

**URBAN DESIGN REVIEW BOARD
REGULAR MEETING
SEPTEMBER 1, 2020**

A. CALL TO ORDER

The regular meeting of the Urban Design Review Board (Board) was called to order by Chair Caryl Hitchcock-Sprinzl at approximately 10:00 a.m., Tuesday, September 1, 2020, online via BlueJeans Meeting No. 976904086.

A quorum of the Board was present (See Record of Attendance).

Ms. Caryl Hitchcock-Sprinzl: Good morning everyone. This is the Urban Design Review Board meeting on September 1st, 2020. And I'd like to start the meeting today with a roll call of the board members just to see -- because sometimes I can't see you on my screen so make sure that you're all here. So Peter? Yes, okay. Joshua?

Mr. Joshua Circle-Woodburn: Here.

Ms. Caryl Hitchcock-Sprinzl: Yes. Marie?

Ms. Marie Kimmey: Here.

Ms. Caryl Hitchcock-Sprinzl: Stuart?

Mr. Stuart Marlowe: Present.

Ms. Caryl Hitchcock-Sprinzl: Darren Okimoto?

Mr. Darren Okimoto: Here.

Ms. Caryl Hitchcock-Sprinzl: Mandy?

Ms. Mandy Saito: Here.

Ms. Caryl Hitchcock-Sprinzl: Mikal?

Mr. Mikal Torgerson: Mikal here.

Ms. Caryl Hitchcock-Sprinzl: Alright. And Darren Unemori has recused himself, and I think he is also excused from the meeting. So I think we have everyone here. I wanted to compliment the Board on their stellar attendance record and thank you for your time and service to the community.

So I'd like to just ask Clayton, Mr. Yoshida, if there are any announcements from the County to begin with?

Mr. Clayton Yoshida: Good morning Madame Chair and Board Members, Clayton Yoshida with the Planning Department. I'm here with Leilani Ramoran-Quemado, the board

secretary, and Kristina Toshikiyo with Corporation Counsel Office, and Keola Whittaker, from the Corporation Counsel Office. So with that, I guess we can proceed with the first item.

B. COMMUNICATIONS

- 1. MS. TESSA MUNEKIYO NG of MUNEKIYO HIRAGA on behalf of HAWAIIAN CEMENT requesting design review of the proposed relocation of the Hawaiian Cement trans-shipment facility currently operating at the Kahului Harbor to a new location approximately 600 feet northeast of the existing facility site. The relocated facility will include two 90-foot high silos and a 1,750 square foot warehouse including truck loading area, equipment room, bagging room, and access driveway and parking. Comments will be included in the Draft Environmental Assessment prepared in support of the Special Management Area Use Permit and Shoreline Setback Variance for the Kahului Harbor Hawaiian Cement Facility Relocation Project located at Kahului Harbor, Tax Map Key(s): (2) 3-7-010:003(por.), (2) 3-7-010:009(por.), (2) 3-7-010:034(por.), and (2)3-7-010:035(por.) Kahului, Island of Maui (SM1 2020/0008) (SSV 2020/0001) (SSA 2020/0033) (EA 2020/0003) (K. Wollenhaupt)**

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

Ms. Caryl Hitchcock-Sprinzl: Alright. Thank you Mr. Yoshida. So the first communication is Ms. Tessa Munekiyo of Munekiyo Hiraga on behalf of Hawaiian Cement . . . (*Chair Hitchcock-Sprinzl read the above project description into the record.*) . . . There's an SM1 reference, and SSV reference, and SSA reference, and EA reference. And at this time I would like to invite the planner, Kurt Wollenhaupt to invite the presenter to do their presentation.

Mr. Kurt Wollenhaupt: Oh, good morning, can you hear me okay?

Ms. Caryl Hitchcock-Sprinzl: Yes, yes, loud and clear.

Mr. Wollenhaupt: Well, thank you. Good morning, this is Kurt from the Planning Department. What we have before you today is a request for a design review for two 90-foot concrete towers, so may just use your imagination today on this project. But that is in SMA that triggers the review by the Urban Design Review Board. I'm sure that you're all very familiar with the existing silos as you make the big turn from Hana Highway to East Kaahumanu

Avenue. It's hard to miss those two, a bit rusty silos that are used for trans-shipment of the cement. I'm sure that you're also familiar with the process of how concrete comes about. You have an aggregate, you have a paste. The paste requires Portland cement and water. So how do we get the Portland cement to Maui? Well, it comes in great big barges. Well, how do we transfer this cement from the barge to the, the trucks? Well, that is a unique system and that's why this facility has to be very close to the barge. Actually the barge pulls in, there are large tubes that are underground, and essentially it's blown into this 90-foot tower, or the tower that exists currently. This is all part of the Kahului Harbor development plan. Much of this has been triggered for two things. One is the age of the existing towers. They do need to be replaced. And also the location. This is very close to the Young Brother's barge system unloading, and it might result in future accident, so moving these is a wise thing.

What this project, however, has an awful lot of permits that are required. A variance from flood development permit. It already has gone to the Maui Planning Commission for the comments on the Draft Environmental Assessment (DEA) because of the use of State and County lands. It will be going back to the Maui Planning Commission for the Final EA with comments from the Urban Design Review Board. It already has received comments from the Cultural Resources Commission as there is a historical property of the trigger transfer shipment nearby. And then after the Final Environmental Assessment (EA) has been accepted and after the legal challenge period, it will then have to go to the Maui Planning Commission for Shoreline Setback Variance (SSV) and also for a Major SM1. This is all for a project that really is critical because Maui needs concrete. Concrete needs cement. This is how we get our cement.

So without further ado Ms. Ng of Munekiyo Hiraga, the managing consultant, and they're going to share their screen and discuss the new trans-shipment facility. I'm here to answer any questions and Ms. Ng will be able to answer. Thank you.

Ms. Caryl Hitchcock-Sprinzl: Thank you Kurt.

Ms. Tessa Munekiyo Ng: Thank you very much Kurt, and good morning Board Members. Are you able to see my screen?

Ms. Caryl Hitchcock-Sprinzl: Yes we can.

Ms. Munekiyo Ng: Okay, great. Well, we have a brief presentation for you this morning, so thank you for the opportunity to present to you. My name is Tessa Munekiyo Ng from Munekiyo Hiraga and we're here with Hawaiian Cement to present their Kahului Harbor Cement Facility Relocation Project. From Hawaiian Cement we have Dane Wurlitzer participating in the meeting today. They're the applicant. The civil engineer is Richard Sato from Sato & Associates. And Munekiyo Hiraga is serving as the planning consultant.

The purpose of our presentation is to provide information on the project. And as Kurt mentioned, there was an SMA Use Permit application that's been filed, as well as the Draft EA that's been published. And we respectfully request recommendation from the Board for approval of the SMA Use Permit to the Maui Planning Commission.

Many of you are probably familiar with Hawaiian Cement's operations at Kahului Harbor. There are some photos of the existing facility on the right of the screen, and you see the two silos as you drive along Kaahumanu Avenue. The existing cement terminal was built in 1972, and it's the only bulk cement import facility on Maui, so all cement used on Maui comes through this facility. Hawaiian Cement imports the cement via a specialized barge, and then the cement is transferred from the barge to via an underground pipelines to the two silos. There's also a bagging facility which is shown on this photo on the bottom.

This is an aerial shot of the harbor, and I'll just point out some landmarks for your reference. So this is Pier One. This is where the cruise ships come into the harbor. This is Pier Two here, and this is Pier Three in the middle. The existing Hawaiian Cement facility is located approximately here. You can see the two silos. And the relocated --

Ms. Caryl Hitchcock-Sprinzel: Sorry Ms. Munekiyo. I was just going to ask those who are not speaking to mute their microphones so that we can hear the presenter clearly. We're getting some background noise. Thank you.

Ms. Munekiyo Ng: Thank you very much. So as I mentioned, the existing facility is located here. The relocated facility will be on a portion of land owned by A&B, and approximately in this area where I have my mouse. So these three structures here are former sugar warehouse, and these are sugar conveyer systems that will need to be demolished for the project, but the warehouses themselves will remain.

Kurt talked a little bit about the project need. Kahului Harbor is the only deep draft commercial harbor on Maui. And harbor operations are constrained by the limited land capacity. And these constraint are expected to worsen by 2035. And in particular the Hawaiian Cement facility is in conflict with Young Brother's unloading operations. And because of this DOT's Kahului Harbor Development Plan calls for the relocation of the facility. DOT has also indicated that the lease for the existing site will not be renewed. So Hawaiian Cement really has to relocate in order to be able to continue to serve the Maui community.

So the proposed action will involve demolition of the sugar related conveyer systems that I pointed out on the aerial map previously. And there will be -- the replacement facility will consist of two silos, a warehouse, underground piping between the pier and silos, and parking, landscaping and related improvements. And once the new facility is completed, the existing Hawaiian Cement facility will be demolished.

So this is a map that identifies the parcels that are affected by the project. So let's start with the green parcel here. That is parcel 34. That is the location of the existing Hawaiian Cement facility. It's owned by DOT, and leased to Hawaiian Cement. The relocated facility will be on parcel nine, this red parcel here, approximately where this dot is. Again, owned by A&B and Hawaiian Cement, and A&B has a lease agreement in principal for the site. It will occupy approximately 25,000 square feet of this larger property. There will need to be underground pipelines from the new facility connecting it to the pier. And so those underground pipelines will cross this yellow parcel, parcel three, that's owned by DOT. And finally I did mention that there's going to be some conveyer systems demolished, sugar conveyer systems demolished to make way for the new facility. The conveyer systems are primarily located on parcel nine, the red parcel. However, there's a small portion that actually straddles the parcel nine boundary and crosses over into parcel 35, which is this small purple parcel here. So the only action that's appearing on parcel 35 is demolition of the sugar conveyer system. No new construction will occur on parcel 35.

The lands are designated Urban and Heavy Industrial by the Community Plan and Zoning, and so this is a permitted use according to these land use designations. And as Kurt mentioned, it is in the Special Management Area.

This is a site plan of the facility. It will have structural footprint of approximately 7,100 square feet which is similar to the existing facility's footprint of 6,500 square feet. The total lot size will be approximately 25,000 square feet, and include over 10,000 square feet of landscaped area which you can see in green. In comparison, the existing facility is approximately 10,000 square feet and is mostly paved with very little green space. So you can see it will have the two silos with the warehouse behind. There's parking off to the side. The trucks will access the facility off of Hobron Avenue which is similar to how they currently access the facility. They'll drive through the two existing warehouses. These warehouses again will not be demolished. Then they'll drive under the silos, or through the silos to be loaded, and then exit again onto Hobron Avenue. So that traffic pattern is similar to existing conditions.

This is a photo of the project site. This is looking from, I guess kind of the Young Brother's area. But this is where the project will be located. So these structures will be demolished. The warehouses behind will remain. And just for context, this is . . . (inaudible) . . . Hawaii Kind Farms facility there.

Due to the unique operational requirements of bulk cement transport, close proximity to the pier is required for the project because the cement is transferred via underground pipeline. And so because of the project's location, as Kurt mentioned, there are a number of approvals required. There will need to be a Flood Variance, and I'll speak a little bit more to that on the next slides. The use of State lands and work within the shoreline setback triggers an EA, and the Maui Planning Commission is the approving agency for the EA. There's a Special Management Area Use Permit needed as well. With respect to shoreline

setback considerations, the project, the relocated facility itself has been purposely sited outside of the setback area to comply with the County's regulations in that respect. However, the underground pipelines will need to cross the shoreline setback to connect to the pier, so a Shoreline Setback Variance is required for those underground pipelines. So it's just that component of the project. And there will be some demolition in this shoreline setback as well, so that's related to the demolition to the sugar related facilities. And so a Shoreline Setback Approval for that committed demolition action is also needed.

So just to speak a little bit about the Flood Variance, this is the flood map on the right. As you can see really most of the harbor area is all located within flood zone VE which is an area of coastal flooding. This is the approximate location of the project site. It has a base flood elevation of 15 ½ feet and the existing grade is 6 ½ feet. So again due to the need for close proximity to the pier really any available site would be located in the flood zone, and so a flood zone, a flood variance has been requested. And we did present to the Board of Variances and Appeals earlier this year. A decision on the flood variance will be rendered following the EA process. But the variance basically asks to allow the project to be constructed in the flood zone, VE, and allow for the lowest floor to be below the base flood elevation, and allow ground level use for loading, bagging, storage and things like that. All the work activities will be in an enclosed protected space, and the structure will be designed to withstand tsunami forces. The storage product in the silos, the office and most equipment will be elevated, and I'll show you plans related to that a little bit later.

So this is section of the silos. The new facility will consist of two storage silos, 56 feet in diameter, with a maximum height of 90 feet to the top of the walkway railings. The attached warehouse is 25 feet by 70 feet. In terms of capacity, the existing silos has a capacity of 3,200 tons but the proposed silos will have a capacity of 6,000 tons. The increase capacity will allow the -- allow Hawaiian Cement to better serve the Maui community.

This is floor plans for the project. So on the left you have the ground floor plan. Ground floor operations include the bulk cement loading to the tanker trucks. So the trucks drive through and get loaded from above. The warehouse -- in the warehouse behind the activity will involve bagging, and storage of bagged cement. On the right, we have a second floor plan, and the second level, the silos will contain an office, and equipment and storage space. And then the cement storage will be above. Again, the footprint is approximately 7,100 square feet.

So these are exterior elevations of the silos. And this is a section of the warehouse. This is where the bagging and storage of bagged product occurs.

So I'll talk a little bit about the unique construction methodology that's going to be used. And if you have more technical questions about this, the civil engineer or representatives from Hawaiian Cement would probably be able to better answer those after the presentation. But, basically the dome technology system will be used for construction. And it involves an air

inflated PVC fabric structure. So you can see that kind of in the photos. This isn't the actual shape of the, of the project, but these photos are meant depict the construction methodology. So the air inflated PV fabric, PVC fabric structure sets the form. And then construction activities will take place inside the dome using reinforced steel and shotcrete concrete. So the PVC liner becomes the waterproof membrane for the facility after construction. And all of the construction work is from the interior of the dome shaped liner. So this creates a clean work area, it's environmentally friendly and economical.

In terms of landscaping, as I mentioned earlier, about 10,000 square feet of the site will be landscaped. Onsite storm water will be directed into the landscaped areas, and allowed to percolate into the ground. The storm water leaving the site will be reduced compared to existing conditions. The landscape planting selected for the project includes native species, the Kou tree and Ai Ai ground cover.

With respect to visual impacts, as we showed earlier, the existing facility consists of two silos. And the relocated silos or the replacement silos will be of similar height, and within the 90-foot zoning height limit. The existing steel-constructed towers are deteriorating and rusting, and the new silos will be concrete dome structures that are better designed to withstand the marine environment.

So this is a rendering of the silos. Here, the two silos, you can see the warehouse behind. For context and comparison, photos of the existing rusting structures are provided here on the top. And this slide just provides a few other advantage points of the project. So top right map, or photo here, shows a view from across the harbor. This photo here is looking towards the project site from Hobron Street. So you can see the silos here. And then finally this third view is from the entrance to Maui Mall, Kaahumanu Avenue and Wharf Street area, looking towards the site.

So to summarize, we'd like to respectfully request the recommendation for approval of the SMA Use Permit from the UDRB to the Maui Planning Commission. We thank you very much for your time and happy to answer any questions you may have. Thank you very much.

Ms. Caryl Hitchcock-Sprinzel: Thank you so much for your interesting and . . . (inaudible) . . . presentation. It is a very complex project so you explained it really well. At this moment I would like to ask Mr. Yoshida if we have public testimony.

Mr. Yoshida: Thank you Madame Chair. The Department has received no written testimony regarding this project, and there have been no people who have signed up to testify via the chat function.

Ms. Caryl Hitchcock-Sprinzel: Okay. Thank you very much. So with that public testimony is closed. So then I would like to turn it over to the board members for their discussion and

comments and perhaps recommendations. And the round robin seemed to work pretty well last time, so perhaps we can follow the same routine. So Peter, do you want to begin? And Kurt and I will try to take notes.

Mr. Peter Niess: I don't have any comments actually.

Ms. Caryl Hitchcock-Sprinzl: Okay. That's, that's fine. Thank you. Moving along then to Joshua.

Mr. Circle-Woodburn: Hi, yes. Just for reference maybe, and maybe I missed it. I apologize if this was stated. What's the height of these compared to the existing Hawaiian Cement towers or maybe to the tank farm that's next door just, just to get a scale. I'm just curious if they're taller, the same, yeah.

Ms. Munekiyo Hiraga: Yes, they're comparable in height to the existing Hawaiian Cement facility. I don't know the exact height, but they're, they're approximately 90 feet, the existing silos. I don't believe we were able to determine the tank height at the power facility next door, but I think they'll be a little taller than those.

Mr. Circle-Woodburn: Okay, thank you.

Ms. Caryl Hitchcock-Sprinzl: Is that it Joshua?

Mr. Circle-Woodburn: That's it. Yeah. Thanks.

Ms. Caryl Hitchcock-Sprinzl: Okay. Great, thank you. Marie?

Ms. Kimmey: Like Peter, I have no comments. They obviously have to do this. It seems it all meets all the regulatory requirements.

Ms. Caryl Hitchcock-Sprinzl: Alright. Thank you Marie. Stuart?

Mr. Marlowe: I agree with Marie, and those would have been my comment as well, so we're in good shape.

Ms. Caryl Hitchcock-Sprinzl: Thank you Stuart. Darren?

Mr. Okimoto: Well, I want to say I appreciate the fact that they are putting in some green space. That's kind of nice in that area; there's not much, and it does compliment the parking lot kind of makai of the location, so I do appreciate they're doing that. I did have a question that the existing silos are metal and they're rusting. Is anything being done possibly like to use treated rebar for this reinforce concrete just for longevity?

Ms. Munekiyo Ng: Thank you for that question. I think I'd like to ask Richard Sato to answer that. He's the civil engineer.

Mr. Richard Sato: The . . . (inaudible) . . . reinforce steel. The structure will be waterproofed from the outside. The PVC liner that you have seen in the construction methodology will be left in place and it provides a waterproof membrane. So we have a very waterproof structure to protect not only the reinforcing steel, but the concrete.

Mr. Okimoto: Okay, so because of PVC liner is in placed that it provides a waterproof seal so salt air and things like that wouldn't get into or affect the concrete. Is that correct?

Mr. Sato: That's correct.

Mr. Okimoto: Okay. Thank you. Nothing further Caryl. Thank you.

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

Ms. Saito: Hi. I don't have any comments, but I do appreciate the landscape, like Darren, that's incorporated into the design.

Ms. Hitchcock-Sprinzel: Alright, Peter, going back to you. Sorry, you had a comment?

Mr. Niess: Yeah, sorry. I thought the PVC was only on the dome portion, but it sounds like it's the whole silo. And typically when I can look down on a commercial project and you see the roofs like the Foodland over in Wailuku, PVC isn't the -- it's not very nice to look at in terms of an exterior finish. Is there anything that can be done or that's been considered to beautify the looks since it's going to be full 90 feet, it's PVC, I didn't realize that correctly. And I don't know -- has anything been considered to somehow make that look better than just PVC as a finish?

Ms. Munekiyo Ng: I have a sample photo if that may help of a similar facility constructed by the project. So why don't share my screen to show that and then beyond that any additional comments perhaps Richard or Dane Wurlitzer from Hawaiian Cement could comment on. But are you able to see my screen here?

Ms. Hitchcock-Sprinzel: Yes.

Ms. Munekiyo Ng: Okay, so this is a, this is the color that will be used as well, a grey color, but it, you know, not the exact shape, but this is the same technology and system used for what will be employed here.

Mr. Niess: That looks better than the roofs directly to the left of it where you can see the seams. So, okay, that answers my question.

Ms. Munekiyo Hiraga: Thank you.

Ms. Hitchcock-Sprinzl: Great. Thank you. Mandy, I'm sorry, were you finished with your comments?

Ms. Saito: Yes, I was finished.

Ms. Hitchcock-Sprinzl: Okay, great. So, Mikal.

Mr. Torgerson: Aloha. I guess I have a question for the design team. Kind of following up on what Peter had said. This appears to be quite utilitarian which, of course, is its primary purpose, but it's going to be a landmark in that area just as the current ones are, and I was curious what thought had been given to the aesthetics?

Ms. Munekiyo Ng: Richard, are you able to comment on that?

Mr. Sato: Dane, do you have a response to that?

Mr. Dane Wurlitzer: Yeah. Dane Wurlitzer, Hawaiian Cement. In 1999, we built two of these dome structures on Oahu, so we have some experience with them. They're, they're holding up surprisingly well. They still look attractive. When you fly into Honolulu you can see them off on the left hand side at Kalaeloa Harbor. The manufacturer supplies some color options so that the gray color that Tessa put up the picture earlier we were kind of decided on that. And we're also going to incorporate the Hawaiian Cement logo in, in the fabric, so it's our goal to make it an attractive structure that will be a big improvement of what you see today.

Mr. Torgerson: I think there's no doubt that it will be an improvement over what we see today. How about the railings and the pipe work that sits on the top? This is where the building is sort of greeting the sky. It seems like there's an opportunity to do something with that that could have aesthetic implications.

Mr. Wurlitzer: Yes. Through the years we found that for light-weight steel structures it's advantageous to use stainless steel especially in Kahului because the windward trades that get with the salt air and whatnot. And then being, being that the big facility is going to be concrete with a PVC liners the upkeep of the items that are steel is going to be a lot easier. So just a maintenance program painting and using stainless steel where we can will mitigate rust concerns.

Mr. Torgerson: Yeah, I can appreciate that you'd want to stop the rust. I'm just talking about some sort of design intent given to those railings and things at the top of the structure. I guess what I'm hoping for is this, this is a landmark in that area. It's also the first thing that you're going to see when you come to Maui on a cruise ship that disembarks there at the

harbor. And as you mentioned they're quite visible from the airplane. I know the ones you're talking about in Honolulu, and while they look much neater, and not rusted, and not as...falling into disrepair I guess I'd say. They are a prominent part of the landscape as you're landing into Honolulu. And this one will be for Maui and for boats arriving at the harbor. It seems like the only design intent I'm hearing about is that we decided to put a logo for the company on the side of the tower. I'm wondering if public art was considered as an option. If you'd be open to giving an easement to the county to allow them to do public art in the downtown area, maybe a welcome of Maui. At times perhaps that's appropriate, other times, you know, maybe it's a banner that we swap out that's part of an ongoing art endeavor. It seems like very little if any consideration is given to the impact to the rest of Maui. Am I missing something? Or, I guess, would you be open to that idea?

Mr. Sato: I'm not sure I understand the, the concept, but I'm sure we'd be, you know, Hawaiian Cement is a community based company. They make a lot of donations to community events and, and several functions on Maui. So if, you know, the public were to approach us in that regard, I'm sure we'd consider it.

Mr. Torgerson: Okay. I guess what I'm envisioning is perhaps -- I know they wrap everything these day with whatever technology they use for buses, buildings and the like. Perhaps the same sort of thing could be applied to the exterior of what you're proposing, and it could be a win-win for the community and you can kind of produce something better for the public. And I would also ask, I guess, that you revisit the idea that the railings and pipe works and everything on the very top, the part that's most visible, the parts that's greeting the skyline downtown, I'd encourage you to look at perhaps some sort of a Hawaiian theme that you could produce even in the railings and stainless steel that wouldn't necessarily especially expensive, but could potentially improve the look of the place. It's also kind of unappreciated that the civil engineer is laughing and shaking his head.

Mr. Sato: Well, we could certainly consider. I'm not really sure how visible these things are. You know, it's 90-feet above, and has a view planes that you've seen are quite far away. Now as far as putting a sign up there or a welcome statement or anything like, I think it needs to be in conformance with your sign regulations.

Mr. Torgerson: Yeah, I wasn't proposing that we violate the sign regulations. I wasn't even necessarily proposing a sign. Perhaps public art would be more appropriate or something creative in the railing structures at the top of the building, really any indication that anyone gave . . . (inaudible) . . . who cared about the aesthetics, I guess, is what I'm speaking. We are the Urban Design Review Board, and that's kind of what I'm looking at. Those are my comments. Thank you.

Ms. Hitchcock-Sprinzl: Thank you Mikal. I think that's the comments from the Board. So Kurt, if you could please summarize what you've noted to move forward with the recommendation.

Mr. Wollenhaupt: Well, I had a question. I don't know whether it's appropriate or not, but I'm an independent kind of guy. This is for Mikal, but there will also be for consideration. You know, I understand that the Hawaiian Cement logo must be incorporated into the PVC fabric. So, is there any sort of "Welcome to Maui" or a Maui logo or something that reflects Maui that could also be incorporated into that fabric? So, Mikal was kind of hinting at something and I just didn't know. Obviously the technology is there to put Hawaiian Cement. So that would be a consideration that maybe you might think that that's pretty visible, and we'd certainly want your input as to what design that would be, and then the Planning Commission. But that was just a thought. So I don't know if you --.

Anyway, what I had is revisit the railway and top stairs for possible incorporation of a Hawaiian theme. And then create -- consider creative public art pieces that could help to be incorporated into the design. I'm assuming those public art pieces that would be removable. So whether or not if they had a public art design that they want to do, whether they'd have to come back to the UDRB that would be something that you also might want to consider. So those were the only two comments that I came across.

Ms. Hitchcock-Sprinzl: Okay, thank you, Mandy, you had a comment.

Ms. Saito: Yeah, I have a little concern on requiring like the design of like a themed railing. Due to the proximity of the ocean those railings will likely have to be replaced overtime, more often than like other areas which will increase costs if you, if we impose that type of requirement. And it is an industrial area, so I think it's appropriate -- the project is appropriate for that area. And to incorporate artwork and have that part of our comment, I think that is another thing that will increase cost. And I think the technology that they're using, it looks great. It kind of, you know, it's protecting it from the ocean. It's not going to be a rusting structure.

Ms. Hitchcock-Sprinzl: Okay thank you Mandy. Peter, I think wanted to comment first, and then Mikal.

Mr. Niess: Hawaiian Airlines did a really good job of this on their planes. They hired -- I can't think of the artist's name, really nice aloha shirts. He came up with a simple pattern that represents Hawaii. It's not, it's not some cliché welcome, welcome to Maui in rainbow color thing. It's elegant, it can be simplified, and the cost, if this was anyone else, we would ask them to do something to make it look better rather than just saying, okay, we need it so go for it.

Ms. Hitchcock-Sprinzl: Yes Peter the artist was Sig Zane, and yes the Ohana by Hawaiian airplanes are super distinctive, and very reflective of the local culture.

Mr. Niess: Exactly.

Ms. Hitchcock-Sprinzel: Good suggestions. Mikal, you wanted to comment.

Mr. Torgerson: Yeah, I'm sorry, my computer crashed there. I wasn't necessarily saying that they should have to even do the artwork themselves. I know the County of Maui does public art projects, and perhaps it could be something that's permanent or perhaps something that's changed out. I guess, it appears to me that there's not really any thought given to the aesthetics other than this is a durable material that won't rust, and the logo will look nice up there. But I agree with Peter. I think, yeah, some kind of design intent at all would be good.

Ms. Hitchcock-Sprinzel: Mandy?

Ms. Saito: Can we just get a clarification on how some sort of artwork would be incorporated. Does it need to be done before the liner is, I guess, put up, or can it be done after, and just like simply painted on because of the type of material? I don't know the technology used.

Mr. Wurlitzer: Yeah, Dane Wurlitzer again, Hawaiian Cement. I know, I know of a fact that both methods have been used in the past. The, the painting of the liner, there was one in Portland, they had some issues with that. It might have been weather related that it started to flake off overtime. But I do know that both, both methods have been used in the past.

Ms. Hitchcock-Sprinzel: Mikal.

Mr. Niess: It . . . (inaudible) . . .

Ms. Hitchcock-Sprinzel: Sorry. Peter, go first. Okay.

Mr. Torgerson: I guess I was thinking perhaps it could like a wrap. It could be applied to the product. I understand they wouldn't want to compromise their moisture barrier for their project. But I think there's a lot of different ways that it could be done. And I'm not suggesting that we take every industrial building and make them all beautiful. It's just this one really is a tall landmark in a pretty prominent area of our town that aesthetically has been neglected. And you know, cruise ships are coming in. This is going to be something that the cruise ships will see. And I said "Welcome to Maui." I didn't really mean that. The analogy I guess I would say is all across America little towns have water towers, and they do a lot of really interesting and creative things to their water towers. And maybe it's not even the water department that does it, and perhaps it's not even Hawaiian Cement that needs to do this. I'm just suggesting some thought should be given to it. Thank you.

Ms. Hitchcock-Sprinzel: Thank you Mikal. Kurt, I think if we, if we word it that we consider the design aesthetics and the possibility of incorporating a local art or public art that would be reflect the aesthetic of Maui and the culture of Maui just as a recommendation for folks to

be thinking about how that could be done. Would that work?

Mr. Wollenhaupt: That works. We still had the outstanding issue about the railing. We had two contrasting views there. One doesn't want and one would like to have so got to have some agreement one way or another on that because that was a comment. So we have two different comments. Because the design aesthetics wouldn't necessarily be reflected in the railing. This could be, like a wrap, it could be a painting, it could be an embedded symbol in the PVC, but the railing is a separate issue. So the committee just needs to either table it or go with it or do something different.

Ms. Hitchcock-Sprinzel: Marie, you had a comment?

Ms. Kimmey: Yeah, I agree with Mandy. I think it's not necessary and I think that from that height we wouldn't see it. Even flying over you wouldn't see them. You wouldn't differentiate whether it was a flowery motif or whether it was straight lines. So I'd say that should not be a comment. That's just my two cents.

Ms. Hitchcock-Sprinzel: Okay Marie. And I think Mikal you're a sailor and you know that stainless steel doesn't really last forever in the ocean environment either. So the replacement cost may be prohibitive. How do you feel about us not including the railings in our recommendation for the aesthetics?

Mr. Torgerson: I guess my point was that some thought should be given to the aesthetics. That was only one part of my suggestion. But if that's -- if any of this is not the will of the board I'm fine, you know, being overruled.

Ms. Hitchcock-Sprinzel: No, not overruled. I think the recommendation of considering an aesthetic, the aesthetic value of the tower and if it could be used to promote Maui. I mean, I think that it's going to be very visible to cruise ship liners coming in, and it will be the first thing they see, so we want it to be something that would be pleasant and reflect the character of Maui. So I guess that's our suggestion. So Kurt, if you could --

Mr. Wollenhaupt: Would you like to have, would you like to have a timeframe like that, that the applicant would present to the planning commission some potential ideas on this rather than just, well, consider it, but we're not sure when, how, if, why. You know, whether it's a recommendation that at least something be presented to the planning commission at their time of the SMA or -- because otherwise there's no teeth in it. Well, that's nice, consider it, but consider it when?

Ms. Hitchcock-Sprinzel: That will be fine. If you want to word it like that, I think the Board would -- well, we'll find out in a moment when we vote. So, but it sounds like it would at least bring the matter to the front so that people are thinking about the aesthetic of it. You know, it's certainly going to be a huge improvement from, from the current and we're all

happy about that. And we also are, you know, really happy about the green space that you've designed into it, and, and that you followed all the regulations and requirements in a very, very complex project. And that, you know, using the PVC liner dome for the construction and to incorporate everything that -- all, you know, the dust and everything is a very creative solution to that, so, you know, I think, generally we seem to be happy with that. Just, just that one recommendation for the artwork, and public art and the expression of the culture of Maui. So if -- are we ready to take a motion and vote on this? Maybe just one more time, Kurt, if you could read the recommendations.

Mr. Wollenhaupt: That the applicant shall consider the design aesthetic as reflected in the culture of Hawaii with possible ideas presented to the Maui Planning Commission at the time of the SMA hearing.

Ms. Hitchcock-Sprinzel: Okay, does that work for everybody? Yeah? Okay, so I'm seeing some heads nodding. So then may I have a motion to put forward the recommendations from the Board as read?

Mr. Torgerson: I so move.

Mr. Marlowe: So move.

Ms. Hitchcock-Sprinzel: Okay. That's alright. Mikal, you're the motion, and Marie, second? Your microphone is off, Marie.

Ms. Kimmey: Yeah. No, no I did not second that. I think it was two men did it. Peter.

Mr. Niess: I'll second it.

Ms. Hitchcock-Sprinzel: You'll second it Peter. Okay. Fine. Thank you. So now if we just do a round robin. So Peter, I presume in favor?

Mr. Niess: In favor.

Ms. Hitchcock-Sprinzel: Okay. Joshua?

Mr. Circle-Woodburn: In favor.

Ms. Hitchcock-Sprinzel: Marie?

Ms. Kimmey: In favor.

Ms. Hitchcock-Sprinzel: Stuart?

Mr. Marlowe: In favor.

Ms. Hitchcock-Sprinzl: Darren?

Mr. Okimoto: In favor.

Ms. Hitchcock-Sprinzl: Mandy?

Ms. Saito: In favor.

Ms. Hitchcock-Sprinzl: And Mikal.

Mr. Torgerson: In favor.

It was moved by Mr. Mikal Torgerson, seconded by Mr. Peter Niess, then

VOTED: To approve the recommendations, as discussed, and forward to the Maui Planning Commission.

(Assenting: J. Circle-Woodburn, M. Kimmey, S. Marlowe, P. Niess, D. Okimoto, M. Saito, M. Torgerson)

(Excused: D. Unemori)

- 2. MS. YUKINO UCHIYAMA OF MUNEKIYO HIRAGA, on behalf of WAILEA RESORT SF-S PARTNERS LP, requesting design review of the proposed Wailea Resort SF-S Residential Project. The proposed project will consist of 57 single-family residential units, an amenity center, and related infrastructure improvements. The residential units will be developed under a Condominium Property Regime (CPR). The proposed amenity center will include a mail room, barbeque facility, pool and/or hot tub, and other community gathering spaces for the residents of the project. Onsite infrastructure improvements include drainage, utilities, landscaping, and access/internal roadway improvements. The project is located on 23.1 acres of land at Tax Map Key (2) 2-1-008:145 in Wailea Resort, Maui, Hawai'i. (SM1 2020/0007) (PD2 2020/0001) (EA 2020/0002) (T. Furukawa)**

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

Ms. Hitchcock-Sprinzl: Okay. So it's unanimous. Thank you so much. Now we will move on with the second item of business today. So the presenter is Ms. Yukino Uchiyama of

Munekiyo Hiraga on behalf of Wailea Resort . . . (*Chair Hitchcock-Sprinzel read the project description into the record*) . . . And there is an SM1, PD2 and EA references. And Tara Furukawa is the planner. So Tara I would like to invite you at this time to come up or introduce the presenter.

Ms. Tara Furukawa: Okay. Good morning Commissioners. My name is Tara Furukawa and I'm the staff planner for the proposed Wailea Resort SF-S residential project. This item has come to you for review because the applicant, Wailea Resort SF-S Partners, is seeking an SMA Use Permit from the Maui Planning Commission. We're seeking comments from the Urban Design Review Board on the project and recommendations will be provided to the Maui Planning Commission for hearing on the project. The project consultant Yukino Uchiyama of Munekiyo Hiraga will present the project, and she and the project consultants can answer any questions that you might have regarding the proposal.

Ms. Hitchcock-Sprinzel: Great. Thank you.

Ms. Yukino Uchiyama: Thank you very much Tara. I'm going to share my screen right now so . . . (inaudible) . . . you able to see my screen?

Ms. Hitchcock-Sprinzel: Yes.

Ms. Uchiyama: Okay. Great. Thank you very much. Good morning Chair and members of the UDRB. My name is Yukino Uchiyama of Munekiyo Hiraga. Thank you very much for the opportunity to present to you all today. Today we are presenting proposed Wailea Resort SF-S Residential Project.

First of all I'd like to introduce the project team members. The applicant for the project is Wailea Resort SF-S Partners LP. We have Paul Woodward and Dave Goode with us today. The proposed project architect and cultural planning consultant is Group 70 International. We have Rene Matsumura and Stephen Yuen as architects, and Kawika McKeague as cultural planner. The landscape architect is PBR Hawaii and Associates. We have Micah McMillen with us today. The civil engineer is Warren S. Unemori Engineering. We have Reed Ariyoshi with us. And traffic consultant is Austin, Tsutsumi & Associates. We have Tyler Fujiwara with us today. The archaeologist for the project is Scientific Consultant Services and we have Mike Dega with us today. And cultural consultant is Aina Archaeology. We have Tanya Lee-Greig with us today. And lastly the planning consultant is Munekiyo Hiraga. We have Mark Roy and myself, Yukino Uchiyama, today.

This is the project location map for the project. The project site is located in the north end of Wailea, makai side of Piilani Highway. As you can see the site is facing both Kapili Street and Wailea Alanui Drive, and surrounded by the existing single-family neighborhood in . . . (inaudible) . . . development.

This slide summarizes the land use designations for the project. The State Land Use District of the project site is Urban. The -- according to the Maui Island Plan, the site is located within the Urban Growth Boundary. The Kihei-Makena Community Plan designation is single-family. And in terms of County zoning ordinance number 2694 which was approved in 1998 by Maui County Council conditionally approved the parcel as R-3 Residential District. And one of the condition of the ordinance limits the project density to 2.5 single family dwelling units per acre. And lastly the project site is located within the County of Maui Special Management Area, and also the Wailea Resort Planned Development Area.

I'd like to provide a quick overview of the project in this section. But more details will be provided as we go over the project plans later in the presentation. First of all the project involves development of a resort residential community consisting of 57 single-family residential units, an amenity center, and related infrastructure improvements. The residential units will be developed under a condominium property regime with no accessory dwelling units being allowed. The project site is approximately 23.1 acres site in Wailea, and the proposed amenity center will include the community gathering spaces for residents and their visitors, mail room, barbeque facility and pool and, or hot tub.

Here is a summary of the project's sustainable design features. The project is designed based on four major sustainable principles. Number (1) is efficient use of resources; (2) low energy use; (3) mobile flexibility, (4) honoring the history and native culture of Maui and South Maui.

The example for principle number one is efficient use of resources includes the use of native or drought tolerant plants, future R-1 use water connection, encouraging recycling during active construction, and low impact design of storm water facilities.

The example of principle number two, low energy use, includes the home designs that are compatible with roof top solar PV and EV chargers, the use of LED lighting and energy star appliances, and home design to capture natural air flow to minimize air-conditioning.

The example of principle number three, mobile flexibility, includes the road design to encourage bicycling and walking.

And lastly the examples of principle number four includes continuous consultation with people from the community who are familiar with the area including those who participated in the CIA process to understand how the mo'olelo. The story of this one might be preserved and shared in consultation with Aha Moku O Maui and those who participated in the CIA in order to incorporate traditional place names into the project design.

With that I'm going to hand it over to Reed Ariyoshi from Warren S. Unemori Engineering for the next slide.

Mr. Reed Ariyoshi: Good morning members of the Urban Design Review Board. My name is Reed Ariyoshi from Warren Unemori Engineering. I'm here to provide a brief description of the site grading, access, drainage, and water efficiency elements of the project.

Wailea SF-S project site is relatively steep with a 130 foot difference in elevation between Kapili Street and Wailea Alanui Drive, and slopes ranging between six and 30 percent across the site. The proposed site grading will create terrace building sites that follow the existing land form. Both sites are arranged on terraces, five on the left on north side, four on the right or the south side, which steps down about 28 vertical feet between terraces so the ocean views remain unobstructed when . . . (inaudible) . . . Kapili Street or when overlooking the single story home on the terrace below.

Retaining walls will be constructed using native rocks. And those over six feet in height will be terraces and planted so they remain attractive and do not appear massive. The project has four proposed access points. The main primary entrance to the site will be on Kapili Street. There will be two emergency exits on Kapili Street, and one emergency access on Wailea Alanui Drive. Kapili Street is a good location for the main project access because it has relatively little traffic on it and it has very convenient access to Piilani Highway and South Kihei Road by way of Kilohana Drive and Okulani Drive which are located at either end of Kapili Street. There will be 17 off-street guest parking stalls that will be provided within the project so visitors will not need to park along Wailea Alanui Drive or Kapili Street. Bike and pedestrian access within the site will be provided by a sidewalk along the spine road to connect Kapili Street and Wailea Alanui Drive to the amenity center. No sidewalks are provided along the lanes branching laterally off the spine road where vehicle traffic will be minimal. A new crosswalk on Wailea Alanui Drive at the proposed bike pedestrian entrance will provide connectivity to existing sidewalk and bike lanes.

The project site is bordered by existing drainage ways along the north and south sides of the project. Storm water runoff generated by the project will be mitigated by using low impact design techniques including road side bioswales and subsurface and surface retention structures. The project will be designed to be adaptable to future use of R-1 recycled water.

This concludes my presentation and I would like to now turn this over to Rene Matsumura of G70 International.

Ms. Uchiyama: Excuse me. I'm sorry, this is Yuki from Munekiyo Hiraga. Rene, I think your microphone is not working. No.

Ms. Rene Matsumura: Can you hear me now?

Ms. Hitchcock-Sprinzel: If you're in the same room one of you will have to turn off your sound.

Ms. Matsumura: Sorry. Are you able to hear me now? Is that working?

Ms. Hitchcock-Sprinzl: Yes. We can hear you fine.

Ms. Matsumura: Okay. Oh my gosh. So sorry. Our apologizes. Okay I will start back...from the beginning if that's okay. Again, my apologizes for the issues with our internet and sound.

Again, this residential on enclave of 57 home sites are for the plans with a consistent design for building efficiency and provides a cohesive design aesthetics utilizing a pre-programmed expandable footprint. Homes are ranging size from approximately 2,600 square feet to 3,300 square feet. This allows for flexible product size with a base three-bedroom footprint that can be expanded to an owners individual needs, with the addition of a den or fourth bedroom and guest living pod. Each home site will be built with three parking spaces, two of which will be built within an enclosed garage. And all 57 homes will have the option for, for a small pool and spa off of the main home. Next slide.

Each of the homes will be broken down into smaller pavilion like structures which provide the opportunity for courtyards connecting each of the interior spaces to the outdoors. The massing approach also reduces the visual impact of these structure. On the hillside single story homes optimize the view potential for each home, of the homes that are either oriented for its Molokini or Lanai views. The material palette of the residents, the standing seemed metal roof, light, light colored stucco or EFIS, and rock walls reinforce the contemporary design of these units.

The amenity center, residential center, is located in a prominent position with panoramic views sweeping Molokini to West Maui mountains. The amenity center consists of a pool, spa, covered outdoor, outdoor lounge, barbeque area, office, changing rooms and 11 on-grade parking stalls. Preliminary calculations for the facility was found to be 13 spaces. We feel that the 11 stalls at the center is adequate for dual usage of the facility by residents with the majority which we anticipates to access the amenity center by walking and the balance of the overall parking for the site is beyond what is required by code.

The aesthetic of the residential amenity center will complement the residences. And likewise be comprised of hipped roof pavilion like structures. The residential amenity center will sit on a terraces rock walls with step from the pool deck down the hillside.

View one is a view from Kapili overlooking the County park. Can you go to the next slide Yuki? Oh, I'm sorry. We can go back to the landscape plan. I'll turn it over here to Micah McMillen from PBR.

Ms. Uchiyama: Excuse Micah are you there?

Ms. Hitchcock-Sprinzl: I can see his camera and microphone are turned on so hopefully he can hear us. Perhaps he stepped away. Is there someone else who can continue on with the presentation?

Ms. Uchiyama: Since -- so we can go over the renderings that Rene can go over first, and then we can come back to the landscape plans.

Ms. Hitchcock-Sprinzl: Sure. That will be fine.

Ms. Uchiyama: Okay. Thank you very much. Rene, I think you're muted.

Ms. Matsumura: Thank you. View study 1 is a view looking from Kapili Road overlooking the County Park towards Kahoolawe. The site plan for this project was designed to respect the natural slope of the site. And as you see in this view the single-story building stepping down with the slope of the hillside preserves views as well from this area. Next slide.

View 2 is taken along Kapili Road looking northwest towards the West Maui mountains. Again, views here are preserved and enhanced with the removal of existing kiawe trees and the addition of new streets and project trees. Next slide.

This view is from Wailea Alanui Drive and it's the -- sorry, this is the main entry view to the project road which would include a mechanical vehicular entry gate and pedestrian gate. And the project plan is monument. The landscaping will be designed to reinforce the entrance sequence into the project with prominent location of accent trees. Next slide.

This view from Wailea Alanui Drive is a vehicular emergency access gate and pedestrian gate which will provide a pedestrian linkage through the site via the spine road up to Kapili. In this view one can see the combination of slope banks and retaining rock walls which are used to bench each of the tiers in the project.

With that I'll try to turn it back to Micah so that he can go through some of the landscape slides. Micah, do we have you on? I think he's trying to call in.

Ms. Uchiyama: Sorry Chair. I think the landscape architect is still trying to call in. If, if you don't mind, may I please ask for a short recess and we can come back to this slide?

Ms. Hitchcock-Sprinzl: Yes. Are you finished with the rest of your presentation so it's just the landscape we're going to go over now?

Ms. Uchiyama: Yes, that is correct.

Ms. Hitchcock-Sprinzel: Okay. If it's alright with the Board we'll take a short recess. Very short. Will three minutes do?

Mr. Micah McMillen: Hello everyone.

Ms. Hitchcock-Sprinzel: Oh, there you are. Micah.

Mr. McMillen: Hi guys. I'm sorry I'm not sure what's going on with my computer audio so I'm joining you via the phone line.

Ms. Hitchcock-Sprinzel: Okay. Well, thank you so much. We saw your beautiful landscape plan on the screen so Rene can help you if you need help with the visuals.

Mr. McMillen: Okay. I think I'm okay with the visuals and I'm glad you folks you can hear me. Okay, let's try this again. I'll take you quickly through the landscape design of the project. Okay, in this plan, it provides a broad overview of the site landscape identifying locations with major trees and palms, street trees, open space trees, smaller accent trees and palms. Locations of the swimming pools and terrace retaining walls along the makai edges of the residences can also be seen, as well as a 30-foot wide fire buffer along the northern edge of the project to aid in fire mitigation. Majority of the project's landscape within public areas along streets and within large open spaces, for example, will consist of drought tolerant plantings with lush tropical accents occurring at the private residences and the amenity center.

The irrigation system will be designed using irrigation conservations best management practices to ensure responsible irrigation water usage. And provisions will be made to connect to the future R-1 water service when it becomes available. Future R-1 water will irrigate common areas of the project, and the potable system will irrigate private areas and the amenity center. Next slide please. Yuki, next slide please.

Ms. Uchiyama: Yeah.

Mr. McMillen: Okay. The strategy for the project's plant palette tries to combine the coastal and dry land plantings appropriate for the Wailea climate accented with lush plant materials more recognized in a resort setting. A combination of native Hawaiian plants and tropical plant materials were selected for the low water requirements, drought tolerant characteristics as well as ability to provide screening, texture, and color accents. Next slide please.

At the typical residence, the more --

Ms. Uchiyama: Next slide.

Mr. McMillen: At the typical residence, the more private and shaded areas in courtyard

spaces provide opportunities for lush resort type plantings with color and visual interest. Hardy drought tolerant plantings are proposed at the more public facing areas along the streets with screen shrubs at the terraces to soften the retaining walls. Lawn areas are minimized to reduce maintenance in irrigation water usage. The WCA rules for single-family lots were referenced to determine the overall tree and palm counts appropriate for each residence. Bioswales are planned along the streets as a storm water management measure incorporating a dry stream bed designed of natural rock and drought tolerant native Hawaiian plantings also suited to periods of inundations and storm events. Next slide.

The landscape design at the amenity center pose the more coastal and beach elements of the plant palette showcasing an over story of Hala, Sea Grape and Heliotrope trees which work with vertical accents of coconuts and Loulu palms tying the infinity edge pools to the ocean beyond. Colorful and lush plantings of Spider Lily, Bird of Paradise, ferns and Plumeria bring a feel of a resort landscape while both screen materials of Bougainvillea, Beef Steak Plant, and Naupaka add color and soften the terrace retaining walls. Next slide.

The landscape design looks to frame the high visibility area with more architectural planting elements like Queen Palm, Spider Lily and Bird of Paradise with light color ground cover plantings with Variegated Lily to contrast the dark stone walls of the entry. Large canopy trees shade the decorative paving at the entry drives and provide opportunity for bold resort style planting of Shell Ginger, and Monstera, and fern. Beyond the privacy walls, coconut palms with native shrubs and ground cover massing begins the transition to the coastal dry land landscape palette within the project. Next slide.

These elevation studies depict the landscape vision for the project's main entry off Kapili Street along with bi-parting vehicular gates for entry and exit, and a dedicated pedestrian gate, and signage monument wall. The upper image is a view from on Kapili Street, and the lower image is a view lower on the entry drive closer to the vehicular gate. Proposed materials for the fences and gate are stone veneer for the columns and privacy walls with a dark metal picket fences and gates. Also depicted on the upper view is the project's main signage wall identifying the name of the residential enclave which is yet to be determined. Next slide.

The project signage monument is centered at the main entry drive on Kapili Street. At this position the WCA rules allows for a four-foot height, and the monument is seven-feet in length. Proposed materials for the monument are also a stone veneer to match the main entry privacy walls with the project name, and surface mounted Corian letters of a lighter contrasting color for easy viewing from Kapili Street. Again, the name of the project is yet to be determined. The proposed landscape treatment at the signage monument consists of a resort style plant palette to provide a lush backdrop and enhance the architectural present. Next slide.

Two points of egress are proposed for emergency exit along Kapili Street. One near the

north boundary and one near the south. Bi-parting gates are proposed at both locations with a single pedestrian access gate located near the southern location. The fencing is also -- the fencing also provide the required fall protection over the retaining wall along a portion of Kapili Street. WCA rules allow for a 44-inch maximum height of the fences and gates that back six-feet, eight-inches from the Kapili Street right of way. Proposed materials for the fence and gates are a stone veneer columns with dark metal picket fences and gates. The darker stucco columns supporting the fence line between the major points of entry and egress. Drought tolerant planting are proposed for accent and screening along the length of the fence. Next slide.

Another point of egress is proposed for the emergency access along Wailea Alanui Drive with bi-parting vehicular gates along with a single pedestrian access gate. The location of these fences and gates allow for a six-foot high wall at the vehicular and pedestrian access. Off to either sides the columns and fence heights drop to the 44-inch height to keep consistent with the fencing along Kapili Street. Proposed materials remain consistent as well, and drought tolerant plantings are also proposed for accent and screening at these fences and gates.

Thanks for bearing with me guys. From here I'll turn it back to Rene. She's going to take us through some view studies of the project.

Ms. Uchiyama: Thank you very much Micah. We went through the renderings already so that concludes our presentation. Thank you very much.

Mr. McMillen: Oh, great.

Ms. Uchiyama: Thank you very much, and I apologize for the inconvenience earlier. We have the full members from the consultants so we're happy to answer any questions that you may have.

Ms. Hitchcock-Sprinzl: Thank you Yukino. Yes, computer technology gets us all in the end so you folks did really well, and your recovery was awesome. So Mr. Yoshida, do we have any testimony, public testimony?

Mr. Yoshida: Thank you Madame Chair. The Department has received no letters regarding this matter or has, has received no request to testify via the chat function.

Ms. Hitchcock-Sprinzl: Alright. Thank you. Then with that public testimony is closed. And I'd like to open the discussion and recommendations from the Board at this time. So we can begin with Peter.

Mr. Niess: I have a few things, a few questions and a few comments, and recommendations, I guess. Have --. We'll start with --. I have a question for Tara, the planner. Is this going through an SM1 or and EIS full study?

Ms. Uchiyama: I can --

Ms. Furukawa: There's a draft environmental assessment. Yuki, sorry?

Ms. Uchiyama: I'm sorry. Tara, you can answer this. I'm sorry about that.

Ms. Furukawa: A draft environmental assessment was published, and it goes to Planning Commission next Tuesday for comments on the Draft EA, and then issuance of the FONSI. And then we're going back to Planning Commission for the SMA Use Permit.

Mr. Niess: Okay. So as a part of that there's a biological survey, a cultural survey, and traffic study? They're all required, right?

Ms. Furukawa: Yes.

Mr. Niess: Okay. The other planning related thing I have is are these going to be eligible for short-term rentals? Is that part of it or is there any stipulations that's been discussed at all?

Ms. Furukawa: No, they're not allowing accessory dwellings.

Mr. Niess: Or what about the dwelling in total? Just, no. Okay, Marie's shaking her head no. And the other comment, regarding the design of the building themselves, have, have the design team been talking with Larry Clark? He specializes in residential design in this area with the Wailea Community Association. Just wondering if you guys have been talking with him. I know there's a few things just looking at it, like flat roofs and things that typically they might have an issue with, whether it should be allowed or not, is something else. But I'm just wondering if you've, if they've been working with Larry Clark up to this point or not.

Ms. Uchiyama: David Goode from the applicant team might be able to answer that question.

Mr. David Goode: Hi. Can everybody hear me?

Mr. Niess: Yeah.

Ms. Uchiyama: Yes.

Mr. Goode: Okay. Aloha Board, Chair, and Member Niess. Yes, we've actually been working closely with the WCA. Larry Clark is the head of their design review committee. They've looked at it twice. They like the design, and they've approved it to date. And of course, we'll have to submit final drawings to them. But they've been consulted numerous times already.

Mr. Niess: Okay. Bear with me; I'm almost done here. The -- I know there's a thing that deals with max building height, and with 30-feet of grading is it going to, are you going to have to request variances or is the new grade going to be set at the existing and you can go, build up from there to get your max building envelope? Because as it is presented you wouldn't be able to build the buildings the way they're shown without going over the 30-foot envelope from the existing grade.

Ms. Uchiyama: That would be a question for either Reed or Rene. You guys -- are you there?

Ms. Matsumura: Hi, yes, we are using the grading plan as going to be the established face for the building height.

Mr. Niess: Okay. Yeah, that might require some process. I know we've run into trouble doing that before. Maybe as part of the SM1 that will happen. Okay. The other thing is -- oh, the columns in the front, it's a \$130 million project and along the few public ways going from stone to stucco seems, seems like you could afford a new stone at least along the, the public ways that going to view this. I don't really care about down the sides so much but it's less than a drop in the bucket. It seems like, I think it could look more regionally appropriate if it was stone. That's all for now.

Ms. Hitchcock-Sprinzl: Okay, thank you Peter. Joshua, comments?

Mr. Circle-Woodburn: Hi, yes. Pete nailed one of my comments there with the columns on the walls along the roadways. I do think having more stone would be appropriate. One of my comments or questions was also in regards to the border of the, I guess it would be south border of the property along the drainage, existing drainage way, looking at the landscape site plan, just a comment or recommendation there to maybe consider some screening where the existing vegetation is sparse or nonexistent to kind of help with the existing homes that are right across the drainage way to keep some privacy for them that are there. I know those other trees towards the bottom of the project looks like they're going to remain. But there's a section there that looks like there's no large trees or foliage. I just think that might be nice to be a good neighbor.

And secondly looking at the overall context plan, I know this borders or neighbors Kilohana Park, so I'm just wondering was there any thought or consideration given to a connection for maybe these homeowners or easy access to the park or any sort of park improvements, you know, to, to make that a little more useable or accessible as a neighboring project.

Sorry, I'm trying to flip through my notes here real quick. The only other question I had, I couldn't find it was in regards to the amenity's building. What is the size, the square footage of that structure?

Ms. Uchiyama: Rene, would you be able to answer that question.

Ms. Matsumura: Total under -- square footage as defined by code, Maui County Code, would be just shy 2,000 square feet, so 1,980.

Mr. Circle-Woodburn: Okay. Yeah, I was curious parking because it says 11 here, but on the engineering plan it said 13 so I was just trying to make sure you had enough parking and understand which -- what the actual number of parking was, 13 or 11. 11, at this size, 11 would be sufficient. But those are my only sort of comments, questions, chair, if anyone want to address the landscaping or connection to park that would be great.

Ms. Hitchcock-Sprinzl: Thank you Joshua. Yuki, do you have the landscaper still available to answer?

Ms. Uchiyama: I believe so. Micah, are you there?

Mr. McMillen: Hi. Hi guys, I'm still here.

Ms. Hitchcock-Sprinzl: Great.

Ms. Uchiyama: Micah, would you be able to address Joshua's comments regarding the landscaping along the existing drainage area to buffer the project from other existing neighborhood?

Mr. McMillen: Sure. What we could probably do is beef up the landscape along the terraces on this edge as well as within the open spaces of the property within the property line. We can put, put in more trees and some taller screening materials to kind of provide a buffer between the existing neighbors.

Mr. Circle-Woodburn: Great. I think that would be a nice, a nice touch. Thank you.

Ms. Uchiyama: And then --. Sorry, go ahead.

Ms. Hitchcock-Sprinzl: No, I was just going to say about the park access, is that a possibility?

Ms. Uchiyama: So that might be a question for David, yeah David, please.

Mr. Goode: Thank you for the question. The County's park parcel is about 12 or 13 acres, and it currently has, I think most people refer to it as a dog park along the corner of Kapili and Kilohana, and the rest is really shrub, kiawe and is also bisected by a small gulch that is on the County's property. So access would be rather froth unless one uses the existing sidewalk network. So I think our sidewalk access points promote really easy access to the

dog park, there's existing sidewalks.

Mr. Circle-Woodburn: Thank you David. I didn't realize that about the gulch running through there.

Ms. Hitchcock-Sprinzl: Okay, thank you Joshua. I presume that was it. So Marie?

Ms. Kimmey: Okay. Yeah, I have a list. I noticed that the roadways, the actual streets, appear kind of narrow, but I couldn't find out what the dimension was. Does somebody, can somebody give me an idea? I know you have the main, the spine road that's A-width, but then the other roads appear narrower. Is there a minimum of the width of those or how is that? Maybe somebody could answer that question. I had a question also about bike paths, so I don't know if that person can talk about bike paths as well. But those are my two starting questions. Okay, go ahead.

Ms. Uchiyama: I'm sorry. If you don't mind, I can share this, my screen, to show the street section for the internal road. Do you see my screen? So maybe Reed you could speak to this . . . (inaudible) . . . road section that we have included in the --.

Ms. Kimmey: You have it now. You have it now. It's 25 minus five, so 20 feet. Alright, yes, the 20 feet is fine. I understand. I just didn't see that before. Okay. Now it says that you have bike paths and I see on one of the site plans you show a bike path, but then some of these are pretty filly. I'm, I'm hoping that that's been taken into consideration. Otherwise people will simply have to go on the roadways with their bikes so --. If there's any more clarification on how the bike paths are going sit that would be helpful.

Ms. Uchiyama: Okay, I don't think we have any plans related to bike paths here, but I think Reed or David, if you could speak to that would be great.

Mr. Goode: I can try and I apologize for the weed whacking sound in the background. And Reed, correct me if I'm wrong, but if I recall correctly along our spine road we anticipated that the sidewalk would potentially function as a multi-use path used for bicycling and pedestrians. It does have slope. We recognize that. There's really no other way to mitigate the slope on the site, but that's -- what's there is a multi-use path and kind of relatively low density and ample room. Thank you.

Ms. Kimmey: Well, that's half or less, maybe a third of what's needed. I, I -- I guess if there's a comment at all it would be to be sure that the bike paths are well thought out in the final plans for the grading.

Let's see, I had another question that's still kind of site related. You've got this 30-foot fire buffer, but my question is whose property is that? Is the property line of this project actually 30-feet over, or are you just assuming that that park will always give you that buffer?

Ms. Uchiyama: Yeah, David can answer that question.

Mr. Goode: Thank you member Kimmey. Yeah, we had a discussion with the Fire Department and they were quite flexible. How flexible the Parks Department will be is still to be determined. But the Parks Department has let that grow rather wild and probably should be maintained by them, and we'd be happy to maintain a portion of it for them. But we haven't yet determine that. Otherwise we'll be looking for more fire resistant planting for that area.

Ms. Kimmey: Okay, so the answer is that's County land. That's, that's okay.

Mr. Goode: It is.

Ms. Kimmey: I mean, I'm assuming you will hopefully work something out with them. We have a similar problem behind us where properties aren't being maintained and the Fire Department gets a little iffy about that, so I just wanted to find out how this is going to be, how it's going to come out. All righty, thank you Dave. Hopefully the rest of these aren't -- these are more design related. I noticed that the roofs are just a straight pitch, not a split pitch. Somehow I feel in a project with this caliber you would expect to see a split pitch, and I'd like some comment on that. I'm not sure we require it or anything, but I'm just wondering -- I mean, maybe it's to keep the roof lines low, site lines clear but I would just like to know what they were thinking on that and what it was.

Ms. Uchiyama: That would be a question for --. Sorry, which plans are you looking at?

Ms. Kimmey: No, just all of the roof plans. Just looking at the elevations, it looks like the roofs are just a straight pitch and I'm not sure, it looks like it could be a 4-12. Again, these drawings are, you know, they're more presentation, so they don't give that kind of detail. I'm just asking what those roof pitches are and what the thought was.

Ms. Uchiyama: Okay. I think that would be a question for Rene from G70 if you could answer please.

Mr. Stephen Yuen: Yuki, thank you. This Stephen Yuen working with G70. I want to say we are also recognizing that subtly with the double pitched roof. I think at this time we anticipating, anticipate studying it further. I think we want to keep a clean appearance, but we understand that double pitch has some significance. I think we're going to continue to study that as we go through the process and obviously work with Wailea Community Association. But that's a good observation. Thank you.

Ms. Kimmey: Alright. Let's see, yeah, I believe that covers my comments. Although I would say I would agree with those that suggest a stone wall for those intermediary columns

especially along the roadways. That's just I'll put in my vote in for those as well. And I think that covers it. Other than that, yeah, it's obviously a nice addition, I think, to the Wailea area, and I'm glad David to hear you guys are working with the folks down there at the Wailea Association. I think it's very important, so end of comments.

Ms. Hitchcock-Sprinzel: Stuart?

Mr. Marlowe: No further comment.

Ms. Hitchcock-Sprinzel: Alright. Thank you Stuart. Darren?

Mr. Okimoto: The site itself grade wise that's a big elevation difference between Kapili and Alanui, so I know I understand all the tiered retaining walls. And I do appreciate the fact that in between all the tiered retaining walls you're putting screen hedges, you know, to break up that vertical face that create by all those walls. And also the fact that the way the buildings are being grading there's a lot of thought has been put into preserving the views from Kapili Street for the general public walking that area. The question I had was regarding the fences on Kapili, is that 44-inch max height fence something that's required by WCA in their rules or is that something that this project is just proposing?

Mr. McMillen: Hi this is Micah. The WCA rules have a setback requirement from the right-of-way that allows a certain height to be achieved to further back the fence is set. So we determined that the 44-inch height was an appropriate height to also serve as a guard rail along the retaining wall that's along Kapili Street and that height could serve as a continuous fence line all the way across the Kapili Street frontage. But I believe there's a three to five ratio of height by the amount of setback you have.

Mr. Okimoto: Okay. And then are the hedges going to be maintained? Because right now that 44-inch height people can see over and can still see the view. It would be good if the hedges could also be maintained around the same height so you're not blocking the view to the ocean for the pedestrians. That's something as a recommendation. But other than that, I think the project have taken a lot of time incorporate the design elements, preserve views, and grading and landscaping. Thank you.

Ms. Hitchcock-Sprinzel: Thank you Darren. Mandy?

Ms. Saito: Yeah, I just have a comment. I do appreciate the fact that they are incorporating a lot of infrastructure to the future connection of the R-1 system. Is there a timeline on when that connection would be available? Like is it three to five years or like two years? If anyone could comment on that.

Ms. Uchiyama: Maybe . . . (inaudible) . . . if you could answer that question.

Mr. Goode: Thank you member Saito. We've been discussing that with the wastewater division. They actually got a lot of money in this year's budget. As you know injection wells has been a big issue County wide, and the Council provided more funds to the division to expand their R-1 system throughout South Maui. That being said Wailea would probably be -- come after distribution a little farther north first. So last I talked to them a month or so ago they indicated that they were probably three years out from starting the master planning studies in terms of trunk lines and locations et cetera. So we expect it that it will happen eventually and we want to be ready for that connection. Thank you.

Ms. Saito: Thank you. That's all I have.

Ms. Hitchcock-Sprinzl: Okay, thank you Mandy. And then Mikal.

Mr. Torgerson: Yes, hi. So I'm assuming these homes will all be fire sprinkled due to the long dead end private drives. Is that the case? And then, I guess, related to that I had a question about the walls and how tall those walls are on the mauka side if I'm on the road. What is your tallest wall?

Ms. Uchiyama: Reed are you there?

Mr. Reed Ariyoshi: Yes I am. As far as -- sorry, can you repeat the question about the fire sprinkler?

Mr. Torgerson: Oh, I guess my question is are they going to be fire sprinkling all of these buildings because you have these long dead end roads that I presume are private roads serving all those units.

Mr. Ariyoshi: Maybe somebody can correct me if I'm wrong, but I believe they're not going to be fire sprinkled at this time. But the roads, the access roads to the residences are all being designed in accordance with Fire Department's requirements.

Mr. Torgerson: Does the fire truck have the ability to turn around at the end of any of those roads?

Mr. Ariyoshi: We will provide fire turn-arounds on each of the lane roads.

Mr. Torgerson: Oh, I guess that wasn't apparent in the drawings I was looking at. As far as the walls goes, what would you say is your tallest wall mauka of one of those roads? I saw that you were doing plantings at the bottom which is nice to help break up that height.

Mr. Ariyoshi: Each terrace wall is the maximum we're looking at is six-feet. Of course, you know, they do go back maybe about 20-feet or so in vertical height so -- but the maximum wall height will be six-feet with a six-foot terrace in the back.

Mr. Torgerson: I guess in your architectural renderings it looked like they were much taller walls than that. But I would complement you on breaking them up like that...if that's the case. The fence that's --. I thought it was nice that you had the 44-inch fence along the public right-of-ways. It's a lot nicer than just having a full six-foot fence around the perimeter of your project particularly when it's gated. How tall is that fence along the park side?

Mr. McMillen: Hi, this is Micah.

Ms. Uchiyama: . . . (inaudible) . . . question?

Mr. McMillen: Yes, I believe along the park side there will be a chain linked fence kind of a buried within the landscape probably about four to six feet high maximum.

Mr. Torgerson: Okay.

Mr. Circle-Woodburn: Yeah, it says four-feet on the landscape site plan.

Mr. Torgerson: Oh, great. Thank you.

Mr. McMillen: That's correct. My mistake.

Mr. Torgerson: I thought it was nice how you were breaking up the architecture in the pods and creating those courtyards. That was attractive. And I also, like I said, I think breaking up those tall walls I was, from the architectural renderings, it looked like they were far taller than that. But if you're able to break them up into six-foot walls I think that's really, really nice. I guess that's all my comments. Thank you.

Ms. Hitchcock-Sprinzel: Thank you Mikal. So at this point then, Tara, are you ready to summarize the recommendations? I can try and help you as well.

Ms. Furukawa: Okay, so to add stone to columns for the walls along the roadway. Add a buffer between, a landscape buffer between existing neighbors.

Ms. Hitchcock-Sprinzel: Yes, and that would be along the south border of the property.

Ms. Furukawa: Yeah, okay. Along the terraces and open space. I guess clarification on location of bike, bike paths.

Ms. Hitchcock-Sprinzel: Right. That they're well thought through with regards to the final plans and the grading.

Ms. Furukawa: Okay. And then maintain the hedge at 44-inch height so it's not to block the

ocean views.

Ms. Hitchcock-Sprinzel: Okay. And then there was one on the roof line as they continue their studies to consider the split pitch roof line.

Ms. Furukawa: Oh, that's right. Okay.

Ms. Hitchcock-Sprinzel: And that we like the terracing effect with no terrace higher than six-feet. Was that right Mikal?

Mr. Torgerson: Yeah, I thought that was particularly nice. And I had one more question when it's appropriate.

Ms. Hitchcock-Sprinzel: I think that was the last recommendation that I had written down as well. Tara, did you have any more?

Ms. Furukawa: No.

Ms. Hitchcock-Sprinzel: Okay, go ahead Mikal.

Mr. Torgerson: On these, these roads that come off the spine road, do those have sidewalks for the pedestrians to be able to walk out of their, or do they just walk down the middle of the road?

Mr. Ariyoshi: This is Reed Ariyoshi. Those lane roads do not have any provisions for sidewalk. The main pedestrian and bike access would be along the spine road.

Mr. Torgerson: It seems reasonable for a bike to ride down one of those side roads, but...it really seems like an oversight to just ignore pedestrian movements in the area. I think people would be far less inclined to walk their neighbor if you don't provide a safe place for them to walk. That's my two cents.

Ms. Hitchcock-Sprinzel: Well, in addition it's one of the design features that was highlighted or promoted is that it's a walkable community.

Mr. Torgerson: Right. Yeah.

Mr. Goode: Chair, if I could add a comment.

Ms. Hitchcock-Sprinzel: Of course. Go ahead David.

Mr. Goode: Thank you and I appreciate the comment from the board member. It's a, it's a challenge as you can tell from the site, you know, we have some grade differences to make

up. And the feature that we felt was most import was the low impact design for storm water runoff along the mauka side of those lanes. But if you think about that most of those lanes have anywhere from, what, four to seven, eight homes on them. And if you look at our traffic study, our peak traffic, like coming out, you know, at any given time is something like, I want to say, a dozen cars per hour. You distribute those dozen cars over an hour over those lanes, I can probably walk blind folded across that street all day long and be relatively safe. So we felt from a pedestrian experience we should concentrate on the spine road and get access in and out of the project. But the lanes were really like little . . . (inaudible) . . . lanes where the emphasis should be on, you know, respecting your neighbor and having plenty of room to walk. But for the occasional car that comes by we felt it was plenty safe. But, you know, we're certainly willing to look at all options, but it really felt like incredibly low vehicular traffic at low speeds to warrant the sidewalks. Thank you.

Mr. Torgerson: I guess I would respond by saying that it is likely safe. I don't think anyone is going to get killed by a high speed car, but whether people will feel comfortable walking their neighborhood, walking in the middle of the road, I think there's a good number of people that would feel less comfortable. And to characterize it a walkable community is clearly incorrect. Thank you.

Ms. Hitchcock-Sprinzel: Okay, are the Board happy with the recommendations that Tara read? Are we ready for a motion?

Mr. Niess: I have one quick --

Mr. Marlowe: This is Stu. I'd like to make one more comment regarding that.

Ms. Hitchcock-Sprinzel: Okay, Stuart and then Peter. Okay, go ahead Stuart.

Mr. Marlowe: Thank you. Mikal brought up a point about sprinkler just going into these dwellings. The cost of doing it after they're built is really quite enormous, and I think there should be some consideration review putting them in prior -- putting them in as the units are being built. It will save a lot lives and it will save a lot of money and insurance, et cetera. And I think it should be something that is given consideration.

Ms. Hitchcock-Sprinzel: Thank you Stuart. And especially in the context of all the fires that have been going on Maui these days that are pretty scary so that, that is good perhaps recommendation. And so first there was another comment and then Darren. David, did you want to say something? I'm sorry, Peter. Okay, go ahead Darren and then we'll come back to Peter.

Mr. Okimoto: I guess regarding the sprinklers, my question I guess for the applicant is along those driveways having talked to Fire, are hydrants are being installed and if they are wouldn't that cover and not have to sprinkler the buildings?

Ms. Hitchcock-Sprinzel: Yuki, can someone answer that question about fire hydrants?

Ms. Uchiyama: Yeah, so Reed are you there?

Mr. Ariyoshi: Yes I am.

Ms. Uchiyama: Would you be able to answer?

Mr. Ariyoshi: We will provide hydrants in accordance with Fire Department requirements. So, yes, the lane roads will have fire hydrants.

Ms. Hitchcock-Sprinzel: I guess we're just not sure where those might be and how close they would be to the homes, you know, in, in, in the plans.

Mr. Okimoto: Yeah, I think that is something that they would work out when they through design. They would have to get Fire Department's approval with regards to access and hydrant and spacing and coverage. So I was just trying to confirm because we started to talk about sprinklers. But if there's hydrants already typically you don't have to do, you're basically overlapping so --.

Ms. Hitchcock-Sprinzel: Okay, David, you wanted to say something? Go ahead.

Mr. Goode: Yeah. Paul Woodward just popped into my office and told me that fire sprinklers are actually anticipated that we will install them and they're desired for this type of product so I think that helps. It just adds to the design detail. I hadn't got in the lead on previously so thank you.

Ms. Hitchcock-Sprinzel: Thank you that would be great. And then Peter, I think you still had something you wanted to say.

Mr. Niess: I was just -- normally I'm a fan of split pitch, but when it gets into pod style architecture it can, it can take away from the design when you try to keep the proportion of a split. Small structure it can look like a little hat, it can get weird so --. So my only comment is that I prefer the pod style bungalow feel that they have more than split pitch roofs in terms of priority, design priority.

Ms. Hitchcock-Sprinzel: Okay, thank you Peter. Yes, the presentation showed as a very nice view, some view studies of what the project might look like which were very helpful. Okay, so are there any other comments or questions or recommendations? And if not, then may I have a motion to put forward the recommendations as read?

Ms. Kimmey: This is Marie. I will move that we approve the proposed Wailea Resort SF-S

Residential project.

Ms. Hitchcock-Sprinzel: Thank you Marie. A second please?

Mr. Circle-Woodburn: I'll second that. Josh.

Ms. Hitchcock-Sprinzel: Okay, thank you Joshua. Alright, so we'll do a round robin, in favor or --

Ms. Kristina Toshikiyo: I'm sorry Caryl. Caryl, can I interrupt? I'm sorry, can you -- Marie, were you moving to approve the project or are you moving to approve the recommendations coming the UDRB?

Ms. Hitchcock-Sprinzel: To approve the recommendations as read.

Ms. Toshikiyo: Okay. Thank you.

Ms. Hitchcock-Sprinzel: Okay. So is it okay to go ahead and do our vote now?

Ms. Toshikiyo: Yes. Sorry, I just wanted to clarify.

Ms. Hitchcock-Sprinzel: I thought that what I said it could be that I said something else.

Ms. Kimmey: Yeah. Good.

Ms. Hitchcock-Sprinzel: Okay, so Peter?

Mr. Niess: I move to yay, approve.

Ms. Hitchcock-Sprinzel: In favor. Okay. Joshua?

Mr. Circle-Woodburn: In favor.

Ms. Hitchcock-Sprinzel: Marie?

Ms. Kimmey: In favor.

Ms. Hitchcock-Sprinzel: Stuart Marlowe?

Mr. Marlowe: In favor.

Ms. Hitchcock-Sprinzel: Darren?

Mr. Okimoto: In favor.

Ms. Hitchcock-Sprinzel: Mandy?

Ms. Saito: In favor.

Ms. Hitchcock-Sprinzel: Mikal?

Mr. Torgerson: In favor.

It was moved by Ms. Marie Kimmey, seconded by Mr. Joshua Circle-Woodburn, then

VOTED: To approve the recommendations, as discussed, and forward to the Maui Planning Commission.

(Assenting: J. Circle-Woodburn, M. Kimmey, S. Marlowe, P. Niess, D. Okimoto, M. Saito, M. Torgerson)

(Excused/Recuse: D. Unemori)

Ms. Hitchcock-Sprinzel: Thank you. So it's unanimous that the recommendations will be put forward as read. Alright, as Chair I learn every meeting and I hope I'm getting better because I'm not going to forget the Director's Report today. So I'd like to invite Clayton to, to give the Director's Report. Clayton, to you.

C. DIRECTOR'S REPORT

1. Proposed Meeting Schedule for Calendar Year 2021.

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

Mr. Yoshida: Thank you Madame Chair. I guess Leilani has circulated the proposed board meeting agenda, meeting dates for the 2021 calendar year whether it be by in person or by Bluejeans. Any questions or comments to the schedule just so that we can put it on the calendar if we have to reserve a meeting room.

Ms. Hitchcock-Sprinzel: I don't see any, any heads moving so I think that everyone is agreement.

2. Agenda items for the October 6, 2020 meeting.

Mr. Yoshida: So we'll move forward with that. The next meeting of the Board is scheduled for October 6th, five weeks from now. We may have one Wailea item for a different option of Wailea Resort. So we're keeping those SMA Use Permits moving along through the Urban

Design Review Board. But I guess, you know, we just have to play it by ear if we can have in-person meetings or not. I guess from the 4th of July we've kind of been going in the wrong direction as far as the few COVID reports. So we've kind of been doing it virtual, virtual meetings. So there still may be a virtual meeting in October depending on what the Mayor says regarding kind of public meetings. I think at the height of today's meeting we probably had 36 people attending the, the meeting so if they quote, if they set a quota of 10 then you know we would have exceeded that just in having the board members and the staff. But we'll keep you posted like maybe about two weeks before the meeting date. But we thank you again for attending the meeting and your input and for being patient while we go through this new normal, and trying to get into the new normal.

D. NEXT MEETING DATE: October 6, 2020

E. ADJOURNMENT

Ms. Hitchcock-Sprinzl: Peter, you wanted to say something?

Mr. Niess: I have -- I'm just curious we haven't had a single public testifier which makes things easier but could this come back in the end with people saying that it's not relevant because they didn't have access to Bluejeans or --? It's just weird that we haven't even on a Wailea project of this size not a single public testifier. And I just -- I don't know. It makes projects go smoothly but, but it's also worrisome that there is no input from the community.

Ms. Hitchcock-Sprinzl: Well, that certainly wasn't the case with the Wailuku Hotel. They had a lot to say on that one and we had 80 people on the call so I think that if they want to they can. Yeah, I mean, I welcome the public to come and testify. I think that's one of the advantages of this is that as long as you have the technology you can come and say your piece. And in that way more people have access. But, yes, I agree with you that, you know, it's worrying that more people aren't taking the advantage or the opportunity.

Mr. Yoshida: Yeah, I guess in that Hotel Wailuku project we had a lot of people that wanted to testify, and a part of the reason why the meeting went to two o'clock in the afternoon.

Ms. Hitchcock-Sprinzl: And it was so nice to hear from the public as well. I think that made it much more authentic. So we welcome public testimony. We want folks to come and, you know, to testify. Their voices are welcomed. Okay then --

Mr. Circle-Woodburn: I have a question or comment just on maybe general, you know, procedure or practice of UDRB just for discussion real quick. Maybe in effort to also help some of the, you know, project team, and for example on this project that we just did in

Wailea, they really had their whole entire consultant team there -- archaeology, cultural, and -- while I appreciate that, I don't really think those are topics that were meant to really weigh in on or talk about. So I just want to know are we making it clear to our, you know, consultants and projects that comes to us what we're actually going to be reviewing and discussing? Because I feel like we don't want to waste their time, they don't want to waste our time, and everyone's time is valuable. And so I kind of feel bad that a lot of these consultants are there on the call waiting and really those are topics that we aren't discussing. And I just want to make sure that I'm correct in assuming or stating that.

Ms. Hitchcock-Sprinzel: Well, I can only answer for myself, Joshua, in that you never know what the questions are going to be. It could be a question related to a traffic study. It could be a question related to an archaeological issue. But all of those things have come up in previous meetings, so you just never know which things the Board are going to ask.

Mr. Circle-Woodburn: Well, I guess I understand those questions could come up, but those really aren't things that we're supposed to advise on I don't think, right. Isn't that for the Planning Commission or, you know, depending on where that project is located? Like I just feel if that were to come up it's our responsibility to sort of non-question and sort of say that's not within our purview, that's a comment or a discussion for when you go to Planning Commission. You know, again, that's also helping our time as well as their time. I'm just trying to clarify that a little bit, and I'm just curious if anyone else has any thoughts on that or ruling.

Ms. Hitchcock-Sprinzel: I don't know if there's a ruling. The previous Chair had a lot of say on cultural matters so, you know, that something that was particularly close to her. Clayton, I don't know, you know, because we don't know what the questions are going to be. I mean, we try and keep our meetings focused and to the point and as short as possible. Do you, do you have, you know, a comment or --?

Mr. Yoshida: Well, I guess Madame Chair the Board is supposed to deal with the design and the landscaping and other elements that go into the project. But then realizing the members are residents of the County and they have their concerns. Sometimes it's best that the applicant is as prepared as possible to answer whatever questions that the members have.

Ms. Hitchcock-Sprinzel: And Joshua, I don't know, but I first joined the Board there was a check-list of all the things that are reviewed by the Board in an SMA Permit review, and that include things like traffic, parking layout, lighting, drainage, you know, planting, building scale, all, all of these things so you're just, again, you're not really sure.

Mr. Circle-Woodburn: Right I understand. Most of those are designed related. It's okay. It was just something that was weighing on me, and I just wanted to get some input and have some input and feedback on so I appreciate that.

Ms. Hitchcock-Sprinzl: No, that's a great question. That's a great question.

Mr. Circle-Woodburn: Yeah.

Ms. Hitchcock-Sprinzl: Because we don't want to be wasting their time either, but we don't want to be missing an expert when we need one.

Mr. Circle-Woodburn: Sure.

Ms. Hitchcock-Sprinzl: Alright folks. Well, stay safe and well over there on Maui, and I will see you next time. So with that meeting is adjourned and thank you.

There being no further discussion brought forward to the Board, the meeting was adjourned at 12:09 p.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE

PRESENT:

Joshua Circle-Woodburn
Caryl Hitchcock-Sprinzl, Chair
Marie Kimmey
Stuart Marlowe
Peter Niess, Vice-Chair
Darren Okimoto
Mandy Saito
Mikal Torgerson

EXCUSED/RECUSE:

Darren Unemori

OTHERS:

Clayton Yoshida, Planning Program Administrator, Current Planning Division

Kurt Wollenhaupt, Staff Planner

Tara Furukawa, Staff Planner

Kristina Toshikiyo, Deputy Corporation Counsel

Keola Whittaker, Deputy Corporation Counsel