



800 house development Kapaa

lila devi to: info

Cc: luc

Please respond to liladevi

06/12/2015 07:01 AM

Please don't ask for approval for this development until the infrastructure in Kapaa

can be improved by the DOT.

The sanitation needs improving and the flow of traffic through the Kuhio Highway shopping area.

shopping area.

The tourists are not going to continue to visit here once they experience the traffic gridlock.

the locals will have to do our shopping in the evening or early morning hours to stay out of the gridlock. It is already slow most weekday afternoons and we don't even have the traffic from the approved 3 hotels yet to experience.

Is the developer going to live and commute from his development. I doubt it!

Hold off till DOT and local politicians can improve the traffic and sanitation.

Thank you, Lila Devi (Wailua Homesteads homeowner)

LAND USE COMMISSION
STATE OF HAWAII
2015 JUN 12 A 7:55



HoKua Place Development, Phase 2 -- Comments on DEIS and TIAR

Sea & Bill Peterson

to:

luc

06/10/2015 09:27 AM

Cc:

info, MWilliams

Hide Details

From: "Sea & Bill Peterson" <seabillpeterson@gmail.com>

To: luc@dbedt.hawaii.gov

Cc: info@hookuleana.com, MWilliams@kauai.gov

LAND USE COMMISSION
 STATE OF HAWAII
 2015 JUN 12 A 7:55

Dear State of Hawaii Land Use Commission,

As long term residents of Kapa'a, we wish to renew our opposition to the Hokua Place development, Phase 2, as currently proposed.

In response to several Letters to the Editor in "The Garden Island" newspaper and statements in the HoKua Place project DEIS claiming that the traffic impact from the proposed 769 home development in Kapa'a would be "minimal", my wife and I spent two recent mornings near the Kapa'a Middle School, while school was still in session, watching the existing traffic flow. I also spoke to a school administrator and one of the safety patrol officers about their thoughts. Both were concerned about the potential increase in traffic.

We observed that the existing traffic can be quite dense already, even without the likely addition of 1,500 plus vehicles to the morning and afternoon rush hours through the Kapa'a corridor. We also noted that most of the student "drop-off" traffic to the Middle School is actually coming up hill from the roundabout and turning left across the downhill traffic to enter the school parking lot. Coming back out of the parking lot, most vehicles turn right, downhill, back towards the roundabout.

The flow of traffic through the school parking lot itself appeared to go smoothly.

We also noted several parents dropping off their children along the side of the road, near to where the entrance to the proposed HoKua Place "Road A" is supposed to be located. Both the school administrator and the safety officer told me independently that there have been several close calls along that section of the road. The school is currently building a fence, partially intended to stop this practice and force the parents to drive onto school grounds to drop off their children where it is relatively safe.

If the HoKua Place Project is built as proposed, without additional road improvements being made first, parents dropping students off at the Middle School on their way to work will have to enter the school parking, then exit and turn right, downhill, to the roundabout. If they try to turn left when exiting the school grounds, they will have to turn against both the downhill traffic and parents turning left into the parking lot, then again cross the downhill traffic to enter "Road A". Since that entrance to "Road A" is at a curve in the road, the potential for accidents is significant. I believe most parents will instead choose to turn right coming out of the school grounds and end up in the heavy traffic at the roundabout.

It is difficult to see how the impact of adding another 1,500 plus vehicles entering the Kapa'a corridor during rush hour at what is already one of it's most congested locations can be considered "minimal". The proposed HoKua Place Development has a lot to recommend it, but until the County and the State can improve the existing traffic flow through Kapa'a corridor, changing the existing designation for the property involved from "Agricultural" to "Residential" would be premature.

And, of course, the developer's TIAR, written in 2012, did not take into account the recently approved projects in Kapa'a at Coco Palms, the Coconut Beach Resort and the Coconut Plantation Village. In fact, the TIAR specifically states "...we are not aware of any approved projects in the vicinity that will impact traffic conditions along Kapa'a Bypass or Olohena Road before the design year of this project." (paragraph 3, page 124, DEIS)

At a minimum, the developer should be required to revise the TIAR section of the DEIS to take these approved projects into consideration.

To illustrate our point, we have posted videos on YouTube that can be seen at:

<https://youtu.be/dTBCmj3hW18>

<http://youtu.be/RZ2P2vVTsVI>

Respectfully Submitted, Please confirm receipt.

Bill and Sea Peterson
Kapa'a

References:

"HoKua Place Section 343-5e HRS Draft Environmental Impact Statement", available as a PDF at [http://oeqc.doh.hawaii.gov/Shared%20Documents/EA and EIS Online Library/Kauai/2010s/2015-05-08-KA-5E-DEIS-HoKua-Place.pdf](http://oeqc.doh.hawaii.gov/Shared%20Documents/EA%20and%20EIS%20Online%20Library/Kauai/2010s/2015-05-08-KA-5E-DEIS-HoKua-Place.pdf)

"2012 Kauai Transportation Data Book" - Final Version
[http://www.city-data.com/county/Kauai County-HI.html](http://www.city-data.com/county/Kauai%20County-HI.html)