



KAUAI (HRS 343) HoKua Place EISPN

Sid and LeAnn Jackson

to:

info

01/21/2015 10:03 PM

Cc:

luc, Gallen

Hide Details

From: "Sid and LeAnn Jackson" <sjackson23@hawaii.rr.com>

To: <info@Hookuleana.com>

Cc: <luc@dbedt.hawaii.gov>, <Gallen@harbormall.net>

LAND USE COMMISSION  
STATE OF HAWAII

2015 JAN 22 A 7:12

Comments:

1. We are concerned that the traffic statistics used in this EIS are seriously outdated in 2015. East Kaua'i has had long delays in scheduled road improvements since the 2010-2011 period due to budget problems. For example, the 2010 survey of the Bypass Road is low, since considerably more traffic is now diverted to the Bypass in an attempt to avoid the daily delays of both north and south traffic on Kuhio Highway.
2. The suggestion that residents in the project will be able to shop in Kapa'a without driving, should include where residents will be able to shop. Businesses in the area are predominantly oriented to tourists, not residents.

Thank you,

Sid and LeAnn Jackson

[sjackson23@hawaii.rr.com](mailto:sjackson23@hawaii.rr.com)

808-821-2837



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

Ken Taylor

to:

luc, info

01/21/2015 09:58 PM

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

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

Security:

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

LAND USE COMMISSION  
STATE OF HAWAII

2015 JAN 22 A 7:12

1 Attachment



Daniel E.pdf

Three pages total

Thank You

Ken Taylor

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

LAND USE COMMISSION  
STATE OF HAWAII

2015 JAN 22 A 7:12

Daniel Orodener

Re: Comments on

- A) Docket No. Aii-791 HG Kauai Joint Venture (HoKua Place)
- B) Environmental Impact Statement Preparation Notice (EISPN)
- C) Proposed HoKua Place Project
- D) Kapa'a, Kawaihau, Kaua'i, Hawai'i

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

**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**

The EIS must look at:

Normally Significant Impacts:

- A) Induced population growth or concentration.
- B) Substantially increase traffic or ambient noise
- C) This traffic will have substantial adverse effects on human beings now living on Kauai.
- D) Impacts which are cumulatively considerable, when viewed in conjunction with the effects of other past, present and probable future projects. The project's contribution must be significant, but need not itself constitute a substantial percentage of the entire cumulative impact.

### **Project Alternatives:**

- A) Must discuss both mitigation and alternatives to the proposed project.**
- B) The Project is the project not a alternative**
- C) Each alt. must be described in sufficient detail to permit comparison with the proposed project**
- D) The EIS should focus on alternatives, capable of “substantially lessening “ adverse environmental effects**

### **Info not adequate or dated (OLD)**

- A) Traffic**
- B) Water**
- C) Storm Water**
- D) Sewage**
- E) Resident and Comical generated trash . Yard waste**
- F) ADA, do all walks and paths, meet requirement?**
- G) Project Roads, especially the main road though the project**
- H) Show a complete North/South circulation plan**
- I) How does the transportation plan and it’s mitigation promote resiliency for the community.**
- J) Connectivity to old town**

**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

Three pages

[luc@dbedt.hawaii.gov](mailto:luc@dbedt.hawaii.gov)

[info@hookuleana.com](mailto:info@hookuleana.com)

Thank You

Ken Taylor

[taylor021@hawaii.rr.com](mailto:taylor021@hawaii.rr.com)



Hokua Place EISPN comments from Carol Ridgley

CAR/RAR

to:

luc

01/21/2015 08:18 PM

Hide Details

From: "CAR/RAR" <atip@hawaii.rr.com>

To: <luc@dbedt.hawaii.gov>

LAND USE COMMISSION  
STATE OF HAWAII

2015 JAN 22 A 7:12

Please say NO to Greg Allen's proposed Hokua Place in Kapaa, Kauai. I live above the proposed development. It is logical and simple. No new roads are being developed for this or any new housing projects. We own a towing company.

The current traffic takes us longer to reach the vehicle disabled on the road and longer to tow from point A to point B. We have no new roads to use to help with the traffic. Just as my one letter could make a difference, as one vote could make a difference, just one NO to ONE development CAN MAKE A DIFFERENCE.

Please do not approve a change in zoning to urban.

Carol Ridgley  
Kapaa, Kauai



hokua place devel

Sharon Prater

to:

luc@dbedt.hawaii.gov

01/21/2015 05:29 PM

Hide Details

From: Sharon Prater <ssprater@yahoo.com>

To: "luc@dbedt.hawaii.gov" <luc@dbedt.hawaii.gov>

Please respond to Sharon Prater <ssprater@yahoo.com>

LAND USE COMMISSION  
STATE OF HAWAII

2015 JAN 22 A 7:12

Hawaiian State Gov, Please keep the agricultural zoning law in place!!!!!!! That ag zoning is there to protect the land and the people. Large hotels and developments suck up our aquifers, cause environmental disaster Keep Kaua'i special and Sacred You have the power to help determine our future



REFERENCE: HoKua Place, Section 343-5e HRS Preparation Notice  
Environmental Impact Statement  
Harry Guiremand to: luc, info

LAND USE COMMISSION  
STATE OF HAWAII

2015 JAN 22 15:44:13

Please do not consider any change in zoning that would permit any new development for the east side of Kauai at this time.

Traffic is already a huge problem for those of us who live here. We have to plan every trip around traffic. When something unexpected comes up, we have to sit and wait and wait in our cars just to get out of Kapaa town.

Just about every visitor I talk to complains about the daily traffic snarl through the Kapaa-Wailua corridor. Tourism is our major industry and source of jobs. If the visitors decide that it's just as unpleasant here as wherever they came from, our livelihoods will be affected.

Please put the HoKua Place Subdivision on indefinite hold until the roads are widened and capacity is sufficient to handle the existing population of residents and visitors plus development that has already been approved but not yet completed plus this new proposed development plus adequate capacity for another decade of inevitable growth that hasn't yet been permitted. At that point, we will be ready to welcome the HoKua Place Subdivision.

Sincerely yours,

Harry Guiremand  
Kapaa, Hawaii



HoKua Place  
Fred Wells to: luc, info

LAND USE COMMISSION  
STATE OF HAWAII  
01/21/2015 02:55 PM

2015 JAN 22 A 7:13

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

Why must we sacrifice what little agricultural is left in Kapaa for more housing development when there is no apparent need? The nearby large Kulana development with all roads and water in place is still not able to find tenants after many years. And the new development where the former Green's Nursery was located still sits empty. Where are the jobs in the Kapaa area for 800 new families. And there is no room in the schools. The State would have to build additional rooms for the three schools.

A major issue is the inability of the roads to carry anymore traffic. Twice daily a dozen or so busses and many private vehicles travel to the Middle School adjacent to the planned development bringing children from the entire north and east sides, while those who live nearby walk by the roads to their homes. It is well known that the traffic on Kuhio Highway between Kapaa and Wailua is at a standstill. The so-called Kapaa Bypass is just as bad. The traffic circle no longer functions when all four entrances are backed up preventing any movement on or off. In a crisis emergency vehicles could never get through since there is no road shoulder space.

The recent new designation of most of the Kapaa-Wailua corridor as being in the ocean hazard zone must be considered. If the area is hit by a powerful surge that might wipe out all businesses and even the Wailua River bridges, this population and the entire area north would be cut off from the airport, the harbor that brings in food and supplies, and our major hospital.

So the question is not just about building more houses, but one of major impact to the lives and welfare of a large population of the island.

Mahalo,  
Dr. Frederick Wells  
6163 Waipouli Rd.  
Kapaa, HI 96746



Hokua Place Development opposed

janetbernard

to:

luc

01/21/2015 11:57 AM

Hide Details

From: janetbernard <janetbernard@msn.com>

To: luc@dbedt.hawaii.gov

LAND USE COMMISSION  
STATE OF HAWAII

2015 JAN 22 A 7:13

With all due respect, the traffic issue must be resolved BEFORE more development takes place. The infrastructure of our island needs to be able to support projects such as these. Long range solutions need to be implemented. Will there be a roundabout at Kinipopo Village? Will a traffic corridor open up behind Coco Palms? Will the bypass to North Kapaa be expanded 2 ways? Will another roundabout be constructed to incorporate Hauiki and Kawaihau Riads? What are the solutions? Will there be a mauka corridor opened up? Lets get our priorities in order and put the horse before the cart. Traffic is a mess and it is inconvenient for all of us. Perhaps consider innovative solutions. "Waze" is a solution that is being implimented for ride-sharing on the mainland. One thing in the favor of this proposed subdivision is low-cost housing.

Sent via the Samsung Galaxy S™III, an AT&T 4G LTE smartphone



Holua Place  
 Pamela DeFrancis  
 to:  
 luc@dbedt.hawaii.gov  
 01/21/2015 09:41 AM  
 Hide Details

From: Pamela DeFrancis <pamellahd@yahoo.com>  
 To: "luc@dbedt.hawaii.gov" <luc@dbedt.hawaii.gov>  
 Please respond to Pamela DeFrancis <pamellahd@yahoo.com>

LAND USE COMMISSION  
 STATE OF HAWAII

2015 JAN 22 A 7:13

This list of concerns is circulating. Not everyone will respond to you but this list is out there to many voters. Having attended many Lihue planning meetings and a few Kapaa meetings I can honestly support these requests. I have lived in six other developing communities during my life. NONE of them allowed subdivision development before all infrastructure was completed. Only Kauai allows this in my experience. You and I are suffering and certainly our children will. Pay attention to true needs and proper planning before jumping to profit mongers. Again, I support these concerns, especially the ones addressing plans already on the books and in need of updating and completion.

#### SHORT LIST:

- 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.

#### 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 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.

Aloha nui,

Pamella DeFrancis