

**URBAN DESIGN REVIEW BOARD
REGULAR MEETING
DECEMBER 6, 2016**

APPROVED 02-07-2017

A. CALL TO ORDER

The regular meeting of the Urban Design Review Board (Board) was called to order by Ms. Fiona van Ammers, Vice-Chair, at approximately 10:01 a.m., Tuesday, December 6, 2016, 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).

Ms. Fiona van Ammers: We're calling the meeting to order. We have a quorum. I think everybody's here. I'm not sure if Robert's coming. Let's get started. First thing is public testimony. If anybody needs to testify now on any of the agenda items, please raise your hand or come to the podium. Seeing no one we'll move on to administrative approval of the minutes. Did everybody review the minutes? I think they're in the packet.

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.

C. ADMINISTRATIVE APPROVAL OF THE SEPTEMBER 6, 2016 MEETING MINUTES

Mr. Robert Bowlus: Fine.

Ms. van Ammers: Any comments? Can I have a motion to approve the minutes?

Mr. Robert Bowlus: So moved.

Mr. David Green: Second.

Ms. van Ammers: All in favor?

It was moved by Mr. Robert Bowlus, seconded by Mr. David Green, then unanimously

VOTED: to approve the September 6, 2016 meeting minutes.
(Assenting: R. Bowlus, D. Green, H. Hecht, R. Phillips, G. Ringsby, D. Sereda, R. Spilker)
(Excused: D. Callinicos, H. Conrad, F. Feeter)

D. COMMUNICATIONS

1. **NATION LAND COMPANY, LLC requesting a Special Management Area Use Permit for the proposed South Maui Gardens Development at Auhana Road, a pedestrian mixed use residential and commercial development consisting of six (6) single-story commercial structures with lofts, five (5) commercial buildings, plant nursery, nine (9) condominiumized single family residences with pool/spa, with associated parking lots located at 30 Alahele Place, 33 and 55 Auhana Road, TMK: 3-9-003: 003, 005, and 3-9-017: 023, Kihei, Island of Maui. (C. Thackerson)**

The applicant has also submitted applications for a Change in Zoning and a Conditional Permit.

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.

Ms. van Ammers: Okay, and moving on to the first agenda item . . . (*Ms. van Ammers, Vice-Chair, read the above project description into the record*) . . . And now Candace.

Ms. Candace Thackerson: Aloha. So the project is before you because it's in -- it's located in a Special Management Area so that's the jurisdiction that it falls under. So we're here to do design comments. And a couple of quick things, before you we placed an e-mail from the KCA. I would like to point out that the e-mail is from 2015 so it's their previous one. I had thought it was a new updated one because they had e-mailed it to me last week, but it is the same letter that is already in the SMA packet and I do have --. It says attached -- there's a score card, but they didn't attach it to the e-mail. We do have a copy of that in the application. Furthermore, there's been a couple of slight changes to the plan, and the applicant's going to go over that in their presentation that they've prepared, so I'll just go ahead and let them do that, and then we'll go around and collect comments.

Ms. Karlynn Fukuda: Do you need to . . . (inaudible) . . .

Mr. David Sereda: You can just excuse me if you want. I'm part of the team.

Ms. Fukuda: Okay. Good morning Chair and members of the Urban Design Review Board, my name is Karlynn Fukuda of Munekiyo Hiraga. We are before you today to present the proposed project that was discussed. Joining me today on the project team representing the applicant and the landowner we have Nation Land Company, LLC, Mike Farina's here.

Our architect is August Percha. Our civil engineer unfortunately is not able to join us today, but we are able to respond to questions if needed. Our civil engineer is Wayne Arakaki. Our landscape architect is David Sereda of Chris Hart & Partners. And joining me today is Cheryl Okuma from Munekiyo Hiraga; we are the planning consultants for the project. Next slide please.

The applicant is proposing a pedestrian oriented mixed-use residential and commercial development village style concept, and we'll get into that, here, in a little bit. To provide you with some orientation, as mentioned in the introduction of the project, it does cover three tax map key parcels. To provide some reference, this -- can you go back, sorry -- the project is located in Kihei between Alahele Place and Auhana Road. Kalama Park is here, and the next slide is an aerial photo. So just to point out the three parcels, this is parcel 3 that was mentioned, and here is Alahele Place. This is parcel 5, and this is parcel 23. Auhana Road is located here, South Kihei Road is located here, the Island Surf building is located on the corner here, and you see that there is existing commercial development along South Kihei Road, and existing residential development along the other boundaries of the properties. There's also some commercial located across Auhana Road here on South Kihei Road. Next slide please.

Just for your information, it was mentioned that in addition to the SMA application, we do have some additional land use permits that are in for consideration. This slide indicates to you the existing and proposed land use entitlements for the three properties. In order to proceed with the project, in addition to the SMA Use Permit, we will need a change in zoning for parcel 3 and parcel 5 as their existing designation is R2-Residential although their community plan designations are business commercial. And additionally as was noted in the introduction, there is commercial parking that is proposed on parcel 23, which R2-Residential which is not a permitted or a Special Use, and so we are proposing a Conditional Permit to allow for that commercial parking lot. Next slide please.

We are before you today to request your review and recommendation on the project to the Maui Planning Commission. And what I'd like to do now is give you a brief overview of the project, and then we'll turn the presentation over to August Percha to go into further detail. So this is the site plan that we have here. And on your -- at your desk, I believe, you have these 11 by 17 sheets, and these are updated from the packets that you received earlier in the mail. There were some slight revisions to the site plan. Landscaping was provided along the boundary here, to the Island Surf building, and so that's been updated. And there will be some other changes that are -- the slight changes that will be talked about. But again, this is approximate boundaries of parcel 3 where we have six commercial units being proposed. The boundary here of parcel 5 which we will get into further detail on the commercial units there. And then this is parcel 23 here with nine residential units as well as the commercial parking lot. Next slide please.

So now I'm going into each tax map key parcel and what's being proposed. Again, the blue outline is for parcel 3, and what's being proposed on this site are six single-story parapet style buildings with roof top PV and pedestrian walkway that would connect parcel 3 through parcel 5. Currently on parcel 3 and you'll see on parcel 5, there is a commercial nursery operation that is occurring, and that commercial nursery operation is proposed to continue even once the project is, is constructed. There will also be associated parking for the improvements on parcel 3, on parcel 3. Next slide please.

So here in the purple we have the outline of parcel 5 and there are some existing. There's three existing buildings on parcel 5 right now. The first building is here. It is the existing garage office and residence for Mr. Farina. And what this is being proposed is to be converted into a deli and bakery, and a small security office on the ground level. And the second floor will remain as Mr. Farina's residence. The second building is proposed to be a converted from a home to a diner. The third building located here is an existing workshop which will be converted to a professional office. And the two new buildings that are proposed for parcel 5, building 4 is located here which is a two-story building with garage and storage on the ground level, and professional offices on the second level. And a -- the second new building would be building 5 here, which is an outdoor pavilion and warehouse facility, again, because the commercial retail nursery operations will be continuing on this site. There will also be associated parking. I'd like to note also that parcel 3 and parcel 5 don't have enough space to meet their parking requirements so that's part of what the -- the parking lot here on parcel 23, but we'll get to that right now. Next slide please.

So the yellow outline that you see here are the boundaries of parcel 23, and they are the nine residential units that are being proposed. There's also a pool and spa that's being proposed for those units. And then we have the parking lot. The parking lot will, again, serve to meet some of the parking requirements on parcel 3 and parcel 5. And there will still be additional stalls available for paid parking. The -- August will get into further detail, but currently on Auhana Road, you know, there's very -- there's a lot of cars that park during the day for various reasons whether they may be visiting some of the commercial establishments along South Kihei Road, or are employees, or, you know, I'm not sure what, you know, they may be residents, but basically there's a lot of cars that are being parked along Auhana Road right now, and the thought is to provide them with a paid parking option to get the cars off the road. Next slide please.

At this time I'd like to turn the presentation over to August Percha who will go into further detail in the architecture for the project.

Mr. August Percha: Good morning everybody and thank you for your attendance today. Our proposal, we're starting in the presentation off with parcel number 3. These are all new buildings, so we get an opportunity to start from the ground up and build to suit our needs for a pedestrian mall, locally oriented type of style. The buildings are on four-sided -- four

sides with parapets so that the inside roof is flat, and all of our equipment can be put up here, PV panels, air-conditioning equipment, so as little as possible can be mounted on the ground for a couple of reasons. For noise and privacy, but also you probably noticed the lack of saturation of buildings in the property is because we desire to have a working nursery be intertwined with the building. You can see the style of the buildings are plantation style if you will. Next slide.

Those were the fronts of the buildings, facing pedestrian mall down the center. The pedestrian mall would be a permeable pavers and other non-offensive style of paving. Next slide.

I'll pass around...some material samples . . . (inaudible) . . . I just passed around for you to hold is some material samples. As much as possible we want to stick with authentic, authentic type materials, but we are in a coastal zone so we're sensitive to corrosion with metal and so on. The diamond rib roofing is prefinished. The synthetic stucco on the five-eight inch backer board is also very durable for us and then the siding, some of it would be vertical, some of it would be applied horizontal, some of it would be tongue and groove, some of it would be ship lap which, I think, . . . (inaudible) . . . are handling now, and painted. The windows are vinyl because that works for us. We can trim them in wood, but the operation and insulation value and the sound attenuation of these kinds of products work good for us. Go ahead, next slide.

These are some of the colors. We would choose metal roofing from this palette. These are prefinished, pre-applied colors. The attachment text bolts are pre-colored as well to match. Go ahead, next slide.

Some lighting fixtures. These lighting fixtures were found in a dark sky website. As much as possible we'll have all of our lighting fixtures for the site on poles and building mounted and sign lights adhere to dark sky concepts. Next slide. These would be some building signage lights. Next slide. And then some samples of LED lighting that are dark sky friendly. This is the type of signage that we would have throughout the site for one reason or another general signage for the project. And then in a spot here or there we'll need directional signage, tenant make-up, etc., on some other ground mounted sign. But this is type of style that we're looking at. Next slide.

This is a little bit of a detail. Building A and B is our front buildings. They are on parcel 3. You can see the generous pedestrian area. And then on either side of the parking lot is a six-foot wide sidewalk for people to come and go from, rather than having to walk through the parking lot to the pedestrian mall. Planters will be installed as you can see there. What maybe is not so apparent are bike racks and benches, and gathering places for people. Next slide.

This is our, I think this is -- yeah, building A, the canopy roofing to provide shade, and some sort of style to the building is this corrugated material and the color is from that chart. In this building the supports for the canopy are of a black strap iron that's bent into those shapes to form another attempt to be more authentic with the building style through the use of materials. And this is -- this particular building has horizontal siding, and it's about 30 feet tall to the top of the parapet. Next slide.

There's the other side that is turning around the corner. It's a . . . (inaudible) . . . corner which we believe instills energy and pedestrians visiting and --. Go ahead next slide. This is the building B. It's the same size as building A, but it's divided up differently in its façade. The one on the left, and the one on the right are internally connected. Although once tenants come onboard, they may elect to have one or the other separated from one or the other. But regardless, this is an attempt to make a 50-foot by 50-foot building into a smaller scale for understanding by the pedestrians and people using it. You can see some of what I drew for light fixture, and the building on the left is the stucco with foam release to give shadow lines, etcetera to the facades. And the building on the right is another one with horizontal siding. The little trim pieces that you see there are from a catalog called Fipond and they're a real authentic way to achieve these kind of details. Next slide. And then going around the corner, going into the entrance of the pedestrian mall. Next slide.

Back to our site plan. The next site I'd like to talk about is parcel 5, which Karlynn pointed out, it already has three buildings on it, and we're going to, in part, repurpose them into more local type needs for a deli. We need a little security office, a bakery. The larger -- this building here is a warehouse retail area for landscape products, and we really intend that this will become the core of the nursery operations and sales. Being zoned residential right now, we're a little limited as to what we can do on the site, but this will allow actual retail activity which is what we want. These -- there's a building number 4, which would -- it's a two-story. The ground floor is a garage and there's parking in it, and the second floor would be just general offices for probably nursery management. And as mentioned before the parking on these two parcels may look skimpy, but in, in the whole design and planning scheme for the project, offsite parking is being asked for on parcel 23, in this general area right here. So what we envision is that the proprietors of these stores, on these properties, would -- employees and so one -- would park in these rows right here, and that the parking that is actually on the site would be left free for patrons. And I think it's worth saying that we're not proposing any bars or night clubs. There would be hours of operation mainly daylight hours, and that we're going to seek tenancy from local merchants with local products and local services such as what is already in the bakery and in the deli, more like a coffee shop.

Then the last thing I want to talk about in terms of design is the nine -- there's nine condominiums here and they look onto this oculus which at this point is a wall that -- a pool enclosure. The active areas of each condo...you can see on the ground floor would be garage. I'll just pick this one. On the second floor is the living room. As each and -- one of

these floor plans. And they're -- although they're similar, they're not the same because the footprint, left hand, right hand, we're proposing -- and we'll come to that in a minute -- subtle differences in the color of siding and roofing, although those materials would all be essentially the same, we would pick from a palette of manufactured colors. And then that leaves us with these backyards, and the backyards are a pretty good size, setback from the fences. And they adjoin backyards from the neighboring properties which are around here. So we didn't want to put a road around the perimeter in the face of people's backyards. Instead we designed these so that it would be compatible -- compatible with the neighboring property. Here's a gate for these people. There would be a gate right here to control night time activities in this parking lot. A similar gate right here, and a similar gate right here. These would be manually operated by employees of...South Maui Gardens. Again the nursery operation is important to us. That's why we're proposing a land use concept like we are. The flood zone dictates a lot of choices that we necessarily have to make to develop this so these buildings here will be on -- Mike likes to call it a boardwalk concept -- but essentially a post and pier so the water when it does --. It's an AE zone right here, so it's a ponding condition in which we're -- our obligation is to allow the water to go in and then come out in a gentle way without any impedance. But it's not a velocity zone. This is Zone-Z up here so we have no restrictions like that up here. Next slide.

We'll run through these rather quickly. This is the building number 1. The second floor is the residence for the owner. The ground floor is the bakery, a small storage room, a security office, and these are the public restrooms for the development. And they're already installed and working, permitted, etcetera, and they're accessible. Next slide.

This being the one-story. It was a building, many years ago, it was moved to the site from somewhere else. This will be renovated from a home to become a dining and serving area of about 1,000 square feet in here, a little commercial kitchen. And this will be like a coffee and sandwich type of a deli. Not much about the exterior would change. On this building what we will do is reinforce the walls from the inside with plywood, studs, insulation and then . . . (inaudible) . . . because it is a single wall, and it will remain a single wall. Next slide.

This is building number 3, the third building that already exists on here. The little plan shows an operation for a chiropractor which a general waiting room is here, and then treatment rooms in this kind of a configuration, one-story. Next slide.

This is building number 4 which is the one that I thought on the ground -- we thought on the ground floor would be a garage for parking and some storage in the rear. It's like a daylight basement here. And the second floor would be, at this point, a large entry deck, and then two tenant spaces for offices, perhaps the South Maui Garden's management office and these are the elevations for that new building. Next slide.

This is perhaps the first building should we get approval, attempt to build. This is meant to be a large warehouse retail area for sell nursery plants. South Maui Gardens has a lot of large objects, bins, large jars, pots and ceramics, statues, and things that they market at this point to hotels and contractors -- and landscape contractors, but they'd like to form a market here for the general public to come and see these and buy them. The loading zone for this is all here on the right hand side. Next slide please.

Back to the site plan. I guess when I'm looking at this, again, this area of the development is about 30 feet higher than this side. If we were to saturate what is allowed for B2, there could be a 90-foot building here, but it's just not Mike's style, and we wanted to preserve the ocean views that are from these nine condominiums out to the ocean. Next slide.

Go back one to the landscape plan. I have some notes prepared on that. There's going to be a plant nursery operating on the site, and it will be accessible to the public. You can see the designer's attempt to kind of draw the rows of plants and different styles. Our landscape plant species will all be native Hawaiian. All of the landscape plants will be drought tolerant. No invasive species will be used. Drip irrigation will be used as much as possible throughout the development to conserve water. Where that's not possible, timed sprinklers would be used. The irrigation system will be reclaimed water ready for future connection to the County for that R1 water. Privacy -- in this site, up here, there are no internal fences. The idea is that to define yards and so on, landscape would be used to make some excitement and visual stimulation between the properties rather than a fence. Bicycle racks, benches, and planters will be located along the pedestrian mall, primarily through here. Pedestrian mall will also feature permeable brick paving. We're doing what we can in terms of sustainability to retain the site as being permeable rather than pave it over. Okay, next slide.

These are some little renderings of the condominiums. This is what I call our left hand plan. They have stucco type of a base, and the second floor is the tongue and groove redwood siding that you see, and the roofing would be cedar shakes on this. We're trying to adhere to a craftsman style in the end. We are able through different doors from the same manufacturer --. What I'm trying to say is that these garage doors will be styled, individually operated, and so will the front doors will be of a craftsman style. And they're not necessarily the same from one building to the next. And we hope that this...diversity in the materials used like this for the condos along with the landscape planting plan will provide the individual, I would believe, people would probably want in their homes. Next slide.

Those are the rear portions and side portions which mainly face the neighboring properties to the east, and also to the north. Next slide.

These are the floor plans of the first and second floor for the condominiums. You can see the garage and a downstairs layout. Internal stair, and the upstairs is really where we expect people to do their living, the kitchen, dining, and so on. Next slide.

We're getting a lot of miles out of this landscape plan. I don't have too much else to say about this thing. Thank you. Oh, these are examples and pictures of some of the products that would be used for the landscaping. I'm a little too far away to see the names of these things -- bird of paradise. Again, these are all . . . (inaudible) . . . as much as possible native species and all of it are . . . (inaudible) . . . This is a site plan that we did. This is actually what we call a parking plan. There's...irrigation plan. You see the pipes everybody? Okay, next slide.

Drainage is all supposedly -- it shall be retained onsite and next slide, go ahead. You see here that our engineer is using linear diffusers which is a way to disperse the water in a more gradual and gentle manner than in one big central location for leeching. The soil is sand; all of this sand, so we expect this type of design to work really, really well. And you can see the catch basins here and there, on the down slope side of the property and these collection points, and then underground this whole -- through these linear perforated pipes. Next slide.

And this is our grading which comports with the drainage plan. It slopes from a high point up here, maybe about 30 feet above sea level, down to about 10 feet above sea level. And then the grading pickups from here, down to about five feet above sea level. We won't do much grading in here. We may -- this shows some rearrangement of the contours to accept concrete pads for the construction. Next slide.

This is just a recap that I did from our drainage report in order to show you folks what the area of each site is. We'll have to, in the eventuality we get that far, permit each of these sites separately which is why it was prepared this way. The pre-, predevelopment runoff on this line, post development runoff on this, a net increase, and then the anticipated storage volume. And we're able to get that through the linear pipes . . . (inaudible) . . . Next slide please.

Thank you. This is Auhana Road. This is the entry into South -- this the entry into 55 Auhana. This is early in the morning, but you can see cars parked here. This tendency to park in this. We think they're mostly visitors. They pull off the shoulder, off the road, and park diagonally on the shoulder. And I've done it myself. I know that it's a dangerous situation. So part of the proposal is to gather the liability and safety concerns that are on Auhana Road, and put them on parcel 23 where it's a little more safer. Next slide.

This is the one, building number one that's on the site. Here is the bathrooms, public -- it will become public restrooms. The bakery on the first floor, and the owner's residence on the second floor. Next slide.

Looking the other way on Auhana Road towards the ocean, you can see some of the cars that are already starting to increase back up and park there. These aren't our guys. These are somebody else. Our guys all park on the site. Next slide.

They have this place to park. And this is on parcel 23, looking to the north. This would be the parking area being proposed, although it would be through . . . (inaudible) . . ., etcetera, and the nine acres, or the nine condo back up here on the hillside. Next slide.

Ms. Fukuda: So this basically concludes our presentation, and thank you very much for your attention. We're available to answer any questions you may have. Thank you.

Ms. van Ammers: Thank you Karlynn. I'm going to open up the floor for public testimony if there's anybody who wishes to testify. Seeing none, I'm going to close public testimony for this specific item. Let's start by going around the table with questions and comments. Gray, do you want to start?

Mr. Gray Ringsby: I'll pass on that.

Mr. Sereda: I'd just like to just reiterate that Chris Hart & Partners, we're the landscape architects, so I'm going to pass on that.

Mr. Raymond Phillips: Okay. Well, I'm reasonably familiar with the area. I do a lot of surfing down at the cove area, and I'm quite familiar with the parking, and I also knew the original owners of the properties. And with my knowledge of both Auhana Road and Alahele, the impacts from this project are going to be dramatic as far as I'm concerned, so particularly with the proximity to South Maui, or South Kihei Road. I'm very concerned about traffic impacts and people turning from across the divider into the parking facility, as well as, what will occur with all the additional folks coming and going out of the project, so this bothers me quite a bit. It's already a problem down in the area, and so if anything, some sort of a mitigation or a way of handling parking or traffic flow into the parking lots, to me, would be an absolute necessity. Possibly in one direction only, coming from up, you know, up towards Piilani Highway and, and the Collector, and going down towards South Kihei Road to the access. But otherwise crossing the road, I'd be very concern. Safety wise as well, and people walking across the road, and not going down to the cross road, crosswalks. I see that occur that constantly. So that's my comment...number one.

Mr. Percha: Okay, number one comment, understood traffic. We did have an analysis prepared by an engineer, and that report reveals no significant impacts. Not at either of the surrounding intersections, not at either of the driveway entrances, and not in any sense of any boats. I guess we missed that in, in accessing car traffic that there might be being boats towed back and forth. But we see none now, and we don't anticipate that there will be any boat related...tenancy or activities on our site.

Mr. Phillips: Would you consider having access in one direction...in your parking lots?

Mr. Percha: To where?

Mr. Phillips: Coming into the parking lot down Auhana Road coming down from the north and accessing that way into the parking instead of crossing the road?

Mr. Percha: Well respectfully, and for this reason is why we had traffic impact study prepared, and nowhere in that study does it even suggest that that's needed.

Mr. Phillips: Okay. Second comment is there any signage plan for the retail that's going to be oriented towards the road?

Mr. Percha: Ground signs to identify the project is the only thing that would be oriented to the road. The remainder of the signs would be on the building or in the pedestrian areas to direct people from . . . (inaudible) . . . to where they're trying to get to. In other words a sign would be put in and amongst the landscaping at each driveway entrance to tell people what address and where they are at. Once they are inside the development we would rely on ground signs and building signs within the development to direct the people.

Mr. Phillips: Thank you.

Mr. Harry Hecht: I have just a couple of questions. One, the residential layout is sort of unusual. Is it contemplated that the backyards would be common area or privately owned?

Mr. Percha: No, the backyards would be limited common. That would be that middle type of category between common and private. The facades, the exterior materials, the landscaping and the yards will all be maintained by South Maui Gardens.

Mr. Hecht: So they will all be maintained as part of the condominium itself.

Mr. Percha: Yes. And I might add too there would be rules. Their rules would stipulate this; apartment owner's rules, what is and what is not limited. And we have a little bit of work to do there.

Mr. Hecht: The second question has to do with ADA. I assume all of the buildings are ADA compliant beside the top of the sections?

Mr. Percha: Yes sir.

Mr. Hecht: Okay. That will be all sir.

Mr. Percha: Absolutely.

Ms. van Ammers: I'm going to skip myself.

Mr. Bowlus: I just have a couple of comments. One, though, is that I'm a big believer in mixed use developments, and I love the idea of the housing and commercial blended.

Mr. Percha: Thank you.

Mr. Bowlus: And honestly I think I wish you had apartments on top of the six individual commercial buildings on that lot 3, I think it is. But the layout generally is very good. My, my biggest concern -- and I like the idea that you're keeping the nursery there, the existing use, I like that connection -- but this driveway that comes in to feed these houses, I mean, it is, it looks like a deadly sea of paving as a main entrance to some of these homes. And so you've got nine house back here, I believe, or 10. And if you have excess parking on the site, I like the fact that you have a double loaded on, on the lane that is not really the entrance and a sidewalk. Maybe you could even get a little bit of landscaping in there to hide the cars on that far lane. And where you have all the cars on the left side as you're driving in, if you could enhance the landscaping and maybe even at the risk of losing a couple income dollars a month for renting parking spaces, but if you could eliminate some of those space. I know parking is desperately needed down there, but it looks to me like you've got plenty of parking here, but just whatever you could do to enhance the entrance to the housing. And my only other comment, and it's probably not my purview, but to have the pool in the center of all of this housing, it seems to me, that a better or less expensive and a better use would be to have a lawn and landscaping in that island. And if you're going to have a wall around it, it's just more hard surface and more paving and less, less attractive to all those people who live back there, so those are my comments.

Mr. Percha: Well I have a few responses. The width of the roadway going back is to provide a one way, another way, and then a fire lane. And I talked this over a couple of times with Scott English and he's fine with the way we have it provided now. Introducing more shrubbery, or something to soften, maybe a visual on the paper. We didn't propose initially because we wanted to have good, secure, visual citing up and down all the parking,

day and night. But if it's the Board's desire that we introduce more landscaping in what could be possible there, we'll figure out a way to do it.

Mr. Bowlus: Okay, those are my comments.

Mr. Percha: Okay, thank you.

Mr. Green: I don't have any comments at this time.

Mr. Robert Spilker: Sorry I arrived late. Did you discuss this archaeology site?

Mr. Percha: Parking? Excuse me sir?

Mr. Spilker: There is a thing here that says archaeology site.

Mr. Percha: Yeah, that's something that came to us with the purchase of the property. There's several Chinese burials, I think, maybe eight. I could be misspeaking. But they're - they've already been reinterred in that location and so we're going to leave it alone.

Mr. Spilker: And it's separated from --? I mean, the kids from the condominium can't go over?

Mr. Percha: No, there will be a barrier around it. And I will have some interpretation on that barrier that you might be kind of familiar with this kind of information. Not as to who these people are, but as to what we believe that they did, and why they are there.

Mr. Spilker: Okay. Other than that I have no comments.

Mr. Percha: Thank you.

Ms. van Ammers: Thank you for your presentation. I agree with Bob, I think the mixed use is a good idea, and I think what you're presenting looks, looks good in general, but I have the same concerns about the parking mass. To me, it looks like a lot of parking for what you're proposing, and I understand you guys are looking to rent stalls. But I agree if there is some way to lighten the parking or at least break it up, and I don't know what it is, but that would be my suggestion.

I have one question. You mentioned the traffic report or study, and is it -- do you -- do you know if you guys have to do a roadway frontage improvements with this project? Like putting in a sidewalk?

Mr. Percha: We anticipate -- we anticipate certainly on Alahele Street because from the corner of this property down Alahele Street to the beach has already been widened. And you can tell it's been done to County's standards, so we anticipate having to do that. And we've allowed in our site planning for that 15-feet of road. And all of our site planning is done without that.

Ms. van Ammers: Okay. So probably you're going to have to widen the road, and put in sidewalk, curb gutter?

Mr. Percha: Yes. That's what we're anticipating.

Ms. van Ammers: And landscaping within the right-of-way? I'm just --

Mr. Percha: No. No. The sidewalks in that area are right to the curb. There's no strip, no strip or anything.

Ms. van Ammers: So that might help break it up as well.

Mr. Percha: We have -- we've allowed for 15-feet of landscaping on our property as a result of anticipating that, that need.

Ms. van Ammers: The road widening?

Mr. Percha: Yeah.

Ms. van Ammers: So you're actually going to have to dedicate a road widening lot?

Mr. Percha: Yes. Although, again, it's designed in the plan now. We will in the future as we go through the process have to designate, I believe, 15-feet.

Ms. van Ammers: So will that push everything back or you're just --

Mr. Percha: No, that's what I'm trying to explain, we've already planned for it.

Ms. van Ammers: Okay. So the buildings and stuffs will stay the same.

Mr. Percha: Right.

Ms. van Ammers: But --

Mr. Percha: And the -- the land -- the landscape shown there and the parking lot will all remain as it's depicted right there.

Ms. van Ammers: Okay. I'm just trying to visualize where the sidewalk would occur up against the property. It sounds like it will be inside the property line now.

Mr. Percha: The sidewalk --. This is the sidewalk here. The curb and gutter and street would be here, and on this side of the sidewalk would be the property line.

Ms. van Ammers: A new property line?

Mr. Percha: Yes.

Ms. van Ammers: Okay. Okay, I got it.

Mr. Percha: 15-feet away from the old one.

Ms. van Ammers: Yeah, okay.

Mr. Percha: That aligns then with what's been done towards the beach down the road, and that's how we anticipated that. It's coming, you know, coming towards us.

Ms. van Ammers: And so then my sub-question to that is so the landscape buffer at your property would be, with the road widening, would be about what, in your property?

Mr. Percha: This landscape buffer right here, after the property line --

Ms. Thackerson: Can we please get you to speak into the mic since these are recorded minutes? Thank you.

Mr. Percha: I think I can use this one. To the very left of the planning, the site planning, there's that landscape buffer. And the only reason that it's not all the way across is we need a driveway on it.

Ms. van Ammers: Okay, I see it now. So what about on Auhana Road, you don't have to do improvements?

Mr. Percha: No because it's not a situation like this. The anticipated road widening is already within the County right-of-way.

Ms. van Ammers: Got it. Okay. That makes sense to me. Thank you. Does anybody have any other additional questions or comments? So --

Ms. Jennifer Oana: Just for the record, Mr. Sereda was -- is a member of the project team, he's a member of this Board, so he is recusing himself from voting. However, because he's a landscape architect, you may direct technical questions to him if you have any.

Ms. van Ammers: So what I'm proposing is to read our list of comments, and then we can have a motion. Candace, sorry.

Ms. Thackerson: That's okay. Taking my job, Fiona. No, so I'm just going to -- remember these are design related recommendations that you think the Planning Commission should consider at the time of the SMA Permit. So kind of general questions about traffic and such -- I mean, while I can include them, they're really not design related recommendations, so...it helps the applicant, it helps us later on when we go to the Planning Commission to say, you know, Urban Design Review Board recommended, you know, these design recommendations. So really as I was listening and going through...in the end it only was just that the landscape to somehow soften, reduce the amount of concrete area in the parking lot fronting the houses, whether by breaking it up, adding landscaping, something like that. That was the only design one I took away. Also -- well, actually, no, the other one was maybe a park in place of a pool, but I'll let the Board vote. That's -- you know, how the Board all feels unanimously on that or not. Because the ADA was addressed, traffic will be addressed in the SMA permit conditions before the Planning Commission, and the signage was addressed here as well, so my only takeaway really was just the landscaping, to soften the amount of concrete area in the parking. And I'll let the Board decide about the comment in regards to a park in place of the pool area.

Ms. van Ammers: Do I have a motion?

Mr. Green: Can I just ask one question for clarification? I think, sir, you mentioned something about you were having grass pavers or permeable because . . . (inaudible) . . .

Mr. Percha: Thank you for that. The entire --

Mr. Green: I'm just wanting to find out exactly where that is.

Mr. Percha: Yeah, good question. On your landscape plan, in that parking being considered, the entire top 26 parking stalls are grass crete parking stalls.

Mr. Green: So the -- right that area.

Mr. Percha: These 26 right here are grass parking. These parking stalls are proposed as grass parking; so are these. And the idea is to maintain a rural feel within the nursery.

Ms. van Ammers: Does anybody want to make a motion or --? Yeah, go ahead.

Mr. Bowlus: I move that we approve the project as -- with comments.

Ms. van Ammers: With the two comments. Is there a second?

Mr. Green: Which comments? Just primarily the one about landscape? One is about landscaping?

Ms. Thackerson: And then -- yeah, one comment about reducing or softening the amount of concrete area in the parking section fronting the residential homes by the use of landscaping, breaking up the parking. You know, we'll let the Commission make that determination. And then the other comment was that the applicant shall consider a grass park in place of the pool area.

Ms. van Ammers: Candace, can I clarify on the parking?

Ms. Thackerson: Yeah, please.

Ms. van Ammers: Soften or reduce the amount of paving, AC paving or concrete paving, whichever --

Ms. Thackerson: Okay.

Ms. van Ammers: -- hard surface.

Ms. Thackerson: Thank you.

Ms. van Ammers: Do we have a second?

Mr. Green: I'll second.

Ms. van Ammers: All in favor? Motion passes.

It was moved by Mr. Robert Bowlus, seconded by Mr. David Green, then unanimously

VOTED: to approve the project with the comments.

(Assenting: R. Bowlus, D. Green, H. Hecht, R. Phillips, G. Ringsby, R. Spilker)

(Excused: D. Callinicos, H. Conrad, F. Feeter)

(Recused: D. Sereda)

Ms. Thackerson: Thank you.

Ms. van Ammers: Thank you.

Mr. Percha: Thank you guys.

Ms. van Ammers: Shall we take a break or keep going? Okay, we'll take a five minute break. Thank you.

(The UDRB recessed at 10:56 a.m., and reconvened at 11:02 a.m.)

2. **MR. WILLIAM SPENCE, Planning Director, requesting comments on the proposed plans in the Country Town Design Guidelines application by NAPA UNITED AUTO PARTS, INC. to construct an approximately 9,400 square foot building and related improvements located in the B-CT Country Business District at 105 Ohia Ku Street, Kulamalu, Pukalani, Island of Maui. (CTB 2016/0001) (E. Aako)**

The Board may provide its comments to the Planning Director.

Ms. van Ammers: Next agenda item . . . *(Ms. van Ammers, Vice-Chair, read the above project description into the record.)* . . . At this time I ask if anybody wants to give testimony to this project? Seeing none, we can move on to the presentation.

Ms. Evelyn Aako: Good morning Chair, good morning Board, I'm staff planner Evelyn Aako. I just have some brief comments from the Department before Jordan gives his power point presentation, and these are some comments that we would hope that the Board keeps in mind as you guys review the project and provide your recommendations.

So the proposed project is in Kulamalu, and the County zoning is Country Town Business or CTB, and therefore the project is subject to the Makawao-Pukalani-Kula Design Guidelines, the Kulamalu Town Design Guidelines, and Chapter 19.15 of the Maui County Code pertaining to CTB districts. And when looking at the nature of this proposed project, the Department does understand the challenges the applicant had in designing a structure

that's in keeping with the various design guidelines. An auto parts store with a warehouse and storage space is more inherently more a big box type of structure and so it's a little bit more difficult to keep that in fitting with country town design. So the Department really does appreciate the effort that the applicant, and the architect, and the consultants have made in responding to the feedback that the Department has given.

With that said, the Department hasn't reached a 100% level of comfort with the design as it is, but we decided to bring it forward to UDRB because it does meet the essential requirements a CTB district. And the Department is also aware that the applicant is on a timeline and has a sense of urgency and really wanted to respect that and move the project forward. But really the, the remaining primary concern with the proposed design, and what we'd like the Board to keep in mind as you guys review the project and provide your recommendations is that the building not look like a sort of stage set or play set where CTB design elements have sort of arbitrarily been applied to the building, but don't really fit the building in an authentic way. So an example of that is you'll see the windows that are proposed, they are functional real windows, but the applicant has proposed sort of like a black screen behind it, like a screen behind so if a pedestrian was walking and looking into the windows they wouldn't see anything. It would just sort of be a black hole. And so that's kind of an example of what we were hoping that in other cases where it's a similar situation there's been a landscape setback that kind of alleviates that issue.

Anyway, so the Department would appreciate comments sort of keeping those issues in mind, how can we maintain a CTB look that's authentic, but still, you know, be compliant with CTB guidelines. And with that said, I'll turn it over to Jordan to do the power point presentation.

Mr. Jordan Hart: Good morning Chair and members, my name is Jordan Hart of Chris Hart & Partners here to present the project to you today. Thank you very much. So as discussed by the Department, the project is owned by United Auto Parts. The applicant is here, Mr. Ed Fujinaka. Chris Hart & Partners is the landscape architect for the project, the architect is Eric Taniguchi, and the civil engineer is Engineering Dynamics, Doug Gomes.

The project is located within the State Urban District. It's within the County's Urban Growth Boundaries. It's community plan commercial, and it's in the Country Town Business Zoning District. It's located in Kula, basically just southwest of Pukalani's Kulamalu. This is an aerial photograph of the project's site. The highway is here. The Long's that's existing is here. There's an optometrist here, and some other services. This is Kulamalu's community park as well as their parking lot. And then the project site is here.

These are photographs over the project site, generally looking east, generally looking west. This one is north. These are northeast, east, and then roughly southeast. The project is within flood zone-X. This is a civil plan for the project site. The project is pre-graded pad

that's ready to develop so drainage is somewhat straight forward. There's basically subsurface perforated pipe catchment near the low point of the driveway entrance.

In the context of the Department's concern on big box scale, the project is approximately 9,400 square feet in size, so it is a modest building. The primary tenant will be NAPA and they will -- and they have developed another space to, to lease out to someone else. They'll have roughly 4,500 square feet of storage, and then approximately 3,400 feet retail and administrative uses within that. There was a discussion on the black screens at windows. Those treatments are occurring in the storage area where there really isn't something that is...worthwhile or desired by the applicant for people to be looking in at. So that was the proposed method of addressing those by basically providing the exterior design feature but not providing an attractive nuisance of people being able to see into the warehouse and so on.

In general heights, the tallest part of the building is 29-feet and 6-inches. The approximate lowest portion is 20-feet to slab on grade structure, pre-engineered steel frame. It would be clotted wood and it complies with the Makawao-Pukalani-Kula Design Guidelines as well as the private association design guidelines. And I would mention that those design guidelines were presented at the UDRB at the time that they were approved, so just for consideration.

With the intent to break up the massing of the project, the, the architect came up with the scheme and there is basically the blue and gray portion is NAPA's portion, and it's consistent with their, their theme. And then the beige green portion is the tenant's space. These are side elevation. This is a rear elevation. These are the color motifs for the tenant or the tenant segment of the buildings, and then the NAPA's segment of the building. And these are all named colored products. This is a floor plan so you can see the NAPA portion of the property, storage, and then the tenant. The front of the property and then the rear of the property. These are elevations. These are the same as the colored elevations. They're just black and white, and they're a little bit more detailed to provide for you. This is a section of the building. It's a pretty simple shaped structure.

The roofing materials -- so it will be corrugated roofing materials. And then you have basically the front awnings and then the material that's behind the parapet. And then these are the color product names for the colors of those materials.

So for landscape architecture, it's basically fern trees and Joaniss Palms. And then there will be Croton, Kupukupu Ferns. And so they'll be...basically things that can tolerate this climate and generally drought tolerant, low, low maintenance, but also attractive and resilient plant material. Then there will be red cinder to add some color to the landscape areas.

This is to indicate the exterior lighting. So the exterior lighting of the building itself is going to be recessed lighting. This is the fixture, it's recessed. There will be two parking lots light fixtures. This is the model of the fixture.

The conclusion, the project is within the urban area. It's designated for this use and scale of development. The design character is consistent with the County's design guidelines for this area including board and batten siding, lap siding, large wood trim, wood pilasters, wood framed windows and store front doors, and then a traditional parapet with wood cornice, establishing a rural commercial character along Ohia Ku Street frontage. That's the end of the presentation, but as noted, we have the project architect and the applicant here, as resources as well. And then our landscape architect is here as well. Thank you.

Ms. van Ammers: Thank you Jordan and Evelyn. I misspoke, public testimony after the presentation. Is there anybody who wants to give public testimony? Seeing none, I close out the public testimony for this item. Moving on, we'll have comments and questions from the Board. Just a friendly reminder to the Board, it's nice to also give positive comments to reinforce what we like about the design. And I think that's useful for the Planning Department and the applicant, just something to consider. So we'll go the other way around, we'll start with Robert.

Mr. Spilker: I noticed that by the entrance way there's stairs. They're not ADA compatible?

Mr. Hart: I believe it will be ADA compliant as far as -- it's a slab on grade building, and it's all single-story so there will be an apron provided.

Mr. Spilker: You show stairs.

Mr. Hart: Let me take a look at where you're referring to.

Mr. Spilker: Right at the front door.

Mr. Eric Taniguchi: That's the ADA entrance.

Mr. Spilker: And that's marked where? I mean, if someone comes --

Mr. Taniguchi: The parking lot. It's the ADA parking stalls.

Mr. Spilker: Okay. Well, that's the stairs. That's what I'm saying. He's saying the parking lot is back here --

Mr. Green: . . . (inaudible) . . .

Mr. Spilker: No, this is the parking lot. He's saying . . . (inaudible) . . .

Mr. Taniguchi: Hello, my name is Eric Taniguchi, I'm the project architect. Right there's the entrance.

Ms. van Ammers: Excuse me, the applicant is speaking. Robert, David, Bob.

Mr. Bowlus: This is just for guys who shoplift. They run out that way.

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

Mr. Taniguchi: Yeah, exactly. Thank you. Thank you. Yeah, you got it. That's right there.

Mr. Spilker: And the front entrance is for who? Everyone's going to park in the parking lot so why would you walk all the around the building to go in the front door? You can go in the ADA anytime.

Mr. Taniguchi: Exactly. Exactly.

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

Mr. Taniguchi: It's for pedestrian if they're walking on the sidewalk, but the majority people are going to be parking here and walking in that.

Ms. Ann Cua: Chair, if we could --

Mr. Hart: So it's probably is worth mentioning that parking's required to be in the back of the building.

Mr. Spilker: I'm just saying it's in the back, the entrance is in the back, why would you go to the trouble of putting in a front entrance with stairs.

Mr. Hart: Right, so, so I guess --

Mr. Spilker: That's just a question.

Mr. Hart: The alternative, right, would be that we reorient the building so that the front is facing the parking lot again which is what the design --

Mr. Spilker: No, no, no. I'm just saying --

Mr. Taniguchi: . . . (inaudible) . . . an entrance on that sidewalk.

Mr. Bowlus: It's for the street scene primarily.

Mr. Taniguchi: Yeah.

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

Ms. van Ammers: Robert, sorry, please speak into the microphone for the record.

Mr. Spilker: Okay, you do ADA access. That was my basic question. Thank you.

Mr. Tanguchi: Right.

Mr. Hart: Thank you.

Ms. Erin Wade: Just to clarify real quick the, sort of the -- if you've read the Kulamalu Design Guidelines the intent is to make it a pedestrian friendly neighborhood so that you could, for example, go to the farmer's market, and then walk over to Long's, and then stop and pick up something at the new NAPA, head back to your car at the farmer's market. So that's why the intention of the design guidelines is to make it pedestrian friendly, so we really appreciate the applicant's making the extra effort for the additional entrance at the front of the building.

Ms. van Ammers: Thank you. Next?

Mr. Green: I don't have any negative comments. I think -- I think it's an interesting design. It's nice. Personally, from my perspective it wouldn't bother me if in the warehouse the windows were bordered up, so I, I like it.

Ms. van Ammers: Bob?

Mr. Bowlus: No comment. Thank you.

Ms. van Ammers: Move on to Harry.

Mr. Hecht: Yeah, quick question. I assume that your engineer looked at the site distance going around the corner. It's a lot line building. It looks like to me that both the -- both the crosswalk at the one end of the building and the parking lot, if you're coming around the corner, there isn't going to be much site distance. And...I would suggest that before you go much further that you make sure that that's a safe distance for that site distance. . . . (inaudible) . . . thin to me without doing it . . . (inaudible) . . .

Mr. Hart: Thank you.

Mr. Sereda: Again, I was the landscape architect on the project, so I'll recuse myself from comment, but be available for questions. Thanks.

Ms. van Ammers: Thank you. Gray?

Mr. Ringsby: I just had a comment on the -- it looks like since most of the people will be parking in the parking lot and entering through the elevation on exterior elevation no. 3, correct? My comment would be perhaps that that, the roof, the parapet roof, along that side could be broken up into different sections like was done on exterior elevation no.1 which is breaking it, kind of breaking up the façade more. It just seem to me that this exterior elevation no.3 is kind of just a big mass with one continuous roof and it might soften it, the look, if it was broken up with the, with that roof. More like elevation no. 1. That would be my comment.

Mr. Taniguchi: Okay, let me explain what that elevation 3 is doing actually that's not really a parapet what you're looking at above that gutter line. Basically that's the roof sloping down.

Mr. Ringsby: Oh, that's the roof.

Mr. Taniguchi: Yeah, it's actually slopping down, and that -- we could possibly put, like, maybe a...another band and break it up like that. But what we want to do is we want to be able to drain that water off that roof and not break up that roof in anyway, and get it down into the gutter and get it down into, you know, the drainage system.

Mr. Ringsby: Right. My comment was just that this elevation seems much less interesting. It seems like you're entering kind of from the back of the building basically.

Mr. Green: Yeah.

Mr. Taniguchi: Right.

Mr. Ringsby: Like the service entrance which is where everybody will be seeing the building as they come in.

Mr. Taniguchi: Yeah.

Mr. Ringsby: Maybe there is some way to address that, just break up that façade a little bit more.

Mr. Taniguchi: One thing I could do is, again, the way -- the way that we address the massing of this warehouse because it's actually just one building, we broke it up through materials. We allowed the pilasters to pass through. The canopies, we broke up the canopies. We undulated the canopies at different heights. What we could do for number three is again we could allow the down spots and I can introduce some pilasters to that side and then break it down with colors and materials similar to what I did with the, the top elevation.

Mr. Ringsby: Yes, I like that elevation a lot better. I mean, I see what is basically the back of the building.

Mr. Taniguchi: Yeah...I could do that. Yeah.

Mr. Bowlus: May I come in and make a belated comment?

Ms. van Ammers: Yes sir. Yes.

Mr. Bowlus: As an architect myself, I would suggest landscaping the heck out of it.

Ms. van Ammers: It was what I was going to say. That was going to be my recommendation too, perhaps landscaping could break it up.

Mr. Hart: I just want to say I appreciate that. You know, in the context of the applicant and the person bearing the cost of the development, you know, having two front to the building is, is pretty costly and so this is the rear even those the design guidelines force you to face the street and park everyone in the rear, you know, spending the cost on articulating one side is a lot so I think landscape is great option in order to --

Mr. Bowlus: Yes it's a...the most bang for your buck for sure. It will --. And that side will be seen from people driving around that loop.

Mr. Hart: Absolutely.

Mr. Bowlus: And, you know, a couple of fairly good trees in there and you're done...I think.

Ms. van Ammers: Gray, would that satisfy you?

Mr. Ringsby: The trees would help, yes.

Ms. van Ammers: Okay. Any additional comments? Seeing none, I will summarize, or Evelyn do you want to summarize what you understood to be the comments?

Ms. Aako: Sure. So from what I've gathered there was some questions about ADA compliance, and that was addressed. There was an affirmative comment about liking the design and not having an issue with the windows as they are, and so if I understood correctly the primary -- the recommendation that sounds like it was coming from the Board is about breaking up that elevation number three with landscaping.

Ms. van Ammers: Yes, I agree. Do I have a motion from the Board?

Mr. Hecht: I think you ought to have a comment on site distance.

Ms. Aako: I'm sorry that I missed that.

Ms. van Ammers: Yeah, yeah.

Mr. Hecht: Did you? Okay.

Ms. Aako: Could you -- would you mind just rearticulating that for me the --

Ms. van Ammers: Sorry, can I interject? I don't think site distance is really in our purview.

Mr. Hecht: I don't know if it is, but I don't want go around -- walk across the street or around that corner --

Mr. Hart: I might be able to help.

Mr. Hecht: -- but when you can't see --

Mr. Hart: There's refuge spots around there as well. There's refuge spots in the median on both side. And it's also -- you know, the entire subdivision was just reviewed quite recently by Public Works when it was approved for the development.

Mr. Hecht: Yeah, I just wanted to make sure that you got it.

Mr. Spilker: Instead of a comment, you could make it an observation.

Mr. Hart: Yeah, we have no problem with it. We're going through the building permit process. We're not concerned with the existing conditions of the width roadway.

Ms. van Ammers: Right.

Ms. Aako: And, and we can add that at the end of the approval letter. So it won't be a condition.

Mr. Hecht: Okay, thank you.

Ms. van Ammers: Okay, do I have a motion from the Board?

Mr. Green: I move that we approve with comments as stated.

Ms. van Ammers: Second?

Mr. Spilker: I second.

Ms. van Ammers: All in favor? Motion passes.

Mr. Hart: Thank you very much.

Ms. van Ammers: Thank you.

It was moved by Mr. David Green, seconded by Mr. Robert Spilker, then unanimously

VOTED: to approve with comments as stated.
(Assenting: R. Bowlus, D. Green, H. Hecht, G. Ringsby, R. Spilker)
(Excused: D. Callinicos, H. Conrad, F. Feeter, R. Phillips)
(Recused: D. Sereda)

E. DIRECTOR'S REPORT

1. Notification of New UDRB Alternate Member Kris McPhee replacing Gerard Steiner

Ms. van Ammers: Next we have the Director's Report. Clayton?

Mr. Clayton Yoshida: Good morning Madame Vice-Chair and members of the Board. We wish to report that you have a new UDRB alternate member, Kris McPhee, who was confirmed after your last meeting. He replaced Gerard Steiner who resigned to relocate to Spokane. Which reminds me that we will be losing some members at the end of March of next year. That will be the end of their term. So if, for those members, if you're interested in serving on another Board, we have a multitude, the County has a multitude of boards and commissions, that probably you should submit your application this month because the Mayor has to submit his -- the list of nominees 60-days before the term ends. So by late January he has to submit the list. And it takes about 45 to 60 days for the Council to, to act on the Mayor's nominees. And other members, if you know of people who would be good in serving on this Board, you can encourage them to apply also. Applications are available online.

2. Agenda items for the January 3, 2017 meeting.

Mr. Yoshida: The next meeting is scheduled for January 3rd which is the day -- the Tuesday after the New Year's Day weekend. We don't have a firm...application at this point, but, you know, we do -- right now we're receiving about 12 to 16 SMA Use Permits a year which is kind of down from maybe the 40 that we received the year, in 2005. But that's because of the 2008 economic recession, we had the change in the CZM law in 2011 raising the Minor Permit threshold from \$125,000 to \$500,000. We are reviewing applications for larger homes as you saw the Front Street property with, I guess, a floor area of more than 7,500 square feet. So -- but there's always the Country Town Business application that might pop up on Molokai or Paia or Makawao or whatever.

With that, that's it for calendar year 2016. We wish you all a happy holidays. This year has -- I guess meetings have varied length, and we thank you especially for your patience when you consider Makena Resort M5, M6, S7 and B2, the four hour meeting. But, again, we wish all of you a happy and safe holiday season, and we'll see you next year.

F. NEXT MEETING DATE: January 3, 2017

G. ADJOURNMENT

Ms. van Ammers: Thank you. Anything else? No? Happy Holidays! Happy New Year!

Meeting adjourned.

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

Respectfully submitted by,

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

RECORD OF ATTENDANCE:

PRESENT:

Robert Bowlus
David Green
Harry Hecht
Raymond Phillips (excused at 11:12 a.m.)
Gray Ringsby
David Sereda
Robert Spilker (from 10:13 a.m.)
Fiona van Ammers, Vice-Chair

EXCUSED:

Demetrios Callinicos
Hunton Conrad, Chair
Frances Feeter

OTHERS:

Clayton Yoshida, Planning Program Administrator, Current Planning Division
Candace Thackerson, Staff Planner, Current Planning Division
Evelyn Aako, Staff Planner, Current Planning Division
Jennifer Oana, Deputy Corporation Counsel