relating to other boards and commissions. I don't think your board necessarily has that because we've got a lot of professional requirements. But again that's in the Code specifically. That's not in the Charter itself.

Ms. Okamoto: And I think that came up. There was a comment for the last one that as far as the authority of the board, but it really is not part of the Charter. I think Bryan you had –

Mr. Maxwell: I had brought up that if, say as a group we decide that we don't want to have something and then it get recommended to the Planning and they agree on it. If we go back, say it gets built and it's not the way that it was presented or drawn. You know, what authority do we have to say, hey, you guys, you know, you came to us and you presented this, but you built this?

Ms. Okamoto: So what I think we're hearing from Michael and I believe Clayton also mentioned that that really is not in the Charter. It would have to be – I assume to make any changes you would go to the County Council with suggestions on making changes there. Is that correct Clayton?

Mr. Clayton Yoshida: That or I believe your SMA authority comes from the SMA Rules of the Planning Commissions. So you would have to amend the SMA Rules.

Ms. Okamoto: And that would go to the Council also?

Mr. Yoshida: No, that goes to the Planning Commission.

Mr. Canady: So what you're all saying is we don't have really any authority. It's governed by the Charter Commission. Is that the bottom line?

Ms. Okamoto: Nothing written in the Charter regarding our – yes.

Mr. Maxwell: We just have a recommendation.

Ms. Okamoto: Yeah. So at this time, it would be safe to say I could report back to the Charter Commission that our committee does not have specific recommendations. Is that correct? That's what I thought but I wanted to be sure. Okay, Director's Report. Clayton.

D. DIRECTOR'S REPORT

- 1. Approval of the 2012 Meeting Schedule
The Board may act to approve or modify the proposed schedule.**
- 2. Status of the filling of Board vacancies**
- 3. Agenda items for October 4, 2011 meeting.**

Mr. Yoshida: Thank you Madame Chair. We've circulated a proposed meeting schedule for the 2012 calendar year. It would help us in terms of reserving the room, as well as, planning our schedules. We have scheduled meetings on the first Tuesday of every month except for November because that's General Elections.

Mr. Canady: That's what?

Mr. Yoshida: General Election Day.

Mr. Canady: Oh yes.

Ms. Okamoto: Anybody have any –?

Mr. Maxwell: That was sent to us in the packet?

Ms. Okamoto: I guess. I don't know. I didn't get one either. Thank you.

Mr. Yoshida: Yeah, because this is a much used room by the Planning Commission, the Board of Variances, the Charter Commission, and we have other special meetings with the DLNR, the Land Board and so forth.

Ms. Okamoto: So these are still Tuesdays.

Mr. Canady: Then there is no –. Clayton, at this point, then, there is no foreseeable two meetings a month that we had a couple of years ago?

Mr. Yoshida: Again as I've reported to the Board, our permitting activity is down quite a bit. We're doing our annual report which will be submitted to the Mayor's Office soon. But we go by fiscal year which we run a July to June fiscal year. In FY08, we received 30 SMA Major Permits. In FY09 we received 19. In FY10 we received 19. And in FY11 we received 10. Because, you know, sort of the economic collapse in October 2008 we're still recovering from that. And that's kind of reflected in our numbers of major permit applications. So at this time we're not receiving a whole bunch of major permit applications. A lot of them are for public projects – like road improvements, traffic signals, so forth – which you don't necessarily see. So I think one meeting a month would be okay to plan for because we're not getting the permitting activity like we had in 2007 and early 2008.

Ms. Okamoto: Right. Okay, so do we need to approve this meeting schedule?

Mr. Yoshida: Pretty much we would want agreement from the Board because, you know, we're going to reserve this room for those dates, and we're going to post it on your website.

Ms. Okamoto: Okay, do I see any objections to the meeting schedule?

Ms. Liscombe: No.

Mr. Canady: I so move. If you need a vote, fine.

Ms. Okamoto: It's been moved and seconded we approve the meeting schedule. All in favor say aye.

Board Members: "Aye."

The Urban Design Review Board unanimously approved the 2012 meeting schedule as written.

Mr. Yoshida: We still have not received word about the replacement, the filling up board vacancies, so we have two vacancies for alternate members. One would be a landscape architect and one would be a civil engineer. So if you have any suggestions let the Mayor's Office know. Soon January will roll around when the Mayor has to appointment replacements

for people who's term ends on March 31st.

Ms. Marshall: Who's term ends?

Ms. Okamoto: Off hand, do we –? Susan believes hers ends. I have no idea. Most of you are fairly new. Yours, I think you have another year. So maybe only Susan.

Mr. Canady: I think I've got two and half in now.

Ms. Okamoto: Okay.

E. NEXT MEETING DATE: October 4 , 2011

Mr. Yoshida: And our next meeting date is scheduled for October 4th. We don't have any items, particular items, to schedule at this time. But still we're four weeks away.

Mr. Canady: Are you saying we may or may not have a meeting?

Mr. Yoshida: That's correct.

Mr. Canady: Okay.

Ms. Okamoto: Thank you.

F. ADJOURNMENT

Mr. Maxwell: I have one question. You said that the Public Works type projects we don't look at. And is there anything that – the changes – is that something that we'd want to look at? I mean, I don't know. Like say I can recall in Kihei we had the turn around. Was that presented?

Mr. Yoshida: Oh, the round-a-bout?

Mr. Maxwell: The round-a-bout.

Mr. Yoshida: No.

Ms. Okamoto: But does it go to the Planning Commission?

Mr. Yoshida: No that was, at that time, I guess it was an SMA Minor Permit. It was less than \$125,000.

Ms. Okamoto: Well, when it was a road, like in Lahaina that had a fairly large planting and all of that, that came to us. I think what you're saying is like a traffic light, that kind of thing.

Mr. Maxwell: Well, it's a turn a round.

Ms. Liscombe: It's something totally new for the island so I would think it's a big deal.

Mr. Maxwell: I mean, I don't think I have a problem. I've gone to . . . (inaudible) . . . It works out great. But I think it also – it's just good. Those are the kind of things that we may want to look at.

Mr. Canady: Well we do public buildings.

Mr. Maxwell: Right.

Ms. Okamoto: Yes.

Ms. Liscombe: But we also do road improvements.

Mr. Maxwell: It's not just to keep us busy, but I'm just saying those are kind of –. If they're, you know, kind of different to the island – this will work.

Mr. Canady: At this time, might the subject come up, those of us, myself, from Moloka`i and Lana`i, so many of these projects we don't get a chance to go out and take a look at. And like in our previous one that we just had – can I talk openly about that?

Mr. Hopper: Yeah I think, I mean, you know, you could talk generally but, you know, if there's an agenda or something, we just want to make sure that we stay on the agenda.

Mr. Canady: No, no, no. I'm not trying to – that's why I'm asking. I think it would have been helpful, for me, to go see that area. And this is a subject that has come up before, I understand. And I'm just trying to be helpful. I mean, if I'm here for my opinion and whatever expertise I may or may not have, I'd like to be able to use it in looking at a site. And I'd like to bring that up at this point if that's permissible Madame Chair.

Mr. Maxwell: Darryl, when is the first flight over?

Mr. Canady: The one flight over from Moloka`i? The one flight over from Moloka`i right now, as of today?

Mr. Maxwell: Yeah.

Mr. Canady: God willing.

Mr. Maxwell: Yeah.

Mr. Canady: Was 8:30 this morning. In which it gets me here about 9:30.

Mr. Maxwell: So you don't have –. I was going to say if you were able to get . . . (Inaudible. Multiple speakers.)

Mr. Canady: And then going home – and then going home, it's, right now, either 2:17 or seven o'clock.

Mr. Maxwell: Well, here's a suggestion. Maybe if we know what's coming up down the road, after the meeting, you have a car, you go visit.

Mr. Canady: Well, again, if this is not being done, if the County doesn't want us to do it, then that's another story. I'm not trying to put my nose in where it necessarily shouldn't be. But I think it would help me as an outsider sort of speak have some knowledge that might be helpful in making a decision.

Ms. Okamoto: Michael?

Mr. Hopper: Yeah, just as a comment. You could certainly do site visits if you like, and they have to be noticed meetings and open to the public. But I can't advise anyone to investigate a project separately on their own. It's got to do due process concerns. Even though that you don't actually have approval over a lot of these projects you're talking about, although sign variances you would, there's case laws, you know, basically stating that, you know, all of the information you're getting should be on the record and open to everybody. I mean, you may happen to know something if, you know, drive pass something everyday, then, yeah, you're going to know more about that area than someone that never does. But I wouldn't advise doing an independent investigation. I'd think if, you know, you want to do a site visit, you would definitely do a site visit and have that noticed and attend that as a regular meeting.

Ms. Okamoto: Okay, so you're saying especially we had a sign one back, I don't know, a few months ago, we could rather than individual people going and looking at them, we would have been better off to ask for a site visit?

Mr. Hopper: Yes, it has to be. That would have to be a noticed public meeting. The problem is that if, you know, one person goes there and has some information about that, they were there, you know, on their own doing information gathering. The rest of the board members might not have gotten that information in the same way. The applicant wasn't present so wouldn't have a chance to deal with that information. For this Board since the majority of what you do is advisory, it's not as big of an issue as like a Planning Commission project would be. But just to be aware of that and to note that – and that's something we could talk about at our orientation as well – but it is something that comes up with boards from time to time. And there's case law that has, I think, overturned cases, overturned decisions based on things like that. Or it might require someone to recuse themselves. And again, very unlikely, but it's happened before, and that's why I have to advise you about that.

Ms. Okamoto: Thank you.

Mr. Canady: Lawyers love things like that.

Mr. Silva: Yes.

Ms. Marshall: I'm completely flabbergasted by that.

Mr. Silva: I would still go look.

Ms. Okamoto: Okay, let's move on.

Ms. Marshall: . . .(inaudible) . . .

Mr. Silva: Because what we do is looking at, you know, the picture. That's tough.

Mr. Maxwell: Could you do it like this, say, if you knew what the project was prior, every time, which I don't know if it is. But would you say, okay, after this meeting, those that want to go to that site, can we do that?

Mr. Hopper: No.

Mr. Silva: Make a notice every time.

Ms. Liscombe: It's to late.

Mr. Maxwell: No, no. Go to a site visit a month before the next meeting.

Mr. Hopper: No.

Mr. Maxwell: What I mean, if we know next month we're going to have this other project. Those of us wants to go take a look at it could do that.

Mr. Hopper: You need to have quorum and a meeting.

Mr. Maxwell: Okay.

Ms. Marshall: We haven't gotten the presentation yet, either, so we don't know what to look for.

Mr. Hopper: After the presentation and exhibits you can say, yes, I'd like to do a site visit. What normally happens is you have the site visit, and then you come back and have the presentation and public testimony on the same day typically.

Mr. Canady: Madame Chair, that would be the way I would think to handle it.

Ms. Okamoto: Yeah.

Mr. Canady: And I don't think all projects we need – need to be seen by us dummies in Moloka'i or whatever, okay.

Ms. Liscombe: But something like the Medical Building might be an example of where we could

use that and do that.

Ms. Okamoto: So the next time that Lana`i has something come up you want a site visit, is that right?

Mr. Canady: Absolutely!

Ms. Okamoto: Okay, I'm sorry. Moving on.

Mr. Silva: That could be an overnight stay.

Ms. Okamoto: Yes. Clayton, anything else?

Mr. Yoshida: That's all we have to report.

Ms. Okamoto: Okay. Any other business? If not, meeting is adjourned.

There being no further business brought forward to the Board, the UDRB meeting was adjourned at approximately 11:26 a.m.

Respectfully transmitted by,

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

RECORD OF ATTENDANCE:

PRESENT:

Linda Kay Okamoto, Chair
Linda Berry, Vice-Chair
Robert Bowlus
Darryl Canady
J. Morgan Gerdel
Susan Liscombe
Jane Marshall
Bryan Maxwell
Michael Silva

OTHERS:

Clayton Yoshida, Planning Program Administrator, Department of Planning
Ann Cua, Staff Planner
Anna Benesovska, Staff Planner
Michael Hopper, Deputy Corporation Counsel, Department of Corporation Counsel