

**URBAN DESIGN REVIEW BOARD  
REGULAR MEETING  
JULY 2, 2019**

**A. CALL TO ORDER**

The regular meeting of the Urban Design Review Board (Board) was called to order by Ms. Brandis Sarich, Chair, at approximately 10:03 a.m., Tuesday, July 2, 2019, 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. Brandis Sarich: Good morning. I'd like to -- they are really loud -- I'd like to call the meeting to order. It is July 2<sup>nd</sup>, 2019, 10:00 a.m. This is the meeting of the Urban Design Review Board.

**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. Testimony will be limited to a maximum of three (3) minutes, with 30 seconds to conclude.**

Ms. Sarich: I'd like to first open the meeting to public testimony to allow any individuals who are not able to stay to provide their testimony right now for agenda item. If we don't have anyone, we'll go to the next item. Public testimony is closed.

**C. COMMUNICATIONS**

- 1. MS. CHARLENE SHIBUYA OF MUNEKIYO HIRAGA, on behalf of the COUNTY OF MAUI DEPARTMENT OF TRANSPORTATION, requesting comments on the Special Management Area Use Permit application for the proposed transit hub relocation project. The project will involve the removal of 11 pre-fabricated covered bus shelters at the current transit hub located at the Queen Kaahumanu Center. A 0.85-acre site off of Vevau Street in Kahului will be developed as the new transit hub. Implementation of the project will include a new ticket booth, restroom, storage building, roof structures that cover the bus loading and passenger waiting areas, a parking lot and related onsite improvements. Offsite improvements are to include roadway frontage improvements, moving overhead utilities underground, sewer and water utility connection upgrades, installation of sidewalks and driveway access improvements. The existing transit hub is located at Tax Map Key: (2) 3-7-002:020 (por.) and the new proposed transit hub is to be located on**

**Vevau Street, Kahului, Maui, Hawaii, Tax Map Keys: (2) 3-7-004:003 (por.) and (2) 3-7-005:003 (por.) (T. Furukawa) [PROPOSED PLANS](#)**

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

Ms. Sarich: Next item is Communications . . . *(Ms. Sarich read the above project description into the record.)* . . . Ms. Furukawa?

Ms. Tara Furukawa: Good morning Commissioners. So a Draft Environmental Assessment (DEA) was prepared for this project and published by the Office of Environmental Quality Control (OEQC) on May 23<sup>rd</sup>, 2019. The County of Maui Department of Transportation is the applicant and accepting agency for the EA. This item has come to you for review because the applicant, the County Department of Transportation, is also seeking a Special Management Area (SMA) Use Permit, and per Section 12-202-15(D), we are seeking comments from the Urban Design Review Board on design for the maintenance, restoration and enhancement of the Special Management Area consistent with the objectives, policies and guidelines of Chapter 205A, Hawaii Revised Statutes, as amended. Your recommendations will be provided to the Maui Planning Commission for hearing on the SMA Permit. Department of Transportation's consultant, Charlene Shibuya, of Munekiyo Hiraga, will present the project and can answer any questions that you might have regarding the proposal.

Ms. Charlene Shibuya: Good morning Chair Sarich and the Urban Design Review Board members. And the project team here with me, behind me, will be presenting the County of Maui DOT's proposed transit hub. What happened to the slide? I lost the slide. Sorry about that. Oh, I forgot to say my name is Charlene Shibuya from Munekiyo Hiraga, but I was going to introduce the team members, and I'm at the end.

The project team includes the applicant, Maui DOT who is represented by Mark Takamori, Director, is in the back row, and the Deputy Director Michael Dupont, sitting next to him. And then we have a civil engineering firm of Fukumoto Engineering represented by Mike Silva, Vice-President, and in the second row. And Sean Ogata, his project engineering. And then architect, Anthony Riecke-Gonzales, of Riecke Sunnland and Konno, is here in the front row. And landscape architect, Bill Mitchell, of Hawaii Land Design is sitting in the second row. And traffic engineer, Tyler Fujiwara, from Austin Tsutsumi and Associates is sitting in the far left of the front row. And we do have a biological resource consultant, Bob Hobny, but he is not able to be here today. And, again, I am Charlene Shibuya from the planning firm of Munekiyo Hiraga, who will open the slide presentation. And the presentation will follow the various members of the consultant team that will cover their respective areas of expertise. Yeah, so this the summary of the project team that I went over.

And let me go over the project description and purpose. Essentially, MDOT proposes to relocate the existing bus transit hub from Queen Kaahumanu Center to this new 0.85-acre site on Vevau Street, in Kahului. And the reason is their current lease is essentially expiring in 2020, and the proposed relocation aims to provide a permanent location for this transit hub. Which serves a centrally located stop for most bus routes along riders to transfer between lines. So the hub is pretty vital to MDOT's bus system as the hub serves as a transfer station carrying riders to islander routes, upcountry, Kihei and West Maui, and even Kula. And then also, carries the Kula loop and Wailuku loop. And the islander routes transfer to villager routes that circulates, you know, way out on the west side and south Maui. And then they can also circulate within the larger sub-areas.

And let me give you an orientation of, you know, where everything is located. So, this slide is kind of small. But basically the new hub is here, and this is Vevau Street. This is the adjacent Queen Kaahumanu Shopping Center site and then the existing hub is in here. And then mauka -- I shouldn't say mauka. Kahului Harbor is over here. Main and Kaahumanu Avenue is here. And then you have Kane Street, and this is the Waterfront Apartments to the east. And Vevau Street extends to connect to Lono Avenue here. Here's the Kahului Library and there's a future senior affordable housing that's coming up. That's going to be 165-units, and then the Waterfront has about 114 rental units, about four-stories. And then you've got Foodland, and then you've got a bunch of churches nearby. And of course the larger residential area that's part of the original Kahului increments.

So, you know, with me giving you all that --. Oh, I forgot the hotels. There's Maui Beach Hotel and Seaside Hotel. So, you know, with all that I described around this new hub is I kind of wanted to read to you the Planning Department's Long Range Division's comments on the Draft EA to kind of give you a perspective that this site is a pretty prime site for a transit. I'm going to quote it exactly from the letter. It says:

The MDOT transit hub project embodies smart growth principles as it relates to transportation and land use. The relocation of the Central Maui Transit Hub to Vevau Street provides transportation choices in a central location in close proximity to jobs, schools, health, civic, and financial services. Relocating the transit hub in Central Maui strengthens opportunities commonly seen by transit oriented development or TOD projects around the country.

And the benefit of this type of development commonly referred to as TOD is that it includes a mix of land uses such as housing, offices, retail, and or other amenities integrated in our walkable, moderate to high density neighborhood typically within one-half mile of public transportation modes. And I forgot to mention that MCC, I mean, UHMC is here which is, you know, within walking distance from the hub.

And the Vevau Street right now, in front of the hub is private and so there is a strip that's going to be improved in the private road. And I'll describe it later in the slide what's going to happen to Vevau Street.

So as far as -- this is really hard to see -- but essentially this slide just shows the ownership so this is --. The shopping center is owned by QKC. This property is owned by the State of Hawaii. And Vevau Street is actually privately owned by the Kahului Lani Development. And instead of going to the --. Essentially this is parcel 20, and is parcel -- I can barely see the numbers. But I just won't go through the numbers. I'll just refer to it as, you know, Vevau Street, the transit hub site, or the QKC.

Ms. Jennifer Oana: Excuse me?

Ms. Shibuya: Yes?

Ms. Oana: Is there a way to make the, the screen a little bigger so we can see it back here a little bit better? The words are really small.

Ms. Shibuya: I'm not sure. Yes so again I'll just kind of refer to the parcels to, you know, like QKC, Vevau Street or the transit hub because the tax map parcels are so long. So right now the land use considerations for -- you cannot see it in here -- but basically that's the QKC parcel and let me just look through. Right now the State Land Use District Urban, Maui Island Plan Urban Growth, Wailuku-Kahului Community Plan is B, Business Commercial, and the County Zoning is M-2 Heavy Industrial. And of course, it is in the Special Management Area. And this set of land uses, this is the actual new transit hub site and it is basically Urban, Urban Growth, B, Business Commercial, and the difference in the Zoning is B-2 Community Business. And again in the SMA. And this last set of uses is actually Vevau Street which is private and is part of the Kahului Lani Apartments parcel. And that one is Urban, and within the Urban Growth boundary, and B, Business Commercial, and B-2 Community Business Zoning, and also in the SMA.

So essentially use of the State lands and, and County funds triggers the compliance with the HRS environmental review requirements which is why it was mentioned earlier that there is a Draft Environmental Assessment that was published with the OEQC Office on May 23<sup>rd</sup>. And in addition an SMA Use Permit for the project must be obtained.

And with this request, again, to reiterate what was stated on the agenda that MDOT, the applicant, requests the UDRB's review of the project and to provide recommendations to the Maui Planning Commission.

And let me just give you some ground perspective of the new transit hub location. This is if you are on Vevau Street looking into the proposed hub site. It's actually vacant at this time. You'll see the Waterfront Apartments in the distance. And this view is a closer view into the

gate that goes into the future transit hub parcel, and then again the Waterfront Apartments in the background.

Okay, this is once you get into the property. And then again, this is the site, and the Waterfront Apartments in the background. And this view turns a little bit towards, this is the harbor area, and then Kaahumanu Avenue is in the distance.

Then this, this view of the site is looking towards the west Maui mountain. You can see the west Maui mountain in the background. And these are old buildings that exists in the property, the State property which is the DAGS building, Department of Accounting General Services building. And there's the Adult School building on the other side of the area. It's actually a part of this building.

And then, of course, this is the existing site. This is the bus shelters and seating at the QKC where the existing transit hub site is.

And with the next set of slides I'm going to have the various design consultants cover their areas of expertise. So I'm going to have Anthony come up and go into the site plan and all the architectural renderings of the elevations.

Mr. Anthony Riecke-Gonzales: First, my name is Anthony Riecke-Gonzales. I'm the architect on the project. This is a detailed, semi-detailed, site plan of the project. The first important thing to note is this an in-only for the buses, and out-only for the buses. So they're not in out driveways. This is the ticket booth and the office, and then the restrooms are located on the right-side. The pedestrian entrance is right here in the middle. And the -- fortunately, it's very hard to see on here -- this is basically a large pre-fab metal building. These are the columns, and they're pretty much spaced to be able to accommodate buses as well as provide a roofed over sheltered area for the pedestrians. The overhangs is larger than what you would find on a pre-fab metal building which I'm sure some of you have seen in Kahului where the roof overhang is only a foot or two. This roof overhang is proposed to be in the 12-foot range, and so the roof overhang actually comes all the way out to there. And then on the front side it actually jogs out with a little gable over the entry area.

So this would be the entrance elevation from Vevau Street. This is the actual entrance for pedestrians coming in. This is the in-only for the buses, and this is the out-only for the buses. This is the back side which, I guess, unless you had binoculars from Kaahumanu you probably would never actually see. But this is where the buses come in and stack up here. I'll go back a little bit here. The column spacing which actually varies which is a little unusual for a pre-fab building. Usually they're all the same. But the reason for that is we're trying to layout the buses, and you can see this little square here. So each bus where the door opens up has to actually meet ADA requirements to be able to accommodate a five by five, or four by five space for the wheelchair.

This is the side elevation from the apartment complex. And this is the side elevation from Kane Street and the shopping mall which, of course, is quite far away.

I'll now turn it over to the civil engineer for the grading and drainage.

Mr. Sean Ogata: Hi. Good morning Chair and Board. My name is Sean Ogata. I'm with Fukumoto Engineering, the civil engineer. So site drainage, so majority of the storm water, storm runoff flows towards the north end of the site. There's a couple of driveways, the two driveways, the runoff flows out towards Vevau Street. But majority of the runoff will go towards the north end. Runoff from the pavement will be allowed to exit the pavement through curb openings here, and will enter a swale that runs along the north perimeter of the site where it would be allowed to flow the landscaping to help improve storm water quality. In the swale the runoff will be directed to two new drain inlets, here and here. And from the drain inlets it will go to a storm water treatment unit such as a hydrodynamic separator here. And the hydrodynamic separator will help to improve the storm water quality by reducing any litter that gets into the system or oils that may have been picked up by the storm water runoff.

From the storm water treatment unit it will go to the underground detention retention basin which will mitigate the increased volume, storm runoff volume and flow rate caused by the development. And from the detention retention basin it will discharge to the Vevau Street drainage system which will be put into place with the adjacent Kahului Lani Development, Vevau Street improvements. So that, that is the site drainage, so I'll turn it over to the next.

Mr. Bill Mitchell: Morning Madame Chair, members of the Board. My name is Bill Mitchell. I'm the project landscape architect with Hawaii Land Design. I have no idea what's going on with that slide. That is horrendous. Where's all my colors? Turn the screen around or it's upside down or something. It looks great on the screen on the laptop so I apologize. I don't know if you turn the light off if it gets any better or not. It's super hard to read. Yeah, it's kind of colored. It's not yellow, but we'll work with what we got.

Not a lot of landscape obviously. Obviously, it's a pretty functional site here. And what we did have to work with though is we do have a little bit of space along Vevau Street for, for some landscaping. Right here along, we've got a little bit of space in the right-of-way because most of it is sidewalk. But what we were able to get are some four by four cutouts for trees and then a small grass strip along there. Primarily because the building program and just the site dynamics with the driveways and everything, that's what we were left with. So we've chosen the native Loulu Palms to be used along the Vevau Street frontage on both sides essentially the entry and exit sides.

Around the back and the side perimeters of the site we've, we've got the side here with the Waterfront Apartments are parking exists here. I think it's seven or eight stalls. We've

specified a couple of native Milo Trees for that space to satisfy the off-street parking and loading requirements. And we also placed a Hao hedge to buffer operations here with the buses to the Waterfront Apartments. There's an existing masonry wall that runs just along this upper edge on the Vevau Street side, so that sort of handles that nicely from a screening standpoint. And then our Hao hedge will wrap down this eastern boundary. The perimeter will be enclosed and secured with a chain linked fence. We've got a little more work, a little more room to work on this backside about 10-feet. As Sean mentioned this will be a bio-swale and in that we'll probably use native Pohinahina to pick up storm water. And of course, all of this will be on drip irrigation not only for water use, but just for ease of maintenance. We were able to carve out a couple spots -- it's really hard to see here -- but we've got a couple more Loulu Palms. Three back here in the corners. And the wrap the Pohinahina hedge around this back of Vevau Street on the western side. We've got a couple little, little spaces here for planting on the front elevation of the building. Our trash enclosure is right here and that's screened. We've got a big transformer enclosure and that's also screened out on this side. But pretty much, you know, very functional. Functional use and functional landscape for ease of maintenance, and that's what we're proposing. Thank you and I'll turn it back to Anthony.

Mr. Riecke-Gonzales: Hi. Bill's a lot taller than I. This is Anthony again. I did want to point out one thing that I forgot on the last one and that is that we will have or we are proposing four site lights. One here, one here, one here, and one here. The good news is there's only four of them but we're proposing them to be 35-foot tall. And they will be LED. We've done a, a photometric lighting study and attempted to keep all of the light within the property line. There's a little bit of spill out on the sides at about a quarter foot candle. Otherwise those four lights because they're nice and high and kind of tucked into the site, we are able to keep most of the artificial light on, within our property line and not spill out. I just wanted to mention that.

Ms. Shibuya: Before I conclude the presentation, I'd like to thank Darren Unemori who provided us some questions in advance of today's meeting, you know, concerning vehicles, pedestrians and bicycle connectivity. And this allowed the team to, you know, have exhibits ready to more thoroughly answer the questions and explain it for the rest of the members. So for the benefit of the rest of the members, as I mentioned traffic engineer, Tyler Fujiwara will come up and literally cite the questions and provide responses for most of them. But one of the areas covering the driveway geometry and turning movements will be covered by Mike Silva. So, I'm going to put up a --. It's real hard to see. Tyler, you're going to have to struggle to explain. But anyway, Tyler is going to come up.

Ms. Oana: Before you start, I just wanted to let the Board know there wasn't any communication between Mr. Unemori and Munekiyo. Mr. Unemori provided the department some questions and we forward it on to Munekiyo, so there was just a one-way communication to them only, nothing back. So anything being discussed will be discussed right here at this meeting.

Ms. Sarich: Thank you.

Mr. Tyler Fujiwara: Good morning members. My name is Tyler Fujiwara, traffic engineer with Austin Tsutsumi and Associates. So I'm just going to go over the questions and our responses to the questions.

So the first question is, which nearby streets will serve as the principle bus routes to and from MDOT's transit hub? Is the current configuration of the nearby streets and intersections through which these principle bus routes pass geometrically adequate to accommodate the anticipated level of bus traffic without further improvement or elimination of on-street parking?

So this is an aerial view of the existing bus routes. So you can see that here's the existing hub at the, at the Queen Kaahumanu Center. I guess these are supposed to be orange, but the yellow lines here show the current bus routes to and from the existing hub. Adjacent to the new project site, Kamehameha Avenue here, Kaahumanu Avenue, and Lono Avenue is currently utilized as existing routes for the current transit hub. DOT wants to use Kane Street here and Lono Avenue as access points for their new proposed transit hub. It appears, it appears that all lanes on these roads are about 11 to 12 feet wide so they should accommodate the buses which are about 10-foot, two-inches wide.

As we kind of mentioned earlier Vevau Street is here. It's a private road that's still being designed by the Kahului Senior Affordable Housing Project here, so we are still continuing to work with them as well as the Department of Public Works on the design of Vevau Street. And we'll work on the feasibility of turning movements to get onto Kane Street and Lono Avenue.

The second question, page two which is taken from the EA of this project appears to be an early turning study of buses entering and exiting the proposed facility. It suggests that a relatively wide street pavement may be needed in front of the transit hub to accommodate turning movements. The site plan indicates Vevau Street will be improved with 28-foot curb to curb pavement width. Will the proposed 28-foot wide pavement provide sufficient width to accommodate the frequent operation of buses?

A short answer is yes. You know we've also met with Public Works on this and they are okay with the 28-foot wide curb to curb.

Next question for -- so these next questions will do with pedestrian and bike connectivity. First question, which routes does MDOT anticipate will be the primary pedestrian and bike access routes connecting the transit hub to the surrounding community? Hold on I have to kind to of get my bearings with these; colors a little off. Okay, so the blue lines here along Kaahumanu Avenue. There's are some blue lines on Kane Street, Lono Ave., and Vevau

Street. So those are indicating existing sidewalk segments. As you can see most of Kaahumanu is provided with sidewalks. This side is Kane Street and Lono Ave. There's also a segment here currently along the apartment complex that is provided with sidewalk. The project or Kahului Lani is proposing sidewalks along the entire frontage along Kane Street, Vevau Street, and School Street. They're also providing sidewalk on the transit hub side of Vevau Street. So it will be on both sides of Vevau Street. Ultimately there will be full connection from Kane to this point here. There's a little segment here that's not provided with sidewalk.

Next question, what is the current physical conditions of these primary pedestrian and bike routes? Do they need to be improved to make them safe and well lit? So I just explained where the new proposed sidewalks would be constructed. So along Vevau Street, School Street, Kane Street.

Where is the pedestrian route from Kahului Lani Residential Project across the street located? Will elderly residents have to cross Vevau Street to enter the transit hub at one of the driveways? So we're still maintaining the existing crosswalks at the Kane and Vevau Street intersection here. In meeting with Public Works, they suggested putting a crosswalk at the School Street intersection. So for the Kahului Lani Residents, they will have two options. They will be able to cross here at School Street or Kane Street here to get to the transit hub.

And I'll pass it on to Mike to talk about the, the driveway geometry.

Mr. Mike Silva: Good morning Chair and Board Members. My name is Mike Silva with Fukumoto Engineering. I work with Sean as the civil engineers in this project. So to answer Darren Unemori's questions, the site plan that was commented on about the actual bus turning was real early conceptual architectural plan that we have since revised a few times over and our office has prepared this exhibit. You can't quite see everything, it's a little bit messy, but there's three bus movements that the software you can draw the alignment and actually have the buses drive through the site. And you can fine tune that, fine tune that to make it exact. But that's, it's not the best approach engineering wise. That's, you know, it has to be a perfect approach, perfect execution. So to build in some factor safety what we did in the software is we chose a design vehicle that was larger than what's being used. It's a few feet larger radius. And then on top of that we limited the bus turning movements to 90 percent of actually the allowable, or what the actual design vehicle can accomplish. And we also actually kept the clearance for all of the vertical structures about two-feet. So pretty, pretty conservative.

The two areas of concerns were the real critical ones are the buses coming down Vevau Street this side and then making your right turn. So this turning radius, that return was one of the critical ones. And what we did is we actually have a pretty wide driveway so this, you know, if that looks blue to you, but the blue wheel tracks, the solid wheel tracks, and then

there's dashed for overhang -- that's not really coming out well. So that's the bus coming in. And then the other critical is the bus, the bus leaving out heading this way which makes this driveway return actually a little wider. And we've been discussing with Department Public Works Engineering Division and they were okay with having these wider than normal driveways. So there is adequate room for the bus to make these turning maneuvers. And then what you can't see, I think there's another, yeah, that comes this way and then, sorry, one that comes out. So there's actually three on top of each other. It all didn't come out great.

And then the other question, there was a question about the pedestrian and bike facilities being safe and well lite, and I don't actually think --. There is an existing street light on this pole. These poles are part of the Kahului Lani Senior Housing Development, along with the Vevau construction plans. They're going to underground these, these utilities, but we'll make sure that they definitely have a light at School Street. So this is, again, the Waterfront Apartments in the back looking towards Lono and towards the east. And then the Kahului Library is right there at School Street. And then also as you've heard Anthony talked about the lighting which I guess he has passed out a spec sheet as well.

I'll turn it back to Charlene.

Ms. Shibuya: Okay, and with all that has been presented to the UDRB for review, the applicant, MDOT requests the UDRB provide recommendations to the Maui Planning Commission. And so now please feel free to ask questions of any of the project team members. You can call them forward by name, or depending on the question, the person most knowledgeable in the subject will come forward to answer the question.

Ms. Sarich: Thank you. Has anyone come in who would like to give any public testimony? Okay, public testimony is closed. Board Members? Go ahead David.

Mr. David Sereda: I just have one question. Thank you for the presentation. I think this will be a great facility and it's obviously needed in the area and it's a good location for it. In discussions of, you know, considering accommodating bicycle traffic, did you consider having bike racks in the facility?

Mr. Riecke-Gonzales: We have considered that I don't show it on my plan because to me it's more furnishing. But we have selected a location along with MDOT. And unfortunately this really look great on the lap top, but somehow it translates to the projector there it gets really faded out. So what we have talked about is this area right in here is a wide open paved area and it's, you know, somewhat private kind of out of the way because the main pedestrian access is, is planned through here. And by the way the one thing I didn't mention before is this property is completely fenced so you know at night everything is closed off and people can't access the property. The idea is in the morning when the buses start running there are sliding gates here that slide in front of these walls so this becomes a

large opening. So for the bicycles they could be brought in here. And I've laid out where we can easily get two racks of 20 each here. And if people suddenly, you know, all become bicycle lovers you could get another set over here for a total 80 racks.

One good thing about this location not only being out of the pedestrian way, but with the ticket booth here with all the windows on it, there will be somebody there who's somewhat got an eye on it. And then my understanding also is there will be security cameras as part of this facility, though that's not my scope of work. So that's where, you know, we would be planning on putting bike racks. What those exactly look like and, you know, what they'd be like, I'm not sure on that yet.

Mr. Sereda: That's good. Thank you.

Ms. Sarich: Anyone else? Go ahead Darren.

Mr. Darren Unemori: This might be a Charlene question. So you know that particular site I, I completely agree with the project team and the Planning Department's assessment. That's a fantastic location. You know, five and a half acre, publically owned facility, it fronts Kane Street, it fronts Kaahumanu Avenue, as well as Vevau. I'm curious why is the access the primary access is coming off Vevau instead of Kane Street which is plenty wide? It used to handle Maui Land and Pine's trucks. Kaahumanu Avenue, you know, where that intersection was really configured for Maui Land and Pine's operation. How did the access get on to the narrowest private street in the area?

Ms. Shibuya: You know, I'm not exactly sure, but basically the entire five acre parcel is owned by the State, right? And HFFDC, you know, is going, they plan to develop it and I'm thinking they probably didn't want that corner. No, I'm just saying that in other words it was, it was in the County's power to decide, you know, where they would get the acreage. But, you know, Mark, if you have anything to add, but I'm thinking that's all they give you. And then as you've said the site is ideal and, you know, even way more ideal than where it is now. And if you look at other sites throughout Kahului, I mean, you know this is the densest housing area so it's kind of like, almost like a no brainer. But unfortunately, yeah, I know what you're saying that if you had to come up Kane Street. But then again Kane Street, you know, the distance between, you know, if you were to put an access out on Kane, it kind of gets close to Kaahumanu, you know, so then sometimes the, you know, driveway accesses might start to have negative influences, yeah, on the intersection too. So, yeah, that's, that's about the best answer I can give you at this time.

Mr. Unemori: Thank you.

Ms. Sarich: Go ahead Peter.

Mr. Peter Niess: This is a good project, the location, like you guys are saying. It's a lot of

responsibility to promote ridership on the bus. I was wondering how many trips or chain trips go through Kaahumanu now? What percentage of buses end up or go through Kaahumanu, it will be switching to here. Is that something you guys can answer?

Ms. Shibuya: Yeah, Mark can handle that.

Mr. Mark Takamori: Good morning Chair and Committee Members or Board Member. I'm Mark Takamori. I'm the Director for the County Department of Transportation. So when we move over from Kaahumanu Center to the new transit hub, I guess, as of right now we see around 1,200 transfers within the current hub. And so there's been a range when we've had a lot of ridership during the recession. It has ranged all the way up to 1,400 boarding or transfers. So, we're hovering at around 1,200 right now. And then as of right now with our current routes there's either going to be...eight, eight buses every hour. So either there's going to be five buses at the bottom of the hour, and three buses at the top of the hour that will be going in, going in and out of that transit hub. If we ever add additional routes then we'll just have to determine the best times to allow the buses to come in. Yeah, so usually you'll see buses enter and exit at the top or the bottom of the hour, not at the 15 or the 45 of the hour.

Mr. Niess: Thank you.

Ms. Sarich: Go ahead.

Ms. Caryl Hitchcock: Before you sit down maybe I have a question for you. The maintenance of Vevau Street because it will be a private street and under heavy use I should think that that will maybe an issue in the future. Have you've got plans for that?

Mr. Takamori: Certainly. Okay Charlene will answer that for me.

Ms. Hitchcock: Okay, thank you.

Ms. Shibuya: Sorry and the reason why I'm answering that is because I'm also working with the Kahului Lani Project that, you know, upgrading that that street. And because it's private their intent is to upgrade to full curb gutter sidewalks, undergrounding the utilities so they can dedicate it to the County. So it would be, if they dedicate it to the County it would become under Public Works, Public Works' responsibility to maintain.

Ms. Hitchcock: Which would be ideal, I guess.

Ms. Shibuya: Yes, yes, because, you know, obviously they're in the business of higher maintenance whereas MDOT they're transportation buses so kind of, kind of make sense.

Ms. Hitchcock: Great. The other question I had about accessibility and I just wanted to

compliment you on, you know, incorporating that nicely into your design and people being able to get on and off the buses. I just had a question about generally pedestrian safety and security. I expect that a lot of college students from UHMC will be walking across to the transit hub and maybe using the transportation. Is that going to be a safe passage and have you kind of looked at that in terms of the traffic plans and accessibility?

Ms. Shibuya: Is it okay if I answer? Well anyway, you know, I mentioned that that large five acre parcel is owned by HFFDC and, you know, there's a portion on Kane Street that you don't have sidewalks but eventually they're going to develop that parcel they're going to put in sidewalks. And with Kahului Lani's project they're putting sidewalks, both sides of Vevau Street. And on the shopping center side of the Kane Street, it has sidewalks, and you know, basically where Tyler explained has sidewalks. I would image the students will not have a problem to get to and from the transit center. And of course it's going to be a lot, I mean, like basically super easy for the Waterfront Apartment people and, of course, the seniors at the 165-unit housing project.

Ms. Hitchcock: Okay, thank you.

Ms. Sarich: Thank you Caryl. Go ahead Peter.

Mr. Niess: Is there already an approved budget for this, for the vertical building part of it? Or is something you're working towards meeting a budget or --?

Mr. Riecke-Gonzales: Peter, when have you've ever done a project that you're not working to meet their budget --

Mr. Niess: Yeah, right.

Mr. Riecke-Gonzales: -- and the budget's too small?

Mr. Niess: Okay. Yeah.

Mr. Riecke-Gonzales: We are -- and so that's one of the main determinants of why we're trying to do a prefabricated building. I didn't mention it before but we are going to plan on doing the metal insulated roof panels like what we did up at Seabury Hall and a couple of other projects that we've done that which are great. It's not mandated here because, you know, we don't actually have to meet the energy code for the open building. But I thought it would make for comfortable space, and even though they cost a little bit more, you know, once they're on, they're great. And they would be the standing seamed profile so and that was something else that they don't have in the works right now to go with like a solar company but would be ready to go if they wanted to negotiate something like that and be able to put solar panels. And of course we have a huge roof surface pointed towards the south so that, you know, would be ideal should they ever do that in the future. But, yes,

there is a budget and it would be very nice to double it. Then we could probably maybe do some other things. You know right now, I don't know if you noticed on the plans we have small bollards kind of running around the seating area. And then bigger bollards that, to me, are, you know, further out so that, you know, people really want to push to get on the bus they can go pass the smaller bollards, but stay behind the bigger bollards. And the bigger bollards are there to kind of help prevent, you know, buses from encroaching into the pedestrian space. The smaller bollards, right now, we're hoping to get those lighted, but, you know, that would probably be one of the first things to go if it doesn't make in the budget because there's a lot of them but it would be really cool to have. But, you know, we have plenty of lights from above so you don't, you know, necessarily have to have them, it would just look nice.

Mr. Niess: That, that was one other thing. I had a chance to tour the Maui Land and Pine building that's across the street from this, behind Sears, Kaahumanu back in there. And they did, like, sort of saw tooth roof that lets in a whole lot of daylight, and it's hundreds of thousands of square feet of building, but it's really well lite naturally. And I was wondering if there's any way you can incorporate something like that, that lets in natural light.

Mr. Riecke-Gonzales: Yeah, I think in this case, though, we don't really need too because the peak on this roof is at 29-feet on the two ends, and they face east and west. So in the morning time you're going to get a lot of light in. And then one of the concerns of MDOT was, you know, birds are an issue. So we're going to be putting soffit on this roof so it's not going to be where you see all the purlins up above. You'll have a light colored soffit up there to help reflect the light around. But I'd rather do that than put in skylights. I love skylights but they're a maintenance headache and, yeah, they can be an issue. But, you know, 29-feet that's pretty far up in the air, and you, you know, you can get natural light in to about 60-feet on each end especially with the morning light, and then the late afternoon light, that's really going to penetrate deeply into the space.

Ms. Sarich: I have --. Oh, go ahead Raymond.

Mr. Raymond Phillips: Concerning the use density and the hours of operation -- how do I say -- security wise consideration given to security onsite a bit more than cameras and what happens to emergency which no doubt is going to happen.

Mr. Takamori: Certainly, with security we're going to have when our transit hub is open we will have a dedicated security officer. It will be probably on contract. It wouldn't be a police, but it will be a contracted security officer. And then we do close in the evenings, then there's plans to have a roving security officer that will stop by every, every so often checking on the site. There will be security cameras going on constantly 24/7. And then we have a good working relationship with the Police Department, so if there's any need, they're quite quick to respond to any of our needs, at our, at our current transit hub, and we're looking at continuing that at the future transit hub.

Ms. Sarich: Go ahead Raymond.

Mr. Phillips: Considering what's been going on with people having accidents in crosswalks, here as well as on Oahu, is there any thoughts to improving crosswalks in the area? Lighting wise as well as the crosswalk security that we've been seeing in areas like Kihei?

Ms. Shibuya: I'll field that question. You know, the Department of Public Works, they're planning to, you know, Kane Street, that main street that comes into the area, they're planning to do like an overhaul of that corridor to make it more pedestrian friendly so, you know, we feel that it kind of goes hand and hand with what we're doing on Vevau Street, and what Kahului Lani is doing putting sidewalks all around their property. And people, you know, the seniors, and this Waterfront Apartment people can get to and from the shopping center a lot safer. They just started the project so they weren't able to give much detail but that's what they're planning to do.

Mr. Phillips: I know what's going now, even around the traffic circle in Kihei is as soon as people hit the button, there are lights that go on all through the crosswalk, and it really is a wakeup call to people who are driving, drivers.

Ms. Shibuya: Yes, yeah.

Mr. Phillips: And, you know where we're seeing people just drive right through these crosswalk situations. Any thoughts of that?

Ms. Shibuya: Well you know, when I talk to Nolly, Nolly Yagin, the traffic engineer at the County, they've been really responsive to me. They've, like, on Kamehameha Avenue between the Salvation Army and the Lono Building, they've put in like a blinking light, putting an island, so they're, they're trying to take care of, you know, these problematic areas. And I think they're doing a good job because they even put up blinking crosswalks in a number of places and I think it does help.

Mr. Phillips: I does.

Ms. Shibuya: Yeah.

Ms. Sarich: Thank you Raymond. Go ahead Darren.

Mr. Darren Okimoto: Kind of following up on Raymond's question regard to those flashing beacons. I know they block crosswalks with flashing beacons, there are pros and cons, but maybe looking at possibly having one right at the main entrance that way the senior, the seniors at the senior housing won't have to cross at School Street and then cross the driveway to the bus. They can just go directly across. Just something to look at.

Ms. Shibuya: Yeah, actually that was, that was a consideration too. And that's why, you know, Mike Silva had been in contact with Public Works. So we're trying to work with them, you know, on this crosswalk. But they had asked to have the cross --. You know, a lot of times they kind of frown upon mid-blocks, so they ask for the crosswalk to be at School Street. But I think, you know, when the operation opens and then people start to see the patterns, you know, maybe more consideration can be done, yeah.

Mr. Riecke-Gonzales: I'm going to wear the public's hat here because I actually work in the Kahului building there and I walk around this area like at lunch time, and it used to be really scary because a lot of times I'll cross Puunene to go to the Maui Mall. Ever since they put in, you know, those little 36-inch high stakes on the pedestrian area, that gets the driver's attention. It does two things. One because they don't want their car to hit them, they slow down. Like when I cross to go to the post office where the blinking light is, some guys pay attention, sometimes they're going 45 anyway, they don't care that the blinking lights are going on. So, you know, my recommendation would be if you're going to do something, do those little stakes because it slows people down. The blinking light, yeah, it, you know, some people, they'll see it from far off, they'll slow down. They guys who's, you know, 150 yards away and going 45, he doesn't care. Just my two cents.

Ms. Sarich: Thank you. I also have concerns about the sidewalk safety. I have a good friend who rides the bus to the mall, at least once a week. She's 80 years old. I would feel very concern about her crossing Kane Street. I think the whole trek would be a lot. I may imagine she may stop taking the bus to the mall, and so I really would like to make sure that safety is addressed.

Ms. Shibuya: Yes, I acknowledge it, and I'm pretty sure Nolly is also very interested in trying to address everything. And sometimes it might be a combination, you know, of the little signs for blinking lights. Like I know the ones on Kaahumanu Avenue work really well because people slow down, they don't want to hit it, yeah, the one that's across the canoe park.

Ms. Sarich: Thank you. Anyone else about sidewalks or something else? Go ahead David.

Mr. Sereda: Not about sidewalks. No, I'd just like to actually compliment you on matching the fence and wall, the aluminum rail fence and wall option as a feature that matches the Waterfront Apartments frontage, and so I think it ties in, so hopefully you keep that. Thank you.

Ms. Sarich: I have another question and that is about buses idling next to a housing project, and how that's being addressed.

Mr. Takamori: Thank you for that question. As of right now in terms of operations when a

bus pulls in to the transit hub, it, the driver makes certain everybody gets off the bus and then they turn the engine off. And then when they're ready to start boarding the bus then they'll turn the engine on. So usually the buses will shut down, and they wouldn't idle that entire time they're just waiting at the transit hub. If they, if they're running late and they're going to let people off and start boarding again, then the engine will stay on and then they'll just pull out. So yeah, in terms of operations, they're supposed to turn off the bus when, when there's nobody on the bus. And then one of the directives by our Mayor Victorino is that we start purchasing electric buses. So, as we move forward and we can start moving, putting electric buses into our fleet then it's going to be way more quieter.

Ms. Sarich: Okay, good. Thank you.

Mr. Silva: If I could add to that really quick. Mike Silva again. When we were first contacted about this project the actual initial plan was to have the buses actually stopping on Vevau Street. But then we did find out, MDOT did find out about the senior housing across the street -- I know you might be talking about the Waterfront Apartments -- but what happened was is they wanted to, you know, get the buses off the road so there's, you know, there's a building that's going in right here right now. So that was added, you know, one of the mitigations to try to help that concern you have is moving the buses inside the property and off the street.

Ms. Sarich: But then it's closer to the apartments, right?

Mr. Silva: Yeah, I guess, it's either, either way. I mean, there is some separation here, but just getting more separation from definitely not this side, but getting a little more separation from that side.

Ms. Sarich: So I don't know if there is any kind of mitigation that can happen with landscape or ventilation in order to try not to have too much noise or fumes going to where people are living.

Mr. Silva: Sure. I guess I probably shouldn't have come up and said anything then. I should've have just --

Mr. Riecke-Gonzales: Actually don't forget the northeast trade winds which blows, you know, 80 percent plus of the time, come in this direction. So actually, you know, they'll come into this gable and blow whatever fumes and stuff that the bus generates out in this direction. And the actual closer apartments are going to be these elderly housing here. But, you know, the good thing about the elderly housing being that I'm getting close to being one myself is we don't hear that well so noise isn't that a big of a deal anymore.

And then, you know, there's only a single tower for the other apartments that are right here, and then the building kind of steps back and then there's another tower up over here. But,

you know, it is where the buses are, they're going to be, you know, making the turn. But when they pull in, you know, they're kind of facing the tower. So it's not like they have their backside in. And the trade winds is just, you know, serendipity, really work for us on this particular site, that they're not blowing the fumes towards the, the apartment complexes.

Ms. Sarich: Go ahead David.

Mr. Sereda: Maybe it's a question for Charlene. Were there comments from the neighboring, from Waterfront Apartments? Did they submit any comments?

Ms. Shibuya: Yes, they did submit some comments, and they talked about, you know, it was a little bit mixed, you know, like, for when they talked about they wanted a direct entrance, you know, from the apartment property into the bus site. But that wasn't practical because they needed to secure that area. And then they talked about -- I think they did mention about the bus engines too, yeah. And then, but they mentioned to move -- why couldn't they move the site to the Kane Street corner. And then you know because the State has existing buildings there, it didn't make it too practical either. And you like kind of mentioned earlier that basically MDOT was at the mercy of where the State would allow them to put this, this site. But, yeah, so they did, they did make some comments. Actually it was more from the Council Office, though, yeah, I think.

Mr. Sereda: Thank you.

Ms. Sarich: I have one other question. I wasn't able to drive by the site this morning, but there used to be, or maybe there still is a historic schoolhouse, one of the rural schoolhouses, on that site. And it shows on Google maps, I don't know if it's been demolished already and if it has was there mitigation done?

Ms. Shibuya: You know, that, that, I think it was a two stories or the old school looked like the Paia Elementary School building.

Ms. Sarich: It was actually a small wooden building that was next to --

Ms. Shibuya: Actually, the only thing that's left is the adult school.

Mr. Riecke-Gonzales: I can speak to that because that was one of my projects. So there's the stucco school on the corner, and that's actually a historic building from the 1920's. And as far as I know the State's going to leave that there. They're using it right now. Then there was like a wooden structure that we were actually hired by DOE when they were still controlling the site that's right about here to tear it down because the homeless were using the crawl space as living space. We went through the process of trying to submit the demolition permit, and the County came back and said, we already told DOE we're not giving them anymore permits on the site until they put in an onsite sewer manhole. And so

that's where that project stopped and that was about two, two and half years ago. Since then the building has collapsed. If you go by it now basically the floor structure and the roof are about two to three feet off the ground in the middle of the building.

Ms. Sarich: Is it this building right next to the apartments?

Mr. Riecke-Gonzales: No, that's the -- . . . (Inaudible) . . .

Ms. Sarich: It's going to stay. Thank you.

Mr. Riecke-Gonzales: The wooden structure, I think, actually at one time was a house. You can just barely see it here. There's like an asphalt roof on it. So this building is the stucco and metal roof building. That one is going to stay. There's a little outside transformer building here that services that building and also service these little wooden houses here. The wooden houses are the ones that have basically collapsed already. And they do have permission from SHPD. They have permission from everybody to tear them down. The only one that has been holding it up is the County because they want their onsite sewer manhole before they give any kind of permit on the project.

Ms. Sarich: Alright, thank you. My next question for you is about the design, and the meaning of the design, and how it addresses Maui culturally.

Mr. Riecke-Gonzales: How it addresses Maui culturally? Well it certainly fits in with the Maui Land and Pine metal buildings that, you know, are across the way. On my design I do have the Maui symbol up there. I don't know if that will actually go through all the way to the end, but I thought that was kind of fun in identifying it as a Maui County building.

There are a couple of things on the design that I might want to mention because it goes back to a previous question. This went through obviously some iterations, and one concern that came up over and over again was security. So, you know, these bathrooms, they're kind of this long narrow thing. Well, there's a reason for that and that is this is where, you know, there's going to be a ticket booth and kind of eyes all day long there. And they wanted to make sure that that could kind of view the people coming and going, and that there weren't any blind spots. Now it's pretty possible to have no blind spots, but we minimized those as much as possible so that they could basically keep an eye on this area.

And I do see this as, you know, the Hawaiian gathering space, right. There's this nice big gable end here that faces out to the street where you can get, you know, dropped off or walk here. And then come in and this space which is visible from the street is where all the seating is and where people gather and, you know, wait for the buses. So I would definitely say that has a Hawaiian quality to it. But did I consciously try to mimic some kind of Hawaiian hale, no. I don't think, no. It's buses coming and going, a transit area. It is a gathering space.

Now I will mention too that, you know, right now we've had some discussions that you know under the contract we may put in some of the benches. I do have which you can probably see on your layouts much better here, I do have more of a seating area laid out there. That's not really in the scope there. It would be nice if they were to do that eventually. Or maybe they could get some, some donations from somebody to do something where they could have some more gathering seating areas. Almost like what you find at an airport where you have chairs around, kind of a middle chair area, and maybe some USB things to hook in and stuff like that. So, yeah, I think it has a Hawaiian gathering feel to it.

Ms. Sarich: Okay. And then I have a question about the green. Is that actually going to be painted green with a brown roof?

Mr. Riecke-Gonzales: It is. And so those are the colors. We, again, we went through some iterations to add a little bit more muted tones. But they really would like to have it a little bit brighter. And where that green came from is if you see some of their little shelters right now, they have kind of the modeled green. I didn't think we could do the model green on the big frames. But we could certainly take the darker green and, and paint it on the frames.

Ms. Sarich: So kind of branding the bus, like, that's green shelter?

Mr. Riecke-Gonzales: Yeah. Well, I mean, the bus does have it's, you know, little rosette which is, you know, yellow and green petals kind of the circular.

Mr. Niess: Do you consider big ass fans or something too because it has been really hot the last --?

Mr. Riecke-Gonzales: It has. We're not planning on putting those, those in on this. I think, you know, as I said, I walk that area a lot. 80 percent of the time there's a good breeze that blows through there versus anywhere else because it's kind of the venturi effect you get there. Now I can't, you know, compensate like the other day when it was 95 degrees and no wind. That's just a really tough day. But on the plus side you will get some air lifting in this where, you know, the roof space gets a little bit hotter so it's going to get their flowing up to the top and the gable ends are totally open. The downside of that, of course, is that, you know, on a really rainy day when the blows are blowing 25 miles an hour, you know, bring your umbrella, because you know, it's going to be a damp space.

Ms. Sarich: Thank you. I just would like to kind of check in with everyone on the Board to make sure that they all like the design, don't have any design comments since that's mostly what we're here to look at. No comments at all? Everybody loves it?

Ms. Oana: Is there anything you would like to provide in the letter to the Maui Planning Commission besides you guys loving it?

Mr. Sereda: Maybe there is one thing. I don't know if it should go to the Planning Commission, but, you know, you have a big blank wall on one side, on one elevation. On the south elevation, maybe there's an opportunity for public art or a mural on that side or something. I don't know.

Mr. Niess: Yeah, something to make it more inviting. I felt the same way.

Mr. Riecke-Gonzales: Well, I mean, we do have some landscaping. But are you talking about, like, this wall?

Mr. Sereda: Yeah, that wall there.

Mr. Riecke-Gonzales: Yeah, we could certainly put some motifs or something on the wall. I mean, it is, it is a masonry wall so, you know, we could break that up with --

Mr. Sereda: Metal blocks?

Mr. Riecke-Gonzales: Yeah.

Mr. Sereda: That's my only comment.

Ms. Sarich: Thank you. And everyone else is good with brown and green?

Mr. Niess: Red and green, or brown and green?

Ms. Sarich: Well, is the roof brown or red?

Mr. Riecke-Gonzales: No, the roof is brown. And we did have some discussions because my original proposal was to have a very light colored roof. But the County is really concerned with, you know, it looking dirty, and you know, there is a lot of, you know, dust that gets blown around the area. So it would be more like the Maui Mall roof which is a dark brown. We had similar discussions with that owner too, and you know, it has worked out well. I mean that's a nice looking roof, the one in the Maui Mall.

Ms. Sarich: Thank you. No other comments or questions from the Board? Alright...at this...at this point I think our only comments on the project are about sidewalk safety, security, which are not really in our purview but I think they are relevant. And the only design comment has been about trying to incorporate natural day lighting and some sustainability in lighting and ventilation into the design. And possibly looking at the Maui Land and Pineapple buildings as a model for a big metal building in that area.

Ms. Hitchcock: And Madame Chair, and just to support the movement towards clean energy

and electricity, so we don't have to worry about the fumes and the noise.

Ms. Sarich: Thank you. Anybody else? Did I get everything?

Ms. Oana: Tara, do you need the Board Members to explain a little bit or you got all those comments down?

Ms. Furukawa: I got them down, but I guess, I guess, I mean, do you want to make it more specific or -- because they responded to some of it so I'm not quite sure what more you want me to pass on to the Planning Commission.

Ms. Oana: I think it may be easiest if someone says exactly what you want Tara to put in the letter. So, Chair, if you just wanted to comment in kind of more specific terms about all these things, and then ask for a motion.

Ms. Sarich: On each one separately?

Ms. Oana: No, no, no. All together, and then one motion at the end if everybody agrees.

Ms. Sarich: So as a Board we would like to make sure that sidewalk safety and street walk, cross walk safety is addressed in all directions from senior housing and to the mall itself and to UH. We would like security on all those walkways and in the building itself. We would like to know that pedestrians will be safe getting to this location. We would like natural light and ventilation to be a part of the design. And we would also ask that the electric buses -- I don't know how we ask that -- be implemented as soon as possible to mitigate fumes and engine noises to the residents in the area.

Mr. Niess: . . . (Inaudible) . . . mid-block crosswalks?

Ms. Oana: So with regard to the sidewalk issue, do you just want to add what you said to Tara? Just so she can write it down in the letter.

Ms. Sarich: Yeah. Go ahead and add that Peter.

Ms. Oana: Can you help her out with that?

Mr. Okimoto: I guess the things would be the, where would be the optimum location for a crosswalk to cross Vevau? Right now I think it was mentioned that it was going to be at School Street. And at School Street you basically have two t-intersections with a crosswalk in between them, which is probably not the best safety wise. So just looking at that and working with Public Works Engineering Division on what would be the best safest route for the residence in the area.

Ms. Oana: And then the Maui Land and Pine building.

Ms. Shibuya: Yes, I just kind of want to add that, you know, we have only so much control over the project and we probably have to work with Public Works for, you know, areas outside.

Ms. Sarich: Thank you. And then I think that Peter's comment about Maui Land and Pineapple as a model for a big metal building in that area is a good one and valid. And that we would like to see that referenced.

Mr. Niess: I can show, can I kind of show a picture of this quickly?

Ms. Sarich: Yes.

Ms. Oana: And then Mr. Niess, if you can show all the Board Members as well.

Mr. Niess: So inside there, the roof jogs up and there's a vertical wall that lets in natural light, and it makes it really interesting space inside.

Ms. Sarich: Yeah, beautiful. Beautiful.

Mr. Niess: And it relates to the history of Maui Land and Pineapple. But I don't know...I don't know if it's possible or not, or it's late in the game. It's not skylight . . . (inaudible) . . .

Mr. Phillips: Add to the budget.

Mr. Okamoto: Double the budget.

Mr. Phillips: That's a budget buster.

Ms. Oana: If the Board likes that, Mr. Niess, could you kind of explain that a little bit better so that Ms. Nakashima can write that down in the letter.

Mr. Niess: I think more money should be allocated.

Mr. Phillips: Now you're talking.

Mr. Niess: Clear story roof similar to the existing Maui Land and Pine.

Mr. Riecke-Gonzales: . . . (Inaudible) . . .

Ms. Oana: Excuse me, could please speak into the microphone? You're not getting picked up over there.

Mr. Riecke-Gonzales: I mean, I could change the entrance to be where instead of it's a gable that, you know, come in under an eave roof and then there's a clear story above that. But, you know, it's a totally different look. And actually the gable would provide you with more natural light than what you're looking at that. And that particular picture that you showed, because the truss members are really small because way back in the day you could do that, you get a lacy feel. You know, the pre-fabricated metal buildings, they're heavy, right? The girts are these massive steel pieces. So it's not the same, it would not be the same look even when you get the natural light in there where you have this kind of lacy feel. And we wouldn't be able to do that lacy feel, and mitigate against birds. That, that was one concern too that we had because in some ways I like where you exposed the purlins and, you know, you get a more of that structural feel. But then you've also made endless perches for every pigeon or mynah bird in the world. So, I don't know. I mean, that would be very challenging to try and accommodate to get a similar look to what's at the existing Maui Land and Pine. They're old warehouse. Because remember those were done 80-some years ago. I don't know when the retrofitted, if they checked it for, you know, the hurricane values and everything else. I doubt it. So --

Ms. Sarich: So I would like to amend the comment a little about the design to say that we would like it to have cultural significance either as a hale or referencing some of the industrial buildings in the area.

Mr. Riecke-Gonzales: I think referencing the industrial buildings and being, you know, light and airy where there's a lot of natural light penetrating deep into the space, I don't have a problem with that. I think that's what the design currently does. And it does it for a reason because you may save energy.

Ms. Sarich: Oh, and we also need to write down the part that we would like to see some kind of public art on the large exposed wall.

Ms. Furukawa: Okay. Okay, got it.

Ms. Sarich: Would you be able to read those back, and then we can hopefully get a motion to approve them?

Ms. Furukawa: Sure. You want considerations of sidewalk safety, crosswalk safety from all directions. Security on walkways and buildings itself. Natural lighting or ventilation to be a part of the design. Cultural significance incorporated as part of the design as a hale or consideration of the industrial buildings in the area. You want electric buses to be utilized as soon as possible. And then the public art on the large exposed wall on the south elevation.

Ms. Sarich: Thank you Tara. Would anyone make a motion to approve?

Mr. Sereda: I'll make a motion to approve.

Ms. Oana: With those comments?

Mr. Sereda: With those comments.

Ms. Sarich: Anyone second?

Mr. Okimoto: I'll second.

Ms. Sarich: All in favor? All opposed? The motion passes.

Ms. Furukawa: Thank you.

Ms. Shibuya: Thank you.

**It was moved by Mr. David Sereda, seconded by Mr. Darren Okimoto, then unanimously**

**VOTED: To recommend approval to the Maui Planning Commission with the comments/recommendations as discussed.**

*(Assenting: C. Hitchcock-Sprinzl, S. Marlowe, P. Niess, D. Okimoto, R. Phillips, D. Sereda, D. Unemori)*

*(Excused: M. Torgerson)*

#### **D. DIRECTOR'S REPORT**

##### **1. Hawaii Congress of Planning Official (HCPO) Conference, September 11-13, 2019, at the Sheraton Maui Resort & Spa, Kaanapali.**

Ms. Sarich: Next, we have the Director's Report.

Mr. Clayton Yoshida: Good morning Madame Chair, members of the Board. Clayton Yoshida with the Planning Department, returning after four months of recovery. It feels good to be back.

With that note that the Department is hosting this year's Hawaii Congress of Planning Officials conference, September 11<sup>th</sup> to the 13<sup>th</sup> at the Sheraton Maui Resort in Kaanapali. We rotate the four planning departments. County Planning Departments and the State Office of Planning rotate in hosting the conference. So we get to host the conference once every five years. So the last time we hosted was in 2014. They have a lot of exciting activities as far as mobile workshops on Wednesday and various discussions, presentations

on Thursday and Friday. And you get to meet some of your counterparts from the other islands and so forth.

**2. Agenda items for the August 6, 2019 meeting.**

Mr. Yoshida: Your next meeting is scheduled for Tuesday, August 6<sup>th</sup>. We have one item planned currently which is the Maui Y, Maui Family YMCA improvements projects on Kanaloa Avenue in Kahului. With that, that's our report.

**E. NEXT MEETING DATE: August 6, 2019**

**F. ADJOURNMENT**

Ms. Sarich: Thank you Clayton. Our next meeting date is August 6<sup>th</sup>, 2019, and with -- if there are no objections...I will adjourn the meeting.

There being no further discussion brought forward to the Board, the meeting was adjourned at 11:28 a.m.

Respectfully submitted by,

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

**RECORD OF ATTENDANCE**

**PRESENT:**

Caryl Hitchcock-Sprinzl, Vice-Chair  
Stuart Marlowe  
Peter Niess  
Darren Okimoto  
Raymond Phillips  
Brandis Sarich, Chair  
David Sereda  
Darren Unemori

**EXCUSED:**

Mikal Torgerson

**OTHERS:**

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Clayton Yoshida, Planning Program Administrator, Current Planning Division  
Tara Furukawa, Staff Planner  
Jennifer Oana, Deputy Corporation Counsel