

**URBAN DESIGN REVIEW BOARD
REGULAR MEETING
JUNE 4, 2013**

APPROVED 10-01-2013

A. CALL TO ORDER

The regular meeting of the Urban Design Review Board (Board) was called to order by Ms. Linda Berry, Vice-Chair, at approximately 10:00 a.m., Tuesday, June 4, 2013, in the Planning Department Conference Room, First Floor, Kalana Pakui Building, 250 South High Street, Wailuku, Island of Maui.

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

**B. ELECTION OF OFFICERS FOR 2013-2014 YEAR - CHAIR AND VICE-CHAIR
(Deferred at the May 7, 2013 meeting)**

Ms. Linda Berry: Okay, I'd like to call the meeting to order. First order of business is the election of officers for the next year, chairman and vice-chair. Do you have any preference which we do first? Let's do the chairman first and then vice-chair. So, do we have any nominations?

Mr. Michael Silva: I would volunteer for either of the two.

Ms. Berry: Great.

Mr. Robert Bowlus: Therefore I would nominate Michael.

Mr. Andrew Carson: I'll second.

Ms. Berry: Okay, any others?

Mr. David Green: Would the vice-chair like to step up to be the chair?

Ms. Berry: I'd be happy to pass it on to someone else. I'm really not dying to do it, but thank you for asking. Any other nominations or volunteers?

Mr. Silva: Thanks for trying David.

Ms. Berry: Okay, all in favor say aye? All opposed? Congratulations Michael. Would you like to handle the voting for the vice-chair?

It was moved by Mr. Robert Bowlus, seconded by Mr. Andrew Carson, then unanimously

VOTED: Mr. Michael Silva as Chair for the 2013-2014 year.
(Assenting: L. Berry, R. Bowlus, A. Carson, M. Gerdel, D. Green, F. Feeter,
G. Steiner
Excused: J. Marshall, B. Maxwell)

Mr. Silva: Okay, so vice-chair, is there any nominations or volunteers?

Ms. Frances Feeter: Can I nominate Linda Berry?

Mr. Silva: You may. Linda is nominated.

Ms. Berry: I'm willing to do it. This will be my last year on the board so it might be good for someone else . . . (inaudible) . . .

Mr. Morgan Gerdel: I could volunteer and be vice-chair.

Ms. Berry: Second. Or I guess I'll move and you second.

Mr. Silva: You can't do both.

Ms. Berry: Yeah, I move.

Mr. Silva: Is there a second?

Mr. Green: I'll second.

Mr. Silva: And was there a second for Linda, or did you defer?

Ms. Berry: I deferred to Morgan.

Mr. Silva: Okay. Okay, any other nominations? Seeing none, all in favor of Morgan as vice-chair say aye. Opposed? Nay? Morgan, musical chairs today.

It was moved by Ms. Linda Berry, seconded by Mr. David Green, then unanimously

VOTED: Mr. Morgan Gerdel as Vice-Chair for the 2013-2014 year.
(Assenting: L. Berry, R. Bowlus, A. Carson, M. Gerdel, D. Green, F. Feeter,
G. Steiner
Excused: J. Marshall, B. Maxwell)

Mr. Silva: And we did defer our votes because you weren't here last month. We thought you, we thought you might be interested.

Ms. Berry: Thank you.

Mr. Bowlus: Mr. Chair?

Mr. Silva: Yes?

Mr. Bowlus: While we're playing musical chairs, would I, could I take that spot since my rubber neck can hardly read that board from over here. That seems to be available.

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

1. **MUNEKIYO & HIRAGA, INC. representing ALOHA PETROLEUM, LTD. requesting the following variances from Maui County Code Section 16.13A.070: (1) To allow a 21.9 square foot ground sign for business identification and displaying gas prices, thereby exceeding the maximum of one (1) ground sign per lot frontage, and (2) To allow two (2) roof mounted, business identification signs - a 28 square foot logo sign and a 20 square foot "Aloha Island Mart" sign - thereby exceeding the maximum amount of one (1) business identification sign per business frontage, for the Aloha Gas Retailing Station located at 50 Pakaula Street, TMK: 3-8-084: 005, Kahului, Island of Maui. (SPV 2012/0002) (Trisha Kapuaala)**

- a. **Public Hearing**
- b. **Action**

Mr. Silva: Yeah, please do. It was a nice seat. Okay, and there was no meeting minutes from last meeting? Okay, so next time? Okay, so next time we'll get those minutes. So next item on the agenda is the public hearing. First item is . . . *(Mr. Silva read the above project description into the record)*. . . And we have Trisha. Are you gonna start us off?

Ms. Trisha Kapuaala: Yes.

Mr. Silva: Thank you.

Ms. Kapua`ala: Thank you. Congratulations chair and vice-chair. I just have one correction into the record. The public hearing notice was published with a 28 square foot logo sign, that description. However, that was an error in the application. It is actually a seven square foot sign. So being that it is smaller than what was noticed to the adjacent property owners and in the paper, we can proceed today. So that has been noted in the file. I just wanted you guys to be aware.

Let me just show you a brief presentation of the surrounding area. Thank you Leilani. Thank you. So if you can see my mouse this is Dairy Road, and here is Hana Highway. So down here would be Puunene Avenue. And you are familiar going down Dairy Road and turning on to, I'm sorry, right here, Pakau`la Street, where Home Depot is. And if you zoom in closer we should be able to get some imagery. This is the subject property, and the two subject structures. This is the gas canopy and this is the convenient store. So this is the view from Pakau`la Street. And you'll see right here, Home Depot's existing ground sign. So this is a Google earth imagery. Let's see what kind of close up you can get. So luckily the Google car went down this street. The existing Home Depot sign. You'll see here the logo and gas price signs that are

currently erected on the gas canopy. And we can't quite see from here, but there's a convenient store. Home Depot, Game Stop, Panda Express and Verizon. And then as you know Wal-Mart is behind there. This is the TMK parcel number 999 owned by State DOT. And this is the Harley Davidson Cycle Maui property. And Dairy Road coming into Pakau`la Street.

It just so happens that I think Munekiyo & Hiraga is taking care of this by-pass project for the State and this is something I found online. It was published online. Not by Munekiyo & Hiraga, but a third party. And this is the proposal. And you'll see here this is Dairy Road and Pakau`la Street, so it would be adjacent to the Home Depot property. And I thought this Bing map might be a little bit easier to see. You can see how a pretty wide strip is, is, is cut out, leading up to the airport. So with that I'd like to turn it over to the applicant, Mr. Mich Hirano of Munekiyo & Hiraga. He has a power point presentation for you.

Mr. Mich Hirano: Thank you Trisha, and good morning chair and vice-chair and board members. My name is Mich Hirano with Munekiyo & Hiraga. I'd like to congratulate the chair and vice-chair for the elections. We've prepared a power point just to provide some background information on the application before you today. And so I'd like to just go through the power point and then we will be available for questions.

The applicant, the applicant is Aloha Petroleum, and we have representatives from Aloha Petroleum with – in the audience today. Dan Lyman is manager of construction and development of Aloha Petroleum, and Gary Altman is manager of all the Aloha Petroleum convenience stores and gas stations in Hawaii. Our firm, Munekiyo & Hiraga, we've a planning consultant firm on Maui and we're representing the applicant this morning.

The variance request is to allow an additional ground sign of 22 square feet for the business identification where only one sign is permitted by Maui County Code Section 16.13.070. The other portion of the variance – this is two fold variance – the other portion of the variance is to allow one additional business identification sign. One is approximately nine square feet or it's that round Aloha logo sign. And then there is a 20, and it's on the canopy of the gas station. And there's a 20 square foot Aloha Island Mart sign which is on the convenience store building. And the applicant is asking for a variance to allow the additional sign because only one is permitted by code.

As Trisha had mentioned the project area, or project site is in Kahului. This is Dairy Road, and Puunene Avenue is just to the west of the subject property. This is a site plan of the Home Depot parcel. And the Home Depot parcel is one TMK, and it's approximately 12 acres in area. There Paka`ula Street and Dairy Road. This is the road widening lot that's right now between Dairy Road and the project boundary. There's also a small coffee building, Akamai Coffee, that is operating in this particular location. But the main, I think, business on the property at the very, at the very beginning is Home Depot. And Home Depot has a ground sign at about this location on the property. And the applicant is requesting that they be allowed to erect a approximately 22 square foot ground sign in about this location on the project site.

This is a picture of the Home Depot sign. It's about 32 square feet I believe. And this another

view of the Home Depot sign. And this is the Aloha Island Mart sign, and this is the Aloha logo sign which erected right now. I'd like to note that both those signs are permitted. They have sign permit for those signs. However the ordinance and because both the operation of the Aloha Gas and the Aloha convenience store is operated by a single entity, in that particular case only one sign is allowed. And that's why we are before the board to allow for two signs, one on the canopy and one on the building. So this is the Aloha Island Mart and it's just on the roof of the convenience store.

There is in the Maui County Code justification for the Board to allow variances, and the variance may be granted if there isn't – if there is in the public interest. A variance may be granted if it is in the public interest, and provided that it is the practical alternative which best conforms to the purpose of the Maui County Code 16.13 which regulates signs in Maui County. And the public interest is served by the sign in this particular context because at – because gas prices are so high right now that surveys have found that customers would drive out of their way to save money on, you know, the price of gas. And so without a sign the customers cannot view pricing in this well traveled corridor, and because of that they cannot make an informed decision on where to buy their gas. And so the applicant suggest that the public interest will be served to allow Aloha Gas to show their gas price signs. And that is one of the criteria for this sign variance.

The second criteria is that there are unique circumstances or special conditions that are, I think, particular to this property. And I had – and as I had mentioned earlier, the Home Depot is a 12 acre parcel and they sublet a portion of their property – it's a half acre site – to Aloha Petroleum for their Aloha Refill Gas Station. And because of these unique circumstances instead of being able to purchase the property and subdivide it, have its own TMK, they're sharing a single TMK. And the code just relates to parcels with respect to a TMK designation. So there's only one TMK. And because of that they're restricted to one ground sign. And so we feel that, you know, Home Depot developed the property, erected the ground sign and that prevented any other business that locates on that particular property to be able to erect a ground sign without a sign variance.

And the third criteria is that the proposal is the most practical alternative for the situation. And as Trisha had mentioned eventually the airport, I guess, by-pass road which will by-pass Dairy Road will front the Aloha project site. And at that particular point the Maui Code allows for any property that has two frontages to erect a sign on each frontage as long as it's over 100 feet. And once that airport road is in place, there will be a second frontage on that property so they will by code be able to erect a sign. So I think that allowing it to go forward now is a very practical alternative to this situation and meets this variance condition.

This is just a schematic of the airport access road by-pass, and this is the Aloha Gas Station site right here. Paka'ula Street here, Home Depot. So it will be fronting a, you know, a roadway on this particular location.

And, and finally, you know, granting of the variance would not be contrary to the purpose of the Maui County Code Chapter 16.13. The project site is located in a well traveled corridor. The

purpose the Maui Code is to regulate signage, and that's in relation to public safety with respect to vehicles, pedestrians. And there's also an aesthetic value of maintaining the natural beauty of the landscape. And we feel that the applicant, the signs that are being requested in this variance do not jeopardize public safety. They do not interfere with any visual amenities and aesthetics of the surrounding area so that it does – and it does not detract from public safety. So we feel that, you know, the variance application is not contrary to the Maui County Code.

So just to summarize, the applicant requests that the Urban Design Review Board grant the variance to allow the additional ground sign and to allow one additional business identification sign where only one is permitted. And the existing sign, the existing business identification sign and the logo sign are both permitted as they stand today. Thank you very much.

Mr. Silva: Thank you Mich. I'd like to move to public testimony. Actually I don't know what subject these public testimonies are for. There's two items on the agenda. Anne Ku. Is Anne Ku here? Is this for the next project? Okay. And Austin Van Heusen, is that the next project? Okay. Thank you.

Mr. Gerard Steiner: Can I ask some questions on the, on the left?

Mr. Silva: Sure. Yeah, we're gonna go around with everybody.

Mr. Steiner: Okay.

Mr. Silva: So you want to start, you go ahead and start questions.

Mr. Steiner: I just wanted to understand what the additional ground sign, what is on that sign? I know you told me . . . (inaudible) . . .

Mr. Hirano: It says Aloha Gas and it has gas pricing on that sign. I'll just show you. This is the – I'm sorry – it says Aloha and then it has gas, pricing of the gas. So this is the ground sign, approximately 12 feet in height on these two pillars, and about 20 square feet.

Mr. Silva: And, and just so we could be all clear, from what I understand there's, there's two things that we're looking at is one is that the second ground sign, and a TMK is allowed a ground sign with one frontage, and then an additional frontage gets a second ground sign.

Mr. Hirano: That's correct.

Mr. Silva: And the other item is the business identification sign, and every business is able to have one business identification sign per frontage. And if there's a second frontage, they could have a second business identification sign.

Mr. Hirano: Yeah, it's per building, I believe, on this particular case because of the convenience store building.

Mr. Silva: Okay. Okay. Thank you. Andrew, would you like to continue? Gerard are you done with questions?

Mr. Steiner: I'm done.

Mr. Andrew Carson: I don't have any questions. Thank you.

Mr. Bowlus: I have no questions.

Mr. Silva: Linda? Or open for discussion too. I think that's what we didn't do before.

Ms. Berry: I'd like to know why the County isn't requiring a comprehensive sign plan for the site since there are three different businesses on it.

Ms. Kapua`ala: A requirement for a comprehensive signage plan is during the – I'm sorry – sign permit process. So when they are – when they submit their sign permit shortly after the approval if that's the case then they will be required to submit a comprehensive signage plan within 90 days. I think we made a recommendation here as a part of the condition of approval that 180. Within 180 days from the Board's approval that the owner submits a comprehensive signage plan.

Ms. Berry: And will that be just for the Aloha property or for the entire property?

Ms. Kapua`ala: The entire property, so the three businesses.

Ms. Berry: Okay. Doesn't that seem backwards? Shouldn't they be doing the sign plan before they do the . . . (inaudible) . . .

Ms. Kapua`ala: We've come to this process in, in trying to accommodate for businesses – small businesses mostly. Because a lot of the businesses that came in for sign permits were not responsible for the comprehensive signage plan. They would have to get all the signs, sizes, and make decisions like the colors, the materials and surveys, come up with drawings, and this is a small business trying to open. So rather than punishing the business for not, you know, they wouldn't be able to get sign permit without the comprehensive signage plan. What we started to do is put the burden on the landowners and say you have x-amount of days. So we like to be very strict with this condition. And if this condition isn't met, then the variance would be withdrawn.

Ms. Berry: Would that mean they'd have to take their signs down?

Ms. Kapua`ala: We would start enforcement action, if, if that was the case.

Ms. Berry: Thank you Trisha. I'd also like to know, you're asking for two business ID signs that are 20 feet and nine square feet so a total of 29 square feet. What's the allowable size for one business ID sign for that property?

Mr. Hirano: There's one for 16 square feet, is it. 32. 32 square feet if it's over a 100 foot frontage.

Ms. Berry: Okay, so you're still under the allowable size. You're just splitting into two pieces. I'm asking about the business ID sign.

Mr. Hirano: Yeah, I don't have that information in front of me.

Ms. Kapua`ala: If I knew the building setback of the two structures as well as the frontage, the building or the structure frontage of the two structures, I could help you figure that out. It wasn't clear on the site plan. Would you happen to know Mr. Lyman?

Mr. Silva: I imagine it's over 80 feet. 80 feet or more, I think that's where the table goes, that the –

Mr. Hirano: The table in the application.

Mr. Silva: I'm looking at page 8 of our – our recommendation sheet.

Mr. Hirano: That's right. On 40 feet, or 39 feet or less it's 24 feet. And for 40 feet or more it's 40 feet. Greater than 12 square feet in size. The maximum size allowed subject to building setback and frontage is as follows. So the frontage is over a 100 feet. And this is the property line, and the setback, I think would be over 40 feet. So 40 foot sign, square foot sign, would be permitted on business identification.

Ms. Berry: I think you're reading that backwards. It says building setback 100 feet, building frontage 40 feet. Is the setback 100 feet?

Mr. Hirano: Building setback 100 feet or more, yes. Building frontage, 40 or 30.

Ms. Berry: Okay, so you're still under the allowable area.

Mr. Hirano: Yes.

Mr. Silva: I don't know if the building setback is 100 feet though.

Ms. Berry: I don't think it is.

Mr. Silva: That seems . . . (inaudible) . . .

Mr. Hirano: I'm sorry, the building setback, from here to here.

Ms. Kapua`ala: Let me bring up the proper code.

Mr. Silva: Yes.

Ms. Kapua`ala: Can everybody see okay?

Ms. Berry: I think that it says if the setback is 25 to 99, and its building frontage is 40 feet, then it's 32 feet. If the setback is less than 25 feet, then it's, then it's oversized.

Mr. Hirano: And the setback is more than 24 – 25 feet on that particular parcel if you looked at it.

Ms. Berry: Okay. Okay, and that answers my question. Thank you. I have one more and that is I think that the regulations for a ground sign requires landscaping as well. Is that correct?

Ms. Kapua`ala: That is correct.

Ms. Berry: I don't see anything in the drawings that indicate that.

Ms. Kapua`ala: They would have to provide landscaping and irrigation as part of the sign permit approval.

Ms. Berry: Thank you. That's it.

Mr. Hirano: Thank you.

Ms. Kapua`ala: Could I make a quick correction?

Mr. Silva: Sure.

Ms. Kapua`ala: The logo sign at the time that –. The logo sign is now calculated with the circle instead of the smallest rectangle, so that's why you might hear the applicant say nine square feet. But now it's the pi equals r-square, times r-square.

Ms. Berry: Thank you.

Ms. Feeter: I did go by the site this morning on my way here just to remind myself what it looked like, and I totally agree they need a better sign showing what the prices are because you cannot see it from the road at all, and I have no objection to it.

Mr. Silva: Thank you Frances. David? Questions, comments?

Mr. Green: No questions. I think it makes sense.

Mr. Silva: Thank you. Morgan?

Mr. Gerdel: This is a question for Trisha just in general. The way the sign ordinance reads does this means that any gas station that has only one frontage is non compliant? Because most gas stations have a canopy sign and a business sign.

Ms. Kapua`ala: That's correct. I think what happens is the gas station's general contractor erects everything and it is not – he is not a sign expert. He's not licensed by the State as a sign contractor. Doesn't know the sign code. There are, the majority of gas stations on Maui are non compliant because they have multiple signs on their canopy, they have a convenient store, and they have a ground sign, although it may not be excess in amount, it's excess in size. Because we do consider the, the sign, the gas prices as part of a sign because it communicates commercial information.

Mr. Gerdel: And my other question would be are the designs on the tanks, are those also signs? I noticed they have the logo on the gas tanks or the –

Ms. Kapua`ala: You know the way that it's depicted here in the applicant's drawings we would consider that a sign. I would question whether it's really viewable from the streets. Maybe it might not be a sign in that sense, that it's not viewable from, is it Paka`ula? Pakau`la? No more okina so I don't know.

Mr. Gerdel: Okay, thank you.

Mr. Silva: Yeah, just my view it did seem to make with the highway coming in, adding another frontage. So are there any more, any more comments, questions? Everybody is good? So we would need to act on this and if we are –

Mr. Yoshida: Excuse me Mr. Chairman?

Mr. Silva: Yeah.

Mr. Yoshida: This is the one case where, you know, you have a duly noticed public hearing and I guess would say so that the record is clear, although you did consult with the people who did sign up and they wanted to testify on the next item, if you open and close the public hearing, just as a matter.

Mr. Silva: Sure. Is there anybody that would like to speak on this project? Seeing none, closing public testimony. Thank you Clayton. So for us to move forward and if we wanted to grant the variance we just have to, to state the three items that, that has to be unique circumstances with the land, it's the most practicable and doesn't, doesn't – is not contrary to the purpose of the chapter. Trisha?

Ms. Kapua`ala: Thank you. Mr. Chair, you would only, if you agree completely with the applicant's justification, because we, the department, concurred in every aspect, you would only have to adopt the department's recommendation.

Mr. Silva: Okay.

Ms. Kapua`ala: If you find other facts or criteria outside of what the department has already recommended, in other words what the applicant put forth in his application, then you can state

it and I will change our – your decision will be different from what we recommended. And then also you might want to pay attention to the conditions we, we suggest.

Ms. Berry: I move that we accept the, the County's recommendations for the sign variance.

Ms. Feeter: I'll second.

Mr. Silva: It has been motioned and seconded. Take a vote. All in favor, aye? All opposed? Seeing none, passed unanimous.

Ms. Kapua`ala: Thank you.

Mr. Steiner: I abstain.

Mr. Hopper: You have no right to abstain.

Mr. Silva: Abstain is a yes, yeah?

Mr. Michael Hopper: No. Silence is an affirmative vote unless there's a conflict of interest.

Mr. Silva: So if you wanted to say nay that was the only.

Mr. Hopper: That's going to be an affirmative vote. Silence is an affirmative vote or a nay is a nay vote. But there's no right to abstain unless there's actually a conflict of interest.

Mr. Silva: We'll retake the nay votes. Are there any nay votes? Hearing none, so it passes it unanimous. Okay.

Mr. Steiner: If that's the way the rules are, I'm okay with it.

Mr. Hirano: Thank you very much Board members.

Mr. Silva: Thank you Mich. We're going to take a five minute break for the next project to set up, so we'll start back up at 20 to 11.

It was moved by Ms. Linda Berry, seconded by Ms. Frances Feeter, then unanimously

VOTED: to accept the Planning Department's recommendations for a sign variance as presented to the Board.
(Assenting: L. Berry, R. Bowlus, A. Carson, M. Gerdel, D. Green, F. Feeter, G. Steiner
Excused: J. Marshall, B. Maxwell)

(The Urban Design Review Board recessed at 10:36 a.m., and reconvened at 10:43 a.m.)

D. COMMUNICATIONS

- 1. MR. GLENN M. OKIMOTO, PhD, Director, STATE DEPARTMENT OF TRANSPORTATION requesting a 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 the Kahului Airport, TMK: 3-8-001: 019 (por.) and 239, Kahului, Island of Maui. (SM1 2013/0002) (Paul Fasi)**

The Board may provide its recommendations to the Maui Planning Commission on the design aspects within its purview based on the proposed Special Management Area Use Permit plans provided for the project.

Mr. Silva: The next item on our agenda is D, Communications. *(Mr. Silva read the above project description into the record.)* We have Paul Fasi from the Planning Department.

Mr. Paul Fasi: Good morning. The proposed ConRAC facility, it has several items to it – customer service building, ready return structure, a quick turn around area, four 15,000 gallon fuel storage tanks, a trolley shuttle to and from passenger terminal, extensive site landscaping, roadway connections to the airport, connections to existing utilities and PV panels at the ready return structure. I'm not going to get into the details of the project. The applicant's consultant has an extensive and very detailed presentation. The airport, the State Department of Transportation, Airports Division are here and they're here to answer your questions. This a \$220 million project. The project is estimated to take 18 months. It is scheduled to be operational in 2015 assuming that all the permits are in place. They are here before you today because they are applying for an Special Management Area Permit. You will be making recommendations on the design, landscaping, et cetera, within the Board's purview. If there are no questions for the department, I'm going to turn it over to the applicant's consultant. Thank you.

Mr. Silva: Thank you.

Ms. Karlynn Fukuda: Good morning. Good morning Chair and members of the Urban Design Committee. My name is Karlynn Fukuda and I'm from Munekiyo & Hiraga, Inc. We are before you today to present the proposed Kahului Airport Consolidated Rental Car Facility (ConRAC). Joining me today are Gene Matsushige and Marvin Moniz from the State Department of Transportation, Airports Division. Wes Wong, Principal, of Demattei Wong Architecture, project architect. Russell Chung from PB Hawaii, the project's landscape architect. And Chad McDonald from Mitsunaga and Associates, the project's civil engineer.

What we'd like to do today is provide you with an orientation of the location of the proposed Kahului Airport ConRAC facility, a brief overview of what a ConRAC is, the components that it includes, and then share further details about the Kahului Airport ConRAC including the background that went

into the design elements and features of the facility.

This is an aerial photograph of the Kahului Airport as it basically stands today. As you are probably aware the majority of the car rental operations are located here off site of the airport. This is Keolani Place which leads into the airport terminal area, the old portion of the Haleakala Highway, this is Costco here, and then we have the Hana Highway here.

The proposed ConRAC facility would be located here directly adjacent to the public parking area. Currently, it's mainly undeveloped land, but there is a portion that is currently being occupied by the United Parcel Service (UPS) facility, and that facility will be relocated separately from this project. They have secured their permits and approvals already.

This slide shows the new airport access road which was talked about in the previous presentation. The State Department of Transportation Airports Division will be constructing this portion of the airport access road. But again that's a separate portion of the project. It's not part of the consolidated rent-a-car facility project which is here. So again what's included in the SMA application which Paul made reference to is generally the improvements located here, as well as the roadway connections to the airport access road. And you do see here that we have the relocated UPS facility which would be here next to the existing Air Cargo building and Alien Species Inspection building that they have here. Again, Keolani Place is here, Haleakala Highway is here, and Hana Highway is here. To give you an orientation, the terminal buildings are located here.

As Paul mentioned we did file a Special Management Area Use Permit application for the project with the department in March. There is an Environmental Assessment that is being processed right now by the State Department of Transportation. So the SMA is in abeyance until that EA process is completed. So that's just an information for the Board. At this time I would like to call Wes Wong up to go over the next portion of the presentation.

Mr. Wes Wong: Good morning Chair, Vice-Chair, and Board Members. Thank you for this opportunity to present the project to you today. Before we get started into the actual project itself I thought it might be helpful to give you a two minute overview of what a ConRAC is. ConRAC actually stands for Consolidated Rent-A-Car facility in which it is a very, very new building type that was developed in 1984 in San Francisco. And all airports are realizing the benefits of these facilities around the country so you're going to start to see more and more of these around the country. But generally speaking it is a utilitarian building type, but it is also is a retail showcase for the product of the rent a car companies of show casing their cars. And so although it looks like it's a garage and you park cars in it, there's a lot more that goes into a consolidated facility. The basic components, you have a customer service building (CSB), you have a ready return facility, you have the quick turn around facility, you have a vehicle staging and storage, and then for supplemental purposes and operations, you have service center sites.

So the customer service building are what, what I might refer to as a CSB, that is where all the transactions take place for all the customers when they're renting a car. And it is the most, most terminal quality like space within the ConRAC. It is an extension of the terminal in most airports eyes, and so you'll see the, the upgrades and materials and, and really it is for the customer experience from when they go from the terminal transition to the consolidated facility and then, and then out into the islands. There are things like the transaction counters, back office spaces and,

and really generally support areas for the staff as well as for the customers.

The ready return component is, is the largest component of the facility. It's actually where they return the cars. It's actually where they will have the cars all ready for the customers. Other things happen on the floor besides parking of the cars. We do have customer service kiosks, we have the customer exit booths, and a little bit of rent-a-car administration space within the ready return facility.

The quick turn around or the QTA is really the back the house, what we call the processing component of our consolidated facility. It's basically where when a return car is brought back it's where it's prepped to be, to be turned into a ready car. Basically you vacuum it, you refuel it, you replenish the fluids as necessary, you wash the car and then it's returned back to, to the ready spot for renting.

The fourth component is what we call staging storage, and it is a, a primary component for the rental car companies. It's mainly for their operational efficiencies and we try to put as much of the staging storage onsite and there's a lot of benefits to that. One being that you keep the shuttler cars off of the road system and within the site itself which is a great benefit environmentally.

And then the last component really is a supplemental component. We call it the service center site. It's basically their base yards. It's where they will store their cars for long term purposes, more than two days. They will also have maintenance within the, the service center sites as well for their cars. So, so those are the basic components so when we go into the plans I'm going to go talk about the CSB, the QTA, the ready return and the staging and storage areas.

Just a few examples and you can just kind of flip through these. As I said this started in 1984 and there's probably 30-something, 40-something out there today, and there's gonna be many more. These are just a few examples that we've been involved around the country. In fact Seattle Tacoma – we're gonna talk a little bit about this a little later – it was opened last year. It's the largest Silver LEED, certified ConRAC in the country. And then you see Nashville and then Honolulu which we are in the process of getting ready to get the drawings out to bid this summer. And then Austin. Those are just a few of the ConRACs around the country that we've been involved with.

So now I want to get into the actual architecture of the facility itself. As I said when we first started it is a very utilitarian type building. In fact it's, it's an important component for airports because it is an extension of the customer experience transitioning from the terminal to renting the car and then out into the island. So when we started the project working with the state and the other stakeholders, the rent a car industry themselves, we always start with the vision. What do you want this to be? And so really, we, we kind of put it up, put it into basically three senses. One is we – they wanted to reflect a sense of place. They want people to know that they're here on Maui once they get here. The other is that they wanted the architecture to follow the plantation style that was developed back, back in Wailuku and in Lahaina years ago, the 1920's. And then last but not least is, and again, it is an extension of the existing terminal so they want it to compliment the terminal and not be a total separate building. They want people to know it's still part of the, the airport.

What you're seeing are just some model views. We actually have the model up here itself. But just

to put it in perspective, the, the terminal itself is at the bottom of the slide. Hana Highway is up to the north here and so the main airport entry road follows this line directly here. This is the facility itself. This is the existing surface parking. The biggest part is the ready return which is this component here. And then the QTA which the processing area is, is what we consider adjacent to ready return. The CSB, the customer service building, fronts the new airport entry road and aligns with the access for the customers to what we're calling a trolley system. The other is actually – the other view is actually looking out as you're driving out of the terminal, this is the new airport exit road. This is existing Keolani Place, and this the actual entry to the airport today here. So the new airport exit road will continue past the facility and then out to Hana Highway.

Again, in terms of the components, as I said the terminal is to the right here. The biggest portion of this facility is the ready return and that's this portion right here. You can see the customer service building is tucked in to the ready return, and then you have adjacent to that is the processing area, or the QTA, and then just adjacent to that is a service yard.

I'm gonna have Russell Chung with PBR Hawaii address the landscape concepts.

Mr. Russell Chung: Thank you Wes. Good morning, Chair, and Board Members. Thank you. I'm Russell Chung from PBR Hawaii, landscape architect on the project. As you can see there's a lot of mass out there in order to house all these different functions, so the remaining landscape is, you know, primarily the perimeter of the building itself. So I just wanted to go over some of the basis of the designs that we want to instill in this project.

So as, as Wes mentioned, this facility is one of first things that visitors come to Hawaii and see once they get off the plane. They're gonna rent a car, they're gonna come to the facility, so we wanna make sure that we show the people, you know, the type of landscape we are. That's the difference, you know, we have over any other state, is our landscape, and so we want to reflect that Hawaii environment, the spirit of Aloha, and also, you know, that they know that they're in Hawaii and not in some where else. We can do this through colors, textures and fragrances.

We also recognized that this is a pretty harsh environment. It can. It's pretty windy out there, you've got hot sun, it's in the coastal zone, so we respect that. At the same time as Wes mentioned that we want to still compliment the overall landscape character that the terminal has as well. And of course, we're gonna utilize native plant material where we can, consider maintenance, and most importantly is help soften and articulate the building mass because of, you know, the just the sheer size of the building.

In terms of the sustainability from a reduction in water sense, we are using non-potable water system with future connection, potential connection to R1. The system will be fully automated and tied into a central control system that will help with regulating and controlling and understanding the data of irrigation system. There are also will be two large detention basins off the site. This is one detention basin and one over here. Chad, you wanna say something?

Mr. Chad McDonald: Good morning Board Members. Chad McDonald, Mitsunaga and Associates, the project civil engineer. As, as Russell noted, you know the, in order to address the County of Maui's storm drainage standards and the recently adopted water quality criteria for the County, the project is proposing to construct two detention basins to address the additional storm water run off

accumulated from a 50 year one-hour storm. That's our design criteria.

Detention basin one which is located on the west side of the facility is actually located in a, a natural sump area. This, this total acreage is about two acres just as a point of reference. Whereas the east side is about a third of an acre. You know, running the, the additional storm water volume and storm water run off calcs, we determined the additional flow to be approximately 72 CFS from a 50 year one-hour. Whereas the additional storm volume is, is approximately three acre feet. So these two basins here – actually looking at detention basin one, will be able to provide 16 acre feet of storage volume. And again that's, that's generally due to the existing sump condition that we're proposing to construct these detention basins in.

Detention basin two will be able to accommodate about 1.6 acre feet. So, you know, as you can see, the, the additional storm water run off should be easily captured within these proposed detention basins to mitigate any potential impacts with regards to storm water quality as well as additional storm water run off.

Mr. Chung: I'll just close with some typical plant slides. This is just a typical representation of a type of palms we'll be using on the project, and a lot of this is, it's not, you know, necessarily all nailed down yet but this is an extension of the roadway project that, you know, that comes in from the highway, the landscape that they are proposing. So, Karlynn, if you could just run through. These are the trees, typical trees, some of the shrub works, and some ground covers. Again, these are just some slides of representation. We'll certainly try and use more and think about, you know, exactly how we fit in with, you know, the different micro climates around the building. Because one side is going to be really windy, and one side going to be more hot, and et cetera, so -. Thank you.

Mr. Silva: If you could just state your name one more time going back to the microphone.

Mr. Wong: Sure. Wesley Wong with Demattei Wong Architect. We're the project architect on the facility. And just to kind of followup, as part of the landscape, you know, we, we talked about color being – we really wanted the unique things about the islands, and so as we get into the actual selection of the plans that's going to be one of the criteria is to take that color and bring it in to the facility through the landscape. These are the, the elevations. I know they're hard to see. It is, as everybody keep mentioning, it is a big facility. It's about 1.9 million square feet, and what we have done to minimize the mass of it is to build it actually into – if you're familiar with the site, there's an existing culvert on the site that's about plus 23 elevation and then it drops down quite a bit, about 14-15 feet to the west. And so to take advantage of that what we've done is we've, we've lowered the building, basically building it into the hill. So from the airport entry road side all you see is one level. And then on the, on the airport exit road side because it is a grade lower – I say a grade – it's about 15 feet lower, you see two levels from the back side. And so through some the landscape that we'll show here in a second on the renderings, we'll actually do some swells and build, build it up, again, to even minimize from the backside of the airport exit road a height of the building. At least an appearance of the height of the building.

These are the other elevations. The one I will point out specifically which is easier to see is actually the one on the lower slide. It's the – that's the enlargement of the customer service building or the, what we're saying is the true extension of the terminal. And you can see down in these imagines here this is, if you're standing across, across the airport entry road, this is what you will be looking

at. What we've done – and I'll talk about this here in a minute – but what we've started to do is identify the, the architecture and how it relates to plantation style architecture. And then at the same time, we have started to look at the colors. Again, infusing the colors of the islands into the facilities, again, complimenting the existing airport terminal, using landscape, and also the forms, and started to identify what those materials are, and what the colors are, so you'll see, for example, this is the actual customer service plaza here itself. So for protection for the customers, it is an open structure, but has, has some kind of glass to it to allow the sunlight in. That's one of the benefits of the island is the sunlight, so we want to take advantage of that. The dark bronze anodized is really a reflection of the existing terminal roofs, and so we'll just compliment as well.

This is actually the, the view at the entering into the facility for the customers. This is the, the new airport entry road. The terminal is here, and so, all customers, whether you go into the terminal or the consolidated facility will go through the front of it. This is the actual road that will take you down for all the airport employee parkers, the visitor parkers, as well as the rental car customers.

This is the road that takes you around the facility that enters into the facility. We're starting to show screening, but, utilizing the dark bronze anodized aluminum for the roofs. And you can see we're starting to infuse the landscape around the facility itself.

This is actually the, a view of the north elevation or the airport exit road. And so this is what you, what you will be viewing. So you can see, from the backside we've minimized, we tried to minimize the mass by not only taking advantage of the hill that's there, the existing hill that's there, but also by utilizing landscape by building swells up, you know, 10 feet and then back down, to keep the facility open. But you can also see that we've also broken up the elevation so it's not a long linear elevation. It looks like smaller buildings if you will. Almost like, like a retail facility. The site itself is about 19 acre, so it's a big site. It is a big project.

The, again, we're starting to identify some of the materials. This is the actual customer service plaza itself. This is really important because this is where all of the rental car customers, coming and going will, will start their process or end their process, either coming to this facility or leaving this facility. So, to Russ's point, this area is so important because it is one of the first things and one of the last things that the customers will remember as they're coming to the islands and leaving the islands. So we're starting to look at some of the exposed aggregate and rustic . . . (inaudible) . . . you know putting in some customer friendly amenities like seating and adding planters to it. This is an actual view of where we are in the design. We are still in process as Russ had mentioned. But, you know, we want to start to infuse the, the actual landscape to compliment the architecture around the facility to help soften it up. This is a, a fairly large plaza because you have a lot people coming and going. But we try to break that down as well and make it a little bit more intimate.

This is a view looking the other way, as you're looking back towards the terminal. And then this is – these are views of actual entries to what we call the transition cores for all the customers as they – because it is on, on – the ready return is on two levels, we had, the actual transitions to those cores to transition the customers to their level is really important. So we're starting to look at, again, some of the materials where we use either masonry. We, we have the wood screen that are, are pretty traditional for the architecture, the plantation architecture. And we look at all things, you know, such as the handrail, utilizing wood. Wood was a big part of the plantation architecture, not

only on the handrails, but, you know, in the ceiling themselves, in the actual screens themselves. And then again going back to the masonry whether it's a rough texture, I believe more as, as a compliment to the, the old coral stone that was used way back when they started the plantation architecture.

Sustainability is a big part of our culture, and was – it is a big part of the state. They had asked us to deliver this facility as a silver LEED certified facility, and so I just wanted to just highlight a few of the facilities that are either built or in design currently that are achieving silver LEED certification. As I mentioned Seattle, Tacoma which is this facility here is the largest silver LEED certified ConRAC in the country. In fact, in the world, which was just open last year. And in Honolulu, we are tracking silver LEED certification and if we do PVs, photo voltaics, it will take us to gold which would be first gold ConRAC in the country which we're pretty excited about.

Just some of the sustainable features. I'm not sit here and read through this. If we'd have to come back to it, I'm sure you'll have a lot of questions about some of the sustainability features, but we've done this enough around the country as we're currently working on I would say a dozen silver LEED certified facilities that we understand the categories. We know where we could get points within a facilities. And it's really through the energy, really, is the biggest portion where we can gain a lot of points.

This is our actual score card as of May of this year for this facility. I know it's a little bit hard to read. But currently we were at 35 yes points, and 29 maybe yes points. To achieve silver LEED certification you have to be 50 to 59 points, and we feel very comfortable with where we're at to achieving silver LEED certification. If you add up the yes and the maybe yes, that's 64 points which is, which would take us to gold. And I'll say sit here today, we're not going to get all those points, but I feel very confident that we will be a silver LEED certified facility.

And then last but not least is the lighting of the facility. We actually had some details but we actually took them out for time frame purposes. But, what we did want to do was highlight just one lighting fixture that is pretty common through the terminal. And this, this fixture here is very traditional within the plantation architecture style itself. So these light fixtures are actually going to be lined along the new airport access road, as you're coming into the airport and as you're leaving. So that's going to set the stage for the lighting for this facility itself. So we're in the process of developing what those are. Obviously there are some special unique requirements for lighting for operational and functional reasons. But we still want to keep in the island character if you will.

And I want to spend just a couple of minutes talking about, about inspiration because I do think it's really important that you have a foundation on where our, our understanding is, and where our foundation of the design is. I'm not from the islands. I'm from Texas and so it's really important for, for us when we go to different areas that we understand the area that we're in, so we actually do a lot of research. In fact, Karlynn made me take out about 80 slides of some of that research and so I'm not going to bore you with that. But it is important for you to understand that we have been working with cultural committee here in Maui, E Ola Pono who you may or may not know. They are on our design team to assist us with, with our decision making process to make sure that whatever decision we use, whatever story we use, is relevant and, and it's correct, because that is important to us. We know that there are some very unique stories here on the islands and we want to make sure that we try and capture some of that. Again, a part of that experience for the

customers of having them know that they're here on the islands and not in San Diego or in Florida. So, the design, kind of the big design statement was to honor the past, but reveal a glimpse of the future. We know that the, the islands have a rich history, past history, and we want to take advantage of that by understanding what that is, but we also want to look forward to the future for whatever this facility is.

Just three things on the, on the design inspiration. Again, what's the plantation style that was developed and brought to the islands in Wailuku and Lahaina back in the 1920s. So we take it upon ourselves to really have a good understanding of, of that development. Not only the plantation style, but actually the town of Wailuku and Lahaina themselves. And then understanding the airport itself because it does need to compliment the airport.

Again, I'm not going to go into the details of plantation style architecture. We had a whole bunch of slides. But basically, it's, it's, it's looking at the architectural forms from the plantation style and transferring it to this facility itself. Even though it's not a house, it's not a hut. There are some forms that we believe are relevant to plantation style that we can take to our facility itself such as the lanai or the porches if you will. That, that would be kind of like our CSB, our customer service building. It's where everybody congregates. It's a meeting point. And then you look at the roofs, you know, the double pitched roofs that was developed by Dickies back in the 1940s. So you'll start to see as we get into this, we can kind of move forward. We also did a lot of research on the history of Lahaina, you know, the whaling port itself, and in Wailuku, and try to, try to pick up some things from the history that we could translate into actual physical architecture itself. And of course, the airport itself. There are, in fact, if you really take the time to look at it, there is some plantation style architecture within the terminal itself. And I know that there are some projects, I believe, that are underway to even enhance some of that more. These are just some of the existing pictures, interior.

And so just generally speaking, we, we try to break down to very high level big picture, okay, what is, what is some of the characteristics of plantation architecture. And so we, we really highlighted that in the actual roof itself and then in the columns are what they call the posts, and then even some of the materials themselves. Well, on the walls, the roofs, and the hand rails. And these are just some of the actual characteristics that we found in the Lahaina and Wailuku architecture itself. And, of course, they're marred together.

In terms of the roof, because this is a high profile building – you can go to the next – some of the things that we started to look were, again, as part of the plantation style was the dominate roof forms, the articulated columns that you see here, and of course, all focused on the lanai or the porch itself, the gathering place. Another example of that, this is a little bit more, more modern architecture. Again, the dominate roof forms that you see, the double pitch roofs, the articulated columns, and again, that's all wrapped around the lanai, that, that wraps around the three sides of the building. And then we kind of take that to the actual customer service building itself. Again, this is all lanai if you would. This is all lanai. You can see the dominate roof forms, the double pitches. Again, we wanted to take advantage because it is a central gathering place for all the customers. They want you to know you're on the island so we want to take advantage of the sun and let the sun come through. We have, we have put covering, over glass, to protect the customers. But again, we want them to know that they're on the islands.

And this just kind of walks around the building. Again, just, just a little bit of a justification on why we're doing what we're doing. This is actually on the north side. This is where we had all the landscaping, but again to mask, if you will, the, not only the cars, but the massiveness of the facility. And we break down, we break down the different portions of the building by using screens. We do solids where we have actual stairs and the mechanical rooms. And then looking at the stones, they're, you know, the starting point is the coral stones. You can see it all over the on the island. And so you can see them used as the bases of the building to give a heavy base as well as on the columns themselves. Of course this is, this is right next to you. You can see the horizontal stone patterns, coral stones, so we, we take light of that to say, okay, maybe we can take advantage of some of the horizontal patterns within our facility itself. So you can see where we do have solids on our facility. This is the actual stair tower and support functions that have be enclosed. We'll take some of those stones and we'll break up the facade by using banding whether it's with different, different stones like, what you can see up here, which is coral stone or even sand stone. But we'll also use different textures which makes it look like a different material. And then wood, of course, is very important in the plantation style of architecture. You can see it in the post. You can see it on all the walls. These are just some examples of existing architecture. You can see this facility is really is itself. You know, you have the roof for the shading, you've got the horizontal lap boards which is pretty common back then and you can also see a lot of the coral stone itself. So we take that with our screening whether it's wood or whether it's metal. We emphasize the horizontal mentality of it while also masking what's behind the picture if you will.

Again, this our, kind of entry road, if you will, and so this is kind of the projection of what that might look. And then looking at, you know, some of the existing architecture in the terminal itself. They do have that dominant roof forms. You can see the skylights that are there that allows the natural light in. And we have articulated beams within the facility so you can start to see where we're going to even within the facility itself pick up some of these elements here. Again, this is under the customer service building. You can see, again, our lanai or our porch. You can see the, the roof covering over, the double pitched roof, and the articulated columns. They're not articulated here, but on the renderings you can see that they are articulated. And then of course, the railing itself was a big part of that, that actually enclosed the lanai itself. We actually have that situation here where we have a . . . (inaudible) . . . that fully defines our edge on the, on the south side of the facility.

And then the last couple of slides, you know, color is important to the islands. We think it's very unique, and we've done this all over the place. And there are some colors here that are very unique to the island, and we really want to take advantage of that, not only in the building itself, but also within the landscape, landscape of the facility. So looking at, really, all the, the, kind of the geography, the land forms, the landscape around the islands, you know, we developed a color palette, if you will, and so the actual base colors you see are based on this photograph here. So you can see the blue in the glass. You can see kind of the anodized, bronze anodized for the roofs, as the roof colors. And you can see a lot of accents here using the greens and the blues. And you'll see that throughout the facility, and then other accented base colors. So we use that kind of as our foundation for moving forward with the architecture. And apologize for going through it very quickly. But I know we're . . . (inaudible) . . . That's it for my presentation. We're ready for questions.

Mr. Silva: Thank you. Appreciate that. I want to move on to public testimony. And I apologize,

there is a column here – it's my first time seeing it – identifying the project. So first at public testimony, Anne Ku.

Ms. Anne Ku: Thank you. This is my first appearance here. That was a great presentation. Thank you. I, I just want to make a quick comment. I'm the Director of the Maui Electric Vehicle Alliance. We're the only organized stakeholder group in the whole state of Hawaii to do with electric vehicles. And we've just been listed on the world EV city website just after London, after Shanghai, so we have quite a significant interest and also growing expertise in what infrastructures needed for electric vehicles. So my point is basically on sustainability, you know, on the silver LEED. What, is there going to be accommodation for charging station? Already we have two rental car companies on the island with electric vehicles, and if that gets taken up further, in order to . . . (inaudible) . . . EV paradise for our million of visitors, we're hoping that the rental car industry will be leading in this effort and certainly accommodation must be made for power, power requirements. An example is the 20 VC fast chargers that are currently being installed and ready very shortly by the Hitachi Group. That's all. That's my main comment.

Mr. Silva: Great. Thank you Anne. If we could have the applicant address that a little later. We have one more testifier signed up, Austin Van Heusen.

Mr. Austin Van Heusen: Hello. This is my first time testifying too, and the reason that I came down is that I go to the airport twice a week to do agriculture inspection at my job at Mana Foods, and we take Old Haleakala Highway every time. And over the past couple of years I've watched gravel parking lots being thrown up and kind of sprawled these rent a car expanding further and further away from the airport. And so when I heard about this project I wanted to come down and see what the plans were. I think it would be really beneficial to reduce the sprawl of these parking lots, and also the use of all this gravel where it doesn't need to be used. I was also concerned about the environmental impacts of building such a big facility, but it seems like they've already planned most of the – the fact that it's LEED certified, I'm confident it will have a minimal environmental impact. So, as a citizen, I think, that it would be a good idea to go along with this. Thanks.

Mr. Silva: Thank you Austin. And thank you to Anne for coming down and, and taking time out and testifying for us. And so –. So let's go around, and any questions or comments for the applicant? We'll start with Linda.

Ms. Berry: Nice presentation, and good project over all.

Mr. Silva: Sorry. I'd like to – is there anybody else that would like to testify from the public? Seeing none, so closing public testimony. Thank you David. And I apologize Linda.

Ms. Berry: I do have one question. On sheet L2 there's a drawing that shows curve lights on the traditional wooden columns, and I really have an issue with that representing Maui. That to me looks like Las Vegas.

Mr. Wong: Wesley Wong with Demattei Wong Architecture. Yeah, that was an earlier rendering. We're still in process and I totally agree with you. That was just a study that – because we had to get it a week in advance, that's where we were with the study. But, it's not going to look like that. Yeah, we want it to be a little bit more intimate. We don't want to look like Las Vegas. We want

to look like Maui, and so I'm, I'm in agreement with that comment.

Ms. Berry: Okay, thank you very much. One more question. On the LEED you're showing one point for regional materials, and we'd like to know how you do that because we haven't been able to figure that out. It's made within 500 miles of here.

Mr. Wong: Yeah, I'm actually not the expert on that. We actually have an expert, Bright Works, who does work all over the world, and that's all they do is LEED certification. They're working with us in Honolulu, and so I'll have to get back with you on that, and I cannot answer that.

Ms. Berry: Thank you. That's it.

Ms. Feeter: I had a question. I'm still a little confused. Is this a State owned facility run by the Department of Transportation? Is that, is that how this is?

Mr. Wong: Yes.

Ms. Feeter: Okay. And what about the rental car companies, are they happy about this or --?

Mr. Wong: They're happy about it. They're the tenants. There's a lot of benefits for the rental car companies. As you know they're off site, and we're gonna – by bringing them up closer, it, it provides a higher level of customer service for their customers. It's also designed for their growth. They are limited in what they can do with their base yards, existing base yards today. So this is gonna allow them to grow up 20 plus years, which is good for not only their business, but it's good for the airport. Because if they make money, the airport makes money.

Ms. Feeter: I think maybe they don't realize that. I came in this morning, and checked in at Alamo, and I was curious. I said, what do you all think about this? Adamantly, unanimously they didn't like it. So, I, I was surprised at that, and I didn't know where that was coming from. The, you know, like, they didn't give me a real reason, but I was just curious.

Mr. Wong: Well, we have, as part of our process is to engage the stakeholders, the rental car companies, on a monthly basis. I've been coming down here since July of 2009, meeting with them once a month. I was here last week, meeting with them. I can assure you that they are onboard with this.

Ms. Feeter: Good. Well, it – I had one more point. Anyway, the only facility like this I've seen has been in San Jose, and it's just a concrete monstrosity, so I applaud your landscaping plan. But the other question was you mentioned maybe future photo voltaic. Would you able to use that the way the construction is? Or how would that work?

Mr. Wong: What we've done is, I believe as a state is mandating on all their projects, the use of photo voltaics. We are still in the analyzation phase on it. What we have done is – and we're doing this in Honolulu as well – we've designed, to accommodate the PVs, when the PVs come in. That is not a part of our project. It's through a third party operator, Johnson Controls, who was hired to look at all of the state facilities to utilize the PVs.

Ms. Feeter: I highly recommend that you consider it, and, and try to work into the plan.

Mr. Wong: Yes, ma'am.

Mr. Silva: Thank you Frances. David, questions, comments?

Mr. Green: You know what I was gonna ask another question about PV, but where, have you given any thought of how you would incorporate it into the design?

Mr. Wong: Yes.

Mr. Green: I'm sure you don't want to start over with your design.

Mr. Wong: No, no. I mean, that's one of things that we try to identify early on are all the components, the scope items, within the facility. We were told early on, we were very fortunate to have Honolulu a couple of years ahead in planning of your facility here. And the State recently hired on Johnson Controls to look at all their state facilities. So we are accommodating. We've done PVs on other facilities and so we are, are accommodating the structure on top of the actual top level to, to accommodate PVs wherever it comes in so it doesn't affect the operations, the ongoing operations. If you don't do it now, you'll never, it will never happen, so –

Mr. Green: And I couldn't tell from the drawings for sure, but I think from the model you have parking on the top, on the roof?

Mr. Wong: Yes. Can you go to a plan Karlynn? The, the top level over the ready return itself is actually airport employee parking because they're displacing it from the surface and throwing that back into public parking which is a good thing because it's coming from the terminal. And then over the actual QTA itself, or the processing area, that's what we're calling staging and storage for the rent a car companies. That's what keeps the shuttlers off of the roads and going back and forth to their base yards. So from, from a sustainability standpoint, environmental standpoint, it's a great benefit for them. It also operationally keeps their cars in the facility, in the secured site. One of the biggest issues with rent a car companies is stealing of cars. So if you can keep them onsite, it minimizes that, so there's a lot of benefits to it.

Mr. Green: And also, I think you just briefly mentioned it, but it, it looks like you've got something that looks like a cable car in here, and I don't, I don't know if that's part of the project or not.

Mr. Wong: It is part of the project.

Mr. Green: Can you talk a little bit more about it?

Mr. Wong: Yes, sir.

Mr. Green: Is it kind of a people mover?

Mr. Wong: Yes, sir. It is a people mover. We, we've hired probably the world's expert on people movers in the world to work with us. We've been working with them for the past couple of months

to identify what is the best solution for this facility. We don't want to say just take what they did in Vegas and put it here. We wanted them to analyze all the options, no stones unturned, and give us what's the best solution here. And, and so the, the recommendation was to develop an automated people mover system. We don't know what that is specifically yet because we, we're still in process. We're still in analyzation, but we do know that it's gonna be on some kind of a track that will take the customers from back lane, probably have one, maybe two stops in between, to the ConRAC and then back. We don't think it's gonna be cable, but I can't say that 100% certainty today, but we believe it maybe some kind of a gas or electric operated. And we're talking with a company called Lea + Elliot, Inc. who actually specializes in taking these types of facilities and making it look more Maui-ish if you will, so it doesn't look like it's a modern, you know, what you might see in New York or Vegas. You know, the facility, I believe they have one in, in Waikaloa, the Hilton Waikaloa. Yeah, they have some kind of a train. It looks more in character with, with the island.

Mr. Green: I guess my last statement is a comment that I know that most people that don't like these kind of facilities are these drivers of these vans. They pick everybody up and drive them all around. Because they will probably lose their job.

Mr. Silva: Thank you David. Morgan, questions, comments?

Mr. Gerdel: Okay. I have a few questions. How many rental cars are – would this facility hold or service?

Mr. Wong: Well, we have 1,800 and 17 ready return stalls. But it's going to accommodate more cars because we'll have –. Well, it's a little bit more difficult than just explained. But basically we have 1,800 and 17 stalls. That's probably the easy answer.

Mr. Gerdel: And then looking at the site plan, I noticed in your LEED description you talked about bicycle storage and changing rooms. Is there a plan for a bicycle lanes to access the site?

Mr. Wong: Well, I believe that we're gonna develop that. Yeah. As you know, we're surrounded by roads. So, but within our own property we'll have bicycle lanes, and then we actually have – I think we're developing crosswalks, or not crosswalks, but just basically areas of transition from one side to the other side. You know, we'll, we'll have the, the lighted, the lighted balls on the street. We'll, you know, we'll pave it so people know that there's a pedestrian crossing.

Mr. Gerdel: Okay. And then my other question – and this might be for the state – but would they consider doing bicycle rentals at this facility? Because I know like in some cities, San Diego and Washington DC, they actually have bicycle stations where you can park your bike or rent bikes, so that could be a way. And that might be an innovative design credit for your LEED certification also.

Mr. Wong: We haven't discussed that here, but we'll certainly discuss that with the state.

Mr. Gerdel: Okay. Thank you.

Mr. Silva: Gerald, questions, comments?

Mr. Steiner: Who's idea was this? Did you sell this to the state? Did the state have money to buy it?

Mr. Wong: No, we, we were just hired as the design consultant.

Mr. Steiner: Well, I'm not talking about you. I'm talking about the project.

Mr. Wong: Okay, maybe the state can answer that?

Ms. Fukuda: Karlynn Fukuda, Munekiyo & Hiraga. So, this facility as mentioned in the presentation, I guess, overall across the nation, there is a movement to consolidate rent a car facilities. So for the State of Hawaii this has been on their list of projects that they wanted to do for – as Wes mentioned they're doing the one in Honolulu, Maui was next because we are the second busiest airport in the State of Hawaii. So it was on their capital improvement projects list. I'm not sure if that's the question you're looking for. So this has been something that the state had wanted to do is the bottom line.

Mr. Steiner: Okay. I, I give up.

Ms. Fukuda: I'm sorry, if I'm not answering your question.

Mr. Steiner: No, you're answering my question. I, well, I shouldn't mind going into assuming because we've had an hours sales pitch rather than a review of anything, plans and alike. I remember when Hawaii didn't want to look like this. When Hawaii was Hawaii, when there was aloha, and where you would never build something like this so people could forget where they were. But anyway, that's just –

Ms. Fukuda: And I understand your comment. I think I understand your comment, and I guess –

Mr. Steiner: . . . (inaudible) . . .

Ms. Fukuda: And then, you know, thank you for that comment. So –

Mr. Silva: Any other comments, questions? Okay, Andrew, comments, questions?

Mr. Carson: And you know just one procedural thing before I start is typically we go around with questions, and then we go around with comments. So, I had some questions, but I'd like to have the opportunity to come back to comments if I don't cover them all on this round.

Mr. Silva: Sure. No, that's fine. I think –

Mr. Carson: Great.

Mr. Silva: One thing that I like, if, if it was more of an open discussion so we can all get a feel for how people were, were, I guess, viewing the project, it would help everybody. And then we can come back with actual conditions, so not just limit to the questions.

Mr. Carson: I didn't want to make one shot and be done.

Mr. Silva: Sure, we'll come back to you.

Mr. Carson: So, my first series of questions probably is going to be about the whole LEED and sustainability features so whoever is best acquainted with that should step forward.

Mr. Wong: Wesley Wong with Demattei Wong Architecture.

Mr. Carson: Good morning sir.

Mr. Wong: Good morning.

Mr. Carson: In your little bullet points here, bicycle storage and changing rooms, do those changing rooms include showers and lockers, and is that male/female also?

Mr. Wong: It for both, and it does include showers and changing rooms.

Mr. Carson: Showers included.

Mr. Wong: Yes, correct.

Mr. Carson: Good. You say you've got preferred parking for low emitting and fuel efficient vehicles, but in kind of playing of the comment or question over here about electric vehicles, what about charging stations and electric vehicles?

Mr. Wong: Yeah, that, it's a big issue with the rent a car companies, and we've been talking about that one particular issue, this one particular issue on ConRACs, recent ConRACs in the past five, 10 years. One of the issues for the rent a car companies is that – and this is from what we're hearing from the rent a car companies themselves – is that the manufacturers can't accommodate the rent a car companies needs for electric vehicles. So until they do that, you'll see that a lot of these facilities don't have them yet. But what we are doing is we are up-sizing our electrical loads to accommodate that in the future.

Mr. Carson: Okay.

Mr. Wong: The stations.

Mr. Carson: A little further down you mentioned green housekeeping and green education. Talk to me about what the green education plan is.

Mr. Wong: Well, we, we – and again we're still in the process of analyzing what that is – but what we talked about doing was having as a part of the customer transition or experience is having plaques up about what is green in the facility itself, throughout the facility.

Mr. Carson: Very good. And then Linda mentioned about local materials, regional materials, and I'm pretty sure there aren't a whole wide selection on that.

Mr. Wong: There's not.

Mr. Carson: I'd also would like to get some follow up with that. Your next issue is construction materials with recycled contents.

Mr. Wong: Yes.

Mr. Carson: Tell me what you're doing there.

Mr. Wong: Well, a lot of the steel, you know, the re-bar, which, there's a lot, there's a lot of steel in this facility. So most of that is recycled steel, so that's where we will pick up those points.

Mr. Carson: Okay. And then FSC wood. Could you be a little specific about where that's going?

Mr. Wong: It's going to go, I think I mentioned in, we'll have them up in the ceilings in the transitions areas in the core, where appropriate. If it's appropriate on the handrails, we'll do them on the handrails. And then we'll also look at screening on the windows as well.

Mr. Carson: Okay. And then you mentioned that you're gonna, you're going to work with Johnson Controls. Now because the state has entered in to some kind of an energy management or advisory position with Johnson Controls, does that mean you're locked in to working with Johnson Controls?

Mr. Wong: I believe so.

Mr. Carson: Okay. It's not good. Alright. In your QTA area –. Before, before I do that, this is going to be a United States Green Building Council LEED project?

Mr. Wong: That's correct.

Mr. Carson: And you're shooting for silver, with a potential of upgrading to gold, if the points play out?

Mr. Wong: That's correct.

Mr. Carson: Okay. Now, in your QTA area, you've got a car wash area, right?

Mr. Wong: We do.

Mr. Carson: A car wash facility?

Mr. Wong: We have a car wash, yes, on both levels.

Mr. Carson: Okay. I'm wondering if you have some kind of a petroleum capture management.

Mr. Wong: We do. We have oil water separators throughout the facilities. We, we actually have them outside of the car wash, at each car wash because there's more than one car wash. It will

be allocated to each of the different companies, but are capturing through an oil water separator.

Mr. Carson: And is there a monitoring?

Mr. Wong: Yes.

Mr. Carson: There is.

Mr. Wong: There is.

Mr. Carson: Very good. And then the irrigation, is that going to be dripped or broad cast irrigation or –?

Mr. Silva: And please re-state your name.

Mr. Chung: Russell Chung, PBR Hawaii. We haven't gotten to the stage of laying all out of the heads, but we'll try and certainly look at drip as much as possible. The only problem with issues with that is that when we use non-potable water we have clogging and those kind of good things that – not good things – bad things that go along with it, so it's something we need to study more.

Mr. Carson: And then somewhere along the line you mentioned that there was going to be some fuel storage, and I didn't see that mentioned on a map.

Mr. Wong: We do have that.

Mr. Silva: Please re-state your name.

Mr. Wong: Wesley Wong with Demattei Wong Architects.

Mr. Silva: For the minutes.

Mr. Wong: Yeah, absolutely. We do have three tanks that are within the service yard adjacent to the QTA. And if we can go to a plan, maybe a site plan. One level up from here. Okay. Perfect. Again, ready return, QTA, we have a service center yard here and you can see an outlined, actually there's four tanks, above grade tanks that are adjacent. And then this is a secured yard.

Mr. Carson: So that's the location, in that gray area?

Mr. Wong: Yes sir.

Mr. Carson: Alright. And again I'd just like to prepare some comments and come back in a few minutes. Thank you.

Mr. Silva: Thank you Andrew. Rob? Bob, any comments, questions?

Mr. Bowlus: Yeah, I'm just kind of curious about the, the planning, and I guess, and the selection of the site. And it just – I know that you're working on a trolley system, but it seems that the facility

is kind of far away from the terminal and there's a big existing parking lot that's, that's right across the street. It seems like it would've been easier access and maybe could've eliminated that whole trolley system if it was in a different location.

Mr. Wong: Well, there's another planning consultant who was onboard before we were brought onboard who went through an analysis. They studied numerous sites. They short listed the five sites. They looked at all the pros and cons from an operational and functional perspective. They looked at it from a cost perspective, looking at accessibility, and the selected site was the site that we're on now. It's called site five, I believe. We were not a part of that so I can't go into the history of that, but there was an in-dept analysis that was preformed before we were ever brought onboard.

Mr. Bowlus: Okay. Thank you. And you mentioned or somewhere in here it said it's a three story facility, and then in your remarks you said on the entrance it's really – you see one story and you exit you see two stories. Is there a full level below grade?

Mr. Wong: There is, and we call it the basement level. And, and basically taking advantage of the hill on the site. We just, we just buried it in there. And basically it's for staging and storage of cars. It's the component where we'll never have customers down there, so it is in the basement that will not be seeing.

Mr. Bowlus: And there's no public parking in this facility at all. Just the public parking in right in front of the terminal so I guess that makes sense.

Mr. Wong: Yes sir. Yes sir.

Mr. Bowlus: Alright. Thank you.

Mr. Wong: You're welcome.

Mr. Silva: Okay, I had a few questions, and maybe the first one too was the public testifier was asking about the sprawl of the, of the rent a car existing. What is going to happen with the existing facilities?

Mr. Wong: Well, when they, when they bring the, the extended runway that's there, it will produce a size of what's there. But those are to be maintained as I mentioned for their supplemental functions – long term storage and heavy maintenance.

Mr. Silva: Okay. One thing on – let's see what page that was – on page A12, the rendering here, I don't if that's the graphics, but it looks like there's a, a wall to one side of the entry drive. Is that correct?

Mr. Wong: That is correct because what's on top of the wall, that's at the plus 38 level which is where the new airport entry road is. Yes, this actually works. Yes, that's this one.

Mr. Silva: Okay.

Mr. Wong: This is a little bit different than what you had. As I mentioned we were still in process

of developing all the drawings, but, yeah, this, this level here is actually one level lower than the airport entry road. But again, taking advantage of the grades, the existing grades on the site. One of the things – I don't know if I mentioned it – there is an existing culvert that is there. It's a big culvert that we have to maintain. We're trying not to touch it because, for obvious reasons, environmental reasons. So we're, again, taking advantage of as much as we can, of the existing culvert and then the actual grades on the site. So this is a level lower. As you can that we're planning on covering it with landscape.

Mr. Silva: Okay. For the, one of your earlier slides, it showed the area of the project. It didn't include the drainage basins. It looks like there's a landscape feature outside 15. It was on that, your 3-D model also. Is that included in this project?

Mr. Wong: That is not a part of this project.

Mr. Silva: Okay. What about the timing of the basins, the drainage basins, how that would tie in with the building of this and the construction of the basins? Phasing?

Mr. Wong: Can you address that?

Mr. McDonald: Chad McDonald, Mitsunaga and Associates. Well, the construction of the detention basins can probably take place first thing. The contractor can utilize that as a runoff storage area for their, their storm water, storm water runoff from construction activity to address the NPDS requirements. So I, I would think that the contractor would actually construct that first.

Mr. Silva: Okay, but that's not part of this project.

Mr. McDonald: Yeah, that is part of the project.

Mr. Silva: It is a part of the project.

Mr. McDonald: Right. The detention basins that I – these two detention basins are part of the ConRAC project.

Mr. Silva: Okay. Okay. One more question while you're up there. You did say detention basin one was an existing sump so there's probably some water feeding in there already, so your calculations included the existing runoff in and then plus the increase from the parking garage?

Mr. McDonald: Absolutely.

Mr. Silva: Okay. Great. And last question is, is there interface or tie in with the County bus system for drop off? Or how does that currently work with the airport, their operations now?

Ms. Fukuda: Yeah, there is a, I know that there is one route. Karlynn Fukuda, Munekiyo & Hiraga. I know that there is currently one route that stops at the airport, but I believe it stops at the terminal building itself, so it would necessarily be stopping at the rent a car facility. So they'll be still with the airport access road project. They'll still be the access to the terminal itself.

Mr. Silva: Okay. Thank you. Okay, anybody else have any other questions or comments they'd like to share? Linda?

Ms. Berry: I'd like to know how much of the building is enclosed, air-conditioned space, and how much of it is taking advantage of trade winds.

Mr. Wong: Wesley Wong with Demattei Wong Architecture. The only air-conditioned space that we have is within the customer service building itself. It's where all the transactions takes place. There's a, there's a small little lobby similar to a terminal. That's about 30,000 square feet.

Ms. Berry: Thank you.

Mr. Silva: Andrew?

Mr. Carson: Yeah, I had a couple of extra comments. I just need to make a note of that. Okay, couple of comments. The bike path as the trolley, I think that's very important to tie that in. It's great to have bike facilities, but if you don't have an access to get there you kind of renders it moot. Electrical vehicles infrastructure, you should probably, you know, you said you're upgrading your electrical, you should probably go ahead and kind of pencil in sites where you would put those electric charging stations and perhaps run conduit before we pour concrete and get all that set so it's just a matter of dropping them in. Because we know they're coming right? We know they're coming.

Mr. Wong: We know they're coming. Correct.

Mr. Carson: I saw some LED. I haven't looked at your lighting plan really closely. I saw some LED, but it looks like I also saw some incandescent and fluorescent lighting, and I would just like to encourage you to put in as much LED in place of the other two, as you possibly can. I think you have some opportunity for PV roof top obviously. I'd also like to encourage you to look at bi-facial PV which basically means PV that works from both sides, instead of one side. Just the top side, it actually has – it takes reflected light and it picks it up from the bottom side. And because you're using a lot of high reflective surfaces, you might be able to take advantage of that and try provide some shading.

Mr. Wong: Good point.

Mr. Carson: And some of your – what did you call them – some of your screening could possibly be done with PV, especially bi-facial. Look at the Academy of Sciences in Golden Gate Park.

Mr. Wong: Okay. Good point.

Mr. Carson: I think you have an opportunity for small wind, kind of similar to what maybe the college has done on top of their new science building. It's a windy site out there, and I think you could do some of that and make it aesthetically pleasing at the same time.

Mr. Wong: Okay, good point.

Mr. Carson: As far as your green education system I think that's a good policy to have. In addition to static plaques, I would encourage you to have interactive or field time kiosk with video monitors that can show more than just a static plaque.

Mr. Wong: Good point.

Mr. Carson: And then try and think about some permeable surface to eliminate some of that runoff. Great. Thank you.

Mr. Wong: Yes. Good point.

Mr. Silva: Thank you Andrew. Any other comments? Questions?

Mr. Steiner: I would suggest that the reason you get from the rental car companies that everything is great, and she got from the rental car people she talked to that everything is horrible and they're totally against it. Because you're talking about the people that are in charge, the management, and the money, and she's talking about the people that has to do the work. And it's fine if both have different views, but I do not think that it's accurately fair to give such a blanket blessing from the rental car company operation. . . (inaudible). . .

Mr. Wong: Just a side note. We, we do meet with the local operators. They're involved in our meetings, and they're a part of the decision making process.

Mr. Steiner: . . . (inaudible) . . .

Mr. Wong: Well, the managers of the facilities here.

Mr. Steiner: And those are not operators that she's talking about.

Mr. Wong: Well, okay.

Mr. Steiner: The people that actually do work, they're the operators.

Ms. Feeter: And they went on to mention the fact that no longer would the rental car companies be using their own bus system and one of the big things that the transportation was going to be done by somebody else.

Mr. Wong: Okay, good point.

Mr. Silva: Thank you. So, let's see. As Paul Fasi actually had mentioned earlier, the board may provide its recommendations to the Maui Planning Commission on the design aspects within its purview based on the proposed Special Management Area Use Permit plans provided for the project. So, recommendations to the Planning Commission. Linda, would you want to start off with any conditions or recommendations?

Ms. Berry: Well, can we have Paul read because he's taking notes on the recommendations that we've made so far?

Mr. Silva: Paul, do you have a list started at all with our concerns?

Mr. Fasi: You're just making comments right now. You have any conditions that you want to recommend to the Planning Commission I'll be happy to forward those to the Planning Commission.

Mr. Silva: Okay.

Mr. Fasi: I've taken notes on the PV installations, and using the bi-reflective PV. Use the LED lighting as much as possible, and the use of wind turbines. And perhaps getting further review from the, maybe the employees and . . . (inaudible) . . . that they're actually doing all the work.

Ms. Berry: I'd like to make sure there's something about making it bike accessible.

Mr. Fasi: And I will forward that comment. I'm curious about the bike accessibility. When would anybody ever ride a bike to the airport?

Mr. Steiner: I did in Honolulu International Airport three times.

Mr. Fasi: With your bags?

Mr. Steiner: . . . (inaudible) . . . Actually I was going out to fly. But, yes, people ride bikes . . . (inaudible) . . .

Mr. Carson: I would anticipate employees.

Mr. Silva: But, let me just cover, they were going to have bike paths or bike lanes on the property, and the bike lockers.

Mr. Wong: Yes, and they are for the employees.

Mr. Fasi: Good point.

Mr. Silva: Just want to make sure that it's listed that it will recommend that those be installed.

Ms. Berry: Please.

Mr. Fasi: Okay.

Mr. Silva: Any other?

Mr. Carson: Yeah, I would like to recommend some kind of enhanced monitoring for the petroleum affluent runoff.

Mr. Silva: And that's for the car wash or all the parking?

Mr. Carson: Pretty much the car wash specifically, but in any affluent that's potentially monitorable for petroleum. There's going to be a lot of junk dripping off a lot of cars over there, right?

Mr. Silva: Sure. So, going around the table. Linda, do you have any other?

Ms. Berry: I think it's a, a good project for the community. Thank you.

Mr. Silva: Frances?

Ms. Feeter: I, I think it's essentially good. I would like also to emphasize being prepared for electric vehicles.

Mr. Silva: Thank you. David?

Mr. Green: I think the concept is just great, and has a lot of overall benefits. I think it's a nice looking facility but it doesn't – it's kind of be a little bit of Gerald's comment – it doesn't leap out Maui when I looked at it. I was just thinking the screen over the – I'm not an architect so take this for a grain of salt – but the screen over the pedestrian area you've got going up like this. If you made it look more like a double pitched roof or something. I don't know. I just thought maybe some opportunities. I saw one building it looked like it had more of a Hawaiian style roof on it, I think, some where on the top there. But, I, I, I don't know. It's a huge facility, and it would be a monumental challenge, but just a comment.

Mr. Gerdel: Okay. Yeah, I appreciate the presentation, and I think you had a challenge because it's such a large building. I think you've done a good job of trying to break up the massing with different materials and, yeah, I think it's a good project. Thank you.

Mr. Silva: Thank you Morgan. Gerald?

Mr. Steiner: I think you've done a good job also of putting this together. I personally don't see or feel that there's any current need for it. I feel that you did get more the feel of Maui with Maui the way it is today. And I come in . . . (inaudible) . . . I don't see the need for it, and it seems like a huge expense, and the benefits are sketchy.

Mr. Silva: Thank you Gerald. Andrew, any more?

Mr. Carson: I just like to commend the applicant for the sustainability efforts, and if there's any way to incorporate some kind of energy storage into this project that would also be another recommendation.

Mr. Silva: Thank you. Bob?

Mr. Bowlus: Yeah, I'd also like to commend you guys for a fabulous presentation and explained it thoroughly and very understandably, and, and it looks like it's going to be a great project. I liked your comments about the plantation style architecture and the big overhangs and, and, and the kind of covering, welcoming softness of, of traditional Hawaiian architecture. But, but honestly, the, the renderings kind of have a much more of an international style, and a much – it's a big building, but if there's anything that you can do as the – I know there will be some evolution in the design, but more of the plantation style that you talked about. Just traditional –traditional shapes and big overhangs. But I like that you're breaking up the masses with the solid elements and the screened

elements. And there was the one view from up above on the roof where you had the big lanai you called it, the big open plaza that had that big, big covered area. That looked very nice. But just more traditional elements I think would, would soften the objections from people that think it's so international, and so – more Maui I think would be better. Thank you.

Mr. Wong: Thank you.

Mr. Silva: Thank you Bob. Paul, one more actually that the applicant actually did agree to was the up lighting that Linda had mentioned to remove that. We had the package that had some up lighting so we'd want to say that, that recommend to remove that.

Mr. Fasi: There's up lighting allowed.

Ms. Berry: Well, he showed, they showed lighting on the columns. It wasn't necessarily up lighting. It's side lights.

Mr. Silva: Or side.

Mr. Fasi: Yeah, the Maui County doesn't allow up lighting on any new construction.

Mr. Silva: Sure. But, yeah, since, since it's presented to us in this package we would just like to make note of it that we pointed it out.

Mr. Fasi: I will make that a recommendation.

Mr. Silva: Great. Thank you. So, anybody else? Andrew, coming back? So one more time, Paul, you want to go through what, what conditions we have so we could see if we can make a motion on those conditions?

Mr. Fasi: Well, I only have, for the conditions, you have a lot of comments, so I'm not sure which ones are going to be comments and which ones are going to be conditions. But definitely one of your conditions is going to be no up lighting.

Mr. Silva: Okay.

Mr. Fasi: Some of the comments made are enhance auto fluid monitoring for all the stuff coming off of the cars, the bike paths and bike parking, the use of wind turbines, use more LED lighting as much as possible, PV installation and try and use bi-reflective PV. And looking at possibility of an energy storage capability facility there.

Mr. Silva: Okay. So as a Board would we want to say we recommend the first, lighting, and then we suggest all the others? I think that's probably the wording we'd want to use. Okay with that?

Mr. Fasi: So noted.

Mr. Silva: Thank you. So, we would need a motion to approve with those conditions.

Ms. Berry: I so move.

Mr. Silva: Moved. Can I get a second?

Mr. Carson: Second.

Mr. Silva: Seconded by Andrew. Thank you. So we can vote. All in favor, aye? All opposed, nay? I see none. Passes unanimously. Thank you.

Mr. Wong: Thank you.

It was moved by Ms. Linda Berry, seconded by Mr. Andrew Carson, then unanimously

VOTED: to recommend approval to the Maui Planning Commission with the recommendation and comments as discussed.
(Assenting: L. Berry, R. Bowlus, A. Carson, M. Gerdel, D. Green, F. Feeter, G. Steiner
Excused: J. Marshall, B. Maxwell)

Mr. Steiner: Just a comment.

Mr. Silva: Sure.

Mr. Steiner: I know we had this package out to look at it for the last couple of weeks and stuff. But we were given a huge amount of information with many aspects to it, and on something this big, it would sort of be nice . . . (inaudible) . . . approval, but if it can carry over to a second meeting. I know is there some way of making observations or comments or requests after having more time to think about this?

Mr. Silva: I think if we, if we weren't comfortable making a decision we could defer and ask for a site visit. Is that where I'm actually going or just to, to think about?

Mr. Steiner: No, I'm comfortable with this.

Mr. Silva: No, just procedural wise.

Mr. Steiner: But this was one of the biggest packages. . . (inaudible) . . . but it feels that sometimes the process deprives us of the opportunity to really think.

Mr. Silva: Yeah, I think we did talk about that a little bit last month too is we did rush maybe a project or two previously and we just need to take our time. And if we're not comfortable, I think we just defer and don't, don't act on that item until we're all comfortable. Okay, so next item on the agenda is director's report. Clayton?

E. DIRECTOR'S REPORT

- 1. Status of the ability to access UDRB agenda documents from the County website.**
- 2. Agenda Items for the July 2, 2013 meeting.**

Mr. Yoshida: Good afternoon Mr. Chair, and members of the Board. Clayton Yoshida with the Planning Department. And again, we want to congratulate the new chair and vice-chair of the Board. We started our pilot project relative to, with this agenda, as far as trying to submit the agenda packet to you electronically. I guess Leilani did, and working with Information and Technology Services in the County, to kind of put this in a zip file and via the Dropbox. And then it will be available, made available to the public maybe a few days later. We want to respect the right of the Board to get the information first. Because if we disseminate it to the public, that includes the media, we don't want them to come to you and say, oh, well what about this agenda item that you folks are going to be dealing with? I don't know anything about that. So if there are any problems with it if you could kind of let us know. But, we hope to use this as a model for other boards and commissions that we service including, eventually, the planning commissions. But, we're trying that, this process right now.

Mr. Silva: So Clayton obviously if we get a call from the press we do not comment.

Mr. Yoshida: Let's see. Our next meeting is scheduled for July 2nd, and we don't have any firm items right now. But, again, we are receiving special management area use permits at a rate, this year, at the rate of about one per month, so we have a couple candidates out there, but probably it won't be firmed up to about, within the next maybe two and half weeks or so. And that's all we have to report.

F. NEXT MEETING DATE: JULY 2, 2013

G. ADJOURNMENT

Mr. Silva: Thank you Clayton. That was our last item of business so meeting adjourned.

There being no further business brought forward to the Board, the UDRB meeting was adjourned at approximately 12:08 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE:

PRESENT:

Linda Berry
Robert Bowlus
Andrew Carson
J. Morgan Gerdel, Vice-Chair
David Green
Frances Feeter
Michael Silva, Chair
Gerald Steiner, Alternate

EXCUSED:

Jane Marshall
Bryan Maxwell

OTHERS:

Clayton Yoshida, Planning Program Administrator, Department of Planning
Trisha Kapua`ala, Staff Planner
Paul Fasi, Staff Planner
Michael Hopper, Deputy Corporation Counsel