



REFERENCE: HoKua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement.
 Shosanah Chantara
 to:
 luc
 01/19/2015 11:20 PM
 Hide Details
 From: Shosanah Chantara <chantara@hawaii.rr.com>
 To: luc@dbedt.hawaii.gov

To whom it may concern,

I am writing in opposition to the planned subdivision on Hokua place, Kapaa. The roads through Kapaa are already seriously congested, and new hotel projects affecting the area are already in the pipeline. Adding 800 additional dwelling units without first addressing road infrastructure and improving public transportation options is a serious mistake which will not only inconvenience, but also endanger Kauai's residents and visitors.

It is no longer uncommon to spend over an hour in traffic between Kapaa and Lihue. Accidents, which are of course more frequent on overcrowded roads, result in massive back ups and sometimes road closures which leave people stranded on either side of the scene.

How much worse will the situation be with 1600 more vehicles trying to make use of the same overcrowded roads?

The best way to begin addressing road congestion would be to increase mass transit opportunities, making them more viable for Kauai residents and visitors. Surely this would also be important for anyone interested in affordable housing units. Among the needed improvements: more frequent bus runs, expanded hours daily, additional stops and/or shuttle buses for rural areas, commuter parking options.

There have been discussions of a relief route going back decades. This too should be addressed before any new project is approved.

I also oppose the redesignation of agricultural land for this development. This is not appropriate for Kauai or compatible with the rural lifestyle that is cherished here.

Sincerely,

Shosanah Chantara

LAND USE COMMISSION
 STATE OF HAWAII
 2015 JAN 20 A 7:20



UNACCEPTIBLE!
kastoll to: luc

01/19/2015 10:12 PM

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:20



Comments on the proposed Hokua Place Subdivision on Kaua'i
Anne Thurston to: luc
Cc: info

01/19/2015 08:36 PM



Hokua Place Subdivision Kauai.docx

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:20

Comments on the EISPN re Up-Zoning:
Agriculture to Urban – Hokua Place Subdivision, 800 houses

2015 JAN 20
LAND USE COMMISSION
STATE OF HAWAII

News of the proposed re-zoning application has spread across Kaua'i rapidly causing widespread concern and a strong negative reaction. People are wondering whether the concept of agricultural land is now being abandoned in favor of profit for developers. Although there may be a few who will benefit financially, the resounding response of the residents of the island is: NO. WE DO NOT WANT THIS DEVELOPMENT. We feel that it will bring our traffic to a standstill, endanger our children as they travel to and from school, place an immense burden on an inadequate infrastructure, damage our economy, and irrevocably damage our quality of life. We appeal to the Land Use Commission to refuse the application to change the zoning of 97 acres of land adjacent to the Kapa'a Middle School from Agricultural to Urban Residential.

We are particularly concerned about the following issues:

- The project would result in severe road congestion that would have an enormous impact on the lives of residents, who are already finding it increasingly difficult to travel between the North Shore and Lihue, as well as on tourism. The inevitable long traffic delays resulting from the proposed development would make Kaua'i very much less attractive to tourists, who would find it very difficult to move around the island. Existing traffic studies are inadequate and out of date due to the growing pressure on the road system. Most significantly, the plans for road widening dating back to 1997 have not been implemented.
- The risks to the students at Kapa'a Middle School are unacceptably high. Not only is there already a problem for parents in dropping off and picking up students, but there is a risk for students safety, with students walking or riding bikes along Olohena Road or crossing it to get to the school. Moreover, the middle school is already full to its capacity, and a large additional influx of students could easily undermine the quality of education or leave some children without education.
- The infrastructure required to support the proposed development is inadequate. We do not have the landfill capacity to handle large amounts of construction waste and personal waste from the projected new homes. Drainage is inadequate to handle the run off from the projected hard surface areas. There is a real question as to whether the Lydgate Sewage Treatment plant could adequately handle the human waste from an additional nearly 800 residential units and associated developments. There is a question about the availability of water for the proposed residences.

In summary, this project will bring profit to developers but will severely damage the economy and quality of life of the island of Kaua'i. It will significantly weaken the concept of agricultural land, which has been fundamental to the historical development of the island. For all these reasons, the community strongly opposes it.



Hokua Place
 Laurel Quarton
 to:
 luc, info
 01/19/2015 03:30 PM
 Hide Details
 From: Laurel Quarton <laurelq@hawaiiantel.net>
 To: luc@dbedt.hawaii.gov, info@hookuleana.com

It is unfortunate that Hokua Place project, which has the potential to contribute funds and impetus to affordable housing and community building, is the straw to break our backs. The three other high impact hotel projects along Kuhio Highway in the Kapaa corridor have already been approved with little if any remediation provided for infrastructure relief and improvement. At the same time they provide nothing for the county besides tourist dollars which don't equitably serve community interests. Without these three projects already in the works it is possible that HoKua Place might have worked out in addition to those three, Hokua Place is unacceptable. Please seriously consider the below quick and long summaries of concerns.

The below list is a quick summary of essential requirements before Hokua Place can be considered acceptable.

- 1) The Kauai Long-Range Land Transportation Implementation Plan, Table ES-6 of 1997 must be completed before any new development occurs in the Kapa'a-Wailua area.
- 2) Adding an additional estimated 1600 vehicles from this proposed subdivision onto Kuhio Highway with the already permitted three hotels in the Wailua-Kapaa Corridor will cause unprecedented traffic, jeopardizing the safety of residents trying to reach the airport, hospital, medical, dental and business appointments. NOT TO MENTION DURING NATURAL DISASTER EVACUATIONS.
- 3) "Affordable Housing" as described in the EIS is not really affordable for most Kauai residents in today's economy.
- 4) Access into and from HoKua Place at the Kapa'a Middle School on Olohena Road, will jeopardize the safety of school children and parents twice daily.
- 5) Construction noise, dust and daily confusion will greatly affect the safety and learning abilities of the students at the Kapa'a Middle School for many years.
- 6) Construction waste, adequate sewage treatment, storm run off and a sufficient clean water supply have not been adequately addressed by the applicants.

LONG LIST WITH MORE INFORMATION:

INFRASTRUCTURE must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, developed in 1997 with deadlines for completion in 2000 and 2006 for Kapa'a. As outlined, they all relate to widening roads in the area of the proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and real estate buyers due to the economic recovery; 3 more hotels, already pre-approved, are being developed in the near future, resulting in an additional approximately 1600 more vehicles on a daily basis in the Kapa'a-Wailua corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this proposed zoning change. In fact, the Kulana Subdivision on Olohena Road will add many more vehicles traveling west and east to and from Kapa'a, passing the property in question.

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actually needed?

The main road through the proposed Hokua Place development exits on the west side onto Olohena Road, immediately adjacent to the Kapa'a Middle School Parking lot. From early morning, sometimes in darkness, and mid afternoon, the vehicles in this area arriving to drop off or pick up students creates a large traffic problem coming from Wailua Homesteads, Kapahi and from Kapa'a. Students must walk along Olohena Road and/or cross it to get to the school at this point to exit or

enter the cars parked along Olohena Road.

This area has a blind intersection of three intersecting roads, (Ka'apuni, Kaehula and Olohena) including a steep grade immediately west of the school and the proposed road leading in and out of the proposed subdivision. The representative for this project recognizes that this may present a dangerous situation and has indicated at a public community meeting that a roundabout may solve this problem. However, for those who know the actual terrain of this area, a roundabout could not be safely and successfully constructed and implemented anywhere near a steep incline, i.e. Olohena Road. The EIS states that complete streets and safe routes to school design principles need to be addressed, page ??.

Retail stores and a community swimming pool (funded by Kaua'i taxpayers) are projected for this subdivision. Therefore, more traffic than indicated by the plan will be entering and exiting at all hours of the day and evening that would be over and above that from within Hokua Place.

The applicants have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hundred residences. The Kauai landfill is already full, with no indication that a projected one will be built in the near future or within the expected start-up date of the proposed project.

Storm runoff water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass road and across into private property and homes below the subdivision, causing possible floods. This has not been addressed in the EIS.

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residential units, several retail stores and a swimming pool facility?

If the Kaua'i Department of Water does not accept the applicant's offer to donate water from its well, for what ever reason, can the DOW guarantee that enough water will be available to all residences, stores and a swimming pool from the only source now available, a tank on Ka'apuni Road? If additional well(s) must be drilled by the DOW, who will bear this expense?

The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. This is not true. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.

Aloha,

Laurie Quarton, Kapaa

2015 JAN 20 A 7:21
LAND USE COMMISSION
STATE OF HAWAII



Need infrastructure!!

Kirby Guyer

to:

luc

01/19/2015 12:57 PM

Hide Details

From: Kirby Guyer <hoomaha@aloha.net>

To: <luc@dbedt.hawaii.gov>

2015 JAN 20 11:01 AM
LAND USE COMMISSION
STATE OF HAWAII

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There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and real estate buyers due to the economic recovery; 3 more hotels, already pre-approved, are being developed in the near future, resulting in an additional approximately 1600 more vehicles on a daily basis in the Wailua/Kapa'a corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this proposed zoning change. In fact, the Kulana Subdivision on Olohena Road will add many more vehicles traveling west and east to and from Kapa'a, passing the property in question.

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actually needed?

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This area has a blind intersection of 3 intersecting roads, (Kaapuni, Kaehula and Olohena) including a steep grade immediately west of the school and the proposed road leading in and out of the proposed sub division. The representative for this project recognizes that this may present a dangerous situation and has indicated at a public community meeting that a Round-A-Bout may solve this problem. However, for those who know the actual terrain of this area, a Round-A-Bout could not be safely and successfully constructed anywhere near a steep incline, i.e. Olohena Road. The EIS states that complete streets and safe routes to school design principles need to be addressed, page ??.

Retail stores and a community swimming pool (funded by Kauai tax payers) are projected for this subdivision. Therefore, far more traffic than indicated will be entering and exiting at all hours of the day and evening that may not include any bona-fide residents of the subdivision.

The applicants have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hundred residences. The Kauai landfill is already full, with no indication that a projected one will be built in the near future or within the expected start-up date of the proposed project.

Storm run off water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass road and across into private property and homes below the subdivision, causing possible floods. This has not been addressed in the EIS.

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residential units, several retail stores and a swimming pool facility?

If the Kauai Department of Water does not accept the applicant's offer to donate water from its well, for what ever reason, can the DOW guarantee that enough water will be available to all residences, stores and a swimming pool from the only source now available, a tank on Kaapuni Road? If additional well(s) must be drilled by the DOW, who will bare this expense?

The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. This is not a true fact. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.

Kirby B. Guyer

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Hale Ho`o Mahia B & B

P.O. Box 82
7083 Alamiki Rd.
Hanalei, Kauai, HI 96714
800-851-0291 Toll Free
808-826-7083 Kauai/Hawaii
808-826-7084 Fax
<http://www.halemaha.com> WEBSITE



HoKua Place Sect 343-5e HRS Preparation Notice, EIS

Marj Dente

to:

luc, info

01/19/2015 09:33 AM

Hide Details

From: Marj Dente <mdente@hawaii.rr.com>

To: luc@dbedt.hawaii.gov, info@hookuleana.com

ATTENTION: LAND USE COMMISSION AND HOKUA LAND DEVELOPERS
RE: HoKua Place Sect 343-5e, HRS Preparation Notice, Environmental Impact Statement

2015 JAN 20 A 1:21
LAND USE COMMISSION
STATE OF HAWAII

As a resident landowner for over 25 years, and dependent on the efficient use of Kuhio Highway in the Kapa'a-Wailua Corridor on a daily basis, I am writing to oppose any land rezone of what is now called HoKua Place in Kapa'a. Absolutely NO zoning changes should ever occur to change the zoning of this property into Urban Residential, for any amount of density, as the infrastructure of this area can and will not support such a change.

I urge you to NOT support this zoning change. My concerns and comments are as follows:

Infrastructure must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, developed in 1997 with deadlines for completion in 2000 and 2006 for Kapa'a. As outlined, they all relate to widening roads in the area of the proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and real estate buyers due to the economic recovery; 3 more hotels, already pre-approved, are being developed in the near future, resulting in an additional approximately 1600 more vehicles on a daily basis in the Wailua/Kapa'a corridor.

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The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. This is not a true fact. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.

Thank you for consideration of my request.

Marjorie Dente, 6335 Waipouli Road, Unit B, Kapa'a, HI 96746



I OPPOSE the Hokua Place Development
silverslev to: luc

01/19/2015 08:46 AM
2015 JAN 20 A 7 21
LAND USE COMMISSION
STATE OF HAWAII

Hokua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement

To whom it may concern,
Before this development moves forward, I would like to make sure that all issues are addressed.
This project will affect the entire east coast of Kauai in a very negative way.
I ask that all issues be considered BEFORE this project is given the green light.
My family and I absolutely OPPOSE this project and ask that all thought be given to the immense impact it will have on our "jewel" of an island.

These are the issues that must be addressed before this project moves forward:

INFRASTRUCTURE must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, developed in 1997 with deadlines for completion in 2000 and 2006 for Kapa'a. As outlined, they all relate to widening roads in the area of the proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

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We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residential units, several retail stores and a swimming pool facility?

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The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. This is not a true fact. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.

Mahalo nui loa for these considerations,
Andrea Slevin
PO Box 223875
Princeville, HI 96722



Hokua Place Development
Molly McKenzie
to:
luc
01/19/2015 07:16 AM
Hide Details
From: Molly McKenzie <molly@molly-design.ca>
To: luc@dbedt.hawaii.gov

To whom it may concern,

I oppose the Hokua Place development until all the concerns are fully and publicly addressed. There needs to be more public community meetings with the State and County agencies involved to confirm that proper action/decisions are being made.

My major concern is the infrastructure in the Kapaa area does not support this dense development.

Please do the right thing.

Sincerely,

Molly McKenzie

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:22



REFERENCE: HoKua Place, Section 343-5e HRS Preparation Notice,
Environmental Impact Statement.
Michael Schwartz to: luc

01/18/2015 05:29 PM

To whom it may concern,

I'm writing to protest plans for the planned HoKua Place Subdivision Development in Kapa'a. Congestion is already excessive in Kapa'a and this would undoubtedly worsen with the major influx of residents resulting from this development.

Sincerely

Michael W. Schwartz, MD
3556 Moloa'a Rd
Kilauea, HI

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:22



comments: Hokua Place EISPN
Gabriela Taylor to: luc, info

01/18/2015 04:05 PM

To: LUC Re: comments/Hokua Pl. EISPN
KEAPANA RD, KAPAA, HI 96746 808 823-9013

From: GABRIELA TAYLOR 5620

2015 JAN 20 AM 7:22
LAND USE COMMISSION
STATE OF HAWAII

Infrastructure First : (Development Later)

1.Roads and Traffic — Everyone from the no. to east shores of Kauai is complaining daily about he traffic from Hell- read on !

My recent driving experiences:

- 1. **Jan. 13**, 3pm Kuhio St, west bound, backed up in both directions and creeping from Kuhio highway all the way through the roundabout to the middle School, took me 35 min. to get past middle school- in both directions.
- 2. **Jan. 15**, 1 pm going no. on Kuhio Highway from so. exit of ByPass rd to Hauaala Rd traffic backed and creeping, took me 48 minutes. We can't navigate these small roads with any more traffic and stay stay sane. Traffic from 3 new hotels in Wailua will be and adding Hokua will be intolerable!

MY comments re lack of road infrastructure & traffic studies in EISPN

A The Kauai Long-Range Land Transportation Implementation Plan

developed in 1997 & updated 9/14 for extensive road widening in the areas affected by the proposed zoning change, has not met its 2000 and 2006 deadlines for Kapaa. Therefore, the multi-billion plan implementation will not serve the needs of Hokua Place's 1600 addition vehicle load in a timely fashion. The EISPN does not address that overdue, road widening has to be completed before Hokua Place is granted any further permits.

B. . Traffic studies need to be updated/repeated for the new DraftEIS. There have been major changes since the EISPN traffic study was performed in 2013. 1. More traffic is jamming the roads since the influx of Visitors last year, due to the Economic Recovery. 2. Three additional permitted hotels, Coco palms, Coconut Beach Resort and Coconut Plantation resort, counting tourist and staff, will pour an additional 1800 vehicles onto Kuhio Highway in the Wailua corridor. 3. Also, not mentioned in the EISPN, is that the proposed Stores and community swimming pool by Hokua Place will bring additional traffic to the area next to Kapaa Middle School and impact the Roundabout, as well as Olohena Rd. traffic.

Exhibit H pages 6 & 7. Existing Levels of Service Table 3: Traffic going east onto Kuhio Highway from Kukui St. at stoplight in downtown Kapaa. is given a B rating

(Scale A-F), the study needs to be re-thought with the load from the school as well as that from Hokua Place likely creating backup going through beyond the Roundabout. This study must be repeated in the morning when school starts and again in the afternoon when it lets out. Then add the Hokua Place traffic (see my recent experience re this rd. above)

Table 4: Kapaa Roundabout at Olohena Rd. is given a grade E noting that “The east-bound approach is near capacity during the morning peak hour. Since that is recognized, please add the Hokua traffic and you have grid-lock. Not acceptable.

Table 5: Kuhio Highway at So. End of Bypass Rd. got an F.(failure) rating. No surprise there. And the Hokua commute traffic to Lihue will add several hundred vehicles to that mess. Why is it not mentioned that traffic is backed up frequently from the Kuamoo Rd light to Kapaa downtown? How can anyone fathom traffic from the 3 new hotels previously mentioned, as well as that from the 800 houses from Hokua Place added to the mess we already have? I ask the LUC to consider the traffic problems we have now, multiply that by 10 and imagine the current one hour wait many have endured driving through Kapaa downtown/Wailua now —doubled.

C. How does the increased traffic on Olohena Rd.coming from Hokua western exit impact the Middle School? Dangerous for Kids dropped off, kids walking, kids riding bikes? Have “Complete Streets and Safe Route to School” design principles been incorporated? The middle school is up to capacity. Where will all kids from Hokua Place go?

D. .p15, O 1. “Impacts of Closing Kapaa Bypass”

The study says that such closing, “would force that traffic to use Kuhio Highway....was noted that Kuhio highway is congested, especially in the afternoon with very slow speeds and long delays,,,,,,,,,,,,,” “ It’s good the study acknowledged the problems, but what do they mean by “Closing the Bypass”, temporary due to accident or permanent closure? Is there a threat to close the Bypass? If so, that is another reason that this project can’t proceed.

Other Infrastructure to Consider

1. Drainage from storm runoff on the hard surfaces created in development needs to be re – examined do to elevation steep slope of land in the project. Detailed flood studies and Flood Insurance Rate Maps need to be done according to comments from Dept of Public Works. Is the Kapaa Bypass bridge flow capacity adequate?

2. The ADA requirement for public roadway, sidewalk and bike path can not be more than a 6% grad.e. Will that be provided in the project?
3. Over stressing our already near capacity Landfills with construction waste and resident generated trash must be addressed too.
5. Can the Lydgate Sewage treatment plant, which smells bad now, handle the 3 proposed/permitted hotels as well as the 800 Hokua Place dwellings?

Conclusion: The proposed Hokua Place subdivision will be disruptive our rural life style as well as to visitors who choose Kauai because of its relaxed pace & natural environment. The DraftEIS should include include social, emotional and community impacts before it goes any further. And I hope that all the testimony/comments you receive will convince you that this is not the right place or time for this development. **No** on Rezoning this parcel from Ag to Urban!

Read Gabriela's Book -

"Geckos & Other Guests: Tales of a Kaua'i Bed & Breakfast"

web site: <http://www.napalipress.com/>

buy at Amazon:

http://www.amazon.com/Geckos-Other-GuestsTalesBreakfast/dp/1885129149/ref=sr_1_1/104-36695969207135ie=UTF8&s=books&qid=1182560125&sr=8-1

Gabriela Taylor

gabriela@keapana.net

People Don't Stop Playing Because They Grow Old

They Grow Old Because They Stop Playing



HoKua Place Subdivision Development
David H. Dinner to: luc@dbedt.hawaii.gov

01/18/2015 01:50 PM

Dear Land Use Commission

In my 14 years on Kauai, I've seen one project after another worm its way through our political structure until now we are on the brink of gridlock in the town of Kapaa. I've read talking points about why the Hokua Place Subdivision should not be allowed. These items are so self evident that one must wonder how the project could possibly pass. Yet, haven't we seen it before? The Superferry, The Coconuts projects, Longs Drugs are all examples of developments that threaten to destroy the essential nature of Kauai and yet they passed despite the objection of huge resistance from the community.

So, let's be clear. This decision about HoKua Place Subdivision Development is not about talking points. It is about whether our vision of Kauai as a community is one that drives the island to more and more development until we arrive at a completely unsustainable environment or one that creates a vision of function and esthetics that is consistent with the highest quality experience for both residents and visitors alike. Kauai is dying before our eyes and you have the power to help reverse the direction of its demise. Please do not support the HoKua Place Subdivision. Mahalo.

Aloha
David Dinner
Kilauea, HI

Sent from my iPad with Aloha

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:22



Hokua Place EISPN Comments
 Carrigan Curtis to: info, luc

2015 JAN 20 11:22 AM
 LAND USE COMMISSION
 STATE OF HAWAII

To: Land Use Commission:

Re: Public Comment Period for EISPN re Up-zoning: Agriculture to Urban- Hokua Place Subdivision, 800 houses

I have recently become a resident of Kauai, living in Kilauea. I am very concerned about this proposed development.

About a week or so ago, it took me 75 minutes to drive from Kapaa on the Kuhio highway South to Costco in Lihue. Most of my time was spent just getting through Kapaa.

And a week before I spent 20 minutes on the Kapaa bypass just getting to the round-about, and past it at 3pm in the afternoon. I have been visiting Kauai for many years before moving here and this is the worst traffic I have ever experienced.

Add 800 minimum, and much more likely another 1600 cars due to this new proposed development coming down Olohena and it will surely create an enormous problem at the round-about causing increased congestion on the bypass and at the intersection of Kukui Street and the highway at the traffic light.

The planned development at the Coco Palms that intends to create a parking area off of Haleililo will create congestion at the intersection of Haleililo and the highway even more. Turning right to go to Lihue will be impossible. And turning left to go north will be impossible either on the bypass or driving through town.

It is my understanding that "The Kauai Long-Range Land Transportation Implementation Plan" which was created back in 1997 has not yet met its 2000 and 2006 deadlines for Kapaa. Yet the The EISPN does not address that overdue road widening has to be completed before Hokua Place is granted any further permits. This situation is definitely putting the cart before the horse.

What is the point of doing extensive study and then not actualizing the action plans that come out of that study?

Meanwhile the EISPN traffic study that was developed in 2013 has already become outdated!

Due to the very good news of economic recovery, we have had an influx of visitors this last year. And what about the Coco Palms, Coconut Beach Resort and Coconut Plantation resorts development plans for the Wailua Corridor. An additional 1800 vehicles are anticipated to accompany this development. As if that is not enough, not mentioned in the EISPN are stores and another community swimming pool - does Kapaa really need two community swimming pools?? - by Hokua place to further congest the already too small congested roundabout and entry way into the Kuhio Highway.

I am particularly concerned about this entry: E. p15, O 1. "Impacts of Closing Kapaa Bypass" Does this mean there are plans to close the bypass, temporarily or permanently? The bypass is the only saving grace for the levels of congestion we already have.

I understand the importance of maintaining a thriving economy here on Kauai. But bigger is not always better. Managed growth control is even more important than growth. There are many communities that have realized this. Some because of the way nature itself locks the living area in so that it just can't keep expanding. But others have managed to see and implement managed growth that keeps sustainability in mind as a priority and not as something one just gives lip service to.

These are decisions that need to be well thought out before they are made. Because after they are implemented there is no turning back.

And what about overstressing the already near capacity landfill situation? And the terrible sewage smells already coming from Lydgate sewage treatment and the junction of Haleililo at the Kuhio

Highway. I have to make sure the air circulates from within my car when I am stopped at that light on Haleilio for the putrid smell that is often filling the air there now. What do you suppose the Coco Palms tourists who are driving from their proposed parking area off of Haleilio will have to say about that horrid smell???

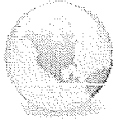
When the Kuhio Highway floods after big storms because water run off has never really been addressed and the road is closed, how will this huge planned influx of cars add to the problem of getting our valuable tourists, not to mention ourselves, from here to there?

Until the infrastructure for road use and traffic, waste management, water run off, and all the sustainability concerns that I haven't even thought to address here can handle the development we already have it is not acceptable to allow new large developments to be permitted.

Please do not be swayed by the costly lobbying of these development companies. Please put the people of Kauai and our lifestyle first and foremost in your decision making. And before any permitting is granted that clearly will make things worse for us please resolve to take a deeper and more sustainable look at addressing the above stated existing problems we have on Kauai.

The proposed Hokua Place subdivision will be disruptive our rural life style as well as to visitors who choose Kauai because of its relaxed pace & natural environment. The EIS PN should include social, environmental, emotional and community impacts before it goes any further.

Thank you so much for your time and consideration
Carrigan



Hokua Place EISPN Comments
Francesco Garripoli to: luc
Sent by: francesco.garripoli@gmail.com
Cc: info

01/17/2015 05:00 PM

Aloha!

I know you are receiving many email regarding the new proposed development called Hokua Place... So i will not burden you with redundancy... but simply make my statement as a concerned property owner who drives past the Middle School and uses the Bypass daily...

I am VERY concerned about this development proposal and feel it would be extremely detrimental to life on Kaua'i... the life we have all worked hard to preserve...

I pray that the EIS is updated and CAREFULLY reviewed as anyone like me knows that without major infrastructure changes, this Hokua Place development will be a disaster. I want to keep Kaua'i the beautiful place it is now.

Mahalo...

Peace,

Francesco

Francesco Garri Garripoli 盖瑞

WujiTech.com

Founder & CTO

www.WujiProductions.com

www.KahunaValley.org

Thanks for supporting our non-profit Kahuna Valley organization, dedicated to empowering and educating our youth in the areas of health and well being..

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:22



hokua place plan for kauai
elizabeth midwikis to: luc
Cc: info

01/17/2015 11:59 AM

please do not change the land zoning from ag to urban
for the development of hokua place in kauai / as a
resident of kauai I have grave concerns about traffic,
water and waste treatment, over filling the landfill,
overfilled schools....etc....

thank you for your consideration vance collins and
elizabeth midwikis

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:22



proposed development
Joni Benton to: luc
Cc: info

01/17/2015 09:29 AM

I am writing as a home owner in the Wailua Houselots neighborhood. At present, we are subject to heavy traffic at our stop light (only outlet to the main highway) as well as more and more frequent odorous smells at that light (highway and Hale Ilio) emanating from the sewage management spot on that corner. traffic is backed up from 3:30pm to 6:00 pm (and sometimes later) nearly every day from the Wailua Bridge to the town of Kapaa. Often, the bypass road is similarly congested. Until such time as these issues have been addressed, it seems premature to pursue further development in the Wailua-Kapaa area of the island. Quality of life and the health of current residents must be taken into account.

Thank you,

Joni Lesser-Benton M.S.W., L.C.S.W.

Halawai Counseling

halawaihale42@hawaii.rr.com

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:22



Hokua Place Subdivision
Claudia Herfurt to: luc

01/16/2015 08:01 AM

Aloha,

please stop this thoughtless development and realize that Kauai is not for sale and is already loosing visitor appeal because of traffic congestion, lack of infrastructure, and the loss of our rural lifestyle. The County is already compromised in taking care of this island, so what would it be like to keep adding more subdivisions and more hotels and resorts? The required EISAPN should include all the emotional and community impacts before it goes any further.

Self-sufficiency is more important for an island like Kauai in the middle of the Pacific than urban development.

I already avoid driving to Lihue to avoid getting stuck in traffic, and I have missed appointments and flights because of congestion and traffic accidents. Kauai simply is not set up to be another Maui.

Sincerely,
Claudia Herfurt
Hanalei

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:23



800 new homes in kapaa
George Hoffberg to: luc@dbedt.hawaii.gov
Cc: Joan Levy

01/18/2015 09:08 PM

we have traffic problems now.
new hotels and this mega development will clog the by pass and the circle.
implement the 1979 2000 and 2006 plan 1st.
wake up and smell the exhaust.

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:23



EISPN comments for proposed Hokua Place Subdivision and zoning change
L Osterer to: luc@dbedt.hawaii.gov

LAND USE DIVISION
STATE OF HAWAII
01/18/2015 11:43 PM

2015 JAN 20 AM 7:29

Kauai is respected by residents and tourists alike for its rural, less developed terrain. Planners are now ignoring the "slow growth" concepts that were supposed to be carried forth by county officials. Instead they seem to be looking for more tax revenue from developed parcels, ignoring the long term effects for tourism, the main source of income.

Traffic congestion does not serve businesses and discourages everyone from going anywhere. A simple drive from the south shore to shop in Kapaa now takes an hour instead of 1/2 that because there is always road construction somewhere along the way. For traveling to the north shore, you have to plan on 2 hours for commute traffic or construction. Tourists are turned off when stuck in traffic, miss a tour, golf tee off or restaurant. Residents learn to go out less. Why must Kauai always be 20 years behind correcting traffic flow? And why aren't developers paying the real cost of providing infrastructure, that is roads, schools, waste disposal, public services such as police. These are all indirect costs that the taxpayer bears, while developers make all the money. We cannot put real expenses off to the future in this economy. A valid EISPN should study the whole picture.

We the public are stuck with the results when there is inadequate future planning, or plans are not completed. For example at the Safeway/Foodland area congestion, a vehicular bridge between shopping centers and secondary road entrance/exits could alleviate lengthy Kuhio highway back-ups. Clearly existing congestion needs to be addressed adequately before more is added. This includes road widening, specified in the 1997 Kauai Long-Range Land Transportation Implementation Plan, still incomplete. The Wailua bypass and Kuhio Highway through Kapaa are already saturated and will not adequately handle the added traffic for 3 new hotels planned. Please determine if the new hotels or anyone else is building any new septic processing plants. Evidently the current operation of the Wailua septic plant is marginal and not likely to handle increased capacity. Also, the schools need expansion to serve the families of the subdivision. So, neither the subdivision or the hotels should proceed without extensive commitments to improve roads, schools, and septic service IN ADVANCE.

Specifically, traffic/infrastructure studies need to be updated to incorporate the 3 new hotel effects on the Wailua corridor.

Solutions should be found to avoid closing of the Wailua bypass. The current Kapaa Roundabout at Olohena Rd roundabout needs to be further addressed for saturation at school access hours before planning for the increase from Hokua Place. Adequate foot/bike paths and pedestrian safety measures need to be incorporated to provide safe routes for students in and around this area.

Once plans incorporate all of the public requirements, bonds need to be required to insure their completion. This should be required by law to protect the taxpayers, who otherwise end up with decades of inconvenience and cost to remedy it.

Thank you for your consideration,
L. Osterer, Koloa, HI.



Hokua Place EISPN Comments
Anne Walton
to:
luc, info
01/18/2015 06:26 PM
Hide Details
From: Anne Walton <annehugginswalton@gmail.com>
To: luc@dbedt.hawaii.gov, info@hookuleana.com

1 Attachment



Letter tp Land Use Commission.docx

Dear Land Use Commission,

2015 JAN 20 A 7:23
LAND USE COMMISSION
STATE OF HAWAII

As a full time resident of Kauai, I am very concerned about the proposed Hokua Place Development that will add some 800 dwelling units in Kapaa. I currently live in Wailua Homesteads and already the traffic congestion in Kapaa is near gridlock for much of the work day. At the present time, we have to plan our day in order to avoid going through Kapaa between 10:00 A.M. and 6:30 P.M. During these times, the traffic congestion is so bad that it takes 25 minutes to drive from the Public Library in Old Kapaa, to the 580 (Kuamoo Rd.) Intersection, a distance of less than 3 miles.

I am not against development per se. But before development is approved, the roads, drainage, sewage and refuse infrastructure need to be updated in order to handle the substantially greater capacity.

In particular, I am concerned about the impact of this development on the following areas:

1) **Impact on Traffic** - It's my understanding that the traffic plans developed in 1997 have not been completed. Since that time, the Kapaa area has grown exponentially. New long term long term plans have to be developed before any new development is approved. Areas of concern are not just the traffic problems on the main highway but also, along the Kapaa bypass and Olohena Rd.

2) **Other Land Development** - with the addition of proposed new development at Coco Palms and Coconut Beach resort and Coconut Plantation, it's expected that an additional 1800 vehicles will be added to the traffic load along the Kapaa/Wailua corridor. Has anyone considered how this is going to work in light of the current gridlock that already exists in Kapaa from 10:00 A.M. to 6:30 P.M. every day?

3) **Other Infrastructure Concerns:**

a. Impact on Kapaa Middle School.

b. Impact on storm drainage

c. Impact on land fill and recycling centers

d. Impact on the land from sewage and septic systems

4) **Impact on Retail Business and Tourism** - Already the traffic is so bad that many people are avoiding Kapaa retail businesses and finding ways to do their shopping on other parts of the Island. What effect do you think it has on vacationers who come here and find they have to spend an hour in traffic just to buy groceries??

5) **Impact on Quality of Life** - The beauty of Kauai, and one of the main reasons people want to visit our Island, is to enjoy the rural lifestyle and to get away from the stress of urban living. Already in parts of the Island, we have ruined this benefit. Are we going to continue down this path until Kauai is simply no longer a pleasant place to visit?

In my opinion, the EISPN should not be improved until ALL the impacts on our community can be thoroughly studied and addressed.

Furthermore, the loss of agriculture land to residential development on Kauai represents a loss of a way of life, loss of the aesthetic value of this special place and the loss of future opportunities for agricultural-based livelihoods, food security and self-sufficiency for Kauai. This is our home and we don't want to lose the rural character of Kauai.

Thank you for considering my comments.

Best regards,

Anne Walton

444-A Puuopae Road

Kapaa. HI 96746

Dear Land Use Commission,

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2015 JAN 20 AM 7:23
LAND USE COMMISSION
STATE OF HAWAII

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Thank you for considering my comments.

Best regards,
Anne Walton
444-A Puuopae Road
Kapaa. HI 96746



Hokua Place Subdivision Development
Charles Grotsky to: luc@dbedt.hawaii.gov
Please respond to Charles Grotsky

01/19/2015 05:25 PM

I am opposed to changing the zoning of 97 acres from Agricultural to Urban Residential next to Kapa'a Middle School and Olohena Road and Kapa'a Bypass Road until all the concerns mentioned herein are fully and publicly addressed, and that there needs to be more public community meetings with the State and County agencies involved to confirm that proper action/decisions are being made.

Charles Grotsky
Kauai, Hawaii
823-0585

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:23



Hokua Place Subdiv. zone change
Michael Goodwin to: luc, info

01/18/2015 06:38 PM

I attended the developer's presentation at Kapa`a Neighborhood Ass'n meeting. The developer said there is ample capacity at the Lidgate waste treatment plant for his development. At least two and probably three resort developments are in line ahead of him. It's only fair that the state must address this before allowing any zoning change. This is but one of several infrastructure needs that have to be addressed for development to go forward. The developers, not the taxpayers, must pay the costs.

In addition:

- 1) The Kauai Long-Range Land Transportation Implementation Plan, Table ES-6 of 1997 must be completed before any new development occurs in the Kapa'a-Wailua area.
- 2) Adding an additional estimated 1600 vehicles from this proposed subdivision onto Kuhio Highway with the already permitted three hotels in the Wailua-Kapaa Corridor will cause unprecedented traffic, jeopardizing the safety of residents trying to reach the airport, hospital, medical, dental and business appointments.
- 3) "Affordable Housing" as described in the EIS is not really affordable for most Kauai residents in today's economy.
- 4) Access into and from HoKua Place at the Kapa'a Middle School on Olohena Road, will jeopardize the safety of school children and parents twice daily.
- 5) Construction noise, dust and daily confusion will greatly affect the safety and learning abilities of the students at the Kapa'a Middle School for many years.
- 6) Construction waste, adequate sewage treatment, storm run off and a sufficient clean water supply have not been adequately addressed by the applicants.

With regards,
Michael K Goodwin
6296Q Olohena Road
Kapa`a

2015 JAN 20 A 7:23
LAND USE COMMISSION
STATE OF HAWAII



Fw: Hokua Place, Kappa, Kauai
robin yost to: luc@dbedt.hawaii.gov
Please respond to robin yost

01/16/2015 07:11 PM

On Friday, January 16, 2015 7:10 PM, robin yost <rbnyost@yahoo.com> wrote:

Aloha,

I am writing to you in regards to the development plan of Hokua Place, in Kapaa, Kauai.

Please do NOT change the zoning of the agricultural land, to urban, for these developers.

There are too many infrastructural problems for the residents and visitors of Kauai, that have yet to be taken care of.

Traffic is a HUGE issue. Everyday, I sit in my car for as much as 30-40 minutes, driving only 5 miles; either to get to work,

or home. This particular area is already very congested---especially before and when the kids are out of school.

And of the schools in this area here; they are already overcrowded. The developers want to build 800 homes for families....

no room at the schools.....

Also, our over-stressed landfill is close to fill-capacity----no room for all the tons of construction waste.....

I've been to meetings with the developer.....this plan is not for the residents, as the "affordable housing" is not affordable to local people here. Water and waste concerns, too, as the treatment facility is very far from

this area; and when you drive by this treatment site, the odors are atrocious.

Please, please, please, keep this land in ag. For the sake of Kauai's future.

Thank you,
Robin Yost
Kapaa, Kauai

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:23



Hokua Place, Section 343-5e HRS Preparation Notice, Environmental Impact
Statement

David Sutton to: luc, info

01/19/2015 10:33 AM

To Whom It May Concern,

If you allow this request for zoning change and resulting development, you will be burying Kapa'a and much of Kaua'i in an unbearable traffic snarl for residents and visitors alike. There is no way around this. Please do not be fooled.

Please save our towns from this over development and preserve our ag land as the law intended.

Mahalo,

David H Sutton

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:24



Hokua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement.

Angela to: luc@dbedt.hawaii.gov

01/19/2015 09:42 PM

Aloha,

I oppose the Hokua Place development until all public concerns are fully and publicly addressed. This is a very large development that I do not feel would be beneficial to the people of this beautiful island. There needs to be more public community meetings with the State and County agencies involved to confirm that proper action/decisions are being made.

Mahalo!

Angela Whitlatch

Sent from my iPad

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:24



Hokua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement.

Sea & Bill Peterson to: luc, info

01/19/2015 09:53 AM

To Whom It May Concern:

My wife and I live not far from the **proposed** HoKua Place development in Kapa'a on Kauai. We are very concerned about traffic congestion and safety on the Kapa'a Bypass Road and at the intersection of Olohena Road and the Kapa'a Bypass Road (See attached map).

We have attached a video taken on our iPhone of the traffic on the approximately two and a half mile stretch between the round about at Olohena to Kuhio Hwy. The attached video was taken at 3:30 pm on Wednesday afternoon during winter break when the children were out of school.

Sometimes these roads are so congested that traffic is at a standstill in the traffic circle. Traffic on the bypass connecting to Kuhio Hwy is often backed up all the way to the traffic circle at Olohena. These roads have been rated "F" because of this.

Before considering adding a 760 unit housing complex to the area as proposed by HoKua Place, HG Kaua'i Joint Venture, that would directly connect to these roads, the existing traffic congestion needs to be resolved.

We would appreciate a response.

Mahalo.

Aloha,

William and Susan Peterson



(808) 822-0163

map5 - Medium.mov

Kapaa Bypass Traffic.jpg

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:24



Re: Hokua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement.

joy blais to: luc@dbedt.hawaii.gov, info@hookuleana.com

01/19/2015 09:00 AM

Please respond to joy blais

Aloha,

I am a 17 year resident of Kauai writing in opposition to the proposed Hokua Place subdivision, as it currently stands, for the following reasons:

- 1) Traffic is already too congested in the area. Infrastructure to support this new population is not yet in place. No new development should occur until this problem is addressed.
- 2) Safeguards must be put in place to insure the development will benefit the current residents. All housing built should be made affordable to current lower income residents and the subdivision should not be used to attract new population to the island solely for profit.

In short, our island has limited resources and must be preserved. Once we have overdeveloped this island there is no going back. All efforts should be focused on improving the lives of the current residents who are committed to Kauai and to the community.

Excessive traffic, as we have seen recently, makes it near impossible to get through the Kapaa-Wailua area in a timely manner. In addition to being annoying, it also has far reaching implications for business, education, and health.

There is a strong need here for affordable housing as many hard working kanaka and long time residents are homeless, living in outdoor structures, carports or cramped apartments with their entire families. Development that supports narrowing the gap between the upper and lower class on this island is badly needed and should be the reason for any new development. Big profit should not be the guiding force.

As usual, the biggest threat to our island lifestyle is the high desirability of living here. We should be very prudent about preserving the beauty of Kauai and the relaxed lifestyle that makes our island a popular tourist location since our economy depends on it.

Please take all this into serious consideration when moving forward with plans for this proposed project.

Thank you very much,

Joy

Joy Blais
310 Makani Rd
Kapaa, HI 96746

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:24



Re: HoKua Place, Section 343-5e HRS Preparation Notice, Environmental
Impact Statement

Angienora Rogers to: luc@dbedt.hawaii.gov,
info@hookuleana.com

01/19/2015 05:40 PM

Please respond to Angienora Rogers

Aloha mai kakou,
Please find attached my statement regarding this EIS.
Mahalo a nui,
Puanani Rogers, Director
Ho`okipa Network - Kauai
Kingdom of Hawaii

Think Sovereign.....Think Ahupua`a



To Land Use Commission re- HoKua Place.docx

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:24

To: Land Use Commission
From: Puanani Rogers, Ho`okipa Network - Kauai

January 19, 2015

COMMENTS IN REFERENCE TO: HOKUA PLACE, SECTION 343-5E HRS
PREPERATION NOTICE, ENVIRONMENTAL IMPACT STATEMENT

2015 JAN 29 PM 7:24
LAND USE COMMISSION
STATE OF HAWAII

I humbly petition this body to please consider placing a delay on this huge project on my ahupua`a of Kapa`a. My ohana lives and works in this area and we as well as our neighbors in the community are concerned about the negative and cumulative impacts this project's expansiveness and sees this as a threat to our lives. It would better serve our community, in my opinion, if it was downsized.

Our concerns include:

INFRASTRUCTURE must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, developed in 1997 with deadlines for completion in 2000 and 2006 for Kapa'a. As outlined, they all relate to widening roads in the area of the proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and real estate buyers due to the economic recovery; 3 more hotels, already pre-approved, are being developed in the near future, resulting in an additional approximately 1600 more vehicles on a daily basis in the Wailua/Kapa'a corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this proposed zoning change. In fact, the Kulana Subdivision on Olohena Road will add many more vehicles traveling west and east to and from Kapa'a, passing the property in question.

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actually needed?

The main road thru the proposed Hokua Place exits on the west side onto Olohena Road, immediately adjacent to the Kapa'a Middle School Parking lot. From early morning, sometimes in darkness, and mid afternoon, the vehicles in this area to drop off or pick up students creates a large traffic problem coming from Wailua Homesteads, Kapahi and from Kapa'a. Students must walk along Olohena Road and/or cross it to get to the school at this point to exit or enter the cars parked along the roadside.

This area has a blind intersection of 3 intersecting roads, (Kaapuni, Kaehula and Olohena) including a steep grade immediately west of the school and the proposed road leading in and out of the proposed sub division. The representative for this project recognizes that this may present a dangerous

situation and has indicated at a public community meeting that a Round-A-Bout may solve this problem. However, for those who know the actual terrain of this area, a Round-A-Bout could not be safely and successfully constructed anywhere near a steep incline, i.e. Olohena Road. The EIS states that complete streets and safe routes to school design principles need to be addressed.

Retail stores and a community swimming pool (funded by Kauai tax payers) are projected for this subdivision. Therefore, far more traffic than indicated will be entering and exiting at all hours of the day and evening that may not include any bona-fide residents of the subdivision.

The applicants have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hundred residences. The Kauai landfill is already full, with no indication that a projected one will be built in the near future or within the expected start-up date of the proposed project.

Storm run off water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass road and across into private property and homes below the subdivision, causing possible floods. This has not been addressed in the EIS.

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residential units, several retail stores and a swimming pool facility?

If the Kauai Department of Water does not accept the applicant's offer to donate water from its well, for what ever reason, can the DOW guarantee that enough water will be available to all residences, stores and a swimming pool from the only source now available, a tank on Kaapuni Road? If additional well(s) must be drilled by the DOW, who will bare this expense?

The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. This is not a true fact. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.

Respectfully submitted,
Puanani Rogers, Director
Ho`okipa Network – Kauai
Ahupua`a o Kapa`a, Puna Moku
Kingdom of Hawai`i
(808) 652-1249



HOKUA PLACE

laurel francis to: luc@dbedt.hawaii.gov
Please respond to laurel francis

01/19/2015 05:12 PM

Please do not change more agricultural land into urban development---this Kapaa zone is not conducive to more traffic! I totally disapprove.....Sincerely, Laurel Francis, Kilauea

LAND USE COMMISSION
STATE OF HAWAII

2015 JAN 20 A 7:24



HOKUA PLACE DEVELOPMENT
tom woods to: luc@dbedt.hawaii.gov
Please respond to tom woods

01/19/2015 01:19:15
LANE USE COMMISSION
STATE OF HAWAII
2015 JAN 20 PM 7:24

To Whom It May Concern, Let it be known that as a resident of Kauai I do not support this development moving forward due to the concerns noted below.

Mahalo,

Tom Woods Princeville , Kauai, Hawaii

Here are the issues:

INFRASTRUCTURE must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, developed in 1997 with deadlines for completion in 2000 and 2006 for Kapa'a. As outlined, they all relate to widening roads in the area of the proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and real estate buyers due to the economic recovery; 3 more hotels, already pre-approved, are being developed in the near future, resulting in an additional approximately 1600 more vehicles on a daily basis in the Wailua/Kapa'a corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this proposed zoning change. **In fact, the Kulana Subdivision on Olohena Road will add many more vehicles traveling west and east to and from Kapa'a, passing the property in question.**

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actually needed?

The main road thru the proposed Hokua Place exits on the west side onto Olohena Road, immediately adjacent to the Kapa'a Middle School Parking lot. From early morning, sometimes in darkness, and mid afternoon, the vehicles in this area to drop off or pick up students creates a large traffic problem coming from Wailua Homesteads, Kapahi and from Kapa'a. Students must walk along Olohena Road and/or cross it to get to the school at this point to exit or enter the cars parked along the roadside.

This area has a blind intersection of 3 intersecting roads, (Kaapuni, Kaehula and Olohena) including a steep grade immediately west of the school and the proposed road leading in and out of the proposed sub division. The representative for this project recognizes that this may present a dangerous situation and has indicated at a public community meeting that a Round-A-Bout may solve this problem. However, for those who know the actual terrain of this area, **a Round-A-Bout could not be safely and successfully constructed anywhere near a steep incline, i.e. Olohena Road. The EIS states that complete streets and safe routes to school design principles need to be addressed, page ??.**

Retail stores and a community swimming pool (funded by Kauai tax payers) are projected for this subdivision. Therefore, far more traffic than indicated will be entering and exiting at all hours of the day and evening that may not include any bona-fide residents of the subdivision.

The applicants **have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hundred residences.** The Kauai landfill is already full,

with no indication that a projected one will be built in the near future or within the expected start-up date of the proposed project.

Storm run off water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass road and across into private property and homes below the subdivision, causing possible floods. This has not been addressed in the EIS.

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residential units, several retail stores and a swimming pool facility?

If the Kauai Department of Water does not accept the applicant's offer to donate water from its well, for what ever reason, can the DOW guarantee that enough water will be available to all residences, stores and a swimming pool from the only source now available, a tank on Kaapuni Road? If additional well(s) must be drilled by the DOW, who will bare this expense?

The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. **This is not a true fact. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.**



I am against this development!!!!

Kelly Lee to: luc@dbedt.hawaii.gov

Please respond to Kelly Lee

01/19/2015 12:08 PM
2015 JAN 20 AM 12:21
LAND USE COMMISSION
STATE OF HAWAII

To: Land Use Commission:

Re: Public Comment Period for EISPN re Up-zoning: Agriculture to Urban- Hokua Place Subdivision, 800 houses

I am a resident of Kauai for the past 22 years, living in the Wailua houselots area for the past 14 years. I am very concerned about this proposed development.

About a week or so ago, it took me 35 minutes to drive from the traffic light at Haleililo along the Kuhio highway North to a location near the Kauai product fair. At 2:30pm in the afternoon. This normally takes 5-10 minutes.

On Wednesday, 1/14, I took the bypass north at about 3:10pm and traffic was backed up further than ever before. It took 30 minutes to get from the beginning of the bypass to the roundabout. This normally takes 5 minutes. It was a market day and so of course there was traffic for that reason, but in all the 11 years I've been heading on this route to the market at that same time more or less, never before has it been so backed up.

Add 800 min and much more likely another 1600 cars due to this new proposed development coming down Oloheua will surely create an enormous problem at the round about causing increased congestion on the bypass and at the intersection of Kukui Street and the highway at the traffic light.

I live off of Haleililo in the Houselots. The planned development at the Coco Palms that intends to create a parking area off of Haleililo will congest the intersection, of Haleililo and the highway even more. Turning right to go to Lihue will be impossible. And turning left to go north will be impossible either on the bypass or driving through town.

It is my understanding that "The Kauai Long-Range Land Transportation Implementation Plan" which was created back in 1997 has not yet met its 2000 and 2006 deadlines for Kapaa. Yet the The EISPN does not address that overdue road widening has to be completed before Hokua Place is granted any further permits. Can you not see that the cart is being put first before the horse???

What is the point of doing extensive study and then not actualizing the action plans that come out of that study?

Meanwhile the EISPN traffic study that was developed in 2013 has already become outdated!

Due to the very good news of economic recovery, we have had an influx of visitors this last year. And what about the Coco Palms, Coconut Beach Resort and Coconut Plantation resorts development plans for the Wailua Corridor. An additional 1800 vehicles are anticipated to accompany this development. As if that is not enough, not mentioned in the EISPN are stores and another community swimming pool – does Kapaa really need two community swimming pools?? – by Hokua place to further congest the already too small congested roundabout and entry way into the Kuhio Highway.

I am particularly concerned about this entry: E. p15, O 1. "Impacts of Closing Kapaa Bypass" Does this mean there are plans to close the bypass, temporarily or permanently? The bypass is the only saving grace for the levels of congestion we already have.

With all due respect, this all makes me wonder if the people making these decisions ever get in their cars and drive along these routes themselves!

I understand the importance of maintaining a thriving economy here on Kauai. But bigger is not always better. Managed growth control is even more important than growth. There are many communities that have realized this. Some because of the way nature itself locks the living area in so that it just can't keep expanding. But others have managed to see and implement managed growth that keeps sustainability in mind as a priority and not as something one just gives lip service to.

These are decisions that need to be well thought out before they are made. Because after they are implemented there is no turning back.

If I wanted to live on Oahu or Maui, I would have moved there. Bought my house there. Built my business there. I chose Kauai because of the rural life style, the open vistas to undeveloped nature, and the small town quality of the rural life style that clearly separates Kauai from these other very developed places in Hawaii.

And what about overstressing the already near capacity landfill situation? And the terrible sewage smells already coming from Lydgate sewage treatment and the junction of Haleililo at the Kuhio Highway. I have

to make sure the air circulates from within my car when I am stopped at that light on Haleililo for the putrid smell that is often filling the air there now. What do you suppose the Coco Palms tourists who are driving from their proposed parking area off of Haleililo will have to say about that horrid smell???

When the Kuhio Highway floods after big storms because water run off has never really been addressed and the road is closed, how will this huge planned influx of cars add to the problem of getting our valuable tourists, not to mention ourselves, from here to there?

Until the infrastructure for road use and traffic, waste management, water run off, and all the sustainability concerns that I haven't even thought to address here can handle the development we already have it is UNCONSCIONABLE AND WRONG to allow new large developments to be permitted.

I know the developers are chomping at the bit! Why not, it is only about money in their pockets to them. They bring in their own workers (rather than use our local building trade people), they do their thing, and they leave the island with all the money they made. And they leave us to deal with all the problems that we are left with.

Do not be swayed by their costly lobbying and whatever else it is that they do. Please put the people of Kauai and our lifestyle first and foremost in your decision making. And before any permitting is granted that clearly will make things worse for us (but not for the developers) please resolve to take a deeper and more sustainable look at addressing the above stated existing problems we have on Kauai.

Let's put the horse before the cart, ok

Kelly Lee / Resident of Kauai



I am opposed to Hokuia Place Development
peppy1007b to: luc@dbedt.hawaii.gov

01/19/2015 10:26 AM

I oppose the Hokuia Place Development

Sent from Windows Mail

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:25



I oppose development!
 Uma Mehta to: luc, info

01/19/2015 09:42 AM

oppose the Hokua Place development until all the concerns mentioned herein are fully and publicly addressed, and that there needs to be more public community meetings with the State and County agencies involved to confirm that proper action/decisions are being made.

Comments on the EISPN re Up-zoning:

Agriculture to Urban – Hokua Place Subdivision, 800 houses

News of the proposed re-zoning application has spread across Kaua'i rapidly, causing widespread concern and a strong negative reaction. People are wondering whether the concept of agricultural land is now being abandoned in favor of profit for developers. Although there may be a few who will benefit financially, the resounding response of the residents of the island is: **NO. WE DO NOT WANT THIS DEVELOPMENT.** We feel that it will bring our traffic to a standstill, endanger our children as they travel to and from school, place an immense burden on an inadequate infrastructure, damage our economy, and irrevocably damage our quality of life. We appeal to the Land Use Commission to refuse the application to change the zoning of 97 acres of land adjacent to the Kapa'a Middle School from Agricultural to Urban Residential.

We are particularly concerned about the following issues:

- The project would result in severe road congestion that would have an enormous impact on the lives of residents, who are already finding it increasingly difficult to travel between the North Shore and Lihue, as well as on tourism. The inevitable long traffic delays would make Kaua'i very much less attractive to tourists, who would find it very difficult to move around the island. Existing traffic studies are inadequate and out of date due to the growing pressure on the road system. Most significantly, the plans for road widening dating back to 1997 have not been implemented.
- The risks to the students at Kapa'a Middle School are unacceptably high. Not only is there already a problem for parents in dropping off and picking up students, but there is a risk for students safety, with students walking or riding bikes along Olohena Road or crossing it to get to the school. Moreover, the middle school is already at capacity, and a large additional influx of students could easily undermine the quality of education or leave some children without education.
- The infrastructure required to support the proposed development is inadequate. We do not have the landfill capacity to handle large amounts of construction waste and personal waste from the projected new homes. Drainage is inadequate to handle the run off from the projected hard surface areas. There is a real question as to whether the Lydgate Sewage Treatment plant could adequately handle the human waste from an additional nearly 800 residential units and associated developments. There is a question about the availability of water for the proposed residences.

In summary, this project will bring profit to developers but will severely damage the economy and quality of life of the island of Kaua'i. It will significantly weaken the concept of agricultural land, which has been fundamental to the historical development of the island. For all these reasons, the community strongly opposes it.

thank you
 Uma Lakshmi

LAND USE COMMISSION
 STATE OF HAWAII
 2015 JAN 20 A 7:25



Kapa`a proposed subdivision
Maren Orion to: luc@dbedt.hawaii.gov, info

01/18/2015 12:46 PM

Aloha Folks, Here are some very good reasons not to allow the proposed subdivision mauka of Kapa'a to happen at this time. These issues n
Sincerely, Maren Orion Oppenheimer, Kilauea

SHORT LIST:

- 1) The Kauai Long-Range Land Transportation Implementation Plan, Table ES-6 of 1997 must be completed before any new development occur
- 2) Adding an additional estimated 1600 vehicles from this proposed subdivision onto Kuhio Highway with the already permitted three hotels in dental and business appointments.
- 3) "Affordable Housing" as described in the EIS is not really affordable for most Kauai residents in today's economy.
- 4) Access into and from HoKua Place at the Kapa'a Middle School on Olohena Road, will jeopardize the safety of school children and parents
- 5) Construction noise, dust and daily confusion will greatly affect the safety and learning abilities of the students at the Kapaa Middle School
- 6) Construction waste, adequate sewage treatment, storm run off and a sufficient clean water supply have not been adequately addressed by the

LONG LIST WITH MORE INFORMATION:

INFRASTRUCTURE must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and additional approximately 1600 more vehicles on a daily basis in the Wailua/Kapa'a corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this passing the property in question.

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actual

The main road thru the proposed Hokua Place exits on the west side onto Olohena Road, immediately adjacent to the Kapa'a Middle School Park traffic problem coming from Wailua Homesteads, Kapahi and from Kapa'a. Students must walk along Olohena Road and/or cross it to get to the

This area has a blind intersection of 3 intersecting roads, (Kaapuni, Kaehula and Olohena) including a steep grade immediately west of the school dangerous situation and has indicated at a public community meeting that a Round-A-Bout may solve this problem. However, for those who know Road. The EIS states that complete streets and safe routes to school design principles need to be addressed, page ??.

Retail stores and a community swimming pool (funded by Kauai tax payers) are projected for this subdivision. Therefore, far more traffic than in The applicants have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hun start-up date of the proposed project.

Storm run off water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residents

If the Kauai Department of Water does not accept the applicant's offer to donate water from its well, for whatever reason, can the DOW guarantee If additional well(s) must be drilled by the DOW, who will bare this expense?

The applicant has stated at a public community meeting that schools in the Kapaa area have plenty of room for new students. This is not a true fe



Kappa
dorothyweedy@aol.com to: luc@dbedt.hawaii.gov

01/18/2015 12:37 PM

I have been visiting Kauai for about forty years, and love everything about that island. Progress and growth has made my stay on the island more and more trying. I just spent six months In Kappa and saw first hand how trying traffic has become over the years. Whoever can help with this situation please try to do your best. Your island is still the best place in the world, please preserve this wonderful place

Sent from my iPad

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:25



New resident of Kauai and I oppose the Hokua Place development.
peppy1007b to: luc@dbedt.hawaii.gov

01/19/2015 10:22 AM

Sent from Windows Mail

LAND USE COMMISSION
STATE OF HAWAII

2015 JAN 20 A 7:25



No to Hokua place development
Carey to: luc

01/19/2015 08:18 PM

I do NOT approve of the Hokua place development; the drawbacks outweigh potential gains.
Thank You for caring,
Sincerely, Carey Lillis Tinsley
Kapahi

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:25



proposed Kapaa development
Kolea to: luc

01/19/2015 01:52 PM

Greetings,

I am a resident of Anahola. I have seen the traffic increase every year since I have lived in this house on Kuhio highway. I now seriously consider whether I need to go to LIhue as the traffic in Kapaa is unbearable. I do not see how in any reasonable frame of mind additional development of this size could even be considered for this area of the island with the infrastructure so inadequate. Certainly the interests of the residents of the east side are not being considered. Whose interests are being considered?

We live on an island with very special qualities. However, pressure from additional development coming from developers is only going to continue and increase. I do think in the past the pressure has worked. How many developments have been turned down? It is past time to consider the long range implications of the decisions that are being made as to building on Kaua'i.

Infrastructure first, roads, walking and bike paths so we don't have to totally rely on cars to travel safely, mixed use development so residents don't have to go long distances for jobs, planning for green buildings and communities. All the information is there to plan for proper and sustainable development, but this proposal is not safe, not sustainable, not in the interests of the residents of the east side.

Marcia Harter
Anahola, HI

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:25



Public Comment Period for EISPN re Up-zoning: Agriculture to Urban- Hokua Place Subdivision, 800 houses

Joan Levy to: luc

01/17/2015 08:39 PM

To: Land Use Commission:

Re: Public Comment Period for EISPN re Up-zoning: Agriculture to Urban- Hokua Place Subdivision, 800 houses

I am a resident of Kauai for the past 22 years, living in the Wailua houselots area for the past 11 years. I am very concerned about this proposed development.

About a week or so ago, it took me 35 minutes to drive from the traffic light at Haleililo along the Kuhio highway North to a location near the Kauai product fair. At 2:30pm in the afternoon. This normally takes 5-10 minutes.

On Wednesday, 1/14, I took the bypass north at about 3:10pm and traffic was backed up further than ever before. It took 30 minutes to get from the beginning of the bypass to the roundabout. This normally takes 5 minutes. It was a market day and so of course there was traffic for that reason, but in all the 11 years I've been heading on this route to the market at that same time more or less, never before has it been so backed up.

Add 800 min and much more likely another 1600 cars due to this new proposed development coming down Oloheua will surely create an enormous problem at the round about causing increased congestion on the bypass and at the intersection of Kukui Street and the highway at the traffic light.

I live off of Haleililo in the Houselots. The planned development at the Coco Palms that intends to create a parking area off of Haleililo will congest the intersection of Haleililo and the highway even more. Turning right to go to Lihue will be impossible. And turning left to go north will be impossible either on the bypass or driving through town.

It is my understanding that "The Kauai Long-Range Land Transportation Implementation Plan" which was created back in 1997 has not yet met its 2000 and 2006 deadlines for Kapaa. Yet the The EISPN does not address that overdue road widening has to be completed before Hokua Place is granted any further permits. Can you not see that the cart is being put first before the horse???

What is the point of doing extensive study and then not actualizing the action plans that come out of that study?

Meanwhile the EISPN traffic study that was developed in 2013 has already become outdated!

Due to the very good news of economic recovery, we have had an influx of visitors this last year. And what about the Coco Palms, Coconut Beach Resort and Coconut Plantation resorts development plans for the Wailua Corridor. An additional 1800 vehicles are anticipated to

LAND USE COMMISSION
STATE OF HAWAII
JAN 20 7 25 AM '15

accompany this development. As if that is not enough, not mentioned in the EISPN are stores and another community swimming pool - does Kapaa really need two community swimming pools?? - by Hokuia place to further congest the already too small congested roundabout and entry way into the Kuhio Highway.

I am particularly concerned about this entry: E. p15, O 1. **“Impacts of Closing Kapaa Bypass”** Does this mean there are plans to close the bypass, temporarily or permanently? The bypass is the only saving grace for the levels of congestion we already have.

With all due respect, this all makes me wonder if the people making these decisions ever get in their cars and drive along these routes themselves!

I understand the importance of maintaining a thriving economy here on Kauai. But bigger is not always better. Managed growth control is even more important than growth. There are many communities that have realized this. Some because of the way nature itself locks the living area in so that it just can't keep expanding. But others have managed to see and implement managed growth that keeps sustainability in mind as a priority and not as something one just gives lip service to.

These are decisions that need to be well thought out before they are made. Because after they are implemented there is no turning back.

If I wanted to live on Oahu or Maui, I would have moved there. Bought my house there. Built my business there. I chose Kauai because of the rural life style, the open vistas to undeveloped nature, and the small town quality of the rural life style that clearly separates Kauai from these other very developed places in Hawaii.

And what about overstressing the already near capacity landfill situation? And the terrible sewage smells already coming from Lydgate sewage treatment and the junction of Haleililo at the Kuhio Highway. I have to make sure the air circulates from within my car when I am stopped at that light on Haleililo for the putrid smell that is often filling the air there now. What do you suppose the Coco Palms tourists who are driving from their proposed parking area off of Haleililo will have to say about that horrid smell???

When the Kuhio Highway floods after big storms because water run off has never really been addressed and the road is closed, how will this huge planned influx of cars add to the problem of getting our valuable tourists, not to mention ourselves, from here to there?

Until the infrastructure for road use and traffic, waste management, water run off, and all the sustainability concerns that I haven't even thought to address here can handle the development we already have it is UNCONSCIONABLE AND WRONG to allow new large developments to be permitted.

I know the developers are chomping at the bit! Why not, it is only about money in their pockets to them. They bring in their own workers (rather than use our local building trade people), they

do their thing, and they leave the island with all the money they made. And they leave us to deal with all the problems that we are left with.

Do not be swayed by their costly lobbying and whatever else it is that they do. Please put the people of Kauai and our lifestyle first and foremost in your decision making. And before any permitting is granted that clearly will make things worse for us (but not for the developers) please resolve to take a deeper and more sustainable look at addressing the above stated existing problems we have on Kauai.

Let's put the horse before the cart, ok?

Very Sincerely and very Concerned,

Joan Levy,

Kapaa resident

808-822-5488

joan@joanlevy.com



Reasons for Opposition to Hokua Place development plans...
Jane Sezak to: luc@dbedt.hawaii.gov

01/19/2015 09:12 AM

1/19/2015

Aloha,

I oppose the Hokua Place development subdivision plans in Kappa. The primary reason I am against this development is traffic. It often takes me an hour to go through Kapaa town to Coco Palms traffic light. I like to shop at Safeway, Papayas and Foodland and often have to turn around and forgo shopping plans as I do not have the time to be stuck in traffic. I can't imagine what traffic will be like if Hokua Place is developed, not to mention the planned addition of more hotels, Coco Palms etc. I have lived on Kauai since 1986 and have never seen traffic so consistently snarled as in the past years, and it is only getting worse. There is no plan I am aware of to alleviate this problem.

I understand the need for housing, as many dear friends have had to leave island due to lack of affordable housing and people looking for rentals have to pay more than half their paycheck for a place to live. These problems are staggering with no easy solutions. Since hotels are not at maximum capacity it seems the county could focus more on affordable housing and allowing bed and breakfasts to be easier for residents to operate. The county of Kauai seems to be on a "growth at all costs" pathway and this is not sustainable especially without awareness of the consequences of these decisions.

There needs to be more public testimony, environmental impact studies and creative problem solving, thinking outside the box, before any new development is approved.

Thank you for your time and consideration.

Sincerely,

Jane Sezak

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:26



Re. Public Comment for EISPN for Hokuia Place, Kapa'a

Danny Hashimoto to: luc@dbedt.hawaii.gov,
info@hookuleana.com

Please respond to Danny Hashimoto

01/18/2015 12:38 PM

2015 JAN 20 A 7:26
LAND USE COMMISSION
STATE OF HAWAII

The below letter is being emailed simultaneously to:

1. Land Use Commission: email address luc@dbedt.hawaii.gov
2. The Kailua company that did the EISPN study info@hookuleana.com

Re. Public comment for EISPN

I am a resident of Kaua'i for the past 66 years, living primarily in the Wailua Houselots/Homesteads area. I am concerned about this proposed development, Hokuia Place in Kapa'a. There are a number of concerns, and traffic congestion is a major one. Expanding the "picture" to include additional traffic flows (additional to that of Hokuia Place) from the new development including the upcoming redevelopment of the Coco Palms Hotel, which will undoubtedly add substantial vehicle traffic to Hwy. 11, as well as the Kapa'a Bypass which fronts the subject development, Hokuia Place, potentially to the point where the Bypass meets Hwy. 11. Terms such as "gridlock" only begin to describe potential horrendous conditions. Well over 2000 vehicles will be in the area between the Wailua River Bridge area (Kuhio Hwy./Kuamo'o Road) and the heart of Kapa'a (between Olohena Road and Kuhio Hwy.) which again, will include the Kapa'a Bypass itself.

Thus, the traffic congestion at peak times at these key junctions and locations will likely become unacceptable. Current A-F rating standards are in effect.

With regard to the traffic analysis for the subject development, I do not necessarily believe that Road A will be a major source of traffic congestion near the development. While relieving some of the congestion at the turnabout in the morning work Southbound, there'll still be some Northbound traffic (exiting Road A and turning left onto the Bypass) at the turnabout during peak hours and thus that area will still be congested.

Further, it is my understanding that The Kauai Long-Range Land Transportation Implementation Plan, which has not yet met its 2000 and 2006 deadlines for Kapa'a. Yet the EISPN does not address that overdue road work completed before Hokuia Place is granted any further permits. Why is this?

What is the point of doing an extensive study and then not actualizing the action plans that come out of that study? Hokuia Place has been in the works for many years now so why hasn't the Plan referred to above been fully actualized or at least made noticeable progress? Meanwhile the EISPN traffic study that was developed in 2013 for the subject development has already become outdated in my opinion.

Due to the very good news of economic recovery, we have had an influx of visitors this last year, 2014...thus, more traffic! And specifically, as generally alluded to above, the Coco Palms Hotel, Coconut Beach Resort and Coconut Plantation resorts development plans for the Wailua Corridor, a huge amount of traffic will be added to the area. From the Coco Palms alone, an additional 1800 vehicles are anticipated to accompany their development.

The waste treatment issue is huge. No details need to be mentioned other than to ask if the facilities can really accommodate the substantial increase in "flow" from all the new developments, not just that of the subject development. The public needs to see a complete updated wastewater treatment plan incorporating all of the development referred to herein. Until the infrastructure for road use and traffic flow, waste management, water run off (from the subject development), and all other relevant concerns are fully addressed and acted upon

(not just lip service) it is UNCONSCIONABLE AND WRONG to allow new large developments such as Hokuia Place to be permitted and approved.

Sincerely,
Danny Hashimoto

=====



stop/delay zoning change 800 units (Hookulena)
lila devi to: luc
Please respond to liladevl

01/19/2015 01:57 PM

I am not an urban planner, I do not have a degree in urban planning, but it seems common sense to me that this project has to be put on hold till we see and experience the traffic and issues with the first three hotel projects.

When I think of the Coco Palms-- just that one project seems to imply unsolved problems-- before they were worrying about overpass or ped. walkway to the Shells Restaurant-- well that seems to pale compared to the daily ebb and flow of traffic at the intersection of Kuhio Hwy and Kuamoo--a traffic hazard if the entrance will be where it was before and still a density issue if changed to Haleilio St. That is at least 500 cars, hotel guests, visitors, delivery staff and employee parking.

Then we add the next two hotels down the road and their number of cars--another 1000 vehicles.

The infrastructure needs to be studied and improved first, the developers need to participate in the costs--ie. smelly sanitation place at Lydgate, road widening, hire a qualified urban planner.

Let's take it slow, please don't "give away the farm" till these traffic and infrastructure issues are worked on and improved.

The tourists will stop vacationing here if this short-sighted plan creates a traffic nightmare.

Let these developers and hotel owners pick up the infrastructure tab considering the money they stand to make with this crowding of people and cars.

Thank you for your time, Lila Devi (Wailua Rise homeowner)

2015 JAN 20 A 7:26
LAND USE COMMISSION
STATE OF HAWAII



stop/delay proposed zoning change 800 units

lila devi to: luc

Cc: info

Please respond to liladevl

01/19/2015 01:50 PM

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2015 JAN 20 A 7:26
LAND USE COMMISSION
STATE OF HAWAII



Stop Hokuia - keep Kauai country

Carmen

to:

luc@dbedt.hawaii.gov, info@hookuleana.com

01/18/2015 01:37 PM

Hide Details

From: Carmen <carmentina@hotmail.com>

To: "luc@dbedt.hawaii.gov" <luc@dbedt.hawaii.gov>, "info@hookuleana.com" <info@hookuleana.com>


Respected Land Use Commission,

Please think LONG AND HARD before changing the lives of Kauai residents irreversibly.

Please read this letter of complaints before our lives, as Kapaa residents, become similar to those of big cities.

Mahalo in advance for your care and time.

- 1) The Kauai Long-Range Land Transportation Implementation Plan, Table ES-6 of 1997 must be completed before any new development occurs in the Kapa'a-Wailua area.
- 2) Adding an additional estimated 1600 vehicles from this proposed subdivision onto Kuhio Highway with the already permitted three hotels in the Kapa'a-Wailua corridor will cause unprecedented traffic, jeopardizing the safety of residents trying to reach the airport, hospital, medical, dental and business appointments.
- 3) "Affordable Housing" as described in the EIS is not really affordable for most Kaua'i residents in today's economy.
- 4) Access into and from Hokuia Place at the Kapa'a Middle School on Olohena Road, will jeopardize the safety of school children and parents twice daily.
- 5) Construction noise, dust and daily confusion will greatly affect the safety and learning abilities of the students at the Kapa'a Middle School for many years.
- 6) Construction waste, adequate sewage treatment, storm run off and a sufficient clean water supply have not been adequately addressed by the applicants.

Carmen 

LAND USE COMMISSION
 STATE OF HAWAII
 2015 JAN 20 A 7:26



Zoning proposal
Kim Morris to: luc@dbedt.hawaii.gov

01/19/2015 09:53 AM

HoKua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement.

Hello, I am a regular visitor to Kauai and usually stay in Kapa'a. I am very concerned about the proposal to change the zoning of 97 acres from Agricultural to Urban Residential.

Please do not approve this proposal for the sake of both traffic congestion (I probably will stop coming to Kauai if approved) and also the Environmental impact of such change in policy.

Thank you for your consideration of these concerns

Kim Morris, Langley, WA

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 1:26