

COMMENTS AND RESPONSES TO DRAFT EIS

Group 1 – Letters of Support

Group 2 – Responses to Primarily Traffic Comments

Group 3 – Responses to Comments on Community Concerns

Group 4 – Responses to Other Misc. Concerns

Group 5 – Responses to Government Agencies and Organizations

Group 1 Comments

Letters of Support

Peter T Young

From: sheldonr001@hawaii.rr.com <no-reply@weebly.com>
Sent: Friday, June 05, 2015 9:20 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Richard Sheldon

Email

sheldonr001@hawaii.rr.com

Comment

I am a long time resident of Kapaa. I was born, raised in this small plantation community that experienced its growth through plantations in agriculture, beginning with Rice farmers followed by Sugar and Pineapple plantations. Plantation camps were the first developed areas for housing of its workers and families. Lots for residential housing in Kapaa became available about 1915. Kapaa has not seen a housing development of this magnitude in the HoKua Place project. I am writing IN SUPPORT of this project. This projects attention to address Kauai's need for affordable housing can only have good results of providing and integrating needed housing without the stigma of public housing. HoKua Place can only improve the quality of life for all throughout the Kawaihau community. I do not see this project as adding to our traffic congestion as most of those purchasing or living in Hokua Place will be those already living in the area. I believe State Highway Officials should be the ones to address the traffic concerns . The plans for this development seems to meet the needs for those who want to remain home on Kauai . Recent developments on Kauai have not addressed the housing crisis addequately except for the upper middle socio economic families, and driving up housing and property costs and value. I am sincerely asking all in approval process to give this project, HoKua Place your support.

Peter T Young

From: lindasprengeler@yahoo.com <no-reply@weebly.com>
Sent: Saturday, March 12, 2016 2:23 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Linda Sprengeler

Email

lindasprengeler@yahoo.com

Comment

Kauai desperately needs affordable housing and the HoKua Place development addresses this critical need. The relatively flat land parcel is above the flood zone, making it ideal for housing. The subdivision will be away from the ocean beaches and will not spoil the Oceanside beauty and will not negatively impact tourist attractions. The pedestrian/bike paths will encourage some folks to transport themselves to Kapa'a Town via walking or biking (thus reducing auto traffic on Kapa'a roads). The nearby community pool will keep local people safe from ocean drownings and reduce auto/pedestrian traffic near tourist beach areas.

The 17 acres of parks and open spaces will add to quality of life of the local residents and reduce traffic of local folks traveling to highly touristed sites to hike, bike, play, relax, etc. If a community food mart is opened on the parcel, auto traffic into Kapa'a will be reduced.

Peter T Young

From: Scott Dandos Prescott Glass [prescottglass@qwestoffice.net]
Sent: Monday, May 18, 2015 1:37 PM
To: info@hookuleana.com
Subject: HoKua Place

To Whom It May Concern,

My name is Scott Dandos. I have been a business owner in Arizona for over 20 years. My family has been visiting Kauai for many years and we love the Island and it's citizens. Lately I have read about the proposed development, HoKua Place, and I really like what HoKua Place adds to the Island. The developers have thoroughly thought of all aspects of development; environmental, community, traffic and even affordable housing. I am writing you, showing my strong support for this much needed community. I feel it will be an asset to Kauai and its people.

Sincerely,

Scott Dandos

Prescott Glass & Mirror, Inc.

Peter T Young

From: Dakauai@gmail.com <no-reply@weebly.com>
Sent: Saturday, May 16, 2015 7:09 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Pete Gallardo

Email

Dakauai@gmail.com

Comment

This is very important that the housing is going to be affordable and they keep east side so it don't get too crowded I looked and read all that is available it looks good for everyone not just real estate agents but for first time buyers as well and possible renters thanks for giving east side residents a chance to have something of their own. Mahalo Pete gallardo

Peter T Young

From: Dakauai@gmail.com <no-reply@weebly.com>
Sent: Sunday, June 14, 2015 2:30 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Pete Gallardo

Email

Dakauai@gmail.com

Comment

This a good thing,with no rentals available on KAUAI,locals and kamaainas can secure their future with a purchase of affordable houses and condominiums,some of us will be able to live like middle class citizens without working three jobs,that would be great to offer something to the regular families on KAUAI where the county has failed time and time again to do as they promised so many times they need help expedite the process instead of hendering it that is not good for KAUAI people that the planning commission makes decisions for us the people if they want to stop the progress of Kauai maybe they have stopped Costco or Home Depot the big box stores before they close all the mom and pop stores now abc stores are making too new stores south side there goes seokas and Kukiula store already approved buy commission pushed threw the system instead of hendering it funny how that works they don't want it to be like other islands but they do everything in there power to do so thanks for your consideration on this matter help these developers and coco palms I am tired of seeing such beautiful property go to the waste side mahalo concerned citizen

Peter T Young

From: sgifford808@gmail.com <no-reply@weebly.com>
Sent: Thursday, June 11, 2015 8:37 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

sherri gifford

Email

sgifford808@gmail.com

Comment

I support this project and think it will be a great addition to our island and communities.

Peter T Young

From: info@empowermaui.com [no-reply@weebly.com]
Sent: Tuesday, June 23, 2015 10:05 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:**Name**

James Hall

Email

info@empowermaui.com

Comment

To whom it may concern,

Although I grew up on Maui and have only visited Kauai, I support this project named Hokua Place.

Having watched Maui's growth since 1969, I have seen many developments passed through with little realistic planning and the negative results over the years afterwards.

I have known Greg Allen and his family for years and believe that they operate from the best of intentions when planning a developement such as this. I believe that the people, especially the families of Kauai are foremost in their thoughts for this project.

I won't comment on the specifics of the project, I just want to support the project overall and support Greg Allen and his family in going forth on this project.

After 44 years of living on Maui, I was put on disability and subsequently went through bankruptcy and foreclosure of the home I owned for 13 years.

Many of my friends and family have lost their homes over the years and like myself, forced to leave Hawaii due to the high cost or lack of housing on Maui.

I support allowing people and families to at least have a choice to remain on an island they call home.

Please consider this project carefully and allow it to move foreward.

Mahalo

Jim Hall

808-281-6633

Peter T Young

From: scham6316@yahoo.com <no-reply@weebly.com>
Sent: Thursday, June 11, 2015 8:40 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Steve Hammond

Email

scham6316@yahoo.com

Comment

I think the project is great. I want to live there. I think that the community and outlining areas will benefit greatly from this project.

Peter T Young

From: rch9876@aol.com [no-reply@weebly.com]
Sent: Wednesday, June 03, 2015 9:25 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Robert Hastings

Email

rch9876@aol.com

Comment

I have been familiar with the HOKUA PLACE project for a number of years and have driven across and around the site. In my opinion the location, terrain, surrounding infrastructure, school and development plan combine to make HOKUA PLACE deserving of approval. The benefits to the community are enormous and the costs are few. In terms of market demand, now is the time.

In addition, Greg Allen and his family and partners appear to be caring and very deserving of an approval of HOKUA PLACE at this time.

Robert C. Hastings, Jr. CRE

rch9876@aol.com

Peter T Young

From: tkhornman@gmail.com <no-reply@weebly.com>
Sent: Wednesday, July 15, 2015 5:37 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

thomas Horn

Email

tkhornman@gmail.com

Comment

we need more housing on Kauai..this is a excellent plan ..affordable housing with these amenities will be a positive addition to our island..its well planned with its own solar farm and its own well..these are the kind of projects that we need more of to alleviate the shortage of housing ..
i have been a resident since 76 and seen many projects..this is one of the best

Thomas Horn

Peter T Young

Subject:

FW: New Form Entry: HoKua Place

Comment

To Whom It May Concern:

This might sound odd to kick off a letter of support, but I am not big on development and generally favor beautiful vast fields of wild growth, especially when developments have already overwhelmed an area. AND YET, after reviewing the plans for HoKua Place and evaluating some of the issues that this project hopes to alleviate and lives it anticipates improving, I add my voice of SUPPORT to this endeavor.

First of all, I really appreciate the effort Hokua Place makes to strengthen the community through diversity, both socioeconomically and developmentally in terms of the types of housing and the uses of extra space. The solar farm and large open spaces built into the design are progressive and will enhance the area.

Another element of this project I appreciate is the acknowledgment and RESPONSE by the planners to concerns about traffic. Rather than ignoring this issue and trying to eclipse it with an agenda or push beyond it with platitudes, the developers have addressed it with detailed plans that will prevent those problems from ever arising. I especially like the proposed bike and pedestrian overpass!

While we like to imagine living in a blissfully underpopulated, pristine place, it is important to face the reality that growth is inevitable. To accommodate this growth, the HoKua Place project has created a solid, thorough, thoughtful, informed, forward-looking vision of how to address this issue and is ready to make it happen for the island.

I hope that you will APPROVE this project!

Thank you,

Kelli Isakson

kelliisakson@yahoo.com

Peter T Young

From: dwjames@investlpg.com <no-reply@weebly.com>
Sent: Sunday, May 10, 2015 4:40 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

David James

Email

dwjames@investlpg.com

Comment

It's about time. The residents of Kauai and others who love the island have been waiting too long for an affordable option for owning their own place in paradise.

Peter T Young

From: gjepps@gmail.com [no-reply@weebly.com]
Sent: Tuesday, June 16, 2015 1:27 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:**Name**

Garry Jeppesen

Email

gjepps@gmail.com

Comment

I believe that unplanned sprawl, especially in the more rural areas of Kauai is much worse than a well planned development close to a major town. There is going to be growth on the island and something that is well planned is going to have less impact than random single homes going up all over. I believe that concentrating the development close to Kapaa will mean less traffic and less miles driven than the same number of homes spread all over. The other amenities like the new swimming pool and roads will benefit all and this is something that doesn't come with single homes being built. It's time for almost all growth to be done in a similar manner to HoKua Place. Planned growth is necessary to provide the best future for all of Kauai. Garry Jeppesen

Peter T Young

From: copydoc@hotmail.com <no-reply@weebly.com>
Sent: Wednesday, June 10, 2015 5:29 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

LeGrand Lee

Email

copydoc@hotmail.com

Comment

I don't understand the dilemma Hokua place is answering many of the problems that have plagued Kapa'a and Kaua'i for years. they will be putting in roads and helping Kapa'as traffic problems. they will be making Kapa'a middle school safer to get to and from. Supplying parks, pool, and most important housing for the working class. It is in an area planned for housing, all with no significant negative impacts. obviously anyone complaining about this has not looked at all of the facts and are merely reacting with no investigation. the more I look at the facts the more excited to see Hokua place move forward.

Peter T Young

From: christy_kauai@hotmail.com <no-reply@weebly.com>
Sent: Sunday, May 10, 2015 3:20 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Christy Kauai Lindstrom

Email

christy_kauai@hotmail.com

Comment

I will be amazing to have homes we can afford.

Peter T Young

From: PeterYoung@Hookuleana.com <no-reply@weebly.com>
Sent: Wednesday, June 10, 2015 9:56 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Micah Mokuahi

Email

Comment

I hope that Hokua place will be truly affordable and attainable for the people who live and contribute to our community. We don't need another vacation home community, that our working people can't afford. Which is another multifaceted issue, but I think this is a step in the right direction.

They seem to have done their due diligence in fitting in with the area they want to build. Addressing traffic concerns, giving the whole community usable spaces like the pool and bike paths. Also using an area that was already in the plans for residential usage. All in all, this is a good thing for Kapaa.

Peter T Young

From: phil@pachawaii.com <no-reply@weebly.com>
Sent: Thursday, June 11, 2015 7:48 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Phil Mulligan

Email

phil@pachawaii.com

Comment

I feel that this would be a good fit for Kauai and wish we had something like this on Maui. It is being done the right way at the right time. Affordable housing is truly needed and should be fast tracked to help the working people.

Please approve this project to help the community to provide jobs, housing and a new community.

Phil Mulligan

Peter T Young

From: NewBuild75@aol.com
Sent: Tuesday, May 12, 2015 6:16 AM
To: Info@Hookuleana.com
Subject: HoKua Place

To whom it may concern ,

I wish to send my letter of support for HoKua Place development and housing .

The housing and development is well thought out , friendly to the area and environment in addition to the fact that housing is very much needed in this area .

Peter T Young

From: newbuild75@aol.com <no-reply@weebly.com>
Sent: Wednesday, June 03, 2015 4:57 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Rick Newton

Email

newbuild75@aol.com

Comment

What an amazing project ! A development like HoKua is just what Kauai needs ! Let's push this through !

Peter T Young

From: nitta@kapaahs.k12.hi.us <no-reply@weebly.com>
Sent: Thursday, October 08, 2015 5:52 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Ian Nitta

Email

nitta@kapaahs.k12.hi.us

Comment

Aloha Land Use Commission,

I am the father of a young family, with long roots that stem from Kekaha. We rent in Wailua. Our dreams for our family is to be able to own a home here on the island as our parents before us. Small communities like this can make those dreams possible.

I understand that changes to our local neighborhood can be scary. In the past decade we have seen many. However, there is great potential for positive change in the local community, especially with a future of new young residents who know the communities intimately and are vested in it's positive growth.

I foresee young local families being able to set roots and raise a generation aware of the local needs of the community. Our local schools will benefit from the young families. Local families currently residing in multi-generational houses may find opportunity to develop their own strong roots in Kapaa, building upon the already long rich history.

Young families will also benefit the businesses of the city. We have 3 large schools that will benefit from growing enrollment, providing jobs. Local commerce in Kapaa will also benefit. With more regular residents, small Kapaa businesses can lessen their volatile dependence on the tourism market.

I think there is a lot of potential in this neighborhood and it looks like Hokua Place is really doing their part to make it beneficial to the local population. Besides, if we don't make place for our young generation here on Kauai, we'll lose them to Maui.

Sincerely,

Ian Nitta

Teacher, Kapaa High School

Peter T Young

From: dpr2000@msn.com <no-reply@weebly.com>
Sent: Monday, June 15, 2015 6:37 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Doug Richards

Email

dpr2000@msn.com

Comment

I think this would be a positive planned community for Kauai

Peter T Young

From: kitrobinson@digis.net <no-reply@weebly.com>
Sent: Wednesday, June 03, 2015 10:02 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Kit Robinson

Email

kitrobinson@digis.net

Comment

I am in total support of the development of HoKua Place. Kauai needs all kinds of single and family affordable housing and HoKua Place will greatly assist in fulfilling that requirement. Smart growth for Kauai is mandatory and the developers have the only well constructed plan that will provide for the immediate needs of our community and sustainability for our future.

Please feel free to contact me should you have any questions.

Peter T Young

From: cherievas@gmail.com <no-reply@weebly.com>
Sent: Wednesday, June 03, 2015 9:32 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Cherie Sarme

Email

cherievas@gmail.com

Comment

My family of seven children are now young adults and we are excited at this opportunity for them to become homeowners in our community
We hope to see your project move forward.

Peter T Young

From: surfski@aloha.net <no-reply@weebly.com>
Sent: Friday, June 05, 2015 1:20 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:**Name**

Kathleen Schmidt

Email

surfski@aloha.net

Comment

Aloha OEQC

It is very important that we all give our support to the development of HoKua Place. The future for our children and their ability to stay on Kauai when they grow into adults depends on the development of more housing like HoKua Place. Our adult children have been forced to move off the island in order to afford a home due to the shortage of affordable homes on Kauai. HoKua Place offers more than affordable housing and will benefit the entire community and schools.

We ask that OEQC please take the time to consider all of the benefits that this development has to offer the people of Kauai. It is badly needed.

Mahalo,
Kathleen A Schmidt
Kenneth J Terheggen

Peter T Young

From: kauairoostercards@gmail.com <no-reply@weebly.com>
Sent: Wednesday, June 10, 2015 5:05 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Andy Stennett

Email

kauairoostercards@gmail.com

Comment

This is definitely the way to grow our infrastructure, and increase the supply of much needed housing in Kauai. I know of so many people who can't even find a reasonably priced place to rent, let alone buy because of the housing shortage. Kauai, especially the east shore, is going to need to grow no matter what--and this is the way to make sure that it happens professionally, orderly, and beneficially for all.

As far as I can see, what, if any serious concerns, have the developers failed to address?

And in return for the proper clearances and approval they are going to give us sooo much.

How is this not a good idea?!?

Andy Stennett
Lihue

Peter T Young

From: Story@coffman.com <no-reply@weebly.com>
Sent: Wednesday, June 10, 2015 4:23 PM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Elias Story

Email

Story@coffman.com

Comment

Hokua Place is a smart investment for our community on Kauai. I will be very happy to see the improvements that it will bring. It appears to be a good use of the land that follows the plans that Kauai has made.

I give my support for Hokua Place.

Peter T Young

From: surfer1949@yahoo.com <no-reply@weebly.com>
Sent: Sunday, May 10, 2015 9:39 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Vivian Walker

Email

surfer1949@yahoo.com

Comment

I like the idea of the parks, bike path, single family homes and most of all to alleviate traffic in Kapaa. A road from the south end of the bypass going to Olohena would help. This is such a great plan for the island of Kauai, we should all be on board.

Peter T Young

From: surfer1949@yahoo.com <no-reply@weebly.com>
Sent: Thursday, June 11, 2015 12:39 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

Vivian Walker

Email

surfer1949@yahoo.com

Comment

Reading about HoKua Place makes one think this is what is needed here on Kauai and the other islands, to have affordable housing, in an environment where we can feel safe. In a community with everything within ones reach, parks, swimming pool, and traffic to flow better. We need this type of life style now. We need traffic to improve especially when we have an accident and get backed up for hours. This seem like a simple solution to many problems we face now. Where the future for the children can offer them to live here and work here instead of moving to the mainland to buy homes. This is the future for Kauai.

Peter T Young

From: cgwithers8@gmail.com <no-reply@weebly.com>
Sent: Thursday, June 11, 2015 10:01 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your [HoKua Place](#).

Submitted Information:

Name

William Withers

Email

cgwithers8@gmail.com

Comment

Knowing Greg Allen and all involved, this will be a subdivision of highest quality and integrity. This is a vision to do the right thing for Kauai. There will always be growth but this subdivision is focused on enjoyment and conveniences for the family community. Please support HoKua Place.

Group 2 - Responses to Primarily Traffic Concerns

Stuart Zimmerman | zimmermanstuart2013@icloud.com
Gabriela Taylor
Marilyn Ann Townsend
Carey Tinsley | lamcarey.it@gmail.com
Anne Thurston
Ted Steinberg | tcsteinberg@yahoo.com
Heather Riggins | rigginsha@yahoo.com
Rocky Riedel | rockyriedel@gmail.com
Jean Rhude | therhudes@hawaii.rr.com
Paul Reynolds | paulunlimited@mac.com
Allen Rachap | allanjudy@gmail.com
Laurel Quarton | laurelq@hawaiiantel.net
Eve Powers | sacreddearth70@gmail.com
Scott Pomeroy | nectargardentskauai@gmail.com
Ashly Polacion | ashlypoblacion@gmail.com
Sue Pickard | elphaba@yahoo.com
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Lorraine Osterer | losterer@hotmail.com
Caroline Okasako | moloaagirl@hawaiiantel.net
Mary Mulhall | mmulhall@hawaii.rr.com
Bonnie Morris | anaholabon@gmail.com
Jess Montgomery | burnitbro@yahoo.com
Richard *Diamond Moll | kauaimuse@gmail.com
Glenn Mickens | glennruth2030@gmail.com
Joni Benton | halawaihale42@hawaii.rr.com
Karen Kenny | k2yogafitness@gmail.com
Abilgail Jones | abi@aloha.net
Penny Heiple | pennylynnwendel@msn.com
Esti Grinpas | esti@bobstropicals.com
Rebecca Gorline | shinyhappyislandgrl@yahoo.com
Sharon Goodwin | sharonmokihana@gmail.com
Noreen Dougherty | montessorihale@gmail.com

Peter T Young

From: Stuart Zimmerman [zimmermanstuart2013@icloud.com]
Sent: Monday, June 08, 2015 1:34 PM
To: info@hookuleana.com; luc@dbedt.hawaii.gov
Cc: Zimmerman Mokihana
Subject: Hokua Place DEIS

Peter Young

State Land Use Commission

6/8/2015

RE: Hokua Place DEIS

Aloha,

We do not support this project under the pretext that it's 769 residences will not impact our horrendous traffic situation or that our schools will only be impacted by an additional 156 students as opposed to approximately 1500. We also cannot support any development of this size in that crowded location and without any required financial contribution toward extra traffic lanes on Kuhio Highway and the Bypass other than a left turn lane to road A. The financial impacts of extra police, fire, and educational personnel also will borne by the public and not the developers which is a large problem.

This 97 acre parcel should be kept in it's current agricultural designation until proper infrastructure is in place prior to development.

Stuart Zimmerman

Evelyn Mokihana Zimmerman

Kilauea

Stuart Zimmerman
office: (808) 828-0058
mobile: (808) 635-3440
zimmermanstuart2013@icloud.com

Response, 7/10/2017:

Mr. Zimmerman,

Please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient.

Also, please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

PUBLIC COMMENTS: DEIS re. HOKUA PLACE, KAUAI

From: Gabriela Taylor, Kapaa, Hi. June 11, 2015

TO: luc@dbedt.hawaii.gov & info@hookuleana.com

I've waded through the dense almost 400 page DEIS, Volume1 and Volume 2 for Hokua Place. I saw that the developer only responded to those 85 people in the public sector (who made the effort to comment against this zoning change/ development), with stock comments, nothing specific, and no answers. However, they did respond directly to some of those commenting from the various offices of the County and State governments. Although water, sewage and storm runoff are important infrastructure considerations to consider, the majority of public comments addressed traffic congestion and how this project will make it unbearable to navigate through, in, and around Kapa'a with another 1600 (or more) cars entering the Bypass Rd, Olohena Rd and downtown Kapa'a. Don't forget that there will also be mega -traffic created from two, already approved Waipouli hotels, as well as Coco Palms—all on Kuhio Highway.

I didn't receive adequate responses to my questions posted in Volume 2, of the DEIS, nor were they answered in the body of Volume1 of the DEIS. I gave specific examples with time and place of traffic congestion that I have experienced and continue to experience in areas that will be exacerbated by 1600 cars added from Hokua Place. I still want answers.

- a. Kukui St going east onto Kuhio Highway at the traffic light .
- b. Kapaa roundabout on the all of the 4 entries, No, South, East, West which is heavily impacted by the Middle School traffic as well as commute traffic, morning and afternoon and Wed. during the Sunshine market time when it turns into gridlock. What is the solution?
- c. Traffic is frequently backed up on Kuhio Highway between downtown Kapaa and Kuamoo Rd., in **both** directions, turning the normal 10 minute trip into 3/4 hr., as I have experienced . And at the same time, Bypass Rd.traffic is stopped, or creeping along. What will be done?
- d. It is stated in the EISPN that if the Bypass is closed, that Kuhio Highway won't be able to handle the additional load. Then what?

Note: Another fantasy the developers are promoting is the notion that Rd A will decrease all the traffic problems, not only those generated by Hokua Place. I'm not a road engineer, but I'm astute enough to realize that adding one cut-through road in a development, which is generating 1600 plus more cars to the already heavy traffic is unlikely to decrease traffic congestion in that area.

A Glimmer of Hope from the County Public Works Dept.

Note: The county Dept of Public Works did ask the developer for a new TIAR, to include traffic counts at 2 more intersections .The ratings on all of the intersections impacted by this development were in the range of A to F (flunk) in the EISPN. Now referring to p133 in the DEIS **Volume 1**. p133, #2. Dept of Public Works is asking for more detailed comments in the final EIS & **2.b** they ask that the TIAR be revised to update traffic studies at Lehua/Kuhio Highway intersection. **2.c** They ask the TIAR be revised with traffic studies for the Lehua St.& Olohena Rd. intersection, as well.

The response from developers in the DEIS is Shocking! They essentially say they did revise it in 2012 and furthermore it doesn't seem appropriate to ask for additional intersections to be analyzed after the TIAR was already reviewed and finalized in 2012.

What I'm asking the Dept. of Public Works to require from developers

In the 3 years since the TIAR was finalized, the traffic in Kapaa has grown exponentially. Not only should current traffic studies be executed for those 2 new intersections cited by the Dept. of Public Works, but also for the intersection of Ulu Rd & Kuhio Highway, another hot spot. . And traffic studies need to be updated for all the other intersections onto Olohena Rd, the Bypass, all entrances/exits on the roundabout as well as the south end of the Bypass onto Kuhio Highway. Three year-old traffic numbers are obsolete and must be updated now with a new TIAR required..

Reality Check regarding new state HDOT Transportation Plan 2035

The new HDOT Transportation Plan 2035, Exhibit 4-4, has revealed plans to build roads in other areas of Kauai, but doesn't include plans to add any roads/lanes to central Kapaa, add lanes to the northern Bypass, or to build another lane on Kuhio Highway in front of Coco Palms up to the south end of the Bypass. These improvements in the road system are stated as fact by the developer; however, they're not in writing. Gov. Ige came to Kauai June 8, and admitted that the state DOT is under funded, because essentially there is a lack of money. Would approval be given to Kokua Place prior to guaranteed road expansion? I hope not.

More Evidence—No Plans for Kapaa HDOT Roads even in the STIP!

Please see See p 45 of Hawaii Statewide Transportation Improvement Program (STIP) CURRENT UPDATE, FISCAL YEAR 2011 TO 2014. After reading this outdated "Current Update", I have totally given up hope for HDOT road building projects to materialize on Kauai. It states: "Currently, HDOT is in the process of updating the STIP for the next 4-year cycle. Priorities and needs, project readiness and eligibility and public opinion of highway and transit projects statewide have been reviewed for inclusion in the next Federal Fiscal Year 2011-2014 (+2) STIP". When will that be published?

Summary:

1. The state and county departments must require updated (current) traffic data-collected now, for *all of the intersections* that will be affected by the built-out of nearly 800 dwellings in the Hokua Place Development.

2. HDOT as well as Public Works and the County Planning Dept. need to factor in the 3 already approved hotels in the Wailua Corridor as well as the projected population growth for residents and visitors in the next 20 years and consider that in relation to (non) reality of proposed road/lane building projects before any approval is given.

3. There's *no documentation* with a specific road plan, nothing in writing in the HDOT Transportation 2035 Plan, the HDOT STIP, or by the county Public Works Dept. to expand the road system in the area affected by this project.. Promises don't cut it. Even if it does materialize, another lane in front of Coco Palms to the So. Bypass exit/ won't be enough. Future road plans for Kapaa need to be guaranteed by the county and HDOT so they will be held accountable if it fails to materialize. Sidewalks and bike paths are desirable but won't decrease the traffic significantly.

Conclusion:

The proposed Hokua Place subdivision traffic will disrupt our rural life style as well as discourage visitors who choose Kauai because of its relaxed pace & natural environment. It will impact travel from the north shore to the airport and add to the impacts of traffic headed north.

See TGI June 12, '15 column by Walter Lewis "Future development threatens life as we know it in Kauai" where he states: "Hokua Place and Coco Palms would add 3000 cars to the "notorious Kapaa to Lihue traffic congestion." And he adds that there should be no approval of multi-unit residential development without infrastructure first.

The EIS needs to include social, emotional and community impacts of this development on our lifestyle. Please read all the public comments.

If you do, you will be convinced that this is not the right place or time for the Hokua Place Development.

Please: No Up-zoning for Hokua Place. Roads first, development later!

Response, 7/10/2017:

Ms. Taylor,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor



DO NOT APPROVE THE HOKUA PLACE DEVELOPMENT

seacottage to: luc

06/15/2015 11:09 PM

Hokua Place Development is very damaging to the Eastside of Kauai. Kauai roads cannot handle any more cars from the proposed houses in the Kapaa Area with the Hokua Place Development. Daily Traffic along the main Highway Wailua through Kapaa is horrendous as everyone knows. You are also aware of the major problems getting from the North Shore through this Kapaa Corridor.

New housing cannot be allowed until a better road and bypass is built through the East side of Kauai.

As a resident of Wailua I urge you to do all you can to prevent these houses from being approved.

Marilyn Anne Townsend
7173 Aina Pono Street
Kapaa HI 9674
808-822-0198

Response, 7/10/2017:

Ms. Townsend,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Carey <iamcarey.lt@gmail.com>
Sent: Thursday, June 04, 2015 2:30 PM
To: luc@dbedt.hawaii.gov; info@hookuleana.com
Subject: No Hokua place development at this time

I am writing to express that the 'Hokua place' development in Kapaa is not a good idea right now considering the major traffic struggles we already face. Unless a feasible solution to the traffic problem is presented, the development should not take place.

Thank You,
Sincerely, Carey Tinsley
Kapaa, Kauai

Response, 7/10/2017:

Ms. Tinsley,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Comments on the proposed Hokua Place development in Kapa'a, submitted to:
Peter Young (developers): info@hokuaeana.com
State Land Use Commission: luc@dbedt.hawaii.gov

Anne Thurston, June 18, 2015

I was one of the nearly a hundred people who objected to the zoning change from Agriculture to Urban Land Use, which is necessary for the Hokua Place project to go forward. Along with large numbers of others in the Kaua'i community, I do not believe that the concerns we expressed have been addressed. The Draft Environmental Impact Statement (DEIS), published online on May 8, makes only a few helpful changes regarding potential infrastructure problems, such as water and storm runoff. Most significantly, it does not realistically address our most serious and very significant concern: severe traffic congestion.

We have studied the section in the DEIS on traffic related measures, particularly those outlined on pages 130-137, and we find them to be wholly inadequate. We are aware that the Kaua'i County Public Works Department has asked the developers to make several changes to its Traffic Impact Assessment Report, and also that the Hawaii State Department of Transportation has plans in place to address some of these issues. However, even if these plans are implemented in a timely manner (which is not assured), we do not believe that they will be adequate to address the major problems that this development would cause for the local community. The suggested changes, including repaving roads, adjusting the timing of various traffic lights, and adding another south bound lane from the Wailua Bypass exit on Kuhio Highway, do not address the major issue of severe traffic congestion. Nor does the '2035 Transportation Plan for Kaua'i District' suggest significant and adequate road improvements to alleviate traffic.

The Hokua Project proposes 86 single-family lots and 683 multi-family units in townhouse units, or 769 family homes. Assuming the current Kauai average of 2.99 persons per household from the last census, we are talking about adding approximately 2,300 people to the Kapaa area population. The data contained in the '2012 Kauai Transportation Data Book' demonstrates that Kauai has the highest ratio of registered vehicles to population in the state and is the only county where there is more than one vehicle registered per person. Even taking a conservative estimate of two vehicles per household, the proposed project would add over 1500 vehicles to our roads in the Kapa'a area and would result in severe congestion, making it increasingly difficult to navigate in and around Kapa'a or to enter the the bypass road.

We understand that developer has denied the need for significant changes, saying that traffic studies done in 2012 are adequate and that 'traffic impacts due to the project are not considered significant.' Page 18 of the DEIS report notes that 'The Kapa'a By-Pass Road furnishes an alternative route for those traveling between the North Shore and Lihue. Contractor roads link the By-Pass to Kuhio Highway providing alternatives to reach commercial areas along the coast and improving circulation within the valley. Traffic is minimized and dispersed through the road network.' This statement alone indicates the inadequate nature of the DEIS and how badly out of touch the developer is with the realities of traffic congestion in the Kapa'a area.

We feel that the statements in the DEIS are unrealistic and that they gloss over substantial potential problems. The developer's own Traffic Impact Assessment Report, written in 2012, as part of the Draft

Environmental Impact Statement for the HoKua Place development recognised that the traffic flow through the Kapaa roundabout and the intersection of the Kapaa bypass and Kuhio Highway were already at failing grades for level-of-service or traffic flow. Little or no traffic mitigation has been done since that report was written and the traffic has grown noticeably worse over the last three years. Moreover, the developer's Traffic Impact Assessment Report did not take into account the recently approved projects in Kapaa at Coco Palms, the Coconut Beach Resort, and the Coconut Plantation Village.

This Hokua development should not go forward unless and until there are sustainable solutions in place to address traffic issues and infrastructure issues. To build an additional 769 housing units before there is evidence that the traffic impact can be realistically and concretely addressed is a highly dangerous and unacceptable proposition that is of grave concern to our community. We feel that the needs of the people of Kaua'i, rather than profit for developers, should be the determining factor in determining the adequacy of the DEIS.

We strongly urge the State Land Commission to reject the DEIS.

Response, 7/10/2017:

Ms. Thurston,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Ted Steinberg <tcsteinberg@yahoo.com>
Sent: Sunday, June 07, 2015 10:16 AM
To: info@hookuleana.com
Subject: Hokua Place

Aloha:
Please fix the existing roads and the traffic jams before allowing new development.
Mahalo,
teds

Response, 7/10/2017:

Mr. Steinberg,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Heather Riggins [riginsha@yahoo.com]
Sent: Wednesday, June 17, 2015 12:56 PM
To: PeterYoung@Hookuleana.com
Subject: HoKua

I'm writing to express my total opposition to the proposed Hokua Place. I do not know what they mean by "multi-family units" but assuming at least 2 families in each plus single family homes, you are talking about at minimum 1,452 families. If each use a minimum of 2 cars each (and for some it will be more than that) you are adding at least 2,904 cars to the overburdened Kapa'a area. Then you need to account for all the additional school children. Where are all these people going to work? I still know people struggling to finding jobs. Sure a lot of people want to move here, but I don't see why we need to accommodate them. Look what has happened to Oahu (the state known for high rises and the worst highway in the US). People live here because we are not like Oahu. Tourists love it for the same reason. The major complaint I hear from tourists is about the congestion in Kapa'a.

Please turn down this proposal and keep the ag land or we will no longer be called the Garden Isle.

Mahalo,

Heather Riggins
Northshore

Response, 7/10/2017:

Ms. Riggins,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Also, please refer to the EIS for the need for local affordable housing. The masterplan has included plenty of green space and opportunity for outdoor spaces. Kauai is protected from becoming like Oahu through zoning regulations.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Rocky Riedel <rockyriedel@gmail.com>
Sent: Friday, May 29, 2015 4:03 AM
To: info@hookuleana.com
Subject: Please DO NOT build the Hokua Place Development

Kapaa traffic is already horrendous. Please DO NOT build the Hokua Place Development until the traffic situation is rectified.

Thank you,
Patricia Riedel
4344 Hokualele Road
Anahola, HI 96703
808-635-7625

Response, 7/10/2017:

Mr. Riedel,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Jean Rhude <therhudes@hawaii.rr.com>
Sent: Thursday, May 28, 2015 1:03 PM
To: info@hookuleana.com
Subject: Hokua Place Development

Dear Committee;

As you consider HoKua Place development in Kapa'a I am sensitive that you will have to balance housing needs against the impact on the community. I know you are well aware of the traffic issues in Kapa'a. Plus there are three new resorts soon to be built.

It is already a nightmare to get through Kapa'a enroute North or South. The round about is the most obvious back up. The High Way and the By Pass are also at issue. Just getting out of the Safeway parking lot can be a challenge. These new residents will have to get to work, to school, to appointments and to the beach as do the rest of us. Tourist will resent being stuck in traffic and will choose a neighbor island for their next vacation. Traffic is already a problem and a problem that is about to get much larger. Admittedly I'm not fond of so many new residents in my neighborhood but this is largely because the issues, like traffic, are not being addressed.

Moving forward I do not think it unreasonable to require the developers to help pay for the infrastructure to support this project. We should have a traffic solution budgeted before approval and under construction before the project can begin.

Thank you for considering these issues in making your decision.

Respectfully,

Jean Rhude
Kapa'a resident

Response, 7/10/2017:

Ms. Rhude,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Paul Reynolds <paulunlimited@mac.com>
Sent: Sunday, June 07, 2015 11:56 AM
To: info@hookuleana.com
Cc: luc@dbedt.hawaii.gov
Subject: Hokua Place Proposal Let's not make things worse

The traffic situation here on the island is already of major concern adding more to our environment is setting up a scenario for safety issues that will affect residents and visitors alike. The area in question already has major traffic issues. A more intricate study is needed before the go ahead is given -

Let's stop looking myopically and looking at the bigger picture here. The Traffic situation changes drastically every year here - we can't rely on reports from 2012 to adequately give a clear picture of what is going on in the proposed area. Proper infrastructure must be in place - there has been no assurance of this to this point...

Take a step back, e-look at the situation before compromising a good portion of our islands residents.

Regards

Response, 7/10/2017:

Ms. Riedel,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. At this time we project that any off-site utility and roadway upgrades will be a shared expense between the county and the developer.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Allan Rachap <allanjudy@gmail.com>
Sent: Friday, May 22, 2015 6:35 AM
To: luc@dbedt.hawaii.gov; info@hookuleana.com
Subject: HoKua Place DEIS

As a resident of Kauai, I already suffer with the heavy traffic and frequent long delays in the Kapaa area. Allowing the HoKua Place development would only serve to exacerbate that situation. It should NOT be allowed to proceed.

Allan Rachap
1714 Keoniloa PL
Koloa HI 96756

Response, 7/10/2017:

Mr. Rachap,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Laurel Quarton <laurelq@hawaiiantel.net>
Sent: Thursday, June 18, 2015 4:58 PM
To: info@hookuleana.com; luc@dbedt.hawaii.gov
Subject: Hokua Place

To Peter Young, developer, and State Land Use Commission:

In the face of intensive public objection, the critically unaddressed traffic and infrastructure issues, the paucity of proposed solutions to the above, and inadequate response to DEIS questions, we respectfully plead with you to stop the proposed development known as Hokua Place in Kapaa. Suspension of this project is essential to prevent total dysfunction of traffic in the Kapaa area and to retain the trust of residents in our County government. Thank you.

Laurie Quarton
Kapaa

Response, 7/10/2017:

Ms. Quarton,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Eve Powers <sacredearth70@gmail.com>
Sent: Saturday, June 13, 2015 11:26 AM
To: info@hookuleana.com; luc@dbedt.hawaii.gov
Subject: Proposed Hokua Place development

Anyone who has lived on Kaua'i for a number of years can tell you that the Kapa'a corridor is the worst traffic bottleneck on the island. Recently, it took me 2 1/2 hours to drive from Kilauea to Koloa, most of the time spent not moving at all, then occasionally moving by inches til the next time traffic stopped. This area is already the most heavily developed on Kaua'i. Additional thousands of residents, all with cars, would bring traffic to a standstill, use up more agricultural land and the ability to provide for food locally. Only 24% of the proposed residences could conceivably be afforded by local families on an island with bloated home prices. We who live here would bear the many ongoing costs of the proposed development, while developers walk away with millions and most of the residences are purchased by the wealthy.

Please do not, do not approve this project.

Sincerely,
Eve Powers
5200 Pa'anau Rd.
Koloa

Response, 7/10/2017:

Ms. Powers,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: nectargardenskauai@gmail.com
Sent: Friday, June 19, 2015 7:08 AM
To: info@hookuleana.com
Subject: Hokum place

Sent from my iPad. We don't need more house until we improve the roads and all the infrastructure involved. We re just shooting ourselves in the foot and you developers know what you are doing and just want to get your money and get out. You make me sad! Scott Pomeroy

Response, 7/10/2017:

Mr. Pomeroy,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Ashly Poblacion <ashlypoblacion@gmail.com>
Sent: Thursday, June 04, 2015 12:36 PM
To: luc@dbedt.hawaii.gov; info@hookuleana.com
Subject: Hokua place DEIS

Aloha,

I don't approve on the proposal for the new development at HoKua place. As a kapa'a residence for 28 years, traffic has not improved. Adding this new subdivision would increase the traffic.

Ashly
Kapaa

Response, 7/10/2017:

Ms. Poblacion,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Celia Carlin <elphaba43@yahoo.com>
Sent: Sunday, June 14, 2015 11:40 AM
To: info@hookuleana.com
Subject: Fw: No HoKua!

----- Forwarded Message -----

From: Celia Carlin <elphaba43@yahoo.com>
To: "luc@dbedt.hawaii.gov" <luc@dbedt.hawaii.gov>; "info@hookuleana.om" <info@hookuleana.om>
Sent: Sunday, June 14, 2015 11:36 AM
Subject: No HoKua!

The HoKua and the Coco Palms projects are ridiculous.

The infrastructure does not exist to warrant them.

The east side traffic is already beyond capacity, and those in "power" are authorizing adding to the problem? Why aren't existing cane roads upgraded and used? This could be worked out if we had decision makers with vision instead of short-term greed goals.

Please. No HoKua. Please listen to the aina. It is yelling.

Sue Pickard
elphaba43@yahoo.com
808 431-4258

Response, 7/10/2017:

Ms. Pickard,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Sea & Bill Peterson [seabillpeterson@gmail.com]
Sent: Wednesday, June 10, 2015 9:26 AM
To: luc@dbedt.hawaii.gov
Cc: info@hookuleana.com; MWilliams@kauai.gov
Subject: HoKua Place Development, Phase 2 -- Comments on DEIS and TIAR

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 Oloheua 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://ceqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/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

Response, 7/10/2017:

Bill and Susan Peterson,

Your concerns for the safety of the school children have been noted. We will be considering appropriate design solutions for that area.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: seabillpeterson@hawaii.rr.com
Sent: Thursday, May 28, 2015 12:16 PM
To: luc@dbedt.hawaii.gov
Cc: info@hookuleana.com
Attachments: KapaaTraffic1.jpg; KapaaTraffic2.jpg

Dear State of Hawaii Land Use Commission,

As long term residents of Kapa'a, we wish to register our opposition to the Hokua Place development, Phase 2, as currently proposed. Although there is much to like about the project, we believe the development will have a significant negative impact on the flow of vehicular traffic through the Kapa'a Traffic Corridor.

The existing Phase 2 plans call for 86 single-family lots and 683 multi-family units in 57 townhouses. That is a total of 769 family homes. Assuming the current Kauai average of 2.99 persons per household from the last census, that would be approximately 2,300 people added to the local Kapa'a population.

According to the final version of the "2012 Kauai Transportation Data Book", the County's own "Multimodal Transportation Plan": "Kauai has the highest ratio of registered vehicles to population in the state, and is the only county where there is more than one vehicle registered per person."

That would indicate those 2,300 people could have as many as 2,500 vehicles. That number seems exceptionally high. A more realistic estimate would seem to be two vehicles per household, or 1,539 vehicles added to the flow of traffic through the Kapa'a corridor.

The developer's own Traffic Impact Assessment Report (TIAR), written in 2012, as part of the Draft Environmental Impact Statement (DEIS) for the HoKua Place, Phase 2 Development, suggested a much more modest estimate of an additional 394 vehicles will be added to the peak morning rush hour and 487 to the afternoon peak rush hour. The TIAR also noted that the traffic flow through the Kapa'a Roundabout and the intersection of the Kapa'a Bypass and Kuhio Highway were already rated "E" and "F" (failing grades for Level-of-Service or traffic flow). Little or no traffic mitigation has been done since that report was written and the traffic has grown noticeably worse over the last three years.

Considering the Kapa'a Roundabout already resembles a parking lot during these peak periods it is difficult to see how even these optimistic numbers could be sustained.

And, of course, the 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.

The TIAR also projects minimal traffic impact on the intersection of Kuhio Highway and the Kapa'a Bypass — an intersection already rated "F" within their own report. Since most of the employment on the island for those 2,300 new Kapa'a residents is in the Lihue area, it is difficult to understand how the most direct route between HoKua Place and Lihue could not be significantly impacted.

This is not just a traffic issue. Since Kapa'a houses the greater portion of the island's population, much of it within the low lying designated Tsunami Flood Zone, this corridor is an integral part of the Tsunami Evacuation Plan. Having

inadequate and congested roads on a daily basis is one thing. Having them during a major disaster is another. The potential for loss of life is staggering.

This issue is barely addressed in the current Draft Environmental Impact Statement. The attitude of the developers, as reflected in the TIAR, appears to be "The traffic situation in Kapa'a is so bad now, we can hardly make it much worse." They have proposed no real solution to the existing traffic congestion, yet wish to build an additional 769 housing units that would feed directly into the most congested section of the corridor. They appear to be depending upon the State and the County to take care of the traffic problems along the Kapa'a corridor.

Even the County of Kauai has evidenced some misgivings about the traffic impact from the project, as noted in the "Comments from County of Kauai Department of Public Works and Responses...Dated June 6, 2014..." quoted on Page 133 of the Hokua Place DEIS.

Approval of this project under the current DEIS, with no additional significant improvements to the flow of traffic is unacceptable.

As a reminder to the members of the Land Use Commission, We have attached two still photos and included a Youtube link to a recent video of the traffic congestion on a relatively normal Wednesday in Kapa'a at the traffic roundabout -- the very place that would see the most impact from the new development. We believe the video speaks eloquently as to the traffic flow problem we already have.

<http://youtu.be/RZ2P2vVTsVI>

Respectfully,

Bill and Susan Peterson
(808) 822-0163
4885 Laipo Road
Kapa'a, HI 96746

References:

"HoKua Place Section 343-5e HRS Draft Environmental Impact Statement"

"2012 Kauai Transportation Data Book" - Final Version http://www.city-data.com/county/Kauai_County-HI.html

Response, 7/10/2017:

Bill and Susan Peterson,

Again please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. We appreciate your concern for emergency situations and believe the updated TIAR provides those considerations.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Sea & Bill Peterson <seabillpeterson@gmail.com>
Sent: Friday, May 22, 2015 6:51 PM
To: info@hookuleana.com
Subject: Hokua Place EIS

Dear Mr. Young,

As long term residents of Kapa'a, we wish to register our opposition to the proposed Hokua Place development. As proposed, the development will have a significant negative impact on the flow of vehicular traffic through the Kapa'a Traffic Corridor. This section of State and County roads already has a serious problem with traffic flow. Several of the existing intersections were already rated "F" during the Traffic Impact Assessment Report done in 2012. They have not improved since then. This is not just a traffic issue. Since Kapaa houses the greater part of the island's population, much of this corridor is also part of the Tsunami Evacuation Plan. Having inadequate and congested roads on a daily basis is one thing. Having them during a major disaster is another. The potential for loss of life is staggering.

This issue is barely addressed in the current Draft Environmental Impact Statement. The developers, HG Kaua'i Joint Venture LLC, have proposed no real solution to the existing traffic congestion, yet wish to build an additional 760 housing units that would feed directly into the most congested section of the corridor. Approval of this project under the current DEIS, with no additional significant improvements to the flow of traffic is unacceptable.

We have included a Youtube link to a recent video of the traffic congestion on a relatively normal Wednesday in Kapa'a at the traffic roundabout -- the very place that would see the most impact from the new development. We believe the video speaks eloquently as to the traffic flow problem we already have.

<http://youtu.be/RZ2P2vVTsVI>

Respectfully,

Bill and Susan Peterson
(808) 822-0163
4885 Laipo Road
Kapa'a, HI 96746

Response, 7/10/2017:

Bill and Susan Peterson,

Again please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: L Osterer <losterer@hotmail.com>
Sent: Sunday, June 21, 2015 3:01 PM
To: luc@dbedt.hawaii.gov; info@hookuleana.com
Subject: Hokua Place EIS

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.

Response, 7/10/2017:

Ms. Osterer,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Caroline Okasako [moloaagirl@hawaiiintel.net]
Sent: Wednesday, June 24, 2015 9:50 AM
To: info@hookuleana.com; luc@dbedt.hawaii.gov; mwiliams@kauai.gov
Subject: Hookuleana

Peter Young, and others making decisions about new proposed development,

Have you sat in the line of cars on the road (Kuhio Hwy.) north of the Wailua Bridge heading south? Also, going north is not any easier. We do not need additional cars (800+) which will come with the development.

Please do not grant "OK" for development until the present traffic problems are solved.

Mahalo nui loa,
Caroline Okasako

Response, 7/10/2017:

Ms. Okasako,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: M.Mulhall <mmulhall@hawaii.rr.com>
Sent: Monday, June 22, 2015 3:21 PM
To: luc@dbedt.hawaii.gov; info@hookuleana.com; mwilliams@kauai.gov
Subject: Re: DEIS Hokua Pl. pub. 5-8-15 by OECQC --- Please halt the Hokua Place development in Kapaa, Kauai

Dear Members of the Commission:
Please halt the development of Hokua Place in Kapaa, Kauai.

It is an insane idea to add homes in that area of Kapaa, and if you had to drive through it daily as many of us do, you would understand what I mean.

1. Kapaa's traffic is legend.....in a horrifying way.
Personally, I often drive from the Wailua Homesteads down Kuamoo to the highway and then to Lihue to shop during the daylight hours rather than sit in traffic in Kapaa, wasting time and getting more and more irritated.
Five years ago, some visitors commented to me that they would never again stay in Kapaa or North of Kapaa because, they said, the "traffic is murder!" (their words.)
My point: **traffic is not only affecting us, the residents of Kauai.**
Kapaa traffic has a negative effect on tourism as well.

2. We do not even have sidewalks most places on Kauai.
The kids have to walk or ride bikes along the roads to school.
Oloheua Road, where HoKua place would be built, is so hazardous that bike riders have been sent head-over-heels into roadside ditches as people come down the hill and are unable to see people on bikes in time to stop or slow down.
Oloheua is a county road, poorly engineered for today's needs. It is winding, with poor visibility along its many curves.
The increased traffic plus the increased number of children on the road is a setup for disaster.

The cost burden to the County for improvements to the roads, sewers, water supply, utilities, added to the loss of tourism due to the terrible traffic adds up to an economic disaster for Kauai.

Please, please, please.....either halt or re-locate the HoKua development.

Mahalo,
Mary Mulhall, Kapaa resident
1210 Crossley Rd.
Kapaa, HI. 96746

Response, 7/10/2017:

~

Ms. Mulhall,

Your concern about adequate sidewalks has been noted and we will review the issue for the master plan.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. ~

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Bonnie <anaholabon@gmail.com>
Sent: Thursday, June 18, 2015 3:27 PM
To: info@hookuleana.com
Subject: Stop Selling Out

If you are really considering this project without having first resolving our current traffic problem, you are showing the residents & every visitor your lack of intelligent planning. There are some very knowledgeable people visiting who are speaking out about Kaua'i's seemingly ridiculous way of planning infrastructure. One man, a former Utah mayor, had some strong opinions & very creative ideas; our mayor declined to talk with him, he was incredulous as he had revitalized Ogden with transportation & planning expertise. Don't embarrass yourself, but more importantly, don't sell out our very unique island and its people.

Aloha...

Bonnie Morris
Anahola homeowner & 36+ year resident watching the aina being sold off.
Aloha...

Response, 7/10/2017:

Ms. Morris,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Jess Montgomery [burnitbro@yahoo.com]
Sent: Monday, June 15, 2015 8:34 AM
Subject: Hokua Place Etc

To Whom It May Concern:

Regarding the upcoming decisions as apply to HoKua Place Housing Development, Coco Palms Resort, and the 2 other pending resort projects in the Wailua corridor:

It is unconscionable for the Land Use Commission, Planning and/or Building Departments to even consider allowing any of these projects without a coincidental, actionable plan for expanding Kuhio Highway to 4 lanes between the south end of the Kapaa bypass and the Wailua River Bridge. Indeed, I'm sure an audit would show that more has been spent thus far coning the contraflow lanes every day than it would have cost to widen and pave the highway in the first place.

In addition, if helping the local economy is the true goal of any of the projects, then the work should ALL be performed by Kauai-based contractors/workers. Tho this might lengthen the time line for completion, the local economy would be more sustainably served, and local people might in fact be able to afford some of the homes or visit the resorts they are building.

Respectfully,

Jess Montgomery

Response, 7/10/2017:

Ms. Montgomery,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

Subject: FW: Hokua Place Development

From: Richard Diamond [<mailto:kauaimuse@gmail.com>]
Sent: Monday, June 22, 2015 5:09 PM
To: info@hookuleana.com; luc@dbedt.hawaii.gov
Subject: Hokua Place Development

Aloha,

Considering the increasingly burdensome traffic in the Kapaa area, the Hokua Place project will severely exacerbate our dire problems. 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.

The Hokua Project proposes 86 single-family lots and 683 multi-family units in townhouse units, or 769 family homes. It has been estimated that as much as 1,500 vehicles or more could be added to our roads in the Kapaa area, resulting in overwhelming congestion on our already taxed road system.

It is outrageous that the developer has denied the need for significant changes in road construction, saying that traffic studies done in 2012 are adequate and that 'traffic impacts due to the project are not considered important. It is obvious that the traffic impacts of 1,500 vehicles added to our roads would actually be quite significant!

Further, the developer's own Traffic Impact Assessment Report, written in 2012, as part of the Draft Environmental Impact Statement for the HoKua Place development recognized that the traffic flow through the Kapaa roundabout and the intersection of the Kapaa bypass and Kuhio Highway were already at failing grades for level-of-service or traffic flow. Little or no traffic mitigation has been done since that report was written and the traffic has grown noticeably worse over the last three years.

It is clear that the substantial potential problems of this massive development will contribute, inevitably, to the lowered quality of life on our tiny garden island.

We implore you to urge the State Land Commission to reject the DEIS.

Thank you for your attention to this, and to the numerous other letters you have received in opposition to this proposed development.

Aloha,

Richard (Diamond) Moll

P.O. Box 113

Kapaa, HI 96746

Response, 7/10/2017:

Mr. Moll,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Glenn Mickens [glennruth2030@gmail.com]
Sent: Tuesday, June 23, 2015 2:04 PM
To: info@hookuleana.com
Subject: Traffic and infrastructure

Until new routes and wider roads are put in, NO NEW DEVELOPMENT SHOULD BE PERMITTED.

TRAFFIC IS AT A CRISIS NOW AND BY ALLOWING MORE UNITS TO BE BUILT UNDER THE PRETENSE THAT IT IS GOING TO GIVE US MORE AFFORDABLE HOUSING IS COMPLETELY WRONG!! Any unbiased, neutral EIS that is done would HAVE TO SHOW THAT INFRASTRUCTURE MUST BE PUT IN PLACE BEFORE BUILDOUT BEGINS.

PLEASE DO NOT LET THIS PROJECT OR ANY OTHER PLANNED PROJECT BEGIN UNTIL INFRASTRUCTURE IS FIRST PUT IN PLACE.

GLENN MICKENS
5920 KINI PLACE
KAPAA, HI 96746

822 0998

Response, 7/10/2017:

Mr. Mickens,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Glenn Mickens <glennruth2030@gmail.com>
Sent: Friday, June 19, 2015 1:26 PM
To: info@hookuleana.com
Subject: NO KNEW DEVELOPMENTS

There is no way that this new development of 800 units should be approved UNTIL INFRASTRUCTURE IS SOLIDLY IN PLACE TO TAKE CARE OF THE ADDED CARS AND PEOPLE.

I have been on that bypass road (I use it at least twice a week or more) when traffic is backed up from the round a bout to Kuhio highway and obviously a potential 1600 more cars exiting on Kuhio Highway will only exacerbate the problem

Not just this project but ALL AND ANY NEW PROJECTS' should be mandated to improve our infrastructure before construction begins or put a moratorium on building until new roads are built to carry the traffic.

Sincerely,
Glenn Mickens
5920 Kini Pl
Kapaa, 96746
822 0998

Response, 7/10/2017:

Mr. Mickens,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

Subject: FW: Hoku Place Development

From: Joni Benton [<mailto:halawaihale42@hawaii.rr.com>]

Sent: Monday, June 08, 2015 10:25 PM

To: info@hookuleana.com

Cc: uc@dbedt.hawaii.gov

Subject: Hoku Place Development

To Whom It May Concern:

I am a psychotherapist in private practice. I reside on the East side of Kauai island in the Wailua Houselots. This used to be the perfect commute until traffic increased and the waste management site on the corner of the highway and Hale Ilio Road began to regularly malfunction; causing quite an unpleasant smell to overwhelm the lengthy wait at this light.

My clientele include adults who are unable to leave their homes due to medical and or mental health issues. To that end, I have chosen to bring my services to them. That means that I drive a great deal throughout the weekdays. As recently as two years ago, I was able to drive from the Wailua Houselots into downtown Lihue within 15 to 20 minutes; these days I have to budget my time to at least a half hour or more for the same distance. In the afternoons, I am often in the Waipoli area and find that the current traffic is at a virtual standstill in both directions, often backed up all of the way into Kapaa proper in one direction and the stop light at Coco Palms (the entrance to Wailua Homesteads. In the past two years, this snarl of traffic has included the bypass road.

The idea of adding more long and short term accommodations in the Kapaa area without having first completed extensive expansions to the infrastructure, both in terms of actual roads and upgrading the waste management systems currently in place is frankly ludicrous. Yes, housing is at a premium but a rush to put housing that is not affordable to most current residents on this island without a well thought out long term plan to address the current burdens placed on the existing systems demonstrates a short sited, greedy and rather cynical perspective.

This year, Kauai beat out the other islands in this state for increases in visitor presence and spending. That is due in great part to the rural nature of our island. Becoming Maui or Oahu by thoughtlessly over building to simply make developers wealthy shoots the goose who is beginning to lay golden eggs for our lit island.

Take your time and complete studies that provide you with answers based in reality.

Thank you,

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

Joni Benton [<mailto:halawaihale42@hawaii.rr.com>]

Response, 7/10/2017:

Ms. Lesser-Benton,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Karen Kenny <k2yogafitness@gmail.com>
Sent: Sunday, June 07, 2015 11:20 AM
To: info@hookuleana.com
Subject: Hokua Place

This is a terrible and inappropriate idea. I'm a former real estate developer and I doubt that you see yourself as a creator of misery, which is what will happen if this project is built. Just try to drive in Kapa'a any afternoon and you will see.

Be kind whenever possible. It is always possible. -The Dalai Lama

Response, 7/10/2017:

Ms. Kenny,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. It would be kind of us to provide adequate housing to the people of Kauai.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: abi <ABI@ALOHA.NET>
Sent: Sunday, June 14, 2015 11:45 AM
To: info@hookuleana.com
Cc: luc@dbedt.hawaii; mwilliams@kauai.gov
Subject: Make HoKua Place Go Away !!!

Hi Peter, State Land Use Commission, and Planning Department,

I am writing this letter in response to the proposed HoKua Development in Kapaa. I have lived in Kapaa for 20 years and watched the traffic increase to the point of currently being horrific. I have had to change my lifestyle around the traffic. Please do not change the zoning on the proposed parcel from "agriculture" to "urban zoning". We need more agriculture on this island, which is why it was zoned for farming, as we are overly dependent on food shipments, which is not a good position to be in when there is a crisis, such as a dock strike in California. We already have an overloaded infrastructure, ie our schools, water, etc. why make it worse? Don't sell out to Greg Alllen and his Mainland investors, and add 1600 cars and at an average of 4 people per household 3000 people to the already overloaded Kapaa corridor. You are all in excellent positions to help this island, please don't add to its destruction. Infrastructure first, moritorium on bulding in the most conjested areas, until the infrastructure has been upgraded to the point where it can handle it. Think less cars, less crowding in schools, clean air, clean water, organic farms, industrial hemp fields ! Have respect for this aina a and it's people!

Much Aloha,
Abilgail Jones

Response, 7/10/2017:

Ms. Jones,

Your concerns have been noted. Please refer to updated Traffic Impact Analysis Report released in May 2017 for solutions to Kapaa circulation problems.

Also, please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient.

As shown in the EIS, Kauai is in need of affordable housing done correctly.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Penny Heiple <pennylynnwendel@msn.com>
Sent: Saturday, June 20, 2015 12:22 PM
To: info@hookuleana.com; luc@dbedt.hawaii.gov
Subject: Hokua Place DEIS

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 its current agricultural designation until the proper infrastructure is in place prior to development.

Sincerely,

Penny Heiple
Kalaheo, HI

Response, 7/10/2017:

Ms. Heiple,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Esti Grinpas <esti@bobstropicals.com>
Sent: Tuesday, June 02, 2015 9:33 AM
To: info@hookuleana.com
Subject: NO to Hokua Place

Dear Peter Young

I do not approve of Hokua Place subdivision being built in Kapaa. I live in Kapaa and the traffic is very difficult as it is, and during tourist season, Kapaa comes to a total stand-still. Until the traffic problem is improved, we cannot with good conscious approve any more large subdivisions to be built in Kapaa. This subdivision is not being built for the reason to make Kapaa a better place! Please use your power to make Kauai a better place, not worse!

Thank you,
Esti Grinpas
Kapaa resident since 35 years

Esti

Esti Grinpas
NORDIC WALK Hawaii
Bob's Tropicals
808-822-4500
esti@bobstropicals.com
www.bobstropicals.com

Response, 7/10/2017:

Ms. Kenny,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Scott Derrickson [SDerrick@dbedt.hawaii.gov] on behalf of &LUC [luc@dbedt.hawaii.gov]
Sent: Wednesday, June 03, 2015 11:15 AM
To: info@hookuleana.com
Subject: Fw: NO to Hokua Place

Mahalo,
Fred Talon
State of Hawaii, Land Use Commission
Phone: (808) 587-3822
Fax: (808) 587-3827
E-Mail: ftalon@dbedt.hawaii.gov or luc@dbedt.hawaii.gov
Website: <http://luc.state.hi.us>
----- Forwarded by Scott Derrickson/DBEDT on 06/03/2015 11:16 AM -----

From: Esti Grinpas <esti@hawaiiropicals.com>
To: luc@dbedt.hawaii.gov
Date: 06/02/2015 09:38 AM
Subject: NO to Hokua Place

Dear Land Use Commission,
I do not approve of Hokua Place subdivision being built in Kapaa.
I live in Kapaa and the traffic is very difficult as it is, and during tourist season, Kapaa comes to a total stand-still. Until the traffic problem is improved, we cannot, with good consciousness, approve any more large subdivisions to be built in Kapaa.
This subdivision is not being built for the reason to make Kapaa a better place!

Please use your power to make Kauai a better place, not worse!
Thank you,
Esti Grinpas
Kapaa resident since 35 years

Response, 7/10/2017:

Ms. Grinpas,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Rebecca Gorsline <shinyhappyislandgrl@yahoo.com>
Sent: Friday, June 19, 2015 11:32 AM
To: info@hookuleana.com
Subject: Hokua Place is a Bad Idea

Aloha,

I live right down the road from the proposed location of the Hokua Place Development. This is not a good idea. Traffic is already a crazy nightmare. Right now this is a country area. Building this there would start to change all that. Please consider all of us who live and work in this area and ditch this plan. Thank you.

Rebecca Gorsline
Kapaa, Hi

Response, 7/10/2017:

Ms. Gorsline,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Sharon Goodwin <sharonmokihana@gmail.com>
Sent: Wednesday, June 17, 2015 1:45 AM
To: luc@dbedt.hawaii.gov; info@hookuleana.com; mwilliams@kauai.gov;
counciltestimony@kauai.gov
Subject: DEIS HoKua Pl published 5-8-15 by OEQC

Dear Members, Land Use Commission
Members, Hookuleana EIS Co and Mr Peter Young
Ms Marie Williams, Kaua'i County Planning Dept
Kaua'i County Council Members

Mr. Young, thank you for your email response to my 1-22-15 EISPN email regarding HoKua Place. You touched on many of my concerns of how this development would impact Kaua'i Island, its land and its citizens- Traffic, Affordable Housing, Problems with Access Into and From HoKua Pl, Construction Waste, Ample (not just adequate) Sewage Treatment, Abundant Clean Water Supply, Pedestrian (especially school children) Safety, School Capacity. I also want to reiterate the impact of "enormous density" (my last paragraph) which would result in major infrastructure stresses, and I hereby add, environmental stresses.

On 12-27-14 Mr. Greg Allen (Developer) presented HoKua Concept Plan at Wailua-Kapa'a Business Assoc meeting. He calls Kapa'a a "City" and an "Urban" area, and desires a zoning change from Agriculture to Urban Land Use. His plan shows an 800+ dwelling subdivision.

On Wednesday, May 27, 2015 between 2:30 to 3:15pm (a 45 minute interval) a citizens' vehicle count was taken to grasp awareness of road usage in vicinity of Kapa'a Middle School (KMS) / Kapa'a Bypass Rd / Kapa'a Roundabout / Kapa'a Farmers' Market (KFM).
To begin, Wednesdays, KMS dismisses 2:55pm. KFM begins 3:00pm.

Two counters, one situated across KMS entrance on Olohena Rd. 60 vehicles parked on grounds (i.e. personnel, visitors). From Mauka (mountain) 23 vehicles entered School. 48 vehicles exited and drove Mauka. 236 non-school vehicles drove directly Mauka.

From Makai (oceanside) 35 vehicles entered School. 44 vehicles exited School driving Makai. 192 non-school vehicles drove directly Makai.

Counter #2 situated adjacent to Kapa'a Skate Rink. 251 vehicles (including at least 6 School buses) drove from Mauka (Olohena) into Roundabout. 248 vehicles entered Roundabout from South Entrance Bypass Rd. From the Roundabout 84 vehicles drove onto Kahau Rd where KFM, Police Station, Park, etc are located, going against traffic from Kukui and Lehua Sts. This number does NOT include any vehicles entering Kahau Rd from Kukui and Lehua Sts.

We needed 1-2 more persons to tally to gain fuller understanding of magnitude of traffic numbers. There was almost steady stream of vehicles from North Entrance Bypass Rd (including Malu St) entering Roundabout. These were not tallied, as vehicles from Kukui/Lehua Sts were not, neither vehicles traveling South on Bypass Rd, an important # to have since HoKua Pl project plans an Entrance/Exit on that Road.

Tallying, as it was, is inexact. Traffic at times extremely intense. At moments the jam was so full, only 1 vehicle could go. Worse yet, sometimes NO vehicle moved. This happened when vehicle from Roundabout wanted to turn Left on to Kahau Rd (KFM) and vehicle leaving Kahau wanted to turn Left on to Kukui.

The State Dept of Transportation (DOT) identified at least 2 Kapa`a intersections they score a Level of Service F . (LOS) F = severe congestion with stop and go conditions, what I just described above!

Another potential serious traffic hazard is the Main Rd through HoKua Pl designed to exit West on to Olohena adjacent to KMS's parking lot. Equally compelling to resolve is the 3-way intersection where drivers on Ka`apuni have a blind roadway to their Right and drivers on Olohena must negotiate a steep upward incline.

Kaua`i County Public Works Dept, in their " 2035 Transportation Plan for Kaua'i District" plans only to repave existing roads and add a Southbound lane from Wailua Bypass exit, fronting Coco Palms to Kuamo`o Rd. Think about it ! 800 - 1600+ vehicles owned by HoKua Pl occupants, combined with cars from 2 recently approved hotels in Waipouli, plus our existing traffic problems, would certainly put Kaua'i traffic right up there with Oahu's traffic woes.

In the face of HoKua Place's "enormous density", Kaua`i Island's infrastructure, in my opinion, is seriously lacking. To avoid further sewage problems, shouldn't HoKua Pl have a plan for their own septic systems? For this many dwellings, septic systems must be a minimum requirement ! Mr. Allen informed us raw sewage/effluent would travel all those miles to Lydgate Sewage Plant. It seems foolhardy, to me, for the County Wastewater Dept to go along with this plan. Kaua'i County wants to require residences with out-dated cesspools to install septic systems upon their sale. To not do so would result in environmental degradation. I think HoKua Place needs to take care of its own waste. The services of the Waste-water station at Kuhio Hwy/Hale`ili`o St and the Wailua Waste Water Treatment Plant will already be in high demand once the 2 new Waipouli hotels are hooked up.

At present this 97 acre property is designated "agricultural". Until traffic impacts and environmental impacts are responsibly addressed, I think a change in zoning should not take place.

Sharon Goodwin, Wailua Homestead
PO Box 446
Kapa`a, HI 96746
808-822-7646

Subject: FW: letter

From: Noreen Dougherty <montessorihale@gmail.com>
To: hui@hawaii.gov
Date: 06/02/2015 12:22 PM
Subject: letter

Noreen Dougherty
P.O. Box 685
Kapa'a, Hawai'i 96746

June 2, 2015

State Land Use Developers.

It seems that the State of Hawaii Land Use Dept should be able to come up with positive developments that can improve the life of the residents and encourage Visitors to come and enjoy Kauai. The visitors do not want to spend their time in a traffic Jam. The present traffic situation on Kauai indicates, without a doubt, that the roads and infrastructure are not ready for the proposed Hokua Place Subdivision.

The roads are maxed out right now with the number of vehicles in the Kapaa area. As a resident of the Wailua Kapahi Kapaa area for almost 40 years, I have seen alot. Never has the situation been this serious.

The condition of the roads that our people are using daily to get their family members to school and work are not being properly maintained. Actually some of the roads are extremely unsafe since the yellow lines are worn down and in many of the most crucial places they are totally worn away. Reflectors that were once in place are long gone. There are areas where there are no signs indicating a rock/earth embankment dead ahead on unlit heavily traveled roads. There are signs that are not visible due to vegetation or fading.

I actually live near the proposed subdivision and I have been experiencing the traffic congestion, the slow 'crawl' through Kapaa, the dead stop when there is an accident, and the 'bowling pins' along Kuhio Highway.

It is only lately, in the last year or so, that I have seen many drivers stuck in a line of cars, knowing they will not get to Lihue in time to do their very important business. I've seen them give up and do a U turn in despair. Twice last month I did exactly that. (Once on Kuhio Highway, and once on the ByPass). As I turned around heading back to the round about, from a dead stop on the bypass, I thought, "Well, at least I can go to the bank here in Kapaa". When I got back to the round about and got onto Kuhio Hwy I realized the traffic was not moving well enough to even accomplish that. This is not OK.

We must stop developing until all necessary related concerns have been addressed.

Stop putting the cart before the horse. Kauai needs to formulate reasonable, attainable, comprehensive, consciously designed plans taking into consideration all aspects including our community and the safety of our people.

Now is NOT the time for more subdivisions.

Sincerely,
Noreen Dougherty
(808)823-0619

Group 3 - Responses to Comments on Community Related Concerns

Judy Xenofos | jxenofos@yahoo.com
Cynthia Welti | cwelti@gmail.com
Valerie Weiss | valerieweiss31@gmail.com
Elli Ward | elahoa@gmail.com
Bart Walton | bartwalton@hotmail.com
Maile Walters | mailemichiko@gmail.com
Robb Wall | robbwall@aol.com
Jill W | jwkatz@yahoo.com
Ken Taylor | taylor021@hawaii.rr.com
Isobel Storch | isobel148@gmail.com
Robert Rowny | oz77@hawaiiantel.net
Dave Rosenberg | sdaver1@mac.com
Karen Mavec | karen@landofmist.com
Lynn | wailuat@hawaiiantel.net
Joan Levy | joanlevy47@icloud.com
Makoto Lane | makotolane@yahoo.com
Ken Jopling | kenxxden@gmail.com
Sandra Herndon | 2da1wahine@gmail.com
Marj Dente | mdente@hawaii.rr.com
Lila Devi | liladevi@yahoo.com
Michael Goodwin | goodwinkip@gmail.com

Peter T Young

From: judy xenofos <jxenofos@yahoo.com>
Sent: Tuesday, June 16, 2015 4:55 PM
To: info@hookuleana.com; luc@dbedt.hawaii.gov; mwilliams@kauai.gov
Subject: Protesting

Aloha,

I am adding my protest to the other voices of Kauai who do not want more housing development in the Kapaa area until the necessary infra-structure is in place. There have been times when it took me nearly one hour to get from Safeway to Kuamoo Rd. The bypass road feeding into the highway makes traffic crawl. Imagine how awful it will be if even more cars come down that road.

Also, agricultural land must be protected and used only for that purpose and not for development.

When housing is planned for development it should reflect prices more in line with the incomes of those who are middle to low income - and not the rich.

Thank you.

Judy Xenofos,

Response, 7/10/2017:

Ms. Xenofos,

Your concerns have been noted. Please refer to the updated Traffic Impact Analysis Report from May 2017 for you traffic concerns and the solutions proposed.

Please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient.

I can assure you the Hokuia Place will meet applicable governing authorities conditions of providing affordable housing.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Cynthia Welti <cwelti@gmail.com>
Sent: Monday, June 22, 2015 10:19 PM
To: info@hookuleana.com; luc@dbedt.hawaii.gov
Cc: Bruce Welti
Subject: Welti Comments on Hokua Place

Dear Mr Young,

We have read the extensive Draft Environmental Impact Statement for Hokua Place and remain opposed to this development for 2 reasons.

1. Traffic. Though the DEIS addresses traffic along with many subjects, the fact remains Kapaa is already overloaded with vehicular traffic and the new improvements will not do enough to alleviate what we already have. The DEIS study dates from almost 2 years ago for its Existing Conditions, and traffic has grown significantly worse since then. Indeed between the hours of 8-6 traffic comes practically to a halt in at least one direction of the highway if not both, and beyond these hours as well.
2. Upzone. We are opposed to upzone without significant mitigation. While there is clearly some good mitigation in the proposal, we are unable to determine if it compensated for the enormous financial benefit of changing the zoning to urban.

Despite the impressive amount of content in the document about the site and beyond, we have severe misgivings about it for multiple reasons and wish to voice our strong opposition to the development.

Sincerely,

Bruce and Cynthia Welti
Kapaa

Response, 7/10/2017:

Bruce and Cynthia Welti,

Your concerns have been noted. Please refer to the updated Traffic Impact Analysis Report from May 2017 for you traffic concerns and the solutions proposed.

Please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Valerie Weiss <valerieweiss31@gmail.com>
Sent: Friday, May 22, 2015 11:28 AM
To: luc@dbedt.hawaii.gov; Peter Young
Subject: DEIS HOKUA PLACE

5/22/2015

RE: Hokua Place DEIS

Aloha,

I do not support this project under the pretext that it's 769 residences will not impact our horrendous traffic situation or that our schools will only be impacted by an additional 156 students as opposed to approximately 1500. I also cannot support any development of this size in that crowded location and without any required financial contribution toward extra traffic lanes on Kuhio Highway and the Bypass other than a left turn lane to road A. The financial impacts of extra police, fire, and educational personnel also will borne by the public and not the developers which is a large problem.

This 97 acre parcel should be kept in it's current agricultural designation until proper infrastructure is in place prior to development.

Valerie Weiss
Kapaa

Response, 7/10/2017:

Ms. Weiss,

Your concerns have been noted. Please refer to the updated Traffic Impact Analysis Report from May 2017 for you traffic concerns and the solutions proposed.

Please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient.

At this time we project that any off-site utility and roadway upgrades will a shared expense between the county and the developer. The need for extra, if any, City and County personnel is a topic best discussed with the County of Kauai.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Elli Ward <elaloha@gmail.com>
Sent: Saturday, June 20, 2015 5:27 PM
To: luc@dbedt.hawaii.gov, info@hookuleana.com, mwilliams@kauai.gov, counciltestimony@kauai.gov,; info@hookuleana.com; mwilliams@kauai.gov; counciltestimony@kauai.gov> >
Subject: Hokua Place Development

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)

Response, 7/10/2017:

David and Elli Ward,

Your concerns have been noted. Please refer to the updated Traffic Impact Analysis Report from May 2017 for you traffic concerns and the solutions proposed.

Please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient.

At this time we project that any off-site utility and roadway upgrades will a shared expense between the county and the developer.

Your concern for the safety of Pedestrians has need noted and will be reviewed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Bart Walton [bartwalton@hotmail.com]
Sent: Thursday, May 14, 2015 2:14 PM
To: luc@dbedt.hawaii.gov
Cc: info@hookuleana.com
Subject: Hokua Place Development

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 currently live in Wailua Homesteads and already the traffic congestion in Kapaa is near gridlock for much of the work day. At the present time, my wife and I have to plan our day in order to avoid going through Kapaa between 10:00 A.M. and 6:30 P.M. During these times, the traffic congestion is so bad that it takes 25 minutes to drive from the Kuamoo Rd. intersection, to the Public Library in Old Kapaa, a distance of less than 3 miles.

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 a resident of Wailua Homesteads, we are particularly affected by any increase in traffic volume on the East side. As you know, we have only two routes down to the main highway; 1) Oloheua Rd., or 2) Kuamoo Rd. Let me address each of these.

1) Oloheua 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 Oloheua 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 Oloheua, 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 Oloheua 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 our comments.

Bart and Anne Walton

Response, 7/10/2017:

Bart and Anne Walton,

Your concerns have been noted. Please refer to the updated Traffic Impact Analysis Report from May 2017 for you traffic concerns and the solutions proposed. At this time we project that any off-site utility and roadway upgrades will a shared expense between the county and the developer. The utmost care will be taken to protect the surrounding areas from storm runoff with an adequate stormwater system. This development is designed for people who already live on island. If any impact to businesses should happen, it should be an increase of customers. Online retailing is fact of life in our modern world, one must choose to buy locally.

Thank you for voicing your concerns,

Ron Agor



Hokua Place Development

Maile Walters

to:

luc

06/15/2015 03:47 PM

Hide Details

From: Maile Walters <mailemichiko@gmail.com>

To: luc@dbedt.hawaii.gov

Aloha,

My email is to express my concern that the development behind the Kapaa Middle School will have a big impact on the already terrible traffic congestion in Kapaa. Also, there should be more than 25% affordable housing included in the development.

Thank you. Maile

Response, 7/10/2017:

Ms. Walters,

Your concerns have been noted. Please refer to the updated Traffic Impact Analysis Report from May 2017 for you traffic concerns and the solutions proposed.

Your concern for the safety of Pedestrians has need noted and will be reviewed.

I can assure you the Hokua Place will meet applicable governing authorities conditions of providing affordable housing.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

Subject: FW: Proposed 800 new housing units surrounding Kapaa Middle School

From: Robb Wall (RS) Kauai [<mailto:robbwall@aol.com>]

Sent: Friday, June 19, 2015 9:29 AM

To: info@hookuleana.com; luc@dbedt.hawaii.gov; mwilliams@kauai.gov; judydalton123@gmail.com; gabriellaires@hotmail.com

Subject: Proposed 800 new housing units surrounding Kapaa Middle School

Dear Kauai Leaders,

Please consider the attached testimony of my concerns about allowing "up-zoning" of valuable AG lands surrounding the Kapaa Middle School. If Developers wish to build new neighborhoods, there are plenty of residential zoned lots for sale.

The Wailua uplands scheduled for the Hawaiians should be a priority - not rezoning.

Up-zoning hurts property values and our burdened roadways can NOT handle another car.

Please see the attached.

Sincerely,

Robb Wall, Realtor Broker

Wailua Houselots

Cell: 808-635-4606

----- cut here -----
JUST SAY "NO" TO UP-ZONING OUR PRECIOUS AG LANDS

THERE ARE CURRENTLY 76 LOTS FOR SALE ON THE EAST SIDE OF KAUAI - as of 6/17/15

THERE ARE CURRENTLY 87 UNSOLD HOMES FOR SALE ON THE EAST SIDE OF KAUAI

THERE ARE CURRENTLY 47 UNSOLD CONDOS FOR SALE ON THE EAST SIDE OF KAUAI

50% OF KEALIA KAI HAS NEVER SOLD - ANOTHER AG "UP-ZONED PROJECT."

THE 50 PLUS UP-ZONED AG UNITS AT KEALANANI HAVE GONE UNSOLD.

THERE IS CLEAR EVIDENCE THAT UP-ZONING AG LANDS ON THE EAST SIDE IS NOT PROFITABLE.

THE OWNER OF THE KAPAA MIDDLE SCHOOL AG LANDS CAN LEGALLY CPR AND SELL AG FARMS RIGHT NOW WITHOUT UP-ZONING.

THE EMERGENCY BY-PASS SHOULD *NEVER* BE CONSIDERED FOR ANY FURTHER BURDEN OF USE - WE ALREADY HAVE A CHURCH ON THE BY-PASS.

EMERGING PROJECTS ALREADY APPROVED:

**350 TIMESHARE UNITS IN FRONT OF PLANTATION HALE
250 CONDOS IN COCONUT GROVE BY COURTYARD MARRIOTT**

TRAFFIC IS ALREADY AT GRIDLOCK - DEVELOP THE WAILUA UPLANDS FOR THE HAWAIIANS.

**AN EIS *MUST* BE DONE ASAP TO REDIRECT THIS PROJECT INTO AG PURSUITS.
THERE ARE TWO PLANNED HOUSING DEVELOPMENTS COMING FROM GROVE FARM IN AREAS THAT CAN HANDLE THE BURDEN OF DEVELOPMENT IN PUHI AND HANAMAULU.**

THANK YOU FOR CONSIDERING THESE PERTINENT FACTS.

Sincerely,

Robb Wall, Realtor Broker

Wailua Houselots

Response, 7/10/2017:

Mr. Wall,

Many of those lots for sale are not affordable,

Many of those homes are not affordable to purchase or repair,

Only a handful of those condos are designed for families, most are transient accommodations or 1-2 bedroom vacation homes,

Kealia Kai is a luxury development, many luxury developments on Kauai and the outer islands have this issue,

Kealanani was canceled, not very many affordable options either, and living on ag land comes with additional cost responsibilities as stipulated by The County,

Again, the goal is provide single family and multiple family dwellings, without the agriculture stipulations implemented by The County,

The new timeshare and hotel units are not designed affordable housing for residents,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed,

There is an EIS available on the development's website,

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: jwskatz@yahoo.com <no-reply@weebly.com>
Sent: Saturday, May 23, 2015 7:44 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your HoKua Place.

Submitted Information:

Name

Jill W

Email

jwskatz@yahoo.com

Comment

I understand and agree with need for increased affordable housing development. There is much talk of traffic and road infrastructure and that is just a fragment of the impact of a large scale housing development. I understand that most of what is printed on you website speaks to the mass cry but there are other items that are missing on your list of improvements that might help sell your project as well. There is only one mention of building a new school and that is hidden in with other items. As a parent and educator I know of the overcrowded schools. That should be a priority in pushing your plan as well as a shopping center.

The density of families that will be living in the new community will not only impact roads. It is the assumption of the public that all residents will get in their cars, bypass Kapaa and head to work in Lihue. That's just not real life. They will have children who need to go to school and EAT. I would not choose a neighborhood where my child will be on of 40+ students in a classroom. There are already 30+ per class in many of the Kapaa schools as Hawaii has no class size limits, only what is dictated by the fire department. I would not choose to purchase in a community where I would need to drive down a hill to a grocery store where I would still get caught in Kapaa traffic because the roads near the groceries were not being improved and then waiting on even longer check out lines....I'd choose to move elsewhere. This is not a simple "If I build it they will come".

I would happily move into a planned community with a grocery and school in my neighborhood. Bike paths and a pool are just to placate. You need to stop reacting to the superficial cries, but that is

cheaper, isn't it. As developers you are aware that communities like the one I described are successfully built and sold all over the world. It's what people want. It does cost more and take more time to build, as you know. However, if you presented the public with a livable plan, a plan for the future with shopping, schools, a bike path and a pool, the public would accept it with open arms and you would appear to have been listening all along.

Response, 7/10/2017:

Jill,

Your concerns have been noted. Please refer to the updated Traffic Impact Analysis Report from May 2017 for you traffic concerns and the solutions proposed.

The Department of Education has reviewed the DEIS and has no comment or concern.

The design of the development will be walkable/bikable with suitable amenities that dont detract from established companies/services within a 3 mile radius.

Thank you for voicing your concerns,

Ron Agor

6/22/15

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

Daniel Orodener and Land Use Commissioners

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.2015, 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 for this project 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 west of the proposed project you have a 130 unit Ag. Subdivision, further west 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 south 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

taylork021@hawaii.rr.com

Response, 7/10/2017:

Mr. Taylor,

All of your concerns have been noted.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed,

Proper storm water systems are of the utmost concern for any development. Adequate attention will be paid to this area of concern in order to protect the surrounding areas.

At this time we project that any off-site utility and roadway upgrades will a shared expense between the county and the developer. It is also projected at this time that the development will not be connected to the municipal waster water system. The site will also have its own water source.

ADA is not applicable to site wide improvements which are privately owned and funded. Instead, ADA guidelines will be applied to a code specified amount of individual multifamily residences, parking facilities, access to residences, community amenities, and more where applicable. Please refer to the 2010 ADA Guidelines and Chapter 11 of the IBC for more information.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: isobel <isobel148@gmail.com>
Sent: Monday, June 22, 2015 9:46 AM
To: info@hookuleana.com; luc@dbedt.hawaii.gov; mwilliams@kauai.gov
Subject: Re: HoKua Place Draft EIS -Kauai - public comment

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

Response, 7/10/2017:

Ms. Storch,

Your concerns have been noted. Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Also, please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient.

At this time we project that any off-site utility and roadway upgrades will be a shared expense between the county and the developer.

I can assure you the Hokua Place will meet applicable governing authorities conditions of providing affordable housing

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Robert Rowny <oz77@hawaiiantel.net>
Sent: Thursday, June 04, 2015 9:04 AM
To: luc@dbedt.hawaii.gov; info@hookuleana.com
Subject: Hokua Place!

Robert Rowny opposes the pending Hokua Place development because of the negative impact on the infrastructure & quality of life... for all residents & tourists on Kauai. Sincerely, Robert Rowny

Response, 7/10/2017:

Mr. Rowny,

Your concerns have been noted. Please refer to the updated Traffic Impact Analysis Report from May 2017 for you traffic concerns and the solutions proposed.

At this time we project that any off-site utility and roadway upgrades will a shared expense between the county and the developer.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: S. David Rosenberg <sdaver1@mac.com>
Sent: Monday, June 22, 2015 1:24 PM
To: luc@dbedt.hawaii.gov
Cc: info@hookuleana.com
Subject: Hokua Place Development

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) Oloheua Rd., or 2) Kuamoo Rd.

1) Oloheua 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 Oloheua 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 Oloheua, 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

Response, 7/10/2017:

Mr. Rosenberg,

Your concerns have been noted. Please refer to the updated Traffic Impact Analysis Report from May 2017 for you traffic concerns and the solutions proposed. At this time we project that any off-site utility and roadway upgrades will a shared expense between the county and the developer. The utmost care will be taken to protect the surrounding areas from storm runoff with an adequate stormwater system. This development is designed for people who already live on island. If any impact to businesses should happen, it should be an increase of customers. Online retailing is fact of life in our modern world, one must choose to buy locally.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Land of Mist <karen@landofmist.com>
Sent: Thursday, May 21, 2015 8:58 PM
To: info@hookuleana.com
Subject: Hokua Place Development / for Peter young

Dear Peter,

I would appreciate your taking another look at the Hokua Place project proposal. I am a 20 year resident of Wailua and have great concern for what I hear about the development.

The DEIS is supposed to be the official response to previous comments and concerns raised by the community. It appears that the document not only fails to address most of the concerns raised by the community it also fails to resolve potential infrastructure problems.

- 1) The developers have denied the need for changes, saying that traffic studies done in 2012 are adequate. How valid is that?

I travel from my home down Olohena Rd to the roundabout on work days between 7:30-7:45am every morning and I can tell you the traffic regularly gets backed up to the Middle School. There is not one morning where there is less traffic than that unless school is not in session or it is a Holiday.

Adding more density to the environment before we resolve traffic issues is a great mistake. It may look great to everyone who is looking at the proposal on paper but I can tell you from personal experience that if the development is allowed to go ahead it will have a very negative impact on the entire Kapaa corridor as there will be gridlock at the Roundabout, in Kapaa town, at the Wailua Bridge multiple times a day which will affect

- being able to get from point A to point B on a timely basis
- local businesses
- the tourist industry in a negative way. Who will want to come visit if they can't travel with ease from one area of the island to another. No one wants to sit in traffic as if it were LA.

- 2) The DEIS also fails to address the very real problem of lack of adequate water pressure and storm runoff issues that will increase due to re- contouring the land.

For 10's of years the big concern about building in the Wailua corridor has been the lack of adequate water pressure. Moreover when there is heavy rainfall the water run-off is a serious

problem. There is always flooding and road closure that goes on due to water running off from NouNou Mt.

3) The development fails to address the issue of affordable housing

Moreover, the most egregious error is the lack of provision for affordable housing. According to the DEIS only 24% or 183 dwellings in the multi-family apartments are to fall in the affordable housing category which is mandated by the County. Single-family dwellings on lots will be in the "\$650,000 to \$950,000 range with projected prices as noted in 2015 dollars".

Who can afford that?? Your average Kaaian already holds two jobs to try to make ends meet. There is not enough time in the week to work even more hours.

Please re-consider what is at stake here!!

Aloha, Karen Mavec

Wailua resident

Response, 7/10/2017:

Ms. Mavec,

All of your concerns have been noted.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed,

Proper storm water systems are of the utmost concern for any development. Adequate attention will be paid to this area of concern in order to protect the surrounding areas.

At this time we project that any off-site utility and roadway upgrades will a shared expense between the county and the developer. It is also projected at this time that the development will not be connected to the municipal waster water system. The site will also have its own water source.

I can assure you the Hokua Place will meet applicable governing authorities conditions of providing affordable housing

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Scott Derrickson <SDerrick@dbedt.hawaii.gov> on behalf of &LUC
<luc@dbedt.hawaii.gov>
Sent: Friday, May 22, 2015 8:34 AM
To: info@hookuleana.com
Subject: Fw: hokua place subdivision

Aloha Peter:

Forwarded on response to DEIS. Aloha, Scott

State of Hawaii, Land Use Commission

Phone: (808) 587-3822

Fax: (808) 587-3827

Website: <http://luc.state.hi.us>

----- Forwarded by Scott Derrickson/DBEDT on 05/22/2015 08:34 AM -----

From: waiuat@hawaiiantel.net
To: luc@dbedt.hawaii.gov
Date: 05/20/2015 03:16 PM
Subject: hokua place subdivision

I am in total opposition to this subdivision. As a life long resident of this island I have seen the changes

that have impacted our highways and lives some good, but for the most part not. To me this is not smart growth.

Before homes, we need our highways and roadways updated and improved. Let us not put the cart before the horse.

Seen way to many of those happen on our island. Do it right and correct. Not after the fact.

Affordable housing has become such a trite word. For whom is it affordable to? I know that anything above

500,00 dollars is not affordable for the local people, my question then is to whom are these homes targeted to.

I say No Adequate Highways, No Homes. Am just saying Not here and not now

aloha

Lynn

Response, 7/10/2017:

Lynn,

All of your concerns have been noted.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed,

I can assure you the Hokua Place will meet applicable governing authorities conditions of providing affordable housing.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

Subject:

FW: serious concerns about the proposed Hokua Place development

From: Joan Levy [mailto:joanlevy47@icloud.com]

Sent: Saturday, June 20, 2015 1:53 AM

To: bbuley@thegardenisland.com; Mayor@kauai.gov; KauaiCountyCouncil; mwilliams@kauai.gov; huc@dbedt.hawaii.gov; info@hookuleana.com

Subject: serious concerns about the proposed Hokua Place development

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

Response, 7/10/2017:

Ms. Levy,

All of your concerns have been noted.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed,

Proper storm water systems are of the utmost concern for any development. Adequate attention will be paid to this area of concern in order to protect the surrounding areas.

At this time we project that any off-site utility and roadway upgrades will a shared expense between the county and the developer. It is also projected at this time that the development will not be connected to the municipal waster water system. The site will also have its own water source.

The Department of Education has reviewed the DEIS and has no comment or concern.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Makoto Lane [makotolane@yahoo.com]
Sent: Monday, June 15, 2015 8:31 AM
To: info@hookuleana.com; luc@dbedt.hawaii.gov; mwilliams@kauai.gov
Subject: HoKua Place development

Aloha,

The traffic congestion on Kaua'i is at a point where county planners can be found negligent in approving and contributing to the density of our roadways. It is a emergency and safety issue when first responders cannot get to their calls. There needs to be a viable traffic remedy, not stop gap fixes like those proposed and before any new development let alone rezoning of agricultural land is approved.

The coconut palms hotel will already create major traffic congestion at one end of Kapa'a, we don't need another source of traffic at the other end. There are major choke points along the main highway of Kaua'i. Any development will add to the congestion of these known choke points.

Kaua'i is food unsustainable importing 90% of our food. The state, county, UH system and private entities are working towards food sustainability initiatives and we cannot afford to lose any agriculturally zoned land to residential development until we fully address and solve our food sustainability issue.

We have many other problems that need to be taken care of before we start exacerbating these problems with more people and traffic. Sewage, MIRF(recycling), run-off water leading to polluted streams, traffic, water rights. All of which have to be addressed before we add any more people to the mix.

We need affordable housing but building 650 high-end over-priced houses in the name of affordable housing is a problem. This is where we run into traffic problems that will not be solved by the proposed new routes. How much affordable housing has gone to those born and raised in past developments?

Since when did building more houses ever lower housing prices. Look at Honolulu or Los Angeles. Building more houses has never lowered the median cost of housing, ever. Construction jobs are unsustainable.

Please do not let us end up being the new Orange County.

Makoto Lane
Vice-President Kaua'i Young Democrats
(808) 631-1866

Response, 7/10/2017:

Mr. Lane

All of your concerns have been noted.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed,

Also, please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient.

Proper storm water systems are of the utmost concern for any development. Adequate attention will be paid to this area of concern in order to protect the surrounding areas.

At this time we project that any off-site utility and roadway upgrades will a shared expense between the county and the developer. It is also projected at this time that the development will not be connected to the municipal waster water system. The site will also have its own water source.

I can assure you the Hokua Place will meet applicable governing authorities conditions of providing affordable housing

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Ken Jopling <kenxxden@gmail.com>
Sent: Sunday, June 21, 2015 7:23 PM
To: info@hookuleana.com
Subject: Kapaa Highlands development

As a citizen resident of upper Kapahi I cannot support the proposed Hokua Place development. 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 your proposed feeder road from the current Bypass to Olohena Road goes against the initial purpose of the Bypass to not have intersections along its route.

Also I feel strongly that Agricultural Land should remain for the production of local food sources and not be re-zoned for residential purposes.

Ken Jopling, RN, BSN
Support Your Health

Response, 7/10/2017:

Mr. Jopling,

All of your concerns have been noted.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed,

Also, please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

Subject:

FW: Proposed HoKua Place development

From: Sandra Herndon [<mailto:2da1wahine@gmail.com>]

Sent: Saturday, June 20, 2015 12:42 AM

To: Info@hookuleana.com

Cc: Marie Williams; Mayor Bernard Carvalho; counciltestimony@kauai.gov; raymond.j.mccormick@hawaii.gov; rodney.y.funakoshi@dbedt.hawaii.gov; michael.k.hinazumi@hawaii.gov; donald.l.smith@hawaii.gov; mmoule@kauai.gov

Subject: Proposed HoKua Place development

Aloha Mr Young and other interested parties,

I am writing in opposition to the proposed Hokua Place development. While I certainly agree that Kaua'i needs more affordable housing, I don't believe that this is the appropriate time nor place for this project to go forward.

Until such time as the infrastructure has been established, it does a huge disservice to the rest of the community, to accommodate the new construction.

I live in the Wailua House Lots division, having moved recently from Kapahi. I used to have to schedule trips past the middle school, so as not to encounter the backed up traffic from parents dropping off / picking up their children. With the additional homes planned for this area, the congestion will only be worse, but likely not as bad as it is now, on Kuhio Hwy through Kapaa town. The roads need to be in place before the construction commences.

I'm also concerned that these homes will not be affordable for the average citizen of Kaua'i, but instead will be priced out of the market. Pricing these homes out of financial reach of the majority of the community only increases the homeless situation, which we're dealing with particularly on the Eastside area.

Another concern is the sewage system. For years, traversing the area around Coco Palms/ Haleilio intersection is a strong reminder that the waste water treatment plant is insufficient to handle the current load. The odor is so strong at times you have to hold your breath, even with the windows up. It's inconceivable that 800 new residences could be added to this already overloaded system, without major pollution problems. Again, we need to have infrastructure in place prior to construction.

Although this testimony may be regarded as merely "anecdotal", it is what we live with on a daily basis; If the intention is to increase the quality of life here on Kauai, consider locating the development in Lihue, where residents can walk to the shopping centers, etc. The roads have already been widened to accommodate more traffic, there is plenty of vacant land across from the centers and it would serve to centralize the community.

Mahalo for the opportunity to speak to this issue.

Sandra Herndon

Kapaa, HI

"Thought is Creative, and YOU are the Thinker"

Response, 7/10/2017:

Ms. Herndon,

All of your concerns have been noted.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed,

Proper storm water systems are of the utmost concern for any development. Adequate attention will be paid to this area of concern in order to protect the surrounding areas.

At this time we project that any off-site utility and roadway upgrades will a shared expense between the county and the developer. It is also projected at this time that the development will not be connected to the municipal waster water system. The site will also have its own water source.

I can assure you the Hokua Place will meet applicable governing authorities conditions of providing affordable housing

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Marj Dente <mdente@hawaii.rr.com>
Sent: Sunday, June 21, 2015 9:03 PM
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
Subject: Concerns related to the Hokua Place, Kapa'a Zoning Change

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 Transportation (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

Peter T Young

From: lila devi <liladevi@yahoo.com>
Sent: Friday, June 12, 2015 7:00 AM
To: info@hookuleana.com
Cc: luc@dbedt.hawaii.gov
Subject: 800 house development Kapaa

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. 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, Llla Devi (Wailua Homesteads homeowner)

Response, 7/10/2017:

Mr. Lane

All of your concerns have been noted.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed,

At this time we project that any off-site utility and roadway upgrades will a shared expense between the county and the developer. It is also projected at this time that the development will not be connected to the municipal waster water system. The site will also have its own water source.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Michael Goodwin <goodwinkip@gmail.com>
Sent: Monday, June 22, 2015 10:35 AM
To: luc@dbedt.hawaii.gov; info@hookuleana.com; Michael Goodwin
Subject: Draft EIS, Hokua Place

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

Group 4 - Responses to Other Individual Comments

Karen Wood | createaloha@hawaiiantel.net
Juan Wilson | juan@islandbreath.org
Anne Walton | annehugginswalton@gmail.net
Randall Roe | roebro@aol.com
Michael Ritz | michael_ritz@ymail.com
Wendy Raebeck | wendywailua@gmail.com
Terry O'Shaughnessy | terryoshaun@gmail.com
Katherine Muzik | kmuzik@gmail.com
Santos Alvarez | aumakua639639@gmail.com
Aaron Higa

Peter T Young

From: Karen Wood <createaloha@hawaiiantel.net>
Sent: Friday, June 12, 2015 2:47 PM
To: info@hookuleana.com
Subject: Just say nooooooooo to hokua place

Sent from my iPad

Response, 7/10/2017:

Ms. Wood,

We cannot address your concerns at this time without specific examples.

Thank you.

Peter T Young

From: Juan Wilson <juan@islandbreath.org>
Sent: Saturday, June 20, 2015 1:06 PM
To: luc@dbedt.hawaii.gov
Cc: info@hookuleana.com; mwilliams@kauai.gov; CouncilTestimony@kauai.gov; Bernard Carvahlo; Bill Buley
Subject: HoKua Place DEIS Testimony to LUC

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.

SUSATABILITY

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](#)

Response, 7/10/2017:

Mr. Wilson,

Your concerns have been noted. We also agree that sustainability and climate change are two of the biggest challenges facing the building industry. We can assure you that the proposed development will be designed with sustainability practices in mind.

Please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient. However, we can consider adding community gardens to the project.

As shown in the EIS, Kauai is in need of affordable housing done correctly.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Anne Walton <annehugginswalton@gmail.com>
Sent: Sunday, June 21, 2015 8:43 AM
To: info@hookuleana.com; luc@dbedt.hawaii.gov
Subject: Hokua Place

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

Response, 7/10/2017:

Ms. Walton,

Your concerns have been noted. Please refer to the updated Traffic Impact Analysis Report from May 2017 for you traffic concerns and the solutions proposed.

Please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient.

I can assure you the Hokua Place will meet applicable governing authorities conditions of providing affordable housing.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Randall <roebro@aol.com>
Sent: Monday, June 22, 2015 12:04 PM
To: info@hookuleana.com
Subject: NO TO HOKUA PLACE!

To Peter Young:

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

Response, 7/10/2017:

Mr. Roe

Your concerns have been noted. ~

Please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: MICHAEL RITZ <michael_ritz@ymail.com>
Sent: Monday, June 15, 2015 4:44 PM
To: info@hookuleana.com
Subject: HoKua Place

We are opposed to the proposed development in Kapaa mauka of the alternate round-about. Any further developments should be south of the river until the East Side traffic can be resolved. Mike and Donna Ritz Princeville

Response, 7/10/2017:

Mr. Ritz

Your concerns have been noted. ~

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Wendy <wendywailua@gmail.com>
Sent: Friday, June 19, 2015 4:41 PM
To: LUC@DBEDT.Hawaii.gov; info@hookuleana.com; mwilliams@kauai.gov; councilmembers@kauai.gov
Cc: Raymond McCormick; rodney.y.funakoshi@dbedt.hawaii.gov; michael.k.hinazumi@hawaii.gov; donald.l.smith@hawaii.gov; mmoule@kauai.gov; Mayor Bernard Carvalho
Subject: strong opposition to the proposed Hokua Place development

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.

Response, 7/10/2017:

Wendy,

Your concerns have been noted. Please refer to updated Traffic Impact Analysis Report released in May 2017 for solutions to Kapaa circulation problems.

Also, please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient. However, we can consider adding community gardens to the project.

As shown in the EIS, Kauai is in need of affordable housing done correctly.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Terry O'Shaughnessy <terryoshaun@gmail.com>
Sent: Sunday, June 14, 2015 9:17 AM
To: info@hookuleana.com
Subject: Please stop proposed HoKua Place Development

Dear Sir,

My husband and I have been residents of Wailua Homesteads for the past 43 years. I am writing to tell you that I disagree strongly with the proposed change of zoning for the Kapaa property that will be called HoKua Place. This land should remain as agriculture zoning in hopes that in the future it will be used in Ag capacity. A change to residential zoning will create a huge increase in vehicles on our already clogged Eastside roads. We MUST fix the traffic problems Now before any more housing or hotel projects can be added to this mess. Please do the right thing and vote against this foolish zone change. Thank you, Sincerely, Terry OShaughnessy

Response, 7/10/2017:

Ms. O'Shaughnessy,

Your concerns have been noted. Please refer to updated Traffic Impact Analysis Report released in May 2017 for solutions to Kapaa circulation problems.

Also, please refer to the County of Kauai Important Agriculture Lands Study of 2015 for more in depth information concerning Kauai's plan for farming, food security, and self sufficiency. This proposed development is on land that is not considered Important Agriculture Lands, and does not play a part in Kauai's goals of becoming self-sufficient. However, we can consider adding community gardens to the project.

As shown in the EIS, Kauai is in need of affordable housing done correctly.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: kmuzik@gmail.com
Sent: Sunday, June 21, 2015 7:14 PM
To: Raymond McCormick; 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; Ken Taylor; Juan Wilson; Richard Diamond
Subject: Fwd: DEIS HoKua PI testimony due June 22, 2015

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

Response, 7/10/2017:

Ms. Muzik,

Your concerns have been noted. As the EIS state, Kauai is in need of affordable housing. I can assure you the Hoku Place will meet applicable governing authorities conditions of providing affordable housing.

We also agree that sustainability and climate change are two big global challenges. We can assure you that the proposed development will be designed with sustainability practices in mind. Hoku Place will implement these practices to minimize pollution. The bigger picture, however, cannot be solved by a housing development or by denying people a place to live.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: PeterYoung@Hookuleana.com <no-reply@weebly.com>
Sent: Wednesday, January 06, 2016 6:27 AM
To: PeterYoung@Hookuleana.com
Subject: New Form Entry: HoKua Place

You've just received a new submission to your HoKua Place.

Submitted Information:

Name

Aaron Higa

Email

Comment

Why can't it be like the Kakaako project in Oahu where it's being sold for less but if Owner sells in future they must pay back the difference? This Kakaako project is being geared towards Hawaii families and not people moving here from the Mainland. How many Hawaii families can afford a 600k home!

Response, 7/10/2017:

Mr. Higa,

I can assure you the Hokua Place will meet applicable governing authorities conditions of providing affordable housing.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: santos alvarez [aumakua639639@gmail.com]
Sent: Monday, June 01, 2015 11:21 AM
To: info@hookuleana.com
Subject: HOKUA PLACE DEVELOPMENTS AT KAAPA

I STRONGLY OPPOSE THE DANNER, ILLEGAL ASSAULT ON THE PEOPLE AND ILLEGALLY OCCUPIED HAWAII NATION. MORE OF THE SAME SHADY DEALINGS AND DISREGARDING OF THE CLEAR OPPOSITIONS!

Response, 7/10/2017:

Mr. Alvarez,

We cannot address your concerns about the development at this time without specific examples.

Thank you.

Group 5 - Responses to Gov. Agencies and Organizations

**Dept. of Education
Clean Water Branch, DOH
Environmental Planning Office, DOH
Wastewater Branch, DOH
Department of Human Services
Dept. of Water, Kauai County
Division of Aquatics, DLNR
Commission on Water Resource Management, DLNR
Office of Planning, State of Hawaii
Planning Department, County of Kauai
Wailua-Kapa'a Neighborhood Association**

AGOR JEHN ARCHITECTS, LLC
460 Ena Road, Suite 303
Honolulu, Hi 96815
ron@agorjehnarch.com
808-947-2467

Date: 11-06-2017

RE: Response to Comments on HoKua Place DEIS

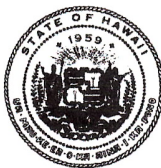
TO: Kenneth G. Masden
Public Works Manager, DOE
PO Box 2360
Honolulu, Hi 96804

We are pleased to respond to your June 4, 2015 comments on the DEIS for HoKua Place as follows:

Thank you for your comment. The Developer is committed to working with you as necessary during the final planning stages and the construction phase of HoKua Place.

Respectfully Submitted,

Ron Agor, Architect



STATE OF HAWAII
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAII 96804

OFFICE OF SCHOOL FACILITIES AND SUPPORT SERVICES

June 4, 2015

Mr. Peter T. Young
Ho`okuleana LLC
25 Kaneohe Bay Drive, Suite 212
Kailua, Hawaii 96734

Dear Mr. Young:

The Department of Education (DOE) has reviewed the draft environmental impact statement preparation notice (DEIS) HoKua Place project in Kapaa, Kauai.

The DOE has no comment or concern about the DEIS or the proposed project. We appreciate the opportunities we have had to review these plans several times over the past several years.

If you have any questions, please call Heidi Meeker of the Facilities Development Branch at 377-8301.

Respectfully,

A handwritten signature in black ink, appearing to read "Ken Masden", written over a horizontal line.

Kenneth G. Masden
Public Works Manager
Planning Section

KGM:jmb

AGOR JEHN ARCHITECTS, LLC
460 Ena Road, Suite 303
Honolulu, Hi 96815
ron@agorjehnarch.com
808-947-2467

Date: 11-06-2017
RE: Response to Comments on HoKua Place DEIS
TO: Alec Wong PE, Chief
Clean Water Branch, DOH
PO Box 3378
Honolulu, Hi 96801

We are pleased to respond to your June 3, 2015 comments on the DEIS for HoKua Place as follows:

Page 1, Item 1: The Developer is committed to reviewing policies HAR, Section 11-54-1.1, HAR, Section 11-54-3 and HAR, Sections 11-54-4-11-54-8 during the final development document phase and incorporate all applicable sections stated above into the construction of HoKua Place.

Page 2, Item 2: The Developer intends to obtain a NPDES permit to address discharges of wastewater, storm water runoff into State surface waters according to Chapter 11-55, HAR.

Page 2, Item 3: The project does not involve work in, over, or under waters of the United States. However, the preliminary development plans will be forward to the Army Corp of Engineers for comment. Furthermore, the final grading and drainage plan will reflect not allowing any runoffs from the subject site to go beyond the boundaries of the project and into federal and state water.

Page 2, Item 4: The developer is committed to complying to the State's Water Quality Standards.

Page 2, Item 5a. to 5e: The developer intends to treat storm waters as a resource for irrigation of the entire project. The final construction plans for grading and drainage will incorporate basins to store storm waters for use in the proposed irrigation system.

The final development plans will incorporate methods of conserving natural resources, especially storm waters.

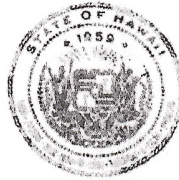
A Best Management Practice (BMP) will be part of the development of the subject land and will focus on the use of storm waters for irrigation.

Basins will be incorporated on site to store storm waters and allow the opportunity to revitalize natural underground water's natural hydrology.

The use of green building practices will be incorporated in the final development plans and specifications, including but not limited to, pervious pavements, the use of native landscape vegetation, reducing runoffs, and minimize use of fertilization.

HoKua Place is a new development and opportunities to have design storm infrastructure to restore ecological function while maintaining and enhancing hydraulic capacities.

Respectfully Submitted,
Ron Agor, Architect



STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
EMD/CWB

06004PJF.15

June 3, 2015

Mr. Peter T. Young
Ho'okuleana LLC
1539 Kanapu'u Drive
Kailua, Hawaii 96734

Dear Mr. Young:

**SUBJECT: Draft Environmental Impact Statement for the HoKua Place Project
Kawaihau, Island of Kauai, Hawaii**

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt of your letter, dated May 8, 2015, requesting comments on your project. The DOH-CWB has reviewed the subject document and offers these comments. Please note that our review is based solely on the information provided in the subject document and its compliance with the Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at: <http://health.hawaii.gov/epo/files/2013/05/Clean-Water-Branch-Std-Comments.pdf>.

1. Any project and its potential impacts to State waters must meet the following criteria:
 - a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.
 - b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.
 - c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).
2. You may be required to obtain National Pollutant Discharge Elimination System (NPDES) permit coverage for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55).

For NPDES general permit coverage, a Notice of Intent (NOI) form must be submitted at least 30 calendar days before the commencement of the discharge. An application for an NPDES individual permit must be submitted at least 180 calendar days before the commencement of the discharge. To request NPDES permit coverage, you must submit the applicable form ("CWB Individual NPDES Form" or "CWB NOI Form") through the e-Permitting Portal and the hard copy certification statement with the respective filing fee (\$1,000 for an individual NPDES permit or \$500 for a Notice of General Permit Coverage). Please open the e-Permitting Portal website located at: <https://eha-cloud.doh.hawaii.gov/epermit/>. You will be asked to do a one-time registration to obtain your login and password. After you register, click on the Application Finder tool and locate the appropriate form. Follow the instructions to complete and submit the form.

3. If your project involves work in, over, or under waters of the United States, it is highly recommended that you contact the Army Corp of Engineers, Regulatory Branch (Tel: 835-4303) regarding their permitting requirements.

Pursuant to Federal Water Pollution Control Act [commonly known as the "Clean Water Act" (CWA)], Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters..." (emphasis added). The term "discharge" is defined in CWA, Subsections 502(16), 502(12), and 502(6); Title 40 of the Code of Federal Regulations, Section 122.2; and HAR, Chapter 11-54.

4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of \$25,000 per day per violation.
5. It is the State's position that all projects must reduce, reuse, and recycle to protect, restore, and sustain water quality and beneficial uses of State waters. Project planning should:
 - a. Treat storm water as a resource to be protected by integrating it into project planning and permitting. Storm water has long been recognized as a source of irrigation that will not deplete potable water resources. What is often overlooked is that storm water recharges ground water supplies and feeds streams and estuaries; to ensure that these water cycles are not disrupted, storm water cannot be relegated as a waste product of impervious surfaces. Any project planning must recognize storm water as an asset that sustains and protects

natural ecosystems and traditional beneficial uses of State waters, like community beautification, beach going, swimming, and fishing. The approaches necessary to do so, including low impact development methods or ecological bio-engineering of drainage ways must be identified in the planning stages to allow designers opportunity to include those approaches up front, prior to seeking zoning, construction, or building permits.

- b. Clearly articulate the State's position on water quality and the beneficial uses of State waters. The plan should include statements regarding the implementation of methods to conserve natural resources (e.g., minimizing potable water for irrigation, gray water re-use options, energy conservation through smart design) and improve water quality.
- c. Consider storm water Best Management Practice (BMP) approaches that minimize the use of potable water for irrigation through storm water storage and reuse, percolate storm water to recharge groundwater to revitalize natural hydrology, and treat storm water which is to be discharged.
- d. Consider the use of green building practices, such as pervious pavement and landscaping with native vegetation, to improve water quality by reducing excessive runoff and the need for excessive fertilization, respectively.
- e. Identify opportunities for retrofitting or bio-engineering existing storm water infrastructure to restore ecological function while maintaining, or even enhancing, hydraulic capacity. Particular consideration should be given to areas prone to flooding, or where the infrastructure is aged and will need to be rehabilitated.

If you have any questions, please visit our website at: <http://health.hawaii.gov/cwb/>, or contact the Engineering Section, CWB, at (808) 586-4309.

Sincerely,


ALEC WONG, P.E., CHIEF
Clean Water Branch

JF:ay

AGOR JEHN ARCHITECTS, LLC
460 Ena Road, Suite 303
Honolulu, Hi 96815
ron@agorjehnarch.com
808-947-2467

Date: 11-06-2017

RE: Response to Comments on HoKua Place DEIS

TO: Laura Leialoha Phillips, McIntyre, AICP
Program Manager, Environmental Planning Office
PO Box 3378
Honolulu, Hi 96801

We are pleased to respond to your May 12, 2015 comments on the DEIS for HoKua Place as follows:

The Developer has reviewed the Land Use Planning Review Program and is committed to adhere to all the applicable standard comments set forth in the program in the development of HoKua Place.

We have examined the Hawaii Environmental Health Portal and are committed to visit it regularly during the final planning of HoKua Place.

The Developer acknowledges the updated Water Quality Standards Maps and is committed to using the updated maps for Kaua'i during the final planning of HoKua Place.

Respectfully Submitted,

Ron Agor, Architect

DAVID Y. IGE
GOVERNOR OF HAWAII



VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to
File

EPO 15-106

May 12, 2015

Mr. Peter T. Young
Ho'okuleana, LLC
HG Kaua'i Joint Venture, LLC
9911 S. 78th Avenue
Hickory Hills, Illinois 60457

Dear Mr. Young:

SUBJECT: Draft Environmental Impact Statement (DEIS) for HoKua Place

The Department of Health (DOH), Environmental Planning Office (EPO), acknowledges receipt of your DEIS dated April 27, 2015. Thank you for allowing us to review and comment on the HoKua Place project available on the OEQC website at:

http://oeqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/Kauai/2010s/2015-05-08-KA-5E-DEIS-HoKua-Place.pdf

The DEIS was routed to various branches. The various branches will provide specific comments to you if necessary. EPO recommends that you review the standard comments and available strategies to support sustainable and healthy design provided at: <http://health.hawaii.gov/epo/home/landuse-planning-review-program/>. Projects are required to adhere to all applicable standard comments.

We encourage you to examine and utilize the Hawaii Environmental Health Portal. The portal provides links to our e-Permitting Portal, Environmental Health Warehouse, Groundwater Contamination Viewer, Hawaii Emergency Response Exchange, Hawaii State and Local Emission Inventory System, Water Pollution Control Viewer, Water Quality Data, Warnings, Advisories and Postings. The Portal is continually updated. Please visit it regularly at: <https://eha-cloud.doh.hawaii.gov>

You may also wish to review the revised Water Quality Standards Maps that have been updated for all islands. The Water Quality Standards Maps can be found at:

<http://health.hawaii.gov/cwb/site-map/clean-water-branch-home-page/water-quality-standards/>

We request that you utilize all of this information on your proposed project to increase sustainable, innovative, inspirational, transparent and healthy design.

Mahalo nui loa,

A handwritten signature in cursive script, appearing to read "Laura Leialoha Phillips McIntyre".

Laura Leialoha Phillips McIntyre, AICP
Program Manager, Environmental Planning Office

c: Hookuleana LLC
LUC
CWB, WWB, HEER, DHO Kauai, DOH-DDEH (via email only)

AGOR JEHN ARCHITECTS, LLC
460 Ena Road, Suite 303
Honolulu, Hi 96815
ron@agorjehnarch.com
808-947-2467

Date: 11-06-2017

RE: Response to Comments on HoKua Place DEIS

TO: Sina Pruder, PE, Chief
Wastewater Branch
State of Hawaii Department of Health
PO Box 3378
Honolulu, Hi 96801

We are pleased to respond to your May 20, 2015 comments on the DEIS for HoKua Place as follows:

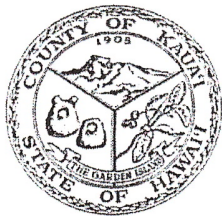
Page 102 of Volume I FEIS and Exhibit G of Volume II describes the preliminary finding for the capacity of the Kaua'i Wailua Wastewater Treatment Plant's (KWWTP) capacity and the Developer's agreement to facility cost contribution to the repair and upgrade of the system.

Attached please find a letter from the County Division of Wastewater Management confirming the viability of HoKua Place tying into the KWWTP. Furthermore, the Developer will be submitting the final scope of work that will be required for HoKua to connect to KWWTP to your branch for approval.

Respectfully Submitted,

Ron Agor, Architect

Bernard P. Carvalho, Jr.
Mayor



Larry Dill, P.E.
County Engineer

Gary K. Heu
Managing Director

Lyle Tabata
Deputy County Engineer

DEPARTMENT OF PUBLIC WORKS

County of Kaua'i, State of Hawai'i

4444 Rice Street, Suite 275, Līhu'e, Hawai'i 96766

TEL (808) 241-4992 FAX (808) 241-6604

August 13, 2012

Ho'okuleana LLC
25 Kāne'ohe Bay Drive, Suite 212
Kailua, HI 96734
Attention: Mr. Peter T. Young, President

Via email only to PeterYoung@Hookuleana.com

SUBJECT: PRE-ASSESSMENT CONSULTATION, ENVIRONMENTAL ASSESSMENT,
KAPA'A HIGHLANDS II PROJECT (TMK (4) 4-3-003:001)

Dear Mr. Young:

The County of Kaua'i, Department of Public Works, Division of Wastewater Management (Division) has reviewed the information submitted with your request for pre-consultation on an Environmental Assessment (DEA) for the subject project.

The Division concurs with your assessment of the feasibility for connection of the project to the County sewer system, and also with the anticipated wastewater flow volumes identified in the Preliminary Engineering report included with the DEA. The Division also concurs that the proposed connection of the project to the County sewer system will not negatively affect the existing wastewater system capacity.

During the design of the wastewater system for the project, the applicant shall comply with all requirements of the County Sewer Design Standards (1973) and State of Hawai'i, Department of Health requirements. Prior to final subdivision approval by the Department of Public Works, all required sewer improvements shall be constructed or bonded, and all required fees shall be paid at the rates applicable at the time of payment, including but not limited to the Wastewater Treatment Capacity Assessment (WTCA) and Sewer Connection Charges (SCC).

We appreciate the request for pre-consultation on this proposed project. If you have any questions, please call, at (808) 241-4084.

Very truly yours,

EDWARD TSCHUPP

Chief, Wastewater Management Division

DAVID Y. IGE
GOVERNOR OF HAWAII



VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
File

LUD - 4 4 3 003 001 DEIS
HoKua Place-ID2250

May 20, 2015

Mr. Benjamin David Johnson
Manager
HG Kauai Joint Venture LLC
9911 South 78th Avenue
Hickory Hills, IL 60457

Dear Mr. Johnson:

Subject: Draft Environmental Impact Statement (DEIS)
Hokua Place (Kapaa Highlands), Kapaa Town, Kauai, 96746
TMK (4) 4-3-003: 001


Thank you for allowing us the opportunity to provide comments on the above subject project.
We have the following information to offer.

The subject project is located in the critical wastewater disposal area as determined by the Kauai County Wastewater Advisory Committee. We have two (2) treatment individual wastewater systems (IWSs) (septic tanks) for the subject tax map key (TMK) number, i.e., for the Kapaa Intermediate School and the Kapaa Solar Farm located on Olohena Road.

The wastewater generated from the proposed Hokua Place project is planned to be connected to the County of Kauai Wailua Wastewater Treatment Plant (WWTP) for treatment and effluent disposal. However, the DEIS did not clearly demonstrate that the existing Wailua WWTP has available capacity and required operation equipment to treat and dispose of the additional wastewater from the proposed Hokua Place project in compliance with Hawaii Administrative Rules, Chapter 11-62, Wastewater Systems. Accordingly, we defer making any determination regarding this project until a detailed review and plan addressing any necessary facility upgrades to the existing Wailua WWTP and effluent disposal system, including implementation schedules, to accommodate the additional wastewater flows from the proposed project is addressed.

Should you have any questions, please contact Mr. Mark Tomomitsu of my staff at (808) 586-4294.

Sincerely,


SINA PRUDER, P.E., CHIEF
Wastewater Branch

LM/MST:lmj

c: Ms. Laura McIntyre, DOH-Environmental Planning Office (15-106)
Ms. Lori Vetter, DOH-WWB's Kauai Staff
Mr. Daniel E. Orodener, State of Hawaii, Land Use Commission
✓ Mr. Peter T. Young, Hookuleana LLC

AGOR JEHN ARCHITECTS, LLC
460 Ena Road, Suite 303
Honolulu, Hi 96815
ron@agorjehnarch.com
808-947-2467

Date: 11-06-2017

RE: Response to Comments on HoKua Place DEIS

TO: Scott Nakasone
Assistant Division Administrator
Department of Human Services
820 Mililani Street, Suite 606
Honolulu, Hi 96813

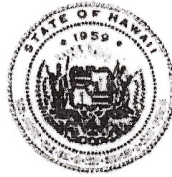
We are pleased to respond to your May 19, 2015 comments on the DEIS for HoKua Place as follows:

The Developer is committed to safeguard the nearby and surrounding properties from fugitive dust. The permit plans and specifications will address the provisions of the Hawai'i Administrative Rules 5-11-60.11.33 on Fugitive Dust.

Respectfully Submitted,

Ron Agor, Architect

DAVID Y. IGE
GOVERNOR OF HAWAII



VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
File

EPO 15-106

May 12, 2015

Mr. Peter T. Young
Ho'okuleana, LLC
HG Kaua'i Joint Venture, LLC
9911 S. 78th Avenue
Hickory Hills, Illinois 60457

Dear Mr. Young:

SUBJECT: Draft Environmental Impact Statement (DEIS) for HoKua Place

The Department of Health (DOH), Environmental Planning Office (EPO), acknowledges receipt of your DEIS dated April 27, 2015. Thank you for allowing us to review and comment on the HoKua Place project available on the OEQC website at:

http://oeqc.doh.hawaii.gov/Shared%20Documents/EA_and_EIS_Online_Library/Kauai/2010s/2015-05-08-KA-5E-DEIS-HoKua-Place.pdf

The DEIS was routed to various branches. The various branches will provide specific comments to you if necessary. EPO recommends that you review the standard comments and available strategies to support sustainable and healthy design provided at: <http://health.hawaii.gov/epo/home/landuse-planning-review-program/>. Projects are required to adhere to all applicable standard comments.

We encourage you to examine and utilize the Hawaii Environmental Health Portal. The portal provides links to our e-Permitting Portal, Environmental Health Warehouse, Groundwater Contamination Viewer, Hawaii Emergency Response Exchange, Hawaii State and Local Emission Inventory System, Water Pollution Control Viewer, Water Quality Data, Warnings, Advisories and Postings. The Portal is continually updated. Please visit it regularly at: <https://eha-cloud.doh.hawaii.gov>

You may also wish to review the revised Water Quality Standards Maps that have been updated for all islands. The Water Quality Standards Maps can be found at: <http://health.hawaii.gov/cwb/site-map/clean-water-branch-home-page/water-quality-standards/>.

We request that you utilize all of this information on your proposed project to increase sustainable, innovative, inspirational, transparent and healthy design.

Mahalo nui loa,

A handwritten signature in black ink, appearing to read "Laura Leialoha Phillips McIntyre".

Laura Leialoha Phillips McIntyre, AICP
Program Manager, Environmental Planning Office

c: Hookuleana LLC
LUC
CWB, WWB, HEER, DHO Kauai, DOH-DDEH (via email only)

AGOR JEHN ARCHITECTS, LLC
460 Ena Road, Suite 303
Honolulu, Hi 96815
ron@agorjehnarch.com
808-947-2467

Date: 11-06-2017

RE: Response to Comments on HoKua Place DEIS

TO: Mr. Edward Doi
Department of Water
PO Box 1706
Lihue, Hi 96766

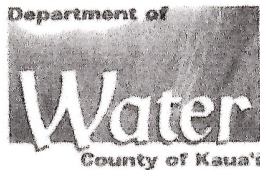
Thank you very much for your comments on the Draft EIS for the HoKua Place.

HoKua Place has tested for a well on site and has made a proposal to dedicate the well site to the DOW to serve HoKua Place as well as other areas.

The Developer acknowledges Conditions 1 through 6 of your recommendations. The recommendations will address during the permitting phase4. Recommendation 1 has been incorporated in the FEIS, Page 85.

Respectfully Submitted,

Ron Agor, Architect



Water has no substitute.....Conserve it

June 23, 2015

UID #682

Mr. Peter T. Young
Ho'okuleana LLC.
1539 Kanapu'u Drive
Kailua, HI 96734

Dear Mr. Young:

Subject: Draft Environmental Impact Statement for the Hokua Project (Formerly Referred to as Kapaa Highlands), TMK: 4-3-03:001 por, Kapaa, Kauai

This is in regard to your letter received on May 7, 2015. We have no objections to the proposed Draft Environmental Impact Statement. The following are our comments to the subject Draft Environmental Impact Statement for the Hokua Project (formerly referred to as Kapaa Highlands).

Any actual subdivision or development of this area will be dependent on the adequacy of the source, storage, and transmission facilities existing at that time. At the present time, the existing source, storage, and transmission facilities are not adequate for the proposed project which includes 86 single family lots, 683 multifamily residential units, a 3.1 acre park, and 1.4 acres for commercial use.

Prior to the Department of Water (DOW) recommending building permit or water service approval, the applicant will be required to:

1. Be made aware that the Water Master Plan for the subject project has **not** been approved by the DOW. The DOW recommends that the following statement on Page 77 of the DEIS: *"A Water Master Plan for Hokua Place and Hokua Farm Lots (formerly known as Kapa'a Highlands), has been approved, in concept, by the County Department of Water (DOW),"* be changed or corrected in the Final Environmental Impact Statement.
2. Prepare and receive DOW's approval of a Water Master Plan for full development of the area.
3. Submit a formal request for water service. The applicant shall describe the proposed water meter use. For non-residential use, the applicant shall submit detailed water demand calculations, along with the proposed water meter size, to the DOW for review and approval. DOW conditions for approval may change based on the approved water demands and use.
4. Prepare and receive DOW's approval of construction drawings for the necessary water system facilities and construct said facilities as required in the approved water master plan for the proposed project.

Mr. Peter T. Young

Ho'okuleana LLC.

Subject: Draft Environmental Impact Statement for the Hokua Project (Formerly Referred to as Kapaa Highlands), TMK: 4-3-03:001 por, Kapaa, Kauai

June 23, 2015

Page 2

5. Pay the applicable charges in effect at the time of payment to the DOW. At the present time, these charges include the Facilities Reserve Charge (FRC) which is based on \$4,600 per 5/8-inch water meter/unit or the FRC based on the approved water meter size, whichever amount is greater. FRC offsets may apply for source, storage, and transmission facilities that qualify for offsets, in accordance with the DOW's Rules and Regulations.
6. Receive a "Certification of Completion" notice for the construction of necessary water system facilities from the DOW.

All conditions stated above are subject to the Rules and Regulations of the DOW as amended or as will be amended.

If you have any questions concerning the construction drawings, please contact Mr. Roman Silvestre at (808) 245-5412. For questions concerning the Certification of Completion, please contact Mr. Dustin Moises at (808) 245-5459. For other questions, please contact Mr. Joel Bautista at (808) 245-5441.

Sincerely,



Edward Doi

Chief of Water Resources and Planning Division

c: Ken Taylor (taylorko21@hawaii.rr.com)

4-3-03-001por, T-17058, Hokua Project DEIS, Young/JB:lcc

AGOR JEHN ARCHITECTS, LLC
460 Ena Road, Suite 303
Honolulu, Hi 96815
ron@agorjehnarch.com
808-947-2467

Date: 11-06-2017

RE: Response to Comments on HoKua Place DEIS

TO: Division of Aquatics, DLNR
PO Box 621
Honolulu, Hi 96809

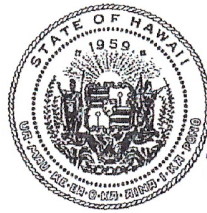
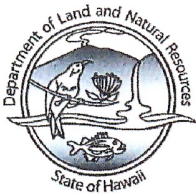
We are pleased to respond to your May 19, 2014 comments on the DEIS for HoKua Place as follows:

Page 2, Comment 1: The Developer is committed to implement BMPs during all phases of the project development to assure minimizing or eliminating negative impacts resulting from construction debris, petroleum products and /or other toxic pollutants entering into the nearby bodies of water as a result of runoffs.

Page 2, Comment 2: HoKua Place will maintain public access in and out of the Waikaea Fishing Area so the fishing public continues to have access to resources in the fishing area.

Respectfully Submitted,

Ron Agor, Architect



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 19, 2014

MEMORANDUM



DAR # 5114

TO: DLNR Agencies:
☒ Div. of Aquatic Resources
☒ Div. of Boating & Ocean Recreation
☒ Engineering Division
☒ Div. of Forestry & Wildlife
☒ Div. of State Parks
☒ Commission on Water Resource Management
☒ Office of Conservation & Coastal Lands
☒ Land Division – Kauai District
☒ Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator

SUBJECT: Draft Environmental Impact Statement (DEIS) for the HoKua Place project (formerly referred to as Kapa'a Highlands)

LOCATION: "Situated at (4) 4-3-003:001 (portion) in the Kawaihau District on the island of Kauai"

APPLICANT: HG Kauai Joint Venture, by its consultant, Ho'okuleana LLC

JK ✓
MF ✓
BK ✓
GH ✓

Transmitted for your review and comment on the above-referenced document. We would appreciate your comments on this document which can be found here:

1. Go to: <https://sp01.ld.dlnr.hawaii.gov/LD>
2. Login: Username: LD\Visitor Password: 0pa\$\$word0 (first and last characters are zeros)
3. Click on: Requests for Comments. Click on the subject file "Draft Environmental Impact Statement (DEIS) for the HoKua Place project (formerly referred to as Kapa'a Highlands)", then click on "Files" and "Download a copy". (Any issues accessing the document should be directed to Jonathan Real, Applications/Systems Analyst at 587-0427 or Jonathan.C.Real@hawaii.gov)

Please submit any comments by **June 17, 2015**. If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Supervising Land Agent Steve Molmen at (808) 587-0439. Thank you.

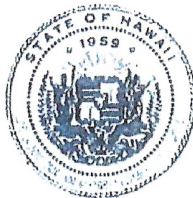
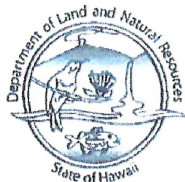
Attachments

- ☐ We have no objections.
☐ We have no comments.
☒ Comments are attached. Previous comments from

Signed: Altan Miyasaka DAR #5046 still apply
Print Name: Altan Miyasaka They are attached
Date: 6-4-15

Signed: Suzanne D. Case
Print Name: Suzanne D. Case
Date: 6/2/2015

DAVID Y. IGE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

December 18, 2014

MEMORANDUM

TO:

DLNR Agencies:

- ☒ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division
- ☒ Div. of Forestry & Wildlife
- ☒ Div. of State Parks
- ☒ Commission on Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division - Oahu District
- ☒ Historic Preservation

FROM:

Russell Y. Tsuji, Land Administrator

SUBJECT:

Environmental Impact Statement Preparation Notice (EISP) for the HoKua Place project (formerly referred to as Kapa'a Highlands)

LOCATION:

"Situated at (4) 4-3-03: por 01 (portion) in the Kawaihau District on the island of Kauai"

APPLICANT:

HG Kauai Joint Venture, by its consultant, Ho'okuleana LLC

Transmitted for your review and comment on the above-referenced document. We would appreciate your comments on this document which can be found here:

1. Go to: <https://sp01.ld.dlnr.hawaii.gov/LD>
2. Login: Username: LD\Visitor Password: Opa\$\$word0 (first and last characters are zeros)
3. Click on: Requests for Comments. Click on the subject file "Environmental Impact Statement Preparation Notice (EISP) for the HoKua Place project (formerly referred to as Kapa'a Highlands)", then click on "Files" and "Download a copy". (Any issues accessing the document should be directed to Jonathan Real, Applications/Systems Analyst at 587-0427 or Jonathan.C.Real@hawaii.gov)

Please submit any comments by January 20, 2015. If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Supervising Land Agent Steve Molmen at (808) 587-0439. Thank you.

Attachments

- ☐ We have no objections.
- ☐ We have no comments.
- ☒ Comments are attached.

Signed:

Print Name:

Date:

Carty S. Chang

2/13/15

Previous comments

WILLIAM J. AHA, JR.
CHAIRMAN
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

JESSE K. SOUKI
FIRST DEPUTY

WILLIAM M. TAM
DEPUTY DIRECTOR, WATER

AQUATIC RESOURCES
DIVISION AND DEPARTMENTAL
BUREAU OF COMPLIANCE
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RECREATION
ENGINEERING
FOREST AND WILDLIFE
HISTORIC PRESERVATION
KAWAII ISLAND DEVELOPMENT COMMISSION
LAND
STATE PARKS



DAR #5046

JK ✓
KN
BK
GM
MF

A stream within the HoKua Farm Lots flows from north to south along the western boundary of HoKua Place. The path of the stream passes under a bridge on the By-Pass Road at the southwest corner of the property, and empties into the Waikaea drainage canal about 800 ft. downstream from the property. The Waikaea Canal is a regulated fishing area managed by on Kauai. HoKua Place is committed to keeping the flow of the stream consistent to prevent potential health and mosquito problems associated with streams when not flowing naturally.

The Applicant proposes to adhere to applicable laws to minimize soil movement, erosion and compaction during the various phases of the project. Additionally

A Preliminary Report has been prepared and a detailed drainage and erosion mitigation plan will be prepared and submitted to the County Engineer for approval during the design and development stages. The Applicant proposes to provide major drainage improvements in connection with development of the property. Multiple detention ponds are being proposed for the property, catch basins, drainage pipes and culverts to be utilized for directing run off to major drainage areas on the property are also being proposed.

The EIS submitted for review and comments states that the proposed drainage system for the project will be designed to minimize impacts to the near shore coastal waters. Additionally, water quality treatment and detention basins will be built to prevent runoff and sedimentation from impacting groundwater resources. The Applicant proposes to use BMPs to maintain storm and surface-water runoff and that the BMPs will be designed to prevent violations of State water quality standards.

Comments:

DAR recommends BMPs be implemented during all phases of project development to assure minimizing/eliminating negative impacts resulting from construction debris, petroleum products and/or other toxic pollutants entering into the nearby bodies of water as a result of run-off.

DAR also recommends maintaining public access in and out of the Waikaea Fishing Area so that the fishing public continues to have access to resources in the fishing area.

Thank you for providing DAR the opportunity to review and comment on the proposed project. Should there be any changes to the project plans, DAR requests the opportunity to review and comment on those changes.

AGOR JEHN ARCHITECTS, LLC
460 Ena Road, Suite 303
Honolulu, Hi 96815
ron@agorjehnarch.com
808-947-2467

Date: 11-06-2017

RE: Response to Comments on HoKua Place DEIS

TO: Roy Hardy
Commission on Water Resource Management
PO Box 621
Honolulu, Hi 96809

We are pleased to respond to your May 19, 2014 on HoKua Place as follows:

Page 1, Item 1: The Developer currently is in negotiations with the Kauai Department of Water (DOW) to include HoKua Place proposed water well in the DOW water system. The testing of the proposed well concluded that the well is anticipated to generate more water than the need for HoKua Place.

Page 1, Item 3: Contact by the Developer has been made with HDOA to coordinate the reclassification of agricultural zoned land and redistribution of agricultural resources into the State's Agricultural Water Use and Development Plan.

Page 1, Item 4: The Developer is committed to incorporate water efficient fixtures and practices in this development to reduce the consumption of water.

Page 1, Item 5: The project does include Best Management Practices (BMP) for storm water management to minimize the impact of the project's existing area hydrology while maintaining on-site infiltration and polluted runoff from storm events.

Page 1, Item 6: The Developer is committed to using stored storm water for an alternate source of irrigation.

Page 2, Item 8: Landscape irrigation conservation best management practices endorsed by the Landscape Industry Council of Hawaii will be incorporated in the irrigation system as deemed practical.

Page 2, Item 9: The Developer will be coordinating with the State Health Department on issues of ground and surface water measures to minimize surface water degradation and/or contamination.

Page 2, Item 11: It is the intent of the Developer to secure a Well Construction Permit before well construction begins.

Page 2, Item 12: The Developer will secure a Pump Installation Permit before any ground water is used for HoKua Place.

Page 2, Item 13: Should any well on or adjacent to this project be abandoned, a permit for abandonment will be secured by the Developer.

Page 2, Other: The Developer will coordinate with Kauai DOW to incorporate this project into the County water use and development plan.

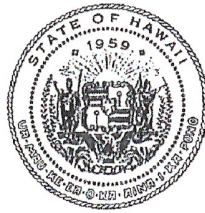
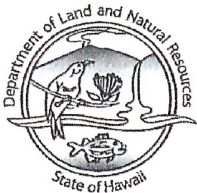
This project will be incorporate recommendations by the Handbook for Storm Water Reclamation and Reuse Best Management Practices in Hawaii (2008).

The Developer intends to use water efficient fixtures and water conservation measures throughout the project.

Respectfully Submitted,

Ron Agor, Architect

DAVID Y. IGE
GOVERNOR OF HAWAII



SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 19, 2014

MEMORANDUM

TO:

DLNR Agencies:

- ☒ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division
- ☒ Div. of Forestry & Wildlife
- ☒ Div. of State Parks
- ☒ Commission on Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division – Kauai District
- ☒ Historic Preservation

FROM:

Russell Y. Tsuji, Land Administrator

SUBJECT:

Draft Environmental Impact Statement (DEIS) for the HoKua Place project (formerly referred to as Kapa'a Highlands)

LOCATION:

"Situated at (4) 4-3-003:001 (portion) in the Kawaihau District on the island of Kauai"

APPLICANT:

HG Kauai Joint Venture, by its consultant, Ho'okuleana LLC

Transmitted for your review and comment on the above-referenced document. We would appreciate your comments on this document which can be found here:

1. Go to: <https://sp01.ld.dlnr.hawaii.gov/LD>
2. Login: Username: LD\Visitor Password: Opa\$\$word0 (first and last characters are zeros)
3. Click on: Requests for Comments. Click on the subject file "Draft Environmental Impact Statement (DEIS) for the HoKua Place project (formerly referred to as Kapa'a Highlands)", then click on "Files" and "Download a copy". (Any issues accessing the document should be directed to Jonathan Real, Applications/Systems Analyst at 587-0427 or Jonathan.C.Real@hawaii.gov)

Please submit any comments by June 17, 2015. If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Supervising Land Agent Steve Molmen at (808) 587-0439. Thank you.

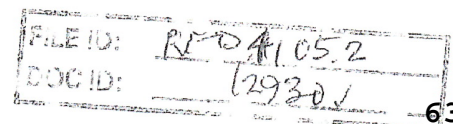
Attachments

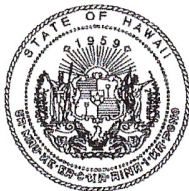
- () We have no objections.
- () We have no comments.
- (x) Comments are attached.

Signed: /s/ W. Roy Hardy

Print Name: Acting Deputy Director

Date: June 3, 2015





STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
P.O. BOX 621
HONOLULU, HAWAII 96809

June 3, 2015

REF: RFD.4105.2

TO: Russell Tsuji, Administrator
Land Division

FROM: W. Roy Hardy, Acting Deputy Director
Commission on Water Resource Management

SUBJECT: Hokua Place Project (formerly Kapaa Highlands)

FILE NO.:

TMK NO.: (4) 4-3-003:001 (portion)

Thank you for the opportunity to review the subject document. The Commission on Water Resource Management (CWRM) is the agency responsible for administering the State Water Code (Code). Under the Code, all waters of the State are held in trust for the benefit of the citizens of the State, therefore, all water use is subject to legally protected water rights. CWRM strongly promotes the efficient use of Hawaii's water resources through conservation measures and appropriate resource management. For more information, please refer to the State Water Code, Chapter 174C, Hawaii Revised Statutes, and Hawaii Administrative Rules, Chapters 13-167 to 13-171. These documents are available via the Internet at <http://www.hawaii.gov/dlnr/cwrn>.

Our comments related to water resources are checked off below.

- ☒ 1. We recommend coordination with the county to incorporate this project into the county's Water Use and Development Plan. Please contact the respective Planning Department and/or Department of Water Supply for further information.
- ☐ 2. We recommend coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.
- ☒ 3. We recommend coordination with the Hawaii Department of Agriculture (HDOA) to incorporate the reclassification of agricultural zoned land and the redistribution of agricultural resources into the State's Agricultural Water Use and Development Plan (AWUDP). Please contact the HDOA for more information.
- ☒ 4. We recommend that water efficient fixtures be installed and water efficient practices implemented throughout the development to reduce the increased demand on the area's freshwater resources. Reducing the water usage of a home or building may earn credit towards Leadership in Energy and Environmental Design (LEED) certification. More information on LEED certification is available at <http://www.usgbc.org/leed>. A listing of fixtures certified by the EPA as having high water efficiency can be found at <http://www.epa.gov/watersense/>.
- ☒ 5. We recommend the use of best management practices (BMP) for stormwater management to minimize the impact of the project to the existing area's hydrology while maintaining on-site infiltration and preventing polluted runoff from storm events. Stormwater management BMPs may earn credit toward LEED certification. More information on stormwater BMPs can be found at <http://hawaii.gov/dbedt/czm/initiative/lid.php>.
- ☒ 6. We recommend the use of alternative water sources, wherever practicable.
- ☐ 7. We recommend participating in the Hawaii Green Business Program, that assists and recognizes businesses that strive to operate in an environmentally and socially responsible manner. The program description can be found online at <http://energy.hawaii.gov/green-business-program>

- ☒ 8. We recommend adopting landscape irrigation conservation best management practices endorsed by the Landscape Industry Council of Hawaii. These practices can be found online at http://www.hawaiiscape.com/wp-content/uploads/2013/04/LICH_Irrigation_Conservation_BMPs.pdf
- ☒ 9. There may be the potential for ground or surface water degradation/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.

Permits required by CWRM:

Additional information and forms are available at http://hawaii.gov/dlnr/cwrn/info_permits.htm.

- ☐ 10. The proposed water supply source for the project is located in a designated water management area, and a Water Use Permit is required prior to use of water. The Water Use Permit may be conditioned on the requirement to use dual line water supply systems for new industrial and commercial developments.
- ☒ 11. A Well Construction Permit(s) is (are) required before any well construction work begins.
- ☒ 12. A Pump Installation Permit(s) is (are) required before ground water is developed as a source of supply for the project.
- ☒ 13. There is (are) well(s) located on or adjacent to this project. If wells are not planned to be used and will be affected by any new construction, they must be properly abandoned and sealed. A permit for well abandonment must be obtained.
- ☐ 14. Ground water withdrawals from this project may affect streamflows, which may require an instream flow standard amendment.
- ☐ 15. A Stream Channel Alteration Permit(s) is (are) required before any alteration(s) can be made to the bed and/or banks of a stream channel.
- ☐ 16. A Stream Diversion Works Permit(s) is (are) required before any stream diversion works is (are) constructed or altered.
- ☐ 17. A Petition to Amend the Interim Instream Flow Standard is required for any new or expanded diversion(s) of surface water.
- ☐ 18. The planned source of water for this project has not been identified in this report. Therefore, we cannot determine what permits or petitions are required from our office, or whether there are potential impacts to water resources.
- ☒ OTHER:
The State Water Code requires each county to update its water use and development plans as necessary to maintain consistency with its zoning and land use policies (§174C-31 HRS). Should a change in zoning be approved for this project, please coordinate with the respective Planning Department and/or Department of Water to incorporate this project into the county water use and development plan. An update of the County of Kauai's Water Use and Development Plan is being initiated by the Department of Water.

The project is located in the Anahola Aquifer System Area (ASYA). The sustainable yield of the Anahola ASYA is 17 million gallons per day (mgd). Reported pumpage as of December 2014 is 2.33 mgd. The projected average water demand associated with this project, 0.451 mgd, was based on the Domestic Consumption Guidelines in the County Water System Standards.

Due to the location of this project makai of the UIC, the establishment of an onsite wastewater reclamation and reuse facility and the installation of a dual water system should be considered. Recycled non-potable water and stormwater capture and reuse may be used to meet the irrigation needs of the development, while conserving our natural supplies of ground water for environmental needs. The Commission has published a Handbook for Stormwater Reclamation and Reuse Best Management Practices in Hawaii (2008). Please visit the Commission's website at <http://hawaii.gov/dlnr/cwrn> to view or download a copy.

The Commission strongly supports the proposed installation of water efficient fixtures and water conservation measures. A listing of fixtures certified by the EPA as having high water efficiency can be found at <http://www.epa.gov/watersense/products/index.html>.

If there are any questions, please contact Lenore Ohye of the Planning Branch at 587-0218 or Ryan Imata of the Regulation Branch at 587-0225.

AGOR JEHN ARCHITECTS, LLC
460 Ena Road, Suite 303
Honolulu, Hi 96815
ron@agorjehnarch.com
808-947-2467

Date: 11-06-2017

RE: Response to Comments on HoKua Place DEIS

TO: Leo R. Asuncion, Director
Office of Planning
State of Hawaii
PO Box 2359
Honolulu, Hi 96804

We are pleased to respond to your June 15, 2015 comments on the DEIS for HoKua Place as follows:

Page 1, Item 1: An effort has been made to replace some of the maps that had poor resolution.

Page 1, Item 2: The Second Page (392) of Exhibit "L" in Volume I is SHPD's letter of approval of the Archaeology Assessment.

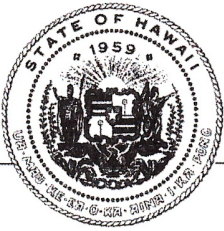
Page 1, Item 3: -An updated LSB map is included in Exhibit "C", Page 54.
-An updated ALISH map is included in Exhibit "C", Page 55.
-We attempted to get a better image of the Soils Map, Page 43, Exhibit "C". Pages 44 to 50 appears to depict the soils type of the property.
-Please refer to Soils Maps 74 and 75 of Volume I for better maps. Pages 76 to 78 of Volume I describes the soils type.

Page 1, Item 4: To the best of our knowledge the HoKua Place petition meets HRS 205-17 and the project is outside the Coastal Zone Management Area.

Page 2, Item 5: An Invertebrate Study is attached as Exhibit "P".

Respectfully Submitted,

Ron Agor, Architect



OFFICE OF PLANNING STATE OF HAWAII

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

DAVID Y. IGE
GOVERNOR

LEO R. ASUNCION
ACTING DIRECTOR
OFFICE OF PLANNING

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: <http://planning.hawaii.gov/>

Ref. No. P-14777

June 15, 2015

Mr. Peter T. Young, President
Hookuleana, LLC
1539 Kanapuu Drive
Kailua, Hawaii 96734

Dear Mr. Young:

Subject: HoKua Place
HG Kauai Joint Venture
Draft Environmental Impact Statement
TMK: (4) 4-3-003: por. 001
Kawaihau District, Wailua, Kauai, Hawaii

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS). The 97-acre project is proposed for approximately 683 multi-family and 86 single family units including parks, and 1.4 acres of commercial use. The document also indicates that the adjacent HoKua farm lots share some of the project infrastructure.

The Office of Planning (OP) has the following comments:

1. The resolution and clarity of some of the maps were poor.
2. Archaeological Resources, Appendix L. We could not locate any letters or comments from the State Department of Land and Natural Resources, State Historic Preservation Office commenting on the adequacy of this study. These should be provided if available.
3. Agricultural Resources, Exhibit C. Information is included on the designations for the Land Study Bureau, but we could not locate any information on ALISH designations. If the document does not include this information, then the DEIS should include additional information on agricultural resources. The soils and LSB maps included should be clarified, as these were of poor resolution and clarity.
4. The entire site is within the State Agricultural District. The proposal will require that the Property be reclassified to the State Urban District by the Land Use Commission (LUC). OP represents the State as a mandatory party in proceedings before the LUC. In developing its position, OP evaluates whether the project meets the LUC decision-making criteria in

Mr. Peter T. Young
June 15, 2015
Page 2

HRS § 205-17, as well as its conformance with Coastal Zone Management objectives and policies in HRS § 205-A-2.

5. Invertebrate Survey. In a letter dated January 29, 2015, for the Environmental Impact Statement Preparation Notice (EISPN), OP commented that the DEIS should include an invertebrate survey. In Exhibit K, Biological Surveys Conducted on the Kapaa Highlands Phase II Project Site, TMK: (4) 3-003: 001, Island of Kauai, Hawaii, an invertebrate survey was not included within the document.

Thank you for the opportunity to review this project. If you have any questions please call either Josh Hekeia of our Coastal Zone Management Program at (808) 587-2845 or Lorene Maki of our Land Use Division at (808) 587-2888.

Sincerely,

A handwritten signature in black ink, appearing to read 'Leo R. Asuncion', with a stylized flourish at the end.

Leo R. Asuncion
Acting Director

c: Land Use Commission

Date: 11-06-2017

RE: Response to Comments on HoKua Place DEIS

TO: Marie Williams, Planner
Planning Director Michael Dahilig
4444 Rice Street, Suite A-473
Lihue, Hi 96766

We are pleased to respond to your comments on the DEIS for HoKua Place as follows:

Page 2, Paragraph 5: Page 11 of the FEIS addresses your comment that the General Plan should not be construed as a desired growth policy. Basically, while the General Plan does not specify the “desired growth in number”, it most certainly addresses “growth policy.”

Page 3, Paragraph 1: Page 22 of the FEIS acknowledges the General Plan Update.

Page 3, Community Plan Consistency: Change to only reference to the General Plan and the Kapa’a-Wailua Development Plan.

Page 3-4, Consistency with Recent Plans and Policy Initiatives: Although the petition is focused on what the LUC’s task is, which is a Boundary Amendment per the current General Plan, the Developer acknowledges that a General Plan Update is in progress. (Page 22). Furthermore, the Developer desires to be flexible in the design of the site at this time so planning during the county entitlement process can take place with the implementation of the “Complete Streets”, Multi-Model Land Transportation Plan, and the Smart Code. The Developer recognizes that the “Form-Based Code” is part of the General Plan update. Page 22 outlines efforts to shift vehicle trip mode to pedestrian, bicycle and transit trips.

Other Comments:

- Exhibit H has the updated TIAR and responses to DPW and DOT comments.
- Pages 19 and 20 elaborates more on the Kapa’a Town Park and the Kapa’a By Pass.
- Page 21 clarifies “reserved areas” as “zoned” areas.
- Page 24 elaborates on “Social Sustainability”.

Respectfully Submitted,

Ron Agor, Architect

Bernard P. Carvalho, Jr.
Mayor



Michael A. Dahilig
Director of Planning

Nadine K. Nakamura
Managing Director

Ka'āina S. Hull
Deputy Director of Planning

PLANNING DEPARTMENT
County of Kaua'i, State of Hawai'i
4444 Rice Street, Suite A-473, Līhu'e, Hawai'i 96766
TEL (808) 241-4050 FAX (808) 241-6699

JUN 18 2015

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 Kapaa 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)

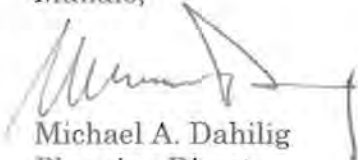
The Sustainability Plan for HoKua Place refers to "Smart Code" and states that the conceptual plans implement Smart Code principles. The County is currently implementing Smart Code's transect-based (or place-based) zoning, also known as Form-Based Code, via two community plans. As shown in the DEIS, 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 Līhu'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

Date: 11-06-2017

RE: Response to Comments on HoKua Place DEIS

TO: Rayne Regush
Chairperson of W-KNA

We are pleased to respond to W-KNA's comments on the DEIS for HoKua Place as follows:

Page 1:

It is highly unlikely that the developer would commit to install any infrastructure (Road A) prior to approval of a Boundary Amendment or achieving of entitlements on the County level. The completion of the any infrastructure will most likely be a condition of entitlements at the state and county levels..

Page 1, Item 1:

Please refer to above response.

Page 1, Item 2:

The LUC most certainly will assess the project's financial plan during the entitlement process. Because of the rigorous process and enormous cost processing of entitlements, innately , the property's market value will increase proportionately.

Page 1, Traffic Circulation and Congestion:

Again, an update TIAR is included in the FEIS along with the State DOT and the County DPW comments, as well as the consultant's response to the comments. (See Exhibit "H", Volume II) The consultant and applicant believe that while the regional traffic is congested at times, HoKua traffic plan will help ease the traffic congestion in the area.

Page 2:

- a) Refer to the updated TIAR with the State DOT and the County DPW comments, as well as the consultant's response are included as Exhibit "H", Volume II.
- b) Please refer to the updated TIAR.
- c) The updated TIAR discusses solutions to the intersection of "Road A" and Olohena Road intersection.
- d) Currently there is no planned overpass over the bypass road.
- e), f), & g): The updated TIAR herein discusses these items.

Page 2 Density:

- a) This petition entails the proposal of 683 multi-family units and 86 single family lots and homes.
- b) This petition includes 683 multi-family units and 86 single family lots Alternative 3 is depicted as not an option to fulfill the housing needs as expressed by the planning department at the inception of HoKua Place. At that time the county planning department asked for 700

to 800 units. Alternative 3 would yield a maximum approximate of 300 single family units, far short of the planned total units and will not effectively meet the current General Plan's demand for housing in the area.

- c) HoKua Place is committed to providing affordable housing in accordance with the Kaua'i Housing Code. Please refer to Page 12 of the FEIS, Volume I.
- d) The applicant recognizes that challenges of the sloped lands where some of the multi-family units are proposed. The final designs will accomplish the most effective use and will minimize the cost of construction on sloped lands. Detailing of housing units and multi-family units will be disclosed during the entitlement process with the County Planning Department and Planning Commission.

Page 2 Phasing:

- a) The HoKua Farm Lots will be developed separately from Hokua Place. The Farm Lots are zoned for their proposal. Hokua Place is petitioning for a Boundary Amendment.

Page 2, DEIS Maps:

- a) This petition is not intended to show details of the housing units. The map on Page 22 depicts the greenbelts, neighborhood commercial space, public pool facility space and the proposed areas for multi-family designations and single family designations.

Although this petition is based on the current General Plan, the applicant recognizes that the County Planning Department has submitted an update to the Kapa'a-Wailua Development Plan to the Kauai County Council for approval. Currently, there is no foreseeable timeline as to when the updated plan will be approved or rejected by the council. However, the applicant is cognizant of the "Form Base Code" that planning department is emphasizing in the updated plan. Therefore, to allow for flexibility to design for the "Form Base Code" particulars, the applicant is submitting this petition for a total amount of units that is plausible for the site and not committed to the final site planning of the units.

The blue-line indicates the current general plan "Urban" designation boundaries as indicated on the map.

- b) The detailed planning of the housing units will be developed for the entitlement process for the County Planning Commission. W-KNA will have opportunities to scrutinize the plan during that process.
- c) Please refer to Exhibit P.1 for a full size aerial topography map.
- d) Refer to Exhibit P.2 for a full size survey showing dirt roads etc.
- e) An updated Firm Map is provided in the FEIS, Volume I.

Page 3, Stream Impacts:

- a) The "unnamed" stream is outside of the HoKua Place Development and it does come from Oloheua Road and ultimately crosses the bypass road. The stream then goes to Waikaea Canal. The development of Hokua Place will include on site retention basins which will not allow development run-off into the stream. A more detailed development drainage plan will be provided for the County entitlement process. It will include a drainage plan that will safeguard the stream from negative impacts.
- b) Item a) above address this item.
- c) The exploratory hole for propose water well is located approximately 175 feet from the stream. The spring shown on the subject map is outside the boundaries of Hokua Place, but is approximately 180 feet away from the stream.

Page 3, Inconsistent Information:

- a) To the best of my knowledge, all information provided for the DEIS is pertinent to the project and the FEIS.
- b) The provided Exhibit “P” delineates an aerial topography which clearly shows the sloped areas.
- c) A licensed Archaeologist will make the determination of “significance” if there are findings during construction.
- d) HoKua Place is in concert with the current General Plan and the Kapa’a-Wailua Development Plan (East Kauai Community Plan).

Page 3, Drainage:

- a) & b) The applicant believes that the Preliminary Drainage Engineering Report on Drainage improvements is adequate for this FIES petition. The applicant will follow the normal procedure of providing a complete and detailed report of drainage during the County permitting process.

Page 4, Visual and Aesthetic Resources:

- a) The Nounou Mountain Range is to the North East of the Middle School. Mount Waialeale is to the North and partly North West of the Middle School. The average difference in grade from the school to potential building areas adjacent to the school is 25 feet in both directions. Therefore, the applicant can visualize that views of the subject mountain ranges will not be significantly impaired.
- b) Most of the proposed units will have substantial views of either the ocean or mountains. To avoid having more traffic than the projected residential traffic in the area, the applicant is reserved about creating a public viewing area for tourists and the like.
- c), d), e) and f): The photographs have been replaced with your recommended photographs. Exhibit P.1 for a full size survey showing dirt roads etc.
- g) and h): The developer is committed to providing “affordable housing”. The cost for underground utilities could cost each unit owner 25k to 30k each. The option of not not going underground should rest with the developer in order to achieve their commitment to “affordable housing”.

Page 4, Secondary and Cumulative Impacts:

- a) The FEIS has addressed the current General Plan and has recognized the updated Kapa’a-Wailua Development Plan. Refer to Page 22.
- b) The projected property taxes generated from this affordable housing project is a minimum of approximately 1.5 million dollars a year. There is no forecast of a plan to take care of the regional traffic system, therefore a statement of generated taxes versus cost of future solutions is not available at this time.

Police and Fire protection is already available for the proposed development area.

- Page 6, c) It is the Developer’s assessment that the tourist population increase from the Coconut Beach Resort, the Coconut Plantation Village and the Coco Palms will have a positive impact on the HoKua Place. The subject resorts will provide hundreds of jobs for the local residences of this development. The housing of many of our young local residences and the jobs provided by the afore mentioned resorts, in short vicinity of each other, cumulates what should be achieved in building a sustainable community.

Page 6, d) The population census graphics for the 2010 remains the same to 2017 (10,699). Therefore the submitted report can still apply as written.

Page 6, a) Volume 2 has been paginated.

Respectfully Submitted,

Ron Agor, Architect



WAILUA - KAPA'A
NEIGHBORHOOD
ASSOCIATION

June 22, 2015

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RE: Draft EIS for HoKua Place, Kapa'a - Petition for District Boundary Amendment for 97-acres from Agriculture District to Urban District, TMK (4)4-3-03:001

The Wailua-Kapa'a Neighborhood Association (W-KNA) cannot support this Boundary Amendment at this time. It is imperative that roadway infrastructure improvements are implemented first and foremost to resolve long-standing traffic congestion in Kapa'a. Development and population growth has outpaced the town's roadway infrastructure and HoKua Place (even if phased) may intensify this problem.

Members of the W-KNA board have recently served on the State Department of Transportation's Citizen Advisory Committee for the Kapa'a Transportation Solutions Study. We understand the urgency to address traffic needs before increasing residential density in Kapa'a. Yet, we understand the acute need for affordable housing and support siting urban expansion adjacent to the Kapa'a town core. But, allowing more density now is a risk to the community until roadway solutions are implemented.

Within the role of the Land Use Commission (LUC), can specific conditions be imposed on the applicant to mitigate critical transportation concerns? For example, could an agreement be negotiated to grant the Boundary Amendment once HoKua Place "Road A" is operational for public use? This way, a transportation solution is guaranteed in advance of any housing construction.

The petition for the boundary amendment for Urban District entitlements should not be granted until:

1. One or more traffic congestion mitigation solutions are in the construction phase, and
2. The project's financial plan is vigorously assessed by the LUC to indicate that funds are sufficient to execute the 97-acre Phase II development. Otherwise, the project may be speculative in nature, seeking entitlements that will increase the property's market value.

Traffic Circulation and Congestion.

HoKua Place represents a dramatic increase in housing for East Kaua'i and once occupied, it will contribute significantly to regional traffic. Utilization of multi-modal design will not alleviate existing congestion problems.

The 1997 Kaua'i Long-Range Land Transportation Implementation Plan has not met its 2000 and 2006 deadlines for Kapa'a roadway widening in areas affected by the proposed boundary change. And, recommendations in the 2035 Transportation Plan for the Kauai District (July 2014) have not been implemented. Recommendations in the Kapa'a Transportation Solutions Study (2015) have not yet been published, but will include some priority projects which could be completed in five years.

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- a) What is the status of the Draft TIAR dated June 6, 2014?
- b) What are the specific times described as “peak hours” in the TIAR? Please include a description of weekend traffic congestion in the DEIS.
- c) Discuss how the Applicant might partner with the county to design and construct a roundabout or a 4-way intersection alternative where Olohena, Ka’apuni, Keahulua Roads and HoKua Place “Road A” meet. What partnership terms might the Applicant agree to as a condition for granting the Boundary Amendment?
- d) Provide a topographical rendering of the proposed Overpass that will cross the Bypass Road.
- e) We concur with the County’s recommendation for a left turn storage lane from the Kapaa Bypass (northbound) into “Road A” and a southbound right turn lane into “Road A”. Please provide an overlay illustration of how the Bypass Road will accommodate these turn lanes and explain whether or not the Applicant will agree to not deferring these improvements.
- f) We agree with the County’s recommendation that the TIAR analyze: a) the intersection of Kuhio Highway and Lehua Street, and b) Olohena Road and Lehua Street.
- g) The DEIS should describe the anticipated traffic impacts at the Kapa’a Roundabout, but not in the context of Bypass Road closure.

Density.

- a) The proposed 769 housing units on 97-acres is high density for a rural island. Why didn’t the EISPN provide alternatives for reduced residential density by decreasing the 683 multi-family units? Please provide alternate scenarios.
- b) Alternative 3 Residential Lot Subdivision (page 23) does not disclose the number of single family housing lots proposed. Please provide that number and describe how it will “pencil out”.
- c) Why are there no Kaua’i Housing Code designated affordable single family homes and instead, only affordable multi-family housing?
- d) Siting multi-family, multi-story housing along sloped topography involves additional cost and other challenges. Please provide more narrative about this and a visual aid showing the multi-story designs built on the hillside.

Phasing.

- a) Explain the relationship between Phase I-HoKua Farm Lots and Phase II-Hokua Place describing in detail any constraints (especially financial) that one may have upon the other.

DEIS Maps.

- a) The EISPN Concept Plan Map October 2010 (which gave a good visual representation of the placement of all the housing units, greenbelts and roads) was replaced by Conceptual Plan Map March 2015 that has far less detail (see pages 13, 20 and 161). What do the unlabeled blue boundary lines represent? Why are they drawn through several proposed houses?
- b) Providing a full page, color configuration of the proposed 769 housing unit buildout similar to the Concept Plan Map October 2010, would be very helpful.
- c) A full page topographic map should be included with legible elevation lines, streams, ditches, diversions, wells, bridges and other pertinent notations including boundaries of adjacent landowners with TMK numbers.
- d) Provide a site map showing existing cane haul roadways (paved and unpaved) and the proposed roadways sited throughout the development.
- e) A current FIRM Map needs to replace the FIRM Map Overlay dated 2005 (page 146).

Stream Impacts.

- a) Provide confirmation whether or not the “unnamed” Stream referenced in the DEIS (eg. Water Resources, page 77, Section 4.6.1) is actually Waikaea Stream which crosses Olohena Road and the Bypass Road from Hokua Place and empties into the Waikaea Canal. The Google Earth picture we inserted here identifies Waikaea Stream with a blue line.



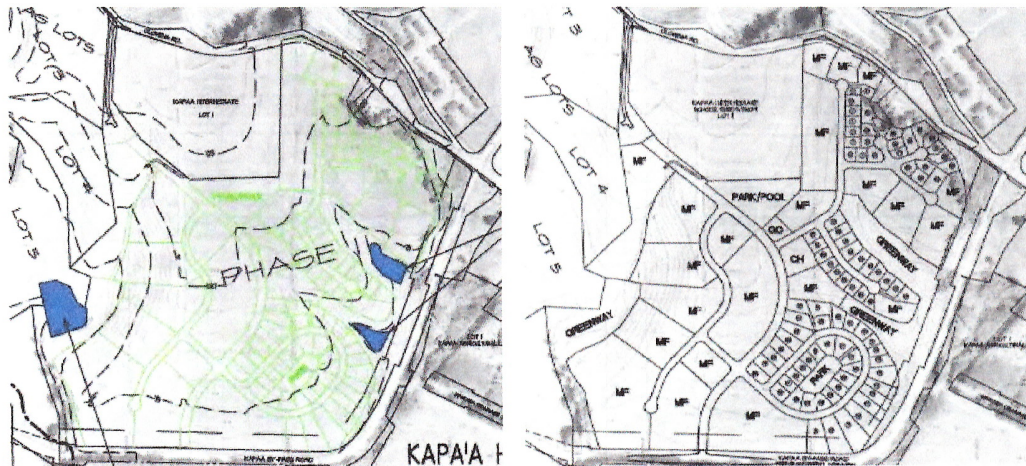
- b) On page 77, the DEIS says: “HoKua Place is committed to keeping the flow of the stream consistent”. Therefore, please include base flow information for this stream.
- c) Provide the distance between the location of the Potable Well and the Stream, and to the Spring identified on page 86 on the map.

Inconsistent Information.

- a) Many documents in the DEIS were prepared years earlier for Kapa`a Highlands. Please describe each instance where the information may not apply to HoKua Place.
- b) HoKua Place is a hillside development so we question why there are so few references to this fact. The aerial photos also appear to flatten out the terrain.
- c) On Page 19: Natural & Cultural Resources, it notes: “Should any archaeologically **significant** artifacts, bones, or other indicators be uncovered during construction...”. Since a cultural site monitor is not proposed, who is qualified to determine whether finds are “significant”?
- d) Page 19: Land Use. To our knowledge, there is no county document called the “Kapa`a-Wailua Basin Community Plan”. However, there is a 1973 Kapa`a Wailua Development Plan. It has not been updated. So, saying the project is consistent with that Plan, evades that fact that a 4-decade old plan is not optimal.

Drainage.

- a) The Preliminary Engineering Report on Drainage Improvements (Exhibit F) is extremely brief. As stated: “the topography varies from gently sloping, bluff top property, to steep areas that drop off into drainage gullies” therefore a more detailed analysis on the impacts of storm water runoff and maintaining pre-development drainage flow volumes and patterns is warranted.
- b) The drainage system refers to three detention basins which are also labelled as “Greenways” on the maps. Please provide photographs of these areas and also a visual rendering of how these dual-purposed gullies will be used.



Visual and Aesthetic Resources.

- Significant views of Nounou Mountain Range and Mount Waialeale can be seen from the Middle School property. Discussion has been omitted concerning how the development will impact the line of sight to this spectacular scenery.
- The surrounding landscape offers sweeping vistas looking makai to the ocean and mauka towards the mountains. The development needs to provide scenic overlooks and vista points for public benefit. The 3-acre park may not offer sufficient views of these dramatic panoramas.
- The “Photo Tour” in section 4.4.1 Environmental Setting (pages 63-69) minimizes the project’s visual impacts from different public vantage points along the Bypass and from Olohena Road.
- The two photos below are far more representative of the views “approaching HoKua Place, driving North on the Bypass Road” than Photo Tour picture #1 (page 64) in the DEIS.



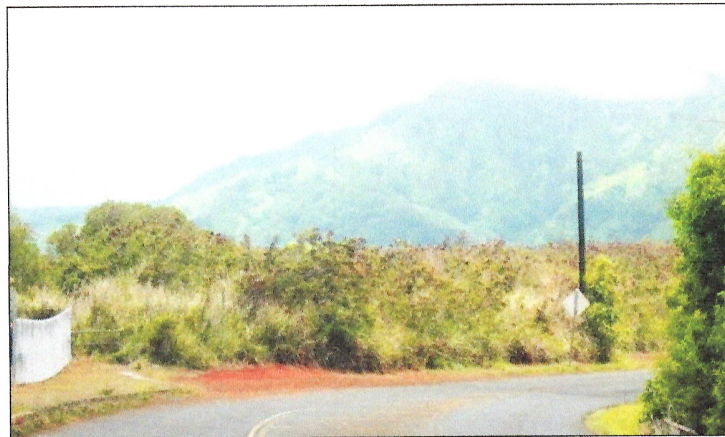
The downhill slopes below the Middle School campus will be populated with new urban district housing, replacing the existing agricultural vistas.

- From Olohena Road near the fork at Ka’apuni, views such as the panoramic photo below, is far more representative than DEIS photos #15 and #16 (pages 68-69).



Panorama of the HoKua Place development site looking southeast with expansive ocean views and in the far distance is Hoary Head/Haupu Mountain Range in Lihue.

- f) DEIS photo #13 (page 68) is a poor representation of “Looking across the west side of the Middle School parking lot, Hokua Place is beyond.” In contrast, our photo below shows the school parking lot fence (lower left corner) and the dirt road (proposed “Road A”) where it meets Olohena Road, traveling mauka just before the fork. Makaleha Mountain Range and the “lei of pearls” (waterfalls) are visible.



- g) There are also spectacular views of Mount Waialeale on days without a cloud cover. Scenic and open space resources are important assets to the community.
- h) To preserve views, we strongly encourage the developer to commit to undergrounding electric lines, which currently, they state is “dependent on funding”.

Secondary and Cumulative Impacts.

- a) The DEIS fails to note that the County’s General Plan 2000 is outdated and that many of the recommended implementing actions did not occur. A General Plan update has just launched, therefore the first paragraph on page 153 is inaccurate.
- b) Secondary impacts relate principally to overburdened roadway infrastructure and public facilities and services which don’t meet demand. Please describe the extent to which increased tax revenues from new housing will offset and exceed the demand for additional police and fire protection and new roadway improvements.

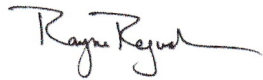
- c) Cumulative impacts relate to HoKua Place in the context of two large resort developments approved just a few miles away – Coconut Beach Resort (343 units) and Coconut Plantation Village (198 units) along with pending permit approvals for the Coco Palms Resort's 350-unit hotel. Please discuss the social impacts or diminished quality of life from the anticipated population growth from these resorts.
- d) The information provided from the DOE's Classroom Utilization Report 2007-2008 and the School Status and Improvement Reports for School Year 2010-2011 (pages 112-113) would be more meaningful if you provide charts showing multiple years, and include more current data.

DEIS Volume II.

- a) Volume II is almost 400 pages in length and should have been paginated. It is extremely challenging to navigate the Appendices.
- b) W-KNA did not receive the consultant's undated letter acknowledging our EISPN comments, but we did see it reproduced near the end of Volume II.

Thank you for the opportunity to comment. We look forward to a detailed response from the consultant, Ho'okuleana LLC and a copy of the FEIS.

Sincerely,



Rayne Regush
Chairperson, on behalf of the W-KNA Board