

**URBAN DESIGN REVIEW BOARD  
REGULAR MEETING  
SEPTEMBER 3, 2019**

**A. CALL TO ORDER**

The regular meeting of the Urban Design Review Board (Board) was called to order by Ms. Caryl Hitchcock-Sprinzel, Vice-Chair, at approximately 10:02 a.m., Tuesday, September 3, 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. Caryl Hitchcock-Sprinzel: So, good morning everyone. I'd like to call the meeting to order. Just so you understand that Ms. Sarich, the Chair, is, has recused herself from the meeting so I will take over as the Chair if everyone is happy about that.

- 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. Hitchcock-Sprinzel: So is there -- is there anybody in the audience who would like to provide public testimony and can't stay until the end of the presentation? We have only one project on the agenda this morning. Is there anybody who would like to do public testimony now or would you prefer to wait? Seeing none, public testimony is closed. And then I'll go ahead and read the communication regarding the presentation today.

**C. COMMUNICATIONS**

- 1. COSTCO WHOLESALE CORP. requesting a Special Management Area Use Permit for the proposed Costco five-island fueling station expansion at the existing fuel facility on approximately 4.08 acres located at 548 Haleakala Highway, Kahului, Maui, Hawaii, Tax Map Key (2) 3-8-103:001 (SM1 2019/0005) (P. Fasi)**

**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. Hitchcock-Sprinzel: So, it's the Costco Wholesale Group . . . (*Vice-Chair Hitchcock-Sprinzel read the above project description into the record.*) . . . And the planner is Paul

Fasi. And so I would like to invite Mr. Fasi to come up and take the podium. Thank you.

Mr. Paul Fasi: Good morning everyone. Thank you for taking your time to review this project out of your busy day. I'm going to be very brief. Raymond Cabebe from Chris Hart & Partners is here and he will give you a project power point presentation.

As far as government regulatory regulations are concerned the landowner and applicant is Costco Wholesale Corporation. The approving agency for this particular SM1 project is the Maui Planning Commission. We are here today to make recommendations to the Maui Planning Commission regarding the design and the project scope of this particular project. The cost of this project is a little under \$2.3 mil. The zoning is...State Land Use is Urban. The Maui Island Plan is Urban. It's in the Wailuku-Kahului Community Plan. The County Zoning is M-1 Light Industrial. It is in the Special Management Area. Just a brief note, historically the previous UDRB Board in March of 2011 approved the initial expansion of this particular project. So, this is the second Costco expansion.

Any questions for the Department? If not, I'll turn it over to Raymond. Thank you.

Ms. Hitchcock-Sprinzel: Thank you.

Mr. Raymond Cabebe: Thank you Paul. Good morning Vice-Chair. Good morning members of the Urban Design Review Board. My name is Raymond Cabebe with Chris Hart & Partners. May I please, Board, the item before you is the Costco fuel facility expansion project. And I would like to also introduce Ms. Amy Hart and Ms. Christine Lasley both from the architecture firm of MG2 who will be presenting the design details, and Mr. John Ellingsen of Ellingsen and Company, project manager, who can answer any questions about the project.

The project is the expansion of the existing Costco fuel facility. To better serve its customers, a fuel dispenser would be added to each of the five existing islands adding 10 fueling positions for a total of 30 positions. This will increase the number of customers that can be served at one time reducing the lines and waiting time. Existing landscaping will not be affected.

The project is 548 Haleakala Highway. The parcel is about four acres, but the project area is about two-tenths of an acre, or about 9,128 square feet. And access to the gas station is from driveways on Lauo Loop and also from Haleakala Highway and Dairy Road through the Costco Warehouse parcel.

The major landmarks are Kahului Harbor, Kanaha Pond, and Kahului Airport. This tax map shows parcel 13 of plat 79. In 2010, parcel 13 was subdivided to create the north project area of Maui Business Park Phase II. The fuel facility is located on parcel 1 of plat 103 which is not yet available.

This aerial shows nearby landmarks. The former Big-K, K-Mart building here. The airport triangle industrial area to the west. Marriott Courtyard Hotel to the north, along with the Department of Water Supply baseyard. The Maui Business Park Phase II project area is to the east to the site.

The parcel has a State Land Use designation of Urban. It's within the Maui Island Plan urban growth boundary and designated Light-Industrial in the Wailuku-Kahului Community Plan. And it's also zoned M-1 Light-Industrial by the County.

These are views from the Airport Access Road. There's a fence that runs along the Access Road, and you can see the top of the canopy is right in front of the hotel. There we see. So that's where the expansion is going to occur. If you go further down, further west on the Access Road, the canopy is like right here and so you can barely see it from that, the Access Road.

At this point I'll bring up Christine Lasley of MG2 to talk about the project design.

Ms. Christine Lasley: Good morning Madame Chair and members of the Board. I'm Christine Lasley with MG2 Architecture. I was the original architect for the redesign, or the design of the addition. So I'm very proud to come back and present to you today our project about eight years ago to today. So we maintained the original look of the fuel facility with the organic form of the columns, the display columns. What you see above here is the existing warehouse, the existing canopy, and then the expanded canopy. And the expansion is basically on this side. So again we're maintaining the original design, the display columns, with the same materials, the 20-year warranty materials for the canopy as well as the local block that we sourced from Maui Block which is the reddish brown color. So this design was successful and we're continuing the design.

So again, as you can see very minimal impacts to the way that it looks right now and how it was approved eight years ago. So here is the look from the southeast corner. Again, the existing canopy here, and then the new 3-D rendering showing the expansion. Again, very minimal impacts. Still using the display column design and still maintaining the landscaping that is out front.

And here's a view from the northwest corner. The existing at the top and then the expanded view as you can see in the 3-D rendering below.

And here is the overall site plan. What you see in the red is the expansion area with the canopy actually here in this area. And then as you can see we are maintaining the area where the stacking for the fueling members are staying the same area. So we had always made sure that that area would be maintained and then there would be no impact to the site, no loss in parking. And also we maintained the same drive out and so forth. And the

landscaping would also be the same.

So it would be a benefit to the people of Maui to add these five positions. It would get people through the lines quicker and it would also reduce the amount of idling that would be, from cars that would be sitting there and get them out. You know, it's usually a rush in the morning and in the evening, and we want to make sure people are, are pushed through accordingly.

What you see here is just the elevations for the, the long side and the short side. The short side, I believe, is basically Haleakala. And then they would maintain the signage that's out there just for wayfinding. I believe this would be a new sign facing the frontage road. The canopy already exists on two frontage roads so we would respectfully request an added sign on the short end of the canopy for wayfinding.

So with that really that's what we're presenting. The original design was, we believe, was successful. It was a very nice design, and nice for this area. And what Costco is doing really is to enhance the consumer experience and make sure that any impacts would result in a better customer experience and better for the people of Maui. So we thank you for your time and we open it up for any questions that you may have.

Ms. Hitchcock-Sprinzel: Thank you. I'd like to open the meeting to public testimony. Okay, seeing none, public testimony is closed. Then if we can move on to questions and discussions by the Board. So do you want to go around the table and --? Tammy, do you want to start?

Ms. Tammy Yeh: I don't have any questions.

Ms. Hitchcock-Sprinzel: All right. Thank you. Darren?

Mr. Darren Unemori: I have no questions.

Ms. Hitchcock-Sprinzel: Stuart?

Mr. Stuart Marlowe: Will there be any added electric vehicle posts as well?

Mr. Cabebe: No, not at this time. There's electrical vehicle, electric vehicles --. I think they have electric vehicle stalls on the other parcel, on the warehouse side, yeah.

Mr. Marlowe: Thank you.

Ms. Hitchcock-Sprinzel: Okay, thank you. Darren?

Mr. Darren Okimoto: No comments from me. Thank you.

Mr. Hitchcock-Sprinzel: Peter. Well go, Peter first.

Mr. Peter Niess: It would just be traffic related questions. I guess it's on the warehouse parcel, that intersection can get congested or hard to pull in and out of. Have you guys looked at what the impacts of allowing more people to process through here will have? Will it be net positive or negative?

Mr. John Ellingsen: Good morning. My name is John Ellingsen. I'm with Ellingsen Company. I'm the real estate development manager for the project. So with these expansions we don't typically see a big bump in new business. We have an established membership base so it's really about the member experience coming through the facility.

In terms of facilitating that circulation I wouldn't see an impact to the overall circulation. It's really a matter of just getting our members through the fueling facility, back into the parking lot if they're going to be visiting the warehouse or on their way to whatever their business is for the rest of the day.

Mr. Niess: Okay.

Ms. Hitchcock-Sprinzel: Mikal.

Mr. Mikal Torgerson: So, yeah, I guess my concerns are primarily related to traffic too. If you're the one to address them that would be great. The intersection that he just mentioned is a concern; the one that enters into Costco. But I'm also concerned about how the circulation onsite occurs. So I'm a consumer, I'm going to come in, and I want to get fuel. The original design was apparently designed such that you would come in sort of immediately adjacent to the fuel structure. Go straight back, take a right, and then get into the queuing area. But from a practical standpoint somebody decided that that was problematic with people turning to get out and people trying to come in. And I agree, I think it was a poor design in the first place, but -- so cones are stacked in and all over the road to keep people from entering there. And so then people are then forced to go down much farther down -- what is now, Lau? What was the name of that loop? Lauo. Lauo Loop and then come back in and circulate down a pretty circuitous path through the entire parking lot to get back over there, right? Was any thought given to trying to address that in this expansion?

Mr. Ellingsen: So we're working with our traffic engineer on some previous conditions of approval related to the operations on Haleakala and our main driveway. They've also looked at the circulation through the site. What you're referring to, typically what we do is we implement a queue management plan. And so as volume build depending on the need for that volume additional attendants are brought out to the site to help move our members through, utilize the stacking area more efficiently, et cetera. Last steps would be to be

rerouting members through the parking lot to increase capacity and to avoid those internal conflicts on the site. So that's typically what we would do as volumes build in order to do that. What I would expect to see here is members will be able to go through more quickly those queues will reduce and we won't have that onsite congestion. That's typically what we're trying to address with these expansions. Again, we're not looking at additional business building necessarily. It's more hitting that process and the members that are already coming to the site.

Mr. Torgerson: Okay. So you don't expect any new customers as a result of this?

Mr. Ellingsen: Well, you know, business is continually going to grow but we're a membership based facility so it's an established membership. Typically where we see the bump in business is from that latent demand where a member will see a long line and they'll choose not to visit the gas station.

Mr. Torgerson: That's right. Yeah.

Mr. Ellingsen: And so as the, as the members are processed more quickly, the line may be shorter, they may choose to go at that point. But again, you know, we typically see a great reduction in the queue lane with these expansions.

Mr. Torgerson: From a design standpoint it seems like fundamentally the problem is that you have people, the exit line coming out of the fueling stations is far too close to the drive, the road that people need to drive out of. And so as people try to drive into the facility, you have people trying to exit and they're trying to do a 180-degree turn to get back out of that.

Mr. Ellingsen: Go back, go back out.

Mr. Torgerson: And that's just a design problem in my estimation. So what we're talking about is adding more stations presumably more cars. I think you'd get a lot of consumers like myself that just say I'm not going to go there because the queue is too long. But when it shortens up they're going to go. And so you're adding cars. Has there been a traffic study done for this expansion?

Mr. Ellingsen: We do have our traffic engineer, HCAN Kittleson that are working on the projects and they've evaluated the site plan and didn't, didn't see concerns there.

Mr. Torgerson: Have they been there?

Mr. Ellingsen: Yes, they have been there. Yes.

Mr. Torgerson: And there's no concerns?

Mr. Ellingsen: Correct.

Mr. Torgerson: Okay. Yeah, I guess my two cents is that I just see huge concerns. I've personally seen people just racing through the parking lot trying...whatever circuitous route they end up taking because of the cones. They're racing over trying to get fuel, at the same time moms and babies are trying to load their car. And it's just the design could use streamlining of how the traffic functions through the site. I mean, it seems like stacking cones and putting attendants out to address traffic problems is a bigger concern.

Mr. Ellingsen: I think that, you know, as we, as we operate these facilities and the attendants are trying to handle the volume of the members that are coming through. And if we do need to increase that volume that's where you would see that, that . . . (inaudible) . . . regulation. I think that's something that we can further evaluate with our traffic engineer and work with staff if we identify further concern with how the site is circulating.

Mr. Torgerson: Well just one idea, if, for example, the exit from the fueling station was an entirely different drive cut than the entrance into the fueling station, then you wouldn't have that conflict anymore. Has that option been explored?

Mr. Ellingsen: That's not something that we've looked at currently, no.

Mr. Torgerson: Okay, thank you.

Mr. Ellingsen: You're welcome.

Ms. Hitchcock-Sprinzel: Okay thank you. So I have...well just jotted some recommendations that -- and Mikal could you please resay that recommendation, that last recommendation about the exit so we can get it . . . (inaudible) . . . ?

Mr. Torgerson: Yeah, I feel like I'm always the one that's picking, picking things apart. But I personally feel fundamentally that the circulation of this facility is, is really just fundamentally flawed. And the recommendation to the Planning Commission from me would be to go to the drawing board. I couldn't recommend any minor changes that I think would fix this.

Ms. Hitchcock-Sprinzel: But if I understood correctly you're saying that the exit and the entrance should be separate . . . (inaudible) . . .

Mr. Torgerson: That's one design solution that would alleviate those concerns and then at least people could enter where they were originally designed to enter the facility without circulating through a parking lot full of --. Because the people fueling their car have one task, and the people unloading their groceries into their cars have a different. And putting those cars that are in a hurry to go get fuel, running through the entire parking, I think causes safety concerns.

Ms. Hitchcock-Sprinzl: So perhaps a recommendation would be to kind of separate the two function?

Mr. Torgerson: Yeah, perhaps, yeah. Yeah.

Ms. Hitchcock-Sprinzl: Okay, thank you. I wanted to make sure I understood you correctly.

Mr. Torgerson: Thank you. Yeah, thank you. Yeah, that helps clarify.

Ms. Hitchcock-Sprinzl: Because from personal experience it is a little confusing in that parking lot.

Mr. Torgerson: Yeah.

Ms. Hitchcock-Sprinzl: People always looking for spaces, and it is challenging. I have never personally used the fueling station so I'm not sure about how the traffic flow is. I understand that it might be challenging. Yes, Christine.

Ms. Lasley: Yes, ma'am. Christine Lasley, MG2. So when we originally laid out this, we tried as much as we could to keep that area away from the other entry which is near the, I guess, what they call the, the westward drive, the original drive entry. Because as you remember, I don't know if you remember way back it was very congested in this area and the fact that Costco bought the four acres and opened up the parking lot was, you know, a blessing and curse too. Because once people got more room they decided to, you know, when you see an open parking some people go faster which wasn't the intent. So that's why we put that central drive, you know, down here so people would be responsible and come down during, during times of, you know, when it was peak demand. So the two entries were, they were intentional so that people would drive safely through and then get into that stacking area here. Which again was pushed away intentionally for this area. It was a conscience effort to reduce the amount of traffic that tend to flow over there. So we are willing, Costco is willing to work with staff to come up with, you know, a responsible plan to help alleviate the condition that, you know, Council Member Mikal brought up and I think it's a valid request. So Costco is willing to work with staff to try to work through if issues, if need be, with the traffic engineers, and we're using a local traffic engineer to, to work with us, to work through this issue that you have witnessed.

Mr. Torgerson: I understand what you're saying and I agree that keeping things away from the original Costco entrance was an important design goal, but that remains a problem. But I don't think this necessarily exacerbates that. But that the secondary entrance to the fueling station that you pointed out too where you come in down on this end and then come up that tree lined area, that's also a pretty circuitous route. People end up having to make multiple turns to get in there.

Ms. Lasley: Right.

Mr. Torgerson: And unless you're intimately familiar with the facility you wouldn't know that that's where you even ought to be going so people tend to just sort of cut across those parking spaces.

Ms. Lasley: Right. It's just the nature of the site. There is an existing culvert that Costco had to work around and just the nature of the site. And, and, you know, it went from this area to -- this was the original area -- all the way to here. So in the sense it is better but we can work together to improve those that decide to go through this site and drive, you know, drive all over the site. You know, we can work with staff and work with the warehouse manager to, to come up with better ways to manage. You know, all it takes is a few people, right, to you know --

Mr. Torgerson: Yeah, I guess what I'm -- I guess what I'm respectfully suggesting is that managing that isn't the best approach. That a good design would perhaps eliminate the ability for people to just go cutting across the parking lot full of people as a primary entrance to the facility. That, that maybe the exit from the fueling station should be separated entirely from the primary entrance so that nobody needs to put up the cones periodically throughout the day.

Ms. Hitchcock-Sprinzl: I think that's how they do it on Oahu, isn't it? Because it's a very unilateral flow from going into the entrance and then fueling and then exiting in a separate place.

Ms. Lasley: Right --

Mr. Torgerson: I just know that it's not a common place to have to put up cones and to have attendants direct people in and out of fueling stations.

Ms. Lasley: I'm the project manager for the Oahu location and there is just such a high demand. People love Costco on Oahu that the warehouse manager really does work with HPD and, and staff to move people along. But there are those few that sort of break the rules or cut or don't follow the circulation and it is those few that, you know, sometimes messes up the whole queue.

Mr. Torgerson: So that's a good question. So is it important for the fuel consumers to go through the rest of the parking lot? Do they need to be able to mix vehicularly with the rest of Costco's parking lot? It seems like there would be customers who would buy groceries and get gas, or get gas and buy groceries and so you want some connection, but not necessarily drive on through the parking lot.

Ms. Lasley: Sure. I mean the very nature of the Costco, I mean, you go there for food and you go there for gas and groceries. They will be inherently mixed so --

Mr. Torgerson: But they don't necessarily need to drive through the parking lot to do that.

Ms. Lasley: During peak times, yes. I mean, we would work with the warehouse manager, work with staff accordingly to make sure that we can come up with a good solutions during the peak traffic hour. And granted it's not like that, you know, 100 percent of the time. There are those times where, you know, just like traffic, early morning and evening. Those are some of the things that we inherent of the site, inherent of the business, and inherent of customer nature that we do have to work with the warehouse manager, with staff, and with their employees to make sure that people are safely routed through the site. So, so point taken and we acknowledge that, and we're willing to work with staff to get through that.

Mr. Torgerson: Thank you. Thank you. One last question. The floor plan or the building plan wasn't very large. The distance between sort of curb to curb, I guess, from between fueling station. What is that?

Ms. Lasley: The distance from --

Mr. Torgerson: Just roughly.

Ms. Lasley: From fueling station?

Mr. Torgerson: Well between. So you have cars on one side and cars on another end and an island in the middle.

Ms. Lasley: Right.

Mr. Torgerson: What I noticed anecdotally is that a lot of folks will wait until...this car...say the car in the front has left.

Ms. Lasley: Right.

Mr. Torgerson: The car in the back folks would wait until it finishes fueling because that's tight in there to get around.

Ms. Lasley: Right. So there's a larger lane. It's a 12-foot wide lane passing, and what Costco has done is for the added lane which is here, there is a greater distance between the original pump so that cars nose into that middle portion, the middle spot in case it's empty. So they give the customers enough room to nose into that middle spot so that there's enough room to nose in, fill, and if they had to go around the first person in line, they still can nose out and safely maneuver the 12-foot wide lane.

Mr. Torgerson: So it's a 12-foot wide lane, and then how far is the --?

Ms. Lasley: 25-feet. I know it's longer than an average -- 28-feet, I'm sorry -- longer than an average parallel park stall.

Mr. Torgerson: . . . (inaudible) . . .

Ms. Lasley: So they make sure that they can have -- they don't have to jock in and out. That they can just nose in easily.

Mr. Torgerson: That's what I'm thinking about. That car in the middle, does he have to parallel park or does --?

Ms. Lasley: No, you just nose in and then that's an extra wide spot so that they wouldn't have problems going --

Mr. Torgerson: And that car's tail wouldn't be hanging out and impeding traffic?

Ms. Lasley: No. No, and then they would also have the attendee helping if they had issues.

Mr. Torgerson: I can see how that can be a problem too.

Ms. Lasley: No. Costco intentionally designed it so that it can allow for greater room to allow for that sort of nose in maneuverability.

Mr. Torgerson: I don't think I have a floor plan of the actual building itself that that would show that.

Ms. Lasley: We can supply you with an enlarged plan. We can have that available and have it printed for you.

Mr. Torgerson: Well that's okay. It's just it makes it difficult to analyze such a thing. Yeah. I guess we're just being told that --

Ms. Lasley: Well, we can give you --. It's 28 feet and we can give that enlarged area.

Mr. Torgerson: 28-feet is . . . (inaudible) . . . And the other dimension? So we've got three cars stacked right?

Ms. Lasley: Yes sir.

Mr. Torgerson: What's that dimension?

Ms. Lasley: So the total width of the expansion is 28-feet, and that's the depth of the expansion. So the total of the existing and the expanded would be a 60-foot depth from the end of the long side of the canopy.

Mr. Torgerson: Okay, so that just leaves 20-feet for each car. That's not really enough to pull in, nose in, and not have your tail hanging out. You'd have to parallel park.

Ms. Lasley: Well, so, we'll measure it from the center of the columns. So I gave you the dimensions of the canopy. I mean, of course there's a...it...you know, you can move about and the 12-foot wide lanes really makes the difference. And you can move in and nose into that that . . . (inaudible) . . .

Mr. Torgerson: So it's 36-feet wide between gas pump to gas pump?

Ms. Lasley: I believe so. So we have 10-foot wide lanes, 12-foot wide passing lanes, and then another 10-foot wide lane.

Mr. Torgerson: Single 12-foot.

Ms. Lasley: Right.

Mr. Torgerson: That to, that to me sounds pretty tight. That you would have -- because a standard parallel parking space is, I think, 21-feet. So if you have three cars, two cars parking on either end and the person needs to come in the middle, you have a shorter than standard parallel parking stall for somebody to pull into without leaving their okole hanging out in the drive aisle, right?

Ms. Lasley: Right. Right. So it's from the center of the dispenser and not the actual columns. So that's an added two-feet on each side that would be added to your dimension. So it's a standard Costco dimension and it's used across in the mainland where, you know, they have, you know, sometimes they have bigger vehicles as well. So that's the standard dimension that they use and it works. And, and it really helps with that added dimension for that middle position to get people in there safely.

Mr. Torgerson: Yeah, I'm not following what the added dimension is. That seems like a minimal parallel parking space. Unless the car in front and the car in the back have been considerate enough to park outside of your dimension that you just told me.

Ms. Lasley: Right. And there's also a dimension past that as well. So a car would, would be able to line up with that outside pump here, and then there's room for that car underneath the canopy so that the nose would, you know, be at standard --

Mr. Torgerson: In the egress aisle.

Ms. Lasley: Right. Right. So they would --

Mr. Torgerson: . . . (inaudible) . . .

Ms. Lasley: Well, no, we have a pretty big distance from here to here, from the edge of the canopy to the end.

Mr. Torgerson: Yeah, yeah, people are turning.

Ms. Lasley: 45 feet.

Mr. Niess: If you go to the elevation...it shows it.

Mr. Torgerson: Yeah, I see the elevation. I just don't have anything with dimensions or a floor plan.

Ms. Lasley: We can give that to you.

Mr. Torgerson: I don't have --. I guess I'm just being told this is what Costco does everywhere and it works. But --

Ms. Lasley: It is a standard dimension.

Mr. Torgerson: Yeah I understand that. The dimensions you're telling me sound minimal, but just based on standard parallel parking stalls that would be tight.

Ms. Lasley: My experience would be 22, 25 feet for the parallel parking stalls. They go up to 28 to the center line.

Mr. Torgerson: That's more than you're telling me you have.

Ms. Lasley: It's actually quite wide so we can give you that floor plan and show you dimensions of the standard stacking.

Mr. Torgerson: Okay, thank you.

Ms. Lasley: And show you how the relationship of the car is between the two. So I can assure you it's enough room.

Mr. Torgerson: Okay, thank you.

Ms. Hitchcock-Sprinzel: Okay thank you. So I would like to just ask the Board if there are any other comments or the audience at this time. Alright, Paul?

Mr. Fasi: Thank you. As long as we're talking about the traffic circulation, can you guys take a look at this...can you go back to the site plan please? There's a really awkward triangular shaped parking island in the middle of the parking lot. It's kind of awkward and it really needs to be truncated. Can you guys take a look at that and maybe -- because it's a real awkward turn for people in the parking lot.

Anyway, secondly, what I would suggest from the Planning Department's perspective is that to alleviate all this traffic congestion and circulation, for the long term, what Costco should do is purchase the lot across the street and move the fueling station there and put your car wash in that you guys originally proposed in the first application. That's all I have. Thank you.

Ms. Hitchcock-Sprinzel: Thank you Paul. So now we can go over the recommendations and the comments that we want to put with our submission. So Paul do you want to do that?

Mr. Fasi: No, these are just suggestions. These are not recommendations.

Ms. Hitchcock-Sprinzel: Okay. But we were just taking notes during the discussions and the questions, and some of the things that we wanted to put forward with the recommendation was to consider, and for the future, electrical vehicle charging stations because gasoline hopefully is on its way out. And for the future we're hoping that that will present us with a really different picture, so just to be thinking about that for the future. You know, it will be a need. And Costco does such a good job of looking after their customers being one.

Also to recommend that they look at the traffic flow as it exists and to see if there is anything that they can do to streamline it and maybe separate the fueling traffic from the babies and moms loading their cars with groceries and traffic, to sort of make that a little bit.

And maybe include Paul's suggestion about an expansion to a nearer, you know, a surrounding site. Just to consider. These are only recommendations. They don't have any power, but they're recommendations that the Planning Commission will see.

And separate the entrance to the fueling station from the exit so that we have more of a flow of traffic that will be more logical to the consumer.

Was there anything I missed?

Mr. Torgerson: Yeah, I continue to have concerns about how the cars stack and circulate within the building itself, but I guess we're, we're left to trust that it works.

Ms. Hitchcock-Sprinzl: Okay. Then we could put a recommendation that a traffic study be considered to just look at the whole of the traffic flow in, in the site. And for recommendations to maybe make that a little bit more streamlined. Paul, did you --? No? Okay.

If that's it then do I have a recommendation or motion to...recommend the project as presented with the recommendations that we've just discussed? Is there a motion?

Mr. Niess: I so move.

Ms. Hitchcock-Sprinzl: Peter, thank you. A second?

Mr. Marlowe: Second.

Mr. Hitchcock-Sprinzl: Stuart, thank you. So, the motion carries. Oh, all in favor please raise your hand? All opposed? Okay, so the motion is carried as read. So now I'd like to thank everybody for their discussion and presentation, and ask the Director's Report, Mr. Clayton Yoshida.

**It was moved by Mr. Peter Niess, seconded by Mr. Stuart Marlowe, then unanimously**

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

*(Assenting: C. Hitchcock-Sprinzl, P. Niess, S. Marlowe, D. Okimoto, D. Unemori, T. Yeh)*

*(Dissenting: M. Torgerson)*

*(Excused (E)/Recused (R): R. Phillips (E), B. Sarich (E)/(R), D. Sereda (E)/(R))*

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

##### **1. [Proposed Meeting Schedule](#) for Calendar Year 2020.**

**The Board may take action to approve or modify the meeting schedule.**

Mr. Clayton Yoshida: Good morning Madame Vice and Members. The Department of Personnel Services has distributed the holiday schedule for calendar year 2020. So with that we have proposed a meeting schedule for this Board for calendar year 2020 so that we can reserve the meeting space. We would note that the one exception being meeting on Wednesday, November 4<sup>th</sup> because of the...General Election day anticipated on November 3<sup>rd</sup>, so that will be a Federal, County, State holiday. So are there any questions? Okay, so I guess Leilani can proceed to reserve the meeting, the conference room for the meetings on these dates.

**Without any objections, the Board accepted the proposed 2020 dates as presented.**

**2. Agenda items for the October 1, 2019 meeting.**

Mr. Yoshida: The next meeting is scheduled for October 1<sup>st</sup>. Right now we don't have any particular agenda items scheduled but that probably will...we'll probably learn within the next two weeks if we do have any agenda items. That concludes the Director's Report.

**E. NEXT MEETING DATE: October 1, 2019**

**F. ADJOURNMENT**

Ms. Hitchcock-Sprinzel: Thank you Clayton. Well, with that, I guess, the meeting is adjourned. Thank you.

There being no further discussion brought forward to the Board, the meeting was adjourned at 10:44 a.m.

Respectfully submitted by,

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

**RECORD OF ATTENDANCE**

**PRESENT:**

Caryl Hitchcock-Sprinzel, Vice-Chair  
Stuart Marlowe  
Peter Niess  
Darren Okimoto  
Mikal Torgerson  
Darren Unemori  
Tammy Yeh (alternate)

**EXCUSED (E)/RECUSED (R):**

Raymond Phillips (E)  
Brandis Sarich, Chair (E/R)  
David Sereda (E/R)

**OTHERS:**

Clayton Yoshida, Planning Program Administrator, Current Planning Division (from 10:35

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a.m.)

Jeffrey Dack, Planning Supervisor (from 10:02 – 10:35 a.m.)

Paul Fasi, Staff Planner

Jennifer Oana, Deputy Corporation Counsel