

**URBAN DESIGN REVIEW BOARD
REGULAR MEETING
NOVEMBER 5, 2013**

APPROVED 12-03-13

A. CALL TO ORDER

The regular meeting of the Urban Design Review Board (Board) was called to order by Mr. Michael Silva, Chair, at approximately 10:02 a.m., Tuesday, November 5, 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.)

Mr. Michael Silva: Call this meeting to order. First item on the agenda is the introduction of our new member, Fiona van Ammers. Clayton, did you have anything you wanted to add?

B. INTRODUCTION OF NEW MEMBER - FIONA VAN AMMERS

Mr. Clayton Yoshida: Yes, we have a new member, Fiona van Ammers. Perhaps if the other members could kind of introduce, say a little bit about themselves, and she can say a little bit about herself.

Mr. Silva: Sure. Jane, do you want to start, a little background on yourself?

Ms. Jane Marshall: I am Jane Marshall, and I'm an interior designer. And I was born and raised on Maui. I spent many years on the mainland and I moved . . . (inaudible) . . .

Mr. David Green: My name is Dave Green and I live on Lanai. And I studied architecture for a year and dropped out. So I'm just here as a representative of Lanai.

Ms. Linda Berry: I'm Linda Berry. I used to work for Riecke Sunnland Konno Architecture doing commercial projects and I retired a couple of months ago, and I live in Kihei.

Mr. Michael Hopper: I'm Michael Hopper, Deputy Corporation Counsel. I'm not a board member. I'm a legal advisor.

Mr. Silva: Mike Silva. Fellow, proud San Francisco Bay native. She is a Cal-Berkeley alumni also. Fiona and I used to work together so we know each other well.

Mr. Morgan Gerdel: I'm Morgan Gerdel. I'm an architect and I live here in Wailuku.

Ms. Fiona van Ammers: Fiona van Ammers, native of San Francisco Bay area. Graduated civil and environmental engineering from UC Berkeley. Been in the island 13 years. Pretty much since graduation. Used to work with Mike and I feel like I've worked with Linda before. I used to – I worked for Ronald Fukumoto Engineering, Carl Takumi and now I work at SSFM.

Mr. Silva: Just in time for Bob to do a little introduction. Fiona van Ammers is our new member

today. You get to seat right next to her.

Mr. Robert Bowlus: Hi. It's very nice to meet you.

Mr. Silva: You want to share a quick little back ground on your work experience and what you're doing now?

Mr. Bowlus: Alright. Well I'm an architect. I've been licensed for about 40 years. Most of my work was in San Diego, but I've been on Maui full-time, I guess, about 10 years and I love it here. And I've been retired for a long time but I still practice a little bit.

C. ADMINISTRATIVE APPROVAL OF THE OCTOBER 1, 2013 MEETING MINUTES

Mr. Silva: Thanks Bob. Welcome Fiona. Look forward to having you on board. Fellow engineer. Next item on the agenda is the administrative approval of the October 1st meeting minutes. Does anybody have any corrections? Seeing none, so we will administratively approve those last minutes.

The October 1, 2013 Urban Design Review Board meeting minutes were administratively approved.

D. COMMUNICATIONS

- 1. MR. ANTHONY WRZOSEK, Vice-President of R.D. OLSON DEVELOPMENT requesting a Planned Development Step II approval and a Special Management Area Use Permit for the Piilani Suites Hotel, a 200-room hotel with on-site amenities including swimming pool, restaurant, on-site parking and associated on and offsite infrastructure improvements on approximately 6.377 acres on Wailea Ike Drive at TMK: 2-1-008: por. of 121, Wailea, Island of Maui. (PD2 2013/0003) (SM1 2013/0012) (Kurt Wollenhaupt)**

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: Next item, D, Communications. The first item in communications is (*Chair Michael Silva read the above project description into the record.*) Kurt.

Mr. Kurt Wollenhaupt: Good morning members of the Maui Urban Design Review Board. It's been some time since I've seen you. And I think I'm outnumbered today since I went to Stanford, so we have Berkeley and Stanford today. Again, today we're looking at getting the

advisory review from the Urban Design Review Board. Your comments will then be incorporated by the applicant into the design of the Piilani Suites Hotel located makai of the Wailea Gateway Center, adjacent to the Wailea Town Center, and importantly on the main drive as, as tourists, residents enter the important resort income generator for the island. So consequently this project should be reviewed in detail as it represents a significant placement at the entrance to the Wailea community.

That being the case this project after review by the Urban Design Review Board will then go for a review for a major Special Management Area Permit and a Planned Development Step Two in public hearing by the Maui Planning Commission. That will be some time in the, probably the first quarter of 2014.

Just by way of background, the project did receive Planned Development Step One for a transfer to the Hotel-M hotel zoning so this project is correctly zoned. The department has looked at this project and the applicant has made some review and suggestions. Some items, I think, today's meeting might be reviewed against would be consideration of roof color. I think the Wailea Community Association has looked at this project, I believe, it's maybe four times by now, so I'm sure that they've given their eminent comments on the project. The second would be looking at this from the view corridor as one drives down Wailea Ike Drive. It's highly prominent, so basic consideration to how this will be viewed as motorists and pedestrians go down towards the Wailea, Shops at Wailea. Also take in to consideration for the bulk of the building, any kind of exterior fenestration that may or may not be reviewed, and the color of the building. That's just an introduction. I believe that the applicant, R. D. Olson Development, along with their consultants, Chris Hart & Partners, along with the architect will be giving a presentation. After which time, I believe, then there will be questions and answers. And I'll be taking your comments for review by the Maui Planning Commission. Thank you.

Mr. Silva: Thank you Kurt.

Mr. Wollenhaupt: Any questions?

Mr. Anthony Wrzosek: Good morning board members. We appreciate the opportunity to present our proposed hotel to the Urban Design Review Board. I am Tony Wrzosek, Vice President with R. D. Olson Development.

R. D. Olson Development is proposing a 200-room all suites upscale select service hotel to be located in Wailea. Some general facts about the proposed project, building height, shall be maintained within three and four-stories. The approximate square footage, the building area is 165,000 square feet, on a site of approximately six acres. As mentioned, we've had four very productive presentations and meetings with the Wailea Community Association. And the result of this design is reflected by the productive and constructive comments from that association.

I'd like to introduce our design team of WATG Architects and Chris Hart & Partners, landscape architects. So at the moment, Rick Meyers will continue the presentation and describe the design details of our proposed hotel. Thank you.

Mr. Rick Meyers: Good morning. My name is Rick Meyers. I'm with the architectural firm of WATG and we're out of the Honolulu. This is the view, as you're coming down the main drive, and you turn off Piilani Highway and you going down the main drive in the direction of the ocean. To the right is the property. That's the hotel. And you see the two rows of tall royal palms flanking the entry drive. Off to the left, right to the end of that sheet there, you'll see the large canopy trees down the median of the main drive. And then across the street, along our property line, you see large canopy trees, medium canopy, small canopy trees, and large coconut trees, and that forms the buffer of the building and the parking area from the drive.

Here's another view going down the main drive, going towards Piilani Highway. Again you have the median strip right in front of you here with a large canopy tree. Across the street there you see the end of the south wing of the property. You can see the layering of landscaping, the tall trees, the medium size and small. And then you start seeing indications of a berm here. As you going from the one end of the property to the other end, it's sloping down hill. And at this end of the property it's pretty level with the road. So here, we had to do some berming to screen the parking area from the, from the street.

Here's a view of our porte cochere. You can see it's pretty modest in size. It's just a canopy while protecting the pedestrians. The canopy doesn't go over the, go over the road. It's three story height in this part of the building. It's cement plaster walls. You see tile roofs. You see indication of copper grills at certain parts of the building.

Site plan, here's the main drive. This is Wailea Ike Drive. Piilani Highway is up over here. There's two entries to this site. One is off of the main drive, and the second one is off of Wailea Ike Place. This is the entrance to the commercial developments here on the north side. On the east and west side are undeveloped lots. And again the south side is the main drive. The main entrance is right off of the intersection with Kalai Waa Drive. And here's the main entrance. You can see the double row of, of royal palms that are align the main drive. You see the porte cochere, that's paved, and delineated by the landscaping. And again, here's the front door.

The site is 6.3 acres. It slopes from right to left. It's about 230 on this side. About elevation 200 on this side. L-shaped building, four stories in height. The center is our courtyard where most of the hotel amenities are. They have a swimming pool, pool bar and outdoor function area. There's two parking areas here and here. They have about 138 parking stalls.

The next couple of slides is kind of diagramming – diagrammatic of our floor plan. Our smallest level is D2, and it's at the south end of the site, and it takes advantage of the slope of the site, so it just kinds of nestles into the bottom of the site there. And it's all guest rooms.

Our D1 level has the lower lobby. And from the lower lobby you can access the courtyard area, here, where the amenities are. There's a meeting room, a fitness area, and the back of house. The rest of the floor is guest rooms.

Our level 1 is the level of actually the porte cochere and the main lobby. Here's the porte cochere area, the main lobby. It looks across and out, long distance views to the ocean as you

enter the property. The lower lobby is down here. We have the administration area. The rest of the floor is all guest rooms. Again, level 2 right above the lobby area, all guest rooms. Majority of the rooms have ocean views. You get long distance views here and here, and also in this direction. And these units here would have mountain views. This is the level, level 3. This is the highest level, the fourth floor. You see the roof of the, of the south end of the building where it steps down, and it's all guest rooms here.

And our roof plan, it's cement tile roof. We have mechanical equipment on the roof. It's, it's concealed by the slope of the roof, large overhangs and then. . . (inaudible) . . . Now, the package had about 12 slides showing three options of elevations. And most of the elevations are the same with the difference being the color of the roof. We have three schemes, one is the Terra Cotta color, one is the Coconut Brown color, and one is the Wailea Green roof color. The Terra Cotta and the Coconut Brown roof colors have a two tone exterior wall color. A darker color on the bottom, and the upper floor is being a lighter color. The Wailea Green we showed all one color, exterior color. Instead of going over all three options, I'll just cover one option.

The top is a view of the elevation from the commercial side of the property. That's the north side. The bottom is the main elevation that you will see along the main drive along Wailea Ike Drive. The stashed area here is the wing at the other end of the site. You can see at this side here it's four stories. You have tile roof, five feet overhangs, you have cement plaster walls, you have aluminum railings at the lanais, you also have kind of a tint on the windows making these energy. . .(inaudible) . . . On the south end here you can see it stepping down as it goes from elevation 230, somewhere around 200 at this end. And again you can see the indication of copper patterns at, at certain parts of the building to highlight stair towers, elevator towers.

Now this is the south. This is the south elevation if you're standing across the street of the drive looking at the villas. You can see the screening of the landscaping, the large canopy, medium size trees, small trees. Also here at the end you start seeing the bermings to conceal some of the parking at that end of the site. Also, you'll notice at this end of the property, the building is kind of is lower than the road. So you're actually going down into the property from the main drive.

This is the elevation of the courtyard area, and this is the elevation of the porte cochere. The courtyard area, you, this view, you'd probably see as you're going down Wailea Ike Place, if you're going to the commercial development on the north side of the property. That's the only place you actually see the whole elevation. The porte cochere elevation shows it as a three story because the building does step down to four on the other side. So on the entrance side of the building is three story.

This is a large area of a typical bay of the property. The one thing it doesn't really show is the owners selected to go to cement plaster wall versus . . . (inaudible) . . . As you know with cement plaster there's a thickness in there so you're able to get some undulation into the wall. You get some nice feel, nice textures into the wall that you can't get with . . . (inaudible) . . . So that add a little – so that will add a little more, I'll call . . . (inaudible) . . ., solidarity on the wall.

An example on that would be, in Honolulu, would be like the immigration building or the Academy of Arts Building. You get that kind of feel with the cement plaster.

Also it shows here these lanais. We have a variety of lanai types on the project based upon the, the unit types here. Studios, one-bedrooms, and two-bedrooms. And, yes, we do have the typical five feet you stand out there and you stand on the lanai. But there's a lot of areas on the property where the lanai sets in. For example in this area here, the entries are actually off the side, and these walls are actually eight feet back. So they're deep, deep lanai. So you get these wings here, you get a lot of shade and shadow here. So it's not all flat area here. So this area and this area they'll be of the same height. These areas we pushed back quite a bit. Same thing over here. So you get an articulation on, on the building. These are the three options. They're just different by roof color.

This is the courtyard, a view of the courtyard. Here, the buildings are four stories in height. The trees give it a nice human scale to it. Now it's a, it's a 200-room hotel, so the amenities are not like what you'd see along the resorts along the beaches. There's a pool. There's an indication of a pool here. And then further off the site, somewhere over here, would be an outdoor function area. So the amenities the size appropriate to the service of the hotel.

Here's the indication of signage on the porte cochere, there's a sign right up here, Piilani Suites. Also another sign on the end of the south wing. You also have two entry signs. One off the main drive, off Wailea Ike Drive. There will be a low rock wall with lettering on the wall and landscape. And the same thing on the backside off of Wailea Ike Place, another low wall signage with raised letters.

Now turn it over to David, who's with Chris Hart, he's a landscape architect.

Mr. David Sereda: Thank you Rick. My name is David Sereda. Good morning. I'm a landscape architect with Chris Hart & Partners, and I'll take you through some of the landscape features of the plan. So as Rick mentioned the plan, the site has the advantage of having some mature, existing monkey pods along Wailea Ike Drive. And so that helps, you know, create a bit of visual screen, a little bit of a buffer built into the project. And we'd augment that with heavy planting, a 25 foot landscape setback from the roadway. So in here we would be buffering from the traffic, both use to the road and from the roadway. And in there we'd like to do a layering of tall four-foot shrubs followed by small canopy, medium, and then taller coconut trees to, to create the screening effect for the hotel.

Around the back we have the Wailea Town Center. And this, this building is actually set down so that when you're standing on the site you can almost see over the roof. It's actually down about a good 15-feet, I think. So, there's also, you know, works in favor of the, the advantage of having this is slightly terraced, so it's a bit raised. So you can almost see over the roof from here, and you can definitely see over the roof on, on the second story of the hotel. So the views are maintained. With respect to the perimeter planting, again, we have the landscape set back along the edge, facing the commercial development, so we would buffer that as well, so with some heavy landscape screening to screen the back of the building.

The, there's a perimeter walkway for pedestrian circulation all the way around the building. As Rick mentioned, parking on both sides and with nice sized canopy trees for shade. And then the secondary entrance with double row of royal palms. Then at the main entrance, more formal with the royal palms creating a, a discernable entry way from the street.

And as you move into the property the, there's a gateway element would be incorporated which would, you know, incorporate some of the lava stones that would be used for the sign wall, and which would also tie into the lava stone columns that are the gateway entries for Wailea, at the top, by the highway. So we'd, we'd use the same material. And here, we have a couple of columns on either side to create a gateway, a feel of a gateway entrance into the motor court. And so the motor, the motor court area really maintains a, or, accomplishes a sense of arrival with the changes, the paving material, probably to a concrete paver or sand colored concrete. And then the sense of the enclosure and arrival here would be reinforced by corner walls with columns and maybe three to four foot lava stone walls as well. So on the four corners of the courtyard, to, to, again reinforce that sense of arrival and enclosure here. As well as, we would be accentuating that with, with planting around the perimeter with tall canopy trees and coconuts as well. And then the entry experience will also be enhanced with, you know, colorful planting here at the entry of the building. There's a loading bays in either side of the hotel for service.

Moving to the, the main part of the amenity space for the hotel where majority of activity would take place. There's the pool with the swim up bar, beach walk access, beach walkway access, and fire pits, spa, cabanas on both side. This would be an outdoor terrace seating for a restaurant of some type, out here. There's a grade break here, so retainage, a retaining walls, which, again we would use the same material, the lava stone material to tie them with the other elements. And then as you come down into this space, this would be more open programable, you know, functionary for banquets and gatherings. And over around in the perimeter here with landscape planting there would be covered barbeque areas and another fire pit.

Here's an example of some of the plant species. We would be using some of the more prominent plant species. The plants chosen obviously for sun and the conditions in south Maui, as well as, some areas on the leeward side of the building which could be in the shade and have a more wind free area. Again, more of the trees. We tried to incorporate native plants where ever we can, where it's appropriate, to works those in. This is a nice – has a nice dense canopy so we'd like to use that along Wailea Ike with Naupauka and Beach Vitex. So along Wailea Ike actually would be, you know, we'd like to do mostly native plants along the hedge. And this is nice. You have the advantage of actually as you move along Wailea Ike it's actually about six feet higher than the hotel property. So you would actually almost in the canopy of some of the smaller trees already. Like from day one when they planted at a six to eight foot height, and so within a few years that canopy will be – you'll have an advantage of, you know, trees starting lower so you'll actually be driving at, at a higher elevation, and more into the canopies of the trees, in a sense.

Some of the landscape amenity elements. Again, the lava stone, using lava stones the main rock work for the stone elements. Some of the outdoor amenities, cabana, walkway.

This is the irrigation plan. The water consumption would be inline with average water consumption for this part of Maui. We could – we want to incorporate a lot of drip irrigation as well to make it a more moderate water usage.

The lighting plan, so all the lighting would all be 12 volt LED outdoor lighting and downward shielded obviously. Here's examples of some of the lighting – tiki torches, wall sconce, path light. This would actually be a down light. We would put those on the trees so they're not, they're not actually up lights. And then the parking lot, LED, 16 foot height, for the parking.

And now I'll turn it back over to Tony.

Mr. Wrzosek: Slide two briefly describes the grading concept. Our . . . (inaudible) . . . is to maintain the, the natural flow of drainage, minimizing the use of retaining walls. As you heard from David, one of the areas that will have a retaining walls will be around the swimming pool. Otherwise we're trying maintain the existing contours of the land around the entire property with the other exception of adding a berm at the western end of the property along Wailea Ike Drive. The difference between pre and post storm drainage runoff will be retained onsite. A drainage will be a combination of sheet flow, underground piping, and site underground detention, primarily consisting of a gravel pit at our western corner of our property. So the difference between post, pre and post runoff will be detained onsite. So there will be no additional runoff from this property.

And that concludes our presentation. Thank you.

Mr. Silva: Alright, thank you. Kurt, could you get the lights please? Now I want to open it up for public testimony. I don't know if anybody had signed up or if there's anybody here that would like to come forward with public testimony. Seeing none, so I'm closing public testimony. So what we're going to do now is go around twice. We will go around once the first time for any questions or comments you might have any kind of commentary you want to add, not necessarily if you liked the design, you know. Or you're in the area, you know, that kind of commentary, it's not necessary, but, you're more than welcome to do that the first round. And then the second round will be for our recommendations to the Planning Commission. And that second round I would ask Kurt to jot those down while we're going around and then summarize them at the end when we're all finish. With that being said, Jane, any questions or comments you'd like to share?

Ms. Marshall: I have three. What is the current status with the Wailea Community Association, in general? And then specifically about your three color scheme.

Mr. Silva: And when you do come back up to the mic, could you please state your name for the record?

Mr. Wrzosek: Tony Wrzosek, R. D. Olson Developments. Regarding the first question that we've had four presentations and meetings with the Wailea Community Association. And they have issued a letter of approval with conditions regarding the roof color. Unfortunately I don't

believe they made a final recommendation as to which they prefer. So, it's, it's still open, and we're comfortable with any scheme. So it's a decision or maybe even a recommendation from your board and that Wailea Community Association hopefully will honor.

Ms. Marshall: I like all three of them also. The other two questions are more out of curiosity. Who is going to operate this facility?

Mr. Wrzosek: Tony Wrzosek once again. R. D. Olson Developments. We're keeping our options open. At the moment, it's meant to be an all suites hotel and are hotels.

Ms. Marshall: What kind of operator then? What . . . (inaudible) . . . here?

Mr. Wrzosek: Upscale, select service.

Ms. Marshall: Like for instance?

Mr. Wrzosek: Comparable to a Marriott Residence Inn or an Embassy Suites. And let me just add that for all of our hotels, the clientele is the successful, business person. In this market, obviously it's a bit more leisure oriented that we assume this type of upscale client will also attend and stay at this hotel in Wailea. And on average these business man or woman who have an annually salary of approximately \$130,000. So we, we – our clientele is well established upscale and we assume it will continue with this hotel.

Ms. Marshall: So further to that, that demographics uses the swim up bar?

Mr. Wrzosek: The swim up bar is an option for us at the moment. Coincidentally over the past two weeks we've had internal debates on whether it's appropriate to have a swim up bar at this location or not.

Ms. Marshall: Men with prostate issues sitting at the bar.

Mr. Wrzosek: Internally you have my vote.

Ms. Marshall: Thank you very much.

Mr. Wrzosek: You're welcome.

Mr. Silva: Do you have a third, or is that it?

Ms. Marshall: That's it.

Mr. Silva: Okay. Dave?

Mr. Green: I just have some questions on the landscape plan here. And what you have, what you have here is all – are all the – I noticed some of the trees have little boxes in them and then

some don't. Are all the trees depicted here included in what you're installing?

Mr. Sereda: Sorry. This is David Sereda of Chris Hart & Partners. Could you repeat the question?

Mr. Green: I'm not –. I wanted to be clear about – it looks like you have a tremendous amount of planting that's going on here. But I couldn't tell from the plan, some of the, some of the plants have tie out your schedule, but some of them don't like they do. I'm just trying to get a feel here for is this an accurate representation of what the landscaping will look like? Or is it some of it is just added in electronically?

Mr. Sereda: It's, it's an accurate representation. We, we obviously can't show at this conceptual level, you know, a finished plan, a constructional of the plan. So what we do is have a more generic symbols to represent some a mature canopy size to the trees. And the shrubs are, you know, represented, you know, just by color, really. Does that answer your question? I mean the idea is to have all those, those plants planted on onsite.

Mr. Green: Okay. Basically.

Mr. Sereda: Yeah.

Mr. Green: Basically my question. One other one, have you, not for you necessarily, but is there anything here, I noticed you talked about LED lighting etcetera. Any renewable energy or something like that used in the, in the hotel?

Mr. Wrzosek: Tony Wrzosek, R. D. Olson Developments. As you may be aware we are the owners of the Marriott Courtyard at the airport, a very successful development, geared towards the business traveler, and we're happy to developed here. It's, it's been a success so far. And from experience in operating, in being involved of the operations of that existing hotel, we will absolutely look at all possible ways to conserve energy. Unfortunately the electricity usage at that property is overwhelming. It's quite a bit of a surprise. So we're taking a very good look at any and every energy savings options that exist for this new hotel.

Mr. Green: No more questions.

Mr. Silva: Sure. Linda?

Ms. Berry: I'd like to know which of the three roof color reflects heat the best, speaking of energy issues?

Mr. Meyers: . . . (inaudible) . . .

Mr. Silva: If you could use the mic. Yeah, there's a, there's a portable one.

Mr. Meyers: Rick Meyers, from WATG. This is our color board and it shows the three colored

tiles, Terra Cotta, Coconut Brown and Wailea Green. I would assume the lightest colors would probably be the Terra Cotta. We, we're also recommending, it's not just one tile throughout the whole roof. It would be a mixture of, of three. I believe like the Coconut Brown, darker, medium and light, and in various percentages across the roof. So I guess this . . . (inaudible). . .

Ms. Berry: I would recommend that you use that as the major factor in determining in which color you go with because that will impact your air conditioning bill. You have 138 parking stalls for 200 suites. How many workers do you expect to have onsite at a time, staff?

Mr. Wrzosek: Tony Wrzosek, R. D. Olson Development. Obviously three shifts. And because this is a select service hotel, this will not be a full service resort type of hotel. Therefore the success of these categories of hotels arises from or results in the offering of value. Even though the clientele is upscale and high caliber, they pretty shaped being the quality of the design and physical attributes of the building. To offer value, staff is limited. We do not have a full service restaurant. We will serve breakfast, complimentary breakfast to our guests, but lunch and dinner will not be served. There may be a social hour in the pool in a form of a barbeque once in a while. But guests are encouraged to attend local establishments, the local eateries for lunch and dinner. With all this said, in a hotel of this type the larger shift being the day shift may have approximately 18 or 20 employees, as opposed to the night shift, the graveyard shift, they only two employees. And keep in mind we're not a full service hotel. We offer value, but at an upscale level. And we don't have a bell hop. We wouldn't have valet parking attendant. So the employee count would be limited.

Ms. Berry: So if there's a maximum of 18 that means you've some . . .(inaudible) . . . travel separately in a car to work, that means you've got 110 parking stalls for guests. How are the other 90 suites worth of people going to get there and how they're going to get to restaurants off site and to the beach?

Mr. Wrzosek: We have a shuttle. We will have a shuttle for guests.

Ms. Berry: Will it be more than an airport shuttle?

Mr. Wrzosek: Yes.

Ms. Berry: Okay.

Mr. Wrzosek: And that's similar to our hotel if you're –

Ms. Berry: Is the parking counted, the one by the airport, similar to this?

Mr. Wrzosek: I don't recall exactly. But we're comfortable with a point five ratio for guest rooms plus its employees.

Ms. Berry: It seems a little short to me where it's located so far from everything where there are no services on site.

Mr. Wrzosek: I'll have Rick Meyers just, just give you a brief summary of the zoning ordinance.

Mr. Meyers: Rick Meyers from WATG. Basically our parking count was based on the zoning code of one for every two guest rooms for the guest room parking. For the administration, it's one for every 500 square feet. The meeting rooms, one per every 100 square feet. And the back house is one for 500. And there was also, I think, three required for the kitchen.

Ms. Berry: Thank you. I have another question regarding the lighting. I'm looking at page 36 where the different lighting options are shown. And the building sconce I like. That shows some character. That looks like it belongs to Hawaii. I like the fact that you're using an LED luminaire for the pole lamp, but that could be anyway USA. Is there anything that you could look at that would have more a Hawaiian look for the pole lamps that would still be LED?

Mr. Meyers: Yes. Rick Meyers again from WATG. Yes, for the parking area light, we can take another look at it, and look something appropriate for Wailea.

Ms. Berry: Thank you. That seems important since it could be seen from the Wailea Ike Drive and it is part of people's first impression while driving into that resort area. Page 32 you have a picture of the road cutaway, and I don't see an provisions for bicycles. That's part of our complete streets requirement now that there be a bike path. Separate from traffic.

Mr. Wrzosek: Tony Wrzosek, R. D. Olson Development. We can absolutely integrate a bike path. We support, yeah, the use of bicycles. Absolutely.

Ms. Berry: Great. Thank you. And will that also include bike parking at the hotel?

Mr. Wrzosek: Tony Wrzosek, R. D. Olsen. Yes.

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

Mr. Silva: Thank you Linda. Morgan?

Mr. Gerdel: I had a question. Were you looking at doing solar hot water for the hotel at all? Is that an option?

Mr. Wrzosek: Tony Wrzosek, R. D. Olson Development. It is an action. Yes. As I previously mentioned, the electricity bill at our Courtyard Hotel was sticker shocked. We are trying hard to work with our mechanical, electrical and plumbing engineers to come up with options to reduce that cost, and thus also save energy.

Mr. Gerdel: And then looking at the renderings, it looks like the fascia is kind of blue green color. Is that a wood fascia or copper or what's the material are you using there?

Mr. Meyers: Rick Meyers from WATG. The fascia would probably be wood, but then it would have probably a copper gutter.

Mr. Gerdel: And then I noticed on the site plan there's a cul de sac on the property. Is there a plan to connect that to another parcel in the future or what is the –?

Mr. Meyers: You're talking about this one here?

Mr. Gerdel: Yes.

Mr. Meyers: Rick Meyers from WATG. That's actually off the property. That's the adjacent lot.

Mr. Gerdel: Oh, thank you.

Mr. Silva: Thank you Morgan. Bob?

Mr. Bowlus: Just following up on that same question. It looks like that's, that's off the property. It looks like it uses the same entrance access. Is that a lot sales program off of the side or something that uses the same gateway?

Mr. Wrzosek: This portion of the entrance drive will have a reciprocal access agreement. So it would. . . (inaudible) . . . the future residential subdivision. Our property line is along the western edge of this drive. And the cul de sac in this internal driveway is part of the future residential subdivision owned by the same developer that we are purchasing this parcel from.

Mr. Bowlus: Thank you. I really don't have any further questions. I picked up on 138 cars for 200 units, but I think you all did a great job of explaining that, understanding that. I guess my question for Rick would be on the balconies. You said there's an eight foot setback. But then the balconies projected in front of the adjacent plain wall or are they flushed out? I don't see it really.

Mr. Meyers: Rick Meyers from WATG. Yeah, there's three different unit types. Actually there's a studio and one bedroom and two bedrooms. And two bedrooms are actually pretty large units, and so are the one bedroom. Yes, we have – some of the units have the typical step out on the lanai and there's five feet in front of you. But like the one and two bedrooms a lot of them they're off to the side and there's indentations into the, into the way the configuration of the room is. So that makes for very large, not your normal looking lanai, but it's actually pretty attractive. It gives you some quite a bit of space, and it gives you a deep lanai so you get those, those shades and articulations on the wall.

Mr. Bowlus: I really like what you've done. It's beautiful.

Mr. Silva: Thanks Bob. Fiona?

Ms. van Ammers: I have one engineering question. I hate to steal your thunder, Mike. The detention or retention basin that's under the parking lot, I believe, there's no outlet to the county system? An over flow?

Mr. Wrzosek: Sorry, there's an outlet. There's an existing, there's an existing inlet here that's on the property that connects to the storm drain and public right of way. Sorry, this is Tony Wrzosek, R. D. Olson Development.

Mr. Silva: Is that it?

Ms. van Ammers: That's it.

Mr. Silva: Okay. Are you guys doing any type of environmental, I guess, certification, like LEED, or similar to that?

Mr. Wrzosek: We are not pursuing LEED Certification. Like most of our hotels do, but since our headquarters are out of California, most of our hotels do follow CALGreen design criteria which gets us very close to LEED certification.

Mr. Silva: Actually, I think every body else asked my questions, so that's it for questions. Anybody else have any other questions before we move on? Doesn't sound like it. So now, Kurt, we're gonna around with our recommendations to the Planning Commission. Jane, you'd like to start?

Ms. Marshall: I only wanted to agree with the pole comment. I noticed that too. Thank you.

Mr. Silva: Thank you Jane. Dave?

Mr. Green: I think it looks very nice, and I, I support it, and I don't have any specific comments.

Mr. Silva: Thank you Dave. Linda?

Ms. Berry: I recommend that we go with the two-toned color scheme. I think the building at the airport is very attractive and it has multiple colors which makes it more interesting. I'd like to see the same thing here.

Mr. Silva: For the walls, or for the –

Ms. Berry: For the walls, yes. And I'd like to see the roof be as energy, most energy efficient as possible. I think all three colors look fine, so choose it by efficiency. And add the bike path to the road elevations, please. Thank you.

Mr. Silva: Thank you Linda. Morgan?

Mr. Gerdel: I have comment. I was looking at page 31, the building signage. I think you probably can take another look and maybe reduce the scale of the sign a little bit to – that would better work with the architecture.

Mr. Silva: Thanks Morgan. Bob?

Mr. Bowlus: Yeah, I can certainly support the project the project. I think what you've done is beautiful, and I, I concur with Linda that the bike path and the bike storage onsite is a great idea especially since you're going to be spending on locals. I presume there will be some bike rentals there for guests that they can bike into, into the shops, so that would be very nice.

Mr. Silva: Thank you Bob. Fiona?

Ms. van Ammers: I don't have any comments other than I support the project.

Mr. Silva: Okay. Thank you. I also agree with everybody's comments. I think it was good, a good project, and I would support it. Kurt, can you read those back for us?

Mr. Wollenhaupt: Hello, Kurt Wollenhaupt from the Planning Department. I'm getting, I think, probably four comments here. The first one was to integrate into the parking lot more of a Hawaiian look for the lighting poles. The second one was to recommend the exterior two-toned color scheme for the exterior of the building. And then to look at the energy efficient ratios for the appropriate roof color so there would be some kind of study. I'm sure they could do a roof activity of these different colors and then report that out to the Planning Department staff which would then be incorporated into the major SMA rules. The third one I need a little more, maybe, explanation. Add a bicycle path to the road elevations and bicycle storage onsite. Was the bicycle path to be from the hotel down to say the Shops at Wailea, along Wailea Ike Drive, or is that an internal bicycle path?

Ms. Berry: Just on the roadways that they're – that is part of their property.

Mr. Wollenhaupt: Thank you.

Mr. Silva: Or part of the project.

Ms. Berry: Part of the project. Yes.

Mr. Silva: It's actually off of their property.

Mr. Wollenhaupt: And then the fourth one was review the scale of the entrance signs. That was the – those are the pilaster signs, the monument signs. Were those the ones that were on the building?

Mr. Gerdel: I guess actually the signs on the building, not the – the ground signs are fine.

Mr. Wollenhaupt: Okay, so, so –

Mr. Gerdel: Just the building itself.

Mr. Wollenhaupt: Building signs. Okay. And then I believe – a lot of you talked about it, but I

know that the Planning Commission always will review this, have the applicant do another look at incorporating energy efficiency to the extent possible. I know that that seemed to be something that you all mentioned. So that would make about five points that I'll type up in a letter to the Planning Commission.

Mr. Silva: I have six.

Mr. Wollenhaupt: The energy efficient. That's six.

Mr. Silva: Six? Okay. I don't hear – I didn't hear any kind of opposition on any of those, so we can forward those unanimously with those six comments. Is there any oppositions to that? No? So we will go forth with forwarding those recommendations to the Planning Department unanimously. Thank you. We can take a five minute recess.

Mr. Wrzosek: This Tony Wrzosek, R. D. Olson Development. I'd just like to thank you for your time. Thank you.

Mr. Silva: You're welcome. Good luck with your project. So we'll take a five minute break and let the next presenters set up.

Hearing no oppositions from the Urban Design Review Board members, the Board forwarded six comments/recommendations to the Maui Planning Commission.

(The Urban Design Review Board recessed at 10:54 a.m. and reconvened at 10:57 a.m.)

2. **MR. EDWARD T. DEWEY of THE SHOPS AT WAILEA, L.P. requesting Planned Development Step I and Step II Approvals and a Special Management Area Use Permit for The Island Country Market at The Shops at Wailea, the construction of an approximately 13,480 sq. ft. free standing building to house a grocery store on the main floor and a 2,998 sq. ft. mezzanine level for storage, landscaping, and related infrastructure improvements at 3750 Wailea Alanui Drive, TMK: 2-1-008: 074, Wailea, Island of Maui. (PD1 2013/0003) (PD2 2013/0002) (SM1 2013/0009) (Danny Dias)**

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: Alright, we'll reconvene. The next item on the agenda is *(Chair Michael Silva read the above project description into the record.)* Danny?

Mr. Danny Dias: Thank you Chair Silva and members of the Urban Design Review Board. That summary pretty much says it all, but there's a few things I want to add. Basically, this project is proposed to be located within the existing parking lot at the Shops at Wailea, so it will fairly front and center. It will be along Wailea Ala Nui Drive, and it will be fairly visible. I know there was some talk of change with the last, with the last item. This project will take up some of the existing parking, but they still will have an excess amount of stalls. It's not much, only seven stalls. But, although they're taking away parking and requiring more parking, because they're a supermarket, there is enough parking stalls at the shops to accommodate this use. We sent this out to agencies for comments. No agency had any substantial comments. And as mentioned this requires a Planned Development Step One, Step Two, and the SM1 that the Maui Planning Commission needs to approve, so any comments or recommended conditions will be appreciated. Thank you.

Mr. Mich Hirano: Good morning Chair Silva and board members. My name is Mich Hirano with Munekiyo & Hiraga. Our firm is representing the applicant with this project before you this morning. The applicant is the Shops at Wailea LP. And with me this morning are the project design team and ownership representative. So Ned Dewey is the President of the Shops at Wailea. He's in the audience this morning and will be able to answer any questions that the board may have. The architect is Fred Hong, and he's with Architects Hawaii. The civil engineer is Warren Unemori and the representatives from Warren S. Unemori Engineering is Darren Unemori and Derrick Ono. We prepared a power point presentation for the board members, so I'd like to proceed with the power point.

I'll just do the introduction, and Fred Hong, the architect of the project will provide the description of the design elements. The Shops at Wailea is an existing commercial business resort center. It's in the Wailea Resort. It's to the west of the Wailea Ala Nui/Wailea Iki Drive intersection, and it is in kind of the heart of Wailea Resort. The existing center is approximately 165,000 square feet of retail space and specialized services. There are over 70 shops in the resort, in the Shops at Wailea right now. The property is a u-shaped kind of property that's bounded by Wailea Ala Nui Drive on the west side. There are two driveway entrances to the center. There's one the south side and a driveway entrance off of Wailea Ala Nui on the north side. The property is zoned business resort, and H2-Hotel, so the overall property area is approximately 15.9 acres. About 6.3 acres is zoned business resort, and 9.6 acres is zoned hotel. The commercial areas are located over the business resort area. And the shops is a Planned Development. Wailea Resort is a Planned Development. So the underlined zoning can be moved during the step one and step two process.

Surrounding the property, as you can see, above here, surrounding the property, to the south you have the Grand Wailea Resort, the parkade of the Grand Wailea Resort. To the southwest, west, is the Wailea Beach Villas. This is the Wailea Marriott Resort. Their driveway is just to the north of the parking lot of the Shops at Wailea. And then further to the north is the Wailea Elua Village Multi-family Resort Residential property. The property as I mentioned is bound by Wailea Ala Nui Drive on the west, and beyond Wailea Ala Nui Drive is the Wailea Old Blue Golf Course. So the property is set within the resort environment with bounded by resort hotels and resort multi-family residences and the golf course.

The Island Country Market is a one story building. It's on the north side of the Shops at Wailea, and it accessed by the northern driveway into the parking area. And overall as Danny mentioned, you know, there's 912 parking stalls within the Shops at Wailea. Code requirements are 905, so they are over with their parking requirements. And then I'd like to turn the presentation over to Fred Hong who will go over the project design elements.

Mr. Fred Hong: Good morning board. My name is Fred Hong. I'm a project architect over at Architects Hawaii. And, let's see, so just to give you a little background on the project, Architects Hawaii served as the original architect for the Shops at Wailea which opened in the year 2000. And the shopping complex serves both visitors and the local Wailea community. And it provides a very diverse offering of boutiques, shops, restaurants and galleries. And we like to think that we contributed to some of the shopping center's success by designing a pleasant, comfortable resort like shopping experience. And the architecture itself has a tropical but European villa like feel that features a clean composition of columns, arches, rails, materials, landscaping. And they have some nice outdoor courtyard spaces, some breezy column, the arcades and nice walkway.

On this slide you can kind of see the view coming from Wailea Ike Drive. Wailea Ike Drive. This is actually the wrong direction of the view. You'd actually be coming from this view. But from here, you get a good idea of the existing building over here. And then this is just kind of a rough outline of our building. And the main thing to notice here is we're not building any taller than the existing building. So once it's in place, it will all look like one cohesive unit. And just down here, it's a little lighter here, but you can kind of see the elevation where we're trying to keep this rhythm of openings and windows along the back side.

So the goal for the Island Country Market project is to continue the tradition of the existing Shops at Wailea, and to design a 16,500 square foot shell market building located adjacent to the existing shopping center. So while the plan and orientation responds to the unique site constraints and circulation and service needs, the scale, massing, architect, materials, colors all relate directly to the existing building. Looking at the site here, you can see everything is set back at about 50 feet from the property line, and this continues all the way through the existing Shops at Wailea also. The site itself slopes gently from the south, over here, to the north. There's about a four foot difference between this area and the entry to our service yard here. And at the same time from the road it slopes about four feet from here to the building. So from the road it's actually set down a little and also behind some existing monkey pods and palms. So it's a little set back and not just right along the road and too prominent.

Pedestrian access is either from this path off the sidewalk, so you can come down here. Or, there's also a path and on that opening slide you saw the main sign which is over here, and there's some stairs that lead down to that. Vehicular access is through, as Mich mentioned, the main entry drive here. And shoppers can easily access here, park, and this will be the main entry to the market right here. The floor plan you see is just a conceptual plan to give you an idea of like a potential market layout that the tenant might go for. Right now you can kind of get an idea of the adjacent views where this is the main sales area of the market, and they've

tucked the storage and food prep areas in the back. And on the side here, this is going to be a possible dining space. And elevation wise this is actually about three feet higher than this area. And we have a ramp here, and an ADP ramp and stairs to access the upper level.

You can see how it relates to the existing building here. We kind of have created this mini plaza. And to further enhance this we have sliding glass, or folding glass doors that can open all the way up. And that kind of allows the outside to kind of blend into the inside here for an outdoor covered area. And then as mentioned, 3,000 square feet of the 16,500 I mentioned is going to be in a mezzanine area that is located above this. And when you see the elevations, you'll see this area pops up a little further.

Let me talk about the service yard just a little bit. This is located off the entry drive, and it allows straight body trucks – the smaller kind not the, the really big trucks– to be able to come in and maneuver and back into this area and be able to easily enter and leave. And it also allows them to back the trucks directly up to where the, the roll up door and the access door to the storage is located. Deliveries via these larger trucks are going to be planned to be scheduled after hours so it doesn't interfere with the day time operations of customers coming in and out. So it will either be early in the morning or late at night. And the service yard walls are approximately eight feet tall, and they're going to feature a really nice metal gate here, in a similar style to the one that's existing on the other side of the Shops at Wailea. And we're also going to landscape it some creeping figs that grows up the wall. And within this service yard that's where they're going to have like a generator, the trash collection and possibly a propane tank.

Landscape wise, we're adding five new Plumeria trees. There's three here and two across the way here. And the rest of the trees, and these are all existing monkey pods and palms, and this is going to be new turf. But these are just colored differently to give you an idea of what's existing and what's new. But when all is said and done, it will all blend in very nicely. And in addition to the trees, we're going to have some shrubs along this area to kind of screen this area a little bit, and there will be some ground cover in these island areas over here. And the trees along here will just be existing or relocated. Next slide please.

This slide gives you a feel for the relationship between the new market and the existing building. And you'll noticed how the mini plaza here feels larger once you open up the outdoor dining areas. And you can also see the elevation relationships and how the massing relates to each other. So this building is a little, the existing building here is a little taller. And so we dip down a little before coming back up to the two story mezzanine level here.

And here's kind of a more rotated view that focuses more on the existing building. And currently where our building is as mentioned is all parking lot. And as Mich had mentioned we're still able to accommodate all the parking needs with the parking we lose with the addition of this building and what's available at the current parking lot. Next slide.

So we'll quickly go around the building and view some of the architectural features. This is the side facing Wailea Ala Nui Drive. And as mentioned before the back side won't have any

windows because a lot of the storage and back of house functions will be located along this facade. And at the same time we wanted to maintain that rhythm so we had these decorative panels that kind of looked like the windows along the existing building. The only exterior lighting that we're really adding are these wall sconces, and then we're gonna have some down lighting along the soffit of the, of the roof. And all of these are directed downwards so we're not projecting any light away from the building which may bother our neighbors or interfere with any other functions.

And a few images here. This is just kind of an existing detail of the Shops at Wailea. This is where our building is going to go. A view from Wailea Ala Nui Drive. This is an idea of what the service yard might look. This is an existing one on site. It's actually a little lower, and we're going to do creeping figs instead of the trees here, but, this kind of a color and trim. We're going to be maintaining that.

Here's the north elevation. This is a view from the entry drive. So as you enter this will be a nice metal gate. This will be the service yard here. And you can see the two story portion of the, of the market beyond. And as mentioned we're going to do some landscaping with some creeping figs that will be planted below, and it will grow up the wall. This is the side of the south elevation, the side facing the existing Shops at Wailea. And here we have those folding doors all opened up so as the pedestrians are walking down this, it doesn't feel like an enclosed alley. There's a lot of windows, a lot of openings where it kinds of activates that pathway a little better.

And this is the west elevation from the parking lot. As you can see this is at the service yard gate that's currently on the site, so we're going to do something similar to this style for the service yard gate over here. And this image is hard to see, but this is an idea of via the areas where we don't necessarily have windows because it's storage behind, but we want to maintain the same kind of characteristics and features. So, these are decorative panels that give the idea of the window to keep that rhythm. This is an example of an awning similar to what we're going to do. Ours actually only projects out about six feet, and the tenant will be providing the signage details which we've accommodated on the awning. And then we also have some fabric canvas awnings that will be in the similar style to what's existing onsite. And along the restaurant area, the dining area, we're going to do tile trim that goes around similar to tile that's currently used on the, on the site. Next slide please.

So this is just kind of a material board that shows some of the elements that we're borrowing from the existing Shops at Wailea. I've already mentioned a few. These are the, the lighting that we're adding. So, the wall mounted sconces we're going to use the same style. And then we're going to have soffit down lighting. We're going to have these copper leader boxes that are currently on the site and reuse them here. The roof we're going to try and match the current, the roof tile. It's a green Wailea blend and concrete roof tile, that we're going to try and match the color of that so it looks all very integrated with the existing. This is some of the tile that I mentioned that we're going to be wrapping around this. And it looks a little bland on this image but it's more of a like a pink salmon colored tile. You can see some of the colors that we're going to be using just to kind of spruce up the building a little bit and also to kind of differentiate the taller mass from the lower mass, and then this from the dining, upper dining

area here. Next slide please.

And this is a planting palette. I mentioned we're adding the five Plumeria. Here's an example of the creeping fig that I had mentioned that is going up here. We have some ground cover. And the palette is gonna pretty much match what's there. And the idea is a lot of greenery with splashes of color. So you see the purple, you see the white, you see the red and the Plumeria.

And then my last two slides. This is just – it may be hard to see on this – but it's just an irrigation plan to show that we're adding drip irrigation and some rotary sprinklers and it's all going to tie into the existing system. And this one even harder to see, but this was a grading plan just to kind of give you an idea of some of the grading I mentioned where it's higher along the road and slopes down towards the building. We have drainage here and here. And the site kind of slopes down from here to here.

And that concludes my presentation. Thank you for listening and we'll proceed.

Mr. Hirano: Thank you Chair Silva. We're available to respond to any questions to the board members have.

Mr. Silva: Okay. Thank you. I would like to open it up for public testimony. Is there anybody here that would like to come forward and testify? Seeing none, closing public testimony. So like our last item of communications, we would like to go around the table here once with any questions or general comments you have about the project. And then the second round, we'll go around with our recommendations to the Planning Commission, and Danny would be taking those down when we get to that point. Thanks. Jane, we'll start with you. We're giving Fiona an easy day today.

Ms. Marshall: I was just curious and I cannot remember. Is there another traffic entry to the parking lot further south?

Mr. Hirano: There is driveway that goes to the Marriott and that driveway –. Oh, on the south or on the north?

Ms. Marshall: Yeah, south side. Further south of where your delivery access is going to be.

Mr. Hirano: Yeah. This is the south.

Ms. Marshall: The west Maui mountain side.

Mr. Hirano: Okay, the north side. The – there is a driveway that goes to the Wailea Beach Marriott Resort with two entrances into the, the shops as well.

Ms. Marshall: Okay.

Mr. Hirano: So there is entrance off of this driveway, the shared driveway. But the main

entrances into the shops are, are – there's one on the south and one on the north.

Ms. Marshall: In, in your experience do you anticipate that the traffic will change in the way they access that parking lot?

Mr. Hirano: There was a traffic study done for the project. Most of the traffic come, you know, comes down Wailea Ala Nui and turns south heading down further to the resorts in Wailea and into Makena, to big beach. This is the main pattern of traffic flow, but there is a lot of flow coming this way as well. Entrance is about 50-50 that the traffic report suggested, you know, studied, so it's kind of split equally between the north and south.

Ms. Marshall: And, you know, some of this is unknown because you really don't have a tenant, right? You do not have a tenant. Are you sure it's going to be a grocery store?

Mr. Hirano: Oh, yes. Yes, Ned Dewey with the Shops at Wailea.

Mr. Ned Dewey: I'm Ned Dewey. I'm the managing partner at the Shops at Wailea, and we do have a tenant. In fact, the interior is their preliminary design.

Ms. Marshall: I see.

Mr. Dewey: And so the tenant is a grocery market brand that's been developed by ABC. And one of the pictures you saw in there is their boutique brand. It's in . . . (inaudible) . . . and it's very similar. So this isn't the first. This is the third or fourth one. And, you know, if they may not like this comparison, but it's kind of like a Whole Foods knock off. Similar to a Whole Foods because a lot of the groceries that are, you know, organic, higher brand, produced on Maui and the community association is very excited.

Ms. Marshall: I am too. I think that side of the island needs something like that. Terrific. Thank you.

Mr. Silva: Is that it Jane? Okay. Bob. Or Dave. Sorry.

Mr. Green: On the –

Mr. Hirano: The word is out.

Mr. Green: The, is the dining the, the dining operation that's on the side of the market, is that totally separate? Is it operated by the same tenant or –?

Mr. Hirano: Yes. In terms of the floor plan, the food kitchen preparation is integrated into the center or into this Island Market, and it will be operated. Yes, operated by the same tenant.

Mr. Green: Pardon me?

Mr. Hirano: It will be operated by the same tenant.

Mr. Green: Okay. I guess the next question is again on the west elevation. Why did you – I guess, that dining operation has a flat roof and it's kind of tucked in the eave of the building. Why did you, why did you go for that style?

Mr. Hong: This is Fred Hong, Architects Hawaii. A lot of what we were going for is we have a three foot elevation difference between here and here due to the grading of the site. And so what we wanted to do was have a more gentle transition between our building and the existing building. And we didn't want to create like this tall alleyway where people would be walking down and it would just be in shade the whole time. So we wanted to lower this roof. So we didn't put a pitched roof on this portion. And instead opted for a more decorative flat roof and tile trim.

Mr. Green: Okay. And on the, again, the west elevation there's a bump up on the, on the other end from what we're looking at now. But that that's not two story, correct? That's just a facade?

Mr. Hong: Are you talking about this?

Mr. Green: Yes.

Mr. Hong: This is where the storage mezzanine level is going to be located. Yeah.

Mr. Green: That's it.

Mr. Silva: Linda?

Ms. Berry: I think it looks great. I was the project architect for the Whole Foods Stores in Hawaii, so I thought they would approve of this. But I've got a couple of questions. One is the east elevation that faces the drive that's mainly a blank wall, I think you might take a look at the Whole Foods Kailua that has a blank wall similar to that, but they've turned it into a landscape feature like a living wall on that. And it makes it look a lot more lively than just a lot of wall. And I do think every time I drive by the shops I'd love to shop in them, but the outside of them is boring. And I think it's unfortunate that it doesn't give you any indication that there is something lively inside. So I think putting something like you're doing the, on the fig vines on the service, think about putting something life like on this side as well.

And my second comment has to do with the dining area. It looks very bare. There's a lot of hardscape there, and not much landscape. I'd like to see some more landscape in that area so that when you're dining you know you're in Hawaii, not just any where that has concrete.

And my third question is what is your accommodation for bicycle?

Mr. Hong: This is Fred Hong from Architects Hawaii. Currently we do not have accommodation

on our new building for bicycles. So it is something we can look into to encourage more bicycling on the site.

Ms. Berry: Good. Thank you.

Mr. Hirano: I'd just like to add that when we were going through sort of the preparation for the presentation we wanted to keep the floor plan fairly simple and clear so that you can see the building elements. And I'm sure that when the tenant does the tenant improvements, there will be planters within the courtyard and the dining area just to soften it up.

Ms. Berry: Thank you Mich.

Mr. Silva: Is that it Linda?

Ms. Berry: Yes. Thank you.

Mr. Silva: Morgan?

Mr. Gerdel: Okay. I have a question. What is the approximate distance between the existing building and the new shopping center?

Mr. Hong: This is Fred Hong, Architects Hawaii. At the thinnest area or the narrowest area, there's about 17 feet of distance between our building and the existing building.

Mr. Gerdel: Okay. Thank you. And for the outdoor covered dining and the dining is that all air-conditioned or is it meant to be open?

Mr. Hong: It's hard to see in this, but the tenant is going to be building another folding glass door system here. So this area will all be conditioned, but this outdoor covered square area here will not be conditioned.

Mr. Gerdel: Okay. Thank you.

Mr. Silva: Bob?

Mr. Bowlus: Yeah I have some comments. I just – do we have a projected completion date yet? Do you know how far down the road we're looking? Because I like the concept.

Mr. Hirano: I think, you know, it's going through the SMA process right now and hopefully in the first quarter of next year it will be through the SMA process. And then building permit is probably another six months. And then about a year.

Mr. Bowlus: So, a couple of year down the road.

Mr. Hirano: End of –

Mr. Hong: . . .(inaudible) . . .

Ms. Marshall: You can see there's a need. We're excited about it.

Mr. Bowlus: Well, most of my comments have to do with the mezzanine, and I know that, Fred, when you showed the elevation, you said that the mezzanine wasn't taller than the existing building. But it did look taller in that, in that elevation, that street scene exhibit you prepared.

Mr. Hong: Yeah, this is Fred Hong, Architects Hawaii. Yeah, if you can see –

Mr. Bowlus: Yeah, that's the exhibit. It looks very tall on the right hand side.

Mr. Hong: So, so we're maintaining this line along the way, and the grade does drop down a little. But this height, it's no higher than the site.

Mr. Bowlus: I see. It's higher from grade, but not higher than the existing roof level.

Mr. Hong: Yes. Exactly.

Mr. Bowlus: Okay. I guess I'll just go back to that. My comment is that the tall mass, at the mezzanine pops up and it looks out of balance and out of proportion and it's too high at that end, in my opinion. And can it just be wrapped by the lower mass, so it's not such a big lump on the end. The lower mass, the hip roof shape that goes around it, if that could accompany it or even do something to soften, I guess, that giant mass on the edge. That's, that's my biggest – it just looks out of proportion. It looks stuck on. If it was wrapped or a stronger horizontal line to hide it and help make it more integrated into the project and less, less stuck on. It's a big box stuck on it. So that's, that's my biggest concern with the whole design is that, is that mass at the end.

And then the other thing is I just have a comment about putting the service area. Maybe it would be okay, and maybe that the creeping fig can soften it. But I just think that putting that service area right at the front driveway access, the main entrance to that big parking lot is a little problematic and it looks quite close with very little space to do any kind of a landscape buffer. So that's that.

And then the other comment I have is about that flat roof on the dining courtyard. You made a comment that the – instead of a pitched roof you used a more decorative flat roof. Well, I, I'm not sure I agree that the flat roof is more decorative than the pitched roof. I think that's another element that looks a little bit stuck on and less integrated into the whole project. So that would be my comment on that one also.

Mr. Hong: This is Fred Hong, Architects Hawaii. Just to address some of those issues. This tile is used in other parts of the current existing Shops at Wailea, so we wanted to kind of play off of that and use that same material and tile here. So hopefully it won't look too out of place in the context of the entire shop.

Mr. Bowlus: So the right end of the elevation, where the end of that flat roof is, from that point over is 17 feet, I guess, to the existing buildings?

Mr. Hong: Yes.

Mr. Bowlus: Okay.

Mr. Hong: And then as far as the service yard goes, we wanted to make sure that the gate, at least, that's facing that driveway looks really nice. So it will be substantial. It will be metal. It will be painted kind of the Wailea green that's used every where.

Mr. Bowlus: And it's not a see through gate?

Mr. Hong: It's not a see through gate.

Mr. Bowlus: Solid.

Mr. Hong: Yeah, yeah. And hopefully some of the creeping fig that we're going to be adding growing up the wall, and as well as some of the landscape that's surrounding it, some of the existing, will help soften that a little bit.

Mr. Bowlus: Okay, great. Thanks.

Mr. Silva: Thank you Bob. Fiona?

Ms. van Ammers: Yeah, I think the project looks really nice, and I have the same concerns I think that Jane and Bob have regarding the service yard. I had a couple of questions. One, you mentioned that the hours of operations to the service yard wouldn't be during the peak shopping times I suppose. I was wondering if you can speak to that. You mentioned the design vehicle was small, a small service truck which I think I'm guessing a single unit truck, like UPS or something. If you could confirm that. And then basically piggy backing off that, you mentioned that there was a traffic report and I'm wondering did it show any impact to the level of service at the entry way due to the service yard.

Mr. Hong: This is Fred Hong, Architects Hawaii. I'll address the questions about – or the first few questions, and I'll let Mich handle the traffic study question. What we're, what we're allowing to accommodate – the box that you see here are two loading stalls required by County ordinances to be 35 feet long and 12 feet wide. So currently we can accommodate about 33 foot truck. And based on that, a truck of that size would need about 45 foot turning radius. So coming from this, I do have a slide that shows that. This slide. So, they should be able to comfortably either drive through and then back in and then come out, or just come directly in if they chose so.

As far as the hours of operations goes that's something we've been discussing with the tenant, and they agree that they don't want to be making big deliveries like during the middle of the day

and blocking this, so, that's going to be an operations thing that they're going to make sure it happens. As far as like smaller delivery trucks, I don't see a problem with that happening, and it shouldn't congest the traffic. Mich, did you want to talk about the traffic study?

Mr. Hirano: The traffic study looked at all the driveways and overall traffic levels of service. The right turn is a B, and the left turn on the peak afternoons is B, which is acceptable for urban conditions.

Ms. van Ammers: I don't have any further questions.

Mr. Silva: Thank you. I had a couple of questions myself. I guess if we're still on the service yard, is there is an elevated unloading and loading area at the, at the back there where the truck is backing up to?

Mr. Hirano: No.

Mr. Silva: No? Okay.

Mr. Hirano: If you look at the -. It is - there is no platform as they come on this ground level.

Mr. Silva: Okay, thank you. Can we, I guess, touch on the drainage too? There's - is there an increase? Because of the development, are you replacing parking hardscape with building hardscape?

Mr. Hirano: I'll let Darren Unemori to speak on that.

Mr. Silva: Thank you.

Mr. Darren Unemori: Good morning Mr. Chairman and members of the board. I'm Darren Unemori, a civil engineer with Warren Unemori Engineering. And Mr. Chairman, you hit it right on the head. Basically we're replacing actually a little bit more parking lot with the hardscape of the building so there is a net decrease actually - a slight one - in the, in the peak runoff from the site.

Mr. Silva: Okay. Thank you. I have a question on the northern elevation. There are, I guess, four windows on the top and one is colored a different color. Is that meant to be that way or is it - go to the north elevation. That one.

Mr. Hong: Yeah. This is Fred Hong, Architects Hawaii. Yes, that is intentional because our elevator core is actually at that location so we, we really couldn't put a window there because the shaft have to be enclosed.

Mr. Silva: And the other ones are windows?

Mr. Hong: The other ones are windows that provide light into the mezzanine storage area.

Mr. Silva: And then the only other comment I had was I believe maybe we're hitting a little bit, but on the perspective view, view one, it does look like a pretty tight alleyway too with the 17 foot setback. It seems a little tight to have that building extend all the way out there, but, a just a general comment for me.

Mr. Hong: Yeah. I think we – we noticed that also and we tried to address it by having more openings along that facade just to kind of brighten it up a little bit.

Mr. Silva: Okay. Does anybody else have any other additional questions? Linda?

Ms. Berry: I think study shows that skylights seems to improve shopping process. Have you thought about putting these skylights in the shopping part of the building? Retailers?

Mr. Hong: Currently we haven't. One thing that the tenant has talked about is on the flat portion, they want to do a PV array over there. So that may take up some of the opportunity for that. But, yeah, we haven't looked into doing skylights yet. But appreciate the suggestion.

Mr. Silva: And is there, is there any kind of certification for LEED? Similar typed programs?

Mr. Hong: For the shell building, we aren't pursuing LEED certification, although we are conscious of the materials and things that we're choosing, but trying to be sustainable as we can. We're not sure if the tenant for the commercial improvements are going to be going for LEED or not, but they have a very sustainable mind set also. As mentioned they want to do a PV array on the top off the roof.

Mr. Silva: And is there any other elements that you want to bring up with energy conservation or water conservation with landscaping?

Mr. Hong: I guess landscaping wise, a lot of the new landscaping is gonna be water with drip irrigation which is more, more sustainable than the rotary. Our building itself, we're using an exterior insulated finish system so hopefully our value of that will help with some of the energy savings and energy use that the tenant will be taking care of.

Mr. Silva: Thank you. Any more questions? Morgan?

Mr. Gerdel: I have a question on the storage area of the building. Do you know the approximate height of that wall, the two story wall?

Mr. Hong: Are you talking about all the way up to the top of the roof or –?

Mr. Gerdel: Yeah, I guess from the parking lot level to the underside of the overhang.

Mr. Hong: That's going to be approximately 25 to 26 feet.

Mr. Gerdel: Okay. Thank you.

Mr. Silva: Any more comments or questions? Okay. So now Danny we're going to go around with recommendations from this board to the Maui Planning Commission. Jane, you'd like to start off us again? Lucky day.

Ms. Marshall: I don't really have any recommendations. I just wanted to commend the owner. I just wanted to commend the owner on continuing to hire an indigenous Hawaiian design firm. That's always nice.

Mr. Silva: Thank you Jane. Dave?

Mr. Green: Nothing.

Mr. Silva: Linda?

Ms. Berry: I'd like to recommend that you add some life to the east elevation and some landscaping in the dining area. Bike accommodations. And consider skylights if you can fit them in with the PV. But I would agree that PV takes precedence.

Mr. Silva: Thank you Linda. Morgan?

Mr. Gerdel: I have a recommendation tying into Linda's comment about the east elevation. I think there might be too many elements on that side. Maybe it could be simplified a little bit. It has like a lot of colors. And because it's the back, it's probably more simple and just have landscaping.

Mr. Silva: Thank you Morgan. Bob?

Mr. Bowlus: Yeah, my only recommendation would be to study any way to lower the apparent height of that – it's called the mezzanine – but it's basically like a two story mass. A tall two story mass on the end of the building. That big bulk, so –. I know – it's just apparently tall. So the west elevation and the north elevation, I'd like you to study just, just lowering the mass if you can.

Mr. Silva: Thank you Bob. Fiona?

Ms. van Ammers: I would like to encourage the developer to, as much as possible, to control the hours of operations in the service yard, to reduce the negative impacts to the road and parking traffic.

Mr. Bowlus: If I could make one more comment.

Mr. Silva: Sure. Go ahead.

Mr. Bowlus: Related to the lowering of the mass. If that mass cannot be lowered satisfactory to the operation, maybe put extra effort to tall landscape screening. Taller, taller plant material,

taller palms or something, to help lower the mass or screen it.

Mr. Silva: Alright, thanks again Bob. Okay, and it looks like we covered pretty much everything. So I think that's all we have. Danny, did you want to summerize? Or if anybody else wants to add anything else? I'll have Danny summerize please.

Mr. Dias: Okay. The first one would be to add some lighting to the east elevation.

Mr. Silva: Not light.

Ms. Berry: Landscape.

Mr. Silva: You said life.

Ms. Berry: Life.

Mr. Dias: Life?

Ms. Berry: Yeah.

Mr. Dias: Okay. The second one would be to add landscaping to the dining area.

Ms. Berry: Correct.

Mr. Dias: Third is address or try to accommodate bicycles.

Ms. Berry: Yes.

Mr. Dias: Next would be to look into adding skylights.

Ms. Berry: Correct.

Mr. Dias: The next is to look into lowering the height of the mezzanine/storage area. If that's not possible, at least add some taller landscaping to screen that area. And last is to ensure that the hours of operation for the service yard is controlled. I'll come up with some better language for that. But, basically avoid, you know – I'm trying to think of a way to put that. After hours of operations so that you're not affecting customers and so forth. We'll, we'll come up with something.

Ms. van Ammers: Minimize impacts.

Mr. Dias: Okay.

Mr. Green: You talking about the traffic flow primarily right?

Mr. Silva: Vehicles. Yeah. Danny, can we add one more like Kurt added to us last time? Just to encourage energy and water conservation measures.

Mr. Dias: Okay.

Mr. Silva: So again, if we're all in agreement, we can forward those unanimously. Is anybody opposed to any of those seven conditions, Danny?

Mr. Dias: Let me see here. Correct, seven.

Mr. Silva: Anybody oppose those seven conditions? Okay. Great, thank you. So we will forward those recommendations to the Maui, Maui Planning Commission.

Mr. Hirano: Thank you very much.

Mr. Silva: Thank you for your guys presentation. Good luck.

Hearing no oppositions from the Urban Design Review Board members, the Board forwarded seven comments/recommendations to the Maui Planning Commission.

E. DIRECTOR'S REPORT

1. Agenda items for the December 3, 2013 meeting.

Mr. Silva: Next item on our agenda is Director's Report. I have Clayton Yoshida coming up.

Mr. Yoshida: Thank you Mr. Chair and members of the board. We're in the month of November so we'd like to wish all of you a happy Thanksgiving. And we'll be back on the Tuesday after Thanksgiving, December 3rd. And the main item for that would be – we're sticking with resort development in south Maui, so it will be the SMA Use Permit for the Makena HM project, which is the redevelopment of the Makena, Makena Hotel property. That's, that's the main item on the agenda.

Mr. Silva: Okay, thank you. And happy Thanksgiving to all you guys too. I will not be here for the next meeting, so you'll be in the good hands of Morgan here. As Clayton mentioned, the Tuesday after Thanksgiving, December 3rd is our next meeting. And now the meeting is adjourned. Thank you.

F. NEXT MEETING DATE: December 3, 2013

G. ADJOURNMENT

There being no further business brought forward to the Board, the UDRB meeting was adjourned at approximately 11:47 a.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE:

PRESENT:

Linda Berry
Robert Bowlus
J. Morgan Gerdel, Vice-Chair
David Green
Jane Marshall
Michael Silva, Chair
Fiona van Ammers

EXCUSED:

Frances Feeter
Bryan Maxwell

OTHERS:

Clayton Yoshida, Planning Program Administrator, Department of Planning
Kurt Wollenhaupt, Staff Planner
Danny Dias, Staff Planner
Michael Hopper, Deputy Corporation Counsel