

**URBAN DESIGN REVIEW BOARD
REGULAR MEETING
OCTOBER 6, 2015**

APPROVED 12-01-2015

A. CALL TO ORDER

The regular meeting of the Urban Design Review Board (Board) was called to order by Mr. Clayton Yoshida, Planning Program Administrator of the Current Planning, at approximately 10:00 a.m., Tuesday, October 6, 2015, 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. Clayton Yoshida: I'd like to call this meeting to order of the October 6th Urban Design Review Board meeting. I'm Clayton Yoshida, Administrator of the Current Planning Division, and...first order of business would be --. Oh, we have our Deputy Corp Counsel for today, Gary Murai. And first order of business for today because the Chair Hunton Conrad and the Vice-Chair Frances Feeter were unable to attend today's meeting, we have to elect someone to be chair for today's meeting so we can have some orderly conduct.

Mr. Gary Murai: You want me to do that, Clayton?

Mr. Yoshida: I guess the floor is open.

Mr. Murai: You want me to do that, the election?

Mr. Yoshida: If someone -- I guess, if you can elect a chair for today.

Mr. Murai: Good morning everybody. Deputy Corporation Counsel, Gary Murai. For those of you who don't me, normally, you know that Jennifer Oana normally staffs this Board, but she's on vacation, and her backup, Richelle Thomson is also on vacation. So today's you're fortunate you've got the third string. I understand the Chair and Vice-Chair are both unavailable, so we're going to have to elect a Chair Pro-Tem to run today's meeting. And what we're going to do first is open up the floor for nominations. And once nominations are made, we'll close, we'll close the nominations. And of course, if people want to speak for or against the nominee, or if the nominee wants to speak in favor of their own appointment they may. And then after that we'll close the discussion and have a vote. So at this time I'd like to open up the floor for nominations. Do I hear a nomination for Chair Pro-Tem?

Mr. David Sereda: I'd like to nominate Ray Phillips.

Ms. Fiona van Ammers: I second.

Mr. Murai: Any, any other nominations? Yes?

Mr. Raymond Phillips: In . . . (inaudible) . . . to that concept, I'm going to recommend Demetrios since he's had experience. Has been Chairman before. He's done a fabulous job.

Mr. Murai: Okay, so we have --. Any other nominations besides Board Member Callinicos and Board Member Phillips? Alright, in that case, we'll have an election based on a show of hands.

Mr. Demetrios Callinicos: Let me just get something straight here, are you withdrawing from the race? You're not?

Mr. Phillips: Yeah, I'll withdraw.

Mr. Callinicos: No, no I'll don't want you to...to withdraw. I've been there, seen it, done it. I'm withdrawing availability.

Mr. Murai: You'll decline?

Mr. Callinicos: I'll decline.

Mr. Murai: Okay. Well, in that case then we have one candidate, Board Member Phillips. All those in favor of Board Member Phillips being the Chair Pro-Tem please signify by raising your hand. The vote is five, five in favor. We have a majority. Congratulations Board Member Phillips. If you'll assume the chair.

It was moved by Mr. David Sereda, seconded by Ms. Fiona van Ammers, then

VOTED: to elect Mr. Raymond Phillips as Chair Pro-Tem for the October 6, 2015 UDRB Meeting.

(Assenting: D. Callinicos, P. Jacobsen, D. Sereda, R. Spilker, F. van Ammers

Excused: R. Bowlus, H. Conrad, F. Feeter, D. Green)

(Mr. Gray Ringsby enters the meeting after Mr. Raymond Phillips was elected as Chair Pro-Tem for the October 6, 2015 UDRB meeting.)

- B. PUBLIC TESTIMONY - At the discretion of the Chair, public testimony may also be taken when each agenda item is discussed, except for contested cases under Chapter 91, HRS. Individuals who cannot be present when the agenda items are discussed may testify at the beginning of the meeting instead and will not be allowed to testify again when the agenda item is discussed unless new or additional information will be offered.**

Mr. Phillips: Well, I have here my list of typical agenda items, so we're going to call the meeting to order at 10:06 a.m., today, the 6th of October. The administrative, the administrative approval of the minutes I think is the first issue. So, are there any comments, any revisions concerning the minutes?

Mr. Murai: Mr. Chair, I believe we're going to say call for public testimony first.

Mr. Phillips: Let's call for public testimony. Seeing there –

Mr. Murai: Did anyone sign up for public testimony?

C. ADMINISTRATIVE APPROVAL OF THE AUGUST 4, 2015 MEETING MINUTES

Mr. Phillips: Seeing there's no public testimony, we'll close that; and we'll go to the minutes, and the administrative approval of the minutes on the last meeting. Any comments? Let's call for a motion to approve the minutes.

Mr. Callinicos: I make a motion to approve.

Mr. Phillips: Thank you Demetreos. Can I have a second?

Mr. Sereda: I'll second.

Mr. Phillips: Thank you David. All in favor?

The August 4, 2015 meeting minutes were administratively approved as presented.

D. COMMUNICATIONS

- 1. MR. DAVID SPEE, Manager of PAIA 2020, LLC requesting a Special Management Area Use Permit for the Paia Courtyard Project, a mixed use project located on approximately 9.262 acres of land located on Baldwin Avenue makai of the Patsy T. Mink Paia Post Office at TMK: 2-5-005: 063, Paia, Island of Maui. (EA 2013/0001) (CPA 2013/0001) (DBA 2013/0001) (CIZ 2013/0006) (SM1 2013/0005) (Kurt Wollenhaupt)**

Plans for the Paia Courtyard include mixed use retail, office commercial buildings, senior housing, and on-grade parking with related improvements.

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. Phillips: Okay, our third item, our number D item is the communications . . .

(Mr. Raymond Phillips, Chair Pro-Tem, read the above project description into the record.) So, should we ask Mr. Spee to speak?

Mr. Kurt Wollenhaupt: Good morning Chairman. Heavy is the head that wears the crown as they say, so good luck today. And my name's Kurt. I'm from the County of Maui Planning Department. Clayton Yoshida is my supervisor. The item in front of you today is the request for your design input for a project. Mr. David Spee, Manager of Paia 2020 requesting numerous permits. I'll be talking about that procedure in just a few minutes. As this Board knows they will be advisory to the Maui Planning Commission, and Mr. Spee and his team can incorporate comments that you'll be talking about today in their final design depending on the outcome of this meeting. And for obvious reasons, Mr. Hunton Conrad is not with us today. He however has played a role in the design of this project.

I inherited this project from someone else, so I'm coming up to speed as, as on it. That being the case however by way of history, the applicant is requesting a number of items. Those being from the State's perspective, there will be a State District Boundary Amendment. However, this project is under the 15 acres so it will not be going to the State of Hawaii Land Use Commission. The County Council will be the final authority on the District Boundary Amendment from State Ag to State Urban. There's an addition, the applicant is looking for a Community Plan Amendment moving the project to change all of it to Business Commercial. There will be a Change in Zoning heard by the Maui Planning Commission and the County Council to change the property also to Country Town Business and then there will a Special Management Area Permit. The procedure will be the Maui Planning Commission on November 10th, 2014, looked at the Draft Environmental Assessment. The Environmental Assessment (EA) being required because there's a Community Plan Amendment. At that meeting on November 10th, 2014, the Commission had relatively few comments that have been incorporated into the final EA. After this body makes its deliberations and recommendations, and depending on the outcome, then changes can be incorporated for the final Environmental Assessment which would then be reviewed by the Maui Planning Commission.

That Commission has three different possibilities. It can say that the Environmental Assessment is complete and they can issue a Finding of No Significant Impact. It will then go to the Office of Environmental Quality Control for a 30-day challenge period. It can request that the Final EA is not sufficient and they can ask for more information and clarity, or they can move it to a higher level of environmental review. We're planning that this review by the Maui Planning Commission of the Final Environmental Assessment will be sometime in first or second quarter of 2016.

That being the case that this project is commercial, and it is within the Special Management Area, the rules of the Urban Design Review Board indicates that this Commission will be looking and giving their comments as advisory to the Commission on design. That being the case, you were delivered via separate mail, both the power point package that's going to be presented by Mr. Spee in just a minute here. Also there was a larger 11 by 17 to help clarify looking at the project site. And we did just this morning hand out a regional location map so that all the members can see exactly where this is within the town Paia.

That being the case I understand today from our applicant, Mr. Spee, that Mr. Marty Cooper, architect, is with us today; Mr. Ron Nicholas, draftsman and landscaping designer, is also with us today to answer your questions. I can answer any further questions. If not, we can move forward with the power point presentation overview by Mr. Spee, who's the manager of the project.

Mr. David Spee: Good morning. I'm David Spee. I am the manager of Paia 2020 LLC. I've lived on Maui since 1989. I've been a lawyer in Paia since 1994, so I've been in Paia for almost 22 years. The, in... 2000, I believe it was 9, I had a, if I go to the project site...let's see...I have an existing building right here that I built in 2000. Over -- when the Paia mini bypass was built I went into negotiations with Alexander & Baldwin, and after about five years of negotiations we ended up doing a consolidation and resubdivision whereby their 300 acre cane parcel was consolidated with my 10,000 acre, or 10,000 square foot parcel, and we created this one lot. So within the nine acre parcel you have Country Town zoning consistent throughout the 10,000 square foot parcel, but we have various different zonings on the main parcel. The...location of the, of the property is if any of you've gone up the Paia mini bypass it was the big field on your left as you come up the bypass. It is bound by the Paia mini bypass to the west; Baldwin Avenue to the east; and to the north, this is Akoni Place, and there are approximately 10 houses that border the property to the north. If you look at this green belt along here, that is the area where the old railroad use to go through Paia out to Haiku. And so there's a deep depression and large berms in there, and there's also a lot of foliage that naturally already blocks those homes from the project. And part of the design will be to even further those berms and create a buffer.

The -- you have agriculture to the west; to the east on Baldwin Avenue. All of the buildings there are zoned Country Town Business. All but one, this one right there -- you can see the hand shakes a little bit but -- that is a residence. But along Baldwin Avenue is actually a garage and the house is set back. The rest of the buildings you have Mana Foods' new restaurant, you have a hairdresser, the F. C. Garcia building is currently being completely remodeled. Word of my development has spurred additional development up the street because they believe that parking's coming and they think there will be more...just a lot more happening at that end of the street. So that's the location of the project.

The -- what the project is, is what we propose for six buildings, six commercial buildings along Baldwin Avenue with 41,600 square feet of commercial space. Above many of the buildings we propose nine work/live apartments. We hope they turn into work/live apartments, but they'll be -- try to get the old style back of the towns where you had people living above the store front. In addition, we propose five separate buildings on the senior housing side, with 56 one and two bedroom units in the project. The -- in between, we have substantial parking for the commercial, and then for the senior housing, it's interspersed around the senior housing. Per Maui County Code requirements, we need 267 parking stalls. As of this point we have 309 stalls. We believe that we'll be able to probably add five to 10 more when we rearrange some of the loading zones. But the reality is that we're, in the end, should be able to have in excess of 50 additional stalls over what's required. And if anyone knows of any of the Paia issues, one

of the biggest issues in Paia is parking. And part of that is because the majority, the vast majority of the buildings were built without ever putting in parking for code. So the ratio of code parking in Paia is extremely low. With the addition of this parking, that ratio will increase significantly.

If we go to the site plan, and this, I believe, everybody has a copy of them were sent, the site plan. We can talk about some of the improvements that will be made to the property. Within the commercial, there will be sidewalk, curb and gutter, completed all the way down Baldwin Avenue. Currently it's just, it's asphalt to the side. There is a road widening lot -- that's Baldwin Avenue, I forget what the width of it is now, but there is room to put in 13 additional parallel parking stalls along Baldwin for additional parking. And again, that seems to be a reoccurring theme for what the County wants is more parking in Paia without having to put in another County parking lot. Along that sidewalk there will also be handicap ramp that will bring, that will take handicap accessibility up to that edge of the property. Within the project there are these little markers here, here. There's trash dumpsters located throughout the project. They'll all be accessible by private trash company.

The entry of the project, right now, we're in basically in discussions with the County and with A&B Properties to try to get access off the Paia mini bypass. The Paia mini bypass is being used under a licensed agreement by the County with A&B. And it's pretty much a fluid issue what will happen in the future with that. But, I don't think anyone really imagines or has talked about that terminating at any time. In addition to the, that entrance, there will be two exits out of here, and one entrance. So one exit to be able to turn right, and one exit to turn left, and then one entrance way on that side. Within the project, there will be a bus stop in here. So that if we can get the Maui County Bus to enter the project; hopefully we will, if we have the senior housing. And I already spoke about maintaining this curb and gutter line -- excuse me, this berm -- and foliage that separates the project from the residential houses that are back here along the Akoni Place.

Let me go back up. The drainage for the project, an infiltration system is being designed for this to take care of surface water under the parking lot. In addition, we have a one acre easement right to build a drainage basin on the other side of the mini bypass which could handle a 100 year flood in the event that occurs. But we have the ability to maintain 100% onsite of all water, and then that extra overflow. The -- within the project, all of the lighting on the project will be down lite and hooded, per County requirements and environmental requirements for the. . . (inaudible) . . .

Getting into the design, I'd like to pass around. When I first met with Hunton Conrad what we talked about was -- you can just pass those around -- we talked about what the building should look like and how do we comply with the Country Business Guidelines. So we talked about the buildings we liked in Wailuku and Lahaina and Makawao. And so Hunton went around and took photos of both of commercial buildings and some of the, the residential buildings, and I think we both loved Puamana, and how they, the clubhouse there and how that was designed for the residential side. So what you'll see is a variety of buildings, and Hunton took, incorporated, all those different styles in the buildings that you see here, really trying to maintain that flow. And

although the, on the frontage here, this is along Baldwin Avenue, although that three buildings, it's designed to kind of give a feel that it's, it's, you know, in and out, and up and down, that there's a, there's a... a continuity that kind of matches the country town style. The top pictures, their rendition is from Baldwin Avenue. The bottom one is what it would look like from the parking lot.

This is a shot of what it would look like coming up Baldwin Avenue as you see the project on your right. There would be a walkway entrance into the project, and then it's -- the project's called Paia Courtyard because down the middle would be the courtyard. And then in this area up here, we tried to create open space so that there could be, whether it's entertainment, whatever is going on, we tried to create a couple of different spaces, both for some placement of artwork and possible usages by the community in the future.

This is the view if you were standing across from the post office looking across the street with the entrance way coming in, looking down Baldwin Avenue. Again, this would be at the back of the post office, looking towards, through the parking lot, to that corner. And again, we tried to create open space. I've been talking to Tom Suel, who's an artist, a local artist, who took a lot of the different materials from the Paia Mill, and is a welder and is welding up big pieces, and we're thinking of something we can integrate from Paia Mill down into the project.

This is the interior courtyard so that hopefully when you have this large parking lot, a lot of people will come into town, go to the parking lot, and then work their way down into town. And they would work their way either through the courtyard, they could traverse straight through Baldwin Avenue go down the sidewalk, or they could go down to the north side and go down the stairwell into town. As you can see all the buildings are utilizing the awnings that small towns use. In the center, we'll have trees, planters, and benches within the project.

This would be the view from the parking lot, looking at the upper buildings of the Senior Housing. Again, this is from below, looking up the hill. The topography of the site is fairly leveled the majority of the property. From Baldwin Avenue, probably two-thirds of the property only drops about six feet. It's then, then you have this slope that drops down to the mini bypass, and it's within that slope that we'll build a couple of eight unit buildings.

Another shot from below. Within the project, these are the two buildings that are on that slope. What you're looking through here would be a community building that the seniors can use hopefully for, you know, yoga, meetings, whatever they want to do. And behind that building will be a lap pool. If you look, this is a landscape plan, but this was that community building, the lap pool right in here. This building over here is basically a mini storage where every unit would have a storage facility to put their surf boards, their bikes, so they don't have to bring them inside. And the whole, the whole senior project, the input I'm getting from the community is that there's a lot of very active people that want to retire, yet they still have their toys, so we've also incorporated a few garages that would be rented out. And, you know, if someone had their, like a boat or something else that thought they wanted to protect.

This is the landscape plan. It's probably a little easier to see in the document you have. I have

Ron Nicholas here if anyone has questions on that. The next page, the legends shows the different plants and where they'll be located. And the types of plants and trees are on the next page. One last thing within the parking lot, we proposed having covered walkways across the parking lot, with speed bumps that would provide an access way. One, for the people in the parking lot to get into the commercial and back to the senior housing; and to the senior, a safe way to get across into the commercial side.

Lighting within the project, we're going to try to stick with the country town look. Again, everything will be down lite and shielded with LED technology. I will attempt to do everything LED. My building in Paia, I currently have three solar systems on the building. I'm converting all the outdoor lighting to LED, and we believe...that...we will be able to put in solar for pretty much 100% of the project. And I've been in negotiations with Rising Sun Solar. We're working in getting an application into the County. We would like to, and I talked about this with the Planning Commission, have the majority of that main parking area covered which will --. And the reason it will be covered is to have the solar panels, and then have charging stations for automobiles. It will conflict with the shade tree requirements of the code, and we'll work around how we're going to do that.

Let me back up one...back here. Within the landscaping we have a water well that will provide all the non-potable water we need for landscaping. We currently -- my building down here is serviced by the three quarter inch meter. We have a two inch meter that will service 100% of the commercial, and we will have to go to the Water Department and try to obtain permits when we proceed with the, the senior housing development. There is an eight inch water main that runs down the west side of Baldwin Avenue, and there's also a six inch water main that runs down the east side of Baldwin Avenue. There's also an eight inch sewer main that comes down Baldwin Avenue. So utilities are close by and easy to hook up.

That's kind of the where and the what of the project which brings us to a little bit to the why of the project. There's really two elements to this. There's the senior housing and the -- stop me and I don't remember the report -- but it basically stated that within the next 25 years, between 2010 and 2035, the Maui population, senior population, is going to increase from 25,000 to almost 75,000. Let me see if I got those numbers right. 38,000. Excuse me, 38,000 to 74,000; a 92% increase. There is no senior housing on the north shore. There's some up in, up in Makawao, but there's nothing in Haiku and Paia. If there's one thing that I received comments about this project it is the senior housing, and the desire to have senior housing, and when it's going to get done.

What kind of drew me to do senior housing is my brother is a contractor in Seattle, and he built senior housing, senior apartments, integrated with his construction company office, where my mother lived for the last 15 years of her life. And the integration of her being able to live there in Edmonds which is a small town north of Seattle, within walking distance of all the services of Edmonds, and the ability with her friends to go, you know, to the early bird specials, have their glass of wine. And the community that it created within the people that lived there that they looked out for each other and allowed them to stay out of nursing homes and everything else, especially if they didn't have their family to take care of them. It was invaluable. And, I turn 55

in a couple of weeks, and I believe in this project. I'm going to have a place in this project for my future. And I think it's a place on the north shore when we talk about, you know, the traffic is a big issue on this, on this whole project, that the senior housing is going to allow people that live on the north shore to downsize. And they will sell their houses, and other families can move into those houses in the north shore. So it allowed down sizing, it will allowed them to be able to walk to the services that they want. They can get on their bikes, they can go on the new bike path that will take them all the way into Kahului. They can ride their bikes to the Kaunoa Senior Center. They can volunteer at the Paia Youth and Cultural Center if they want. They can walk to restaurants. They can walk to Mana Foods. And the hope is, within the commercial side of this project, that we'd be able to attract a pharmacy and medical services. Something that has left Paia in the last -- well, in the 20 years that I've been there, I've seen a couple of doctors come and go. I've seen three pharmacies come and go. And the reason is -- and this is the segue into the commercial side -- the reason is, is that Paia has become very popular, and the rents have doubled and doubled again. And it's just, the fact is that no doctor, no small business that isn't involved with probably food, real estate or retail to the tourist is going to survive in Paia. And the point of this project, I'm already talking to Heather Haynes, a doctor, about opening her office there. Getting Clinical Labs to come. There's a wellness guy out of Arizona who wants one whole building for a wellness center. That there can be an integration of the senior housing, and services for that senior housing, together with a good pharmacy that would support the people that live in Paia. Because right now, most people that live in Paia, don't come to Paia. Maybe to shop at Mana Foods or go to dinner. But that's about it. It's a tourist town. And...the commercial, yes, it's more square footage, but I've run the numbers, and I've been able to keep the dentist in Paia by helping that dentist stay with the rent that he can afford. And we have a dentist in Paia. And I believe we can have all those facilities back in town.

Again, this is our SMA boundary line. Kurt kind of went through how the properties are divided up. The Community Plan already designates this as Country Town. So it was always envisioned that that side of the street would match the other side of the street which is Country Town. State, we have ag, ag, ag. In the County, we have interim on these two parcels. The Community Plan, this public-quasi/public. So the request is really that the whole thing becomes blanket Country Town Business, which would match the zoning of my original development.

As part of the EA we've gone through just about, well, everything required in an Environmental Assessment. The -- an archaeological and cultural because the property had been used for sugar cane cultivation for almost 100 years, there is really nothing of significance that they found on the property. Flora and fauna, basically the same thing. Because it had been in sugar cane production, there was -- they really found nothing. I was required to do a fauna study of the black sphinx moths, moth, which I found they were -- that was not a problem on the property. Drainage, we talked about drainage.

Traffic -- traffic is probably the biggest issue that, that seems to concern people when there's any issue about the property. And I'm not sure if this is the place to talk about it, but I can go on for hours about traffic. And we've had two traffic studies done, and in a nut shell, the problem of traffic in Paia, I think everyone knows who's been around, is that the town of Paia

has not changed much in probably 50 years. There was a traffic light added. But the amount of buildings in Paia has not changed much at all. What's really changed is Kuau and Haiku, and the amount of people that live in Kuau and Haiku. And that development, and there are 100's of homes on the horizon that are going to be built out there. Everything makai of the, of Hana Highway is being developed. All of those old pineapple fields. So that problem is not going to go away. It's only going to be exasperated by people living east of Paia town. And the choke point is that traffic light. What this project does, and part of -- one of the main reasons you have a problem with traffic is you have on-street parking in Paia, and you have lack of parking in Paia. So what happens is the accordion effect or ricochet effect, whatever you want to call it, of one car wanting to pull out on Hana Highway and have someone wait for a minute for that call to pull out during rush extremely exasperates the problem.

And within my traffic studies there's multiple solutions to do this. Part one of the solution is you eliminate 21 angled parking stalls on Hana Highway. By doing that there's already the compensation of 50 plus stalls in my parking lot, plus 13 on the road, you free up Hana Highway and it alleviates a lot of issues. Ultimately there will be a bypass. You know, I remember when I got here in '89 they said it will take 10 years, and I thought that would be impossible. And now, you know, almost 30 years later, they're saying 10 years again. But, the parking, and you know, the visceral reaction is, oh, this is going to be worse, it's going to make parking horrible. But if you look at the reports, and look at the facts of what the parking is, there are solutions and the availability, the ready availability of a ton of parking in Paia which takes people right off the street. Plus the element of senior housing where you're having the seniors that don't work the nine to five that most people do. And they're not getting in their cars because they can go to the pharmacy across the street, they can go to dinner down the street, they can jump on their bicycles and go to Baldwin Beach if they want, or walk to Paia Beach.

Water for irrigation and fire. Again, I talked about the water lines and the existing well. Environmental, we had a phase one environmental study done. There were some trace chemicals left over from the A&B sugar cane cultivation, but that was it. Nothing significant. Sustainability within the project, the LED light bulbs. I've been buying LED light bulbs for 10 years, back when they were crap just because I believe in the environment. And one thing this project will have will be very environmentally sensitive both from water usage, solar generation and LED light bulbs. The water conservation, low flow heads in apartments, dual sprinklers for irrigation, and solar power. And within my project I've got the, the battery back up on the common areas which is really great when all of Paia is black at 10 o'clock at night. And Mana Foods has a generator and I've got battery back up, and that provides light and, I think, a sense of safety which would be important in this project for the senior housing.

Community outreach. We sent notices out to everyone within 500 feet of the property. Probably about 10 people showed up. The primary concern quite frankly is when is the senior housing is going to get done. Someone was concerned about noise during construction. One person was concerned about the elevations of the buildings on the lower part of Baldwin Avenue. Again, when is the senior housing is going to get done? Lack of parking in Paia, and the traffic issue.

The benefits. When you think of smart growth and you think of sprawl. This is the opposite of sprawl. Now I, I called it infill in the beginning, and it was quickly pointed out to me that infill development requires that you be surrounded by all four sides by residential or commercial. Well, we're only surrounded on three sides. We have residential to the north, commercial to the east, we have the post office which is Country Town Business on one side. But that whole stretch along the cane fields and the mini bypass is agriculture. Now from the mini bypass it will be the senior apartments that you will see that will look out over those cane fields.

The, the...senior project will provide a sense of community...for those residents that will hopefully integrate also in to Paia town community. And, hopefully, because of the number of seniors living there it will attract businesses that cater to those seniors.

And last, and I think that the really big issue is an additional 300 stalls for Paia town will make a tremendous impact on the availability of parking and, and the time that people go round and round in town trying to find a parking stall. And...I mean, right now, we're using the upper acre of the property, right below the post office, there's a dirt field. And on any given day you can count 100 to 150 cars over there. I mean the current town is using that parking lot. It's alleviated kind of the howling from that community on parking in the last couple of years because there's been a partial solution. But it is, it is an issue that needs to be addressed, and I believe this project will address it for the foreseeable future.

The last issue with signage. There will be no monument signs on the project, either from the Paia mini bypass or from Baldwin Avenue. The only thing we've played with is just the brand for the, for the senior housing, and a logo. That's it. There will be directories onsite. Within the commercial, we will design some sort of guideline so there's some sort of uniformity within the commercial buildings. But all signage will have to comply with the County code. But no monument signs, nothing to offset. This isn't anything different from the past. And that's it. That's all I have.

Mr. Phillips: Thank you. Should I open this to comments and we can go around the table?

Mr. Murai: Go around...and ask if any Board Members have any questions.

Mr. Phillips: Sure. Let's do that and then we can start with Fiona.

Ms. van Ammers: I like it. I think it's a good project, and I like your idea about smart growth and adding that to Paia. I know that's the intent of Paia. I used to live on Baldwin and I can't afford it anymore either.

I do have a couple of questions or clarifications. You mentioned drainage, you request 100% of the runoff, but did you mean 100% of the net increase in runoff?

Mr. Spee: Yes. All, all surface waters will be contained onsite. Yeah, retained onsite.

Ms. van Ammers: As the caused of your project, for a net increase. So what I'm saying is

you're not collecting 100% of the runoff that comes to your project.

Mr. Spee: Not comes to the project, no.

Ms. van Ammers: Okay.

Mr. Spee: Because as you know a river will come down Baldwin occasionally.

Ms. van Ammers: Right. Okay. Just clarifying. And then the traffic. You mentioned the traffic study. Did this traffic study include access from the bypass?

Mr. Spee: It included both, looking at with and without access off of the bypass.

Ms. van Ammers: And so the layout that you provided us, the, that would be –

Mr. Spee: Yes, and to the Planning Commission, and then the revised EA includes both layouts. Both with and without the entrance off of the bypass.

Ms. van Ammers: And so the traffic study concluded that your project wouldn't impact the flow the bypass? If you, if you have access from the bypass, the back side of the bypass.

Mr. Spee: Well, I think what it concluded was that with the access it alleviates even more traffic because what you're doing is you're taking everybody who's coming into the town, everyone who knows they can pop up there and park is going to come off of Hana Highway and it will alleviate it from that side. So the, the Paia mini bypass, I don't know if I've ever seen it backed up more than two cars, two or three cars. It's not a real issue. As it was pointed out to me today that it is a substandard road. It's basically a driveway at this point. So it is an issue that will have to be worked out with, with the County.

Ms. van Ammers: But your traffic report doesn't show any impact as the result of your project?

Mr. Spee: No. In fact the traffic report shows that the increase, with the increase in parking which alleviates the big issues, and if you implement -- and they've already talked about it. I'm on the Paia Town Association -- they talked about implementing some of the ideas and coning off that angled parking in the afternoon, and seeing what happens and if there's ways to do it. And like a rush hour time, if you just eliminate that parking. It's interesting the things that can be done. If they put a six inch median down the middle of Hana Highway, the number of cars that illegally cross the double yellow line to go into Minit Stop. I mean you can, you can sit there and have a drink at Milagros and watch what goes on in 20 minutes at that intersection, and you completely understand why traffic can get backup to the Country Club. It, it, it's not rocket science, but it's, it's jaywalking, the jaywalkers. It's the people crossing the road. It's people waiting for traffic. That, that's really what drives the traffic problem.

Ms. van Ammers: I understand that, but my question is specifically that access -- providing access from the bypass to your project, your traffic study shows it wouldn't impact the mini

bypass. It would not.

Mr. Spee: I don't know if it specifically states that. I mean, off the top of my head, I don't --. I have to go re-read the project.

Ms. van Ammers: Okay. So I would suggest that you verify that in your traffic . . . (inaudible)
. . .

Mr. Spee: We did get a letter from the State, though, that reviewed the traffic reports, and they've, the letter states no significant impacts from the project as designed.

Ms. van Ammers: With the access from the bypass.

Mr. Spee: Yes.

Ms. van Ammers: Okay.

Mr. Spee: Yes.

Ms. van Ammers: Okay. And then the parking stalls, of the 309 onsite, how many are designated to the senior residents or the apartments?

Mr. Spee: There's a breakdown on the map that shows how the calculation was made. And if --. 167? 267? No, that's, that's for the total development. No, for the senior, just the senior.

Ms. van Ammers: The senior and the apartments, or any residents that would be there permanently. How many are assigned stalls?

Mr. Callinicos: I think about 106 if I'm not mistaken.

Mr. Spee: If you look on the site plan map, and I wish this was better. Maybe I have this larger. Here we go. Yeah, the breakdown --. Do you see the breakdown there on how it's broken out?

Ms. van Ammers: So like 102 I think.

Mr. Spee: Yeah. And even the community building itself requires an additional 20 so we're --. Even though it will only be used by the seniors, the code requires it.

Ms. van Ammers: Okay.

Mr. Spee: Because we have the building, we bump up another 20. Okay?

Ms. van Ammers: Okay. And the storage?

Mr. Spee: Seven stalls. Yeah –

Ms. van Ammers: . . .(inaudible) . . . Okay.

Mr. Spee: So the likelihood of them actually being used by the seniors is pretty low in a sense that's, that's more parking that's, that's in the project.

Ms. van Ammers: But the, so the public won't have access to that parking.

Mr. Spee: The, the, in the middle? Right now, I don't see preassigned parking...in the whole project. What I do see is validated parking that, that, you know, after 15 years I've had my little building down in Paia, and the last straw was in the last couple of months where I finally put a gate in. And the reason I put a gate in was, one, one of my tenants almost got into a fight with a -- a young woman tenant almost got into a fight with a man who wanted to beat her up for asking him politely to not park in her reserve stall. And it was the last straw. And you know every morning I would go over there and I do a walk, and then clean up the garbage in the parking lot. And, I, you know, wake up the bum sleeping under my door. And, that's just the morning in Paia. And you, you would be amazed at the amount of garbage. I mean, since I put the gate in a couple of weeks ago, I come in the morning and I'm like wow, it's clean. The amount of just people dumping their food; going to Mana, dumping what they eat into the parking lot. It, it -- and I really believe I need to monitor the parking lot. You cannot have it open. Up in that one acre field that's not monitored, I think we've towed eight cars out of there, derelict vehicles. It is, it is endless.

So, we would have some system of very easily validated parking. You know, go buy a soda at the -- Mana wants to have a little Mana light store. You can go in and by a soda, get your parking validated and you go. But it is something that -- I don't want to make money off of parking. I just want it managed. I want something there so there's somebody there keeping an eye on the parking. And it's also an issue of security within the senior housing. There's a lot of new technologies that we've looked at too where the -- I mean, coming out of Israel -- where they literally they take a photo of your license plate. When you come in that is embedded in your ticket. You get your parking validated. As you go out, you just pop your ticket in and you're gone. Whatever that technology is, by the time we ever build this thing, I'm going to try to be, you know, thoughtful about it.

Ms. van Ammers: Okay. Yeah, I was just trying to clarify how many were going to be public access stalls that are, I guess, as you suggested, replacing what is already happening next to the post office and whatnot, but --.

Mr. Spee: What I think you'll, what you'll find is that the seniors are going to park near where they live. And the people that want to come into Paia and the commercial are all going to want to park close to where they're going. So you'll see that gravitate to that side, and you'll see the seniors gravitate to the other side. If it became an issue I would probably give every senior unit a, an assigned stall if they felt like it was being abused.

Ms. van Ammers: Okay. That's it.

Mr. Sereda: I just have a procedure question. Are going to ask questions first and then have comments after? So a first round of questions, and a second round of comments?

Mr. Murai: Questions first, and then once the Board Member is satisfied their questions have been asked, then we'll move on to recommendations.

Mr. Sereda: I guess my only question would be -- just going back to the parking again. I'm not sure what the County Code requires you to do when you represent the parking to them. Whether you actually have to show which stalls are associated with the senior housing and which stalls are associated with commercial.

Mr. Spee: No because the project is all on one big piece of property, the way the County looks at it is, look, whatever you build, for everything you build there's a parking requirement. And assuming, they, they're not requiring that designation. If this was five different TMK's, each TMK would be addressed separately. Okay? So, at this point, no.

Mr. Sereda: And my second question is you mentioned that you're going to do some landscape buffering on the makai side?

Mr. Spee: Yeah. If you look at that area, it's already buffered where the old train went through. And it creates a buffer there, and the interesting thing is that within all those neighbors back there, and my secretary lives back there, all of them have encroached in the A&B land. And they've all kind of, you know, little shacks and gardens and everything else. I shouldn't all, probably 75%. And...it's, it's...I don't need the land. It's all part of that buffer because it drops down to the lower grade, and then it comes up on to the other side. So our feeling is all we need to do is just, we can take whatever excess dirt and create that natural berm along there, plant it, and all the owners on the backside in a sense will know that forever they have this any where from, you know, 20 to 30 to 40 foot buffer between their properties that has foliage and re-planted out...overtime. And as it is right now, you know, my secretary lives back there, and, you know, she has a big dog because a lot of people are sleeping in the field, and walking through there, and using it kind as a back access way to get from the post office down to the beach park. So I think for them to have kind of a secured buffered area is a benefit. And I've gotten no, no word from anyone back there. In fact I've had a couple people wanting to just get permanent easements. And I think once we get this thing in place I'll be more than willing to do that, give them permanent rights on the back side.

Mr. Sereda: Do you think you could put up the elevation from the Baldwin Avenue side?

Mr. Spee: Yeah. Just the, the picture?

Mr. Sereda: Yeah.

Mr. Spee: That?

Mr. Sereda: No, the actual, the elevation from the building. There you go.

Mr. Spee: There.

Mr. Sereda: So coming through your property which are the pedestrian accesses coming from the parking lot?

Mr. Spee: So coming from the -- from the parking lot you can come along the northern, or the, I guess it would be the southern side along the post office up here, right. Or you could walk through right here, which would bring you out right here. Or, you could walk through right here which should bring you out here. Or, you can go out the base down here, which will bring you out down to the stairwell down here. Right here is a walkway. This is the handicap ramp that will take you down to Baldwin. So you'll have complete curb and gutter down Baldwin.

Mr. Sereda: Okay.

Mr. Spee: And sidewalk.

Mr. Sereda: Thank you. That's all my questions.

Mr. Phillips: Great. I have a few questions. Let me get a clarification on parking. Are you planning on having a staff or a man parking booth where people driving through and there's a

—

Mr. Spee: I would prefer to have just an electronic. I've talked to -- you know, they put a staff booth in down by Charley's, and it's kind of interesting. Because that parking lot in the beginning was empty, and now they're pretty full. And they've had a lot of problems with the staff booth with people just driving right through. I forget how many gates they've snapped off. I...I don't know the answer to that, right now. I prefer to use technology and do the whole photo on your license plate. All the senior people would have a clicker to get in and out. I believe that's the best solution. I know within my parking lot right now we put in a key pad, and all the tenants have clickers and my tenants are so happy. I mean, I, I kind of wished I done it years ago. And I wish I didn't have to say it, but it just gets abused. It gets so abused and there's a sense of entitlement that why can't I park here. Even though it says reserved for the dentist. You know, I've had 90 year old clients that can't park in my parking lot because it was full. And nine out of ten of them weren't in my building. So, there's a real frustration with that that you have to monitor it somehow. But what I can say is it's not going to be profit center. If there's any money that would come out of it through validation or otherwise would only pay to whoever manages that parking lot. And there's plenty of companies that manage the parking lots.

Mr. Phillips: So it needs to be validated by the, by the customers or by the users inside.

Mr. Spee: Yeah, but any of the commercial buildings could validate for them.

Mr. Phillips: So when you're allowing spaces to be available to the public?

Mr. Spee: The public --. The question is, is okay, yeah, the public will have to go in and, and

go to one of the stores.

Mr. Phillips: They would have to patronize.

Mr. Spee: That's right. That's right. And the reality is, and I think that's why Mana see it as maybe such a great deal is that --. And I have to admit, I used to go over to the shops over in Lahaina which is now the outlet mall, and the trick was you could always bum in their park, go to the ABC Store, grab and coke, and it paid for your two hour parking. That was the deal. And that's kind of why I thought, well. And now I've pitched that to Mana Foods, and they're like, yeah, that would be awesome.

The -- I think most people that are coming to town -- and I know this -- most people are coming to town are going to, the locals, are going to shop at Mana Foods. And if Mana has a little store there, and Mana has the right to validate, then they'll --. It's not going to be an issue for 90% of the people. The tourists, if they can get a parking stall and it's, it's -- they're likely going to buy something within one of those shops. And if it's a, if it's a person coming to use either a pharmacy or a medical facility, again, their parking is validated.

Mr. Phillips: You know, living here for almost 40 years and being in Paia quite a bit, the tourists come here, park their cars, and walk around. And if you spend time speaking to the retailers along Baldwin Avenue, many of them will tell you, well, they'll walk in, they turn around, they shop, and dig. That's basically kind of a visitor tourist experience. For them to go in and be validated and then shop at an inside store, I mean, it's really asking a lot.

Mr. Spee: Here's, here's --. Let me address that. Really my point of this project is not the old town Paia down below which is the tourist destination. I really hope this is catering to the people that live in Skill Village, that live on Baldwin Avenue, the people that are coming home from work that wants to stop at Mana Food and shop a little bit. Those people will have a place to go park. And if you take, which is at least 50% of the traffic and pump it up there, and they can do all they want to do, the tourists who rolls down on Hana Highway is not going to have a hard time finding a place to park. You're going to alleviate a lot of those issues that are down below, both in the County parking lot that's down on Hana Highway which fills up, and the County parking lot on Baldwin Avenue. You're going to alleviate a lot of those stresses in different parts of the County.

Mr. Phillips: Well, we're also going to be impacting it with a lot more folks coming in and out of town, and traffic is going to be, is already dense. You know, you can come and say, well, let's see the County do something about the vertical or the, you know, the parking along Hana Highway.

Mr. Spee: It's State. It's actually State.

Mr. Phillips: The State, rather, to do that. I mean that's a, that's a happy wish, but you know it's been that way for 40 years.

Mr. Spee: I agree.

Mr. Phillips: Yeah, so to expect that that's going to happen is kind of, you know, anticipating something that will probably won't occur.

Mr. Spee: Well, my point wasn't that that it's going to happen. My point is that there's solutions. And also that the problem isn't, isn't going to be exasperated greatly by senior housing and a little more commercial up the hill. The problem is already in the, in the works. And it's already happened and everybody who lives on the north shore knows it. I mean the size of Kuau, the size of Haiku, and it is, it is accelerating again with all of the pineapple fields that are, that are being developed. And there's some big developments in the works.

Mr. Phillips: Totally agree.

Mr. Wollenhaupt: I might add –

Mr. Phillips: Yes Kurt.

Mr. Wollenhaupt: Actually I went to the Paia Bypass Commission. Maybe some of you are on it although I didn't see. The Deputy Director of Transportation was there, and the good thing is that the archaeological study which has been excessively involved because of the federal government, that's finishing out now within just the next couple of months. So the Paia bypass that will go way up to the old mill is going to get, I guess, get on the STEP, the STEP program, so there is light that is a bit more of a reality than I think at any other time. So that will significantly help traffic for people like me that live in Haiku that go through this traffic light. So it might be something that as this project moves on the time that this project is being built, the Paia bypass may in fact be becoming a reality.

Mr. Phillips: Speaking about the infrastructure, you have spoken with Public Works? Have you spoken to them about sewer capacity? And their comments have been?

Mr. Spee: They're sufficient capacity both, both for water and sewer. Yeah.

Mr. Phillips: And you brought up that you need to obviously spend time with the Water Department, you speaking to them about providing water for these wonderful houses?

Mr. Spee: And whatever, you know, who knows what they may, they may want in return. You know, I won't know that until that day comes. A lot of times they'll require, you know, sewer improvements and water line improvements. I know that water line in Paia, you know, down Hana Highway, is busted. It use to bust about once a month. And but that, I'll cross that path when I go through those departments, with building and County Council, and, and Planning. I mean, there's all these steps of what will happen addressing those issues.

Mr. Phillips: Do you plan -- is there any construction you're going to start or developments you're going to start before you have --? Okay, so everything has to be in place?

Mr. Spee: Yeah. And I didn't talk about phasing. And the, the way we see it is we would, we would do the parking lot and the main parking lot together with the foot pads for the commercial, and build two to three commercial buildings to begin with. Once those got leased up, and you know, we've got to figure out the smart way of doing this in stages. Once they were leased up what we'd like to do is then move to the senior housing. But it's leasing those up that provides the funds to, to finance the senior housing. And so it's all, it's a step process. And, you know, I'm here for the long haul. This is, in a sense, this is the one thing I'm going to do in my life. This is my baby, kind of. So it's, it's working this through, and I think it will probably be about a 10 year, you know, phase in. Now obviously if in a, in a day that commercial was all leased up, then, wow, maybe we moved to, you know, do more commercial first. But the pieces have to fall in place. But again the infrastructure, the parking and the hook ups and all that, at least from the parking lot to the commercial side will be done in phase one.

Mr. Gray Ringsby: Hi. My biggest two concerns were the ones we talked about a lot and those are the traffic and the parking. I live in Haiku and I work out of Paia. My concern is the amount of cars coming out of this development on to Baldwin Avenue at say four o'clock in the afternoon. If you've been to Paia, if you've been to the post office at four o'clock in the afternoon and tried to turn out of the post office you can't do it. It's, it's backed up and it's, it's already an extreme problem so for me to want to approve this project before the bypass is implemented it seems like putting the cart before the horse...just in terms of traffic.

With that being said there are a lot of things that I do like about the project. The other issue is the parking that concerns me because the dirt lot now that holds, you said, 150 spaces. So the County is requiring 250 spaces just for what is being proposed. And then there's the 150 that are already being used currently, so the number, it seems like it's still short of what is really going to be needed and into the future where we have more cars, more people. It seems like it's -- it sounds like a lot at the outset but it's actually not going to be sufficient in my opinion as far as parking. The other -- one other thing that I would like to see with the project which I think would improve the town is if we could add some sort of pedestrian walkway along the Paia mini bypass. I think that would help the town, and I think it will help the project. If we could recommend something like that to be done for the project. Those are just some of my thoughts.

Mr. Spee: I'll work backwards. If you look at the demarcation line between my project and the Paia mini bypass, I've talked to A&B and what I would like to do and I think it would be invaluable is to have a walkway that funnels down in and gets you along the current parking lot to get down to the Hana Highway so that there's access for the seniors to get down to Baldwin Beach Park. Whether or not, and I think this really goes to the issue of what is the Paia mini bypass and the future of that road, this is all County land. I mean, this is A&B land, and this is under license under A&B. So, I don't have an easy answer for what the County will do with A&B in the future on that land.

As for the, the parking and the traffic issue, I guess it begs the question of if you look at all the commercial space in Paia -- and I wish I could blow this back up further -- you will see that that almost nobody provides parking in Paia town in their commercial buildings. And there are very few people to do it. And I probably should do the math on the code ratio of because you have,

it's probably maybe 20% provide parking to code. By adding 250 stalls to code, you are upping that ratio tremendously that there are so many more parking places per the number of buildings in town. And I think you'll see a great alleviation in the amount of parking available. The -- and this goes to, I mean, a whole different element, and because I live in Paia town, I guess I'm a little ornery about it. And a little bit to tax space. So you have tons of businesses in town that provide no parking and the few that do are still taxed at, you know, the Country Town business rates. And I know that for this parking lot here, it's about five grand a year in taxes that I pay for that parking lot. So you're providing a service and, again, this 300 stall parking lot, the development will pay for that parking and not only for the development of that parking, but for the County tax space providing, you know, additional funds. And I guess that's a little bit going to be the issue why it needs to be validated, and there has to be some incentive helping the tenants that are, that are also paying for that parking lot.

As for the road issue, you know, I can't sit here in a straight face and go, yeah, there's no problem coming down Baldwin Avenue. That's impossible. All I can say is I've had two traffic studies done, that State has looked at it. And the, the balancing act between providing the additional parking that they seem to believe that the, that counter balance in having people have the ability to go straight into a parking lot versus drive around, that alleviates some of that problem.

The other deal is that when you talk about, you know, rush hour, the senior housing side of this thing, they're not leaving at rush hour. They, they're home. You know, they're not going east of town. They're, they're done. And if they come off the mini bypass they're home. So really what you're talking about is that time of day are people that are coming to town to either grocery shop or to, to go have dinner, and hopefully that, that gets spread out over time.

Mr. Peter Jacobsen: Hi. No question this project is going to bring a lot of traffic, and parking is definitely an issue. I'm not sure how you are designating these stalls for the residents at the senior living versus the commercial. How do you differentiate? How do you reserve spaces for those that work there and how does play out?

Mr. Spee: Well, for the residential on the senior housing, I really didn't think it would be an issue. And if it did become an issue I would probably designate one stall per, per each resident and try to get it as close as possible to wherever their, their home was. But again, if you look at the senior housing, I mean, we've got, you know, 20 stalls for the, for the community building and seven for the storage. So there's another 27 stalls that really are available for, for the public also, on the commercial side. So we start pushing up to, you know, to quite a few additional stalls. On top of that –

Mr. Jacobsen: As it stands now, it's very difficult to find parking if you ever go into Paia.

Mr. Spee: No question.

Mr. Jacobsen: So, I mean, this is just going to exasperate that.

Mr. Spee: Well, you're, you're literally doubling the amount of parking with about a 20% increase in commercial space, you're doubling the amount of parking. So I think, it will not exasperate the parking problem. I think it will alleviate the parking problem, and I think the traffic studies bare that out, parking and traffic issues. And, and, and it's kind of strange thing because, you know, it's strange, I'm not a developer, I'm an attorney. And there's this -- you know, I, I go and have these studies done. I don't pay these guys to, to come up with a conclusion. I hire them and they write a report. And so either it's a, either it's a report --. There's a disconnect between what the report says and what is reality. And well, we know what reality is. Reality is bad right now. But I encourage you, any of you, it's in the EA, the traffic studies are there. And it's a question of does that --

Mr. Jacobsen: Yeah, on a different front. So you guys had a one acre drainage basin; where is that?

Mr. Spee: A&B has given us an easement for a one acre drainage basin right down here.

Mr. Jacobsen: That's off site? That's under the ag?

Mr. Spee: Yeah, it's offsite, under the ag.

Mr. Jacobsen: So you have permission from those guys?

Mr. Spee: From A&B, yeah. Yeah. They'll grant, they'll grant the easement for it. But we're also looking at whether or not if we can just keep it all onsite. There's enough room. This is a tremendous area where the parking lot is that you can, you can put very large infiltrator systems in.

Mr. Jacobsen: So contextually looking at the neighborhood your property's adjacent to the commercial on Baldwin. Are those primarily -- I think there's six buildings, five buildings -- are those primarily two stories?

Mr. Spee: Across the street? Excuse me? Which buildings? On mine?

Mr. Jacobsen: The existing shops across the street, are they two stories?

Mr. Spee: You have -- let me think. You have one that is two story. I think the rest are single story with --. The Garcia building is pretty big facade, but I believe it's only single story.

Mr. Jacobsen: When I look at the site plan, it's a very massive complex fronting that street. I look at the other buildings, they're set backs, there's no green spaces. This, this is pretty much, very urban scheme . . . (inaudible) . . . the property line. Just the elevation there's a rather massive densely spaced...caricature of the west.

Mr. Spee: Is that a question or a comment or --

Mr. Jacobsen: Comments. What is your, what is your feeling?

Mr. Spee: Well, the feeling was, was an attempt to try to bring back work live environment.

Mr. Jacobsen: I mean, the residents had some comments about its height, the elevation, right? In 2013, you guys had a meeting.

Mr. Spee: The one was the elevation that I had one person who felt that the, the building should drop to grade, so that it should follow the grade to the bottom. And the reason -- I mean, he just felt aesthetically that would be better. And from our point of view where I'm really trying to attract senior housing and, and the seniors walking on one leveled element. And if we went, if we stepped it down, it would be multiple stairwells within the development with a big retaining wall at the back. And also environmentally having to pump the water up and out of the cavern that goes, we'd have to dig out from the natural topography that's already there.

Ms. van Ammers: Excuse me, I have a question for the Planning Department. When -- assuming this project gets approved, we would have to review the building permits, right, for each individual building? Is that correct?

Mr. Wollenhaupt: I'm not aware of that. Does the Urban Design Review Board have to review building permits for every building going up?

Ms. van Ammers: Just commercial?

Mr. Wollenhaupt: I don't know. I don't think so. No.

Ms. van Ammers: Okay. So then we are approving the architectural elements with this SMA. Okay.

Mr. Sereda: I have a question, a follow up question on that...for you. So we are responsible for making sure that there's compliance with Country Town Business Guidelines, or is that another entity?

Mr. Wollenhaupt: No, you'd be looking --. That's, that's --. Well, the zoning, yes. You're giving comments that this is in tandem and in keeping with the Country Town Business look. And balancing, of course, that we you have environmental issues that's cutting and filling, tsunami innovation, tsunami inundation zones and drainage. And so there's always a balance that works with the environmental assessment process and the design process to come with the best balanced solution. But what may be great from completely environmental process may have some concerns about design. If you're going one way with design, well, just taking a bulldozer and scraping off that whole thing. But now we've have flooding issues. Now we've changed the drainage. So there's a balance that's critical in looking this environmental assessment and your comments.

Mr. Jacobsen: What's the existing zoning right now?

Mr. Spee: It's all over the board. With State it's ag. With County you've got ag and interim. And with the Community Plan you have public quasi/public, ag and Country Town along the Baldwin Avenue. So the Community Plan and the Maui Island Plan for 2030 has it all envisioned within the corridor of the Country Town. Which is that the Maui Island Plan just came out last year. And that was the last map in the -- it kind of gives that layout how, how they see the envelope of Paia town.

Mr. Wollenhaupt: It's always been the small growth boundary. So it's been, through the GPAC, through the Council, this area was incorporated just by -- Launiopoko which was in the newspaper, you're, you're -- West Maui land development, within Launiopoko there's an area of 261 acres that is being proposed to go into the rural growth boundary. And when they think that's all ag happens, well, the workforce housing and putting everything in there. So that's another example of these spots that have already been designated as appropriate. That the threshold in which an individual would have to go should not be higher because it's already been proposed that this is a . . . (inaudible) . . . It, it's the balance approach in looking at where development would go. As contrasted, okay, if you want to do big development mauka of Sprecklesville, well, that's not in any growth boundary. These people have a higher threshold to move through because it just hasn't been designated.

Mr. Robert Spilker: I have a question about the senior housing. You're going to have a cut off age or anybody can buy?

Mr. Spee: It will be strictly 55 and older.

Mr. Spilker: Okay, bingo. And you're telling me there's not going to be a traffic problem. But the last time I looked, you can't retire until you're about 68 these days. So for 13 years, they'll just be part of the work force coming and going during the entire day. To say that they're going to be home is not, not --

Mr. Spee: No, my point was that most of them will work in Kahului, and they will come home and they will stop west of town, not east of town. They will not be going through that traffic light as part of the backup.

Mr. Spilker: Only if you work out at the . . . (inaudible) . . . Because if you don't get an entrance into you're facility from the mini bypass, yes, they will have to go through the traffic light --

Mr. Spee: And they will come up Baldwin Avenue. Yes they will. Yes. But again, your, your -- the element when there's 100's and 100's on new homes being designed, approved and developed east of town that to say that, that is smart growth, and that this, that at some point, when do you try to infill. And think about walking communities, and biking communities, and having that ability, that people don't have to get in their car to go to a pharmacy, or to the doctor, or to anything else. And if you say, well, no, let's just piece meals these things, one, one, one, and not do an integrated plan that, that at least tries to address some of those issues, then you're just -- it's going to be more of the same. And the more of the same is just going to get worse. It really is. And I, I...and I've been here long enough. I used to live in Haiku, lived

on Kokomo Road, and I'm amazed now that the amount of traffic and everything that's out there.

Mr. Spilker: I live in Haiku, off of Ulumalu Road, so I'm telling -- I come through Paia all the time, and it's a hell a lot better now that the mini bypass is there than it was in the old days. But I've got to ask you a question, how did the businesses along Hana Highway take to your idea like getting rid of the...staggered parking? Because I know that when I worked for the Transportation Department and we were looking at the mini bypass -- sorry it's not a bypass by the way. Feds don't like bypass. Bypass implies that you're --

Mr. Spee: Going all the way around.

Mr. Spilker: -- singling that out. When we went through that, the businesses in town were totally opposed to it. My God. We do the bulk of our business during the rush hour. People would stop off to buy something on the way home. We don't want --. Sales, actual sales, not tourists just looking. You'll find that most of those businesses along Hana Highway consider that the rush hour is their peak business on the way home. That's when people stop off, the wife calls and says get a loaf of bread or the milk.

Mr. Spee: The interesting thing is the Paia Town Association was notified by the Maui Police Department that they're going to start enforcing the two-hour parking rule. And you know what the number one complaint came from those merchants? Where are our employees going to park? That were sitting on Hana Highway for, you know, four, six hours. So, you can, do the, do 20 merchants on Hana Highway warrant -- and this is a bigger social issue -- do 20 merchants on Hana Highway warrant probably 500 man hours of people sitting in their cars on Hana Highway, probably a couple hundred of gallons of gasoline a day wasted as they sit there so that 20 merchants have this ability to say, you know, this affects my store. Mana Foods, you know, worked with me on that, that parking lot up there. When that parking lot went in their revenue increased 30% because people -- they were finding that people were giving up on Mana Foods. They were giving up on Paia because there was no place to park. And so parking is absolutely an, is invaluable for a small town.

Mr. Spilker: . . . (inaudible) . . .

Mr. Spee: Pardon me?

Mr. Spilker: And if you take the parking off of Hana down there with those slanted parking spots, people aren't going to stop there either. I mean, there still will be no parking on Hana Highway.

Mr. Spee: You know, it's a, it's a --

Mr. Spilker: You just want to drive them to your facility.

Mr. Spee: No I don't. I mean, I want to solve the town's problems, and the issue, I mean, you've got two countervailing things. Is it, is it -- most people who want to get home at night or is it the

merchants, and where is the balance, and should there be some balance? But if you say you do nothing, the, the, all those homes are still going to be built out in Haiku and nothing is going to change. There will be no additional parking. And, your, your -- rather than people downsizing and, and opening up homes, you know, the seniors actually moving down, and downsizing to something on the north shore, they're going to stay in their homes where they are. Or maybe they'll go to Kihei, or maybe they'll go to Wailuku or Makawao to some of those senior places. But...again, the, the issue is, is this a smart development for filling in the town. Should seniors live where they can --. I don't know any where else on Maui where a senior can walk out of their house and go have dinner, get on a bike path, go to a beach, go to all the different facilities without having to cross, you know, six different roads to get there. This is a very unique spot for senior housing and...if there is one thing I know on this project is that there's tremendous demand for it. Because I get the phone calls.

Mr. Spilker: Okay. Now I'll just give you my opinion. Other than the stop and go type of a meal, I don't consider Paia a culinary magnet. There's Flatbread, Milagros, Charley's, the new place Brews or whatever it is, fish and chips place on the corner. I mean, they're nice, but they're --. It's not necessarily where I would --. If I'm going out to eat that's not necessarily where I want to go. Maybe where I grab lunch or a quick meal every once a month or something like that. So...I mean, if want to go to a pharmacy I think I'm going to phone Costco or Walgreen's that have better prices than some place in Paia, and . . . (inaudible) . . . It's very --. I mean, it's a little pricey. I mean if you're talking about seniors who are on fixed incomes, wanting to scale up, that's fine. But I think that they'll still be going to the doctor down at...right down here, across the street.

Mr. Spee: I think you'd make that argument about the dentist that's in my building and whether or not he provides a service for the town of Paia. And I know plenty of people that walk to go see that dentist and they want that. And, you know, 25 years ago when I became an attorney in Paia, everyone said you're an idiot, you know, why are you going out there for. And, the majority, the vast majority of my clientele are people that never wanted to go into town. They are happy to stop there. So although you may want to go to Costco, there's a portion of the population that just wants to walk to where they're going, whether it's to Mana Food for grocery, whether it's a restaurant. And it's a question of what do we see the future. Do we see the future everyone, you know, get in their cars driving out to Huelo and beyond for these subdivisions. Is that smart growth? Or do we try to, do we try to create insular communities that people can, can walk to recreate and to the things that they want to do. Whether it's, whether it's your cup or tea or not, it is for some people.

Mr. Spilker: Yeah, public transportation is good too. . . (inaudible) . . . Okay. I, I think that the idea that senior thing is going to reduce the traffic may be a little a --

Mr. Spee: I'm not saying that it's going to reduce the traffic. I'm saying that it's --

Mr. Spilker: . . . (inaudible) . . .

Mr. Spee: I'm not saying that it's not the same impact. That, you know, 56 units in Kuau would

have a much greater impact than these senior units on the western side of town. I truly believe that.

Mr. Spilker: You'll never gonna solve the Kuau problem because the -- when the State puts in the bypass it comes out after Kuau, so. And I think too many people are going to drive by and turn around and come back.

Mr. Spee: No. But that will change things immensely if there is a major bypass.

Mr. Callinicos: You're done?

Mr. Spilker: I'm done. Yes. Thank you.

Mr. Callinicos: I've got three questions. Can you pull up the aerial of the site, please?

Mr. Spee: Yeah.

Mr. Callinicos: What -- I'm curious as to why the site leaves a sliver of land along the bypass. It could've, you know, been used for this project or if you'd been able to acquire it or maybe you didn't want to acquire it, you have any idea what's going to happen with that particular sliver of land?

Mr. Spee: If you recall it was, you know, a good, like, at least six or seven years ago that I went through this with A&B. I believe that with the bypass they wanted the buffer zone for any and all future improvements that may be made to that property. And my guess is that A&B will hold that property as it should for whatever something they want in the future. And that is probably what it will be. So they had -- they needed those setbacks...for whatever improvements could happen to that road. Maybe one day that road will be a two lane road. Maybe -- who knows. And I doubt it. You're right because it would, it would require a traffic light on Hana Highway.

Mr. Callinicos: Well, I'm curious about that because that's going to have an impact on the...you know, on the bypass. Okay, question number two, I had trouble finding where your, I think, where the handicap access is going to be. I'm assuming that it's this...thing in front of proposed building number three on the site plan.

Mr. Spee: The access, coming off of Baldwin right here, that's the ramp right there. And then you are at grade all the way across the back. So anyone who comes through would come down to this ramp to get down onto the sidewalk down here if they wanted to come into Paia.

Mr. Callinicos: Okay, well that's -- if you look at your Paia Courtyard site plan that's designated or stated to be proposed building number three. Now when I look at that and I look at your elevations, your Baldwin Avenue elevations, that would be the green building on the right hand side, if you could pull up the elevations.

Mr. Spee: Right here?

Mr. Callinicos: No, along Baldwin. There. The handicap ramp is in front of that building?

Mr. Spee: It's right there. That's the railing that goes up along . . . (inaudible) . . .

Mr. Callinicos: Well, how are you going to handle entrance in to those stores behind it? A handicap ramp when it goes down, it goes down.

Mr. Spee: Well, if –

Mr. Callinicos: You're not going to be able to access some of those stores off the handicap ramp. I don't even know if you'll be allowed to.

Mr. Spee: Once you go up the handicap ramp you can walk in front of these buildings all the way up here, and you'll get right up to grade right here and walk along here. You'll be able to go into the courtyard.

Mr. Callinicos: No, you're not showing like that on the plan. You're showing the handicap ramp.

Mr. Spee: It comes up to grade of all the buildings.

Mr. Callinicos: The handicap ramp is right in front of building number three. It's abutting building number three.

Mr. Spee: Yes.

Mr. Callinicos: There's no space between it and the building.

Mr. Spee: I see what you're saying.

Mr. Callinicos: Look at your site plan.

Mr. Spee: Well, you know what the site plan –

Mr. Callinicos: If I'm, if I'm –

Mr. Spee: It's the roof. That's the awning roof that you're looking at. It's because of the awning roof that it looks like there's nothing. But it's actually, you would walk under the awning roof. That's according to the architect.

Mr. Callinicos: So it's underneath the awning?

Mr. Spee: Yes. Underneath.

Mr. Callinicos: And it's away from the building?

Mr. Spee: Yes.

Mr. Callinicos: So that you go into the store you go around the, you go outside of it.

Mr. Spee: It's be covered. Yeah.

Mr. Callinicos: Okay. Thank you. There's been a lot said here today, a lot of questions about parking, and I'm not going to add to the...to the soup that we've created. Recently, as recent as last week one of these trade magazines came out -- I think it's Builder or something rather. I get these regularly because I'm a retired architect. With the Mayor's latest, not assumptions, but more or less what they call calculations of future growth...Maui's, since I came here 15 years ago, growth has been unbelievable. And the number of projects that are coming online in the next couple of years, we're going to see humongous growth. Humongous growth equals humongous traffic problems. So you're going to have traffic problems here. I wish you well. But I've got a, I've got a suggestion for this residential unit, senior housing unit. I would suggest to you that you might want to consider gate access to that whole back portion where you have the senior housing. In other words that people that live there will have access through either a boom gate or some sort of gate that the public will not be able to get into those parking spaces. Because believe me, I've done a lot of these projects in my life, in my career, people are going to park in the back there and, you know, park there for days because it's right in the back and nobody's paying attention. You might want to divide this with some gates.

Mr. Spee: You know, that's a good idea.

Mr. Callinicos: That's my, that's my five cents worth. Thank you.

Mr. Phillips: Should we go around again and start with Fiona again and have comments?

Mr. Murai: I'm sorry Mr. Chair if I may. You can either go around -- I guess it's up to the Board whether they want another round of questions. But I understand the Board's protocol is normally after the Board members' questions have been asked and answered to their satisfaction, then if the Board is prepared to do so, the Board would go around and make recommendations. My understanding is if the recommendations are unanimous then that shall be the recommendation of the Board to the Planning Commission. If it's not unanimous, then they can take a vote. Is that okay?

Mr. Phillips: Is that acceptable to everybody?

Mr. Sereda: I have a -- I actually didn't comment. I'm sorry. I just asked questions, so would it be okay if I just added some comments before we do recommendations?

Mr. Murai: Well, I -- it's up to the Chair. I was going by recommendations, but I guess comments are different.

Mr. Phillips: It might have been a misunderstanding. Why don't we do that quickly. Thank you.

Mr. Sereda: Yeah, sorry about. My comments are the -- favorable actually -- so the frontage along Baldwin, I appreciate the fact that you pulled the buildings up to the street frontage. I'm sure that's in compliance with Country Town Business Guidelines. I'm sure that your architect has complied with all those rules and guidelines which have been crafted to make sure that this project, you know, fits in with the Paia commercial architecture and fabric of the town. So having that continuity along the frontage there, I appreciate that. And the architectural elements of the buildings, I think are nice, nicely aligned with what's existing in Paia so that the character fits in. I appreciate that pedestrian access going across bisecting the parking lot that's a nice sort of traffic calming element and to get pedestrians from senior housing to the commercial. As well as just having access to, a safe access through the parking lot. The pedestrian mall that runs between the, between the six buildings that's a nice space. It's a comfortable size. I think that it will work well for people to sort of loiter and hang out and patronize the businesses there. I appreciate the fact that you're adding residential into the core of Paia, and that is a sort of a smart growth principle, that you are bringing people to what's essentially a walkable community. Or it could the services provided could cater more to the local residents like you mentioned. But in theory, it is, you know, a five minute walk to all of the services in the downtown area for the future resident development. Those are my only comments.

Mr. Murai: And I'm sorry, I interrupted Board Member van Ammers when she was commenting.

Ms. van Ammers: No . . . (inaudible) . . .

Mr. Phillips: Any other comments?

Mr. Callinicos: I had one more question, if I may, and then I'll comment on something else. If you look again that, that elevation of the building that's going down Baldwin, go to the space between the blue building, number two and number three. You're indicating some sort of a ramp going up. Where is it going up to and what is that for? I thought site is fairly level.

Mr. Spee: Between building two and three.

Mr. Callinicos: You know, between the blue and yellow buildings. Right there. What is that?

Mr. Spee: I believe that's just the --. You mean, the stairwell going up?

Mr. Callinicos: It look, it looks like a vehicle ramp of some sort.

Mr. Spee: No, no. I did a double take on that too. I'm like what in the world is that stair doing there. That's just a stairwell that will take you up to the second floor of the building. There's a walkway. That's a walkway in between the two buildings...is what that is. If you look down, that's proposed building one right here, and if you look on the plan there is a stairwell on the downhill side of that building. And then you have the walkway in between. And then this is the space between building two and three right there.

Mr. Callinicos: Well, I grant you that. That's a staircase there...I can see that. What is this?

But that's a ramp. That's a staircase going up to the second floor there, I can see that. What is this? *(A member of the applicant team clarifying the plans with Board Member Callinicos. Did not speak directly into a microphone.)* And then the other thing I was just curious about these nine garages here.

Mr. Spee: Yes.

Mr. Callinicos: On the site plan. But, you know, they're obviously for the...for the senior housing units, all? Am I right?

Mr. Spee: Yeah. It's right here.

Mr. Callinicos: Okay.

Mr. Spee: And that was, that was input from people that -- that there were certain people that a garage was very important to them. I'm hoping that with the solar, the covered parking, the solar that that's sufficient to most people.

Mr. Callinicos: As for comments, my only comment I would note is that the...I don't know Paia all that well I must, I must admit to that. I've been there a few times and I've seen the architecture and I've sat on this Board years ago. We've had a number of buildings come through but some of these buildings look very, very bulky for Paia. Now, I'm getting into very dangerous area, have one architect criticizing another, but I'm not -- you say that...what research was done in Paia?

Mr. Spee: I know Hunton Conrad drafted most of it grew up in the area and really wanted this project and wanted to design it. And again, if you went through the photos that circulated.

Mr. Callinicos: There's nothing wrong with them, but the buildings themselves are fine, the design of them, but I'm just wondering if some of them are out of scale for Paia.

Mr. Spee: I think if you go through town you're going to find every type.

Mr. Callinicos: Others like this.

Mr. Spee: Yeah. When you come in to, on Hana Highway, on the right, they're just about all two story buildings along that edge. If you come up on Baldwin there's quite a few two story buildings also. Now maybe not three in a row, but along Hana Highway there is. But --

Mr. Callinicos: Bottom line is I like the project . . . (inaudible) . . . It's a good project.

Mr. Spee: Thank you.

Mr. Phillips: Concerning affordable housing requirements, can you give us a little comment?

Mr. Spee: The County --. It's directed by the County of Maui Workforce Guidelines, so 25% must be affordable. And, you know, the -- I, I don't have a lot more information than that. I think there's only so much I can plug into my head. And you know the next step -- then I address that -- if we get to through the next step, then I'll look at, well, how do we market this? How do we -- what is our price point? How are we going to do this? But, again, and I believe in affordable housing. I believe in, you know, a lot of these issues that this should be a community that, you know, most of the north shore can afford and get in to. And it's not being design. I mean, I had -- I talked to a developer that's done, from Colorado the other day, that his point was, ah, you should cut this, you know, two-thirds of it out. And you can sell these for, you know, 1.5 million each, and it's not -- that's not the point. The point is, is if you have 56 units you can have a price point that is affordable. It's not even in the affordability range, that all of them can be affordable. But you can't have it all ways. You can't say, well, let's make is smaller and prettier, and then let's make it affordable and cheap or, you know, a lot of people can live. It's a balancing act. All of it is a balancing act including, you know, traffic and parking. I mean, is this a smart way of moving forward, is it a dumb way? A Ying and Yang to everything.

Mr. Phillips: Thank you. Any other comments or questions? Should we go through and start to take any recommendations to --. Fiona, can we start with you?

Ms. van Ammers: Sure. I'm recommending that the project be approved. I think it's a -- I agree with everything that David said about the smart growth. I don't have any concerns with the architecture of the buildings. My understanding is the County will review that during building permit process. I, I do have a concern about the traffic and parking, but I trust the developer will do the necessary traffic analysis which will be reviewed the State and County; and needs to be approved in order to get your entitlement. So I recommend that this project be approved.

Mr. Phillips: Thank you.

Mr. Sereda: I have a few recommendations. Concerning the landscape plan, I would recommend that it complies with the Maui County Planting Plan. That it complies with the latest version of the planting plan which I believe went for approval to Council last week, I think. I noticed that there's a few invasive species on the plant list and so I'll also recommend you're in compliance with the Hawaii Weed Risk Assessment. So there's a list of invasive species, and I noticed that there's at least two on there that would be on the list. So compliance with Maui County Planting Plan, compliance with Hawaii Weed Risk Assessment List, and then...as part of the County, the Maui County planting plan, there is language in there that suggests that you have a diversity of species. It recommends that you create a little bit of bio-diversity and, and the choices of the shade canopy trees for the parking lot. I noticed for a project of this size you have a pretty thin planting list. There's only, I think, three tree types. All of the parking lot trees are the same. Why don't you mix it up and have four different parking lot trees. The Hawaiian Kou is a little bit problematic because it's attacked by caterpillars and you have to constantly treat it. So, it's leaves get constantly attacked. It also drop its fruit. It's a small marble sized seed which is kind of slip hazard and it has intrusive roots so it's not one of the species that we use all the time for parking lots. We've gone away from the Hawaiian Kou even though it's a native species. So I would recommend some Milo as one option. I'm not telling

you to do that. I'm just saying there's other native species that are more...that are better for parking lots.

So there's the diversity, the number of, of tree types in the parking lot, the problems with Hawaiian Kou. And then also I would just take a look at the planter fingers, the width of the planter finger mixture. That width is the recommended width that's in the Maui County Planting Plan as well. So the third recommendation would be that you consider some type of pedestrian and/or bicycle access through the west side of the property.

Mr. Spee: To Hana Highway.

Mr. Sereda: To Hana Highway. I know you mentioned that. And you did mentioned several times the idea of bike access, but I don't see bike access on your plan. And so my recommendation would be to just consider some type pedestrian or bicycle access through your site from Baldwin to the other side, maybe to the other, to the County parking lot. That might be a nice way to get from the parking lot to your project.

So my recommendations would be the Hawaii Weed Risk Assessment List, compliance with the Maui County Planting Plan, consideration of the tree types, and the pedestrian access.

Mr. Phillips: Thank you David. My comments about the project as I think the recommendations about the project kind of go along with what everybody has expressed here in the group is theoretically impactful on the Paia town which has been quite insane for over the last many, many years. Traffic considerations are I think are a real concern to all of us, particularly access and bypassing. I do see the biggest benefit I really see out of this is definitely not the commercial. I see the biggest benefit being the senior housing, and eventual affordable housing that will come of that as well. So my number one recommendation is that affordable housing and commercial are developed coincidentally whether that's done by the amount of . . . (inaudible) . . . square footage or in some fashion. But that one commercial is not done proceeding with the housing.

I'd like to say that I'd like to see the bypass actually created, it's done and finished before the project is started. But I know that puts the project in limbo for quite some time. I'm not going to make that recommendation. So that's my one and only.

Mr. Ringsby: As far as -- there are a lot of things that I do like about the project. I do like the senior housing and the affordable housing and the units above the retail. The one concern I think Demetrios hit on it was just the mass of the building, and would like to possibly recommend that maybe not all of it be two story along the street frontage. I think it's a big development, and I think that if some of it was single story or at least stepped back from the street front that it would be less impactful. As far as the traffic issue, I still believe that we should have the real actual bypass implemented before we allow this to be approved.

Mr. Jacobsen: Given the current infrastructure as far as traffic goes this is going to make life really hard for the residents in Paia. This is -- it's going to be just -- it's already a mess

commuting through there. This is just going to add to people sitting in traffic. I think this project just looking at the site plan and looking at the fabric of Paia, it seems this project is more on the urban scale. It seems a little out of character and scale for the existing neighborhood. Yeah, I would say right now that I can't support this . . . (inaudible) . . .

Mr. Spilker: Actually I like the project. I think bringing more housing into Paia is probably a good idea. Making it senior housing is fine; affordable housing is better. And I think architecturally that the buildings are probably okay. I would recommend the project...be approved.

Mr. Callinicos: I've made my comments and...I like -- as I've said I like the project. I would second the idea that perhaps further thought be given to the elevation and the buildings on Baldwin, maybe break them up a little bit, not so massive. But those are things that are easily handled.

I do recall you saying that this may be built in stages, financial reasons, which makes a lot of sense. It's a very big project. You have to be very sure of yourself to do the whole lot in one. I think that, that will help with the traffic situation. You maybe able to shorter period of disruption because of that while we wait for another opportunity to arrive. And I'm going to approve this project as presented with few comments that have been made about, advice that's been given maybe, or suggestions.

Mr. Phillips: Thank you Demetreos. May I call for the show of hands on approval of this particular project?

Mr. Murai: Actually Mr. Chair, if I may. I don't know, you know, at the risk of sounding impertinent because this is my first time staffing this Board -- staff, correct me if I'm wrong -- is the correct term approval of the proposal, or acceptance of the proposal based on the design and architectural elements.

Mr. Yoshida: Well, maybe the project planner can repeat the recommendations because he's the one that's going to have to write the letter.

Mr. Wollenhaupt: Well, I think I -- since I've been taking some notes here. I believe what the correct term procedure would be that a letter would be drafted to the Maui Planning Commission under the -- in accordance with this body that the Urban Design Review Board met on October 6, 2015 and recommends the project to move forward with an approval based upon these comments and recommendations to the Maui Planning Commission. Comments such as that the --. The things that would be incorporated that the Maui County Planting Plan as in its latest version currently in adoption with the Council be used for the planting plan parameters. That the Hawaii -- and I wasn't sure what the second word is -- Hawaii something risk assessment for invasive species.

Mr. Sereda: It's the Hawaii Weed Risk Assessment.

Mr. Wollenhaupt: That the Hawaii Weed Risk Assessment report or --

Mr. Sereda: List.

Mr. Wollenhaupt: -- list be used in working to prevent any invasive species from being used. That bio-diversity of shade canopy trees be expanded throughout the project. That particular attention to the Hawaii Kou plant or tree be reviewed as a plant that possibly should be taken out of the project plant palette. That the width of the planter fingers should meet all of the requirements from the County of Maui –

Mr. Sereda: Planting Plan.

Mr. Wollenhaupt: Planting Plan.

Mr. Sereda: That's the Maui County Planting Plan.

Mr. Wollenhaupt: That pedestrian and bicycle access throughout the project from Baldwin over to the Paia bypass, a.k.a. near the current County lot be incorporated into the project. And then there was a lot of, you know, there was, there was other talk back and forth about issues, but there really wasn't couched in recommendations. There was one that the gentleman liked to see the project sort of built on mass simultaneously. Another gentleman understood the requirements of balancing the project and its development to try to alleviate traffic concerns. So there's a bit of a difference there between doing it all at once versus doing it in piece meal. There really wasn't a recommendation. So –

Mr. Callinicos: Excuse me for interrupting, but I don't think those are recommendations. Those are comments.

Mr. Wollenhaupt: Right. Exactly. That was comments. There was recommendations I had from the gentleman here mostly about planting palette, the invasive species, the movement through the project with some kind of pedestrian access, the planting fingers and the Maui planting plan. So that's what I have written down.

Mr. Murai: Chair, if I may, does this Board's recommendations to the Department of Planning Commission, do they also include things that are not purely about architectural design and, you know, things like parking or traffic or impacts on, you know, the community? Is that normally part of?

Mr. Wollenhaupt: I might have to defer. I don't come here too often. I do know that the –

Mr. Yoshida: Well, I think, separately they could include as comments from the Board.

Mr. Wollenhaupt: The SMA permit review in front of the Planning Commission that will end the EA which they're going to be responsible for looks at traffic, parking, site issues, archaeology. That's what this book is in front of me. And so your comments will be moving in to really the final EA. So we're getting a bit far field when it comes to some of these issues as contrasted from a pure design perspective.

Mr. Murai: Okay, thanks Kurt.

Mr. Phillips: Okay, may I call for a -- first of all may I call for a motion to –

Ms. van Ammers: I motion to approve the project with the recommendations as noted by the staff planner.

Mr. Phillips: Is there a second? Thank you Demetrios. May I have a show hands as to approval? Okay, we have five and –

Mr. Murai: Do you want to call for the oppose?

Mr. Phillips: Call for any oppose. Thank you. Opposed? Two opposed. I think it passes. Thank you very much Mr. Spee.

Mr. Spee: Thank you.

It was moved by Ms. Fiona van Ammers, seconded by Mr. Demetrios Callinicos, then

VOTED: to recommend approval to the Maui Planning Commission with the recommendations as noted.

(Assenting: D. Callinicos, R. Phillips, D. Sereda, R. Spilker, F. van Ammers

Dissenting: P. Jacobsen, G. Ringsby

Excused: B. Bowlus, H. Conrad, F. Feeter, D. Green)

E. DIRECTOR'S REPORT

1. Approval of the proposed 2016 meeting schedule

The Board may act to approve or approve with the amendments the proposed meeting schedule.

Approved

Mr. Phillips: Shall we move on with business and have a director's report?

Mr. Yoshida: Yes, good afternoon Mr. Chair and members of the Board. We have circulated our proposed Board meeting schedule for the calendar year 2016. It's the first Tuesday of every month. If we can act on that, then we can proceed to reserve the meeting room and plan accordingly.

Mr. Callinicos: Move to approve.

Mr. Phillips: Anybody?

Mr. Sereda: Second.

Mr. Phillips: Thank you. Show of hands. Thank you. It's carried.

It was moved by Mr. Demetrios Callinicos, seconded by Mr. David Sereda, then unanimously

VOTED: to approve the proposed 2016 meeting schedule as presented.

(Assenting: D. Callinicos, P. Jacobsen, R. Phillips, G. Ringsby, D. Sereda, R. Spilker, F. van Ammers

Excused: B. Bowlus, H. Conrad, F. Feeter, D. Green)

2. Status of board vacancy

Mr. Yoshida: The next, item 2 is the status of the board vacancy. My understanding from Mayor's Office is that there are some -- he has some choices to make to fill the vacancy on the Board, so hopefully by the end of the year we can have the vacancy filled.

3. Agenda items for the November 3, 2015 meeting

Mr. Yoshida: The third item is the agenda items for your next meeting scheduled for November 3rd. We have some sign variances for the Kehalani Shopping Center, which is located just outside of town, anchored by Foodland and Long's and McDonald's, currently. They did come in to the Board last, early last year for some sign variances for Foodland and the gas station for Foodland, but they have some other sign variances.

Mr. Callinicos: Excuse me, where --

Mr. Yoshida: And then we have some revised SMA plans for the Maui Beach/Maui Palms project. Back in the early 2000's, Elleair received an SMA use permit to do improvements to the Maui Beach Hotel, and demolish the existing buildings at the Maui Palms and build a new structure. They did the improvements at the Maui Beach Hotel. They demolished the existing structures at the Maui Palms site, but the never built the new structure. Since then the property has been sold from Elleair to a group headed by the Savio Group, headed by Peter Savio, so they want to make some design changes. We'd like to bring those before the Board. That's all we have.

Mr. Phillips: Okay, do we have any other business we'd like to be brought up? If not, I'm going to adjourn the meeting. Meeting adjourned.

F. NEXT MEETING DATE: November 3, 2015

G. ADJOURNMENT

There being no further business brought forward to the Board, the UDRB meeting was adjourned at approximately 12:06 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE:

PRESENT:

Demetrios Callinicos
Peter Jacobsen (alternate)
Raymond Phillips, Chair Pro-Tem
Gray Ringsby (alternate)
David Sereda
Robert Spilker (alternate)
Fiona van Ammers

EXCUSED:

Robert Bowlus
Hunton Conrad, Chair
Frances Feeter, Vice-Chair
David Green

OTHERS:

Clayton Yoshida, Planning Program Administrator, Current Planning Division
Kurt Wollenhaupt, Staff Planner
Glenn Murai, Deputy Corporation Counsel