

**URBAN DESIGN REVIEW BOARD
REGULAR MEETING
OCTOBER 6, 2020**

A. CALL TO ORDER

The regular meeting of the Urban Design Review Board (Board) was called to order by Chair Caryl Hitchcock-Sprinzel at approximately 10:00 a.m., Tuesday, October 6, 2020, online via BlueJeans Meeting No. 665178839.

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

Ms. Caryl Hitchcock-Sprinzel: Start with a roll call because there are three of our regular board members who have been excused and so I'd like to welcome some of the alternate members who are serving today. So I'll just go through your names, and if you're here, just stay here, please. So, Peter, I can see you. Good morning. Hi.

Mr. Peter Niess: Here.

Ms. Hitchcock-Sprinzel: Joshua?

Mr. Joshua Circle-Woodburn: Here.

Ms. Hitchcock-Sprinzel: Great. Marie?

Ms. Marie Kimmey: Here.

Ms. Hitchcock-Sprinzel: Thank you, Mandy? Hi.

Ms. Mandy Saito: Here.

Ms. Hitchcock-Sprinzel: And Mikal?

Mr. Mikal Torgerson: Here.

Ms. Hitchcock-Sprinzel: Great. So today we have with us Paul.

Mr. Paul Areus: Here.

Ms. Hitchcock-Sprinzel: Great. And Morgan.

Mr. Morgan Gerdel: Here.

Ms. Hitchcock-Sprinzel: Okay, excellent. So it looks like everybody's here. So I'd like to at this time turn it over to Mr. Yoshida for the county announcements.

Mr. Clayton Yoshdia: Good morning, Madame Chair. Clayton Yoshida with the Planning Department. With me are Leilani Ramoran-Quemado, the board's secretary; Kristina

Toshikiyo from the Office of Corporation Counsel who is the attorney; and Keola Whittaker from the Office of Corporation Counsel who will be your attorney once they make the transition between Kristina and Keola. And we do have one person who signed up to testify. So after the applicant does their presentation, then I guess we can call on that person to testify. Thank you.

B. COMMUNICATIONS

- 1. MS. YUKINO UCHIYAMA OF MUNEKIYO HIRAGA, on behalf of WAILEA RESORT PHASE 2 DEVELOPMENT LLC, requesting design review of the development of the proposed Wailea Resort SF-7A/MF-12/MF-13 Residential Project. The proposed project consists of a total of 289 units, including 51 zero lot line homes, 92 townhome/duplex homes and 146 multi-family units, of which approximately 23 will be transient vacation rental units (consisting of up to 50 bedrooms). The residential units will be developed under a Condominium Property Regime. Various residential amenities and related infrastructural improvements are also proposed as part of the project. The proposed residential amenities include an amenity center (containing small commercial uses), barbecue facility, swimming pool, and other community gathering spaces for the residents of the project. Onsite infrastructure improvements include grading, drainage, utilities, landscaping, and access/internal roadway improvements. The project is located on 46.2 acres of land at Tax Map Key (2) 2-1-008:130 in the master-planned Wailea Resort Planned Development area, Maui, Hawai'i. (SM1 2020/0009) (CUP2020/0005) (PD2 2020/0002) (EA 2020/0004) (Tara 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: Wonderful. Thank you, Mr. Yoshida. We do welcome public testimony and input on the projects. And just to remind everyone that the process to sign up to provide testimony is listed in the, in the meeting agenda so you can get in touch with Mr. Yoshida through the chat and sign up to provide public testimony.

So we have just one item on the agenda today, and that Ms. Yukino Uchiyama of Munekiyo Hiraga, on behalf of Wailea Resort Phase 2 Development LLC . . . *(Chair Hitchcock-Sprinzl read the above project description into the record)* . . . And the planner is Ms. Tara

Furukawa. And I would like to turn it over to her now to introduce the presenter. And let us know if you need any help getting set up with your presentation.

Ms. Tara Furukawa: Okay, Good morning, commissioners. My name is Tara Furukawa, and I'm the staff planner for the proposed Wailea Resort SF-7A/MF-12/MF-13 Residential Project. This item has come to for review because the applicant, Wailea Resort Phase 2 Development LLC, 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, for Munekiyo Hiraga, will present the project and the applicant and project consultants can answer any questions that you might have regarding the proposal.

Ms. Hitchcock-Sprinzel: Thank you so much.

Ms. Yukino Uchiyama: Good morning, Chair.

Ms. Hitchcock-Sprinzel: Good morning.

Mr. Yoshida: Oh, so Yukino, are you the one giving the presentation or is --?

Ms. Uchiyama: Yeah. I am -- yeah, sorry about that. I think my connection got lost and I couldn't hear anything. Yeah, I am giving the presentation and hand over to other members, team members. Can you see my screen right now?

Ms. Hitchcock-Sprinzel: Yukino, we can only see you and you've got a very low, red bar in the right hand corner so your connection is not strong.

Ms. Uchiyama: Oh, I'm sorry about that. Let me, let me try it again.

Ms. Hitchcock-Sprinzel: It's looking better now, so, but we still can't see your screen yet.

Ms. Uchiyama: Okay.

Ms. Hitchcock-Sprinzel: Okay. We can see your screen now. Technology is wonderful as long as it works, right. We don't have any sound though so but we do have the visual slide on our screen.

Ms. Uchiyama: Can you hear me now?

Ms. Hitchcock-Sprinzel: I can hear you. Yes, that's very good. Nice and clear.

Ms. Uchiyama: Great. Thank you so much. Good morning Chair and the members of the Urban Design Review Board. My name is Yukino Uchiyama of Munekiyo Hiraga. Today we are presenting the Wailea Resort SF-7A/MF-12/MF-13 Residential Project. Since there are multiple components to this project, the presentation will be about half an hour. So thank you so much for your time and this opportunity to present to you today.

First, I'd like to introduce the project team members who are with us today. The applicant for the project is Wailea Resort Phase 2 Development LLC. We have Paul Woodward and David Goode with us. And the project's architect, civil engineer and culture planning consultant is Group 70. We have Rene Matsumura and Stephen Yuen as the architects, and Paul Matsuda as a civil engineer. The landscape architect is PBR Hawaii and Associates. We have Micah McMillen. And traffic consultant is Austin Tsutsumi and Associates, and we have Tyler Fujiwara. The archaeologist is Cultural Surveys Hawaii and we have Trevor Yucha. And the cultural consultant is Aina Archaeology, and we have Tanya Lee-Greig with us. And lastly, the planning consultant is Munekiyo Hiraga, and again, my name is Yukino Uchiyama.

This is a project location map. That project site is located in the north end of Wailea. And the project site is bounded by Okolani Drive, Kai Malu Drive, and single family neighborhood to the north. Wailea Blue Course of Wailea Golf Club to the west, a drainage way, the Keala O Wailea multi-family neighborhood, and the Gateway Center to the south. And Piilani Highway, Maui Meadows and an open space to the east.

In terms of the land use design for that project site, the State Land Use District is Urban. According to the Maui Island Plan, the site is located within the Urban Growth Boundary. The Kihei-Makena Community Plan designation is single-family, multi-family and open space. And in terms of the county zoning, the underlying zoning is listed in this table. Because this project is located within the Wailea Resort Planned Development Area, this project is being designed in accordance with a PD Step One transfer which was approved in 2018 by the Maui Planning Commission. I will explain more details in the next slide.

And lastly, the project site is located within the Special Management Area, and again, that Wailea Resort Planned Development area.

As I mentioned, a Planned Development Step One transfer was approved in 2018. And this approval allows this parcels to be developed using the land use designations listed in this table, which include A-1 apartment, A-2 Apartment, B2 Community Business, OS Open Space. I'd like to note that under B2, Community Business zoning, TVR Transient Vacation Rentals are allowed up to 20 units. And the applicant is applying for a County Special Use Permit, and with that, up to 50 TVR units will be allowed.

I would like to provide a quick overview of that project. The project site is about 46.2 acres in Wailea. This project involves development of a resort residential community consisting of 289 condominium residential units. There is residential amenities and related infrastructure improvements. The project will consist of 51 zero lot line homes, 92 townhomes duplex homes, 146 multi-family units of which about twenty three units will be TVR units.

The proposed residential amenities will include an amenity center containing small commercial uses, community gathering spaces for residents, a barbecue facility, and a swimming pool.

We have a short summary of the project's sustainable design features. This project is design based on four sustainability principles. Number one, efficient use of resources; two, low energy use; three, mobile flexibility; four, honoring the history and native culture of Maui and South Maui.

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

The examples of the number principle number two, low energy use includes the home designs that are compatible with the PV, roof top PV and EV chargers; the use of LED lighting and energy star appliances; and home designed to capture natural airflow to minimize the air conditioning use.

The examples of principle number three, the mobile flexibility include pedestrian paths that goes through the product site and connect Okolani Drive, the amenity center, and the Wailea Gateway Center; sidewalks along internal spine road; and side walk along the south side of Okolani Drive.

Finally, for the principle number four, the applicant will continue to consult with those who participated in the CIA, and others who have extensive knowledge about this area in order to understand how the mo'oleo, the Hawaiian history, can be preserved and shared. And this includes incorporating traditional place names into project design, street naming, signage, as well as other project related materials.

With that, I'm going to hand the presentation over to Paul Woodward from Wailea Resort Phase 3 Development LLC for the next couple of slides.

Mr. Paul Woodward: Aloha Chair and Board. We . . . (inaudible) . . .the design team, we've been working with and interacting with the Wailea Community Association on a fairly regular basis over the past 18 months, both formally and informally, so that we can work together, develop a range of residential offerings that are suitable and complementary to the existing Wailea community. Setting the architectural style for this project is an opportunity to provide

new expressions that retain a Hawaiian sense of place and continue to take advantage of the climate, the orientation, and the unique location of the site in Wailea close to the ocean, yet set on the slopes of Haleakala. Blending with other traditional styles the project is referenced the early state design of Hawaiian architects like Val Ossipoff, as you can see in some of the images here. Great plans that take advantage of indoor outdoor living areas and courtyards, use a simple vocabulary, and highlight the natural landscape and neighborhood connections. Next slide, please, Yuki.

As in all healthy communities, growth offers a chance to strengthen community, values and traditions while creating opportunities to develop and involve new residential approaches and experiences. As you can see in some of the concept renderings here, we are proposing a variety of architectural forms with different expressions, while maintaining a strong sense of place. As you will see in more detail later, a central amenity center with a range of offerings will become a central focus for community building and gathering. Next slide please Yuki.

So they just want to note the density of this project as proposed is less than half of what would be allowed under the current zoning for the property. And by incorporating eight different product types of varied size and form as you see here, we're able to create homes with a broad market appeal from one bedroom condominiums to three bedroom villas. This, combined with other features of the planning process that will be described later, will lead to a vibrant and varied community within a community and will create neighborhood experience that is really unique within the Wailea context. Thank you.

Ms. Uchiyama: Thank you Paul. So the next couple of slides, Paul Matsuda, from G70 will go over the site and roadway features from an engineering standpoint.

Mr. Paul Matsuda: Thank you Yuki. So you can see on the screen before you the site plan. And if we need to zoom in, we can. I'm not sure how logical it is, but the project is bordered by Piilani Highway to the east, Okolani and Kai Malu to the north, and then a golf course to the west. Our project's primary access points are labeled in the site plan as the makai entry gates and the mauka entry gate. Those are the two driveways that are on -- off of Okolani that would provide vehicular access and public pedestrian access on their property. The makai entry gates aligned with Kualono Place, and the mauka entry gate is -- and driveway -- is approximately halfway up the road, a little bit closer to the intersection, at appropriate distance necessary to get intersection in the work.

Those are our two primary access points. It's also the point in which all of the utilities for the project will come. So we have sewer and water from the County that comes off of Okolani that serves the entire property. And we also have and are installing a reclaimed water line for the future R-1 water that will at some point in time be available to the project. And that too will be coming off of Okolani.

In terms of the, you know, site layout, the site is really optimized to match the existing landforms so that we minimize our earthwork. And we maximize our public and private views and view planes. And so you can see that most of our roadways, particularly the cluster driveways are aligned to be parallel to contour. The property generally slopes from the intersection of Piilani down towards the golf course. So all the roadways that serve each individual unit are aligned on contour. And the project is essentially terraced down the, down the hill. And so most of the roadways are aligned with, with the contour. We do have what we are calling the downhill drive, which is essentially that more vertical connector from the community center down to the lower road. And we have the Greenways as well. We have all the areas in green, particularly the area near Okolani. There's an existing drainage way that comes through there that we're maintaining with an existing discharge to the golf course. And then on the other side, near the cluster on top, of the multi-family cluster, you can see a lot of the green space downhill from the multifamily units. Those are steep slopes that we're not touching. And then we have the, the major gulch and drainage way that crosses Piilani, you know, as you overlook to Wailea Gateway on the other side. So that drainage way we're also not touching. And it will come through the site and continue to enter and discharge into the golf course.

Our drainage approach is really to, as Yuki mentioned, it will be a low impact development drainage approach. And what that means is that we look to introduce bio retention and bio infiltration BMPs throughout the project to manage storm water quality as, as close as we can to this source. And to also allow us to introduce water back into the ground throughout the project site. So pretty much anywhere you see green or areas where we look at low impact development BMPs, and that could range, and likely will range from anything like rain gardens to swales to planter beds. Could be raised, or at grade. Probably raised around the community center. We may also introduce permeable pavements where we can, grass paved or permeable pavements. And we will likely also introduce infiltration systems such as trenches and such. And we do have a need to retain detained water. And so we are introducing underground storage chambers, which will be treated before it goes into it with water quality manholes. And then once the water goes into it, you know, it will have a chance to infiltrate into ground, recharge groundwater before it gets discharged offsite. So although not depicted pretty much anywhere is green we have some form of a drainage infrastructure tied to it. Ideally, we were layering and landscaped over it and making the landscape a drainage facility, which also helps us to be very cost effective on the, on the installation.

The one green line that you do see on here is the pedestrian pathway. And right now we have this public pedestrian pathway that wraps from Kai Malu through this site along the Greenway, up to the community center, and then along the multi-family, and then over to a proposed connection to Wailea Gateway.

And I guess maybe it's a good time, Yuki, to switch to the next diagram, which depicts all of the pedestrian pathways and connectivity. We have quite a bit on here. The green line is the

one I mentioned, which is the public greenway, public pedestrian walk. We also have the black line which will be the roadway, public roadway, side of, of the pedestrian access with, you know, roadside sidewalk and onward bikeway. And then on the property, we have essentially an upper road, which is a main road which is shown in red that will have a wider shared use path that brings you from Okolani onto their property and up to the community center. And then the orange, and the orange we have what would be a similar pathway, a little smaller that would allow access along the lower road and then connect upper to lower road via a downhill drive. And it will allow access with a setback sidewalk all the way up to the top. And within the actual clusters themselves, which is essentially the blue lines, you know, those are smaller cluster driveways where it's on road pedestrian and bike way. And so it's like a shared use type of a roadway connector. Can you go to the next slide Yuki?

And this depicts the driveway sections for those roads that I just described. So the first one, which is the upper road, so I'm going to move from left to right, top -- top to bottom, left to right. So what we're calling the main upper entry road was that red line that we saw in the first, the previous slide. And so essentially, we have a two-way two-lane roadway, 24-feet wide, and we have some pretty gracious planting areas, 10 foot wide, 10 wide, and then we have 10 foot shared use pathway, and another 10 foot wide landscaping. And so ideally, you know, these landscape areas as appropriate would be actually also not just landscaping, but also BMPs for storm water management. So this is a pretty wide essentially you probably have more greenway than you. Then you have asphalt on this on this top site.

Then as you go to the next slide, we have the downhill drive, which is also a two lane, two-way roadway, very similar in, in spacing of sidewalk and green greenway, just a bit smaller because roadway is smaller or the classification of a road is smaller. And then on the right-hand of the sections, you can see the courtyard driveways which are essentially 20-foot wide roads that are really a very private cul-de-sac type experience with greenway and probably a lot of shared spaces in there. And with that, I'll turn it over to Paul Woodward to talk about the land use, I think.

Ms. Uchiyama: Sorry, this is Yuki. Rene Matsumura, from G70, will go over that, the architectural features, yeah.

Ms. Rene Matsumura: Good morning everyone. The layout for each of the single family duplexes, townhomes were designed to accommodate the terracing of the site, as to provide an . . . (inaudible) . . . experience within each home leading to an outdoor experience either via a private internal courtyard experience or looking upwards towards the greenway or ocean view. Each of the homes are typically 90-foot deep and the units provide a variety of types to accommodate different homeowner needs and preferences.

Our first unit, which we are sharing here, are the townhouses. There are 36-townhouse units, all of which are in the northernmost section of the site and near the makai entry gate.

These units line the project boundary along Okolani Drive, Kai Malu Drive, and along the northern edge of the Wailea Blue Golf Course. The townhomes are configured as duplex units, each with 1,900 square feet of living area. The two-story units are arranged with their garage carport and living area on the ground floor. The three bedroom of the upper floors of each units . . . (inaudible) . . . one to twelve sloped standing seamed metal roof. The composition townhomes, horizontal trellises and stone elements are in contrast to the light stucco wall finish and windows.

We also have 40 courtyard downhill units that are situated in three different upper rows of the middle neighborhood of the site. The courtyard downhill units are single-story bungalows with approximately 2,000 square feet of living space designed around an interior courtyard. Entry into the home is via a private courtyard space with a small pool that is enclosed when the units are situated in a zero lot line configuration.

The three bedroom unit is typically accessed and downhill direction with the garage and the entry of each unit mauka facing. The main living area for these units are makai facing and open out onto greenways and . . . (inaudible) . . . The low profile of the courtyard units provides their neighbors with more open makai views.

The villa uphill units are situated on the uppermost bench of the project, just makai of the mauka entry road. We have 11 of these units, each 2,800 square feet, making it the largest unit in the project. Entry to these units are from the street below, below via a two car garage or exterior stairway. The main living areas organize around a courtyard and pool enclosed on the opposing side by neighboring zero lot line units.

Access to these units from the multi-modal path along the mauka entry drive will be provided to promote connectivity from the mauka entry drive. These units will appear as two-story, two-story homes. The low profile standing seamed roof reduces the massing impacts of these views along the hillsides and will be heavily landscaped along the entry drive.

We have two different kinds of duplex units. The first that I'll be sharing is the duplex, duplex uphill units on the mauka side of the makai road, and at the middle bench. The one and a half story structure with a two car -- have a two car garage tucked into the upper hillside. All of the 2,000 square feet of living area for these units occur on one level, elevated above the road that it sits above. Each of the units has its own outdoor private courtyard area and a pool just off the main living space, which on mauka side opens directly onto a greenway.

A duplex uphill units appear a single-story homes and on the makai elevation, the stone veneer finish of the garage when viewed from the sloped landscaped berm appears as a part of the natural hillside. The contemporary low profile structure of the duplex uphill units provides better view opportunities for its neighbors further uphill.

Our other duplex offering is across the street from the makai entry road. We have 22-duplex downhill units. The duplex downhill units are the most makai row and front the Wailea Blue Golf Course. Each of the units has 2,400 of living area of living space and it's entered in a downhill direction through a courtyard with a pool. The main living area and master plan, master bedroom are at the road level. And the house steps on the site to the lower level with two bedrooms and a recreation room that opens out to a golf course lanai.

The single-story elevation of these duplexes will be experienced from the makai entry of the units that steps down the hillside into a two-story volume against the golf course, where glass sliding doors and glass guardrails will be used on the golf course elevation to take advantage of the indoor and outdoor experience.

The project proposes also two types of multi-family housing, primarily located on the southernmost neighborhood. We have the first is our eight -- we have eight multi-family four-plex units that are aligned on, the along the bluffs. The first is of the four-plex is stacked in two-story configuration, total of 32 units with an average of 2,500 square feet, each have a two car garage available for each unit. And those garage structures are clustered in a drive court.

The single ply TPO roof with painted soffits and stucco walls will be accented with trellis elements and stone veneer. Each of the three-bedroom units will have a covered lanai looking makai, looking out to makai or ocean views over the Wailea Blue Golf Course.

The upper tiers of the multi-family neighborhood are planned with seven multi-family 13-plex units. We also have one additional multi-family 13-plex unit at the northeast corner of the project near the mauka entry gate. The unit that is on the northeast corner is as slated with the option to utilize as a TVR. That building will be heavily landscaped also from Okolani Drive.

The 13 units in each of the eight buildings for the multi-family 13-plex are a combination of two and three bedroom units, and an average of 1,360 square feet of living area in each. Each unit is being provided one enclosed garage stall, and one uncovered parking stall.

The massing of the three-story multifamily buildings are reduced with deliberate stepping down of the top level at the buildings ends. The building's entry point and main circulation sign is emphasize with decorative vertical screening at its mid-point.

This slide shows the garages that are being proposed for the multi-family buildings that will be used in combination with open and uncovered parking stalls to meet the parking requirements.

Our amenity center is located in a prominent location offering an ocean view overlooking the site's main bluff with a total interior floor area of 18,500 with two-story center consists of

pool, terraces, fitness gym, game room, private dining area, and kitchen. It will also have a small community activity's space and a coffee shop or sundries store type commercial use, a flex space, a lounge, a barbecue area and office and spa at the ground level. The center will have 34 on grade parking stalls. We understand at this point that something like this would probably require something in the range of 60 to 65 parking stalls. And we plan on using the provision to reduce parking, whether it's a double use and anticipate the center's users will also either walk or bike to the facility using the connections provided within the site. The upper level amenity building will house 10 one-bedroom units which may be used as transit vacation rentals. Each of these one bedrooms are approximately 725 square feet of living area with a lanai overlooking the grounds below, the ocean views.

A collective architectural character of the courtyard and multifamily units is really embodied and expressed in the contemporary design of this amenity center which strong horizontal form, simple columns, and pavilion like structures or downplay the use of traditional hip roofs and are reminiscent of Vladimir Ossipoff work in the mid-20th century in Hawaii. The top view that we're sharing here is the mauka facing entry point into the amenity center. And the lower view is representative of the makai lawn area, looking back mauka towards the building.

And our last building that we want to share today is a maintenance building which is located in the northeast corner of the site. The maintenance building will be heavily landscaped to show its visibility from Piilani Highway and Okolani Drive. Be approximately 5,200 square foot maintenance building will include parking and a loading area to support operations. So one-story warehouse structure will be screened from public view with heavy landscaping.

Thank you for your time, and with that I'd like to turn it over to Micah McMillen of PBR.

Mr. Micah McMillen: Hi. Good morning, everyone. I'll take you briefly through a quick description of the site's landscape. The plan you see before you is the plan that provides a broad overview of the site landscape, identifying locations of major trees and palms like street trees, open space trees, and smaller accent trees and palms at the residences. Locations of the swimming pools and terrace retaining walls along the makai edges of the residences can also be seen. The site's natural geologic features, combined with planned open space, allows the project to exceed 20 percent protected open space requirement. Majority of the project's landscape within public areas along streets and within open spaces, for example, will consist of drought tolerant plantings with lush tropical accents occurring at the private residences and the amenity center. A combination of native Hawaiian plants and tropical plant materials were selected for their lower water requirements, drought tolerant characteristics, as well as the ability to provide screening, texture and color accents.

The project's irrigation system will be designed using irrigation conservation best management practices to ensure responsible irrigation water usage, and provisions will be

made to connect to 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 at the amenity center.

I won't go through all of the different types of the units, but we will take it to a couple of the typical residential buildings just to get a feel of what it could be like. The courtyard units, the more private and shaded areas and 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 screening shrubs at the terraces to soften the retaining walls. Lawn areas are minimized to reduce maintenance and irrigation water usage. The WCA rules for single-family lots were referenced to help determine the overall tree and palm counts that are appropriate for each residence. Next slide please.

The landscape at the typical duplex units will primarily consist of vertical palm plantings at the street frontage and pool areas with drought tolerant ground covers and accent shrubs at the more publicly visible spaces. Flowering trees at both sides of the unit, along with screening hedges provide shade and privacy while softening the building edges. Lawn areas are minimized and WCA rules were referenced also to determine appropriate tree and palm counts itself. Next slide please.

The landscape design at the amenity center pools goes from the more colorful resort style elements of the planting palettes with flowering trees, hedges and aquatic plantings like water lilies. Blended trees, palms and bamboo bring a vertical element to the landscape and complement the height of the architecture while flowering shrubs soften the terrace retaining walls.

At the main mauka entry landscape, the design frames the high visibility, high visibility area with vertical palms and large canopy monkey pod trees shade the decorative paving at the entry drives. Accent shrubs like Red T, Purple Spider Lilies and Naupaka hedges contrast with the light stone color of the entry walls and fence columns. Beyond the privacy walls native shrubs and ground cover massing begin to transition to the coastal dry land landscape palette within the project.

An elevation study of the mauka entry depicts the landscape vision for the project's main entry off Okolani Drive along with the bi-parting vehicular gates for entry and exit, a dedicated pedestrian gate, and a signage monument wall. Proposed materials for the fences and gates are a lighter stone veneer for the four-foot high columns and six-foot high privacy walls, with darker metal picket fences and gates. This elevation also shows the project's main signage monument identifying the name of the residential enclave which is yet to be determined.

The project signage monument is centered at the main mauka entry drive off Okolani Street. The proposed monument sits five and a half feet high and eight feet in length. Proposed

materials for the monument are stone and wood veneer to match the architectural finishes of the building with the project's name in surface mounted steel letters which is yet to be determined. The proposed landscape treatment at the signage monument consists of a resort style plant palette to provide a sculptural backdrop and the ground plane to enhance the architectural presence.

The secondary makai entry off Okolani Drive is also framed by vertical palms and shaded by large canopy monkey pod trees over decorative paving with accent shrubs and screening hedge for privacy in contrast with the lighter entry walls and fence columns.

An elevation study of the makai entry shows a similar landscape vision for the secondary entry, with bi-parting vehicular gates as well for entry and exit, a dedicated pedestrian gate, and a smaller signage monument wall. Heavier screen planting behind the fences provides privacy for the residents' units.

The signage monument at the secondary makai entry is less prominent at four-feet high and seven-feet in length. The same materials of stone and wood veneer to match the architectural finishes of the buildings are proposed, along with surface mounted in steel letters or similar landscape treatment at the mauka entry signage monument.

Located off Kai Malu Drive is a pedestrian access gateway to the public greenway pedestrian path that circulates through the project and connects to the commercial services at Wailea Gateway Center. Similar to the inspiration imagery here, a pergola colonnade of light-colored stone and wood aesthetics that references the project's architecture and building materials frame the gateway. Large canopy trees and flowering accent trees provide shade and visual interest along the path.

A pedestrian bridge is proposed at the other end of the gateway, the public greenway pedestrian path, over the existing gulch to complete the connection from the makai edge of the project at Kai Malu Drive through the site to Wailea Gateway Center at the mauka edge. Inspiration imagery seen here depicts the simple design intended to feel light and visually unobtrusive against the natural landscape.

From here I'll give it back to Rene to take us through some of the view studies.

Ms. Matsumura: Thank you Micah. View study one is along Piilani Highway at the intersection of Okolani Drive, the entry road into Wailea. The impact to this view is anticipated to be minimal, as it is expected that the existing trees along Piilani Drive and Okolani will block most of the buildings from this viewpoint.

View study 2B is along Piilani Highway and is taken heading south. This is just, this point of this reference image is just mauka of where we anticipate the amenity center to be located

so there is no visual impact from this site because of the low cut location of the highway below grade.

View study 2C is, again, further down, further south along Piilani Highway at the start of where we first began to see some of the multi-family units. From this point, you will be able to start to see a few of the top levels of the 13-plex buildings just makai the highway.

The next view is from Piilani Highway, in a north, northerly direction over the gulch between the adjacent properties, Keala O Wailea on the left, and shows the proposed new multi-family buildings on the right. By stepping down the buildings down the site and utilizing low low-pitched roofs, the impact of the makai views towards the ocean is greatly minimized. And in the foreground, you can see some of the trees that are on the State DOT right-of-away.

Our next view is of the pedestrian access gate, the northerly public access point to the site. As you can see here, the views looking mauka of Haleakala, in the distance, will be maintained along Kai Malu Drive.

The view of the makai entry gate, our next slide is just opposite of Kualono Place, the makai entry into Wailea Kialoa on the other side of Okolani Drive. This gated entry will feature signage, accent trees, landscaping and special paving.

And our last view is of the mauka entry gate, which also provides access from Okolani Drive a little closer to the entry point at Piilani. And it too will also feature signage monument and entries. And thank you for your patience and your attention. This concludes our presentation and we'd like to now welcome any questions that the Board may have for us.

Ms. Hitchcock-Sprinzl: Thank you very much. We always appreciate the effort and attention to detail that you folks at Munekiyo Hiraga put into your presentations and your materials that you provide for us to review before the meeting. It's always very informative and very helpful. I particularly find the view studies helps me to visualize what the project may look like at the end. So at this time, before we go into discussion by the Board, I'd like to open public testimony. Mr. Yoshida.

Mr. Yoshida: Yes, thank you, Madam Chair. My Department has received no letters or emails regarding the project. The one person who has signed up to testify via the chat is Larry Clark design manager of Wailea Community Association. But I don't know if he has testified as part of the applicant's presentation. And that's only one who had signed up to testify via --

Ms. Hitchcock-Sprinzl: Okay, thank you. Larry, are you there? Did you want--?

Mr. Larry Clark: I'm here.

Ms. Hitchcock-Sprinzel: Oh, wonderful. Good. Just to remind you that public testimony is limited to three minutes and you'll hear a little bell and you have 30 seconds to close. So we, we would love to hear from you.

Mr. Clark: All right. Thank you. Good morning, Madame Chair and members of the review board. I know that your last meeting Peter brought up my name, so I thought definitely I'll be on this so that I might respond to any questions that come up.

The Wailea Design Committee, which is a five member committee, has reviewed this project on a concept review and has been very positive, very positive response to the efforts that led course put forth on this project. We're especially interested as these projects get started, how they're going to handle the contouring and so forth because this site is an 80 foot drop from top to bottom, which affords wonderful opportunities for views and they've taken full advantage of that that we appreciate. They've also used that to create extensive green space that we also are always welcome. Over the years, in fact, over the last couple of decades, and our continuing planning reviews for various projects, the County has always brought up walkability within Wailea. And we have promoted that with all the developers here...with usually great difficulty in the most part because 50 years ago they planned the golf course, which precludes crossing it because of liability reasons and really stifled of the future walkability for the community. However, like . . . (inaudible) . . . a number of his projects as they've been putting this through has made that a centerpiece of trying to make the walkability overall of the community a paramount concern. And this really took it to the nth degree because they've opened up the entire site to the public rather when it was completely closed off site going from north to south. And that's something we didn't anticipate from this spec which has found a way to make it connected to the Gateway Center, which is by building the extensive bridges that they presented to cross over the gulch that exists there. So the overall walkability, not only through Wailea for the project, but also within the project itself, has been greatly appreciated and acknowledged.

As far as member concerns over flat roof design, in the words of Hans . . . (inaudible) . . . current design . . . (inaudible) . . . and so we appreciate the fact that we have these rules and regulations, many of which are mostly there apply to single family residences. Certainly with flat roof design --

Ms. Ramoran-Quemado: Three minutes.

Mr. Clark: -- you have a commercial resort and so forth that are obviously going to be flat roof in a more contemporary Hawaiian design recognition. There is a place for low sloped flat roof design, and we'll continue to work with Ledcor on this, as we did with SF-S that you reviewed at your last meeting. And this has even a more extensive to protect views and so forth where it's architecturally appreciated, but we'll work with them as we go through the preliminary and final design process.

Ms. Hitchcock-Sprinzl: Wonderful. Thank you, Mr. Clark.

Mr. Clark: Thank you.

Ms. Hitchcock-Sprinzl: Did you have any other major points that you wanted to make as you are the only person testifying?

Mr. Clark: No, I just enjoy your committee. I, I do this just as a hobby. I listen in on this project.

Ms. Hitchcock-Sprinzl: Well, thank you. I hope we're entertaining. Thank you so much for you, for your testimony. We appreciate the input from the community. We always want to hear from the community who are going to be affected by the projects. And now I'd like to open the discussion to the Board for their comments and recommendations. So perhaps we could start with, with Peter, as we usually do. I'm not picking on you, Peter. You just happened to be first on my list. And you're the Vice-Chair.

Mr. Niess: All right. Yeah, there's a couple of things. Thanks for, for being here, Larry. Since you were just talking about the roofs that is something I'm a little surprised that the whole project is there's no roof forms that match the slopes of the mountains or anything. That's always been sort of a staple of design in Wailea. I get that you're protecting views, but is it protecting views within the project so that each person has, each unit has better views which I would care about less than protecting the views say from Piilani Highway.

It brings me to another point, the MF-13 buildings have the largest mass and they're located in the one spot where you have views from Piilani Highway down to the ocean when you're getting into Wailea, before Gateway, before Armstrong's last development. And the largest mass buildings are put right there, which, which seems unfortunate in terms of that's the first spot where you come up, you're coming up the hill out of Kihei and it feels like you're coming to somewhere new and special and then now it's going to be filled with the largest mass buildings. I do appreciate they step the form of building . . . (inaudible) . . . try to reduce it. But it is still by far the largest structures and they're all right there in that whole that has the best views from the highway to the ocean.

A couple other things -- that brings me to the point of the 3-D studies. I'm also an architect, so I make the studies say what I want them to do as well. But I feel like...like it would be better if they were turned more makai so we could see what the actual effect is instead of making a pretty picture that's going to help sell the project. I would do the same thing and utilize that but...for instance 2D, 2C, they could be oriented more makai that would be helpful to see what it's really going to be like when you're looking towards the ocean.

The other thing -- almost done -- I see, it was mentioned that it'll be heavily landscaped along the entry drive. That's good for the project. Will it be -- will the buildings be heavily landscaped from Piilani Highway? That would be preferable to me that and everyone else besides the project itself if the landscape could soften the mass of the buildings from the highway.

Which brings up, almost my last point, the light color for the body is going to make it pop and not blend in, which is sort of the same thing with the roof form where it's instead of it blending in with the landscape, which has always been a requirement in Wailea, it's now going the opposite in two ways. I don't think that it looks bad with a lighter color necessarily, but it definitely is going to stand out a lot compared --. It's not going to blend in with the surroundings or with Wailea. It's going to be a new shiny object.

And I'll leave the last one out. But those are my comments, I guess, my comments.

Ms. Hitchcock-Sprinzl: Thank you very much, Peter. Joshua, I think you're my next one.

Mr. Circle-Woodburn: Hi. Okay, thank you for the presentation. Pete got a couple of my comments there. I was mainly concerned about the larger buildings right there along Piilani Highway. I do know and agree that that is a very nice open view down to the water there. And I even know at the time, I think of Keala O Wailea, the Armstrong, I know that was even an area of contention that their projects, even with smaller buildings even further down slope was, was already an issue for view blocking of the ocean there. So I think that is a potential issue that should be looked at.

I was hoping to get some clarification on the, the main green pedestrian pathway that you guys show. And I guess maybe any of them because I just wanted to confirm that they're public so that the other neighborhoods of Wailea can go to and from the Gateway Center. Because I do -- I see on a lot of the plans they show gates. So I'm just wondering, are those locked gates? Are they public gates? Or are they just there for visual? And then I guess the, the subdivision that's directly across from your makai entry gate, it might be nice if they could connect straight to the main pathway through to the Gateway rather than having to go down and around and back up. So just wanting to understand where the actual public can connect into the project and make sure it kind of works for everyone and that's a quote, unquote, walkable community. So that's the first one.

And then I guess I was curious in the description you talk about needing a conditional use permit. I'm not here to talk about use, but for the purpose of up to 50 TVR units. But -- and forgive me if you pointed it out -- but I only can see about 23 units located on the plan. So I guess I'm just curious where the remainder of those potential TVR units are going to be located. So if someone could show me that.

And then I was just looking at the parking count. And are your TVR units more like a hotel with no kitchen or are they a home? I'm just kind of wondering how that's going to work, because when I look at the parking code, I think unless it's a hotel, if it's a house, it's two per unit, and you guys show one per unit. So I just want to make sure we, we have enough there because if at the amenity center you've only got 36 spaces. I know you're going to try to request sort of like a same user analysis. But even at -- if it were two per unit that would only leave you 16 stalls for an 18,000 square foot amenities center seems even still a little bit tight. What about an employee parking and you know where all of that kind of -- it seems a little tight to me, so I'd hope for some clarification on what, how those TVR units are configured.

OK, I think that's kind of my main, main questions, comments.

Ms. Hitchcock-Sprinzel: Thank you, Joshua. Does someone from the team will want to respond to Peter and Joshua's questions?

Ms. Uchiyama: Yes, this is Yuki, Yukino for Munekiyo Hiraga. So I can answer the TVR units question. So sorry, during the presentation I misspoke, but the . . . (inaudible) . . . with the Conditional Use Permit, up to 50 bedrooms -- 50 bedrooms will be allowed. So in total, the unit count will be, I believe, 20 -- 23 units, TVR units containing about 50 bedrooms.

And for -- how the, the unit looks like maybe G70 or Dave, the applicant team can respond to that question.

Mr. Goode: Rene, why don't you try answer that one.

Ms. Hitchcock-Sprinzel: Thank you, David.

Ms. Matsumura: At the amenity center, these TVR units are just one bedroom units so there's generally no kitchen. . . . (inaudible) . . . And the TVR units at the multi-family 13-building in the northeast corner are all full, full units with two to three bedroom units with a full kitchen.

As far as the hotel, if they would be treated as a hotel, I think I'll defer to David or Paul to answer that.

Mr. Goode: I'll speak here a little Chair. David Goode here from Ledcor Development. Let me get my video on. Hopefully that works. Yeah, we see that, especially the amenity center of the smaller unit, those would, we really only need one stall. But for some reason we're required to have two, we might assign that stall out. But very likely that's only going to use one stall. Whereas in the other building, which are two and three bedroom units, that one will be fully parked. I hope that answer your question.

Ms. Hitchcock-Sprinzel: So just to clarify, are you saying that they'll be using some of the parking stalls in the amenity center for the, for the TVR one bedrooms?

Mr. Goode: Yes, probably around one per, so ten max.

Ms. Hitchcock-Sprinzel: So that would then definitely leave the amenity center parking somewhat limited?

Mr. Goode: Well, we will still have about 24 stalls. You know what? We don't want to under park it. That's not something we're keen on either, right. We want the right amount of parking. So we feel that for primary usage will be from the folks that are there. And so some folks will want to drive. But I think most will want to walk or get their, you know, by bicycle if they want to. It's really close.

Ms. Hitchcock-Sprinzel: And so are you also the person to answer the question about the roof design?

Mr. Good: I think Paul might be good for that one as well as Rene.

Ms. Hitchcock-Sprinzel: Thank you. Thank you, David.

Mr. Goode: You're welcome.

Mr. Woodward: Yeah, sure. It's, it's Paul Woodward here. I'll, I'll speak first, and then Rene can add any further comments. Yeah, I think, you know, this is definitely not all flat roofs. Yeah, I know some of the elevations and some of the renderings that were from a lower angle, you know, we can present that way, but, you know, we really had intended to kind of a mix of roof forms. And when we're kind of proximate to the kind of the Wailea streetscape, i.e.: the villas that are on the main entry road, the duplex homes that are down in relationship to Kai Malu Drive, those are all a low sloped pitch metal roof. The multi-family buildings are all a combination of kind of pitch and flat. And I think, you know, to me, everything's kind of subject, you know, to reworking. You know, we're at very early stages in the SMA and we're trying to come up with a, you know, an architectural vocabulary here that, you know, works in an integrated fashion. And, you know, we certainly kind of hear the comments. We are we are trying to kind of strike a balance between from kind of what's existing and, and kind of a newer expression. And I certainly think from, you know, the general slope of the site, you know, we've kind of got benches that are, I believe they're roughly an eight eight-ish feet in elevation difference from one to the other. And we're trying to kind of maintain some sort of sense of open space, sky view for the units as they bench down the site. And I think that's why the team shared some of the renderings at this stage, which was kind of more to take that two dimensional linearity, you know, out of what the elevations looked like and kind of demonstrate that you know, the Hawaiian character, you know, can be achieved in a variety of forms. So but, you know, we do take your comments

on board about, you know, maybe the weighting of what is pitch versus flat. You know, I think we've had lots of kind of work with the WCA on that. And as they say, we're going to continue working with them on it, because I think their overall view is that, you know, great design kind trumps one specific rule. But, you know, in the end, you know, we will kind of respond to everybody's comments, certainly.

Ms. Hitchcock-Sprinzel: Great. Thank you. And just to put on your list -- I'll be right with you Peter -- the colors and the blending typically in in the country town designs we were going for more of blended colors, so just, just to consider that, put that on your task list. So go ahead, Peter. Sorry, I didn't mean to cut you off.

Mr. Niess: No. I'm sick of beige personally so -- but I don't have a good suggestion, but I'm sick of beige myself. With the roof, I appreciate the standing seam portion because then you get a dark material up there that blends in. But it's 126 units that TPO roofing that, I think are, are the least --. I think that's -- it looks very commercial in my opinion. I know we're not looking down on the roof necessarily all the time, but it is a very elevated site. And if you can see on the roofs white TPO roofing that doesn't -- that I dislike. I was wondering if for Maui Meadows are they going to see down on this project? And if they are, then that's that would be lame for them to have to look at a bunch of TPO roofing, and between them and the ocean. But I do appreciate the -- even though you're calling it a sloped roof, one to twelve is essentially flat. But the fact that you're putting adding seam cut roofing on that, it makes it look so much better. If you look from Google Earth at the Grand Wailea versus the Kealani, there's a huge difference just in their simple treatment of making the roof not stand out by, by dressing it up in some simple fashion. So maybe you could work on that a little bit, I guess.

Mr. Woodward: Absolutely.

Ms. Hitchcock-Sprinzel: Great. Thank you Peter. That's a wonderful suggestion. So we can, we can go on and ask for some more discussion and comments, Marie?

Mr. Circle-Woodburn: Chair, sorry, it's Josh. I just -- we didn't get addressed, we can do it later -- but the question about the public access pathway.

Ms. Hitchcock-Sprinzel: Yes, of course. Sorry. Sorry. Let's, let's do that while we've got the folks here. Yes.

Mr. Woodward: Yeah. Sorry. It's Paul Woodward. Yeah. I mean, you know, to the, you know, to the points that were previously raised, we want to create that public circulation around. You know, this Board hasn't seen our other project on MS-7, which is just across from this one. That's where I'm currently going where we're introducing a pedestrian pathway that makes it easier for Kai Malu residents to circulate down to Wailea Ala Nui Drive. And this pedestrian circulation that starts, you know, on this parcel continues all the

way up to Monkey Pod. You know me, for example. I have lived in Wailea Kialoa, and I've also lived in Kai Malu where you can see Wailea Gateway right there, but you pretty much have to get in your car and drive a long way around to go. Where I happen to be a walker and if I could walk there, I would. So that's what we're trying to accommodate for the neighborhood, not just for this development.

Mr. Niess: Does that gate get locked at night or at certain times?

Mr. Woodward: I think, you know, the association in the future, we don't want to keep it designated as a pedestrian pathway that's open to the public. But there, you know, there may be something that comes up through the CCRs later where if they want to close it at 10 o'clock at night for security or something like that, you know, they may have the ability to do that. But we do want to entrench the, the rights of the public to crop this because as part of our overall plan for all our Wailea projects and we're working with not only the WCA but also on the golf course in terms of right-of-ways and things like that to accommodate it.

Ms. Hitchcock-Sprinzl: Great Joshua. Does that answer your question?

Mr. Circle-Woodburn: Yes. For the most part, yes. Thanks.

Ms. Hitchcock-Sprinzl: Okay. Thank you. So, Marie.

Ms. Kimmey: Yes. Okay. I actually I'll have to admit that I, I am impressed with this project. I think they've put a lot of thought into it. Personally, I like the respect given to Val Ossipoff. He was -- I personally like mid-century modern. I was born in that era, and, and really understand and am comfortable with it. I feel some form of flat roof is acceptable, but I, I also agree that the perhaps going all to the standing seamed something that is more compatible site wise might be a better solution. On the other hand, I don't really feel there's any, any issues. I think I was pleased to see that the roadways are, are no narrower than 20 feet, which is county regulation. In my subdivision, they are 18 feet, and we, we have problems with, with approvals from, you know, we have to do our own garbage service, for instance, which is expensive. So I was pleased to see that.

I also I do think that I will, will second, the, the comments regarding screening from Piilani Highway. I think they need a nice big hedge, kind of a --. I'm reminded of Puamana which has the wonderful oleanders. I don't know if oleanders are appropriate there, but something that's nice, high and green, and pretty. I would like to see that. That's your main views are going to be people driving by on Pillani Highway.

Gosh, I again, I'm impressed. I think they've put a lot of thought into this. I think, looking at the plans, there's one or two I would love to move in to tomorrow. So I think those are my comments so that's it for now.

Ms. Hitchcock-Sprinzl: Great. Thank you Marie. And Mandy?

Ms. Saito: I don't have too much comments. I do agree with the comment that Peter made about protecting the makai views overall on the project. Also, at the entry, the landscaping, I'm a little concerned about the Monkey Pod trees with the pavement. They tend to over time, their roots tend to grow and damage the pavement, so it becomes a hazard. I know in Wailea, Monkey Pods are, you know, the main street trees, but that maybe be reconsidered, just for the longevity of the project, and the pavement, and the infrastructure. But that's all I have.

Ms. Hitchcock-Sprinzl: Okay. Great. Thank you, Mandy. So Mikal?

Mr. Torgerson: Thank you. There were some very nice things about the project, particularly like you had mentioned, I think it's nice how the 13-plexes step down their massing. That was a nice way to break up a very large building to some extent. I do think it's a real pity to put that up near the Piilani Highway, obstructing the views from the highway, and really across the ravine from some other multi-family units that have an entirely different architectural palette. Those units across the ravine have clay tile roofs and, and kind of a brownish stucco. And context, I think, is important, and mid-century modern architecture has its place. I've certainly design plenty modern buildings myself. That location, it seems a little deaf to the context. And I hear it being called Hawaiian architecture. And that's true. Your mid-century modern is very common in Waikiki and certain areas of Hawaii, but not there. So the local context, I think is, is not being very sensitively addressed.

I thought the pedestrian gates coming into the project were very nice. The architecture of that, that's really nice. And I think it's nice that they're allowing the public to connect down to the Wailea Gateway. But I also think it's a falsehood to call this a pedestrian friendly community. The vast majority of the roads you have to walk down the road. You just walk in the roadway with the garbage trucks, and the drivers, and the ambulances, and everything else. And where we do have very nice pedestrian ways along the uphill drive and back out to the other road, it's only on one side of the street. So no parent is really going to feel comfortable just sending their kid out to go see another kid in the neighborhood because you have to cross the busiest roadways to get to a sidewalk for at least half the development. And to get to the main sidewalks, the only sidewalks, you have to walk down the middle of a road that, that in many cases you have 20 or more homes fronting.

I have the same concerns also about the general layout that I had for the, I think, it was SF-S development in that having long dead end drives is widely considered to be poor planning practice. If there is an emergency at the beginning of the drive, or if the house is on fire, you can, you can address that first house on the road, but you won't be able to get by to the other 20 houses. They're all going to have to be fire sprinkled, obviously, because the fire department also recognizes that as an unsafe condition. So I think that trend that we're seen in now multiple projects is not a good one.

I share the concerns about the low slung roofs. I think those are appropriate in many areas, and many cases. In this case, again, the context really, the entire community has very little low slung or what I would consider flat roofs; one and twelve and quarter inch and 12 are pretty much flat roofs. You're also building in obsolescence because the one in 12 metal roof will fail significantly before a steeper pitched metal roof. And the TPO roofs will be quite visible because all of these houses look down on one another as well as Maui Meadows looking down on them. And you'll be looking down on the same roof that we have it pretty much any Walmart in America. And I think it's nice that the Wailea community is allowing more variation in the architectural controls. But in this instance, having an almost exclusively flat roofs, I think is, is a poor choice.

The other thing that was brought up in the early in the presentation about the sustainable of the community is that all the houses are being designed to allow photo voltaics to be put on the roof. They're not putting photo voltaics up there, but they're all designed and in, and the infrastructural be put in so that it's easy, easily be done. We know that those photo voltaics will not be placed flat on flat roofs. They'll be placed at an angle probably, you know, 45 degrees or 30 degrees facing south. So all of these flat roofs that opt to actually be sustainable will now have solar panels up at an angle, sort of saw-toothed across their roofs, and kind of minimize the effect that you got from making flat roofs to avoid blocking people's views. You'll, in essence, have a whole lot of solar panels blocking people's views. So that's a concern.

Yeah, that's generally the concerns I have. I also think that the very light colored buildings that will look very striking. It'll look like a shiny new project coming into Wailea but not congruent with its context, and I feel like it'll, it'll stick out quite a bit by virtue of its architecture, coloration and roof forms. Thank you.

Ms. Hitchcock-Sprinzl: Thank you, Mikal. So I'd like to invite Paul to add his comments or discussion, questions.

Mr. Paul Areus: Okay. Thanks. So I think my first comment is that I thought the architecture and the concept for the, for the architectural design was refreshing for Wailea. I felt like they, you know, as far as like when you look at the overall site plan, they looked at the having the sloped roofs kind of around the perimeter so that it might blend in. I mean, this this is my reading of how this could, could, this could potentially be their motivation is, I think, they might have kind of had the slope roofs where around the perimeter and then the flat roofs more on the interior. But I think having the mix ups sloped and flat roofs is, is a, you know, it's again, it's refreshing to see different styles and that the Wailea Community Association is embracing that. So that that's my feedback, architectural feedback as an architect.

And I also recognize the feedback that the other architects had regarding the flat roofs. I would, I would say that within the development, you know, the flat roofs are going to look really good. And then in Maui Meadows, you know, especially upper parts of Maui Meadows will definitely probably see some of those flat rooms. But you'll also be looking at the fruit salad, the architectural fruit salad that is Maui Meadows as well. And in contrast to that, I think this would, I would consider it an upgrade to what they're seeing in their immediate vicinity. So, and that that's my, that's my feeling about that.

But yeah, overall architecturally, I'm really, I'd be really excited to see something like this built in Wailea, and, you know, kind of as a, as a contrast to what exists there currently, you know, which is, you know, very beige, as Peter was saying, very, very Hawaiian. And, you know, it would be nice to see a little bit more progressive architecture there.

As far as the TVR units are concerned, I'm curious, you know, why there, why there needs to be like two bedroom units. Why can't, why they can't just fit it, fit within the zoning and just say, okay, you know, we're allowed to have 20 units. So we'll have 20 one-bedroom units. You know, I don't quite see the reasoning for having an additional bedroom in the units and then applying for, you know, additional units. So, you know, if someone could explain what the rationale for that is, that'd be helpful. If they are one bedroom units, for example, you could have, you know, a couch in the, in the living room for the kids or something. I mean, these are people that are on vacation. They're not going to be living there full-time, 365 days a year. So that's my feedback on the TVR units.

And I do understand what they explained, you know, that there's 20 bedrooms that they're allowed and they want to have up to 50 bedrooms and that's what they're requesting. But I don't, I don't think that should necessarily be granted without a really clear explanation for why that's needed. How that benefits the community or the development.

Let's see, as far as the pedestrian access is concerned. You know, as someone that does like to walk and bike as well, one thing that I noticed is that the pathway itself jogs around the site. Like it doesn't kind of follow, you know, like if you're going from point A to point B, as a pedestrian, it's really nice to feel that you're kind of taking the most efficient route. And when you look at it, it kind of creates this V where you kind of jog back and go back. And I understand that the grading is a complicated feature of this site, but it, it seems, it seems like there's maybe three or four different types of paths you're going to be on within this very small development. And, you know, as, as something that might be given back to the community, it'd be nice if, if it had some congruence and uniformity to it where you feel like you're on a path and you're not kind of getting diverted one way and then diverted another way and being on one type of path and then being on another type of path, for example. So that that's my feedback about the pedestrian walkway. But overall, as a concept, I think it is an incredible amenity for the development and for the community. And it does provide really good access, you know, between the existing neighborhoods and the Wailea Gateway.

And then I was also curious why there isn't a project name, you know, just even if it's just a place holder. You know, just open up the Hawaiian dictionary, or point at the first name that pops up and say, hey, you know, this is the name of the development. You know, you always change it. But I'm just curious why there isn't one, you know. I mean, it could be part of the concept. You know, it could mean something, or it might not mean anything, but it's a curiosity to me.

Yeah, that's pretty much it. And then as far as the, you know, one thing that could -- you know, going back Mikal's comment about the solar panels -- one thing that we could potentially contribute as an idea for this development is that they are required to have solar panels and they are flat solar panels. And instead of looking at TPO roofs, you know, when people are up at Maui Meadows, they're seeing all these flat roofs covered with solar panels. If they have extra power, it goes back to the grid and everyone gets to use it. Yeah, that's the final feedback.

Ms. Hitchcock-Sprinzl: Thanks Paul. Yes, if I might add here in connection with your last comment, I have wondered how many owners in a 13-plex unit are going to actually install photo voltaic on the roof. And so I'm concerned about the sustainability that I think it should be incorporated in the original design of the houses, and then it would definitely be there and sustainable. So, you know, I worry about it as an add-on after the fact. I, I just perhaps think that it won't get done is that's my fear.

And then so finally, thank you Paul, for your, for your comments. I appreciate it. And I, I wondered if we'll come back to the team and ask the question about the rationale on the TVRs. But I just wanted to ask Morgan for his input as well first.

Mr. Gerdel: Okay, yeah, yeah. Great. Yeah, I appreciate the mix of units that they have and the kind of creative, creative ways they put together the site plan. I think it adds a lot of positive aspects to it. But I do have a couple concerns, kind of similar to what Paul raised about the roofs, the flat roofs and the very low pitched hip roofs. And one thing that may help that is I noticed they didn't call out the height, the actual height of the buildings in the sections or elevations. I think in the building types, they're mentioned they're all 35 feet. But I don't think the one story building is actually 35-feet tall. So if there are areas they can introduce higher pitch roofs that could help break up the massing and give a little more variety to the design of the project. So maybe in their next submittal, they, or the submittal to the Planning Commission, they can show the heights of the buildings and that would help with our understanding of that.

And then also wondering for the entry gates at Okolani Drive, they kind of show the decorative paving extended to the roadway. If the existing sidewalk can actually carry across that so it's a consistent elevation and surface. Kind of make easier for the users walking or running on that pathway to have a, kind of a consistent surface to go across. Yeah, and that's all I have.

Ms. Hitchcock-Sprinzel: Great. Thank you. Is there a response on, on the rationale behind, behind requesting the extra TVRs?

Mr. Goode: Yeah, I think Paul Woodward is best to answer that.

Mr. Woodward: Sure. Sorry for the delay. There you go. I got all my buttons pushed, so I can talk and you can see me. Yeah. I mean, our rationale for including the TVRs, I mean including a unit mix on TVRs is, first of all, the TVR, it's, it is a pretty small component of the overall plan. But what it is designed to do is, is to help animate and support the uses and functions that are proposed for the amenity center. You know, kind of a neighborhood coffee shop, or neighborhood sundry shop, you know, I think is great for the neighborhood. But you know, my experiences in resort development and, you know, providing animation not only for the space but also for the small businesses that are there really does help make them viable and help make them sustainable within the community, beyond, you know, the resident population, which, as we all know in Wailea, you know, can be, you know, kind of have peaks and valleys in terms of occupancy. So that's the rationale for having them.

And, you know, we have the answer on the mix is, you know, just really making it viable for families so that we have a mix of one, two and three bedrooms that are available. So really, we've got the 10 one-bedroom units above the clubhouse and the one 13-unit multifamily building there that's right across the street. So just from an occupancy, you know, standpoint we, you know, kind of kept it to those areas. And that that's the rationale for the for the TVR component.

Ms. Hitchcock-Sprinzel: Thank you, Paul. That's great. So I know that everybody's had a chance to comment and, you know, provide their recommendations. So I would ask, this point, ask Tara Furukawa to perhaps summarize them. And because there were quite a lot to help the Board Members make sure that we capture all of the recommendations that that you want. Peter, did you want to say something?

Mr. Niess: Just one last thing. There's an affordable housing component to this, right? Like it's going to --? Okay, thank you.

Mr. Goode: Yes, there is.

Ms. Hitchcock-Sprinzel: Okay, great. Okay, so, Tara, are you there?

Ms. Furukawa: Yes. Yes. So I guess consider relocating the MF-13 units because of the massing, and to preserve views off of Pillani Highway. Consider different pitched roofs instead of the flat roofs. Are we going to add in Peter's comment about for the double D and CD units about orienting them makai?

Mr. Niess: Just the views. I just want to -- I think it'd be good to know what it looks like when you're looking straight makai instead of looking down the road, just a little bit of a glimpse.

Ms. Furukawa: Okay. Then add landscaping off of Piilani Highway to soften the mass of the buildings. Use different colors instead of the light colors proposed. Can you specify --?

Ms. Hitchcock-Sprinzl: I have one, Tara, to add about the walkability in that we really like the idea of, of the walkability of the community. But we had some concerns about safety and the uniformity of the walkways so that if there could be some kind of cohesiveness to it, I think that that would be very helpful.

Ms. Furukawa: Okay. Okay. And then specify that the gates will be open. The -- and then the parking count, I guess no variance will be sought for parking, yeah, for the amenity center and TVR area. I just wanted to clarify.

Ms. Hitchcock-Sprinzl: Yeah. I think we were concerned that there weren't going to be enough parking stalls --

Ms. Furukawa: Yeah.

Ms. Hitchcock-Sprinzl: -- for both the TVR folks and the people who are using the amenity center. If they're the same people, then, then that would make sense, if that's the rationale.

Ms. Furukawa: Okay.

Mr. Circle-Woodburn: But that request, we still we have to formally made to planning in their analysis. They just can't make that determination. Meaning it's not a variance, I don't think, Tara, but they're going to have to ask for planning to agree that it's, like, a same user use for residents verse. That it's the same people using both so that they don't need to have parking for residential use and parking for the amenity center. So that's why the parking count isn't every stall for each. It's not doubled.

Ms. Furukawa: Okay.

Mr. Circle-Woodburn: Right. I think, David, is that kind of the rationale there?

Mr. Goode: Yes, Joshua, that's my understanding. There is a provision in the code that allows the director to recognize this double use.

Ms. Furukawa: Okay. Reconsider using the use of Monkey Pods along the pavement by the entryways.

Mr. Niess: I like Monkey Pods.

Mr. Circle-Woodburn: Me too, actually. Yeah, I agree.

Mr. Niess: If it messes up the pavement, they're going to have to pay to fix it, which is fine.

Mr. Circle-Woodburn: There's some pretty good root barrier these days you can put down.

Mr. Niess: Mandy, yeah, I do realize it will cause problems, but it's, it'll be their problem, and it'll look good for everyone else.

Ms. Furukawa: Okay. Is that okay by you, Mandy?

Ms. Saito: I guess consensus -- the majority rules, right, so.

Ms. Furukawa: Okay.

Ms. Saito: I worked on Andaz, and it was a nightmare. Monkey Pods were a nightmare, in the beach park and along Wailea Ala Nui.

Ms. Furukawa: And maybe consider designing the housing to add PV.

Mr. Niess: Maybe we could combine --

Ms. Hitchcock-Sprinzel: To include.

Ms. Furukawa: Include, okay.

Mr. Niess: . . . (inaudible) . . . to be covered with PV, flat PV as much as possible.

Ms. Furukawa: Okay.

Mr. Niess: It will be one way to block the white TPO. It won't be as efficient, but it will look good.

Ms. Furukawa: Then . . . sorry, I'm just looking through everybody's comments.

Ms. Hitchcock-Sprinzel: That's okay. David, were you going to say something? Did you want to say something?

Mr. Goode: I was just going to speak to the solar, but I think Peter got it. I mean, just so everybody knows, our plan is to design the electrical system for the home, and stub outs, conduits, etc., so that PV can be installed. You know, obviously on multifamily buildings it's different than single-family. And also the programs that are offered through Maui Electric

are so different nowadays than the old days, and I don't know what they're going to be in five to 10 years from now, as we work through this project. So we want to be solar ready and we really like the idea of keeping a flat. I couldn't imagine having the pitched panel on a flat roof. So I just wanted to give a little background.

Ms. Hitchcock-Sprinzel: Thank you, David.

Mr. Goode: Thank you.

Ms. Hitchcock-Sprinzel: I think we all want to go with the photo voltaic. And it's just that, you know, putting that extra expense, I suppose, on the new homeowner when they've just bought something brand new, it seems a shame that it couldn't have been part of the original design or package.

Ms. Furukawa: Okay.

Ms. Hitchcock-Sprinzel: And then for sure, we have sustainability. It's not an extra option. Okay, so, Tara, you, you did a great job. Did you want to add some more?

Ms. Furukawa: Yeah, there's more. Hang on.

Ms. Hitchcock-Sprinzel: Okay. No worries.

Ms. Furukawa: So Mikal mentioned the sidewalks on one side of the street. You want to add and see sidewalks on both sides of the street.

Ms. Hitchcock-Sprinzel: That was the comment of uniformity, and so that we would have a walkable pathways that was cohesive, that we didn't have like bits here and bits there, and you were confused about where you were supposed to go next. In designing the whole the walkway system to have it coordinated.

Ms. Furukawa: Okay.

Ms. Hitchcock-Sprinzel: Does that reflect what you were saying, Mikal?

Mr. Torgerson: Not really. I mean, it remains the case that the vast majority of these units you would walk down the middle of a driving surface to get places. And even where there are sidewalks, you have to cross the road for at least half the community. So, I just think it's false to call it a walkable community. It has a very nice walkway through the community, and that's a nice amenity for everyone else.

Ms. Hitchcock-Sprinzel: So what was your suggestion -- how do we word your suggestion then? Please help us?

Mr. Torgerson: Well, it sounds like it might just be my suggestion and not the consensus of the Board. But I feel strongly that these drives that most of the houses are on are lined exclusively by garages and fences so you're sort of just walking down this alley of garages and fences on the driving surface and that's not a walkable community.

Ms. Hitchcock-Sprinzel: Oh, okay.

Mr. Niess: This actually brings up a good point is all of our -- you don't have any internal views of what it's the streetscapes are like, only the external view into the site. Not, not what Mikal's talking about where you're in the street looking and seeing what these buildings are going to look like.

Ms. Hitchcock-Sprinzel: Right. And with an 80 foot grade, you know, it's going to be a pretty perhaps steep slope.

Mr. Niess: Yeah.

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

Mr. Niess: I don't think -- I do think that the, the Wailea factor, these are going to be vacant a lot of the time and it's hardly going to be anyone on these roads so walking in the middle of the road isn't -- I don't see that being an issue. But it, but calling it walkable in terms of the sidewalks being this amenity thing is not accurate.

Ms. Hitchcock-Sprinzel: So then perhaps our comment could be limited to that we like the efforts to make the public walkway that goes along the Piilani Highway portion of the upper portion of the development, and that connects, you know, the communities to both the left and the right of the, of the development.

Mr. Niess: They have this thing 3D model that I would recommend that they add internal views of streetscape with the --

Ms. Hitchcock-Sprinzel: Okay.

Mr. Niess: -- request is on the side and one with the multi-family areas so we see what it's like within the community looking around, rather, and just from the streets looking in.

Ms. Hitchcock-Sprinzel: Okay, that's a great suggestion.

Ms. Saito: Wait, I have to comment about the streets and the walkability. So these streets that, I guess, branch out -- correct me if I'm wrong -- I think they're only like maximum is maybe 800 hundred feet, so it's not very long. So realistically like to provide the connections

to them. I don't know if you look at traditional subdivisions that are walkable, it seems like this is reasonable. And you have driveways on one, on one side and then on the other I'm guessing it's going to be a grass shoulder because it's the back of the home or the condos.

Ms. Hitchcock-Sprinzel: Okay. So --

Mr. Tyler Fujiwara: If I could, I could add one thing. This is Tyler Fujiwara with ATA. So from a volume, traffic volume perspective, the side streets are only going to generate about five to ten vehicles max per hour. Along the spine road, we're only looking at about 15 to 20 vehicles. So, you know, kind of Peter and Mandy's point there, the vehicle and pedestrian conflicts are pretty low in this, in this subdivision.

Ms. Hitchcock-Sprinzel: Okay, thank you, Tyler. That helps to put it into context.

Ms. Furukawa: And then they're going to add -- call out the building heights and the elevations. I think that's it.

Ms. Hitchcock-Sprinzel: Okay great.

Mr. Gerdel: I had one comment that --

Ms. Hitchcock-Sprinzel: Morgan, go ahead. I'm sorry.

Mr. Stephen Yuen: Sorry, Stephen Yuen here of the architectural supporting Ledcor. I just wanted to say we welcome all of these great comments and preferences. But on the sidewalks, I did want to mention too, given the lower occupancy, we wanted to encourage people safely to cross streets, but to have sidewalks where we do have them, and larger multipurpose sidewalks only on one side of the street so that we could encourage interaction. Because the occupancy is so low, it just allows people to kind of bump into one another, our resident, visitors, get to know one another when the sidewalks are on one side. If, if we were to plan more of a larger subdivision, it might be different. But this is something that we, we've tried to choreograph and make everything successful for the residents. But again, these are just thoughts that we had and we welcome the Board's opinions today. Thank you.

Ms. Hitchcock-Sprinzel: Thank you. Morgan, you wanted to say something?

Mr. Gerdel: Yeah. I guess I had a comment about the mauka and makai entry gates. If the sidewalk can continue across at the same level with the same finish. I don't know if the applicant wants to address that or that could be a potential comment. But I don't they, they can answer that now.

Mr. Goode: I'll give it a shot, Chair, to answer Morgan's question, there's currently no sidewalk on that side of Okolani. So the sidewalk we put in will be integrated with the driveway to meet ADA and to meet your comment.

Mr. Gerdel: Okay. So it may have just seen how the rendering looked. It looked like there was a drop in the curve or something.

Mr. Goode: Yes, it's probably just a computer generated grade difference. But, no, we'll make sure it's integrated fully.

Mr. Gerdel: Okay. Thank you.

Mr. Goode: You're welcome.

Ms. Hitchcock-Sprinzel: Okay. So, so Tara, thank you for reading the recommendation. So could I ask for a motion to provide these recommendations to the Maui Planning Commission as, as read?

Ms. Kimmey: Caryl, this is Marie, I will make a motion that the recommendations, as read by Tara, and sort of agreed upon by the Urban Design Review Committee, be sent to the Planning Commission for their review and approval.

Ms. Hitchcock-Sprinzel: Thank you, Marie. Do I have a second, please?

Mr. Gerdel: I'll second.

Ms. Hitchcock-Sprinzel: Okay. Thank, thank you, Morgan.

Ms. Hitchcock-Sprinzel: So I think we'll just do the round robin voting if we can. So Peter, in favor or oppose?

Mr. Niess: In favor.

Ms. Hitchcock-Sprinzel: All right. Joshua?

Mr. Circle-Woodburn: In favor.

Ms. Hitchcock-Sprinzel: Marie?

Mr. Kimmey: In favor.

Ms. Hitchcock-Sprinzel: Mandy?

Ms. Saito: In favor.

Ms. Hitchcock-Sprinzl: Thank you. Mikal?

Mr. Torgerson: Opposed.

Ms. Hitchcock-Sprinzl: Did you say opposed?

Mr. Torgerson: Yes. Opposed.

Ms. Hitchcock-Sprinzl: Okay. Paul?

Mr. Areus: In favor.

Ms. Hitchcock-Sprinzl: And Morgan?

Mr. Gerdel: In favor.

It was moved by Ms. Marie Kimmey, seconded by Mr. Morgan Gerdel, then

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

(Assenting: P. Areus, J. Circle-Woodburn, M. Gerdel, M. Kimmey, P. Niess, M. Saito)

(Dissenting: M. Torgerson)

(Excused (E)/Recuse (R): S. Marlowe (E), D. Okimoto (E), D. Unemori (E/R))

Ms. Hitchcock-Sprinzl: Thank you. All right. So, so the recommendations will go forward as read. So now, I would like to ask Mr. Yoshida to provide the directors report and the exciting news about the conference.

C. DIRECTOR'S REPORT

- 1. State Office of Planning and American Planning Association (Hawaii Chapter) hosting the 2020 Hawaii Congress of Planning Officials Conference, a virtual lunchtime series, October 19-23, 2020, from 11:30 a.m. – 1:30 p.m. each day.**

Mr. Yoshida: Thank you, Madam Chair, Members of the Board. I guess this is the annual time for the Hawaii Planning Officials Conference this year. We host, Maui County hosted last year. The State of Hawaii is hosting this year. Because of the pandemic, it's, they're

having a virtual lunch time series conference from October 19th through 23rd from 11:30 a.m. to 1:30 p.m. If the members want to register, contact Leilani. One of the factors that we need to know from you, if you want register, if you haven't provided it already to Leilani, is there is as a breakout session on the Thursday, October 22nd meeting where there you have a choice of either going to the planning law session where Dr. Callis, from the UH Law School; Jesse Souki, who used to be a deputy corporation counsel here and also was head of the State Office of Planning, and is now with the University of Hawaii; and Cal Chipchase with the law firm of Cade Schutte which is about an hour and a half session. Or you can go to two GIS Information System sessions. So we need to know whether you want to go to the planning law session -- when we register you, do you want to go to the planning law session or you want to go to the geographic information, GIS, session. So if we can know say by the end of this week, then we'll be good. We would give the State and the Hawaii Chapter of the American Planning Association some leeway as to how many people would be registering.

2. Agenda items for the November 3, 2020 meeting.

Mr. Yoshida: The next meeting of the Planning Commission, because we're in an even calendar year, November is General Elections. So General Election Day is November 3rd. Tuesday, the first Tuesday in November. So the meeting will be, the UDRB meeting will be on Wednesday, November 4th, at 10 o'clock. We have one item scheduled so far, which is the Pulelehua Design Guidelines in West Maui. Back in, think about 2005 or so, Maui Land and Pineapple Company was going to do the couple to do their Kapalua Mauka Project. And as an adjunct to that, they were going to do the Pulelehua Project which is in Mahinahina, between the Kapalua, Kapalua West Maui Airport and Honoapiilani Highway, which was supposed to be their affordable housing component for Kapalua Mauka. But then, of course, as we all know in 2008 we had a great recession and things kind of never, got pulled back. But now they have a new owner or developer for this Pulelehua Project. So they'll be making a presentation on their proposed design guidelines for this affordable housing project. So it's Wednesday, November 4th, not Tuesday, November 3rd, so we can watch all the election results. Although we're going to do all mail in now, mail in voting, but still, you know, the presidential election or whatever. So November 4th.

And then, I guess the Mayor's Office has announced that if people want to apply to be on these board or commission, they have an additional, they have an initial November 16th deadline. You know, we have vacancies. I think we're missing one alternate member since Joshua got moved up to a regular member. So we need one alternate member. And there's also vacancies that will occur on April 1st on the planning commissions, the Hana Advisory Committee to the Maui Planning Commission, the Cultural Resources Commission, and so forth. So if you are if you know people that would like to serve on these boards and commissions, the Mayor's Office put up an initial deadline of November, November 16th. And the Mayor would submit his nominees to the Council before the end of January. And

the Council will make their decision on confirmation or not before the end of March so the person could take office on April 1st, when there may be some people whose terms expire on April 1st. So if you know people who want to serve on these boards and commissions, have them submit their nomination for the Mayor's Office by November 16, so they have the full consideration. And that's all we have Madame Chair. Thank you very much for your time.

D. NEXT MEETING DATE: November 3, 2020

E. ADJOURNMENT

Ms. Hitchcock-Sprinzl: Thank you so much Clayton. And thank you to all the Commissioners for your time and good discussion today. We really appreciate it. And we'll see you, see you next month on Wednesday, November the 4th. So enjoy. Aloha.

There being no further discussion brought forward to the Board, the meeting was adjourned at 11:56 a.m.

Respectfully submitted by,

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

RECORD OF ATTENDANCE

PRESENT:

Paul Areus
Joshua Circle-Woodburn
Morgan Gerdel
Caryl Hitchcock-Sprinzl, Chair
Marie Kimmey
Peter Niess, Vice-Chair
Mandy Saito
Mikal Torgerson

EXCUSED/RECUSE:

Stuart Marlowe (E)
Darren Okimoto (E)
Darren Unemori (E/R)

OTHERS:

Clayton Yoshida, Planning Program Administrator, Current Planning Division

Tara Furukawa, Staff Planner

Kristina Toshikiyo, Deputy Corporation Counsel

Keola Whittaker, Deputy Corporation Counsel