

**MAUI PLANNING COMMISSION
REGULAR MINUTES
APRIL 23, 2013**

A. CALL TO ORDER

The regular meeting of the Maui Planning Commission was called to order by Chairperson Ivan Lay at approximately 9:00 a.m., Tuesday, April 23, 2013, Planning Conference Room, First Floor, Kalana Pakui Building, 250 South High Street, Wailuku, Maui.

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

Chairperson Lay: ...come to order. It's April 23, 2013. Public testimony will be taken at this time of the meeting on any agenda item except for contested case under Chapter 91, HRS. In order to accommodate those individuals who cannot be present at the meeting when the agenda items are considered by the Maui Planning Commission, public testimony will also be taken up when the agenda item comes before us. The maximum time for any individual testimony is three minutes. A person testifying at this time will not be allowed to testify again when the agenda item comes before the Commission unless any new or additional information is to be offered. Testifiers, please be advised that applications for community plan amendments, state district boundary reclassification, change in zoning and conditional permit require the approval of the Maui County Council. In order to be notified of any future agendas of the Maui County Council please notify the Office of Council Services at 270-7838 or by mail to the Maui County Council, 200 South High Street, Wailuku, Maui, Hawaii. Public testimony is now open. Do I have any testifiers at this time? If none, we're now closing public testimony. Our first agenda item?

Ms. McLean: Thank you, Chair. Good morning. Good morning, Commissioners. The first item of New Business is a request from Glenn Okimoto, the Director of State Department of Transportation asking the Commission for comments on a Draft Environmental Assessment prepared in support of the Special Management Area Use Permit for the Kahului Airport Consolidated Car Rental Facility consisting of the construction of a new three-story consolidated rental car facility, installation of related improvements and minor demolition activity at TMK: 3-8-001: 019 (por.) and 3-8-001: 239 in Kahului. Paul Fasi is the Staff Planner.

B. NEW BUSINESS

1. **MR. GLENN M. OKIMOTO, Ph.D., Director, STATE DEPARTMENT OF TRANSPORTATION requesting comments on the Draft Environmental Assessment (DEA) prepared in support of the Special Management Area Use Permit for the Kahului Airport Consolidated Car Rental Facility project consisting of (a) the construction of a new three-story consolidated rental car facility (ConRAC); (b) installation of related improvements for the ConRAC; and (c) minor demolition activities to prepare the project area for the ConRAC facility at TMK: 3-8-001: 019 (por.) and 239, Kahului, Island of Maui. (SM1 2013/0002) (P. Fasi)**

The accepting authority of the Final Environmental Assessment is State Department of Transportation.

The public hearing on the Special Management Area Use Permit will not take place until after the Chapter 343, HRS determination has been made.

Mr. Paul Fasi: Good morning, Commissioners. I'm gonna be very brief and basically just introduce the project. The applicant does have a full-blown presentation to give you and so I don't wanna repeat what they're gonna be telling you. I will say that they will have to come back for a Special Management Area Permit. Prior to that they will come back for the Final EA review and then come back for the Special Management Area Permit. So you will be reviewing this two more times in the future at minimum.

The accepting...the applicant is the State Department of Transportation, Airports Division, and they are also the accepting authority for this project. If there are no questions for the Department, I'm gonna turn it over to the applicant and they can begin their presentation. Thank you.

Ms. Karlynn Fukuda: Good morning, Chair and Members of the Maui Planning Commission. My name is Karlynn Fukuda of Munekiyo & Hiraga. We are before you today as Paul mentioned, regarding the Planning Commission's comments on the Draft EA review for the proposed consolidated rent-a-car facility at the Kahului Airport.

Joining me today, the members of our project team from the Department of Transportation, Airports Division, we have Gene Matsushige, the section head as well as Mr. Marvin Moniz, the Kahului Airport Manager. From Ricondo & Associates, the EA preparer we have Stephen Culberson, Director, John Williams, Senior Vice President and Ura Quoniou, also a Director. From Demattei Wong Architecture, we have Mr. Wesley Wong, Principal, he is the project or they are the project architects and from Mitsunaga & Associates, the project's civil engineer we have Chad McDonald and myself from Munekiyo & Hiraga, we are assisting with the EA preparation as well as the SMA permitting process.

Our agenda for today, we'd like to do a brief presentation for the Commission. We'd like to go over the background and history of the proposed consolidated rent-a-car facility, the purpose and need of the facility, overview of the proposed project, a discussion on the alternative sites that were looked at for the consolidated rent-a-car facility, study of the existing environment impacts and potential mitigation that was reviewed in the EA document, and then go over the next steps for the project. At this time, I'd like to turn the presentation over to Steve Culberson from Ricondo & Associates.

Mr. Steve Culberson: Thank you, Karlynn. So I wanted to give you a little bit of background.

Chairperson Lay: Excuse me, please identify yourself?

Mr. Culberson: I'm Steve Culberson with Ricondo & Associates and we were in charge of preparing the Environmental Assessment.

Chairperson Lay: Thank you.

Mr. Culberson: I wanted to start with giving you a little bit of background about the consolidated rent-a-car facility, the planning, the State initiated a statewide rental car facilities development

program back in 2008, and initial planning looking at all of the major airports in the State went through 2009 and 2010 where they were looking at facility requirements and then they looked at the financial feasibility of developing the program at that time. And 2011, they completed a site selection study specific to Kahului Airport, and they selected a site based on increasing the convenience for the rental car customers and also they were looking at eliminating the rental car shuttles and return passengers having to circulate through the terminal roadway system, try to relieve some of the congestion that sometimes happens in front of the terminal itself.

In 2012, we started the Environmental Assessment and the Draft EA was published in March of this year. So the Environmental Assessment that we prepared is...fulfills both State of Hawaii requirements, HRS 343, but it also fulfills the FAA's National Environmental Policy Act requirements. The FAA has to make a finding on the project as well, and they have to approve the change to the airport layout plan. So the Draft EA is a little bit different than what you're probably used to seeing because it has to fulfill those FAA and State requirements. It does provide the purpose and need for the project, it looks at alternatives, it does identify the existing environment and the impacts and mitigation. Some of the difference is, is that we did separate out the specific 343 requirements looking at existing...the consistency with plans, policies and controls, and then the significance criteria assessment. But everything else is, included in the document, just a little bit organized differently.

The purpose and need for the project. The purpose is basically to try to consolidate all of the rental car facilities in one location with the exception of heavy maintenance and some of the storage. And then the need is based on what the existing demand for the rent-a-cars are at the airport as well as projected demand and that was developed looking at both passenger enplanements, existing and future rental car transactions that are taking place today and projected in the future, and a survey of all of the rental car facilities that are currently serving Kahului Airport and trying to determine their needs. And ...(inaudible)...was also looking at again reducing traffic and congestion on the terminal roadway system and then looking at ways to enhance the overall customer experience.

So the proposed project itself, it is a four-level structure and it contains a customer service building basically where passengers would check-in, fill out the paperwork, and get the keys to the rental car. The ready return area which is basically where you pick up your car and drop off your car and then quick turnaround, and the quick turnaround is where they do light maintenance, basically fueling, washing the cars, and getting the cars ready to recirculate back for the rental car customers. It would include four above ground fuel storage tanks and some sort of trolley/shuttle system from the customer service building to the passenger terminal. Even though it's fairly close, the proposed site is fairly close to the terminal, some people will still need a conveyance to get to the customer service building. It will include site landscaping, roadway connections to the existing terminal...to the actually the future terminal roadway and connections to existing utilities. Now this project does not include the airport access road. That's a separate project that's already been approved, but this would tie into the proposed airport access road. So those connections to the airport access road that will be under construction soon will connect there. And it will also include provisions for flat, plate solar photo voltaic panels on top of the roof.

This is the project site. The proposed site which is just southwest of the terminal system and just

adjacent to the existing public parking. This is a view of the proposed facility which this is a model of it as well which you can take a look at if you desire. And then this is a view from the opposite direction.

These are the elevations. The south portion of the building which would front the airport access road and you would see the top two levels of the structure and then the rear sort of on the north side, you would actually see the three levels of the structures because of the different in grade at that location.

So when they looked at the alternative sites they identified five sites for potential rent-a-car facilities. The Site 1 is actually on the existing public parking lot, but that would entail a much larger structure 'cause you'd have to replace the public parking there. Site 2, just north of the existing baseyards. Site 3 is basically where Enterprise is today, but that would also require a much larger structure 'cause it's a very small site. Site 4 is at the intersection of Hana Highway and the future airport access road. And then Site 5 is the preferred site.

So in the EA we looked at each of the alternatives as well a no action alternative and off airport alternatives and we looked to see which of the alternatives would provide the needed facilities with reduced traffic congestion and enhance the custom experience and through the evaluation two of the alternatives met all of those criteria, Site 4 and Site 5. Site 5 is the preferred alternative because it is the closest to the terminal area, and would enhance the...would cause the shortest commute distance for the passengers between the terminal and the rental car facility itself.

So now I'm gonna talk about some of the environmental areas that we looked at, the environmental resources that we looked at and what potential impacts that we disclose in the Environmental Assessment. We did look at existing land use and existing plans. It is compatible. Site 5 is compatible with the State Land Use District. It is Urban. In the Urban area. It is community plan land use it's designated as Airport and the Maui County Zoning is also designated for Airport. So it is consistent with existing plans.

Water resources there is a stream that goes through the site itself where the consolidated rental car facility would be built. That stream is in a concrete structure. It's completely enclosed underground and it would remain in that location and would not be affected by the project. Some of the potential effects because of the development you are gonna be increasing the impervious surfaces which would cause some additional runoff and potential increase in sediment loads. And the way to mitigate that, the State is looking at constructing two storm water detention basins to capture the increased runoff so there would be no increased runoff from the site. Incorporating best management practices. This will be incorporated into the storm water management plan. The installation of erosion control and protection devices, and then during construction there'll also be best management practices, watering to minimize fugitive dust, covering of major stockpiles, that sort of thing.

Wetlands and flood plains. There are no wetlands on the site. The only issue is that there is a flood plain associated with the stream. The structure would be within the flood plain. The structure would be...the occupied structure would be above the base flood elevation. The storm water detention basins would help offset some of that and then the storm water detention basins will also

be designed in a way so they don't attract the wildlife. The FAA looked at that to make sure that we're not creating a wildlife hazard for aircraft operations.

Coastal resources. This is within the SMA as I'm sure most of you know, and then some of these things that we're looking at it would potential effects to coastal ecosystems and coastal hazards due to flood plain impacts. So again, the storm water detention basins would help offset those effects. The water pollution and erosion control measures that would be implemented, environmental controls, and spill prevention measures to make sure that any hazardous materials that are used on the site are stored properly, contained properly, and the structure itself is designed so it would not alter the flooding characteristics or change the base flood elevation that exist today. And that's just a map of the Special Management Area. Most of the airport is within the SMA.

We also looked at archaeological resources and cultural resources. An archaeological survey was done. No archaeological resources were found. A cultural impact assessment was done in compliance with OEQC guidance. And they did send out letters to the Maui County Cultural Resources Commission and other persons knowledgeable of the area. No responses were received. They also went in front of the Maui County Cultural Resources Commission and nobody provided testimony concerning the project.

Flora and fauna surveys were also conducted to look for the presence of endangered, for any endangered species. And then the FAA did conduct consultation with the U.S. Fish and Wildlife Service. There are two species that the Fish and Wildlife Service was concerned, potentially concerned about. One was the Blackburns Sphinx Moth which is known in the area. However, during the three surveys that were conducted for this project none were found. One Hawaiian Horiie Bat was found foraging. This was detected foraging. So Fish and Wildlife has asked the FAA to implement several mitigation measures which basically restricts the clearing of vegetation greater than 15 feet in height during the summer breeding season. And then they want the airport to also eliminate the moth habitat during the October, November time frame so that in case the moth is there, they will be...it wouldn't affect the moth, but the plant that it uses would be gone, so they would not be affected by the project.

Light emissions and visual impacts. We did look at, you know, the effect of the structure it would have on the existing area. There would be setbacks from the roadway system to provide some visual relief. The first level of the ConRAC would actually be below the elevation of the airport access road so only, you know, as you approach the airport, only the top two levels would actually be seen. There would be landscaping around the entire facility. They would use field stock trees so that they look, looks natural and full grown. Earthen berms would also be utilized to provide some visual relief and then the lighting for the facility would be fully shielded and directed downward so as not to provide a source of light pollution.

This is just a picture of the site plan. This shows some of the landscape features that are gonna be incorporated into the design. Some of that is also shown on the model up here as well.

The airport, the State, I'm sorry, is also looking at incorporating sustainable design features into the project. They are asking the designers to design it to LEED Silver Standards which is the U.S. Green Building Council Standards for sustainability. Mostly looking at energy efficiency measures. They will incorporate a water recycling system in the carwash facilities that would be in the quick

turnaround area, and then the use of photo voltaic panels on the roof would also be incorporated.

So after completion of the Draft EA, if no significant impacts were found based on the significance criteria in the Hawaii Administrative Rules, we anticipate issuing a Finding of No Significant Impact and under NEPA and the FAA criteria there would be no significant impact with the mitigation measures that we are proposing. Now, I'm gonna turn it back to Karlynn to talk about some of the next steps.

Ms. Fukuda: Thank you, Steve. So as Steve mentioned earlier, the Draft EA was published on March 8th of this year in the OEQC Bulletin. The next steps for the team are to prepare responses to the comments received during the Draft EA comment period as well as comments from the Maui Planning Commission or including comments from the Maui Planning Commission and make revisions to the Final EA document as needed. Then that document would be turned over the State DOT and FAA for their review, and upon their review and approval, the Final EA, FONSI Determination would be issued and the FAA would also issue their determination on the NEPA document. And following all of that environmental review process, then the project would come back before the Planning Commission for final review and action on the SMA Permit application that has been submitted. That concludes our presentation for this morning, and the team is available to answer any questions you may have. Thank you.

Chairperson Lay: At this time, I'm going to open it up to public testimony again for anyone who wishes to testify at this time? Come forward. If none, we're closing the public testimony. Commissioner, you have any questions for the applicant? Commissioner Freitas?

Mr. Freitas: Yes, question. They're moving the...they supposedly is moving the airport to the opposite end of the terminal, to the opposite end of the runway. The Mayor was on the radio and in his weekly commentation [sic], he said that they're looking to relocate the terminal. How would it affect this project, this or do you know of any plans to relocate the terminal?

Ms. Fukuda: Thank you, Commissioner Freitas. My understanding is that the DOT has been working with their consultant to do a update to the Kahului Airport Master Plan. At this point, you know, whether or not the terminal actually moves in the future maybe something that is considered in that Airport Master Plan, but I think the status of the Airport Master Plan Update from what I understand is that the FAA is still reviewing it. So if there was a plan to move the terminal in the future, my guess is it's, it's a ways off before that actually occurs. I mean, we're talking, you know, at least 10 years probably more actually. So...

Mr. Freitas: Follow up?

Chairperson Lay: Commissioner Freitas?

Mr. Freitas: That area floods very heavy every year. How high are they gonna raise that thing because that will affect Kanaha Pond...the area where the, what you call, the terminal is for the rental cars is...they flood and they pull the cars and they bring 'em way in the back yearly. It's a major flood. You cannot drive through that, through those areas when it floods into parking lot, I mean, water comes into the automobiles where the concrete plant was. There is a lot of water

comes through there. Could you show me where the cement plant was please?

Ms. Fukuda: You know, I was gonna ask you because I'm not sure where the cement plant was. So this is the consolidated rent-a-car facility site itself. Here are the airport, existing airport terminal buildings, the public parking that's existing right now, the airport cargo building is there. The UPS building will be moving. Currently it's in this area here, but because of the proposed project it will be moving and the Planning Commission had reviewed an SMA for that as well. So the area that you're referring to that floods is, is in the Kanaha Pond area or is it in this area itself right now?

Mr. Freitas: It's the road going from the rental car to the road that hooks up to Kanaha Pond.

Ms. Fukuda: Okay, so you're talking about this area back here?

Mr. Freitas: Yes. Yeah, right where you at. Yeah, that floods like as high as three feet, four feet. I've pulled cars out of there.

Ms. Fukuda: So part of it...I guess the good thing about this project is, is that it will allow for more storage of vehicles in this area and then those rent-a-cars can be moved off of this site as well. So they won't necessarily need to store them in that area here. For the proposed consolidated rent-a-car facility there are drainage improvements that are proposed to provide storage for retention for runoff, so...and if you like, I can bring the civil engineer up to explain you know, what those drainage improvements are proposed for the consolidated rent-a-car facility?

Mr. Freitas: Yes, I would because that area floods every year where even Hertz and all of that area is I mean...

Ms. Fukuda: So this is the existing rent-a-car area that you're talking about here?

Mr. Freitas: Yes, it floods. I mean, where it's water into automobiles, yeah.

Ms. Fukuda: Okay. We'll have Gene Matsushige from DOT, Airports.

Chairperson Lay: Please identify yourself?

Mr. Gene Matsushige: Gene Matsushige with Airports Division, Engineering. Yeah, this site was filled with about 250 truckloads, yeah about of asphalt material right now. So it has been filled. All the ruts has been filled up for this area. So we have raised that area.

Mr. Freitas: So, it flooded last year. So if we have a heavy rain it will not flood?

Mr. Matsushige: We filled it, yeah, like about the ending of this year, no I mean, ending of last year maybe through January.

Mr. Freitas: Where Maui Concrete was in the back that's all been raised?

Mr. Matsushige: We did, we did this area right over where they're storing the cars right now.

Mr. Freitas: Okay, thank you.

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: I just have a follow up question with Mr. Matsushige? This one is related with permeability. When you say, "fill" was that 250 truckloads of asphalt that's impermeable or is that some permeable type of material?

Mr. Matsushige: It's permeable. It's formally asphalt material that was milled off of the taxiways. So it's like gravel.

Mr. Shibuya: Okay, so what the rise was from the original level to now? How much rise did you get?

Mr. Matsushige: We probably had a couple feet I think at least and some places even more like in the ruts we probably added three, four feet and in the high areas, probably less maybe a foot or so. But there's at least a foot in all areas. In the ruts maybe about three, four feet.

Mr. Shibuya: Okay, and is there a slope in terms of where you filled it, where would the runoff go?

Mr. Matsushige: Generally, we follow the existing terrain.

Mr. Shibuya: Toward the ocean?

Mr. Matsushige: Yes.

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: I just have a concern in terms of what type of runoff are we talking about here? This is in a SMA area, right? And so what kind of volume are we talking about and what kind of pollutions are we talking about?

Mr. Matsushige: You know, from this project we would actually probably reduce the amount of pollution because we're gonna be moving cars from this area onto the ConRAC.

Mr. Shibuya: Okay, thank you.

Chairperson Lay: Commissioner Hedani?

Mr. Hedani: Karlynn, this might be a question maybe for the project architect or the state planner. The facility looks like it's gonna be right at the entrance to the airport. It'll be the first thing that you see as you're approaching the airport. It'll be the last thing that you see when you arrive and you're leaving to go to your destination. So the question is does it reflect a Hawaiian sense of place in terms of its appearance, it's landscaping? How was that addressed? Because it's very important feature if it's the first thing that you're gonna see and the last thing that you're gonna see for the airport?

Ms. Fukuda: Thank you, Commissioner Hedani. I can bring up Wesley Wong from Demattei Wong Architecture, but I do know that they have been consulting with the cultural group in the design of the architecture, but he probably has more detail that he can share.

Mr. Wesley Wong: Thank you. Wesley Wong with Demattei Wong Architecture. We're the principal architects for the facility. As Karlynn said, we have been working with E Ola Pono and Ramsay Taum who is part of E Ola Pono for the past five or six months. In fact, we have a meeting after this meeting today to ensure that we reflect a sense of place specifically for this area here. And we worked with Ramsay in Honolulu and that's part of the process that we use wherever we go anywhere in the world, we work with local people to get a true understanding of the sense of place because we understand how important it is that this facility, and you're absolutely correct that this is the first impression and one of the last impressions for the arriving visitor. There is a landscaped area that actually will be the front door to the airport at the apex of our site and the new access roadway and I'll show you where that is. This is the new airport access road that comes into the airport. This is the existing terminal. This is the ConRAC facility here. So this landscape feature is gonna be one of the first things that all customers, all arriving, even the residents and visitors will see as they come to the terminal, as they come to the ConRAC, and this is actually, I believe the height of it is about 65 feet. So it's pretty tall. So it really covers the majority of the ConRAC until you get past it. But, but in support of that, we are also as I said, developing the landscape plan to again, reflect a sense of place and it's all about the sense of place whether it's with the landscape, whether it's architecture from the exterior and to the interior perspectives. And so we, we're not doing this out in a bubble. We're working with a local group here to, to deliver the project.

Chairperson Lay: Commissioner Wakida?

Ms. Wakida: A follow up on that. Can be a little more...you were quite specific on your...about landscaping, but what about the actual building that the drawing that had been presented show a very stark looking building. So how are you reflecting a sense of place in this building?

Mr. Wong: Well, the plans because we had to submit the plans, I believe it was a month ago to Karlynn, we've actually made a lot of headway over the past month. Again, we...as I said, we had been working on the aesthetics side of it and working with DOTA and E Ola Pono had decided that the, the inspiration for the architecture is gonna be the plantation style which is very prevalent in Lahaina and Wailuku. And so what those elevations that you're seeing are not actually the latest set of elevations that or representative of the direction of the architecture. So, but we are using, again, looking at, from looking at the history of the two towns, and utilizing, you know, as close to the actual construction methods, and something that really represents the material...in terms of the materials represents the area.

Ms. Wakida: Okay. Thank you. I'm sure that some of this is gonna come up in next meeting when we see you.

Mr. Wong: Yes ma'am. And we'll have a lot more to show.

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: Just a follow up question for you. The water feature, you said they're about 65 feet tall, and the water is actually what, recycled water or reused water or something that's used to aerate the reused carwash water or what is it?

Mr. Wong: Well, specifically the landscape feature, I can't address that because we weren't involved in that but I will tell you that the water that is...was generated here at the ConRAC facility, about 90 percent of it is reclaimed.

Mr. Shibuya: Okay, and so the water that you wash the vehicles, now I'm just wondering if that's the same water that's being used in the water feature?

Mr. Wong: No, it is not. It's a separate system.

Mr. Shibuya: Oh, it's an enclosed separate...

Mr. Wong: It's a separate project, and Gene, maybe you can answer that more directly. I was not involved in the development of that landscape feature.

Mr. Shibuya: Okay, thank you.

Chairperson Lay: Commissioner Wakida?

Ms. Wakida: Just a follow up on this water feature. Did you say a 65-foot water feature?

Mr. Wong: Well, elevation, not 65 feet tall, and I apologize, I should clarify that. The existing elevation of the new airport access road is about plus 48, plus 50, 'cause it, 'cause it goes over Haleakala and so it, it rises, and so from that point, it is about a 15-foot stair stepping landscape feature. So it's not 65 feet, it's actually 15 feet tall. Apologize.

Ms. Wakida: Okay, okay, yeah, because yeah, I'm picturing this waterfall, and of course, you know, it's very windy there. So waterfalls don't –

Mr. Wong: Well, they can wash the cars as the cars go by.

Ms. Wakida: Yeah.

Chairperson Lay: I have a quick question on that also. How tall is the building behind this water feature?

Mr. Wong: Well, we're utilizing the existing slope of the land. So if I recall correctly, I believe, and again, I'm using the plus 48 is the height of the crown of the new airport access road. Our first elevation is at plus 13 elevation because as you know, there's the...on the west side of the facility and let me point this out, this is the existing culvert that's there today. So this side of the site is actually, is about 15 feet higher than this side of the site, give or take.

Unidentified Speaker: Twenty-two about–

Mr. Wong: Thirteen?

Unidentified Speaker: Twelve.

Mr. Wong: Twelve. So 10 feet. So what we're doing is the actual first level is actually at the plus, plus 12 elevation and so we don't. This is grade here for that level. The next level is, we're 14 feet above that, so we're at plus 26 here so you can see we're still below the 48, and then we're 16'6" about that for the next two levels, so that's another 33 feet above the 26. So what is the math on that, I'm not very good at math, so 65, so 65 feet which is where this is at. So it'll be at about the same height as the top of the landscape feature.

Chairperson Lay: Thank you. Commissioner Hedani?

Mr. Hedani: Can you identify the type of landscaping that you're using in this area or is it too premature?

Mr. Wong: It is a little premature. We have a local landscape firm who's working with us, PBR and we're not at that development stage yet where they've identified the actual vegetation, but that will be one of our next steps.

Mr. Hedani: Okay, my comment relative to that is that, you know, and when I talked about sense of place, what I was thinking about was a Hawaiian sense of place which can be expressed through the landscaping.

Mr. Wong: Absolutely.

Mr. Hedani: The use of the State tree, Kukui trees, other types of plantings that reflect the native Hawaiian culture basically is what I was hoping for, yeah.

Mr. Wong: I believe that's going to be our direction.

Mr. Hedani: Thank you.

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: Since we're on this landscaping thing, I would certainly like to have the...I've been to many airports throughout the country and Hawaii, especially Maui, you have the fragrance which is very unique and I'd like to capture that unique fragrance of our flowers, and if that's possible please integrate that.

Mr. Wong: Absolutely. It's very possible. In fact, we've, as I mentioned we have been over the past month been heavy in intense development of the aesthetics side of it which not just includes the building itself, but the landscape and the environment around it, and in one of the main areas is actually what we call the customer service building where all the customers, every customer who rents a car or returns a car will, well that's a transition point and it's a big area and so we're talking about bringing the landscape into that plaza. Again, to...there was a, I believe there was a

comment from the Mayor who said we wanna bring the landscape into the building and so that's...that is our intent to do that.

Mr. Shibuya: Yeah, something like Jasmine or Gardenia or, you know, things of this nature. That's a very unique sweet aroma. It's not only the visual sense, but it's the nostril sense.

Mr. Wong: Well, yeah. What we hope to do is actually take advantage of the five senses which includes the smell. That's what's unique to the islands.

Mr. Shibuya: Thank you.

Chairperson Lay: Commissioner Hedani?

Mr. Hedani: The only other comment that I would have on it is your channelized stream that's running underneath the facility. I think it's actually good that the facility is being consolidated. All the rent-a-car companies parking lots are being consolidated into one facility because that way, you can control the pollution that's caused by those vehicles, right.

Mr. Wong: Yes, sir.

Mr. Hedani: Aggregate all of that stuff, make sure it's filtered you know for petrochemicals and those kinds of things so that nothing escapes into the environment that could harm it.

Mr. Wong: Yes, sir. We have all kinds of oil/water separators, water separators. This is a very unique facility and we understand from the environmental standpoint that that's very important. So at some point we could go through those details if you'd like, but we have, you know, belts and suspenders.

Mr. Hedani: And I think it's important that that stream that's channelized underneath it not be...that the channelization not be penetrated so that you get leaks going into it.

Mr. Wong: Correct. Yeah, our structural engineer, Mitsunaga, has studied that intensely and we're on board with that idea of not penetrating it. We don't wanna touch it because if you do, you don't know what's gonna happen to it. And so our intent is to actually do a mat foundation and actually bridge it so we're not touching it.

Mr. Hedani: Follow up?

Chairperson Lay: Commissioner Hedani?

Mr. Hedani: You know, when you build this facility and it turns out really nice, we're gonna expect you to do the same thing for the public parking side, you know?

Mr. Wong: Yes, sir. We'll be happy to.

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: Just follow up on that culvert. Just wanted to make sure that we do have some barriers or grates on either side or both the sides of that culvert to ensure public safety here. I don't want some homeless or some mischievous people doing some mischievous things there. And so if you could add some grates that somehow self-cleans itself of organic material when the storm hits?

Mr. Wong: Okay, we'll look into that.

Mr. Shibuya: Thank you.

Chairperson Lay: Following up on aesthetics, I'm curious about when our tourists come in they hope into a shuttle that takes them to the rent-a-car facility. What is their...what view are they getting as they come up to this rent-a-car facility?

Mr. Wong: Why don't we go to the model shot? Do we have a model shot? To put it in context, the terminal is down here. This is the new facility. This is the new airport access road. What we're planning on doing is, the concern is really the walking distance for the customer from bag claim, it's a 1,000 feet. And although I think there are most people who will probably walk it, we understand that there are families here, a lot of little kids, a lot of luggage. And so the intent is to develop, we call it a trolley system. We're not sure what that is yet. We're still in the process of analyzing what that needs to be, but something that will pick up the customers at bag claim and take them whether it's on a trolley or something of that nature, take them through this facility here and then drop them off at, again, the main customer service open air plaza which is where we talked about bringing the landscape in. This really is the, I think, the focal point of the whole facility. It does face the new airport access roadway and it is where all the customers will enter the facility and exit the facility. So it's, it's this view that we're looking at.

Chairperson Lay: Right, I'm thinking of, you know, something that's has that same atmosphere as the front part where if they're coming in do they...what are they looking at a building, you know, like here they are, they just come off the plane and they're heading towards the building or are we gonna have foliage in the front of it?

Mr. Wong: Well, we will have landscape on the edges, and maybe we should show that one image. I think we have a couple of images on your jump drive that will help. This is kind of where we are as part of our aesthetic development, and I would tell you that we're still in the process of developing that. We do have a meeting with E Ola Pono. So okay, this is a good one, at least as a starting point. So the trolley will actually come through here, through this covered opening and drop you off in this location here. And so what we've done, is we've identified there's a wall here. We've identified that as our art integration opportunity. I was talking with Jonathan Johnson who's with the State Foundation on Culture and the Arts. He was on the plane this morning and we have a meeting with him this afternoon, that that would be a prime area because that really is one of the first things that the customers will see. So I think we're gonna identify that as a really prime opportunity for an artist, a local artist to come in and put their art on that wall.

Chairperson Lay: Okay, thank you. Commissioner Hedani?

Mr. Hedani: Yeah, on this particular elevation, I think that because the facility is so large, it should be setback sufficiently and your landscaping area should be widened or made more significant so that it's in proportion to the building.

Mr. Wong: Yeah, and we agree with that. It is a big facility and one of the directives from the DOT, State DOT was to design the facilities such that it doesn't appear as massive as it is. And so what we've done is we've broken up the components, and again, more specifically up in this area here, let me see what other elevations we have here. So this is the actual, the trolley, as you're coming to the facility and so you can see that what we've done is within the actual customer service open air plaza, we've actually broken it up into zones, if you will. We will have eight or nine rental car companies and they'll have their own zones. And so through the expression of the articulated columns, we're able to break, break the actual customer service building plaza itself. You can see to the left, we have landscape...we have landscape along this edge here which, you know, kind of encompasses that customer service building area, and not blocks the airport access road, 'cause we still want the views out towards Haleakala Crater, but again, it gives you that, you know, what we're calling a sense of place.

Chairperson Lay: Commissioner Wakida?

Ms. Wakida: You said that you figure that the walking distance was about 1,000 feet. Now were you measuring from the baggage claim area to the check-in?

Mr. Wong: No, from the bag claim to this open air plaza. From the very far end of the baggage claim.

Ms. Wakida: Is 1,000 feet?

Mr. Wong: Give or take, yes.

Ms. Wakida: Yeah, I would imagine families coming in are gonna wanna shuttle. I don't know they're gonna wanna haul all their stuff either direction.

Mr. Wong: We agree. Which is why we're looking at some kind of a shuttle system or trolley system.

Chairperson Lay: Commissioner Freitas?

Mr. Freitas: You said eight or nine rental car companies. Is there room for expansion if somebody else, another company would wanna come on?

Mr. Wong: Yes, sir.

Mr. Freitas: And follow up question, how many automobiles are they gonna store and is there room for, what do you call, additional automobiles, because our public transportation is very limited and people, I think, of all the islands we have the largest rent-a-car place. Is there a place to store these vehicles, because you see them right now they're stored by that helicopter pad and when

they have cars to come and ...(inaudible)...

Mr. Wong: Yes, sir. We've programmed the facility for what we typically...it's 20 years out. We call it the 20-year program. And so this facility is designed to...for the rent-a-car companies to reach their capacity in 20 years, and at that time, what we'll do is we'll look at the operational techniques once they start to outgrow the facility, you know, to allow them to operate for another 5 to 10 years. But we do also provide what we call, supplemental storage onsite that's actually, and to kind of Gene's point, we're taking them from the area where they're at on, we're bringing them onsite. So there's a lot of environmental benefits to that. So they're not circulating around the terminal, they're not on the roads, they're within the facility.

Chairperson Lay: Commissioner Freitas?

Mr. Freitas: Has that, what you call, the storage facility been designated, you know, where that additional storage facility was going where you store the overflow of the automobiles?

Mr. Wong: Yes. You're talking about within the ConRAC itself?

Mr. Freitas: No, you're gonna have cars I'm sure that will not fit into the ConRAC.

Mr. Wong: That's correct.

Mr. Freitas: So you have to have a supplemental yard. Has that yard been identified?

Mr. Wong: Yes, it's where they are today, existing baseyards. But the point is that they won't have as many cars out there because we're...what we typically do when we design these facilities is we try to design for 30 percent onsite of the whole fleet of all the rental car companies. And so you hope that that most of them are out on the roads and they're renting cars and, you know, spending money for the islands. But we can't accommodate everybody onsite, so the supplemental storage is actually where their baseyards are today.

Chairperson Lay: Commissioner Freitas?

Mr. Freitas: Do you have a count of your approximately automobiles is going...say the facility is open next week, automobiles that the rental car companies will have 'cause I know some of these companies have close to 500 cars.

Mr. Wong: Oh, yeah. I don't have the total fleet numbers. I know the facility and I'm gonna go by memory here, I believe we have 2,500 ready/return stalls. I believe we have about 1,300 storage space...staging and storage spaces. Don't quote me on that, I'm going by memory, but it's close to that.

Chairperson Lay: Commissioner Wakida?

Ms. Wakida: I have a question for someone else but I will yield if somebody still wants to question this gentleman?

Chairperson Lay: I have one more about the aesthetics. So the colors that you have given us, aren't the...that's not your finished product, right?

Mr. Wong: That's correct. Yeah, what we've done is, is we've actually looked at images that are inspirational to the design team and we do it for a lot of different areas like the fauna, like the landscape, and colors is one of those actually areas where we do that. And we look at a lot of different things. I wish I could show you what we were going to present today because it does talk to color and how specific it is to this island as opposed to even Oahu or another island. But color is a big part of the aesthetics.

Chairperson Lay: Planner Fasi?

Ms. Fasi: I have two things. A point of clarification. I earlier said that it will come back twice before this body. It will come back once. The Deputy Director informed me that since the State DOT is the approving agency, it will only come back for the Special Management Area Permit process. And as far as the aesthetics and the color it will have to go before the Urban Design Review Board as part of the SMA process. So they will have some input on that as well as the landscaping.

Chairperson Lay: Thank you. Commissioner Hedani?

Mr. Hedani: When you design the facility, I think one of the important things would be to design it so it's operationally easy to maintain.

Mr. Wong: Yes, sir.

Mr. Hedani: When you look at the existing terminal building that we have today, it's very difficult to maintain and as a result of that you have a less than totally pleasant experience when you come into the terminal building. There's very high ceilings that they cannot clean so it's covered with dust. It's dusty around the air conditioning vents that are going into and out of the facility. In general, the airport does not present a really good first impression to the visitors that get here or the residents that live here, yeah. And a lot of it has to do with operational maintenance, spending the money that it takes to spend the money in order to maintain it properly.

Mr. Wong: Yes, sir.

Mr. Hedani: And to design it so that it's easy to do that.

Mr. Wong: Yes. We agree. Designing multiple facilities and have to deal with the rent-a-car industry. That is one of the biggest issues that they have to deal with is th O and M on these facilities. It's not the capital costs. It's the ongoing costs to maintain it. And so we're always very cognizant of that itself because they're always harping on that with the design team. The other aspect is that this facility will more than likely have a third-party operator who will be responsible for maintaining the facility. That's, that's been historically on other ConRACs. The rent-a-car industry will hire their own third-party operator to maintain that facility.

Chairperson Lay: Commissioner Wakida?

Ms. Wakida: Yes, I have a question for someone else, but I'm not sure who. Karlynn, when you...I'm sorry, when you were introducing people was there somebody here from the airport itself, the airport manager did you say?

Ms. Fukuda: Yes, the Kahului Airport Manager?

Ms. Wakida: Yes.

Ms. Fukuda: Marvin Moniz is here.

Ms. Wakida: Yes, thank you. I have a question.

Ms. Fukuda: Okay.

Mr. Marvin Moniz: Good morning, I'm Marvin with the Airports Division.

Ms. Wakida: Thank you. I'm a little concerned about public parking. Right now, public parking is totally full. What are the plans for the airport to expand public parking?

Mr. Moniz: Okay, if you take the loop around the airport as you're leaving, the employees' parking lot is the closest one west which would be on ocean side as you make that loop. There's about 1,200 stalls currently on that side, and we plan to move those employees to the roof top of the new consolidated facility. So that will free up 1,200 more stalls.

Ms. Wakida: Okay, so you are comfortable with where this proposed facility is?

Mr. Moniz: Yes, very comfortable. Again, you saw there was a few sites.

Ms. Wakida: Yeah.

Mr. Moniz: We took into consideration the tall stand up building, the possibility of losing parking stalls if we did go on that site, if we did one of the sites which was across of the baggage claim, the increased traffic and all of that. So this site fit in real good for us in terms of traffic.

Ms. Wakida: Right.

Chairperson Lay: Commissioner Wakida?

Ms. Wakida: Because in here is where it shows a site alternative 4 and it showed future parking expansion right where this facility is...would prefer to be.

Mr. Moniz: Yes, at one time we did, yes, look at extending that area out for additional parking, but with the ability to go to the roof top now for employees and it worked out better for us.

Ms. Wakida: Okay. I have another question?

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: In terms of, Marvin, maybe you can help me with this, I've been looking for the total capacity of parking here. For the airport now, what is the total capacity, parking lot capacity for both public parking and employees?

Mr. Moniz: All together we're, excuse me, altogether about 2,400 somewhere in that area.

Mr. Shibuya: Twenty-four hundred roughly?

Mr. Moniz: Two sides, yes, between the employee... and we've also, maybe you noticed that we've also put in a gate, a mobile gate that what we do is if we see increase in whether it be summer travel, holiday travel, we're able to move that gate further out and what that does it increases the public parking and we shrink the employee parking. But we do have a few other alternate sites that employees can go which one of them is currently below the new cargo facility and also in here by the rent-a-car facility. So there's some, some leeway, some play that we can move employees as the public parking gets full.

Mr. Shibuya: Okay, in terms of math now for this new ...for this proposed structure, do you know approximately what number of stalls that they would have? And as well as employees now? We're gonna have airport employees as well as rent-a-car employees?

Mr. Moniz: Yes, currently the rent-a-car employees also park with the regular airport employees and then that's all in that 1,200 stall area.

Mr. Shibuya: Okay. In terms of the new facility, they would be parking up on the top too.

Mr. Moniz: Yes.

Mr. Shibuya: So you're talking approximately 1,200 today, and probably expanding more?

Mr. Moniz: Yes, and there'll still be the old baseyards on where that employee works whether he or she will be working at that new facility or at the heavy maintenance baseyards. So there'll be two sides, but majority will be at the new facility, the employee ones, yeah.

Mr. Shibuya: Thank you.

Mr. Moniz: Thank you.

Chairperson Lay: Commissioner Wakida?

Ms. Wakida: Just a little bit more on this future parking expansion. So if public parking is moved where employee parking is...we don't have a good map here of that area, but that's across the access road as you come around?

Mr. Moniz: You can see this is the loop that you come around. There's a fence line that runs

similar to this so the employee parking is sort of this area up here. So what we do now is as I was saying, as it gets crowded here, we move that fence up that we can increase all of this public parking here. So currently this is where it is in regards to the employee parking, yes. And all of this will be freed up for public parking.

Ms. Wakida: And that, you probably said this already, but that adds how many more stalls?

Mr. Moniz: Twelve hundred.

Ms. Wakida: Twelve hundred. Thank you.

Chairperson Lay: Commissioner Wakida? I have a question on a new topic for this gentleman unless somebody else...what are the plans for future expansion of the terminal?

Mr. Moniz: Terminal expansion, good question. As far as terminal expansion, I think we're pretty much land locked. If you look at the north side, we currently run into active runway if we go any farther. ...(inaudible)... Okay, we're pretty much done here. It's just a taxiway that runs out to that small runway where the commuter terminal is. So as you can see if we extend it any further we'd be into a taxiway as well as this main runway...runway 5. So pretty much no extension here and of course, this side, you can see there's new cargo facility so we're kinda land locked here as well as the Haleakala Highway extension road. If anything, Gene Matsushige and I looked at some options of putting a jet bridge or two off the back on the north end that will go where the commuter terminal is. That would be an extension without having to extend the building itself, putting two jet bridges on the back that will go onto where, you know where the commuter terminal is, it will go out to that area. So commuter terminal, the activity isn't that great, but it would be an option. So for now, pretty much that's as far as extensions go.

Ms. Wakida: Well, my concern is that where this car rental facility is proposed would inhibit...well, let me make this a question. Where the car rental facility is currently proposed, does that inhibit expansion on this, I don't know what direction it is, but on the bottom end?

Mr. Moniz: No, not at all, not at all.

Ms. Fukuda: Commissioner Wakida, one thing I would point out too though is that there is the existing cargo building that's here as well. So any further expansion of the terminal buildings this way would probably necessitate movement of everything. So...but if that were an option considered by DOT that would be studied, you know, under separate environmental review not as part of this project. So that would, that would be reviewed and that would...it's in the SMA so it would come before the Planning Commission for review if that were to happen.

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: This is related with Marvin maybe. How many jumbo bridges do we have today? And are you intended to expand the number in the future? And if the future is, what, five years, ten years? I'm looking at the number of passengers now, that's why.

Mr. Moniz: Yeah, good question. The challenge we're facing and I think you notice the big aircrafts--

Mr. Shibuya: That's right.

Mr. Moniz: --such as the Air Bus, the 330s, 340s, with the wing span big, a lot larger than most of the other jets that come in. So yes, we'll have to have certain gates that will be able to accommodate these aircrafts. I think the runway issue now is these big aircrafts use less runway and you know that being a person who knows flying.

Mr. Shibuya: That's correct.

Mr. Moniz: So shorter runways, so it's not an issue of runways anymore. And again, it's the wing span between the gates. So we've designated currently two gates that we could accommodate that particular type of aircraft and they're more on the ends, the north end and the south end because they're at the end of the line. So with the current 14, 14 jet bridges that we have, we're able to accommodate the current today's schedule. What we need to look at eventually is the amount of time that we're letting the carriers stay on the ground because some carriers come and they stay for there for six hours so what that does is, if it gets to a point where we need them to get off the gate then we would have to put them on a remote spot while that aircraft sits. But we've got it where I think for probably the next five years based on some growth, we'll be able to accommodate some of the additional aircraft such as, you know, if Southwest does come to Maui. There's been some talks but no confirmation, but currently we're able to cover it.

Mr. Shibuya: So the potential for growth on the wide body, large capacity number of passengers is that increasing exponentially or increasing in large numbers today, tomorrow?

Mr. Moniz: Probably tomorrow. I don't think, today currently, I think the flight schedules if you look at United for example, they've reduced their aircraft size to narrow body now ever since the merge with Continental. So they're not flying 67 or triple 7s anymore. It's more 57s, the 300 series, the long range series. So, again, we're seeing smaller aircraft not so much big aircraft and the part of it is with the cost of fuel as well. But other than Hawaiian right now, I think Hawaiian's the only carrier that's actually flying wide bodies 67s and American brings one in daily. So in our conversations with the carriers, there's no...at this point, no anticipation on increasing as far as the size and capacity of aircraft.

Mr. Shibuya: Okay, I know some aircraft actually have...even though they look medium size they're actually elongated.

Mr. Moniz: Yeah.

Mr. Shibuya: They're longer now, so they accommodate more passengers. This would not impact any of the bridge construction, but it would impact the number of passengers going through?

Mr. Moniz: Yes, no doubt, no doubt. And I think, and in fact, I know we've been meeting with the carriers just so that we get briefed every quarter as far as what their corporate plans are, but the

challenge for is, being that it's such a highly competitive industry, we don't get that information 'cause they don't wanna let it out of the bag for competitive reasons, yeah, so we always face that as one challenge. But as far as what we've got so far, I think for the next five to six years at least, we think we're able to cover what...(inaudible)...

Mr. Shibuya: Okay, thank you.

Chairperson Lay: Commissioner Hedani?

Mr. Hedani: Mr. Moniz, back in 1990, I was the President of the Chamber of Commerce and one of the first things that we focused on was the lengthening and strengthening of the runways at Kahului Airport. The goal was to get to 9,600 feet by 1996.

Mr. Moniz: 96 in 96, yeah, I remember that.

Mr. Hedani: We're still at 7,000 feet today and we don't have parallel runways and we're thinking about shutting down the main runway when we have to do resurfacing, you know, that's cuckoo, yeah. I don't think we can do that for the airport for the industries that depend on the airport on this island. We should have parallel runways, we should have safe runways, we should have maintenance of the facility that's first class so that when you look...when you're taking a leak at the urinal and you're looking at the shelf above it, it's not covered with dust, yeah. 'Cause that's the way it is right now.

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: I just wanna show this chart that was...I got from 1993, that's 20 years ago. I just wanna share with you, the air field focus areas, extend runway 2-20 to 9,600 to the south. Runway 5-23 lengthening 7,000 feet. East ramp access road, that means you're gonna put the access road there, upgrade existing taxiways, land acquisition for runway safety areas and that would be the runway 2-R, the proposed 2-R, land acquisition for parallel 2-20 runway which is the actual parallel, 20 years ago. What have we accomplished?

Mr. Freitas: Nothing.

Mr. Shibuya: No, no, I just want him to respond so that the public understands this.

Mr. Moniz: I'll show you what I ...(inaudible)... on in my last few years after taking this job.

Mr. Shibuya: It's not your fault. All you're doing is rereporting. I'm reporting 20 years ago. You're reporting what's happened so far. Where are we?

Mr. Moniz: Let me show you the...sorry, the...yeah, the parallel runway 2-R. Not the best of the pictures.

Chairperson Lay: Please speak into the mic.

Mr. Moniz: Okay, anyway, you can't really see it here, but if...Stable Road, those of you who are familiar with Stable Road, we've recently acquired land from Henry Spencer. ...(inaudible)... in this direction as you approach, I guess they call 'em Spur Road, yeah, that road that runs adjacent to Stable, yeah. We've purchased seven lots in that particular area and we're also picking up I believe a additional 15 on the Hana Highway side of Spur Road, and ...(inaudible)... we also got a well that produces I think a million gallons of water. So we've been beating on that for the last few years that I've been here. So we're confirming the purchase of that land. So in regards to your question, on 2-Right, we'll be able to have that land without having to condemn it or move the landowners out. So we've actually moved in that direction to purchase that land which was a big issue for me in terms of, you know, when 2-R becomes to life, we don't have to deal with buying out the landowners. So that, that question, we did acquire that land.

Mr. Shibuya: Thank you very much.

Mr. Moniz: Thank you.

Chairperson Lay: Commissioner Medeiros?

Mr. Medeiros: Yeah, there's been a lot of talk about the new facility, the maintenance, the aesthetics and everything. My take on that is while it is important, people aren't going to be spending as much time in those facilities as they do in the airport. When I travel and I go to a rental facility, it's in and out. You know I'm not sitting around like I am at the airport, you know, which travel today is different we're at the airport two hours prior to the flight and it's taxing on the facility itself, you know. And make no mistake, I appreciate the job that you guys are doing. However, Wayne was right when he said that, you guys need more help. Will the State be providing you with the help...now that traveling is different, will they give you enough bodies to maintain your facility?

Mr. Moniz: It's always a good question. In regards to the facility, a good question he brought up earlier about the high ceilings, issues with custodians going over eight feet for union contract agreements and all of that stuff for cleaning that's another story, but anyway with that said, I think if you take notice now, we've done some work in the rotunda, in the lobby. We're putting in some new shops, some new facades on it. In about two weeks, we're starting to recarpet some of the hold rooms that you'll see. We're doing a new lighting project. We're changing plumbing fixtures. We got two phases coming in for bathroom repairs. I think we're gonna start maybe in September, maybe sooner, so it's June. So it's two phases, I think, it's 3.5 million in the first phase, and then another three and a half to four million in the second phase. So I think as far as airport projects, you going see tons of 'em coming out midyear, and towards the later part of the year. But yeah, we tried to keep that in mind as far as maintenance goes. It's always a challenge for us to get up. And you know, having an open air terminal with birds, you know, camping out on the rafters at night makes it even more challenging.

So...but for me, I think my biggest point now, my biggest project that I wanna see, you know, get expedited is the restroom project because we're just trying to figure out how many people use the bathroom a day. So on a given day, a good average day, maybe 8,000 to 9,000 passengers come in and out, so you know, 9,000 through the check point and 9,000 off the aircraft. And again, good days, weekends we do 10,000 or perhaps 11,000. So you know, if 50 percent of that people when

to the bathroom, you're talking 5,000 people using the restroom every day and it's not counting employees. And you know, a six-hour flight, as soon as you get off the airplane that's the first place you're going, right, to the restroom. So we've got some challenges on the sizes of the restroom especially on the south side where there's two or three toilets unlike the north side. But as you mentioned earlier, the lack of gates has forced us to put some of the wider body aircrafts which we call the mainland flights or overseas flights on the south side which was pretty much designed for inter-island operation back in the day with, you know, Aloha and Hawaiian. So we face those challenges. We're working with some of the carriers to see if they would help support, you know, some additional hold room space. I think taking the walkway that walks on the south side and air conditioning that, taking that center wall out, increasing the seating capacity. So there's a lot of that in the works.

And again, you know, Jason to answer your question on staffing, you know, we're getting a lot bigger with facilities such as this, and the access road, so you know, it's important that we grow our staffing, and if we can't then we'll put it in contract work, we offer work to, you know, various agencies, you know, Ka Lima O Maui and all those groups that we can get them involved in doing some maintenance work too. So, and we have. We got them doing some of the TSA checkpoint cleaning now currently. So we wanna be sure we can also offer more employment to different entities out in the community.

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: Marvin, since you're up there, I just wanna get your inputs in terms of the people moving or sidewalk moving type of systems, conveyor systems if you will. I don't know what you call them.

Mr. Moniz: Yeah, people movers.

Mr. Shibuya: People movers. They're now considering either people mover or shuttle in terms of moving people quickly, efficiently and safely from one location to the next especially if you're gonna put the wide bodies on the ends, oh my God, you're gonna talk about human congestion right in the center. The other part is we gotta move 'em somehow and reliably. What type of systems do you favor because of the past history or do you look ahead in terms of will this system be more reliable in the future? What would you recommend?

Mr. Moniz: I think currently the people movers and I think you might have saw that article in the *Maui News* a few days ago, there was some dispute with the previous contractor that maintained the system for us, so you know, we ended up having a court issue that we went through and since then it's been corrected and the new company that has taken over will be repairing the existing ones now. I think the cost to put in those people movers, the cost to operate them, the electricity that it draws, you know, is huge. So we're doing an upgrade to it. We may be changing some of the motors that have less of a draw on it, reduction speed motors. We also looked into, I seen it in Las Vegas where there's a sensor switch when you're 15 feet away it slowly revs itself up and starts. So we can turn it off after 10 minutes of no movement, so we're saving electricity there. As far as the south side, the Kihei side of the terminal, as you know, that's pretty narrow, so we try to put the smaller aircrafts there so the volume of passengers that do come off is not as great as the

north side. So I think for now, this initially we wanna get these people movers back in play with more efficient operations in 'em, the motors and also the timers that will shut 'em off, you know, when it's not in use. So with that said, I think for now part of our this early phase is just to get that going. And then, we also looked at perhaps having a golf cart. I think some of you see that in some of the mainland airports when you travel, especially for the elderly or people who can't walk. So we'll pick 'em up with a passenger golf cart that's got a air horn on it so it will blow its horn and it runs nobody over. But being able to do that will assist the passengers that need assistance.

Mr. Shibuya: Okay, now we're talking in terms of possible elevation changes to this new parking facility, is it a shuttle, is it people moving type system with moving elevators or escalators, what do you see as...

Chairperson Lay: Commissioners, let's keep our questions to the consolidated rental facility if we can, that we're concerned with today, please?

Mr. Moniz: That's what you're talking about?

Mr. Shibuya: Yeah, that's what we're talking about, yeah, how do we move the people in the most reliable, safe way?

Mr. Moniz: I think that side is equipped with elevators currently. I don't think there's anything else, yeah?

Chairperson Lay: Please identify yourself?

Mr. Wong: We're starting the analysis of what is the best system whether it's moving sidewalks or whether it's an actual trolley with an expert in the industry who does this all over the world. We're gonna start and then we're gonna pick the best solution for this airport here, and we just don't know what that is yet today.

Chairperson Lay: As a testifier, please let me identify you, so we can proceed.

Mr. Wong: Wesley Wong with DWA.

Chairperson Lay: Thank you.

Mr. Wong: So you're talking about getting people to the different levels? We do have elevators, we do have escalators, and we have convenience stairs.

Chairperson Lay: Commissioner Hedani?

Mr. Hedani: Wes, one comment on the facility. When you design the turning areas on each level if you could design them so that we don't end up with wheel squeal? You know, if you make it smooth then you get these squealing of the wheels every time they're making a turn in the facility.

Mr. Wong: Right.

Mr. Hedani: So that our ear sense would be just as good as our nostril sense.

Mr. Wong: In most cases there's texture on the surface for safety reasons so customers can't slip. So I think from that perspective it automatically will eliminate the squeals.

Chairperson Lay: Commissioner Wakida?

Ms. Wakida: I have a question for Mr. Culberson.

Mr. Culberson: Yes?

Ms. Wakida: I haven't heard a good argument for why Site 4 is not a preferred. I rather like Site 4 and the only thing that that's come up in here is that it's further away from the terminal. However, in my opinion as I think about the distance from the preferred site, I suspect that most people will take shuttles, it's just too far to haul your carry ons and it's too hot. So they're gonna be in shuttles anyway. So can you give me a little bit more information about this?

Mr. Culberson: Steve Culberson with Ricondo & Associates. So when we looked at the various alternative sites, we did, you know, like I said, alternative 4 and alternative 5 did meet all the...(inaudible)...criteria. And we did evaluate both of them throughout the Environmental Assessment in terms of environmental impacts. Alternative Site 4 it is farther away so that means passengers will be on the shuttle bus longer. It's a little bit trickier to get people in off of the airport access road because of the change in elevations, and you would have to do some ramps, be a little bit more expensive as well to do those access roads and some of the bridges and the weavings that would have to be required. So for those reasons, primarily for those reasons, DOTA selected the preferred site which is presented in the EA. But from...I mean, the only other...it is zoned for Agricultural use. It is not an Urban or Airport use, so that would have to be changed for that site as well.

Ms. Wakida: Well, those are not insurmountable.

Mr. Culberson: It is a feasible location.

Ms. Wakida: I've heard our Airport Manager talk about the expansion and so on. It just seems short-sighted not to have that...leave that area open so as should the terminal need to move down further, move the cargo area, there's more room...there is at least some room there to do that. And I...I mean, that's the only direction growth can go as far as we see on the map. So Site 5, the facility that's presented is lovely, but the location, I'm just very concerned about.

Mr. Culberson: I'll respond a little bit to the location in terms of whether that impacts terminal or cargo expansion. That site is across from the...is on the other side of the airport access road. So you would have to move the entire access road system in order to have air field access for any terminal or cargo expansion. So you would have to do a lot of reconfiguration to use that area for any air field site facilities. It's not a primary, it's not a good location for that, just the way the airport is oriented. So in terms of actual terminal or cargo use, that site is not suitable for that because of the distance to the runway because it needs direct air field access.

Ms. Wakida: One more question?

Chairperson Lay: Commissioner Wakida?

Ms. Wakida: Should the runway be extended, which direction would the extension go?

Mr. Culberson: Yeah, I believe...I mean, I believe previous plans looked at a south extension.

Ms. Wakida: South is towards the bottom of the picture?

Mr. Culberson: Yes.

Ms. Wakida: Right, so that...concur with expansion of a terminal.

Mr. Culberson: Yes, and Site 5 would not preclude that.

Ms. Wakida: So, I would like to see in here more exploration of Site 4 as a possible site.

Chairperson Lay: Commissioners, any more questions? Commissioner Shibuya?

Mr. Shibuya: Sustainability. In terms of power, sustainability renewable power, I applaud the initiative in terms of putting in more power here. I'm looking in terms of water use and as well as controlling the storm water and possible capturing and reusing it either for landscaping. Another one would be a great opportunity for a joint County type of partnership here where you can use the R-1 water to landscape your area. That you may have the R-1. It's just a matter of delivering it to site and using it on your landscapes and that would cut your costs.

Mr. Culberson: Yeah, I don't know...in terms of the recycled water from the car wash facilities, I'm not exactly sure what the system is going to be designed for. I do know other airports do what you suggest and that certainly was something that could be explored in the future.

Mr. Shibuya: Okay. In terms of some of the motors that you're using in here. There are some friction on this bearings for the motors and these are electromagnetic type of bearings, and they're very efficient and you can control the speed and the torque that is involved and in thereby using this, you come out with huge energy savings. You may wanna consider the up front costs for these are a little high I would say, but the Water Department here on the County and the Sewer Department are having significant energy savings by using those.

Mr. Culberson: I know the design team is looking at all of the energy efficiency ideas that can be incorporated into the final design.

Mr. Shibuya: Also, in terms of recovery from disaster, I'm not saying that this facility should provide all the power to the airport, but the airport has an opportunity because they have power generators if you run your circuits in a certain way, when the circuitry goes down, the power generators provide enough energy to back feed into your photo voltaic and the photo voltaic would provide supplemental power, but you have to wire it a different way. It's a different circuit wiring. Okay, just

giving you some hints here.

Mr. Culberson: Yeah.

Mr. Shibuya: If you want some hints, I'll talk to you offline. Thank you.

Chairperson Lay: Commissioner Wakida?

Ms. Wakida: You have a letter from Ray Okazaki at the Maui Electric asking you...well, encouraging you to submit electrical demand requirements and a project time schedule, how are you coming with that?

Mr. Culberson: I'll have to defer to Mr. Wong on that, 'cause I'm not involved in that.

Chairperson Lay: Please step up to the mic, and identify yourself too, again, please?

Mr. Wong: Wesley Wong with Demattei & Wong Architecture. We will have to talk with InSynergy, our electrical consultant who is dealing with the electrical companies. I don't know the answer to that at this point.

Chairperson Lay: Commissioners, any more questions? If not, gonna ask...oh, Commissioner Wakida?

Ms. Wakida: Well maybe just a follow up on this. You don't have the answer, but I am hopeful that you will get the answer and give it to Maui Electric?

Mr. Wong: Yes.

Ms. Wakida: Thank you.

Chairperson Lay: Commissioner Hedani?

Mr. Hedani: This is for Steve. Steve, site selection for this particular project, yeah, because it's such a huge investment in a facility and it's kinda permanent, you're not gonna move it, you know, it's not something that you can change. Rent-a-car facilities from my perspective are almost a back of the house versus front of the house type of an operation where it's get the people to and from the terminals so they get checked in and drop off their car, you know, in the process, yeah. Proximity to the terminal from my perspective isn't that important as how the facility functions itself. You know, because you can get people to and from the facility by shuttle anyway.

Mr. Culberson: Right.

Mr. Hedani: But my concern is for the long-term planning of the airport itself that the facility and the site that's selected not be in the middle of a path if you wanna make a third extension to the terminal that heads in that direction or something of that nature, yeah.

Mr. Culberson: Steve Culberson, Ricondo & Associates. So a couple of responses to that. One, when the consolidated rental car facilities were first...came online as an idea for a lot of airports a lot of them were remote. They do require quite a bit of shuttle distance from the airports. More recently within the past couple years, a lot of airports are opting to put them closer to the airport terminal itself simply because it increases passenger convenience. It also cuts down on fuel needed to shuttle passengers and the number shuttle trips and shuttle buses and all of that maintenance and the cost. One of the...one of the primary benefits of this facility at this location is that you eliminate shuttles and rental car customers from having to circulate through the terminal roadway system which provides a lot of benefits both in air quality and also reduce fuel usage and reduce delay for your passengers and congestion as they try to access the terminal itself. So that factored largely into DOTA's selection of this site, and it is a benefit for the airport.

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: I just wanted to know approximate cost on this facility and how is the State funding it or is this a shared type of investment? Is there gonna be a monthly fee for the rental cars?

Mr. Culberson: I can answer the funding issue, I'm not sure what the cost is. I'll have to find that out for you. But the funding, is it's being funded through a CFC, a Customer Facility Charge which is basically charged for every person who rents a car at Kahului Airport. So when you rent a car every day you pay a tax and that tax goes to development of other rental car facilities statewide basically. So it is being...it will be funded by the users. And the approximate cost is about 200...little over \$200 million for this facility.

Chairperson Lay: Commissioner Wakida?

Ms. Wakida: Getting back to the comment you made. Isn't it also true though that Site 4, you would not...the cars would not have to go...circulate through the terminal either?

Mr. Culberson: Yes, that is a benefit of that site as well which is one of the reasons why it was carried through the document, yes.

Chairperson Lay: Commissioner Hedani?

Mr. Hedani: When the consolidated rent-a-car facility is built and the existing areas that the rent-a-cars are using are continued to be used as overflow or stockpiling of cars from which they draw, I think it's important that we take a look at those areas as well so that they're not forgotten as an afterthought and the pollution that comes from those cars get addressed in the same fashion that the pollution is addressed in the consolidated facility as well.

Mr. Culberson: Yeah, the, the idea is that where the existing baseyards are not, not the surplus, overflow storage, but where the existing baseyards are those would be continued to use for heavy maintenance. So when a car needs additional maintenance, those would be done at the existing facilities which have existing pollution controls in place, and then they would also be used for overflow storage. So the use of that area would not change. It would just be, you wouldn't have as much traffic. There wouldn't be turning over, it be more overflow storage and less use.

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: Just looking in terms of the lighting, I would like to suggest that they have some motion detector type lights that if it's...there's no motion in that area no need light. You know, just goes, turns it off. Also, placing of some surveillance cameras in strategic locations in case of people getting creatively mischievous will take care of them too.

Mr. Culberson: I assume the facility would have that, some of that, yes.

Mr. Shibuya: Thank you.

Mr. Culberson: On both counts, yes.

Chairperson Lay: Commissioner Medeiros?

Mr. Medeiros: Yeah, I'm an average traveler. When I travel, the less time I spend on the shuttle getting to my car and, you know, actually be out in the community the better it is for me. I like Site 5, you know. And I am correct in Site 5 will be easier as far as time to build? Like if we pick Site 4, how far away are we looking for completion as compared to Site 5? You know, because I want it done. You know, I don't want this 20-year plans, and you know, we're still waiting? I'm only here for five, so...

Mr. Culberson: In terms of construction, I mean, it would require additional planning especially for the roadway system. It would require some additional time to incorporate that into the plans for the airport. I don't know, you know, once we actually started construction if it would take longer or not. It hasn't been studied to that same level of detail as the preferred alternative. It would require some additional time, but I don't know how much.

Mr. Medeiros: So a lot of the time is spent on planning, okay. And yeah, I know we're the Planning Commission and that's supposed to be our gig, right? However, you know, people that, people like me just regular Joes, we want to see things happen. You know, the runway extension everybody was talking about 1990, 1993. Wayne was talking about his plan to get it done by 1996. Don't tell Wayne it's 2013, you know, we wanna see it happen. Would Site 5 be more realistic? Will I see something like this built by the time I get out of this Commission?

Mr. Culberson: So the current plans are if, if it wins environmental approval and if it gets the appropriate SMA Permit from this body then construction would start beginning of next year and would be complete within in about 18 months. So that is the current schedule for the facility, but again, that's dependent upon getting the appropriate approvals.

Chairperson Lay: Commissioner Hedani?

Mr. Hedani: Just as a final comment, Steve, I think, you know, I think, the facility is a well-done. I think the consolidation is a good idea. I think you folks are moving in the right direction, and I think personally, I appreciate the use of field stock trees because I think landscaping is very important element. I think the existing airport could use more help in that direction, yeah. We had fully grown

Wiliwili trees that was primary, you know, landscaping emphasis of the airport and they got all wiped out by the gall wasp and they have never been replaced, yeah. So it looks kinda stark right now and bare, and attention to those kinds of things would be helpful too, I think maybe as part of this facility.

Chairperson Lay: Commissioner Shibuya?

Mr. Shibuya: I know this is not related with the facility itself and it's not with the DOT, Airports, but it does provide traffic flow for the airport and that's the DOT, Highways and which I am very concerned in terms of the changing of the traffic patterns, are we actually making improvements there and I hope that they can...these improvements support this facility. I also want to get Karlynn's summary of what we've mentioned here and then to review some of the initiatives here or suggestions. Karlynn, if you wouldn't mind summarizing it?

Ms. Fukuda: Karlynn Fukuda, Munekiyo & Hiraga. Commissioner Shibuya, I guess I've just been taking notes of the various comments that we've received and not sure if this actual official Commission comments relative to the Draft EA, but I can highlight a couple of things.

Chairperson Lay: We're not...we'll go into that later.

Ms. Fukuda: Okay.

Chairperson Lay: I have a question too, with this facility, with this completion, it's all tied into our access road. Is this access road gonna be completed at that time?

Ms. Fukuda: Karlynn Fukuda, Munekiyo & Hiraga. So the access road is a separate project and it will tie into it. There...the roadway will be built probably prior to the ConRAC facility actually being completed. So the State DOT is intended to go out for bids on the airport access road the beginning of next month. So...

Chairperson Lay: At this time Commissioners, I'd like to ask our Deputy what our actions are here today so we have a better idea of what we're doing?

Ms. McLean: Thank you, Chair. What's before the Commission today is to offer comments on the Draft EA. And those comments, as Karlynn outlined at the beginning they would take and incorporate into the Final EA. And I don't know if Commissioners wanna offer individual comments. I wrote down a handful of notes of things that are more comment related rather than the questions you asked, but that's, that's up to the Commission. If you wanna offer individual comments at this time or I can go through my list. It's up to you.

Chairperson Lay: I think at this time, if you could run through the comments that you have listed that way we have a, you know, if it as addressed properly.

Ms. McLean: And Karlynn can sort of corroborate some of these. First one is just more detail on the appearance. The Commission looking for a Hawaiian sense of place because it's the first and last thing that visitors would see with the landscaping off of the new access road as well as the

appearance from when you leave the terminal. Landscaping should be identified and there's a desire for there to be fragrant plants. Discussion of the water sources for the water feature and for car washing and will that water then be reused or reclaimed in some way? And another item related to the appearance is more detail on the, like the visible height. The height from the grade as well as the visible height from the road. There's general support for the idea of consolidation because it can better control the environmental impacts and clarifying that the channelized stream would be protected and a request that the culvert openings are grated. Specify the parking capacity and where overflow parking would be provided. Some discussion of operations and maintenance because the facility should be easy to maintain. Related to that parking comment, the discussion of how it would benefit the public parking by moving the employees to the new facility and expanding the existing public parking area. Further analysis on Site 5. The location in terms of possible expansion of the terminal or runway. And lastly, clarifying how runoff would be contained whether it would be directed to landscaping, whether it would be retained onsite or offsite.

Mr. Lay: Commissioners, does this address all your comments? Commissioner Shibuya?

Mr. Shibuya: I'd like to have Karlynn mention some of hers, and then I'll put in my two cents if there's anything else.

Mr. Lay: Karlynn, did we miss any?

Ms. Fukuda: Karlynn Fukuda, Munekiyo & Hiraga. Actually going through my list of comments that I kind of highlighted as well, I did have...I guess this is relative to the comments about the height of the visible grade and the building being set back to allow the landscaping to provide a buffer. I think that's similar to the comment that Michele had. I guess I wanted to get clarification on, for further discussion on Site 5, if it was further discussion on Site 5 or Site 4 for the possible expansion?

Mr. Lay: Commissioner Wakida?

Ms. Wakida: Site 4. Site 4 is the one up by the highway.

Ms. McLean: I think it's on both of. If Site 5 is going to be still the preferred alternative that to further look at Site 4 and Site 5 as to why Site 5 is the preferred alternative so that both are given ...that there's more detail on both of those.

Ms. Fukuda: Okay. That's it though. I think we pretty much came up with the same comments.

Mr. Lay: Commissioner Shibuya?

Mr. Shibuya: Okay, then I'll talk in term of just general sustainability would be water reuse which Michele mentioned. Perhaps even incorporating storm drainage capturing and reusing the water. And of course, there are suggestion that water washed of those vehicles is being reused, that's a good item. Another one would be possibly using R-1 water that from the treatment plant that the County has and the County and the State could probably work together to have the water delivered not by trucks but by piping system that we could both benefit that the entryways and the

landscaping all of this could be very beautifully done so that the first and last impressions of all of our visitors can be maintained. The other aspects in terms of sustainability would be to ensure that we use more efficient types of fixtures for lights. Motion lights to turn 'em off when there's no movement. There's...it's quite a large facility here, so if you had that automatic feature, I think it would be sufficient. Having some surveillance cameras to ensure that we don't have mischievous activities, and if they do then we can pinpoint them. In terms of sustainability again, we have changes in the levels in which people are moved and Mr. Wong mentioned that they would be looking in terms, into this aspect of either elevators, escalators or people movers or shuttles, however they wanna do it, but that is very encouraging. That's all I have thank you.

Mr. Lay: Commissioner Wakida?

Ms. Wakida: I have something further to add. I would like to see more consultation with State or Federal agencies, I'm not sure who these...which agencies would be involved. For the long range airport and public parking expansion so that 20 years from now when they wanna make some serious changes to our terminal and/or the runways that we don't end up with a car rental facility right smack dab in the middle of prime real estate. I concur with Mr. Hedani that it's really a back of the house operation, and are we taking up a prime location right there for when it could be...when another site might be better in the bigger picture.

Mr. Lay: Commissioner Hedani?

Mr. Hedani: One last comment. I keep saying that. I would like the State to consider when they landscape a State facility consider the use of endemic, indigenous, and early Hawaiian introduced plants in their landscaping plans. In Hawaii, we have plants that are found nowhere else in the world, and if it's incorporated into the landscaping plans of our state facilities, and if it's well-taken care of, it becomes a point of interest and education for visitors as well as residents about how special the islands are. So I'd like to them to think about introducing those kinds of elements in some way. Just food for thought.

Mr. Lay: Commissioner Shibuya?

Mr. Shibuya: Along the line of sustainability, I think I'd like to congratulate and thank, Mr. Moniz for becoming a very proactive and helpful disaster relief center. During the last storm that we had if you remember there were many...I don't know the total number, Mr. Moniz, but I think it exceeded 500 passengers who were actually homeless during the storm. And they actually accommodated all of these stranded passengers in our terminal and I think these are some of the things that we need to start thinking in terms of sustaining ourselves. The terminal does not become a hotel, but in times of need I think we need to consider the design and features which can accommodate them. Thank you very much, Mr. Moniz, to you and your staff.

Mr. Medeiros: I agree with Commissioner Shibuya. Mahalo.

Mr. Lay: Commissioners, at this time, we'll have the Deputy Director read our comments again, and then we'll be voting on them. We're going to be voting them on a whole in approving these comments to go forward.

Ms. McLean: Thank you, Chair. Discuss the visual appearance that it should have a Hawaiian sense of place. The first thing you see from the new access road entrance and as you're coming from the airport terminal, the landscaping is important. There should be fragrant plants, native and endemic plants. Also related to the visual appearance is what the height appears to be not just from the actual grade, but also from the access road. Secondly, the water source for the water feature and for carwashes whether reclaimed water can be used, and also what happens to that water after it's used. Does it then get reused? There's general support for the consolidation of the rent-a-car operations. It can better control environmental impact. And related to that, the channelized stream needs to be protected and there should be grates over the culvert opening of the stream for protection. Related to parking, the parking capacity of the structure should be specified. Indicate where overflow parking or supplement spillage will be provided. And discuss the benefits to public parking since the employees would be moved to the new structure thus freeing up more room for public parking. The facility needs to be easy to maintain. So, discuss the operations and maintenance. Alternatives 4 and 5 needs to be further discussed relating to their request for consultation with State and Federal agencies on possible airport expansion such as the terminal or runways, roads, need for additional parking. And as those relate to both, both sites. Clarify how runoff will be handled and if you direct it to landscaping, will be contained onsite or offsite. And lastly, a few comment related to sustainability with motion detector lights. Suggestion for security cameras and clarification of how people will be moved between the terminal and the facility as well as within this facility.

Mr. Lay: At this time, we'll call for a vote... show of hands. Oh, excuse me.

Mr. Shibuya: Would like to make a motion?

Mr. Lay: Commissioner Shibuya?

Mr. Shibuya: Would like to make a motion to accept all of those comments.

Mr. Freitas: Second.

Mr. Lay: Motion by Shibuya, seconded by Commissioner Freitas. All those in favor, raise your hand.

Ms. McLean: Five ayes.

Mr. Lay: Motion carries. At this time, going to take a long awaited break to 11:10.

It was moved by Mr. Shibuya, seconded by Mr. Freitas, then

**VOTED: To Accept and Forward the Commission's Comments to the Applicant Regarding the Draft Environmental Assessment.
(Assenting - W. Shibuya, J. Freitas, J. Medeiros, W. Hedani, P. Wakida)
(Excused - K. Ball, M. Tsai, S. Duvauchelle)**

Ms. Fukuda: Thank you very much, Commissioners.

A recess was called at 10:55 a.m., and the meeting was reconvened at 11:10 a.m.

Mr. Lay: Commission is back in session.

C. ORIENTATION WORKSHOP NO. 2

1. **Coastal Zone Management Introduction - Jim Buika, Coastal Resources Planner**
2. **Sea Level Rise and the Future of Our Shorelines - Tara Owens, Sea Grant agent**
3. **Special Management Area (SMA) Rules - Jim Buika, Coastal Resources Planner**
4. **Shoreline Rules - Jim Buika, Coastal Resources Planner**

Mr. Lay: Commissioners, addressing our agenda, our next item is an Orientation Workshop. We have a couple of our Commissioners that are missing today and a lot of them have not taken this yet, and what we're gonna do is reschedule this to May...

Ms. McLean: I think in May, yes.

Mr. Lay: We're gonna reschedule it to sometime in May. Moving onto Item D, Acceptance of the our Action Minutes of April 9th. ...(inaudible)..

D. ACCEPTANCE OF THE ACTION MINUTES OF THE APRIL 9, 2013 MEETING AND REGULAR MINUTES OF THE MARCH 12, 2013 MEETING

Mr. Lay: Everybody get a chance to look over our minutes?

Mr. Shibuya: Move to accept.

Ms. Wakida: Second.

Mr. Lay: Moved and seconded. All those in favor?

Commission Members: Aye.

Mr. Lay: All those opposed? Minutes accepted.

It was moved by Mr. Shibuya, seconded by Ms. Wakida, then

**VOTED: To Accept the Action Minutes of the April 9, 2013 Meeting and the Regular Minutes of the March 12, 2013 Meeting.
(Assenting - W. Shibuya, P. Wakida, J. Medeiros, J. Freitas, W. Hedani)
(Excused - K. Ball, M. Tsai, S. Duvauchelle)**

Mr. Lay: Moving onto our Director's Report.

E DIRECTOR'S REPORT

1. Planning Commission Projects/Issues

a. Amending the SMA Boundaries

Ms. McLean: Thank you, Chair. We don't have anything to report on the amending the SMA boundaries.

Ms. Wakida: May I make a comment?

Mr. Lay: Commissioner Wakida?

Ms. Wakida: Thank you, Chair. I have two more years on the Commission, and I desperately hope we can make some progress in this area 'cause it's...particularly over in my neck of the woods where the SMA is, you know, feet wide. It needs to be addressed one way or another.

Mr. Lay: Commissioner Hedani?

Mr. Hedani: You know, I think one way to approach it is if you see areas that you think should be included into the SMA area that you identify those for the Department for consideration. That would move it in one direction possibly.

Mr. Lay: Moving on.

2. EA/EIS Report

3. SMA Minor Permit Report

4. SMA Exemptions Report

Ms. McLean: Thank you. Next we have the EA/EIS Report, SMA Minor and Exemptions Report. I don't think there were any EA and EISs report, but we do have the SMA Report in your packet. Are there any questions on any of those?

5. Discussion of Future Maui Planning Commission Agendas

a. May 14, 2013 meeting agenda items

Ms. McLean: And next we have the future Commission agenda items. You have the memo from Clayton Yoshida. At the May 14th meeting there are two public hearing items. Waiko Industrial Investment, LLC requesting a community plan amendment and a change in zoning to Light Industrial for the proposed Waiko Baseyard Light Industrial Project on Waiko Road. Kevin Brooks

requesting a State Special Use Permit to operate a short-term rental home in the State Ag District in Lahaina. Communication Item, A&B Properties requesting a Step 1 Planned Development Approval, to transfer land uses within the Wailea Resort. And two items under the Director Report. One is Waive Review Request for a two-year time extension on an SMA Permit for modifications to the Wailea Ike and Wailea Alanui intersection, and another Waive Review for a time extension on SMA Permit for A&B Properties to initiate construction of the Kahului Town Center Project. Also provided to you today by memo is a Draft EA prepared for the proposed Milowai Maalaea Seawall Repair Project. This Draft EA will be discussed by the Commission on May 28th. So it's being provided to you about a month in advance. So at the May 28th meeting you'll have an opportunity offer your comments.

Mr. Lay: Any questions, Commissioners? Commissioner Hedani?

Mr. Hedani: Michele, when are the community plans going to be considered?

Ms. McLean: I'm sorry?

Mr. Hedani: When are the community plans, the nine community plans gonna be considered?

Ms. McLean: Right now our Staff with the Community Plan Advisory Committee for Lanai. They're about three or four months into that process. So then after the Lanai Community Plan comes Molokai. Those will...they won't be absolutely sequential, there'll be some overlap to that. So then the Maui Community Plans which will be the ones that you'll see, 'cause those will go to the Lanai and Molokai Planning Commissions, probably looking at another about a year and a half before, at least a year and a half before this Commission would see the first Maui community plan which would be South Maui.

Mr. Lay: Any more questions? If not, our next meeting is gonna be May 14, 2013, and the Planning Commission is adjourned.

F NEXT REGULAR MEETING DATE: MAY 14, 2013

G. ADJOURNMENT

The meeting was adjourned at 11:13 a.m.

Submitted by,

CAROLYN J. TAKAYAMA-CORDEN
Secretary to Boards and Commissions II

RECORD OF ATTENDANCE

Present

Jack Freitas
Wayne Hedani
Ivan Lay, Chair
Jason Medeiros
Warren Shibuya, Vice-Chair
Penny Wakida

Excused

Keone Ball
Sandy Duvauchelle
Max Tsai

Others

Michele McLean, Deputy Director, Planning Department
James Giroux, Deputy Corporation Counsel, Department of the Corporation Counsel
Rowena Dagdag-Andaya, Department of Public Works