



Concerns related to the Hokua Place, Kapa'a Zoning Change

Marj Dente

to:

luc, info

06/21/2015 09:04 PM

Cc:

raymond.j.mccormick, rodney.y.funakoshi, michael.k.hinazumi, donald.l.smith, mwilliams, mmoule, Kauai Council

Hide Details

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

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

Cc: raymond.j.mccormick@hawaii.gov, rodney.y.funakoshi@dbedt.hawaii.gov, michael.k.hinazumi@hawaii.gov, donald.l.smith@hawaii.gov, mwilliams@kauai.gov, mmoule@kauai.gov, Kauai Council <CouncilTestimony@kauai.gov>

RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS), MAY 2015 FOR APPLICATION OF ZONING CHANGE FROM AGRICULTURAL TO URBAN LAND USE as prepared by Ho'okuleana LLC, known as HOKUA PLACE in Kapa'a, HI.

Aloha to all personnel, State and Kauai County, who will be reviewing the above application DEIS.

I have spent a considerable amount of time reading the (DEIS) for the above application. Among many important items outlined in this document, I have time to write the issues only I am most concerned about, after having researched information that has prompted me to comment on issues and ask the following questions.

- 1) Page 130: TRAFFIC RELATED ISSUES: The applicant suggests that to mitigate a potential problem for pedestrians and bicycles to safely cross the Kapa'a By-Pass Road, that a multi-use overpass be constructed. According to Don Smith of the Hawaii Department of ransportation (HDOT), overpasses are seldomly used and are not a good investment in State funds. The DEIS does not indicate who would be responsible for building the overpass if approved. I find this suggestion unacceptable.
- 2) Page 131: TRAFFIC RELATED ISSUES: The applicant admits that the intersection of Olohena, Ka'apuni and Keahulua Roads is presently poor. They are proposing a round-a-bout be constructed near this intersection, leading into their project at their main drive-through road which is immediately at the property corner of their project and the Kapa'a Middle School. Not only is this probably the worst possible sighting for a round-a-bout being so close to a steep grade from and to Olohena Road (causing all traffic including school buses to consistently stop and start on this hill, but there is a huge drop off on both sides of this area. Should navigation by school buses be impaired for any reason, buses could easily fall over the edge of the embankments. Also, the cost of round-a bouts has been quoted to me by the HDOT as costing between 5 and 7 million dollars. Since this intersection is NOT a state highway, the County of Kauai would have to pay for this suggested mitigation as the applicant is not offering to do so in the DEIS. This is an unacceptable solution.
- 3) Page 136: TRAFFIC RELATED ISSUES: In a letter dated February 11, 2015 from Raymond Mc Cormick, then District Engineer of the HDOT, he states that one of the solutions being proposed to hasten traffic around Kapa'a, is to add an additional lane to the North end of the Kapa'a Bypass. Not only is there no time line for funds to be available for this addition, but according to the HDOT, a traffic signal would have to be installed at the intersection with Kuhio Highway, causing more of a traffic tie up than what already exists. Since no funds have been allocated by the KDOT, it could be many years after any development is approved and constructed on the applicant's property. This is not an acceptable solution.
- 4) Page 79: WATER RESOURCES: The applicant admits that there may be a contamination problem with the well that they are proposing would either be connected to the Department of Water (DOW) storage tank on Ka'apuni Road, or used directly within their project development. Regardless, I find these two proposals are assuming that their well water will be potable water for human consumption since this exploratory well is not indicated as having been already tested by the Hawaii Department of Health (HDOH), and not now meeting the requirements of the DOW. The well is indicated as being on two separate maps in two separate places in the DEIS as being within a few feet from an existing stream and about 300 feet from the stream.
QUESTION: Which map is correct?

Regardless, the stream that flows through or near the applicant's property originates west and northwest of Olohena Road, flowing through major cattle, goat and pig country for years and years. Plus, is there any research to be done regarding overflowing or leaching cesspools within the uplands of this stream?

5) Page 80: WASTEWATER: The applicant is proposing that all wastewater from any potential development will be routed to the sewer lines that traverse through Kapa'a and Wailua into the Wailua Water Treatment Plant (WWTP). This plant, originally constructed in 1964 meets only the minimum requirements for wastewater treatment per Hawai'i Administrative Rules. Although the WWTP has been expanded to deal with a higher peak flow, it still is pumping a minimally treated outflow into the ocean at Lydgate Park as well as being used as irrigation for the Wailua Golf Course.

QUESTION: What kind of testing and how often is the outflow pipe into the ocean researched? Also, are there signs at both the Lydgate beach location and the golf course advising swimmers, surfers and golfers that they may be subject to pollution and bodily harm, particularly if studies and research are not done consistently and independently of the management of the WWTP?

I would appreciate your consideration of my concerns as you review the DEIS for this project and will expect detailed responses via e-mail and/or at a future public hearing to be held on Kauai.

Mahalo and with Aloha,

Marj Dente, resident and property owner for over 25 years
6335-B Waipouli Road, Kapa'a, HI 96746 808-823-8162



HoKua Place DEIS Testimony to LUC

Juan Wilson

to:

luc

06/20/2015 01:08 PM

Cc:

info, mwilliams, CouncilTestimony, Bernard Carvahlo, Bill Buley

Hide Details

From: Juan Wilson <juan@islandbreath.org> Sort List...

To: luc@dbedt.hawaii.gov

Cc: info@hookuleana.com, mwilliams@kauai.gov, CouncilTestimony@kauai.gov, Bernard Carvahlo <Mayor@kauai.gov>, Bill Buley <bbuley@thegardenisland.com>

Testimony regards DEIS Hokua Place

published 5-8-15 by OEQC

Aloha Land Use Commissioners,

Land Use Commission planning and decision making for Hawaii must take into consideration the long term interests of the people and environment of our islands. In recent decades our needs have become predominately dependent on imported of goods, services, energy and food.

We now rely on the mainland for approximately 90% of our food. This over dependance from far off places extends to our sources of energy, and our sources of consumer and industrial products.

On top of that the economy of Hawaii has need for tourism for income that is fragile and fickle. Obviously our isolation from all other land masses in the world will be a factor of planning for the future if those importations are threatened.

So, if ever there was a time that self sustainability was a top priority for planning the future of Kauai - NOW is that time.

SUSATINABILITY

The proposed Kohua Place advertises its plan as "Sustainable". But they use the word only as a talisman. This project is quite the opposite of "Sustainable" planning. It's more of the kind of development that makes us vulnerable to food riots within weeks of any serious disruption of Matson Line containerhips from California.

The plan is car-centric. It will require getting in your car to do most anything. This will be place where people have to commute to work and commute to find food. The plan requires new roads, parking and accommodation for high-density multi-story living. Three quarters of the land is used for multi-unit housing requiring extensive parking lots, the rest is suburban single family sprawl on cul-de-sacs.

There will be little opportunity to grow food, pick fruit, raise chickens, keep goats, or house hunting dogs in this development.

The proposed density of the project is needed only to cover the debts and maximize profits to the speculators and investors promoting it - and from that springs the necessity to change it to an Urban District. In tomorrows rearview mirror that will be seen as shortsighted and impoverishing to Kauai.

Unfortunately, the wasteful use of fossil fuels, and the resources needed for the extravagant consumer

lifestyle the modern world has become accustomed to has brought us to situation in which we are facing real declines in sources of cheap energy and resources.

Since 2008 we have been living in a collapsed world consumer-based industrial economy that faces negative growth forecasts. Although characterized as a financial collapse, the crash in 2008 was largely driven by having reached world Peak Oil production at that time.

Cheap, plentiful, fossil fuels to “grow the world economy indefinitely” will not recur again. As a result there is little reason to believe that the technology and industry supported by cheap oil will persevere. This would include affordable world-wide shipping across oceans of containers filled with consumer products or packaged and refrigerated food.

In Hawaii we already face some of the highest consumer costs in the world. It is certain that we in Hawaii will face ever increasing costs to import food and all other industrial products to our islands.

CLIMATE CHANGE

But even more tragic is that the by product of modern industrialism and food production has been the ever increasing CO2 content of our atmosphere. This “greenhouse” gas is wreaking havoc with the climate of the Earth and driving worldwide temperatures higher.

In Hawaii we are already seeing impacts on the environment. The jetstream has become more erratic. Here on Kauai our regular north-east tradewind has become irregular and supplanted by drier polluted Kona winds.

Climate scientists at the University of Hawaii have found an association with rising ocean temperatures and the elevations of the clouds over Hawaii. On Kauai rainfall on Mount Waialeale has been falling for decades. Much of Kauai is now in a moderate drought.

Climate Change and Global Warming are identified with the state-wide extreme drought in California that is quickly returning the Central Valley to desert conditions. Less snowfall in the mountains of California will continue due to Global Warming and has doomed agriculture there. And desert is what much California was before the last unusually wet century and the diversion of Colorado River.

Up until 2014 more than half of America’s vegetables, fruits and nuts were grown in California. That will no longer be the case.

As California returns to the old -normal we will see end of the recent cornocopia of fruits and vegetables in the supermarkets of America and Hawaii.

Why is this relevant to the LUC decision on Kohua Place to convert the land its to sit on from an Agricultural District to an Urban District?

In one simple word it is patently “UNSUSTAINABLE!” And we need to be self sustaining in Hawaii. Not only will Kauai have to provide the food for its residents, but all the outer islands will have to contribute food to Oahu with its overburden of hundreds of thousands of people.

FOOD SECURITY

All agriculture land in Hawaii should now be viewed as a lifeboat to the future. We now know that industrial mono-crop farming requiring high energy inputs, synthetic fertilizers and massive pesticide use and will not work in Hawaii.

Sustainable food growing practices such as Organic Farming, Permaculture and Food Forests as well as some traditional farming, pasturing and orcharding should be practiced. We need to find what works as quickly as possible.

In general, I would suggest that the LUC evaluate proposals in Agricultural Districts with a strict set of criteria regarding an increase in local food production, and avoiding increased automobile dependence, population growth, and suburban sprawl.

If any changes in designation of mauka Agricultural Districts is contemplated it should be to either Conservation or Rural Districts. To sustain water resources we will need more forestation and to meet our food security requirements we will need more residents on small farms.

And projects on designated Rural Districts should be required to be at least self sustaining in the production of such things as fruits, vegetables, chickens, or eggs.

How else shall we live on Kauai in the future?

Mahalo for your considerations of this matter.

Juan Wilson
Architect/Planner
Executive Committee member
of the Kauai Group
of the Hawaii Chapter
of the Sierra Club

See also:

[Ea O Ka Aina: HoKua Place Comment Deadline 6/18/15](#)



serious concerns about the proposed Hokua Place development

Joan Levy

to:

bbuley, Mayor@kauai.gov, KauaiCountyCouncil, mwilliams, luc, info
06/20/2015 01:55 AM

Hide Details

From: Joan Levy <joanlevy47@icloud.com> Sort List...

To: bbuley@thegardenisland.com, "Mayor@kauai.gov" <Mayor@kauai.gov>, KauaiCountyCouncil <CouncilTestimony@kauai.gov>, mwilliams@kauai.gov, luc@dbedt.hawaii.gov, info@hookuleana.com

Aloha,

I live in the Wailua house lots in Kapaa. It is unimaginable and I think completely irresponsible to consider allowing agreement for this development (by re-zoning ag to urban land use) before we have the infrastructure in place to accommodate the increased traffic, waste treatment, and classroom overcrowding.

Not to mention whatever other unforeseen negative impacts on our rural kauai lifestyle the proposed increase in island resident and tourist population will bring.

We must be righteously committed to only sustainable growth here on Kauai. Developers promises of environmental sensitivity and sustainability have no basis in what actually happens. Their concerns are on the profits they will make. Not on any ill effects that the community will suffer because of what they have built here.

This particular developer has pointed to written safeguards and allowances that are ambiguous at best with no tangible dates, financing, or definitive plans. Pie in the sky hopes that will only turn into mud on our faces.

Just today the bypass was considerably backed up, going south. Market day on Wednesday in Kapaa is already a horrendous traffic mess. Adding 1600 cars from the Hokua Place development right smack into the congestion that already exists there can only lead to a total nightmare for us.

The waste treatment substation at haleilio road already smells like you know what. The traffic light can last 6 minutes with a bunch of cars having to sit right next to that stench. If we can't manage our waste now, what will happen as the proposed Coco Palms opens it's doors - especially with the existing plan to route their guests right onto Haleilio. Then there are the Waipouli Hotels planned. Do we really need 3 new hotels in Kapaa???? With no beautiful beach to offer their customers, none will be hanging out at the hotel. They will be on the roads from dawn till ...

Numerous times I have ventured out along Haleilio planning to go south or north only to turn back not wanting to deal with the traffic congestion and delays. The post office can wait. I'll get that food I need later. I hope my bank balance can wait to deposit this check another day...

Do you really think tourists (who remain Kauai's bread and butter) will continue to flock here to sit locked in traffic congestion while they have to smell noxious waste treatment failures?

This is such a no brainer. Our future is in YOUR hands. We have entrusted you to watch over our a'ina and island community needs.

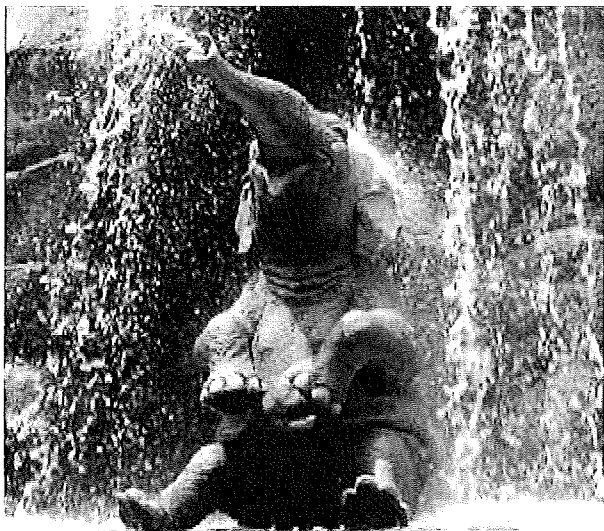
Please deny the application for a zone change form ag to urban for the proposed Hokua Place

Development.

Thank You!

Joan Levy
POB 160, Kapaa, HI 96746

Joan Levy
joanlevy47@icloud.com





Hokua Place
Anne Walton

to:

info, luc

06/21/2015 08:45 AM

Hide Details

From: Anne Walton <annehugginswalton@gmail.com>

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

Dear Land Use Commission,

If you add to the Hokua Place proposal, the proposed new development at Coco Palms, 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? On top of that, DoT does not have a sufficient plan in place to address the current gridlock, much less adding 1800 vehicles to the mix in Kapaa alone.

This approach to land use planning is ad hoc at best, without consideration of the appropriate infrastructure to support new development - and in the end only responsive to the interests of developers. What is at risk is the loss of quality of life, the loss of tourism revenue - a major source of income for this island, and most of all, the loss of agriculture land to housing developments turning the garden isle into the suburban isle.

The project has been presented under the guise of being a low income housing project, however with full disclosure it is clear that 76% of the project does not fall within this category. As of today, 784 houses are on the market on Kauai, do we really need more mid to high value housing? Given the number of available mid to high value homes, do we really want to lose land, lose our quality of life, and lose our major income generator to the interest of a single developer?

I am a full time resident and property owner in the Homesteads, I do have an interest in the outcome of your decision. **Please do not change the land use designation from agricultural to residential in order to accommodate the building of Hokua Place.**

Mahalo.
Anne Walton
Wailua Homesteads



We Need Sound Land Use PLanning on Kauai

Anne Walton

to:

info, luc

06/21/2015 08:38 AM

Hide Details

From: Anne Walton <annehugginswalton@gmail.com>

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

Dear Land Use Commission,

If you add to the Hokua Place proposal, the proposed new development at Coco Palms, 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? on top of that, DoT does not have a sufficient plan in place to address the current gridlock. much less adding 1800 vehicles to the mix in Kapaa alone.

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Mahalo.

Anne Walton
Wailua Homesteads



Hokua Place - Kauai

B1984c

to:

luc

06/20/2015 01:38 PM

Hide Details

From: B1984c@aol.com

To: luc@dbedt.hawaii.gov

I have lived on Kauai for only 12 years and have noticed/experienced horrendous traffic problems on the Eastside.

I support the zoning to stay in agriculture

Roger Brookman



HoKua Place, Kapaa comments, KAUA'I (HRS 343)

Carol Beardmore

to:

luc, mwilliams, info

06/20/2015 05:13 PM

Hide Details

From: Carol Beardmore <willie.cb@gmail.com>

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

1 Attachment



Hokua place.pdf

Aloha,

Please find attached my comments concerning HoKua Place, Kapaa.

Thank you for the opportunity to be heard.

Mahalo

Carol Beardmore

1051 Pu' u' ōpae Road, Kapa'a, HI 96746
(808) 639-4524 wilfie.cb@gmail.com

To: State Land Use Commission, luc@dbedt.hawaii.gov
Planning Department, mwilliams@kauai.gov
Peter Young, info@hookuleana.com

Re: HoKua place, Kapaa

Date: June 20, 2015

The developers of Kapa'a Highlands/HoKua Place knew, and were very much aware, when they purchased this property that it was zoned Agricultural land. Their intent was always to rezone it, develop it, flip it, and walk away with their multi-millions, leaving our residents and tourists with all the mess they will leave behind, cast in stone, forever. They never had any intention of doing agriculture, but with their highly-paid consultants and lawyers, know how to navigate the system.

Affordable housing is only tiny percentage of this project but they are touting it as "affordable" - it makes it more warm and fuzzy - as does now giving it a Hawaiian name. I attended a presentation by Greg Allen a couple of years ago when it was still Kapa'a Highlands. I asked him about the affordable housing, and he said it would be "up to 30%". So I asked that, in theory, that could mean 0.5% or 1% - that is up to 30%...., and he got very angry. And, as for mixed use, etc., if you were rich and looking for a \$900,000 home, would you want to live in an affordable housing development? Plus, be looking down on the old low-income housing down below? I know I wouldn't. None of this makes sense in this area. It would have made more sense for them to have purchased a lot in Lihu'e, already zoned Urban. With all Lihu'e's many extra new and wide roads and highways all over the place now it would have been more viable, as Lihu'e does not have road/traffic issues as does Kapaa.

Whether we like it or not, tourism is our mainstay on Kaua'i. Without it, our economy would completely collapse. It's bad enough that I have to sit in traffic for hours, but I feel so sorry for our visitors, who have come here expecting paradise. Instead they wait in traffic for hours just like they did back in LA. Why would you come here and waste your vacation idling in traffic when you can do the same thing at home for free? How frustrating. We desperately need the dollars from tourism, and I have already seen letters to The Garden Island newspaper from visitors (some of whom have been coming for many years), shocked at how bad the traffic is in Kapa'a, and thinking they may not return until we do something. Nothing is going to happen with DOT for years, and their choices of what to do to alleviate this are extremely limited and costly. The extra stress on everyone is changing the face of Kaua'i too - at least in Kapa'a. What used to be the land of aloha is now the land of anger and rage in some cases - unfortunate but true. Another blow to tourism.

I invite all the Land Use members and the other interested parties noted above to try to come through Kapa'a down to/from Coco Palms - particularly heading south, especially from 1 - 4 pm and especially on Fridays. Hope you won't mind the hour plus it could take you to drive 2 miles, and hope you don't have a plane to catch. And that is now. There are two more future developments in Kapa'a coming soon, authorized years and years ago, that will make this even more of a nightmare. And add HoKua Place to the mix? Crazy. We have one road, two single lanes. It just cannot take any more.

An estimate of vehicles from HoKua Place: one dad - truck, one mom - SUV, one son - truck low-rider, one daughter - car low-rider tinted windows, so 4 cars per "affordable" unit at the very least.

So their traffic estimates are way off target. Our rural (and yes, this area is RURAL, not URBAN,) country lanes are very narrow and winding. Olohena Road just cannot take this extra burden with this HUGE development. Oh yes, and they're going to "preserve the rural-like ("like"?) character of Kapa'a". **No they're not!** They're going to ruin our rural, green, and lovely, AGRICULTURAL area with URBAN sprawl and an even worse traffic nightmare!

The Kapa'a Bypass already gets backed up, particularly heading south a.m. and p.m., by people trying to beat the madness of the overloaded traffic on Kūhiō Highway to get to Līhu'e, and please don't even try to go north on the Bypass on a Wednesday afternoon, when they hold the Farmer's Market by the Armory in Kapa'a. You'll get stuck in traffic halfway up the Bypass and will sit there for 45 minutes, attempting to reach the roundabout less than a mile away. The same when you're trying to head from Kapa'a town up Olohena Road on this same Wednesday. With all the traffic coming from the north on the bypass, from the south on the bypass, there is total gridlock and road rage with too many people for too few, small roads. And they're going to add another lane down from the the HoKua development down to the Bypass road with extra hundreds and hundreds of vehicles? Madness. Complete madness.

Our infrastructure just cannot take this. Even yesterday, the Department of Water noted that they hope they will have enough water for the island this summer. As we know, global warming is raising temperatures and reducing rainfall. We had an incredibly dry winter, and parts of the island are in drought mode. We have to make sure our infrastructures are in place, roads, water, etc. before we do any more development. For too many years, it has been the other way around, and has to stop, for all the logical reasons. I applaud the Land Use Commission for reviewing our comments and hopefully helping to reverse this, setting this straight, and making it pono.

Our Agricultural land is FINITE, and shrinking as we speak. Once it's gone to development you can't take it back, it's gone forever. All these lands used to be viable for sugar cane and pineapple, and could be viable again for multi-faceted agriculture. Which is what the intent of the current long-time zoning is. Agriculture. The owners could always lease out quarter, half or one-acre lots to small farmers so we can actually produce some of our own food here. Just because you're rich, you shouldn't be able to come in and produce a bunch of documents to eloquently flip the zoning, get richer, and negatively change so many people's lives forever. Will there ever be a time when urban land gets converted to agricultural? I don't think so. This is a one-way highway (so to speak). I'm not against building a housing development. It just needs to be in the right place, with appropriately zoned land and sufficient infrastructure in place first. Kapa'a just cannot handle this.

I beg the members to come and visit first-hand, spend a few days here, see what we see and live what we live with every day. I implore the members of the Land Use Commission to keep this land in Agricultural zoning.

Thank you very much for your time and consideration.

Mahalo nui loa,



Carol A. Beardmore



in opposition of HoKua Place Development

Carrie Brennan

to:

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

06/21/2015 09:30 PM

Hide Details

From: Carrie Brennan <carriebrennan@hotmail.com>

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

To Whom It May Concern,

I am writing in opposition to the proposed 769 housing units near the Kapaa Middle School.

As someone who lives and works in Kapaa I am continually dealing with the traffic, which has gotten worse over the years. I can only imagine the effect of an addition of at least 1500 more cars on the road from the development. The traffic problem needs to be addressed first, before any new building in the area.

The following quote from our our county speaks volumes. As quoted on page 133 on of the Hokua Place DEIS, the "Comments from County of Kauai Department of Public Works and Responses, dated June 6, 2014,"

"There is much to like about the proposed HoKua Place development, phase 2. The developers have put a great deal of effort and research into trying to come up with a sustainable community that will provide a mix of middle- and low-income housing to respond to a growing population on Kauai. Unfortunately, until the issue of traffic congestion can be adequately addressed, it is a development that the Eastside of Kauai cannot afford. If it is allowed to go forward, then it will be clear that money — not the needs of the people of Kauai — speaks loudest to our elected officials."

It's blatantly obvious to everyone that lives and drives through Kapaa that it already has a traffic problem, please don't make it worse by allowing this development before the traffic problem is addressed.

Sincerely,

Carrie Brennan



Hokua Place Development

luc@dbedt.hawaii.gov, info@hookuleana.com,
Elli Ward to: mwilliams@kauai.gov,
counciltestimony@kauai.gov,,

06/20/2015 05:29 PM

Aloha Land Use Commission Members and Friends of Kauai. We are writing you to request that you DENY the developer's request for a Zone Change of their 97 acre Agricultural parcel. You have heard from several residents of Kauai about this matter, some in support, others in opposition like us. We oppose the development for these reasons: (1) health and safety concerns. We have experienced the serious traffic congestion and pedestrian safety issues, particularly during the Kapaa Farmers Market days. School children dodging cars to get to their rides, the absence of crosswalks and cross guards, and the popularity of the Market itself all contribute to a serious safety issue. (2) Any large scale development at this point, on top of the three hotels that are scheduled for the TOWN of Kapaa, will only be one more nail in the coffin to bury this special town with its small town charm that appeals to residents and tourists alike. The existing infrastructure cannot support any additional demands on it, such as the waste water treatment, pollution and environmental stress from additional population and vehicles, and the overall quality of life for the year round population. (3) The Agricultural zoning for this parcel should not be changed for any developer. Zoning laws are meant to protect our island and her people, not to be changed, chopped up, trimmed down here and there. There have been too many exceptions, special use permits, conditional uses with no safeguards in place to assure that the conditions are met, granted to too many developers over the years.

We respectfully request that you DENY a zone change so we can preserve our Agricultural lands and retain our semi-rural character that makes our island special to us, the residents of Kauai. Thank you for your consideration and careful study of what is before you.

Sincerely,

David and Elli Ward
Kilaua (808-651-5618)

Sent from my iPad



Hokua Place Agricultural Land development Opposition

Ken Jopling

to:

luc

06/21/2015 07:40 PM

Hide Details

From: Ken Jopling <kenxxden@gmail.com>

To: luc@dbedt.hawaii.gov

As a citizen resident of upper Kapahi I cannot support the proposed Hokua Place development. I feel strongly that Agricultural Land should remain for the production of local food sources and not be rezoned for residential purposes.

The highway infrastructure cannot support such development with 800 new homes and the cars that each home will have entering Kapaa at the current roundabout. As far as the proposed feeder road from the current Bypass to Olohena Road goes against the initial purpose and Agricultural Zoning of the Bypass to not have intersections nor development along its route.

Mahalo for your consideration and do not rezone this important Agricultural Land or residential development

Ken Jopling, RN, BSN
Support Your Health



Fwd: DEIS HoKua Pl testimony due June 22, 2015

kmuzik

to:

Raymond McCormick, rodney.y.funakoshi, michael.k.hinazumi, donald.l.smith, mmoule, luc, info, mwilliams, counciltestimony, Marj Dente, Ken Taylor, Juan Wilson, Richard Diamond
06/21/2015 07:16 PM

Hide Details

From: <kmuzik@gmail.com> Sort List...

To: Raymond McCormick <raymond.j.mccormick@hawaii.gov>, rodney.y.funakoshi@dbedt.hawaii.gov, michael.k.hinazumi@hawaii.gov, donald.l.smith@hawaii.gov, mmoule@kauai.gov, luc@dbedt.hawaii.gov, info@hookuleana.com, mwilliams@kauai.gov, counciltestimony@kauai.gov, Marj Dente <mdente@hawaii.rr.com>, Ken Taylor <taylor021@hawaii.rr.com>, Juan Wilson <juanwilson@mac.com>, Richard Diamond <kauaimuse@gmail.com>

June 21, 2015

Dear Aloha Land Use Commission,

Simply put, to remain inhabitable by humans, this Island of Kaua'i needs for us to restore its soils and protect its waters. It does not, repeat NOT, need further development.

The Hokua Place project is not an appropriate solution to our indeed dire problems. It pretends to provide affordable housing, but in reality it does not. Worse, importing the massive amounts of materials needed and then using them for construction here will make an unacceptably substantial contribution to global carbon dioxide pollution, not to mention erosion, increasing our already desperate climate situation.

I am a marine biologist, with a PhD in Hawaiian corals, 4 years here recently in Kaua'i and 45 years of familiarity with coral reefs worldwide.

I am appalled at the current condition of our coral reefs here in Kaua'i. I have begun a small restoration project in Kapa'a, and encounter only three (3!) species, barely surviving. It is quite frightening. Bioerosion (disintegration) of the reef substrate is being favored by our human activities on land. These activities, including construction projects, poor sewage management, poor farming techniques and excessive traffic (for example the 30+ chemicals that wear away from automobile tires and are flushed with the rains directly to the sea) send nutrients and biocides into the sea, and consequently wipe out the corals.

As so many have written to you quite elegantly and convincingly already, we are a tiny remote island. We here need to become self-sufficient, starting immediately. As I beg in my opening sentence, we need to restore our soils, and protect our waters.

I am against the Hokua Housing project.

Katherine Muzik, Ph.D.

Associate in Natural Sciences, Bishop Museum and
Marine Biologist, National Tropical Botanical Garden



Hokua Place EIS

L Osterer

to:

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

06/21/2015 03:02 PM

Hide Details

From: L Osterer <losterer@hotmail.com>

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

Attention: State Land Use Commission Peter Young (developers),

The majority of DEIS public comments have not been answered regarding traffic congestion and infrastructure needed before development approval. Even the County Department of Public Works agrees. Comments from County of Kauai Department of Public Works and Responses, dated June 6, 2014, quoted on Page 133 of the Hokua Place DEIS:

"Unfortunately, until the issue of traffic congestion can be adequately addressed, it is a development that the Eastside of Kauai cannot afford. If it is allowed to go forward, then it will be clear that money — not the needs of the people of Kauai — speaks loudest to our elected officials." Ref: Hokua Place Section 343-5e HRS Draft Environmental Impact Statement.

769 housing units are planned, and with most families owning more than one vehicle, that means approximately 1500 more cars in the area. The existing plan to pave roads adds significant traffic delays, and does not help throughput. Traffic congestion is already extremely burdensome for current paving and road improvements, costing lots more for night work. The new hotels planned in the Wailua corridor would also make delays intolerable. Together, these projects will downgrade Kauai for residents and tourists. The county will pay the cost for infrastructure if they do not demand it of the developer in advance. This means roads, expanded septic systems, expanded school programs, fire and police protection and other public services. How can the county consider accepting this proposal when it hasn't even answered the most basic road infrastructure needed?

Thank you for your reconsideration.

Lorraine Osterer, Koloa resident, who already finds traffic too much to get past Kapaa.



new housing development in Kapaa

Linda Harmon to: luc

06/21/2015 06:28 PM

I am amazed that this development is being advertised as sustainable. it will add substantial traffic to roads already over loaded so commutting will be even harder than it is now. We are being asked to change land designated agricultural to urban the highest density of homes per acre. How wise is that for sustainability for a future where shortages are likely being climate change is already affecting availability and cost of foodstuff on market shelves . We are now importing 90% of our food here on island. With oil becoming so expensive we should be looking to grow more of our own food .



Hokua Place DEIS

Penny Heiple

to:

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

06/20/2015 12:24 PM

Hide Details

From: Penny Heiple <pennylynnwendel@msn.com>

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

Aloha,

I am writing to share my concern about this project. While I recognize and appreciate the need for housing on Kauai, I do not believe the proper infrastructure is in place (nor will it be in place by the time development is completed) to support the project at this time. The traffic in Kapaa -- with the approval of the Waipouli Hotels, the Coco Palms Hotel, and then the traffic from this development -- would be severely impacted, to put it mildly. This affects people's lives in major ways -- not only residents, but also tourists. Please keep this land in it's current agricultural designation until the proper infrastructure is in place prior to development.

Sincerely,

Penny Heiple

Kalaheo, HI



strong opposition to the proposed Hokua Place development

Wendy to: LUC, info, mwilliams, councilmembers@kauai.gov

06/19/2015 04:42 PM

Cc: Raymond McCormick, rodney.y.funakoshi, michael.k.hinazumi,
donald.l.smith, mmoule, Mayor Bernard Carvalho

June 19, 2015

re: *DEIS Hokua Place, published 5-8-15 by OEQC*

Aloha Land Use Commission,

Planning for the small island of Kaua'i is about proper long-term management of limited resources.

Piling more layers of population and traffic upon our already-congested East Side makes no sense. Aside from our clean air and relatively clean oceans, the Garden Island's phenomenal natural beauty, rural character, and relaxed ambiance are its primary attractions. There's nothing relaxing about traffic jams; they're what we and our visitors are here to *escape*. Why is our County even considering a development on the scale of the Hokua housing project proposed for Kapa'a?

Kapa'a and Wailua residents are already tearing their hair out trying to get to and fro from work or errands. It now takes hours to perform the simplest tasks of shopping, banking, and getting gas. (I work mostly on the North Shore, and have actually moved from the House Lots to the north end of Kapa'a to save numerous hours per week not negotiating traffic.) Meanwhile our County has approved three more HUGE resorts smack in the middle of the congestion. And now a whole new *city*—86 new houses, 683 new apartments, and at least 1500 more commuting vehicles daily? And re-zoning the land from Agricultural to Urban so this development may proceed?

Who are the winners, and why?

The single protection that land has is to be *zoned* as Ag, wilderness, preserve, park, or the like. Zoning with a long view as to how things will play out later is key. Zoning laws are LAWS. And we are to follow them. To make exception for ANY developer sets a precedent that mocks our county's guidelines and protections. It makes a sham of government itself—when government breaks its own laws, we're all in trouble.

The land in question is zoned Agricultural to *protect* Kapa'a Town and vicinity against over-development, and was thusly zoned by those who respected the 'aina, wanted our island to remain special through the decades and centuries ahead, and recognized that food would one day be critical and having enough land to grow it would mean the very survival of our tiny remote island. Now there's talk of trading away this food land for fancy houses, token rentals for low-income locals (a broad demographic that can easily include newcomers from the Mainland), and a vast sweep of concrete, access roads, lights, utility grids, sewer infrastructure, roads, telephone poles and lines, signage, sidewalks, driveways, not to mention the tremendous disruption, noise, and traffic impediments that come with two years of construction. Plus the thousands of humans to be installed and the burden they'll place on the small town of Kapa'a.

And we lose forever the land, the opportunity to grow food on it, the lush foothills of Sleeping Giant, the lovely vistas that restore our souls, and the *irreplaceable habitat* for all the flora, fauna, birds, bees, and crawly things we know, love, and depend on for the overall ecosystem. Not to mention whatever befalls our watershed.

The consideration of something such as Hokua Place sincerely questions why we've even conversed about honoring Hawaiian culture, and protecting our environment and our Ahupua'a. It questions whether we care about our island at all, and questions the vows our public officials took upon entering office. I know that common sense and any kind of conservation are dinosaurs from a day gone by, yet Kaua'i was always a breath of fresh air. Is it not our kuleana to keep Kaua'i that special place?

Approval of this development is unwise, unpopular, and requires *changing the law* to service the few at the expense of the many. (And the solution is not new roads—as the Hokua developers and others are proposing—but putting new housing and resorts in areas of Kaua'i that can accommodate them. Not Kapa'a or Wailua.)

Don't let Hokua happen.

With deep love for the 'aina and commitment to protecting it,

Wendy Raebeck

P.S. Keeping a place pristine and beautiful has never been bad for its economy, but quite the reverse.

PO Box 30848
Anahola, Hawai'i 96703-0848
12 June 2015

To: EIS preparer, Hookuleana LLC, Peter Young – 1539 Kanupuu Dr –Kailua, HI 96734
State of Hawaii Land Use Commission - P.O. Box 2359 Honolulu, Hawai'i 96804, Daniel E. Orodenker
HG Kauai Joint Venture LLC: 9911 S. 78th Avenue Hickory Hills, IL 60457

RE: Hokua Place (Kapa`a Highlands) Section 343-5e HRS Draft Environmental Impact Statement (dEIS) TMK: (4) 4-3-003:001 (portion)

TO WHOM IT MAY CONCERN:

Aloha! We appreciate the opportunity to submit comment on the proposal of this dEIS. Ninety-seven (97-acres) acres of County of Kaua'i Lands proposed to be developed; adding to inadequate infrastructure is incompetent of ALL 'Approving Agencies'. Additionally, 1.4-acres for commercial use.

Kapa`a Elementary School this past School Year (SY 2014 -2015) had eleven (11) kindergarten classes. There were six (6) second grade classes. The influx of population created by the proposal of single family and multifamily lots for 683-multi-family units and 86-single family lots and homes, 1.4-acres for commercial use as well, Hokua Farm Lots – equates to multitudes of more need for infrastructure: transportation, schools, parks, and most especially traffic overcapacity!

The current traffic jamming is dangerous & wasteful of the working class people of Kaua'i. This proposal goes against County of Kauai's 'Buzz Word' of: sustainability.

Traffic congestion is worse than horrendous – termed the '*Kapa`a Crawl*' Understandably, alleviation of traffic obstruction will not be addressed for decades. I've been blessed to live in Hawai'i Nei for over forty (40) years and have seen the accelerating of bottleneck traffic continue and continue. It is irrational & illogical to proceed with a 'rubber stamp' by the State of Hawaii Land Use Commission, Kauai County Planning Commission and any other 'Approving Agencies'. Please terminate/end/stop this irresponsible proposal!

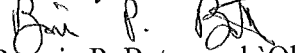
The proposed Hokua Place development 'Traffic Impact Assessment Report' in the draft EIS is shibai! Especially since the traffic jam has become much, much offensive, dreadful and waste of working class peoples time, energy, and eliminates valuable family time! The infamous 'Kapa`a Crawl' grows worse each day – even without the proposal of Hokua Place being given the 'Rubber Stamp'.

Affordable Housing isn't: Hokua Place; residents/local people aren't goin be able to afford this.

ALL Permits should be denied: LUC Boundary Amendment; County Class IV Zoning & Use Permits; County Council Approval for Zoning Change; Subdivision Approval; Building Permits and et cetera.

Mahalo for being able to submit to comment on this proposed debacle.

Sincerely with ALOHA,


Bonnie P. Bator and `Ohana (Kai, Kaiakamalie and Keana`aina)

2015 JUN 22 A 7:53
LAND USE COMMISSION
STATE OF HAWAII

C Kauai County Planning Department, Kauai Council members, TGI Editor Bill Bule

May 29, 2015

to:
State Land Use Commission
P.O. Box 2359
Honolulu, HI. 96804

We the undersigned say NO!!! to the proposed HoKua Place development in Kapaa, Kauai, HI.
No, to all development until the highway has been built to accommodate an increase in traffic

Respectfully,

Gaylyn Bradley
(Marlese)
Marlese Roton
Jan Rente
Renee L Lee
Cezar Hood
James Adakawa
Evelyn E. Bradley
Thomas M. Baun
James M. Baun
Linda M. Beer

Lohue, HI.
Koloa, HI
Kapaa, HI
Modesto, Calif.
Lihue, HI
Lihue, HI
Lihue, HI
Lihue, HI
Lihue, HI
Kilauea HI

2015 JUN 22 A 7:52

LAND USE COMMISSION
STATE OF HAWAII

Bernard P. Carvalho, Jr.
Mayor



Michael A. Dahilig
Director of Planning



Nadine K. Nakamura
Managing Director

Ka'aina S. Hull
Deputy Director of Planning

PLANNING DEPARTMENT
County of Kaua'i, State of Hawai'i

4444 Rice Street, Suite A-473, Lihu'e, Hawai'i 96766
TEL (808) 241-4050 FAX (808) 241-6699

JUN 18 2015

2015 JUN 22 A 7:48
LAND USE COMMISSION
STATE OF HAWAII

Mr. Peter T. Young
Hookuleana LLC
1539 Kanapuu Drive
Kailua, Hawai'i 96734

**RE: A11-791 HG Kaua'i Joint Venture
Kapa'a Highlands II
Comments on the Draft Environmental Impact Statement (DEIS)**

Dear Mr. Young:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for the State Land Use District Boundary Amendment Petition to the State Land Use Commission for HoKua Place (HG Kaua'i Joint Venture, LLC) which is located on a portion of TMK (4) 4-3-003:001 in the East Kaua'i Planning District.

According to the DEIS, the petition area, named "HoKua Place", is sited on 97 acres located on a bluff mauka of the existing Kapa'a Town Core and adjacent to the Kapa'a Middle School. The area is hemmed by Olohena Road, the Temporary Kapa'a Bypass, and an agricultural subdivision, "HoKua Agriculture Lots." The initial plans show a predominantly residential development characterized by large pockets of single family (86 lots) and multi-family dwelling units (683 units). The County's affordable housing requirements will be fulfilled onsite. The plans include limited space for complementary commercial uses. The public facilities include land for a police/fire station and 14.3 acres of open space, including greenways and a 3.1-acre park. The project area is designated State Land Use District – Agricultural and zoned "Agriculture" by the County.

Based on the DEIS, the Planning Department has the following comments and concerns, primarily in relation to the County's long range plans and land use policy initiatives:

Consistency with the General Plan Update (2000)

Thank you for providing statements addressing how the project conforms to existing County long-range plans. By County Charter, the General Plan guides the future physical development of the County and is adopted by ordinance. The Kaua'i County Code states

that amendments and updates of land use regulations and maps shall be consistent with the policies of the General Plan (Section 7-2.5, Land Use Regulations).

The existing General Plan (2000) identifies the project site for future urban growth under the "Urban Center" designation. This carried over the 1984 General Plan's designation for the area (Urban Mixed Use). The policy for Urban Center-designated land is stated in Section 5.4.1.1 of the General Plan:

"(a) Lands included within the Urban Center designation shall be centers of government, commerce and transportation that serve the entire county or a large region. Uses may include shopping centers, government offices, churches and other institutions, office complexes, and industrial facilities. Residential or resort uses may also be located within the Urban Center designation, where compatible.

(b) Urban Center areas are typically served by wastewater collection and treatment facilities and major roads. Urban Center lands may be zoned for any type of use, including General Commercial, General Industrial, Resort, and Residential."

Since the project map is conceptual at this point, the Planning Department reserves the right to confirm that the project's boundaries are entirely within the "Urban Center" designation before assessing if a General Plan Amendment is required.

Land use policies specific to the Kawaihau District are contained in Section 6.2. This section includes a preliminary planning district vision statement and a discussion on issues and opportunities related to growth and development. Specific to the project site is the following statement (Section 6.2.4.1):

"Lands previously designated for urban use but as yet mostly undeveloped include an area located near Kapa'a, south of Oloheua Road. This area was previously designated for Urban Mixed Use and is shown as Urban Center on the new GP Land Use Map. Owned partly by the State and partly by Amfac/JMB (or its successor), this "expansion area" for Kapa'a has already accommodated the Kapa'a Middle School."

It must be considered that in the late 1990s, when the General Plan was developed, a major assumption influencing the final land use map was that the Kapa'a Bypass Road, also known as the Permanent Relief Route, would be completed, thus increasing highway capacity. This critical infrastructure project has stalled and does not appear to be moving forward at the State Department of Transportation (DOT).

Also, while the General Plan identified this area as Urban Center, the plan did not adopt policy that allocated housing units to the area nor identified the desired build-out scenario or intensity of uses. Likewise, the zoning capacity figures in the build-out analysis conducted for the existing General Plan should not be construed as desired growth policy. Please clarify this in the DEIS.

Ongoing General Plan Update Process

In November 2014, the Planning Department launched the General Plan Update, contracted to SSFM International. The project is envisioned to last two years and will

utilize extensive public input and new data to amend the existing General Plan's vision, policies and maps.

In May 2015, the public process for the General Plan Update was initiated with multiple Island-wide events and meetings. The planning department received a large number of comments related to traffic congestion throughout the Kapa'a-Wailua corridor and the desire to limit future growth until vehicular level-of-service improves. The applicant should be aware that these public comments, along with other public concerns, will factor into the discussion regarding potential General Plan land use map amendments. The FEIS should acknowledge that the General Plan Update is underway and could result in General Plan land use map amendments.

In Section 4.8, Socioeconomic Conditions & Public Service Facilities, please utilize information from the General Plan Technical Study: Socioeconomic Analysis and Forecast (2013) in the discussion of population growth and housing demand. This technical study was prepared for the ongoing General Plan Update and provides regional population and housing allocation forecasts for all six planning districts, including the East Kaua'i Planning District. It is a foundation study for the ongoing General Plan Update process and will be utilized in General Plan policy discussions related to growth and land use map amendments.

Community Plan Consistency

In several places, the DEIS incorrectly states that HoKua Place is consistent with the Kapa'a Town Development Plan and the Kapa'a-Wailua Basin Community Plan.

The existing development plan for the area, the Kapa'a-Wailua Development Plan, focuses on the Kapa'a Town Core and does not address regional growth nor touch on future plans for the project area. Despite the age of the plan, which was adopted in the 1970s, this is the correct plan to reference when addressing consistency with the regional plan.

The Planning Department has been working on an update of the Kapa'a-Wailua Development Plan (also known as the East Kaua'i Community Plan) for several years. This plan is not yet in public draft form and cannot be considered when addressing consistency with the project area's regional plan. However, it would be appropriate to mention that the planning process is ongoing. Unfortunately, the Planning Department cannot provide a clear timeline for project completion as the project's status is under review by County Administration.

There is no existing or draft Kapa'a Town Development Plan. A Kapa'a Town Urban Design Plan was submitted as part of the Mayor's Annual Budget Submittal to Council (FY2015-16), but it was not included in the final annual budget. Please exclude mention of this plan from the Final Environmental Impact Statement.

Consistency with recent plans and policy initiatives

Complete Streets (2010) and Complete Streets Subdivision Ordinance (2013)

The County's Complete Streets Policy requires that new projects safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles. Therefore, we appreciate the inclusion of active transportation design in the initial project concepts and the

acknowledgement of the positive health impacts when such infrastructure is carefully integrated into community design. However, the conceptual plans in the DEIS do not appear to reflect a recent amendment to the subdivision code which requires short block lengths in the Residential District. Please review Ordinance 946, as said standards have the potential to significantly alter the project layout.

Multi-Modal Land Transportation Plan (2013)

The Kaua'i Multimodal Land Transportation Plan (MMLTP), approved by Council in 2013, sets a goal of flatlining total annual vehicle miles travelled via trip mode shifts to active transportation modes, such as walking, biking and transit. For this to occur, the walkability of towns and urban centers must improve which will require stronger linkages between land use and travel modes. The FEIS should acknowledge this goal and address how the project will support vehicular trip mode shift to pedestrian, bicycle and transit trips.

Smart Code (Form-Based Code)

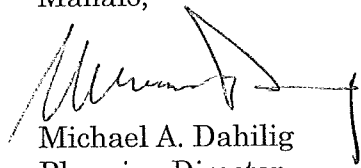
The Sustainability Plan for HoKua Place refers to "Smart Code" and states that the conceptual plans implement Smart Code principles. The County is currently implementing Smart Code's transect-based (or place-based) zoning, also known as Form-Based Code, via two community plans. As shown in the DEIS, the project would create a community segregated into two building types: the single-family house and the multi-family apartment complex. Form-Based Code supports a seamless mix of building types to meet diverse housing needs at a range of price points. This mix includes the "missing middle" building types that provide medium-scale, higher density housing such as the duplex, carriage house, mansion apartment, and cottage court. This zoning approach is codified in the Draft South Kaua'i Community Plan and is supported in the Draft Lihu'e Community Plan. Please be aware that the General Plan Update will explore how an Island-wide approach to form-based code could be implemented.

Other Comments:

- In regards to the TIAR and recommendations for the design of the proposed new connector road from the Temporary Bypass Road to Olohena Road, please address comments from the Department of Public Works.
- On Page 18, Paragraph 1, a description of Kapa'a Town Park is used but it reflects the vision for the facility and is not an accurate description of the existing facility. Likewise, Paragraph 2 on the same page reflects a vision statement for the Bypass Road and does not illustrate current conditions.
- Section 2.2, Page 19, states that the project will address housing needs "without significantly affecting reserve areas for foreseeable urban growth". Please clarify the meaning of this statement, including what is meant by "reserve areas for foreseeable future growth."
- Page 21, please clarify the meaning of "social sustainability."

Should you have any questions, please contact Marie Williams, Planner, at (808) 241-4050.

Mahalo,



Michael A. Dahilig
Planning Director

CC: Jodi Higuchi, Office of the County Attorney
State Land Use Commission



Hokua Place Developpment

Bob Nakea

to:

luc

06/22/2015 08:13 AM

Hide Details

From: Bob Nakea <bob@nakearentals.com>

To: luc@dbedt.hawaii.gov

Until the horrible traffic congestion through the Kapaa area is alleviated , I am definitely against the Hokua Development.

Just doesn't make any sense. Allowing another thousand and more cars into the daily quagmire of the Kapaa corridor.

Robert Nakea
Hanalei



NO TO HOKUA PLACE

Randall

to:

luc

06/22/2015 12:10 PM

Hide Details

From: Randall <roebro@aol.com>

To: luc@dbedt.hawaii.gov

To the Hawaii State Land Use Commission:

For the record, I am against the Hokua Place development. This land is agricultural land. It should remain agricultural land and be put to that use. Otherwise, this is another example of someone from out of state buying AG land on Kauai without the least intention of using it as agricultural and instead trying to make as much money as they can from it. This is not for the Community. How naive can they expect us to be?

I understand that Greg Allen is trying to get this pushed through for his own profit. This is the same person that built that monstrosity on Anini Beach and also is just finishing up another inappropriate structure on State Conservation land along the Wailua River.

Sincerely,

Randall Roe
Wailua



Draft EIS, Hokua Place

Michael Goodwin

to:

luc, info, Michael Goodwin

06/22/2015 10:36 AM

Hide Details

From: Michael Goodwin <goodwinkip@gmail.com>

To: luc@dbedt.hawaii.gov, info@hookuleana.com, Michael Goodwin
<goodwinkip@gmail.com>

Aloha to those reviewing this application,

After reviewing the Draft Environmental Impact Statement of May 15 for application of zoning change from agriculture to urban use as proposed by Ho`okuleana LLC, aka Hokua Place in Kapa`a on Kaua`i, I do not think the developer has made a convincing case for this development in this location being a better use than its current designation for agriculture.

Attending a meeting with Dept. of Transportation personnel Ray McCormick and Don Smith, I learned that funding for road upgrades that would mitigate the increased traffic on the already overburdened Kapa`a-Wailua corridor, arising from this development, will not be forthcoming for a long time, if ever. Traffic congestion is already a real safety issue for buses transporting children to the adjacent Kapa`a Middle School, for children crossing Olohena Road in front of the school, and for emergency vehicles being delayed in dense traffic on Kuhio Highway.

The developer is claiming an on-site water source sufficient to serve all 800 homes. There is no independent corroboration of this claim. An independent study, paid for by developer, needs to verify the quantity and potability of water from a well on the property.

Wastewater is proposed to go to Lydgate where it would be partially treated and much of it then pumped into the ocean. Please consider there are three already permitted, yet to be built resorts in Waipoli/Wailua, all to be served by the 1960's era Lydgate waste treatment plant. Developers, not taxpayers, should pay for waste treatment upgrades. But first and foremost it should be determined that the already stressed eastside ecosystem can absorb all this added waste at all.

On a personal note, I used to drive from my home on Olohena Road to Wailua Beach frequently, but I have stopped because of the stress and personal risk of confronting the traffic tie-up at the Kuhio Highway, Kuamo`o Road intersection. It's a small example of a loss of quality of life, difficult to measure and quantify, endured by residents of the east side of Kaua`i.

Kaua`i needs housing for its people in areas that have the capacity to receive them. Kapa`a-Wailua is not one of those places.

Thank you for your consideration,

Michael Goodwin

Member of the executive committee, Kaua`i Chapter, Sierra Club



Comments on Hokua Place DEIS

Ken Taylor

to:

luc

06/22/2015 10:35 AM

Cc:

info

Hide Details

From: "Ken Taylor" <taylor021@hawaii.rr.com>

To: <luc@dbedt.hawaii.gov>

Cc: <info@hookuleana.com>

Security:

To ensure privacy, images from remote sites were prevented from downloading. Show Images

1 Attachment



6.pdf

Comments on Hokua Place--- DEIS (4) pages attached

This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

6/22/15

Daniel E. Orodener
Land Use Commission
235 S. Beretania St. Suite 406
Honolulu, Hawaii 96813

Daniel Orodener

Re: Comments on Hokua Place
Draft Environment Impact Statement Volumes 1 & 2

**NO ZONE CHANGE SHOULD BE GIVEN, UNTIL THERE IS
ADEQUATE INFRASTRUCTURE IN PLACE.**

Because the applicant has failed to answer most of the questions raised back in Jan., this document should not be accepted. It should be returned for clearer and more precise answers to all questions.

LET'S BE CLEAR, THIS PROJECT IS NOT SUSTAINABLE.

What's the first law of sustainability? You've heard thousands of people talking endlessly about sustainability; did they ever tell you the first law? Here it is: **population growth and/or growth in the rates of consumption of resources cannot be sustained.**

Traffic

Traffic is the major issue, and the project should not go forward until the infrastructure is in place to take the traffic from this project and all other known projects. We can document the discussion for the construction of the Kapaa relief route between Kapule Highway and Kapaa Stream all the way back to 1973. 42 years of growth without the relief route, it's time has come

- 1) Kapaa, Wailua Development Plan 1973 Bill# 304 (As Amended) Ordinance # 304
- 2) Kauai Long Range Land Transportation Plan 1997
- 3) Kauai General Plan (KGP) Ordinance # 753 adopting the KGP was approved by County Council on Nov. 29, 2000
- 4) Federal-Aid Highway 2035 Transportation Plan

We have received all the development from these documents, but very, very little new road capacity to deal with the increase in traffic. The many or frequent traffic jams and bump to bump traffic is not only a social impact on the community and tourism, it has a very heavy economic impact on the whole Island wide business community. Also one must consider the movement of emergence equipment during these times.

We have "DOUG OURSELF'S INTO A HOLE". Please, "NO" more zone changes till we get the Kapaa relief route between Kapule Highway and Kapaa Stream in place.

The traffic studies were done in 2012-2013 maybe even earlier, as we were still feeling the effects of the 2008-09 economic down turn. The economic activity since late 2014 has been picking up to a point where we may have a 12-20 % increase or more in visitors. If you have 18,000 visitor per day on Island, and you have 2.75 people per car that equals a potential of 6,500 cars on the road, at 22,000 visitors the number jumps to 8,000 cars per day.

The traffic studies also neglected to look at the traffic increases from Coco Palms Hotel, two condo projects with about 500 units total, just north of Coconut Market Place, the potential increase in traffic from the remodel of Coconut Market Please. Then east of the proposed project you have a 130 unit Ag. Subdivision, further East between Kuamoo Rd. (580) all the way over to Kawaihau, there is about 4000 buildable lots that do not need zone changes. Property owners could go in for building permits at any time.

Just to the west of Coco Palms Hotel along Kuhio Hwy. and across the Wailua River there is a 700 unit Hawaiian Homelands Proposed project.

And looking north we have a 3000 unit project. Because Lihue, is the center of commerce of Kauai, all the residents from this project will be traveling from time to time to Lihue.

Traffic from all projects will have substantial adverse effects on human beings now living on Kauai.

These impacts, which are cumulatively considerable, when viewed in conjunction with the effects of other past, present and probable future projects must be considered. The project's contribution must be significant, but need not itself constitute a substantial percentage of the entire cumulative impact.

The major traffic congestion comes when these projects come together at the intersections of Kukui street and Kuhio Highway and then at Kapaa Bypass and Kuhio Highway.

Project Alternatives:

The (DEIS) Must discuss both mitigation and alternatives to the proposed project. Each alt. must be described in sufficient detail to permit a clear and precise comparison with the proposed project.

The EIS should focus on alternatives, capable of “substantially lessening “ adverse environmental effects This has not been done.

Storm water/ Drainage

Because of the slopes on this site, a plan must show how the wet-lands will be protected from polluted storm water runoff. The developments hard surfaces could cover (12-15 acres) which will concentrate runoff and create a situation difficult to absorb. Before granting a zone change, require a full storm water/ drain plan.

Waste Water

Today there is a question as to the capacity and plant’s ability to treat the current flow let-a- loan any additional flow. There also is a law suit in place and “NO REZONE” should take place till we see the outcome of the suit. If the County looses they could be required to build a new treatment plant, which may take 3-5 years or more.

Water

The project is within Kauai County Department of Water service area and must be required to deal with the water district. They must not be able to build their own water system.

ADA

Show how all walks, paths, and streets meet ADA requirement? A map is needed showing the grades of all walks, paths and streets, as well as the

connectivity to old town. It should also show how one may get to the church across the street, swimming pool and commercial areas of the project.

Show a complete North/South circulation plan.

How does the transportation plan and its mitigation promote resiliency for the community?

Please, “NO ZONE CHANGE” till the Kapaa relief route, is in place.

luc@dbedt.hawaii.gov

info@hookuleana.com

4 pages

Thank You

Ken Taylor

taylor021@hawaii.rr.com



Re: HoKua Place Draft EIS -Kauai - public comment

isobel

to:

info, luc, mwilliams

06/22/2015 09:48 AM

Hide Details

From: isobel <isobel148@gmail.com>

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

I am a permanent resident of Kauai and live at 5837 Olohena Road. As such I will be directly impacted by the proposal to open an entrance onto Olohena Road from the proposed housing project.

My house is only a few feet from the road and I already observe a great deal of traffic on a regular basis coming in both directions day and night. In addition, despite the extremely curvy nature of the road, many vehicles drive at an excessive speed. Creating an opportunity for more traffic to use this road will only increase the noise and potential for accidents, especially since I read nothing in the EIS that would reduce the speed limit allowed on this road.

I am opposed to the proposal to open an entrance to Olohena Road from Hokua Place due to the negative impact it will create on the community already living here. If, however, such an opening were to be built, then I would recommend a change in the speed limit to 15 mph.

Lastly, I oppose the proposed zoning change from agriculture to urban. My family and I are farmers; we live on Kaua'i precisely because of its agricultural history. We strongly believe the economic future of this little island lies in sustainable agriculture and not in housing development. There could be sufficient affordable housing here if the county would step up and create regulations for rent control as well as other appropriate means to allow our families to live affordably. Furthermore, the prices listed in your proposal are hardly affordable!

Thank you for the opportunity to make my comments.

Isobel Storch

5837 Olohena Rd.

Kapaa, HI. 96746

808-635-6053

Isobel148@gmail.com



Hokua Place development
Howardsendus to: luc@dbedt.hawaii.gov

06/22/2015 01:10 PM

You clearly do not live on the Eastside and struggle to get through traffic every single day!!!! If you did, you would clearly not proceed with this insane idea!
Patricia Howard

Sent from my iPad



Hokua Place Development
S. David Rosenberg to: luc
Cc: info

06/22/2015 01:25 PM

Dear Land Use Commission,

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 am trying to understand why this is even on the table and can come up with only three possibilities

- The members of the Land Use Commission are ignorant of the reality of life in Kapaa.
- The members of the Land Use Commission don't care about the reality of life in Kapaa.
- The members of the land use commission have contempt for the citizens of Kapaa and Kauai.

I know that these sentiments are harsh, but given that the traffic congestion in Kapaa is near gridlock for much of the work day, it is hard to think otherwise. I regularly avoid going through Kapaa during the day between 10:00 A.M. and 6:30 P.M. The congestion during these times means that a trip from Kapahi (Helena Lane where I live) to Safeway and back takes no less than an hour. I know I'm not the only one who avoids Kapaa during these times and that's got to have an adverse impact on Kapaa businesses.

If you add to the Hokua Place proposal, the proposed new development at Coco Palms, 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?

As you know people in Wailua, have only two routes down to the main highway; 1) Olohena Rd., or 2) Kuamoo Rd.

1) Olohena Rd. is a winding, narrow, two lane country road. Adding 800 housing units proposed by Hokua Place will turn this road into a congested main feeder into old Kapaa town. Neither the road, nor the traffic circle at the bottom of the hill were designed to handle the volume of traffic being proposed. Also, have you considered the effect this development will have on Kapaa Middle School? When school lets out in the afternoon, traffic on Olohena Rd. essentially comes to a halt until all the busses can leave. During this time, the whole Hokua development will be essentially unable to get in or out.

The Kapaa Bypass road is not going to be sufficient to serve as any solution to this problem. As with Olohena, it's a winding road and can be dangerous at the speeds people often drive there. With this new development, you can predict terrible congestion and a lot more traffic fatalities.

2) Kuamoo Rd. is somewhat wider and straighter than Olohena Rd., but still, it's already congested at certain times of the day. For example, if you try to go down the hill at 7:30 A.M., the traffic is sometimes backed up 1.5 miles, all the way to Opaekaa Falls.

It's my understanding that the traffic plans developed in 1997 have not been completed. Since that time, the Kapaa area has grown substantially. New long-term plans have to be developed before any new development is approved.

I am not against development per se. But before development is approved, the roads, drainage, sewage and refuse infrastructure have to be updated in order to handle the substantially increased volume of cars and people.

Other problems that concern me are:

- a. **Environmental impacts** on storm drainage, land fill and recycling centers, as well as the impact on the land from sewage and septic systems.
- b. **Impact on Retail Business** - Already the traffic is so bad that many people are avoiding Kapaa retail businesses and finding ways to do their shopping on-line, or on other parts of the Island.
- c. **Impact on Quality of Life and Tourism** - 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. 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?? Are we going to continue down this path until Kauai is simply no longer a pleasant place to live and visit?

In my opinion, Hokua Place should not be approved until ALL the impacts on our community can be thoroughly addressed.

Thank you for considering my comments.

Dave Rosenberg



Hokuia Place
hiyaguha . to: luc, info

06/22/2015 01:33 PM

Dear Land Use Commission,

We live in Kapahi year round, and are distressed to learn about the proposed Hokuia Place development given the already congested roads and pressures on infrastructure. I don't see how it's possible to jam in another 800 housing units without making an already bad traffic situation far worse.

I commute to Kauai CC daily for work, and I have to time it just right so that I don't have an hour journey to campus, instead of the 35 minutes it should take. But that trip is far preferable than a trip to downtown Kapaa because I can take the bypass. Does traffic need to go from a crawl to a dead stop before we pay attention to the fact that we can't take any more overdevelopment in this corridor?

I keep hearing from friends off-island how Kauai is getting a reputation for traffic jams. I love it here, and don't want our island turning into Maui or Oahu, complete with all of the problems faced in those places.

Please reconsider approval of this project. Thank you for listening.

Best,

Hiyaguha Cohen

6206 Helena Lane, Kapaa
808-639-4517