

HoKua Place
Section 343-5e HRS Second Draft
Environmental Impact Statement (2nd DEIS)
Volume II-B
Exhibits I to Q



Prepared for:
Accepting Authority
State of Hawai'i Land Use Commission
&
Petitioner
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Exhibit I

Kapa'a Highlands Legal Description and Maps

Portion of Parcel 1

All of that certain parcel of land, being a portion of Parcel 1 of Tax Map Key 4-3-03 (4th Division), being a portion of Grant 5266 to Rufus P. Spalding situate at Kapaa, Kauai, Hawaii and more particularly described as follows:

Beginning at the "+" on a concrete driveway at the East corner of this parcel of land at the North corner of Grant 8216 to Joe Martins on the Southwest side of Olohena Road, the coordinates of which referred to Government Survey Triangulation Station "NONOU" being 5,660.65 feet North and 11,159.65 feet East and running by azimuths measured clockwise from True South:

- | | | | |
|-----|--|--------|--|
| 1. | 35 ° 59' | 385.90 | feet along Grant 8216 to Joe Martin to a pipe; |
| 2. | 22 ° 52' | 212.20 | feet along Grant 8216 to Joe Martin; and Kapaa Agricultural Lot 1 to a pipe; |
| 3. | 100 ° 09' | 134.70 | feet along Kapaa Agricultural Lot 1 to a pipe; |
| 4. | 13 ° 38' | 502.70 | feet along Kapaa Agricultural Lot 1 to a pipe; |
| 5. | 27 ° 12' | 171.70 | feet along Kapaa Agricultural Lot 1 to a pipe; |
| 6. | 37 ° 25' | 44.50 | feet along Kapaa Agricultural Lot 1 to a "+" on the rock; |
| 7. | 96 ° 52' | 41.00 | feet along Kapaa Agricultural Lot 1 to a pipe; |
| 8. | 24 ° 40' | 202.40 | feet along Kapaa Agricultural Lot 1 to a pipe; |
| 9. | 318 ° 05' | 87.36 | feet along Kapaa Agricultural Lot 1 to a pipe; |
| 10. | 30 ° 57' | 297.55 | feet along Kapaa Agricultural Lot 1 to a pipe; |
| 11. | Thence along Kapaa Agricultural Lot 1 on a curve to the right with a radius of 253.97 feet, the chord azimuth and distance being:
62 ° 33' 30" 266.22 feet
to a pipe; | | |
| 12. | 94 ° 10' | 11.52 | feet along Kapaa Agricultural Lot 1 to a pipe; |
| 13. | 194 ° 30' | 134.28 | feet along the Cane Haul Road Right-of-Way (Part 4) and Grant 5237 to Hee Fat to a pipe; |

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47. 211 ° 17' 145.50 feet along Olohena Road to a P-K nail;
48. Thence along Olohena Road on a curve to the right with a radius of 600.00 feet, the chord azimuth and distance being:
268 ° 48' 30" 109.67 feet
to a pipe;
49. Thence along Olohena Road on a curve to the left with a radius of 800.00 feet, the chord azimuth and distance being:
299 ° 32' 78.54 feet
to a pipe;
50. 272 ° 44' 249.69 feet along Olohena Road to a pipe;
51. 281 ° 55' 203.19 feet along Olohena Road to a pipe;
52. 291 ° 21' 251.40 feet along Olohena Road to a pipe;
53. 261 ° 28' 149.18 feet along Olohena Road to a pipe;
54. 286 ° 25' 226.46 feet along Olohena Road to a pipe;
55. 325 ° 04' 288.93 feet along Olohena Road to a pipe;
56. 317 ° 06' 310.87 feet along Olohena Road to a pipe;
57. 3 ° 37' 476.50 feet along Lot 2, Olohena Road widening parcel and Lot 1, Kapaa Intermediate School, and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;
58. 323 ° 35' 304.65 feet along Lot 1, Kapaa Intermediate School, and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;
59. 309 ° 45' 390.14 feet along Lot 1, Kapaa Intermediate School, and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;
60. 268 ° 25' 554.33 feet along Lot 1, Kapaa Intermediate School, and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;

61. 181 ° 14' 848.53 feet along Lot 1, Kapaa Intermediate School, and Lot 2, Olohena Road widening Parcel and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;
62. 257 ° 37' 127.84 feet along Olohena Road;
63. 297 ° 22' 265.20 feet along Olohena Road to a pipe;
64. 298 ° 02' 25.00 feet along Olohena Road to a pipe;
65. Thence along Olohena Road on a curve to the right with a radius of 375.00 feet, the chord azimuth and distance being:
307 ° 06' 30" 118.30 feet;
to a pipe;
66. 316 ° 11' 29.85 feet along Olohena Road to a pipe;
67. 28 ° 30' 203.12 feet along TMK: 4-3-03:13 and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;
68. 335 ° 00' 100.00 feet along TMK: 4-3-03:13 and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;
69. 301 ° 35' 130.00 feet along TMK: 4-3-03:13 and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;
70. 278 ° 40' 50.00 feet along TMK: 4-3-03:13 and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;
71. 246 ° 30' 140.00 feet along TMK: 4-3-03:13 and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;
72. 316 ° 11' 110.00 feet along TMK: 4-3-03:13 and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;

- 73. 272 ° 20' 46.00 feet along TMK: 4-3-03:13 and along the remainder of Grant 5266 to Rufus P. Spalding to a pipe;
- 74. 300 ° 02' 135.22 feet along Olohena Road;
- 75. 307 ° 00' 566.89 feet along Olohena Road to the point of beginning and containing an AREA of 163.125 Acres.

SUBJECT, HOWEVER to an easement for the Temporary Kapaa By-Pass Road Right-of-Way containing an AREA of 7.859 Acres.

ALSO, SUBJECT, HOWEVER to Easements E-1, E-2, E-3 (60.00 ft. wide) and E-4 for electrical transmission lines and poles and containing areas of 79,706 s.f., 31,444 s.f., 21,431 s.f., and 1,947 s.f., respectively.

Also subject to a 20 ft. future road widening setback line along Olohena Road.

WAGNER ENGINEERING SERVICES, INC.



November 13, 1997
P.O. Box 851
Hanalei, Hawaii 96714

Ronald J. Wagner

Ronald J. Wagner
Licensed Professional Land
Surveyor Certificate No. 5074

URBAN STATE LAND USE
Portion of Parcel 1

All of that certain parcel of land being the Urban State Land Use District portion of Parcel 1 of Tax Map Key 4-3-03 (4th Division), being a portion of Grant 5266 to Rufus P. Spalding situate at Kapaa, Kauai, Hawaii and more particularly described as follows:

Beginning at the East corner of this parcel of land on the Southwest side of Olohena Road, the coordinates of which referred to Government Survey Triangulation Station "NONOU" being 5,934.74 feet North and 10,795.91 feet East and running by azimuths measured clockwise from True South:

- 1. 35 ° 13' 14.72 feet over and across Parcel 1, Tax Map Key 4-3-03 along Kapaa By-Pass Road right-of-way easement;
- 2. 305 ° 13' 121.57 feet over and across Parcel 1, Tax Map Key 4-3-03 along Kapaa By-Pass Road right-of-way easement;
- 3. Thence over and across Parcel 1, Tax Map Key 4-3-03 along Kapaa By-Pass Road right-of-way Easement on a curve to the right with a radius of 50.00 feet, the chord azimuth and distance being:
344 ° 48' 44" 63.74 feet;
- 4. Thence over and across Parcel 1, Tax Map Key 4-3-03 along Kapaa By-Pass Road right-of-way Easement on a curve to the left with a radius of 1,030.00 feet, the chord azimuth and distance being:
22 ° 40' 14" 62.45 feet;
- 5. 20 ° 56' 150.64 feet over and across Parcel 1, Tax Map Key 4-3-03 along Kapaa By-Pass Road right-of-way easement;
- 6. 110 ° 56' 30.00 feet over and across Parcel 1, Tax Map Key 4-3-03 along Kapaa By-Pass Road right-of-way easement;
- 7. 20 ° 56' 500.00 feet over and across Parcel 1, Tax Map Key 4-3-03 along Kapaa By-Pass Road right-of-way easement;

- 30. 323 ° 35' 47.54 feet along Lot 1, Kapaa Intermediate School;
- 31. 309 ° 45' 390.14 feet along Lot 1, Kapaa Intermediate School;
- 32. 268 ° 25' 554.33 feet along Lot 1, Kapaa Intermediate School;
- 33. 181 ° 14' 848.53 feet along Lot 1, Kapaa Intermediate School, and Lot 2, Olohena Road widening Parcel;
- 34. 257 ° 37' 127.84 feet along Olohena Road;
- 35. 297 ° 22' 265.20 feet along Olohena Road to a pipe;
- 36. 298 ° 02' 25.00 feet along Olohena Road to a pipe;
- 37. Thence along Olohena Road on a curve to the right with a radius of 375.00 feet, the chord azimuth and distance being:
 307 ° 06' 30" 118.30 feet;
 to a pipe;
- 38. 316 ° 11' 29.85 feet along Olohena Road to a pipe;
- 39. 28 ° 30' 203.12 feet along TMK: 4-3-03:13;
- 40. 335 ° 00' 100.00 feet along TMK: 4-3-03:13;
- 41. 301 ° 35' 130.00 feet along TMK: 4-3-03:13;
- 42. 278 ° 40' 50.00 feet along TMK: 4-3-03:13;
- 43. 246 ° 30' 140.00 feet along TMK: 4-3-03:13;
- 44. 316 ° 11' 110.00 feet along TMK: 4-3-03:13;
- 45. 272 ° 20' 46.00 feet along TMK: 4-3-03:13;
- 46. 300 ° 02' 135.22 feet along Olohena Road;

- 47. 307 ° 00' 111.44 feet along Olohena Road to the point of beginning and containing an AREA of 96.060 Acres.



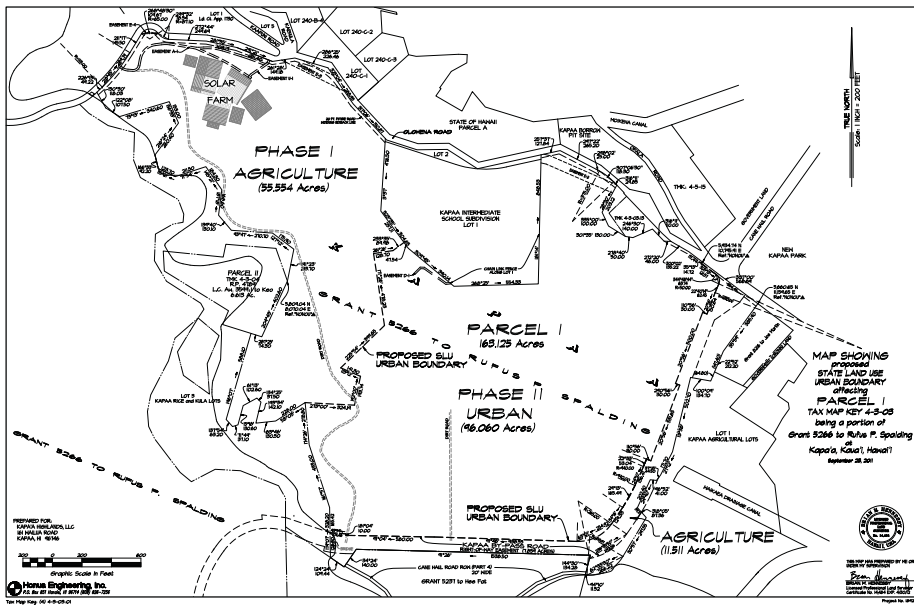
HONUA ENGINEERING INC.

September 23, 2011
 P.O. Box 851
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B. Hennessy
 Brian M. Hennessy
 Licensed Professional Land Surveyor
 Certificate No. 14484
 Expires: 04/30/2012

Exhibit J

Botanical Survey
Kapa'a Highlands Phase II
TMK (4) 4-3-003:001
Kaua'i, Hawai'i



**Botanical Survey
Kapa`a Highlands Phase II
TMK (4) 4-3-003:001
Kaua`i, Hawai`i
April-May
2012**

Prepared by

**Kenneth R. Wood¹ / Research Biologist
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Botanical Survey
Kapa`a Highlands Phase II
TMK (4) 4-3-003:001
Kaua`i, Hawai`i
April 2012

Kenneth R. Wood, Research Biologist, & Megan Kirkpatrick, M.S. Environmental Science
 P.O. Box 745, `Ele`ele, Kaua`i, Hawai`i, U.S.A. 96705, kwood@ntbg.org,

Summary: During April and May of 2012 a botanical survey was conducted on a 97 acre parcel in Kapa`a, Kaua`i, referred to as Kapa`a Highlands Phase II (TMK (4)3-8-003:001). This research documented 44 vascular plant species within the survey area. Forty taxa were non-native plant species, three taxa were very common indigenous native species, and one taxon was a Polynesian introduction (Table 1). NO FEDERALLY LISTED AS THREATENED OR ENDANGERED PLANT SPECIES WERE OBSERVED WITHIN OR NEAR THE SURVEY AREA. This report includes a general description of the study site; the methods of survey; and a vascular plant checklist of all plant species observed.

STUDY AREA. On April 19, 2012 and May 7, 2012, K. R. Wood (Endangered Species Specialist) and assistant Megan D. Kirkpatrick (M.S. Environmental Science) conducted a biological inventory on an undeveloped parcel of property in Kapa`a, Kaua`i (TMK [4]3-8-003:001) (Figures 1 & 2). The survey area is approximately 97 acres of undeveloped land. The primary objectives of this field survey were to:

- a) search for threatened and endangered plant species as well as species of concern;
- b) provide a complete vascular plant checklist of both native and non-native plant taxa observed on property; and
- c) provide a summary concerning the conservation status of all native taxa observed;

SURVEY METHODS. A walk-through survey method was used. Transects included walking/driving around boundaries of property (TMK (4)3-8-003:001) and several transects through the interior portions of property. Plant identifications were made in the field and were recorded by the author (Table 1). Plant names and authors of dicots and monocots follow Wagner et al. (1990) and pteridophytes follow Palmer (2003). Plants of particular interest were collected by the second author (MK) as herbarium specimen vouchers and deposited at the National Tropical Botanical Garden (NTBG) herbarium. Specimens were placed in newspaper sheets and pressed in-between cardboard herbarium presses and dried at the NTBG.

DESCRIPTION OF VEGETATION.

The study area represents a lowland non-native mesic plant community dominated by secondary vegetation of trees, shrubs, and grasses, many of which are considered invasive. The land is vacant and currently undeveloped and has a past history of grazing and sugarcane cultivation.

The non-native grass *Panicum maximum* (Poaceae – Guinea grass) and non-native shrub or small tree *Leucaena leucocephala* (Fabaceae – koa haole) are by far the dominant species found at the site. Additional common non-native trees and shrubs include: *Lantana camara* (Verbenaceae – lākana), *Indigofera suffruticosa* (Fabaceae – indigo), *Syzygium cumini* (Myrtaceae – Java plum), *Psidium guajava* (Myrtaceae – guava), *Spathodea campanulata* (Bignoniaceae – African tulip), and *Senna surattensis* (Fabaceae – kolomona). Several less common non-native trees and shrubs include: *Clidemia hirta* (Melastomataceae – Koster's curse), *Cinnamomum camphora* (Lauraceae – camphor tree), *Falcataria moluccana* (Fabaceae – albezia), *Ficus microcarpa* (Moraceae – Chinese banyan), and *Schefflera actinophylla* (Araliaceae – octopus tree). No Hawaiian endemic species (i.e., restricted to only Hawai`i) were observed. One Polynesian introduction was observed, namely *Aleurites moluccana* (Euphorbiaceae – kukui tree) which is common throughout the Hawaiian islands. The three indigenous species found at the site are quite common and include: *Hibiscus tiliaceus* (Malvaceae – hau) which is also often an invasive tree species, the fern species *Psilotum nudum* (Psilotaceae – moa), and *Waltheria indica* (Sterculiaceae - `uhaloa). For complete checklist of species see Table 1 which also includes the common names and status (i.e., indigenous/naturalized) category of each taxon.

CONCLUSION.

NO THREATENED OR ENDANGERED PLANT SPECIES WERE OBSERVED WITHIN OR ANYWHERE NEAR THE SURVEY AREA DURING RESEARCH -and therefore there are no concerns about possible impacts to rare plant species at the Kapa`a Highlands Phase II project. The current conditions of this study site indicate that the area has been dominated by non-native weedy species for a very long time. The senior author certifies his expertise with more than 25 years conducting biological inventories within the Hawaiian Islands and has specialized in the conservation of Hawai`i's *Federally Listed as Endangered* plant species, including those considered *Candidates* for listing, *Species of Concern*, or *Federally Listed as Threatened* (USFWS 1999a, 1999b, 2004, 2010).

TABLE 1. Checklist of Vascular Plants Observed in Kapa`a Highlands Phase II Survey Area (TMK (4) 4-3-003:001)

Status Symbols: ind=Indigenous (naturally occurring in Hawai`i, yet found in other areas of the world), nat=Naturalized (non-native), pol=Polynesian introduction. Note: Checklist alphabetical by genus. Flowering plants follow Wagner et al. 1990; pteridophytes follow Palmer 2003.

FAMILY	GENUS / SPECIES	COMMON NAME	STATUS
Asparagaceae	Agave sisalana Perrine	sisal, sisal hemp, century plant, malina	nat
Asteraceae	Ageratum conyzoides L.	maile hohono, maile honohono, maile kula	nat
Euphorbiaceae	Aleurites moluccana (L.) Willd.	kukui, kukui, candlenut	pol
Blechnaceae	Blechnum appendiculatum Willd.		nat
Poaceae	Bracharia mutica (Forssk.) Stapf	California grass, Para grass	nat
Fabaceae	Canavalia cathartica Thouars	maunaloa	nat
Fabaceae	Chamaecrista nictitans (L.) Moench var. glabrata (Vogel) H. S. Irwin & Barneby	partridge pea, laukī	nat
Poaceae	Chloris barbata (L.) Sw.	swollen fingergrass, mau`u lei	nat
Lauraceae	Cinnamomum camphora (L.) J.Presl	camphor tree	nat
Melastomataceae	Clidemia hirta (L.) D.Don	Koster's curse	nat
Asteraceae	Cyanthillium cinereum (L.) H.Rob.	little ironweed	nat
Thelypteridaceae	Cyclosorus dentatus (Forssk.) Ching	pa'i'ihā	nat
Poaceae	Cynodon dactylon (L.) Pers.	Bermuda grass, mānienie	nat
Cyperaceae	Cyperus pilosus Vahl		nat
Poaceae	Eragrostis brownii (Kunth) Nees ex Steud.	sheepgrass	nat
Fabaceae	Falcataria moluccana (Miq.) Barneby & J.W.Grimes		nat
Moraceae	Ficus microcarpa L.f.	Chinese banyan, Malayan banyan	nat
Cyperaceae	Fimbristylis miliacea (L.) Vahl		nat
Malvaceae	Hibiscus tiliaceus L.	hau	ind
Lamiaceae	Hyptis pectinata (L.) Poit.	comb hyptis	nat
Fabaceae	Indigofera suffruticosa Mill.	indigo, 'inikō, 'inikoa, kotū	nat
Verbenaceae	Lantana camara L.	lākana, lā'au kalakala, lanakana (Ni'ihau),	nat

FAMILY	GENUS / SPECIES	COMMON NAME	STATUS
Fabaceae	<i>Leucaena leucocephala</i> (Lam.) de Wit	koa haole, ēkoa, liliikoa	nat
Malvaceae	<i>Malvastrum coromandelianum</i> (L.) Garcke	false mallow	nat
Poaceae	<i>Melinis repens</i> (Willd.) Zizka	Natal redbop, Natal grass	nat
Fabaceae	<i>Mimosa pudica</i> L.	sensitive plant, sleeping grass, pua hilahila	nat
Fabaceae	<i>Neonotonia wightii</i> (Wight & Arn.) Verdc.		nat
Lomariopsidaceae	<i>Nephrolepis brownii</i> (Desv.) Hovenkamp & Miyam.		nat
Poaceae	<i>Panicum maximum</i> Jacq.	Guinea grass	nat
Asteraceae	<i>Parthenium hysterophorus</i> L.	false ragweed, Santa Maria	nat
Asteraceae	<i>Pluchea carolinensis</i> (Jacq.) G.Don	sourbush, marsh fleabane	nat
Myrtaceae	<i>Psidium guajava</i> L.	common guava, kuawa,	nat
Psilotaceae	<i>Psilotum nudum</i> (L.) P.Beauv.	moa, moa nahele	ind
Euphorbiaceae	<i>Ricinus communis</i> L.	castor bean, pā`aiaia	nat
Araliaceae	<i>Schefflera actinophylla</i> (Endl.) Harms	octopus tree, umbrella tree	nat
Poaceae	<i>Schizostachyum</i> sp.	'ohe	nat
Fabaceae	<i>Senna surattensis</i> (Burm.f.) H.S.Irwin & Barneby	kolomona, kalamona	nat
Malvaceae	<i>Sida spinosa</i> L.	prickly sida	nat
Bignoniaceae	<i>Spathodea campanulata</i> P.Beauv.	African tulip tree, fountain tree	nat
Asteraceae	<i>Sphagneticola trilobata</i> (L.) Pruski	wedelia	nat
Verbenaceae	<i>Stachytarpheta jamaicensis</i> (L.) Vahl	Jamaica vervain, ōwī	nat
Myrtaceae	<i>Syzygium cumini</i> (L.) Skeels	Java plum, jambolan plum	nat
Acanthaceae	<i>Thunbergia fragrans</i> Roxb.	white thunbergia, sweet clock-vine	nat
Sterculiaceae	<i>Waltheria indica</i> L.	'uhaloa, 'ala'ala pū loa	ind



Figure 1. Aerial Image of Kapa`a Highlands Project Area.



Figure 2. Kapa`a Highlands Phase II concept plan.

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Palmer, D. D. 2003. Hawai'i's Ferns and Fern Allies. University of Hawai'i Press, Honolulu.

USFWS (United States Fish and Wildlife Service). 1999a. U.S. Fish and Wildlife Service species list, plants. March 23, 1999. Pacific Islands Office, Honolulu, HI.

USFWS (United States Fish and Wildlife Service). 1999b. Endangered and threatened wildlife and plants. 50 CFR 17.11 and 17.12. December 31, 1999.

USFWS (United States Fish and Wildlife Service). 2004. Hawaiian Islands Plants: Updated June 15, 2004, Listed and Candidate Species, as Designated under the U.S. Endangered Species Act. 17pp.

USFWS (United States Fish and Wildlife Service). 2010. Endangered and Threatened Wildlife and Plants; Determination of Endangered Status for 48 Species on Kaua'i and Designation of Critical Habitat. Federal Register Vol. 75, No. 70, April 13, 2010, pages 1895919008

Wagner, W.L., D.R. Herbst, and S.H. Sohmer. 1990. Manual of the flowering plants of Hawaii. 2 vols. University of Hawaii Press and Bishop Museum Press, Honolulu. Bishop Museum Special Publication 83.

Exhibit K

Biological Surveys Conducted on the Kapa'a Highlands Phase II Project Site TMK: (4)-3-003:001, Island of Kaua'i, Hawai'i

**Biological Surveys Conducted on the Kapa‘a Highlands
Phase II Project Site, TMK: (4)-3-003:001,
Island of Kaua‘i, Hawai‘i**

Prepared by:

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&

Prepared for:
Greg Allen
Kapa‘a Highlands

May 24, 2012

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Executive Summary

Biological field surveys were conducted on an approximately 97-acre parcel of land identified as Tax Map Key (4) 3-8-003:001 located in Kapa'a, Island of Kaua'i. The owners are proposing to develop these lands as Phase II of the Kapa'a Highlands subdivision

The primary purpose of the surveys was to determine if there are any botanical, avian and terrestrial mammalian species currently listed, or proposed for listing under either federal or State of Hawai'i endangered species statutes within or adjacent to the study area. The avian and mammalian surveys were conducted May 21, 2012, and the botanical survey was conducted on April 19 and May 7, 2012.

No species currently proposed or listed as threatened or endangered under either the federal or state of Hawaii endangered species statutes was documented during the course of the biological surveys conducted on the subject property in April and May, 2012.

There is no federally delineated Critical Habitat for any species present on or adjacent to the project area. Thus the development and operation of the proposed project will not result in impacts to federally designated Critical Habitat. There is no equivalent statute under State law.

Potential Impacts to Protected Species

Botanical

As all of the plant species recorded are either naturalized species or common indigenous species it is not expected that the development and operation of the proposed subdivision will result in deleterious impacts to any botanical species currently listed or proposed for listing under either federal or State of Hawai'i endangered species statutes.

Seabirds

The principal potential impact that construction and operation of the Kapa'a Highlands Phase II project poses to protected seabirds is the increased threat that birds will be downed after becoming disoriented by lights associated with the project during the nesting season. The two main ways that outdoor lighting could pose a threat to these nocturnally flying seabirds is if, 1) during construction it is deemed expedient, or necessary to conduct nighttime construction activities, and 2) following build-out, the potential operation of streetlights and exterior safety and security lighting.

Hawaiian hoary bat

The principal potential impact that the development of the Kapa'a Highlands Phase II project poses to bats is during the clearing and grubbing phases of construction as vegetation is removed. The removal of vegetation within the project site may temporarily displace individual bats, which may use the vegetation as a roosting location. As bats use multiple roosts within their home territories, the potential disturbance resulting from the removal of the vegetation is likely to be minimal. During the pupping season, females

carrying their pups may be less able to rapidly vacate a roost site as the vegetation is cleared. Additionally, adult female bats sometimes leave their pups in the roost tree while they forage. Very small pups may be unable to flee a tree that is being felled. Potential adverse effects from such disturbance can be avoided or minimized by not clearing woody vegetation taller than 4.6 meters (15-feet), between June 15 and September 15, the period in which bats are potentially at risk from vegetation clearing.

Introduction and Background

An avian and mammalian survey was conducted on an approximately 97-acre parcel of land identified as Tax Map Key (4) 3-8-003:001 located in Kapa'a, Island of Kaua'i (Figure 1). The owners are proposing to develop these lands as Phase II of the Kapa'a Highlands subdivision.

This report describes the methods used and the results of the avian and terrestrial mammalian surveys conducted on the project site by this author and a summary of the results of the botanical surveys conducted on the site by Wood and Kirkpatrick (2012)¹. Both surveys were conducted as part of the environmental disclosure process associated with the proposed project.

The primary purpose of the surveys was to determine if there are any botanical, avian and terrestrial mammalian species currently listed, or proposed for listing under either federal or State of Hawai'i endangered species statutes within or adjacent to the study area. The federal and State of Hawai'i listed species status follows species identified in the following referenced documents, (Department of Land and Natural Resources (DLNR) 1998; U. S. Fish & Wildlife Service (USFWS) 2005, 2012). The avian and mammalian surveys were conducted May 21, 2012, and the botanical survey was conducted on April 19 and May 7, 2012.

Hawaiian and scientific names are italicized in the text. A glossary of technical terms and acronyms used in the document, which may be unfamiliar to the reader, are included at the end of the narrative text.

General Site Description

The approximately 97 acre project site is bound to the north by Olohena Road (SR 581) and Kapa'a Middle School, to the east and south by the Kapa'a Bypass Road and to the west by undeveloped land and a new solar power generating facility (Figure 1). The site is made up of gently rolling hills that attain a maximum elevation of ~ 45 meters above mean sea level in the northwestern corner, sloping *makai* in an east-southeast direction down to an elevation of approximately ~ 6 meters ASL at the intersection of Olohena Road and the Kapa'a Bypass Road.

The site has a long history of sugar cultivation, followed by use as cattle pasturage. The vegetation currently on the site is dominated almost to the exclusion of native species by Guinea grass (*Panicum maximum*), koa haole (*Leucaena leucocephala*), lantana (*Lantana camara*), with Java plum trees (*Syzygium cumini*), dotted across the landscape (Figure 2). The southwestern boundary of the site has fairly dense stands of *hau* (*Hibiscus tiliaceus*) along the boundary (Figure 3).

¹ Wood, K.R., and M. Kirkpatrick. 2012. Botanical Survey Kapa'a Highlands Phase II TMK (4) 4-3-003:001 Kaua'i, Hawai'i April-May 2012, is appended to this document as Appendix A.





Figure 2 – Typical Guinea grass/koa haole shrub vegetation looking northwest



Figure 3 – Hau bushes along southwestern boundary

Methods

Plant names mostly follow *Manual of the Flowering Plants of Hawai'i* (Wagner et al., 1990, 1999). The avian phylogenetic order and nomenclature used in this report follows the *AOU Check-List of North American Birds* (American Ornithologists' Union, 1998), and the 42nd through the 52nd supplements to the Check-List (American Ornithologists' Union, 2000; Banks et al., 2002, 2003, 2004, 2005, 2006, 2007, 2008; Chesser et al., 2009, 2010, 2011). Mammalian species scientific names follow (Tomich, 1986). Place names follow (Pukui et al., 1974).

Botanical Survey Methods

The botanical survey was conducted using a pedestrian (walking) transect methodology to cover the project area. Wood and Kirkpatrick's methodologies are detailed in Appendix A.

Avian Survey Methods

A total of six avian point count stations were sited roughly equidistant from each other within the project site. Six-minute point counts were made at each of the count stations. Each station was counted once. Field observations were made with the aid of Leica 8 X 42 binoculars and by listening for vocalizations. Point counts were concentrated during the early morning hours, the peak of daily bird activity. Time not spent counting was used to search the remainder of the project site for species and habitats that were not detected during count sessions.

Mammalian Survey Methods

With the exception of the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*), or 'ōpe'ape'a as it is known locally, all terrestrial mammals currently found on the Island of Kaua'i are alien species, and most are ubiquitous. The survey for terrestrial mammalian species was limited to visual and auditory detection, coupled with visual observation of scat, tracks, and other animal sign. No trapping program or heterodyne bat detection survey methods were used during the course of this survey. A running tally was kept of all terrestrial vertebrate mammalian species detected within the project area during time spent within the project site.

Results

Botanical Survey

A total of 44 species of vascular plants were identified from the survey area. Three of the species detected *moa* (*Psilotum nudum*), *hau* (*Hibiscus tiliaceus*) and '*uhaloa* (*Waltheria indica*) are common indigenous species in the Islands. One species *kukui* (*Aleurites moluccana*) is a Polynesian introduction (Wood and Kirkpatrick, 2012).

Wood and Kirkpatrick did not detect any botanical species currently listed as endangered or threatened under either federal or State of Hawai'i endangered species statutes. For a detailed description of their findings please see Appendix A.

Avian Survey Results

A total of 193 individual birds of 17 species, representing 13 separate families, were recorded during station counts (Table 1). All 17 species recorded are alien to the Hawaiian Islands (Table 1).

Avian diversity and densities were in keeping with the location of the property and the habitat presently on the site. Four species, House Finch (*Carpodacus mexicanus*), Nutmeg Mannikin (*Lonchura punctulata*), Japanese White-eye (*Zosterops japonicus*) and Zebra Dove (*Geopelia striata*) accounted for slightly more than 45 percent of all birds recorded during station counts. The most commonly recorded species was House Finch, which accounted for 14 percent of the total number of individual birds recorded. An average of 32 individual birds was recorded per station count; a number that is about average for point counts in this area on the Island of Kaua'i.

No avian species currently proposed or listed under either the State of Hawai'i or federal endangered species statutes was detected during the course of this survey, nor would they be expected given the habitat currently present on the site.

Mammalian Survey Results

Four terrestrial mammalian species were detected while on the site. Numerous dogs (*Canis f. familiaris*) were heard barking from areas adjacent to the site. Tracks and scat of pig (*Sus s. scrofa*) were encountered within the site. Tracks, and scat of both horse (*Equus c. caballus*) and cow (*Bos taurus*), were also encountered within the site.

Table 1 – Avian Species Kapa'a Highlands Phase II Point Counts

Common Name	Scientific Name	ST	RA
	GALLIFORMES		
	PHASIANIDAE – Pheasants & Partridges		
	Phasianinae – Pheasants & Allies		
Red Junglefowl	<i>Gallus gallus</i>	A	1.50
	PELECANIFORMES		
	ARDEIDAE - Herons, Bitterns & Allies		
Cattle Egret	<i>Bubulcus ibis</i>	A	0.83
	COLUMBIDAE - Pigeons & Doves		
Spotted Dove	<i>Streptopelia chinensis</i>	A	2.00
Zebra Dove	<i>Geopelia striata</i>	A	2.67
	PASSERIFORMES		
	CETTIDAE - Cettia Warblers & Allies		
Japanese Bush-Warbler	<i>Cettia diphone</i>	A	1.17
	ZOSTEROPIDAE - White-eyes		
Japanese White-eye	<i>Zosterops japonicus</i>	A	1.17
	TIMALIIDAE - Babblers		
Chinese Hwamei	<i>Garrulax canorus</i>	A	0.50
	TURDIDAE - Thrushes		
White-rumped Shama	<i>Copsychus malabaricus</i>	A	1.17
	STURNIDAE - Starlings		
Common Myna	<i>Acridotheres tristis</i>	A	2.50
	EMBERIZIDAE - Emberizids		
Red-crested Cardinal	<i>Paroaria coronata</i>	A	1.00
	CARDINALIDAE - Cardinals Saltators & Allies		
Northern Cardinal	<i>Cardinalis cardinalis</i>	A	1.67
	ICTERIDAE - Blackbirds		
Western Meadowlark	<i>Sturnella neglecta</i>	A	0.67
	FRINGILLIDAE - Fringilline and Cardueline Finches & Allies		
	Carduelinae - Cardueline Finches		
House Finch	<i>Carpodacus mexicanus</i>	A	4.50
	ESTRILDIDAE - Estrildid Finches		
	Estrildinae - Estrildine Finches		
Red Avadavat	<i>Amandava amandava</i>	A	0.56
Nutmeg Mannikin	<i>Lonchura punctulata</i>	A	4.33
Chestnut Munia	<i>Lonchura atricapilla</i>	A	2.17
Java Sparrow	<i>Padda oryzivora</i>	A	1.33

Key to Table 1

ST Status

A Alien - Introduced to the Hawaiian Islands by humans

RA Relative Abundance - Number of birds detected divided by the number of count stations (6)

Discussion

Botanical Resources

Only nine percent of the plant species (~4/~44) detected on the subject property were either indigenous or early Polynesian introductions. This proportion is remarkably low for lowland areas on Kaua'i, and graphically illustrates the highly disturbed and depauperate nature of the native vegetation present on this site. Please see Appendix A for a more detailed discussion of the botanical resources present on the site.

Avian Resources

The findings of the avian survey are consistent with the location of the property, and the habitat present on the site. As previously stated all of the avian species detected during the course of this survey are alien to the Hawaiian Islands.

Although not detected during this survey, the endangered Hawaiian Petrel (*Pterodroma sandwichensis*), and the threatened endemic sub-species of the Newell's Shearwater (*Puffinus auricularis newelli*) have been recorded over-flying the project site between April and the end of November each year (David, 1995; Morgan *et al.*, 2003, 2004; David and Planning Solutions 2008). Additionally, the Save Our Shearwaters Program has recovered both species from the general project area on an annual basis over the past three decades (Morgan *et al.*, 2003, 2004; David and Planning Solutions, 2008; Save our Shearwater Program, 2012).

The petrel is listed as endangered, and the shearwater as threatened under both Federal and State of Hawai'i endangered species statutes. The primary cause of mortality in both Hawaiian Petrels and Newell's Shearwaters is thought to be predation by alien mammalian species at the nesting colonies (USFWS 1983, Simons and Hodges 1998, Ainley *et al.*, 2001). Collision with man-made structures is considered to be the second most significant cause of mortality of these seabird species in Hawai'i. Nocturnally flying seabirds, especially fledglings on their way to sea in the summer and fall, can become disoriented by exterior lighting. When disoriented, seabirds can collide with manmade structures, and if they are not killed outright, the dazed or injured birds are easy targets of opportunity for feral mammals (Hadley 1961; Telfer 1979; Sincock 1981; Reed *et al.*, 1985; Telfer *et al.*, 1987; Cooper and Day, 1998; Podolsky *et al.* 1998; Ainley *et al.*, 2001; Hue *et al.*, 2001; Day *et al.* 2003). There are no nesting colonies nor appropriate nesting habitat for either of these listed seabird species within the current study site.

Following build out it is probable that cleared areas, especially those that are landscaped as lawns, and or parking lots will provide loafing habitat for Pacific Golden-Plover (*Pluvialis fulva*). The plover is an indigenous migratory shorebird species which nests in the high Arctic during the late spring and summer months, returning to Hawai'i and the Tropical Pacific to spend the fall and winter months each year. They usually leave Hawai'i for their

trip back to the Arctic in late April or the very early part of May each year. This species is a common site around the state during the late fall and winter months.

Mammalian Resources

The findings of the mammalian survey are consistent with the location of the property and the habitat currently present on the site. We did not record Hawaiian hoary bats overflying the site. Hawaiian hoary bats are widely distributed in the lowland areas on the Island of Kaua'i, and have been documented in and around almost all areas that still have some dense vegetation (Tomich, 1986; USFWS 1998, David, 2012).

Although no rodents were detected during the course of this survey, it is virtually certain one or more of the four established alien muridae found on Kaua'i, roof rat (*Rattus r. rattus*), Norway rat (*Rattus norvegicus*), European house mouse (*Mus musculus domesticus*) and possibly Polynesian rats (*Rattus exulans hawaiiensis*) use various resources found within the general project area. All of these introduced rodents are deleterious to native ecosystems and the native faunal species dependant on them.

Potential Impacts to Protected Species

Botanical

As all of the plant species recorded are either naturalized species or common indigenous species it is not expected that the development and operation of the proposed subdivision will result in deleterious impacts to any botanical species currently listed or proposed for listing under either federal or State of Hawai'i endangered species statutes.

Seabirds

The principal potential impact that construction and operation of the Kapa'a Highlands Phase II project poses to protected seabirds is the increased threat that birds will be downed after becoming disoriented by lights associated with the project during the nesting season. The two main ways that outdoor lighting could pose a threat to these nocturnally flying seabirds is if, 1) during construction it is deemed expedient, or necessary to conduct nighttime construction activities, and 2) following build-out, the potential operation of streetlights and exterior safety and security lighting.

Hawaiian hoary bat

The principal potential impact that the development of the Kapa'a Highlands Phase II project poses to bats is during the clearing and grubbing phases of construction as vegetation is removed. The removal of vegetation within the project site may temporarily displace individual bats, which may use the vegetation as a roosting location. As bats use multiple roosts within their home territories, the potential disturbance resulting from the removal of the vegetation is likely to be minimal. During the pupping season, females carrying their pups may be less able to rapidly vacate a roost site as the vegetation is cleared. Additionally, adult female bats sometimes leave their pups in the roost tree while they forage. Very small pups may be unable to flee a tree that is being felled. Potential

adverse effects from such disturbance can be avoided or minimized by not clearing woody vegetation taller than 4.6 meters (15-feet), between June 15 and September 15, the period in which bats are potentially at risk from vegetation clearing.

Critical Habitat

There is no federally delineated Critical Habitat for any species present on or adjacent to the project area. Thus the development and operation of the proposed project will not result in impacts to federally designated Critical Habitat. There is no equivalent statute under State law.

Recommendations

- All exterior lights installed in conjunction with the proposed project should be shielded to reduce the potential for interactions of nocturnally flying seabirds with external lights and man-made structures (Reed *et al.*, 1985; Telfer *et al.*, 1987). Any lighting fixtures that meet the "Dark Skies" guidelines are appropriate.
- It is recommended that woody vegetation taller than 4.6 meters (15-feet), not be cleared between June 1 and September 15, the period in which bats are potentially at risk from vegetation clearing.
- It is recommended that, where appropriate and practicable, native plant species be used in landscaping efforts. Not only is this ecologically prudent, but also if the appropriate plants are used, it will also likely save maintenance and water costs over the long term.

Glossary

Alien – Introduced to Hawai'i by humans
Commensal – Animals that share human food and lodgings, such as rats, mice cats and dogs.
Crepuscular – Twilight hours
Endangered – Listed and protected under the Endangered Species Act of 1973, as amended (ESA) as an endangered species
Endemic – Native to the Hawaiian Islands and unique to Hawai'i
Indigenous – Native to the Hawaiian Islands, but also found elsewhere naturally
makai – Down-slope, towards the ocean
Muridae – Rodents, including rats, mice and voles, one of the most diverse families of mammals
Naturalized – A plant or animal that has become established in an area that it is not indigenous to
Nocturnal – Night-time, after dark
Ōpe'ape'a – Endemic endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*)
Pelagic – An animal that spends its life at sea – in this case seabirds that only return to land to nest and rear their young
Phylogenetic – The evolutionary order that organisms are arranged by
Ruderal – Disturbed, rocky, rubbishy areas, such as old agricultural fields and rock piles
Sign – Biological term referring to tracks, scat, rubbing, odor, marks, nests, and other signs created by animals by which their presence may be detected
Threatened – Listed and protected under the ESA as a threatened species.

ASL – Above mean sea level
DLNR – Hawai'i State Department of Land & Natural Resources
DOFAW – Division of Forestry and Wildlife
ESA – Endangered Species Act of 1973, as amended
TMK – Tax Map Key
USFWS – United State Fish & Wildlife Service

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Appendix A

Wood, K.R., and M. Kirkpatrick. 2012.
Botanical Survey Kapa'a Highlands Phase II
TMK (4) 4-3-003:001
Kaua'i, Hawai'i April-May 2012.

Exhibit L

**An Archaeological Assessment for the Proposed Kapa`a
Highlands Phase II Project
Kapa`a Ahupua`a, Kawaihau, Kaua`i**



**HISTORIC PRESERVATION DIVISION
DEPARTMENT OF LAND AND NATURAL RESOURCES**

601 Kamokila Boulevard, Suite 555
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March 31, 2014

Nancy McMahon
Exploration Associates, Limited
3-2600 Kaunualii Highway, Suite 1300, PMB 306
Līhu'e, HI 96766

LOG NO: 2013.5628, 2014.00035
DOC NO: 1403LS26
Archaeology

Dear Ms. McMahon:

**SUBJECT: Chapter 6E-42 Historic Preservation Review –
Archaeological Assessment for the Kapa'a Highlands Phase II Project
Kapa'a Ahupua'a, Kawaihau District, Island of Kaua'i
TMK: (4) 4-3-003:001**

Thank you for the opportunity to review the revised draft reports titled *An Archaeological Assessment with Subsurface Testing for the Proposed Kapa'a Highlands Phase II Project, Kawaihau District, Kaua'i TMK: (4) 4-3-003:001* (McMahon and Tolleson). We received the first revised draft on September 27, 2013 (Log No. 2013.5628), the second on January 2014 (Log No. 2014.00035), and final revisions, including Figure 9, on March 26, 2014. SHPD made several requests that an archaeological inventory survey including subsurface testing be conducted on the property due to the identification of historic properties on nearby parcels including TMK: (4) 4-3-003:004, 005 (June 28, 2010, Log No. 2010.2441, Doc. No. 1006MV50; and October 1, 2012, Log No. 2012.1541, Doc. No. 1209SL24). The current AIS yielded no historic properties and was re-designated an archaeological assessment pursuant to Hawai'i Administrative Rules (HAR) §13-284-5.

The archaeological inventory survey (AIS) was conducted on behalf of Three Stooges LLC in support of a residential subdivision development on a 97-acre property. The AIS involved a 100% pedestrian survey and subsurface testing consisting of excavation of three backhoe trenches. No previously- or newly-identified historic properties were documented in the project area. The project area was assessed as having been extensively subjected to sugar cane plantation agriculture and to now be void of any surface plantation architecture or infrastructure remnants and to lack evidence of subsurface cultural deposits below the agricultural zone.

The revisions adequately address the issues and concerns raised in our earlier correspondence (October 1, 2012; Log No. 2012.1541, Doc. No. 1209SL24) and in our consultations. The revised report provides adequate discussion of the project location, environs, cultural and historical background, previous investigations, field methods, and findings. The report meets the standards set forth in HAR §13-276-5. It is accepted by SHPD. Please send one hardcopy of the document, clearly marked **FINAL**, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office, attention SHPD Library.

Please contact me at (808) 692-8019 or Susan.A.Lebo@hawaii.gov if you have any questions or concerns regarding this letter.

Aloha,

A handwritten signature in black ink that reads "Susan A. Lebo".

Susan A. Lebo, PhD
Oahu Lead Archaeologist



An Archaeological Assessment With Subsurface Testing for the Proposed Kapa`a Highlands Phase II Project, Kapa`a Ahupua`a, Kawaihau, Kaua`i TMK (4) 4-3-3: 1

By

Nancy McMahon, M.A. and Wendy Tolleson, M.A.

Prepared for:
Three Stooges LLC

Exploration Associates, Ltd

Revised September 2013

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INTRODUCTION

Project Background

At the request of Three Stooges LLC., Exploration Associates Ltd. (EAL) conducted an archaeological assessment of a parcel of land (referred to hereafter as Kapa`a Highlands Phase II) in Kapa`a (in TMK 4-3-3:1) (Figures 1 & 2). The survey was performed to address any historic preservation or cultural impact issues that might affect the proposed development.

The proposed development, Kapa`a Highlands Phase II, project involves the development of a residential subdivision on a 97 acre parcel. Approximately 69 acres will be subdivided into residential lots both single family and multi-family units. In addition the breakdown of Phase II will include: roads - 9.4 acres; church - 0.8 acres; general commercial - 0.4 acres; parks - 3.1 acres and open space - 14.3 acres.

Scope of Work

The purpose of this archaeological investigation is to address any archaeological and/or historical concerns. The proposed work includes a surface survey, subsurface testing, and a report detailing methods and any finds. This archaeological work meets the requirements of an inventory-level survey per the rules and regulations of (State Historic Preservation Division/Department of Land and Natural Resources) SHPD/DLNR. The level of work is sufficient to address site types, locations, and allow for future mitigation recommendations if appropriate. Any property over 50 years of age must be evaluated for historic Significance on the National Register of Historic places, and include remnant pre-contact and historic period site.

The scope of work includes:

- Historical research includes study of archival sources, historic maps, Land Commission Awards and previous archaeological reports to construct a history of land use and to determine if archaeological sites have been recorded on or near this property.
- Pedestrian survey of 100% of the subject parcel to identify any surface archaeological features and investigate and assess the potential for impact to such sites, and limited subsurface testing to identify any subsurface sensitive areas that may require further investigation or mitigation before the project proceeds.
- Preparation of a report which will include the results of the historical research and the fieldwork with an assessment of archaeological potential based on that research with recommendations for further archaeological work, if appropriate. It also will provide mitigation recommendations if there are archaeologically sensitive areas that require further consideration.

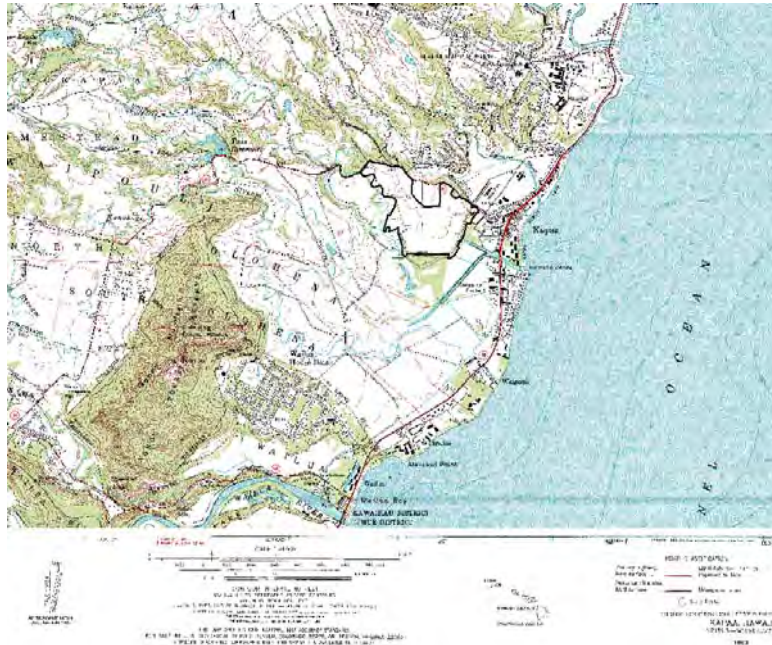


Figure 1. USGS Map Showing Project Area



Figure 2. Project location and surveyed area outlined in purple.

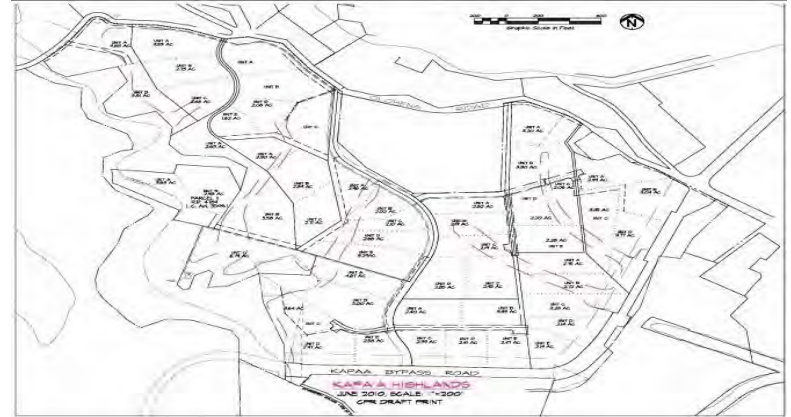


Figure 3. Project development map.



Figure 4 Aerial View of the Kapa'a Highlands Phase II Looking West.



Figure 5. Aerial View of Kapa'a Highlands Phase II Looking Mauka.

Methods

On January 3, 2012 and April 25, 2012 and November 11, 2012 a survey of the Kapa'a Highlands Phase II project area was conducted by Exploration Associates Ltd. by archaeologist Nancy McMahon, M.A. Survey transects oriented north-south were spaced 10 m. apart where possible through thick guinea grass. Field observations were recorded and photographs were taken of the project area, the surrounding area, and the backhoe trenches. Three test trenches were machine excavated to examine the soils and determine if any stratigraphy or buried cultural deposits was present. Soils were classified using a Munsell color chart, then photographed.

Historical research includes a review of previous archaeological studies on file at the State Historic Preservation Division of the Department of Land and Natural Resources; studies of documents at Hamilton Library UH Manoa, the Kapa'a and Lihue Public Libraries, the Kaua'i Museum, the Kaua'i Historical Society and from the study of maps at the Survey Office of the Department of Land and Natural Resources. Nineteenth-century Land Commission Award claim records were accessed via the Internet from the *Mahele* Database prepared by Wai'hona `Aina Corp.

Natural Setting/Project Area

The subject parcel is located north of Kapa'a town on former cane lands situated on a bluff adjacent to the coastal plain. It is bordered by Olohena Road to the north and the Kapa'a Bypass Road on the south and east. Kapaa Intermediate School is located on state land near the middle of the northern portion of the property. A Phase I parcel has an existing solar farm and equipment building.

The southern border of the project area is adjacent to the by-pass road within an elevation of approximately 55 feet above msl. The topography of the project area rises in elevation to the northern border approximately 130 feet above msl or an average increase of less than 5%. There are particular areas of the property with 20% slopes. The project area is currently fallow and is vegetated with Guinea Grass (*Panicum maximum*), Koa Haole (*Leucaena leucocephala*), and Java Plum (*Syzygium cumini*). The last cultivation of sugar cane on the project area was 15 years ago, but due to the poor soil, strong trade winds and the salt spray from the ocean, the viability of agricultural crops is limited. Solar farming, goat and cattle grazing are the current utilization of the property.

Foote et al (1972) described the soil in this area as Lihue-Puhi association, deep, nearly level to steep, well drained soils with fine texture and moderately fine texture subsoil. Permeability is moderately rapid, run-off is slow and erosion hazard is slight. The mean annual rainfall throughout the study area is about 22 inches per year. Average temperatures in the region range from the 60s to the low 90s, Fahrenheit. Temperature differences between day and night are about 15 degrees. The consistent direction of the tradewinds is from the northeast at between 10 and 15 miles per hour.

HISTORICAL BACKGROUND

From Puna District to Kawaihau District

The *ahupua'a* of Kapa'a belongs in the ancient district of Puna, one of five ancient districts on Kaua'i (King 1935: 228). Puna was the second largest district on Kaua'i, behind Kona, and extended from Kipu, south of Lihue to Kama'oma'o'o, just north of Kealia. For taxation, educational and judicial reasons, new districts were created in the 1840s. The Puna District, with the same boundaries became the Lihu'e District, named for an important town in that district. In 1878, King Kalakau'a in securing a future name for the new *Hu'i* Kawaihau, created the new district of Kawaihau. This new district encompassed the *ahupua'a* ranging from Olohena on the south to Kilauea on the north. Subsequent alterations to district boundaries in the 1920s left Kawaihau with Olohena as its southernmost boundary and Moloa'a as its northernmost boundary (King 1935:222).

Traditional and Legendary Accounts of Kapa'a

A more in depth study of the legends and mythology of Kapa'a can be found in the Cultural Impact Assessment for the Proposed Kapa'a Highlands Phase II [EAL 2012]. Just a few of some of the legends of the area are included in this report.

Pallia and Ka'ea

High in the *mauka* region of Kapa'a in the Makaleha mountains at a place called Ka'ea, is reported to be the supernatural banana grove of the Kaua'i kupua or demigod Pallia, grandson of Hina (Handy and Handy 1972:424). In a 1913 edition of the newspaper Ka'oko'a Joseph Akina describes Pahla's banana grove:

The stalk could hardly be surrounded by two men, and was about 35 feet high from the soil to the lowest petiole. The length of the cluster from stem to lowest end of the bunch of bananas was about 1 3/4 fathoms long (one anana and one muku). There were only two bananas on each about 4 inches around the middle. There were just two bananas, one on the east side and one on the west, each about a foot or more in length. The one on the east side was tartish, like a *waiwai* (Spanish guava) in taste and the one on the west was practically tasteless. The diameter of the end of the fruit stem of this banana seemed to be about 10 feet. This kind of banana plant and its fruit seemed almost supernatural... (Akina, 1913:5).

Ka Lulu o Mo'ikeha

Kapa'a was the home of the legendary Mo'ikeha. Born at Waipi'o on the island of Hawai'i, Mo'ikeha sailed to Kahiki (Tahiti), the home of his grandfather Maweke, after a disastrous flood. On his return to Hawai'i, he settled at Kapa'a, Kaua'i. Kila, Mo'ikeha's favorite of three sons by the Kaua'i chiefess Ho'oiokamalani, was born at Kapa'a and was said

to be the handsomest man on the island. It was Kila who was sent by his father back to Kahiki to slay his old enemies and retrieve a foster son, the high chief La'amaikahiki (Handy and Handy 1972:424; Beckwith 1970:352-358; Kalakaua 1888:130-135; Fornander 1916, vol.4 pt.1:160). Mo'ikeha's love for Kapa'a is related in the *'olelo no'eau*: Ka lulu o Mo'ikeha i ka laula o Kapa'a. "The calm of Moikeha in the breadth of Kapa'a" (Pukui, 1983: 157).

"Lulu-o-Mo'ikeha" is described as being situated "near the landing and the school of Waimahanalua" (Akina, 1913: 5). The landing in Kapa'a was known as the Makee Landing and was probably constructed in the late 1870s, along with the Makee sugar mill. Today, in place of the old Makee Landing is part of a breakwater located on the north side of Mo'ikeha Canal near the present day Coral Reef Hotel, and approximately half-a-mile north of Waikaea Bridge.

Akina (1913) tells the story of how Mo'ikeha's son, Kila stocks the islands with the fish *akule*, *kawakawa* and *'opelu*. When Kila travels to Kahiki, he seeks out his grandfather Maweke and explains that he is the child of Mo'ikeha. When Maweke asks Kila if Mo'ikeha is enjoying himself, Kila answers with the following chant:

My father enjoys the billowing clouds over Pohaku-pili,

The sticky and delicious poi,

With the fish brought from Puna,

The broad-backed shrimp of Kapalua,

The dark-backed shrimp of Pohakuhapai,

The potent awa root of Maiaki'i,

The breadfruit laid in the embers at Makialo,

The large heavy taros of Keahapana

The crooked surf of Makalwa too

The bending hither and thither of the reed and rush blossoms,

The swaying of the kalukalu grasses of Puna The large, plump, private parts of my mothers,

Of Ho'oiokamalanai and Hinau'u, The sun that rises and sets,

He enjoys himself on Kaua'i,

All of Kaua'i is Mo'ikeha's. (Akina, 1913: 6)

Maweke was delighted and when the boy is questioned as to his purpose, Kila tells his grandfather he is seeking fish for his family. Maweke tells Kila to lead the fish back to his homeland. This is how Kila led the *akule*, *kawakawa* and *opelu* to Hawai'i.

Paka'a and the wind gourd of La'amaomao (Keahiahia)

Kapa'a also figures prominently in the famous story of Paka'a, and the wind gourd of La'amaomao. Paka'a was the son of Kuanu'uano, a high-ranking retainer of the Big Island ruling chief Keawenuie'umi (the son and heir to the legendary

Chief, Umi), and La'amaomao, the most beautiful girl of Kapa'a and member of a family of high status *kahuna*. Kuanu'uau left the island of Hawai'i, traveled throughout the other islands and finally settled on Kaua'i, at Kapa'a. It was there that he met and married La'amaomao, although he never revealed his background or high rank to her until the day a messenger arrived, calling Kuanu'uau back to the court of Keawenuia'umi.

Intent on seeking out his real father and making himself known to him, Paka'a prepared for the journey to the Big Island. His mother presented to him a tightly covered gourd containing the bones of her grandmother, also named La'amaomao, the goddess of the winds. With the gourd and chants taught to him by his mother, Paka'a could command the forces of all the winds in Hawai'i. While this story continues on at length about Paka'a and his exploits on the Big Island and later on Moloka'i, it will not be dwelt upon further here. It is important to note that several versions of this story do include the chants which give the traditional names of all of the winds at all the districts on all the islands, preserving them for this and future generations (Nakuina 1990; Rice 1923:69-89; Beckwith 1970:86-87; Thrum 1923:53-67; Fomander 1918-19 vol. 5 pt.1:78- 128).

Frederick Wichman (1998:84) writes that Paka'a grew up on a headland named Keahiahi. Here, Paka'a learned to catch *malolo*, his favorite fish. After studying the ocean and devising his plan to fabricate a sail, Paka'a wove a sail in the shape of a crab claw and tried it out on his uncle's canoe. One day, after going out to catch *malolo*, he challenged the other fishermen to race to shore. He convinced them to fill his canoe with fish suggesting it was the only way he could truly claim the prize if he won:

The fishermen began paddling toward shore. They watched as Paka'a paddled farther out to sea and began to fumble with a pole that had a mat tied to it. It looked so funny that they began to laugh, and soon they lost the rhythm of their own paddling. Suddenly Paka'a's mast was up and the sail filled with wind. Paka'a turned toward shore and shot past the astonished fishermen, landing on the beach far ahead of them. That night, Paka'a, his mother, and his uncle had all the *ma'o'o* they could eat (Wichman 1998:85).

Kaweloleimakua

Kapa'a is also mentioned in traditions concerning Kawelo (Kaweloleimakua), Ka'ililauokekoa (Mo'ikeha's daughter, or granddaughter, dependent on differing versions of the tale), the mo'o Kalamainu'u and the origins of the *hina'i hinalea* or the fish trap used to catch the hinalea fish, and the story of Lonoikamakahiki (Fomander 1917, vol.4 pt.2:318, vol.4 pt. 3:704- 705; Rice 1923:106-108; Thrum 1923:123-135; Kamakau 1976:80).

Kalukalu grass of Kapa'a

"Kiimoena kalukalu Kapa'a" or "Kapa'a is like the *kalukalu* mats" is a line from a chant recited by Lonoikamakahiki. Kalukalu is a sedge grass, apparently used for weaving mats (Fomander 1917, Vol. IV, Pt. 2, pp. 318-19). Pukui (1983: 187) associates the kalukalu with lovers in "ke kalukalu moe ipo o Kapa'a; the *kalukalu* of Kapa'a that sleeps with the lover". According to Wichman (1998:84), "a kalukalu mat was laid on the ground under a tree, covered with a thick pile of grass, and a second mat was thrown over that for a comfortable bed", thus the association with lovers. Kaua'i was famous for this peculiar grass, and it probably grew around the marshlands of Kapa'a. It is thought to be extinct now, but an old-time resident of the area recalled that it had edible roots, "somewhat like peanuts." Perhaps it was a famine food source (Kapa'a Elementary School 1933:VI).

Heiau of Kapa'a

During their expeditions around Hawai'i in the 1880's, collecting stories from *ka po'e kahiko*, Lahainaluna students stopped in Kapa'a and Kealia and gathered information regarding *heiau* of the region. Altogether, fourteen *heiau* were named in Kapa'a and Kealia, suggesting the two *ahupua'a* were probably more politically significant in ancient times. Table 1 lists the names of the ten *heiau* identified in the *ahupua'a* of Kapa'a, their location if known, their type, and associated chief and priest.

Table 1. *Heiau* of Kapa'a

Name	Location	Type	Associated
Maielehuna	Kapa'a (Maielehuna is the area of the present day Kapa'a School)	Unknown	Kiha, Kaumuali'i/ Lukahakona
Pueo	Kapa'a	Unknown	Kiha, Kaumuali'i
Pahua	Kapa'a/Kealia	Unknown	Kiha/ Lukahakona
Kumalae	Kapa'a/Kealia	Unknown	Kiha/ Lukahakona
Waiehumalama	Kapa'a/Kealia	Unknown	Kiha/ Lukahakona
Napu'upa'akai	Kapa'a/Kealia	Unknown	Kiha/ Lukahakona
Noeamakali'i	Kapa'a/Kedlia	Heiau for birth of Kaua'ii Chiefs, like Holoholoku	Unknown
Pu'ukoa	Kapa'a/Kealia	Unu type heiau	Unknown
Piouka	Kapa'a/Kealia	Unu type heiau	Unknown
Una	Kapa'a/Kealia	Unknown	Kiha/ Lukahakona
Mano	Kapa'a/Kealia	Unknown	Kiha/ Lukahakona
Kuahiahi	Kapa'a (govmt) school stands on site now)	Unknown	Kaumuali'i/ Lukahakona
Makanalimu	Upland of Kawaihau	Unknown	Kaumuali'i
Kaluluomoikeha	Kapa'a	Unknown	Moikeha

The exact locations of these *heiau* are unknown. The locations of two of the *heiau* correlate with the locations of *wahi pana* which are known to be close to Kuahiahi and Kaluluomo'ikeha. Kuahiahi (also spelled Kaahiahi and Keahiahi) is the rocky headland at the north end of Kapa'a where the first Kapa'a School was once located. Kaluluomo'ikeha is thought to be the general area near the Mo'ikeha Canal and the present day Coral Reef Hotel.

The Mahele: Kapa'a Land Commission Awards

The Organic Acts of 1845 and 1846 initiated the process of the *Mahele*, the division of Hawaiian lands, which introduced private property into Hawaiian society. In 1848 the crown and the *ali'i* received their lands. The common people received their *kuleana* in 1850. It is through records for Land Commission Awards (LCAs) generated during the Mahele that specific documentation of traditional life in Kapa'a Ahupua'a comes to light. During the *Mahele*, Kapa'a was taken as Crown Lands (Office of the Commissioner of Public Lands of the Territory of Hawaii, 1929). The *i'i* of *Paikahawai* and *Ulakui* in Kapa'a Ahupua'a were retained as Government Lands.

Table 2. Mahele Land Claims in Kapa'a Ahupua'a

LCA Number	Ahupua'a	Claimant	'Ili of the Ahupua'a	Village/Farm	Land Use	Number of Āpana
3971	Kapa'a	Honolii,	Kapana	Kupanihi Village	6 <i>lo'i</i> (uncult), house lot	2 (2 acres, 1 rod, 1 rod)
3554	Kapa'a	Keo	Kahanui	Puhi Village	15 <i>lo'i</i> , house lot	2 (7 acres, 1 rod, 17 rods)
3638	Kapa'a	Hululii	Maeleele	Kaloko Village	12-15 <i>lo'i</i> , house lot	2 (5 acres, 1 rod, 19 rods)
8247	Kapa'a	Ehu	Moalepe/Noalepe		20 <i>lo'i</i> ,	1 (3 rods)
8837	Kapa'a	Kamapaa	Ulukiu lalo Awawaloa Ulukiu		3 <i>lo'i</i> , 2 <i>lo'i</i> , house lot	1 (2 acres, 2 rods, 27 rods)
8843	Kapa'a	Kiau	Apopo	Kalolo Village	6 (5) <i>lo'i</i> and <i>kula</i> , house lot	2 (2.75 acres 3 rods)
10564	Kapa'a	Oleloa Daniel		Hikinui Farm	Fishpond, 10 <i>lo'i</i>	

The land claims during this period show that only five individuals were awarded land parcels in the relatively large *ahupua'a* of Kapa'a. The five awardees were Kiau (#08843), Kamapaa (#08837), Mane Honolii (#03971) Hulilii (#03638) and Ehu (#08247). All four had *lo'i* or irrigated *kalo* fields on the *mauka* side of the lowland swampy area, sometimes extending a short distance up into small, shallow gulches and valleys. Many of these *lo'i* parcels name *pali* or hills/cliffs as boundaries. Each LCA also had a separate house lot located on the *makai* side of the swamp, near the beach. Three of the land claims name ponds on their lands, including Puhi Pond (LCA #03554), and fishponds in Kupanihi 'Ili (LCA #03971) and Hahanui 'Ili (LCA #10564). *Loko* Kihapai may be the same as the fishpond in the same land claim. The other two *loko* are associated with house lots, situated on the *makai* edge of the Kapa'a swamplands suggesting modification of the natural swamplands.

Other natural and cultural resources mentioned in the LCAs include freshwater springs, pig pens, *hau* bushes, *hala* clumps, streams, *'auwai*, and *kula* or pasturelands.

Interestingly, the residential "village" of Kapa'a did not exist as a single entity, but was likely a series of small settlements or compounds, perhaps even individual house lots which stretched along the shoreline of the *ahupua'a* and included (south to north) Kupanihi (Makahaikupanihi), Kalolo (Kaulolo), Puhi, and Uluki.

The fifth individual, Ehu (LCA #08247), was the only person to be awarded a single parcel in the upland area of Kapa'a, Moalepe Valley, approximately five miles one mile southwest of the project area. In 1848, when Ehu made his claim, he was the only one living there. A few years later, according to Honolii's testimony to support Ehu's claim, "There are no houses and no people now living on the land. Ehu found himself lonely there, all his neighbors having either died or left the land. Ehu now lives in Wailua." Evidently Ehu may have been the last person to live at and cultivate in the traditional way, the far *mauka* region of Kapa'a (Van Ryzin and Hammat 2004).

Early Historic Accounts of Kapaa (1830s-1900s)

Although most of the historic record documents for Kapa'a in this period revolve around missionary activities and the missions themselves, there was indication that the Kapaa area was being considered for new sugar cane experiments, similar to those occurring in Kōloa In 1835 Ladd and Company received a 50 year lease on land in Kōloa from Kamehameha III and Kapa'a Governor Kaikio'ewa of Kapa'a. The terms of the lease allowed the new sugar company "the right of someone other than a chief to control land" and had profound effects on "traditional notions of land tenure dominated by the chiefly hierarchy" (Donohugh, 2001: 88). In 1837, a very similar lease with similar terms was granted to Wilama Ferani, a merchant and U.S. citizen based in Honolulu (Hawai'i State Archives, Interior Dept., Letters, Aug. 1837). The lease was granted by Kauikeaouli for the lands of Kapaa, Kealia and Waipouli for twenty years for the following purpose:

...for the cultivation of sugar cane and anything else that may grow on said land, with all of the right for some place to graze animals, and the forest land above to the top of the mountains and the people who are living on said lands, it is to them whether they stay or not, and if they stay, it shall be as follows: They may cultivate the land according to the instructions of Wilama Ferani and his heirs and those he may designate under him... (Hawai'i State Archives, Interior Dept. Letters, Aug. 1837).

Unlike Ladd & Company which eventually became the Kōloa Sugar Company, there is no further reference to Wilama Ferani and his lease for lands in Kapaa, Kealia and Waipouli. In a brief search for information on Honolulu merchant, Wilama Ferani, nothing was found. It is thought that perhaps Wilama Ferani may be another name for William French, a well-known Honolulu merchant who is documented as having experimented with grinding sugar cane in Waimea, Kapa'a at about the same time the 1837 lease for lands in Kapaa, Kealia and Waipouli was signed (Joesting 1984: 152).

In 1849, son of Wai'oli missionary, William P. Alexander, recorded a trip he took around Kapa'a. Although, he focuses on the larger mission settlements like Kōloa and Hanalei, he does mention Kapa'a.

A few miles from Wailua, near Kapaa we passed the wreck of a schooner on the beach, which once belonged to Capt. Bernard. It was driven in a gale over the reef, and up on the beach, where it now lies. A few miles further we arrived at Kealia. We had some difficulty crossing the river at this place, owing to the restiveness of our horses. The country here near the shore was rather uninviting, except the valley which always contained streams of water (Alexander 1991: 123).

In later years, the notorious Kapaa reef was to become the location of many shipwrecks once a landing was built there in the 1880s.

The first large scale agricultural enterprise was begun in Kapaa in 1877 by the Makee Sugar Plantation and the *Hui Kawaihau* (Dole 1916: 8). Originally a choral society begun in Honolulu its membership consisted of many prominent names, both Hawaiian and *haole*. It was Kalakau'a's thought that the *Hui* members could join forces with Makee, who had previous sugar plantation experience on Maui, to establish a successful sugar corporation on the east side of Kaua'i. Captain Makee was given land in Kapaa to build a mill and he agreed to grind cane grown by *Hui* members. Kalakau'a declared the land between Wailua and Moloaa, the Kawaihau District, a fifth district and for four years the *Hui* attempted to grow sugar cane at Kapahi, on the plateau lands above Kapaa town. After a fire destroyed almost half of the *Hui*'s second crop and after the untimely death of one of their principal advocates, Captain James Makee, the *Hui* began to disperse and property and leasehold rights passed on to Makee's son-in-law and new Makee Plantation owner, Colonel Z.S. Spalding (Dole 1916: 14).

As part of the infrastructure of the new plantation, a sugar mill was erected and the Makee Landing was built in Kapaa during the early years of operation of the Makee Sugar Plantation. Following Captain Makee's death, Colonel Spalding took control of the plantation and in 1885 moved the mill to Kealia (Cook 1999: 51). The deteriorating stone smokestack and landing were still there well into the 1900s (Damon 1931:359). Conde´ and Best (1973:180) suggest that railroad construction for the Makee Plantation began just prior to the mid-1890s. There is one reference to a railroad line leading from the Kapaa landing to Kealia in 1891. During Queen Lili'uokalani's visit to Kaua'i in the summer of 1891, the royal party was treated to music by a band, probably shipped in from O'ahu. "The band came by ship to Kapaa and then by train to Kealia" (Joesting 1984:252). This railroad line is depicted on a 1910 USGS map which shows the line heading south from Kealia Mill and splitting near the present Coral Reef Hotel, another line going to the old Kapaa Landing (Makee Landing) and another line heading *mauka*, crossing the present Moikeha Canal, traveling southwest up Lehua Street and through what is now goat pasture, along a plateau and into the *mauka* area behind Kapaa swamplands. This railroad line was part of a twenty mile network of plantation railroad with some portable track and included a portion of Kealia Valley and in the *mauka* regions of the plateau lands north of Kealia (Conde´ and Best 1973:180).

By the late 1800s hundreds of Portuguese and Japanese immigrants found work on Makee Plantation and the new influx of immigrants required more infrastructure (Cook 1999:51). In 1883, a lease for a school lot was signed between Makee Sugar Company and the Board of Education (Kapaa School 1983: 9). Stipulations in the Portuguese immigrant contracts with Makee Sugar Company stated that "children shall be properly instructed in the public schools" (Garden Island April 1, 1983). The original Kapaa School was constructed in 1883 on a rocky point adjacent to the Makee Sugar Company railroad. Traditionally, this point was known as Kaahiahi (Kapaa School 1983: 10). In 1908, Kapaa School was moved to its present site directly *mauka* and up the hill at Mailehune.

Narrow wagon roads gave way to macadamized roads in the early part of the 20th century. One of these new roads was called the Kaua'i Belt Road and parts of it are thought to have followed along the "Old Government Road" (Cook, 1999). In Kapaa, the present day Kuhio Highway likely follows the same route as the original Government Road and subsequent Kaua'i Belt Road. In fact, the locations of the *kuleana* awards in Kapaa indicate that the majority of the house lots were situated along the Government Road. LCA 3243 names a "road" as one of its boundaries.

In the latter half of the 1800s, following Makee's death, Chinese rice farmers began cultivating the lowlands of Kapaa with increasing success. Several Hawaiian *kuleana* owners leased or sold their parcels *mauka* of the swamp land to Chinese rice cultivators. Other Chinese rice cultivators appealed to the government for swamplands, first leasing and later buying the land. The economic activity displaced the house lot *kuleana* on the *makai* side of the marsh for increasing commercial and residential development (Lai 1985:148-161).

20th Century History of Kapa'a (1900 - Present)

In the early 1900s, to help with the burgeoning plantation population, government lands were auctioned off as town lots in Kapaa. One *kama'aina* mentioned that in the 1930s and 1940s, the area north of Moikeha Canal in Kapaa was mostly settled by Portuguese families (Bushnell et al 2002). The Japanese were also very prominent in the 1920s and 1930s largely replacing the Chinese merchants in the Kapaa business sector (Bushnell et al. 2002). Starting in 1926, the territorial Board of Health ran a dispensary in Kapaa, which was located at the *makai* edge of Niu Street, near the extant Kapaa Beach Park parking lot and bike path. The location of the former dispensary currently is a vacant lot. Elsewhere in the vicinity, a fire station occupies the location of the former Coral Reef Hotel, and a courthouse and a jail once stood where the present Kapaa Neighborhood Center is located. It is not known when these structures were abandoned or removed.

In 1913, Hawaiian Canneries opened in Kapaa at the site now occupied by Pono Kai Resort (Cook, 1999: 56). Through the Hawaiian Organic Act, Hawaiian Canneries Company, Ltd. purchased land they were leasing, approximately 8.75 acres, in 1923 (Bureau of Land Conveyances, Grant 8248). A 1923 sketch of the cannery shows only four structures, one very large structure assumed to be the actual cannery and three small structures *makai* of the cannery. By 1956, the cannery was producing 1.5 million cases of pineapple. By 1960, 3400 acres were in pineapple and there were 250 full time employees and 1000 seasonal employees (Honolulu Advertiser, March 20, 1960). In 1962, Hawaiian Canneries went out of business due to competition from third world countries.

The Ahukini Terminal & Railway Company was formed in 1920 to establish a railroad to connect Anahola, Kealia, Kapaa to Ahukini Landing and "provide relatively cheap freight rates for the carriage of plantation sugar to a terminal outlet" (Conde´ and Best, 1973: 185). This company was responsible for extending the railroad line from the Makee Landing, which was no longer in use, to Ahukini Landing, and for constructing the original Waikaea Railroad Bridge and the Moikeha Makai Railroad Bridge.

In 1934, the Lihue Plantation Company absorbed the Ahukini Terminal & Railway Company and Makee Sugar Company (Conde´ and Best, 1973: 167). The railway and rolling stock owned by Makee Sugar Company became the Makee Division of the Lihue Plantation. At this time, besides hauling sugar cane, the railroad was used to haul plantation freight including "fertilizer, etc... canned pineapple from Hawaiian Canneries to Ahukini and Nawiliwili, pineapple refuse from Hawaiian Canneries to a dump near Anahola and fuel oil from Ahukini to Hawaiian Canneries Co., Ltd." (Hawaiian Territorial Planning Board, 1940: 11). Former plantation workers and *kama'aina* growing up in Kapaa remember when the cannery would send their waste to the pineapple dump, a concrete pier just north of Kumukumu Stream (State Site No. 50- 30-08-789) by railroad. The structure is built over the water where the rail cars would dump the pineapple waste. The current would carry the waste to Kapaa which would attract fish and sharks (Bushnell et al. 2002).

Lihue Plantation was the last plantation in Hawaii to convert from railroad transport to trucking (Conde´ and Best, 1973: 167). "By 1957 the company salvaged a part of their plantation railroad, which was being supplanted by roads laid out for on or close to the old rail bed" (Ibid: 167). By 1959, the plantation had completely converted over to trucking. The Cane Haul Road which begins near the intersection of Haua'ala Road and Kuhio Highway is thought to date to the late 1950s and follows the alignment of the old railroad until just before or near`Alibi Point.

Severe floods in Kapaa in 1940 led to the dredging and construction of the Waikaea and Mokeha Canals sometime during that decade. (Hawaii Territorial Planning Board, 1940: 7). Although the Waikaea Canal, bordering the Kapaa Pineapple Cannery, had been proposed as early as 1923, nothing was constructed until after the floods (Bureau of Land Conveyances, Grant 8248). A Master Plan for Kapaa, published in 1940, asks the Territorial Legislature for funds to be set aside for the completion of a drainage canal and for filling *makai* and *mauka* of the canal (Hawaii Territorial Planning Board, 1940:7). In 1955, the local newspaper reported the dredging of coral from the reef fronting Kapaa Beach Park for the building of plantation roads (Garden Island Newspaper, September 21, 1955). This dredging was later blamed for accelerated erosion along Kapaa Beach (Garden Island Newspaper, October 30, 1963). Today, there are several sea walls along the Kapaa Beach Park to check erosion. Old time residents claim the sandy beach in Kapaa was once much more extensive than it is now (Bushnell et al. 2002).

In the 1930s after the incorporation of Makee Sugar Company into Lihue Plantation, Kealia Town was slowly abandoned. Many of the plantation workers bought property of their own and moved out of the plantation camps. The camps which bordered Kuhio Highway were disbanded in the 1980s. In the last part of the 20th century the Lihue Plantation began to phase out and Kapaa Town suffered after the closing of the Kapaa Cannery; however the growing tourist industry helped to ease the economic effects of the Cannery's closing.

PREVIOUS ARCHAEOLOGICAL RESEARCH

Archaeological Studies and Sites in Kapa'a Ahupua'a

The following table outlines the archaeological research (Table 3) and historic properties (Table 4) identified in Kapa'a Ahupua'a. These tables are followed by discussion of the research and historic properties. Table 3 provides a list of archaeological research conducted within Kapa'a Ahupua'a, including columns for source, location, nature of study, and findings. The locations of these archaeological studies are shown in Figure 4. Table 4 is a list of known historic properties within the ahupua'a and includes columns for state site numbers, site type, location and reference. The locations of identified sites within Kapa'a Ahupua'a are shown in Figure 5. All site numbers are numbered 50-30-08-SHIP site number. Here only the SHIP sit number designation will be used

Table 3. Previous Archaeological Studies in coastal Kapa'a.

EXPLORATION ASSOCIATES LTD

Source	Location	Nature of Study	Findings
Bennett 1931	Island wide: identifies 2 sites: Site 110 Taro terraces and bowl and Site 111 A large simple dirt Hawaiian ditch	Archaeological Reconnaissance	Identifies 2 sites: Site 110 Taro terraces and bowl and Site 111 A large simple dirt Hawaiian ditch
Handy and Handy 1972	Archipelago-wide	Native Planter study	Discusses "highly developed irrigation system"
Ching 1976	Just south of the Waikaea Drainage Canal	Archaeological Reconnaissance	No significant findings
Hammatt 1981	Upland Kapaa	Archaeological Reconnaissance	No significant findings
Hammatt 1986	Upper reaches of the Makaleha stream valley.	Archaeological Reconnaissance	No significant findings
Hammatt 1991	Along Kuhio Highway	Subsurface Testing	Identifies two sub-surface cultural layer sites
Kikuchi and Remoaldo 1992	Around Kapaa Town	Cemeteries of Kauai	Identifies six cemeteries
Spear 1992	South side Waikaea Canal, mauka of Kuhio Highway. (TMK: 4-5-05:04, 09)	Monitoring Report	Designated subsurface Site 547

Source	Location	Nature of Study	Findings
Chaffee, Burgett & Spear 1994a	A house lot near the corner of Kukui and Ulu Streets in <i>mauka</i> Kapaa Town. [TMK: 4-5-09:10]	Archaeological Inventory Survey	No significant findings
Chaffee, Burgett & Spear 1994b	Mamane Street Kapaa Town. [TMK: 4-5-09:51]	Archaeological Inventory Survey	No significant findings
Hammatt, Ida & Chiogioji 1994	Proposed bypass routes <i>mauka</i> of Kapaa Town	Archaeological Assessment	No new field work, literature review only
Hammatt, Ida & Folk 1994	South side Waikaea Canal, <i>mauka</i> of Kuhio Highway [TMK: 4-5-05:06]	Archaeological Inventory Survey	Weak cultural layer designated Site 748
Kawachi 1994	Inia Street (Jasper) [TMK 4-5-08:33]	Burial Report	Designated Site 871
McMahon 1994	"behind the armory in Kapa'a near the god stones" The location is uncertain, and at "Buzz's near the Coconut Marketplace"	Documents a report of two burials	16 sets of human remains. Site numbers unknown
Creed, Hammatt, Ida, Masterson & Winieski 1995	Kapa'a Sewer line project, Kuhio Highway, south and central Kapaa Town	Archaeological Monitoring Report	Documents cultural layer of Site - 1848 and (an enlarged) Site - 1849 & recovery of thirty burials at Sites —867, -868, -871, and -1894
Jourdane 1995	1382-A Inia Street, <i>makai</i> of Kuhio Highway, central Kapaa Town	Burial Report	Site 626
McMahon 1996	South side Waikaea Canal, <i>mauka</i> of Kuhio Highway [TMK: 4-5-05:08]	Archaeological Inventory Survey	No significant cultural material
Hammatt, Chiogioji, Ida & Creed 1997	Test excavations focused inland of Kapaa Town	Archaeological Inventory Survey	Four test trenches were excavated inland of Kapaa Town
Borthwick and Hammatt 1999	Kapaa Seventh-Day Adventist Church at 1132 Kuhio Highway	Archaeological Monitoring and Burial Treatment Plan	Monitoring was indicated as this parcel lay within designated Site 1848.



Figure 6. Map showing previous archaeological studies in Kapa'a.

Table 4. Historic Properties in Kapa'a Ahupua'a

Site #	Ahupua'a	Site Type/ Name (if any)	Location	Site Constraints	Reference
B001	Kapa'a	Historic Cemetery	South of bend of Kapa'a Stream, a kilometer <i>mauka</i> from Kuhio Hwy	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo 1992
B002	Kapa'a	Historic Cemetery	Just <i>mauka</i> from Kuhio Highway, south of Kapa'a Stream	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo 1992
B003	Kapa'a	Kapa'a Public Cemetery	South of Kanaele Road, one kilometer inland of Kuhio Highway	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo 1992
B004	Kapa'a	Historic Cemetery	North of Apopo Road, one kilometer inland of Kuhio Highway	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo 1992
B013	Kapa'a	Historic Cemetery	Just <i>mauka</i> from Kuhio Highway, north of the Waikaea Canal	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo 1992
B014	Kapa'a	All Saints Episcopal Church Cemetery	Just <i>mauka</i> from Kuhio Highway, south of the Waikaea Canal	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo. 1992:62-65
547	Kapa'a	Sub-surface features including a firepit and a possible house foundation	South of bend of Waikaea Canal, <i>mauka</i> of Kuhio Highway	Archaeological monitoring in the vicinity recommended	Speare 1992:3
626	Kapa'a	Burial	Inia Street, <i>makai</i> of Kuhio Highway,	Consultation and monitoring in vicinity indicated	Jourdane 1995
748	Kapa'a	Minimal findings, a weak cultural layer (buried A-horizon)	South of the bend of the Waikaea Canal, <i>mauka</i> of Kuhio Highway	Considered no longer significant within project area	Hammatt et al. 1994
789	Kapa'a/Kealia	Historic Road	Coastal Cane Haul Road near Kawaihau Road turn off	Unknown	Perzinski et. al. 2000

Site # 50-30-08-	Ahupua'a	Site Type/ Name (if any)	Location	Site Constraints	Reference
867	Kapa'a	1 set of human remains	Kukui Street, just <i>mauka</i> of Kuhio Highway, Kapa'a Town	Consultation and monitoring in vicinity indicated	Creed et al. 1995:50
868	Kapa'a	1 set of human remains	Lehua Street <i>mauka</i> of Kuhio Highway, Kapa'a Town	Consultation and monitoring in vicinity indicated	Creed et al. 1995:50
871	Kapa'a	13 sets of human remains (Creed et al. 1995:50)	Inia Street, <i>makai</i> of hio Highway	Consultation and monitoring in vicinity indicated	Kawachi 1994; Creed et al. 1995:50
1848	Kapa'a	Cultural layer and sub-surface features	Along Kuhio Highway between Wana Road and the Waikaea Drainage Canal	Archaeological monitoring in the vicinity recommended	Hammatt 1991; Creed et al. 1995
1849	Kapa'a	Cultural layer and sub-surface features; Creed et al. 1995:53 expands boundaries to incl. burial sites 626, -867, -868 - 871, and -1894	Along Kuhio Highway between Inia Street and Kaula Street extending to the coast	Consultation and monitoring in vicinity indicated	Hammatt 1991; Creed et al. 1995
1894	Kapa'a	11 sets of human remains	Ulu Street, just north of Kuhio Highway, Kapaa Town	Consultation and monitoring in vicinity indicated	Creed et al. 1995:50
2075	Kapa'a/Kealia	Highway Bridge Foundation (old Kaua'i Belt Road)	Kuhio Highway at Kapa'a/ Kealia River	Unknown	Bushnell et al. 2002:55
2076	Kapa'a	Petroglyph	Rocky coast below former cane haul road (Site -789)	Preservation	Bushnell et al. 2002:55
2077	Kapa'a	Concrete steps (related to historic beach pavilion)	Near present Kapaa Beach Park Pavilion	Unknown	Bushnell et al. 2002:55

Site #	Ahupua'a	Site Type/ Name (if any)	Location	Site Constraints	Reference
2078	Kapa'a	Historic Railway Alignment (2 Railroad Bridges, & RR Culvert Foundation)	Both railroad bridges span the Moikeha Canal; the RR culvert foundation is located north of the Kapaa Swimming Pool.	Unknown	Bushnell et al. 2002:55



Figure 7. Map showing previously documented archaeological sites in Kapa'a

The majority of study areas are located within urban Kapa'a along the shoreline and away from the mountain areas.

Pattern of Archaeological Sites in Kapa'a

The pattern of archaeological studies in Kapa'a Ahupua'a is somewhat skewed with a dozen projects in urban Kapaa Town and very little work along the coast (Figure 4). Major archaeological sites have been found in area include extensive cultural layers with burials and other cultural features underlying Kuhio Highway near All Saints Gym, and near the older part of Kapaa Town between Waikaea Canal and Kapaa Beach Park, *makai* of Kuhio Highway (Hammatt 1991; Kawachi 1994; Creed et al. 1995; Jourdan 1995; Callis 2000). The *mauka-makai* extent of these

cultural layers has not been clearly defined. The five *kuleana* awarded during the *Mahele* are located adjacent to the present coastal highway. The areas directly *mauka* of Kapaa Town are marshy though much of it has been filled in recent decades for the Bypass Road and shopping centers and housing. These cultural deposits associated with pre-historic and early historic habitation are known to exist in a relatively narrow sand berm that makes up the physiogeography of Kapa`a. The more *mauka* studies but still lower coastal areas, suggest they are located towards the *mauka* fringe of the sand berm, approaching more marshy conditions and have generally reported no significant or minimal findings (Spear 1992; Chaffee et al. 1994a & 1994b; Hammatt et al. 1994, 1997; McMahon 1996). Less than 1.5 km to the south of Waikaea Canal at the southern boundary of Waipouli adjacent to Uhalekawa`a Stream (Waipouli Stream) and the ocean is another extensive subsurface cultural deposit which is associated with a pre-contact fishing encampment located (Hammatt et al. 2000).

Anticipated sites based on historic and archaeological studies in *mauka* Kapa`a are the remains of cane cultivation infrastructure such as ditches and pre-contact too historic period Native Hawaiian terracing for *lo`i* cultivation with nearby habitation sites in the gulches, however the gulches lay outside the current project area.

RESULTS OF FIELD WORK

Pedestrian Survey

On January 3 and April 25, 2012 Exploration Associates Ltd. archaeologist Nancy McMahon, M.A. made field inspections on proposed Kapa`a Highlands project area. Access was made via Olohena Road (two gates). North-south oriented transects were utilized to 100% survey the project area. Because of known historic cane cultivation in this area of Kapa`a, predicted sites might be historic plantation related infrastructure such as ditches, flumes, roads, temporary cane-haul railroad berms and reservoirs. None were observed during the survey. The shallow ravine the project area were surveyed and tested, however no pre-Contact or historic era terraces or habitation sites were revealed. The parcel contains no surface archaeological sites. The access road is related to access for construction of the buildings already present on the Phase I parcel.

Subsurface Testing

On November 11, 2012, three trenches were excavated with a backhoe with a 24 in. width bucket (Figure). Trench 1 was excavated to a depth of 183 cm with a length of 10 meters. Trench 2 was excavated to a depth of 160 cm and a length of 3 m. Trench 3 was excavated to a depth of 260 cm and a length of 2.5 m. Each evinced the same soil composition. A description of the soils representing all three trenches is presented here.

A representative profile description evinced the same stratigraphy consisting in all three trenches, consisting of three soil layers with only a single clear boundary delineating the topsoil from the underlying soils. Soil differences could only be determined utilizing the Munsell Color Chart. The topsoil in each trench 5 YR 4/3 *reddish brown organic*. The other two layers are classified as 5 YR 5/6 *yellowish red* [20 cmbs] and 5 YR 4/6 *yellowish red* [20cmbs to base of excavation]. Characteristics are dry to very dry, crumbly, medium firm, clayey silt. It is pretty much cultivated soils. A local informant, Mr. Vasquez, who worked for the Lihue plantation most of his life Informant stated the plantation chain and ball dragged this land several time over.

A geologic survey was undertaken on the adjacent Phase I parcel prior to the construction of a solar farm. Soils extracted and examined in test trenches revealed only agricultural soils. No buried cultural layers or plantation infrastructure was present.



Figure 8. Trench locations, facing northeast.



Figure 9. Profile Test Trench 2 on the left and Trench 3 right.



Figure 10. Entrance off Olohena Road looking makai in the distance the Solar Farm part of Phase I



Figure 11. Access Road to Solar Farm with Cattle Grazing in the Distance.



Figure 12. Lower Elevation Outside Project Area from the access road.



Figure 13. View Across the Project Area, Facing Makai and Northeast.



Figure 14. The Roof of Kapaa Middle School on State land

RECOMMENDATIONS

As no archaeological sites are present, there are no historic preservation concerns for this project. We recommend no further historic preservation work. Though highly unlikely, if any human remains or other significant subsurface deposits are encountered during the course of development activities all work in the immediate area should stop and the State Historic Preservation Division promptly notified.

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1998 Kaua'i Ancient Place Names and Their Stories. University of Hawaii Press: Honolulu

APPENDIX A

Photos of the Area Surveyed



Figure 1. View of Project Area from the gate at the top of Olohena Road.



Figure 2. Solar Farm on Phase I Property view to north



Figure 3. Cattle Grazing in the Project Area.



Figure 4. Fence in the left side of photo indicating property boundary.



Figure 5. Goats Grazing in the Project Area.

APPENDIX B

State Historic Preservation Letter (June 2010) Requesting Survey

State Historic Preservation Letter (December 1999) Subdivision
"No Effect"





APPENDIX C

Report of Geotechnical Evaluation Kapaa Solar Field

December 14, 1999

Mr. Greg Kamm
P.O. Box 1200
Kula, HI 96756

LDG NO: 24572 -
DOC NO: 0012NM02

Dear Mr. Kamm:

**SUBJECT: Chapter 6E-42, Historic Preservation Review --
Subdivision Permit Application S-99-45 (Silagi Family Trust
and Hillside Corp. Center L.L.C.)
TMN: 4-3-03: 01 per
Kapaa, Kawaihau, Kua'i**

Thank you for submitting the 1975 air photo of the above subject parcels. We agree that the land has been extensively altered by cane cultivation and filling. Therefore, we now believe that this project will have "no effect" on significant historic sites.

If you have any questions, please call Nancy McMahon at 742-7033.

Aloha,


DON HIBBARD, Administrator
State Historic Preservation Division

NM:lin

c. D. Crowell, Planning Department County of Kauai



REPORT OF
GEOTECHNICAL EVALUATION-
KAPAA SOLAR FIELD
KAPAA, KAUAI

PREPARED FOR
WAGNER ENGINEERING SERVICES, INC.

PREPARED BY:
D.A.Evans, Inc.
P.O. Box 745
Kilauea, HI, 96754



REPORT OF
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INTRODUCTION

This report summarizes the results of our evaluation of the geotechnical feasibility of construction of a solar farm west of the town of Kapaa, Kauai. We understand the installation will be used to supply electric power to the Kauai Island Utility Cooperative.

PURPOSE

This report is for the exclusive use of our client, Wagner Engineering Services, Inc. Its purpose is to satisfy the terms of the contract between our two firms. The report summarizes the findings, conclusions and recommendations which were generated by the evaluation. The intent of the report has been to present conclusions and recommendations of a geotechnical nature in such a way as to assist the owner and their design team in preparing plans and specifications for construction.

SCOPE

As outlined in our contract dated August 22, 2010, the following work elements were performed.

- Review of available geologic data and stereographic aerial photographs.
- Subsurface exploration using a rubber-tired "Extendahoe" backhoe.
- Laboratory testing of selected samples of soil collected during subsurface exploration.
- Preparation of a formal report summarizing our findings, conclusions and recommendations.

LOCATION

The site is located slightly less than three miles west of the town of Kapaa. It is accessed by an unpaved road exiting from Olohena Road. The site is shown on Plate 1- Location Map.

REFERENCES

The following references were used in preparing our proposal, conducting our evaluation and preparing this report.



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Page 2

- "Roadside Geology of Hawaii", Richard W. Hazlett and Donald W. Hyndman, Mountain Press Publishing Company, 1966.
- "Volcanoes in the Sea The Geology of Hawaii", Second Edition, Gordon A. MacDonald, Agafin T. Abbott and Frank L. Peterson, University of Hawaii Press, 1985.
- "Tsunami", Second Edition, Walter C. Dudley and Min Lee, University of Hawaii Press, 1998.
- "Atlas of Natural Hazards in the Hawaiian Coastal Zone", USGS, Geologic Investigations, Series I-2761, 2002.
- "Reconnaissance Following the October 15th, 2006 Earthquakes on the Island of Hawaii, University Of Hawaii, College Of Engineering, Research Report UHM/CEE/06-07, October 26, 2006.

SITE CONDITIONS AND PROPOSED DEVELOPMENT

The site, as evidenced by preliminary topography and USGS mapping, is located on an elevated stream terrace on the south side of Oloheua Road, 2.8 miles west of old Kapaa town and about 4000 feet northeast of the Nonou Forest Reserve. At the time of our exploration, vegetation was sparse due to the ongoing drought. Topography slopes toward the ancestral channel with the steepest portion immediately below Oloheua Road.

Detailed plans of the proposed development were not available at the time of our exploration although, because of the nature of the development, the knowledge that it is a solar field is sufficient for our purposes. Drawings which have been provided by your office indicate that the project will consist of six solar panel arrays of varying size mounted on a shallow foundation system.

GEOLOGIC CONDITIONS

The Lihue Depression is the dominant geologic feature which has influenced this site. The Lihue Depression is apparently the remains of the caldera of the ancestral Wai'ali'ali shield volcano. The caldera was displaced during the massive landsliding which caused the collapse of the portion of the island now occupied by Kapaa and Waipouli. The site is on the northern edge of the depression.

Although there is evidence to suggest that the island is still undergoing some settlement associated with the collapse of the volcano, the amount of movement is apparently so small as to be undetectable without instrumentation and there is no longer volcanic activity on the island.



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Our subsurface exploration indicates that the site is an erosion terrace formed by previous stream action. Subsequent erosion has produced a residual soil profile which grades from a fully developed, moderately firm, surface soil to very stiff weathered rock at a depth of about six feet. In this area, as is the case on the majority of the eastern side of the island, the underlying rock is part of the Koloa series of volcanic flow material.

TSUNAMIS

The island of Kauai is susceptible to damage from tsunamis. Although there is a comparatively sophisticated early warning system in place world-wide, the ability of the system to predict the size of any particular event is limited. The general consensus is that tsunamis are certain to occur but their frequency is uncertain. Published data suggest that the site is not vulnerable to damage from tsunami run-up of the magnitude experienced in the Hawaiian Islands historically.

SURFACE AND SUBSURFACE WATER

Drainage on the property occurs as southwesterly sheet flow from the slope below Oloheua Road toward the established stream. At the time of our exploration, drought conditions existed on the island and surface was non-existent.

We found no subsurface water to the depth of exploration. Because of the existing drought conditions, the near-surface soil was dry and brittle.

CONCLUSIONS

Based on the results of our geotechnical evaluation, we can offer the following conclusions.

FEASIBILITY

In our opinion, it is geotechnically feasible to develop the site essentially as proposed provided the improvements are properly designed and constructed.

SITE PREPARATION

We have assumed that little or no grading, other than that required for the creation of an access road and support facilities will be needed. Moreover, it is our understanding that the arrays will be supported by some form of pipe piles. As a result, it is likely that site preparation will be minimal.



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EARTHQUAKES

The island of Kauai is in Uniform Building Code seismic zone 1, a designation indicative of a low level of seismic activity. Published data indicate that, during the period 1962 to 1980, for example, there were no recorded earthquakes with a Richter Magnitude greater than 3.0 with an epicenter on or near Kauai. Within the last two years, however, earthquakes in the Richter Magnitude 3 to 4 range have occurred offshore of Maui and Oahu as well as the Lohi seamount east of the Big Island and magma production from Kilauea has altered perceptibly. Of particular importance was the October 15, 2006, M=6.7 and the November 23, 2006, M=5.0 events off the Kona Coast. This may be indicative of shifts in the Pacific tectonic plate which could generate an increase in seismic activity for the near future. As part of our evaluation, we have provided below the numeric parameters necessary to perform the site characterization analysis required by the 1997 Uniform Building Code.

Soil Profile- S₆
z = 0.075
c_v = 0.12
c_u = 0.18
N₆₀ = 1.0
N_v = 1.0

In our opinion, it is likely that the site will experience low-level ground shaking due to volcanic activity on or near the Big Island, but the magnitude and number of these events will not be larger than those in the historic record.

TSUNAMI

Tsunami run-up of historic proportions has been in the 10 to 40 foot range and, historically, has been concentrated on the north shore of the island. Although the pre-historic "monster" tsunami is still a theoretical possibility, the design practice in coastal areas of the island has apparently been to consider the run-up of historic proportion. The site of the proposed solar field is well above the elevation of historic run-up.

FOUNDATION DESIGN

The upper two feet of the surface soil in the area of the arrays is poorly consolidated and should not relied for either foundation support or uplift resistance. Below two feet, the soil is stiff and capable of generating more than 2500 pounds per square foot for bearing. Uplift resistance can be determined using the relationship (1100)d + Wl where "d" is outside shaft diameter, "W" is unit weight of the shaft and "l" is shaft length below two feet. This assumes that the shaft consists of a



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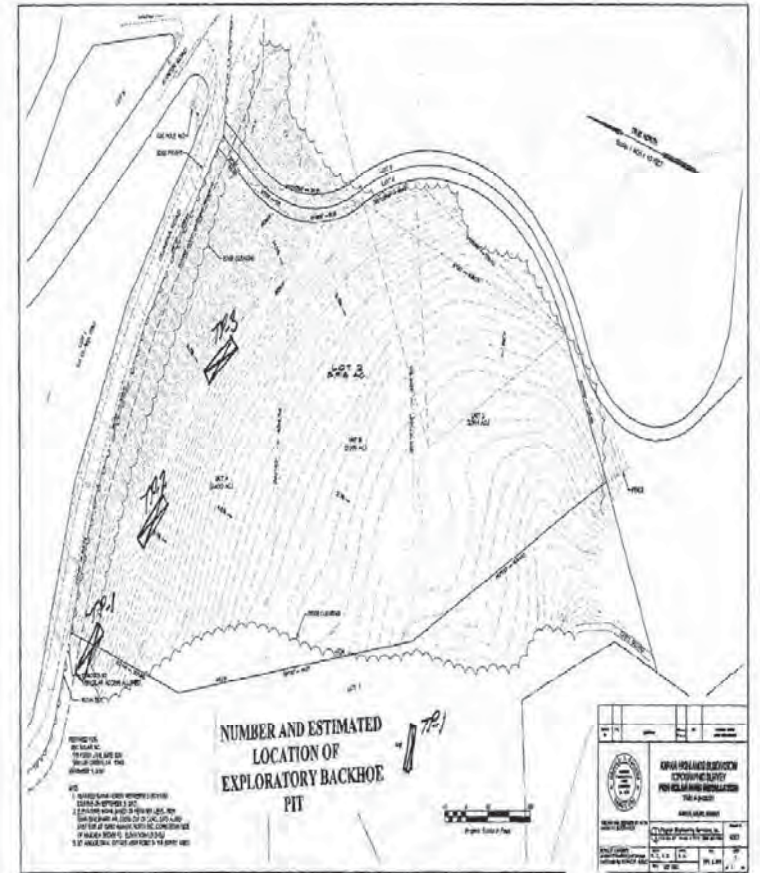
protected metal shaft encased in concrete. A passive pressure of 300 pounds per cubic foot (equivalent fluid) is reasonable for the soil below a depth of two feet.

Laboratory tests to determine the relative corrosivity of the soil are currently being performed and the results will be reported under separate cover. However, our work on the island has shown, as the result of a number of tests, that the soil derived from the Koloa volcanic material is highly to severally corrosive to both concrete and metal. The results of the on-site tests will be submitted under separate cover.

SURFACE DRAINAGE

Runoff from rainfall and irrigation should be directed away from the proposed structures to an approved drainage device.

The Plates which are attached and complete this report are listed in the Table of Contents.
oOo





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Page A-1

APPENDIX SUPPORTING DATA AND PROCEDURES

SURFACE GEOLOGIC MAPPING

A limited amount of surface geologic mapping was performed as part of our evaluation. This mapping was performed both physically and with the aid of topographic maps before and during the subsurface exploration. The results of this work were assimilated with the subsurface exploration.

SUBSURFACE EXPLORATION

Subsurface exploration at the site consisted of the excavation of three trenches using a rubber-tired backhoe with a three-foot-wide bucket. The trenches were located to (a) aid in establishing a "picture" of probable subsurface conditions at the site, and (b) provide access to the subsurface for possible sampling of soil and/or rock. To that extent, both the geomorphology of the site and the type and location of proposed improvements have a bearing on the location of subsurface exploration points. Our estimate of the location of each backhoe trench is shown on Plate-2 Geotechnical Map. Graphic logs, using standard United States Geological Survey, United States Corps of Engineers and United States Bureau of Reclamation nomenclature are included as Plates A-1.1 through A-1.3- Log of Test Pit. Upon completion, all pits were backfilled, tamped and wheel-rolled. The location of each test pits was also marked with a stake and flagging.

LABORATORY TESTING

Moisture/Density. Field moisture content and in-place dry density were determined for each "undisturbed" sleeve sample obtained during exploration. The field moisture content was determined according to ASTM Test Method D2216-66 by obtaining one-half of the moisture sample from each end of the sleeve. The in-place wet and dry density was determined by using the wet weight of the entire sleeve.

At the same time the field moisture content and in-place dry density were determined, the soil material at each end of the sleeve was classified according to the Unified Soil Classification System and pocket penetrometer readings were taken in the cohesive samples. The results of the field moisture content and in-place dry density tests are presented on Plates- A-1 and A-1.2-Log of Test Pit.

Index Tests. For purposes of this report, we have grouped grain-size distribution and Atterberg Limits under "index tests". The bulk sample taken from test pit TP-1 at a depth of two to



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three feet was also subjected to an analysis of its distribution of grain size and its Liquid Limit, Plastic Limit, and Plasticity Index were determined. The distribution of grain size was determined according to ASTM Test Method D422-63. Relative plasticity was determined according to ASTM Test Methods D423-66 and D424-59. Using these data, the soil can, among other things, be provided a positive Unified Soil Classification System group name. The tests indicate that the soil has no gravel-sized particles, 18 percent sand-sized particles, 80 percent silt-sized particles, two percent clay-sized particles, a Liquid Limit of 59, a Plastic Limit of 46 and a Plasticity Index of 13. The soil has been given a Unified Soil Classification System group name and symbol of Sandy Silt (MH). The results are summarized on Plate A-2- Relative Plasticity Data and Plate A-3- Grain Size Distribution Data.


Direct Shear Tests. Undisturbed samples taken from test pits TP-1 and Test Pit TP-2 at two feet were subjected to consolidated, drained direct shear tests to determine the shearing resistance of the soil. In each case, samples were allowed to stabilize in a suitable loading frame under the normal stress for the test (in this case, 500, 750 and 1000 pounds per square foot). The samples were then flooded, allowed to stabilize and then sheared at a constant rate of 0.008 inches per minute to failure. The applied normal and induced shear stresses were monitored with electronic load cells and the displacement in the normal and shear directions monitored with linear variable displacement transducers (LVDT's). The force and displacement in the direction of shear were plotted electronically. The results of the tests are summarized graphically on Plates A-4 - Shear Strength Data.

Corrosion Tests. Tests to determine the relative corrosivity of the on-site soil are currently being completed and will be submitted under separate cover.

With the exception of the corrosion tests, all laboratory testing was performed for us by Evans, Colbaugh & Associates, Inc. in San Marcos, California.


Log of Test Pit No. TP- 1									
Date: 09/11/10		Elevation: +60 (Map Datum)							
Logged By: DAE		Hole Size/ Type: 2x 6'x 6' Backhoe							
Depth (feet)	Sample Type	Blow count	Dry Density	Moisture Content	Other Tests	USCS	Graphic Log	Description	
1								SOIL (Residual), Clayey Silt (ML), medium-brown, moderately firm, dry, to very dry.	
2	D	59	72	50	DS, AL, GS	MH		stiff at two feet	
3									
4								very stiff, at 4 feet, mottled light brown and yellow grading to highly weathered Koolau volcanic rock at six feet.	
5									
6									
7									
8									
9									
10									
11								Bottom at 6 feet. No water. No caving. Hole backfilled, tamped and wheel-rimmed	

Water level shown is at time of measurement and may be different at different times.
Blow counts are per foot; dry density is in pounds per square foot; moisture content is percent of dry weight.

	Date: 09/12/10	Project No.: 2010-08-01	PLATE A-1.1
	SOLAR PANEL FIELD LOG OF TEST PIT TP-1		

Log of Test Pit No. TP- 2									
Date: 09/11/10		Elevation: +60 (Map Datum)							
Logged By: DAE		Hole Size/ Type: 2x 6'x 6' Backhoe							
Depth (feet)	Sample Type	Blow count	Dry Density	Moisture Content	Other Tests	USCS	Graphic Log	Description	
1								SOIL (Residual), Clayey Silt (ML), medium-brown, moderately firm, dry, to very dry.	
2	D		70	28	DS	MH		stiff at two feet	
3									
4								very stiff, at 4 feet, mottled light brown and yellow grading to highly weathered Koolau volcanic rock at six feet.	
5									
6									
7									
8									
9									
10									
11								Bottom at 6 feet. No water. No caving. Hole backfilled, tamped and wheel-rimmed	

Water level shown is at time of measurement and may be different at different times.
Blow counts are per foot; dry density is in pounds per square foot; moisture content is percent of dry weight.


	Date: 09/12/10	Project No.: 2010-08-01	PLATE A-1.2
	SOLAR PANEL FIELD LOG OF TEST PIT TP-2		

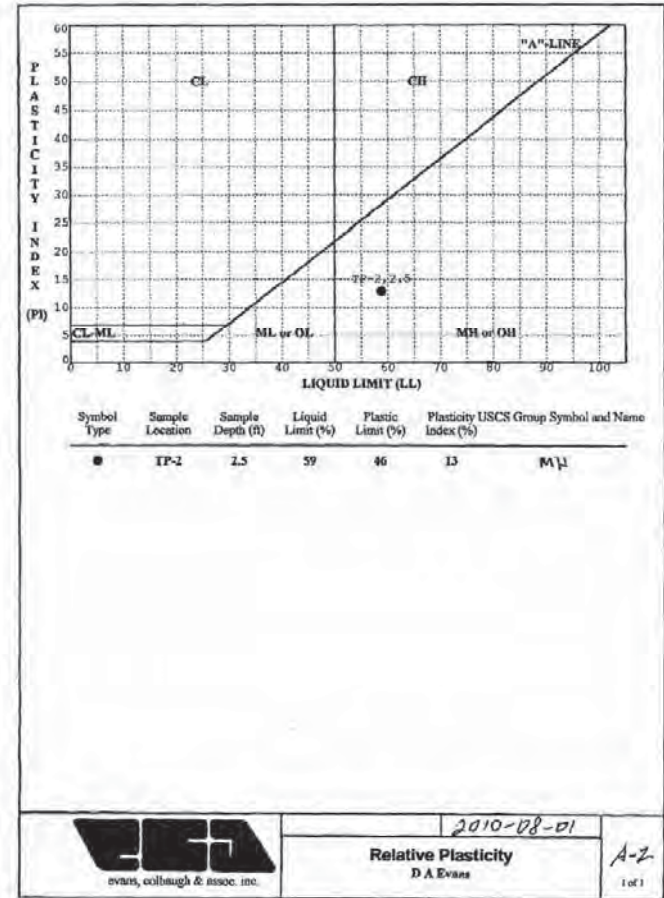
Log of Test Pit No. TP-3

Date: 09/11/10 Elevation: +60 (Mnp Datum)
 Logged By: DAE Hole Size/ Type: 2'x 6'x 6' Backhoe

Depth (feet)	Sample Type	Flow out	Dry Density	Moisture Content	Other Tests	USCS	Empirical Log	Description
1								SOIL (Residual), Clayey Silt (ML), medium-brown, moderately firm, dry, to very dry.
2								four inch dia. "bomb" at three feet.
3								
4								
5								
6								stiff at six feet.
7								
8								
9								
10								
11								Bottom at 6 feet. No water. No caving. Hole backfilled, tamped and wheel-rolled.

Water level shown is at time of measurement and may be different at different times.
Flow counts are per foot; dry density is in pounds per square foot; moisture content is percent of dry weight.

	Date: 09/12/10	Project No.: 2010-08-01	PLATE A-1.3
SOLAR PANEL FIELD LOG OF TEST PIT TP-3			



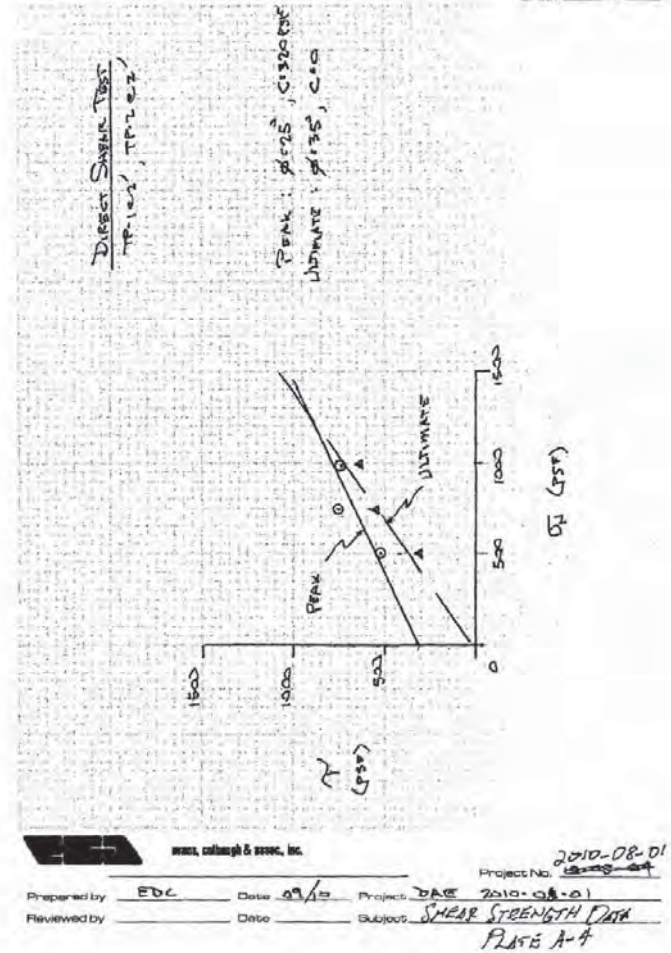
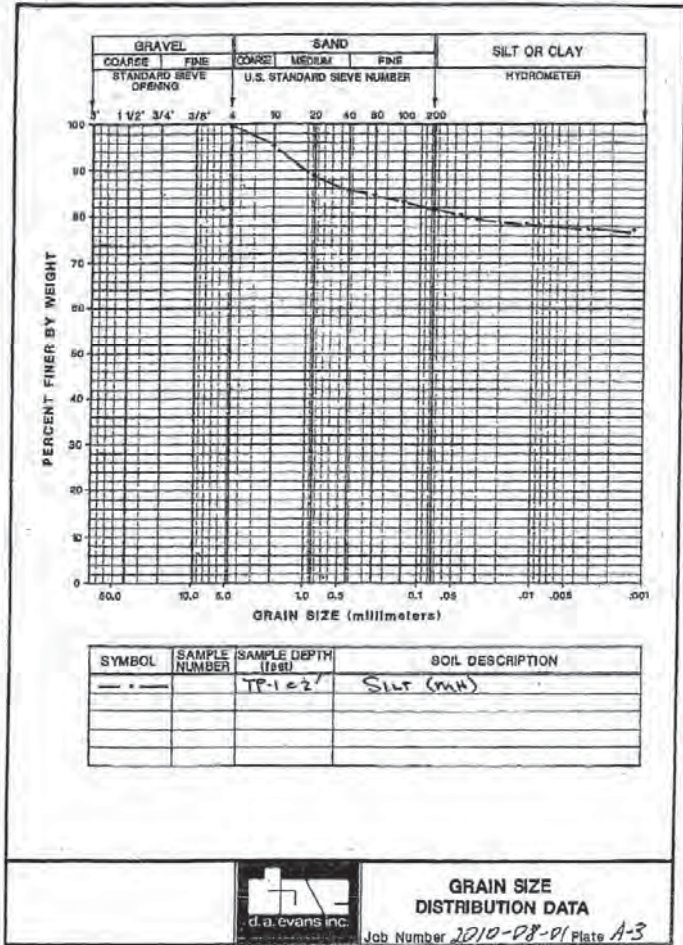


Exhibit M

**A Cultural Impact Assessment for the Proposed Kapa`a
Highlands Phase II
Kapa`a Ahupua`a, Kawaihau District, Kaua`i**



Exploration Associates Ltd.

A Cultural Impact Assessment
for the Proposed Kapa`a High-
lands Phase II,
Kapa`a Ahupua`a, Kawaihau
District, Kaua`i

TMK (4) 4-3-03:01

by

Nancy McMahon, M.A.

Prepared for
Three Stooges LLC

By
Exploration Associates, Ltd.
May 2012

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INTRODUCTION

Scope of Work

The following scope of work was agreed upon to fulfill the requirements of a cultural impact assessment, as outlined by the Office of Environmental Quality Control guidelines:

- 1) Further background research with the goal of identifying traditional Hawaiian activities including gathering of plant, animal and other resources or agricultural pursuits as may be indicated in the historic record.
- 2) Examination of historical documents, Land Commission Awards, and historic maps, with the specific purpose of identifying traditional Hawaiian activities including gathering of plant, animal and other resources or agricultural pursuits as may be indicated in the historic record to develop a Cultural landscape background study,
- 3) A review of the existing archaeological information pertaining to the sites in the study area as they may allow us to reconstruct traditional land use activities and identify and describe the cultural resources, practices and beliefs associated with the parcel and identify present uses, if appropriate.
- 4) Conduct oral interviews with persons and agencies knowledgeable about the historic and traditional practices in the project area and region. This includes eight formal interviews and more informal interviews plus coordination with relevant community groups.
- 5) Preparation of a report on items 1-3 summarizing the information gathered related to traditional practices and land use. The report will assess the impact of the proposed action on the cultural practices and features identified.

Methods

1. Historic Research

Research was conducted to find historic maps at the Hawai'i State Survey Office, the State Historic Preservation Division library and the Kaua'i Historical Society. Historical research was conducted at the State Historic Preservation Division Library, the Hawai'i State Archives and the Bishop Museum where information on historic land use and past cultural traditions was sought. The Bishop Museum also provided historic photographs for

the report. In an attempt to obtain more regional or local sources, historic documents were sought at the Kaua'i Historical Society, Kaua'i Museum and the Kapa'a Public Library.

2. Archaeological Review

The library at the Department of Land and Natural Resources, State Historic Preservation Division were used to obtain information regarding previous archaeological and cultural studies in the Kapa'a area. Previously identified archaeological sites are presented for each section separately and are discussed in the context of associated cultural traditions. A complete review of archaeological sites, including descriptions, *ahupua'a*, settlement patterns and archaeological constraints is available in a separate archaeological assessment document (McMahon 2012).

3. Identification of Knowledgeable Informants

Hawaiian organizations, community members and cultural and lineal descendants with lineal ties to the greater Kapa'a area were contacted to: (1) identify potential knowledgeable individuals with cultural expertise and knowledge of the project area and surrounding vicinity, and (2) identify cultural concerns and potential impacts relative to the project. An effort was made to locate informants who either grew up in the project area or who, in the past, used the area for cultural purposes. These included lifetime residents of Kapa'a Town, families with ties to the historic rice industries of Kapa'a and former employees of Lihue Plantation who may have lived in one of the residential camps near the study area. Other potential user groups were residents in the Kapa'a who have their roots in Kapa'a, and continue to utilize the *makai* areas for cultural reasons. In addition, informal talk-story with community members familiar with the study area is ongoing. The organizations consulted were the State Historic Preservation Division (SHPD), The Office of Hawaiian Affairs (OHA), the Kaua'i/Ni'ihau Islands Burial Council, the Royal Order of Kamehameha, Kaumuali'i Chapter, Kaua'i County Council, Kaua'i County Mayor, Kaua'i Health Heritage Coastal Corridor Committee, Kaua'i Historical Society, Kaua'i Historic Preservation Commission.

4. Interviews

Interviews were conducted for this assessment. Once the participant was identified, she/he was contacted and interviewed. Excerpts from the interview are used throughout this report, wherever applicable.

5. Report

This study documents relevant information on traditions and practices from the historic record as well as from contemporary oral sources. The report includes cultural and historic documentation of Kapa'a, a summary of archaeological studies, the results of

community consultation, and an assessment of traditional resources/traditional practices. The report is organized in such a way that reflects the effort of data and information gathering. This is the information used in the final assessment of Traditional Resources/Cultural Practices reported in the Conclusions Section IV and V.

KAPA'A

The Kapa'a Highlands Phase II is located in Kapa'a, above the Kapa'a Bypass Road and adjacent to Kapa'a Middle School. The property is further identified by Kaua'i Tax Map Key No. (4) 4-3-03:01. The total acreage of the area is 163.125. (Figure 1 and 2).

The project area lies in the traditional *ahupua'a* of Kapa'a belongs' to the ancient district of Puna (now the district is more commonly called "Kawaihau"), one of five ancient districts on Kaua'i (King 1935: 228). Puna was the second largest district on Kaua'i, behind Kona, and extended from Kipu south of Lihu'e to Kamalomalo'o, just north of Kealia. For taxation, educational and judicial reasons, new districts were created in the 1840's. The Puna District, with the same boundaries became the Lihu'e District, named for an important town in that district. In 1878, by the act of King Kalakaua in securing a future name for the new Hui Kawaihau, created the new district of Kawaihau. This new district encompassed the *ahupua'a* ranging from Olohena on the south to Kilauea on the north. Subsequent alterations to district boundaries in the 1920's left Kawaihau with Olohena as its southernmost boundary and Moloa'a as its northernmost boundary (King 1935:222).

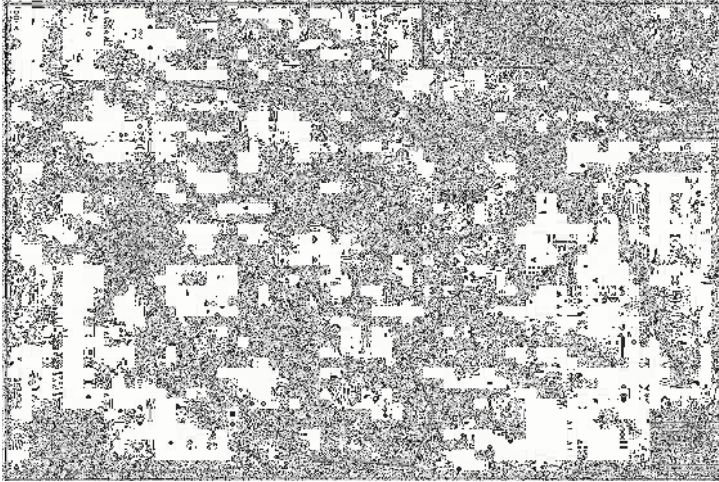


Figure 1. Tax Map Showing the Project Area for Kapaa Highlands Phase II.

Figure 2. Aerial View of Project Area Looking North



Natural Setting

The *ahupua'a* of Kapa'a, is located on the eastern side of the island of Kaua'i, in the old district or *moku* of Puna. Adjacent and to the north is the *ahupua'a* of Keālia, and to the south, Waipouli. Like other *ahupua'a* in Puna, Kapa'a is exposed to the northeast tradewinds and receives 40 to 50 inches of rain a year at the shore and considerably more precipitation inland. The area of the *ahupua'a* of Kapa'a, is approximately 6,394 acres (Gay 1872 R.M. 159, Commission of Boundaries Record, Kaua'i, vol.1, 1873:23; Commission of Boundaries Record, Kauai, vol. 1, 1872:109). Wichman (1998:84) notes the paradox that Kapa'a "is one of the largest *ahupua'a* of the Puna District [of Kaua'i] and the most bereft of legends."

Alluvium, colluvium and terrigenous sediments resulting from the erosion of the primary island building events in Kaua'i history, the Waimea Canyon Volcanic Series and the Koloa Volcanic Series, are the major sources of sediment for the formation of Kaua'i's non-mountainous region, including Kapa'a (MacDonald and Abbott 1970:382-384). Kapa'a is located within the physiographic division known as the Lihū'e Plain (Armstrong 1973:30). During higher sea levels, terrigenous sediment accumulated further inland as streams released their sediment loads further inland from where the shoreline had encroached. Also, reefs grew with the rising sea level, and, as the sea receded, marine sediments were created and deposited on shore by the erosion of these reefs. Both of these processes were part of the formation of the Lihū'e Plain.

The soils of the project area reflect the original geologic sediments deposited and the erosional processes induced by climatic agents. Backshore of the sand berm in Kapa'a, are found sandy loams associated with the Mokuleia soil series (Foote et al. 1972:95). These soils consist of mostly recent alluvium deposited over coral sand and are typical of the eastern and northern coastal plains of Kaua'i. Behind Kapa'a Town and north of Moikeha Canal is found mixed fill. South of Moikeha Canal are Mokuleia clay loams, similar to the sandy loams fronting them. The soils found in the sand berm in Waipouli and Olohena are of the Lihue Series, which are characterized as well-drained soils derived from igneous material originating in Kapa'a's uplands (Foote et al. 1972:82).

Historically, these *ahupua'a* contained two prominent landscape features, a coastal plain with sand dunes and a large marsh. An 1872 map (Figure 2) by James Gay delineating the boundaries of Kapa'a and adjacent lands shows that much of the *makai* region was a "swamp" that extended from Waipouli into Kapa'a. This "swamp" appears to be the most prominent natural feature of the seaward end of Waipouli and Kapa'a. The *makai* areas of the *ahupua'a* can be characterized as fairly flat. Kapa'a has an irregularly-

shaped gulches and small valleys in the uplands, through which small tributary streams run, including the Kapahi, Makaleha, Moalepe and Konohiki Streams. While some of these streams combine with other tributaries in neighboring Keālia to form Kapa'a Stream, which empties into the ocean at the northern border of the *ahupua'a*, others flow directly into the marsh areas of Kapa'a and Waipouli (Handy and Handy 1972:394,423; Territorial Planning Board 1940:9).

Kapa'a Town areas is built on a sand berm with ocean on the *makai* side and marsh on the *mauka* side. The sand berm was probably slightly wider here than in other localities, but dry land was probably always at a premium.

Mo'olelo of Kapa'a

A brief overview of some of the better documented mythological and traditional accounts of Kapa'a is presented below and is followed by a brief summation of their import.

The Puna district of Kaua'i is well known for two legendary chiefs, Kawelo and Mō'ikeha. Kawelo is more closely associated with Wailua and Hanamā'ulu and Mō'ikeha is linked to Kapa'a. Mō'ikeha is understood to be the grandchild of Maweke, one of the principal genealogical lines from which Hawaiians today trace their ancestry (Beckwith 1970:352). Sometime between the eleventh and twelfth centuries marks the arrival of Maweke to the Hawaiian Islands. Mō'ikeha succeeds his older brother Kumuhonua as ruling chief during the time of Mailikūhahi. Kapa'a is mentioned in traditions concerning Kawelo (Kaweloleimākua), the *mo'o* Kalamainu'u and the origins of the *hina'i hinālea* fish, and the story of Lonoikamakahiki (Fornander 1917:IV:318, 704-705; Rice 1923: 106-108; Thrum 1923: 123-135; Kamakau 1976:80).

1. Mō'ikeha

Kapa'a was the final home of the legendary chief Mō'ikeha. Born at Waipi'o on the island of Hawai'i, Mō'ikeha sailed to Kahiki (Tahiti), the home of his grandfather, Maweke, after a disastrous flood. On his return to Hawai'i, he settled at Kapa'a, Kaua'i. Kila, Mō'ikeha's favorite of three sons by the Kaua'i chiefess Ho'oiipoikamalani, was born at Kapa'a and was considered the most handsome man on the island. It was Kila who was sent by his father back to Kahiki to slay his old enemies and retrieve a foster son, the high chief La'amaikahiki (Handy and Handy 1972:424; Beckwith 1970:352-358; Kalākaua 1888:130-135; Fornander 1917:IV:160). Mō'ikeha's love for Kapa'a is recalled in the *'olelo no'eau*: *Ka lulu o Mo'ikeha i ka laulā o Kapa'a* "The calm of Mō'ikeha in the breadth of Kapa'a" (Pukui 1983: 157).

The place “Lulu-o-Mō’ikeha” is described as being situated “near the landing and the school of Waimahanalua” (Akina 1913: 5). The landing in Kapa’a was known as the Makee Landing and was probably constructed in the late 1870s, along with the Makee sugar mill. Today, in place of the old Makee Landing is part of a breakwater located on the north side of Moikeha Canal, near the present day Coral Reef Hotel (Bushnell et al. 2002:7).

In the Hawaiian newspaper *Ku’oko’a* published at the turn of the century, Akina (1913: 6) also tells the story of how Mō’ikeha’s son, Kila stocks the Hawaiian Islands with the *akule*, *kawakawa* and *’opelu* fish. When Kila travels to Kahiki, he seeks out his grandfather Maweke and explains that he is the child of Mō’ikeha. When Maweke asks Kila if Mō’ikeha is enjoying himself, Kila answers with the following chant of Puna, Kaua’i:

My father enjoys the billowing clouds over Pōhaku-pili,	<i>I walea no ku’u makuakāne i ke ao ho’okanunu, iluna o Pōhakupili</i>
The sticky and delicious poi,	<i>I ka poi uouo ono ae no a,</i>
With the fish brought from Puna,	<i>Me ka i’a i na mai o ka Puna,</i>
The broad-backed shrimp of Kapalua,	<i>Ka opae hoainahanaha o Kapalua;</i>
The dark-backed shrimp of Pohakuhapai,	<i>Na opae kua hauli o Pohakuhapai,</i>
The potent awa root of Maiakii,	<i>Na puawa ona mai no o Maiakii,</i>
The breadfruit laid in the embers at Makialo	<i>Me ka ulu moelehu mai no o Makialo,</i>
The large heavy taros of Keahapana	<i>Me na kalo pehi hua o Keahapana,</i>
The crooked surf of Makaiwa too	<i>A i keeke nalu ae no hoi o Makaiwa,</i>
The bending hither and thither of the reed and rush blossoms,	<i>A i ke kahuli aku kahuli mai o ka pua uku me ka pua neki,</i>
The swaying of the kalukalu Puna,	<i>A i ka nu’a ae no o ke kalukalu o Puna, grasses of</i>
The large, plump, private of my mothers,	<i>A i na mea nui nepunepu no a ku’u mau parts makuahine</i>
Of Ho’oipoikamalana and Hinau-u,	<i>O Ho’oipoikamalana me Hinau-u,</i>
The sun that rises and sets,	<i>A i ka la hiki ae no a napoo aku,</i>
He enjoys himself on Kaua’i,	<i>Walea ai no ka nohona ia Kaua’i,</i>
All of Kaua’i is Mō’ikeha’s	<i>Ua puni a puni Kaua’i ia Mō’ikeha</i>

Maweke was delighted and when the boy is questioned as to his purpose, Kila tells his great grandfather he is seeking fish for his family. Maweke tells Kila to lead the fish back to his homeland. This is how Kila led the *akule*, *kawakawa* and *’opelu* to Hawai’i (For- nander 1917:IV:162-163).

In another legend of Kila, Mō’ikeha sends his son to Tahiti to slay his enemies. Upon reaching Tahiti, Kila meets his father’s aunt, Kanepohihi, in the form of a blind, super- natural rat. He introduces himself, sending his father Mō’ikeha’s greetings. Kanepohihi asks of Mō’ikeha, and Kila responds:

He is indulging in ease in Kaua’i	<i>I walea ia Kaua’i</i>
Where the sun rises and sets again,	<i>I ka lā hiki ae a pō iho</i>
Where the surf of Makaiwa curves and	<i>I ke kee a ka nalu o Makaiwa bends,</i>
Where the sun comes up over	<i>I ka hiki mai a ka la maluna</i>
The kalukalu of Kewa;	<i>O ke kalukalu o Kewa</i>
The stretched out waters of Wailua,	<i>O ka wai halau o Wailua</i>
And the entrancing favors of my mother	<i>O ka lealea o ka mai o kuu makuahine</i>
Ho’oipoikamalana	<i>O Ho’oipoikamalana</i>
He will live and die in Kaua’i	<i>O kahi noho no o Kaua’i a make</i>

(For- nander 1916:IV:162-163)

2. Ka’ililauokekoa the Chiefess of Kapa’a and the Lute Kanikawi

Waipouli and Kapa’a are mentioned in the legend of Ka’ililauokekoa, a chiefess of Kapa’a and granddaughter or daughter of Mō’ikeha. Thomas Thrum (1907: 83-84) relates that:

[Kaililauokekoa’s] greatest desire was to play konane, a game somewhat re-sembling checkers, and to ride the curving surf of Makaiwa (*ke’eke’e nalu o Makaiwa*), a surf which breaks directly outside of Waipouli, Kapa’a. She passed the larger part of her time in this matter every day, and because of the con- tinual kissing of her cheeks by the fine spray of the sea of Makaiwa, the bloom of her youth became attractive ‘as a torch on high,’ so unsur- passed was her personal charm.

In the Thrum (1923:123-135) version, Ka’ililauokekoa is seduced by the nose flute of Kauakahiali’i who is at the time residing in Wailua uka at a place called Pihanakalani. She travels up to Pihanakalani with her companion where she joins Kauakahiali’i as his wife. They are found by Mō’ikeha’s people and taken down to Kapa’a where Kauakahi- ali’i is imprisoned. A boy named Kalukaluokewa takes pity on Kauakahiali’i and sneaks

through the *kalukalu* grass and the *ahuawa* rushes to bring the prisoner food and water. Meanwhile, Ka'ililauokekoa tells her parents of her calling by Kanikawi to the home of Kahalehewa at Pihanakalani and her encounter with Kauakahiali'i.

3. Kalukalu grass of Kapa'a

"*Kūmoena kalukalu Kapa'a*" or "Kapa'a is like the *kalukalu* mats" is a line from a chant recited by Lonoikamakahiki. *Kalukalu* is a sedge grass, apparently used for weaving mats (Fornander 1917:IV:318-319). Pukui (1983:187) associates the *kalukalu* with lovers in "*ke kalukalu moe ipo o Kapa'a*"; "the *kalukalu* of Kapa'a that sleeps with the lover." According to Wichman (1998:84), "a *kalukalu* mat was laid on the ground under a tree, covered with a thick pile of grass, and a second mat was thrown over that for a comfortable bed," thus the association with lovers. Kaua'i was famous for this peculiar grass, and it probably grew around the marshlands of Kapa'a. It is thought to be extinct now, but an old-time resident of the area recalled that it had edible roots, "somewhat like peanuts." Perhaps it was a famine food source (Kapa'a Elementary School 1933: VI).

4. Pāka'a and the wind gourd of La'amaomao (Keahiahi)

Kapa'a also figures prominently in the famous story of Pāka'a and the wind gourd of La'amaomao. Pāka'a was the son of Kuanu'uanu, a high-ranking retainer of the Big Island ruling chief Keawenuia'umi (the son and heir to the legendary chief 'Umi), and La'amaomao, the most beautiful woman of Kapa'a and member of a family of high status *kahuna*. Kuanu'uanu left the island of Hawai'i, traveled throughout the other islands and finally settled on Kaua'i, at Kapa'a. It was there that he met and married La'amaomao, although he never revealed his background or high rank to her until the day a messenger arrived, calling Kuanu'uanu back to the court of Keawenuia'umi. By that time, La'amaomao was with child but Kuanu'uanu could not take her with him. He instructed her to name the child, if it turned out to be a boy, Pāka'a. Pāka'a was raised on the beach at Kapa'a by La'amaomao and her brother Ma'ilou, a bird snarer. He grew to be an intelligent young man and it is said he was the first to adapt the use of a sail to small fishing canoes. Although Pāka'a was told by his mother from a very young age that his father was Ma'ilou, he suspected otherwise. After constant questioning by Pāka'a, La'amaomao told her son the truth about Kuanu'uanu.

Intent on seeking out his real father, Pāka'a prepared for the journey to Hawai'i Island. His mother presented him with a tightly covered gourd containing the bones of her grandmother, also named La'amaomao, the goddess of the winds. With the gourd and chants taught to him by his mother, Pāka'a could command the forces of all the winds in Hawai'i. While this story continues on at length about Pāka'a and his exploits on Hawai'i and later

on Moloka'i, it will not be dwelt upon further here. It is important to note that several versions of this story do include the chants which give the traditional names of all the winds at all the districts on all the islands, preserving them for this and future generations (Nakuina 1990; Rice 1923:69-89; Beckwith 1970:86-87; Thrum 1923:53-67; Fornander 1918:V: 78-128).

Frederick Wichman (1998:84) writes that Pāka'a grew up on a headland named Keahiahi just south of Kapa'a River. Here, Pāka'a learned to catch *mālolo*, his favorite fish. After studying the ocean and devising his plan to fabricate a sail, Pāka'a wove a sail in the shape of a crab claw and tried it out on his uncle's canoe. One day, after going out to catch *mālolo*, he challenged the other fishermen to race to shore. He convinced them to fill his canoe with fish suggesting it was the only way he could truly claim the prize if he won:

The fishermen began paddling toward shore. They watched as Pāka'a paddled farther out to sea and began to fumble with a pole that had a mat tied to it. It looked so funny that they began to laugh, and soon they lost the rhythm of their own paddling. Suddenly Pāka'a's mast was up and the sail filled with wind. Pāka'a turned toward shore and shot past the astonished fishermen, landing on the beach far ahead of them. That night, Pāka'a, his mother, and his uncle had all the *mālolo* they could eat [Wichman 1998:85].

5. Kaweloleimakua

Kapa'a is also mentioned in traditions concerning Kawelo (Kaweloleimakua), Keililauokekoa (Moikeha's daughter, or granddaughter, dependent on differing versions of the tale), the *mo'o* or reptile Kalamainu'u and the origins of the *hina'i hinalaea* or the fish trap used to catch the *hinalaea* fish, and the story of Lonoikamakahiki (Fornander 1917, vol.4 pt.2:318, vol.4 pt.3:704-705; Rice 1923:106-108; Thrum 1923:123-135; Kamakau 1976:80).

6. Kanaka-Nunui-Moe-The Sleeping Giant

Frederick B. Wichman relates an account of Kaua'i's Sleeping Giant:

A long time ago, there was a giant living in Kawaihau among the low hills behind Kapa'a town. He was so tall he could see above the coconut trees. If he sat very still, it was easy to mistake him for one of the hills. Anyone who did not know him was afraid of his great size, fearing

the damage he might cause. However the people of Kawaihau loved him, for he was very friendly and went out of his way to be useful.

This giant was always careful where he stepped so that he would not injure anyone and he never destroyed taro patches or houses with a careless foot. When he wished to rest, he sat on one of the small hills above Kapa'a. The villagers were glad when this happened for his weight flattened the hilltop, making another plot of ground fit for cultivation.

"He is very helpful," the Kapa'a people said to astonished stranger who came to their land. "He does many things for us quickly that otherwise we could not do in many months." Wherever this giant stepped he left deep footprints and in these deep holes the people planted banana trees. The villagers threw leaves, taro peelings, and other vegetable rubbish into these holes. When compost had been formed, they planted banana sprouts. In this way, the people of Kapa'a always had ripe bananas to give to the giant, for banana was his favorite food.

The giant yawned very often, for he was always sleepy. The gust of wind from his mouth often knocked down houses and blew the grass thatch into the sea. The giant was always very apologetic whenever this happened and he quickly brought logs from the uplands to rebuild the fallen houses and gathered *pili* for the thatching.

He found it difficult to stay awake more than a hundred years at a time. When he could no longer fight against the drowsiness overpowering him, he would sleep using a small hill for a pillow. Because of this, the people called him Kakanunui-moe, the sleeping giant.

When he slept, Nunui slept for hundreds of years while the winds blew dirt over him and seeds were dropped there by the birds. The gently showers sent by *Kahale-lehua*, goddess of the gentle rains, fed these seeds and forest grew up over the giant. When Nunui awoke and stretched, the people of Kapa'a fled in great fear, for what they had thought to be a hill had come alive.

One time, while Nunui was still awake, the high chief of Kawaihau wanted to build a large *heiau* to honor one of his gods. This was to be no ordinary temple. The chief wanted water-polished rocks for the walls and hard *koa* wood from Kokee for the framework of the god's house.

So the chief told the Kawaihau people what he wanted them to do. They must gather rocks from the golden brown waters of the Koke'e streams and

cut *koa* trees on the edges of Waimea canyon, and gather *pili* grass that grew at Mana. "All this must be done in the turn of one moon," he ordered.

The unhappy people left their chief and silently returned to their village. The giant Nunui, stepping carefully among them, saw the long faces of the people.

"What is wrong?" he asked.

The Kapa'a villagers told him what they must do within the impossibly short time. "This cannot be done," the people said in low, sad voices. "How can we go to Kokee and bring back stones enough to build the walls in that time? And cut down the *koa* trees and bring the logs here and build the sacred house? And even if we do these things, who will cultivate our fields?"

Nunui smiled gently. "Tend to your fields," he said. "This work is nothing for me, and I'll gladly help you. Besides, it will give me something to do."

The giant went to Kokee and scooped up smooth, round boulders from the golden brown waters and brought them to Kapa'a. "Chief," he called to the astonished ruler, "show me where you wish to build this *heiau*."

The amazed chief pointed out the place set aside for the temple. Nunui placed the rocks to form a wall, fitting them so closely together that not even a mouse could squeeze between the cracks. Within a week, he had built a strong, thick, handsome wall around the sacred place.

Nunui returned to the edge of Waimea Canyon and cut down *koa* trees and trimmed them into the shape he needed. He carried these back and made the framework of the house. He gathered *pili* grass from Wild and wrapped the stems into bundles, tied these bundles to the framework, and within half the time the chief had set, the *heiau* was finished.

Everyone was happy. The farmers had been able to keep up with their chores, the chief had his *heiau*, and Nunui had something to do. There was even time enough a celebration. The chief ordered all his people to gather bananas and to pound sweet potatoes and taro into poi. Some people hurried to slaughter pigs and dogs to be cooked in the *imu*, while other paddled out to sea to fill their canoes with fish and sent their wives to gather seaweed and *opihii* from the reef. At last, enough food for everyone was ready, and the chief, the villagers, and Nunui sat down before the overflowing bowls and platters.

"Eat," said the chief to Nunui. "After the work you have done, you must be hungry."

The giant ate all the food that had been put before him. When he was through, his stomach bulged and he was very sleepy. He chose a comfortable hill just a short distance above Kapa'a town. Nunui stretched a last time, lay down along the top of the hill, and soon was sound asleep.

As he slept through the years, the winds blew dirt over him and the birds brought seeds. Ka-hale-lehua, goddess of the gentle rains, sent showers to water the plants that now covered the giant.

So Kanaka-nunui-moe sleeps and sleeps and has come to resemble a long hill with a lump at one end where his nose is and lumps at the other ends where his feet are. He no longer looks like a living being, but one day, perhaps soon, his eyes will open, he'll yawn and stretch his arms, and sit up. [Wichman 1985:13-16]

7. Lepeamoa

In the Legend of "Lepeamoa (The Chicken Girl of Palama)" (Thrum 1923:177) is a reference to a fantastic battle at Kapa'a between Lepeamoa's brother, the hero Kauliani and a supernatural kupua called Akuapehualē ("god of swollen billows"):

Kauliani struck him a heavy blow and the spear leaped again and again upon him, till he rolled into a mountain stream at a place called Kapa'a, out of which he crawled, almost drowned. Then he was driven along even to the image houses, where a fierce battle took place, in which the wooden images took part, many of them being torn to pieces by the teeth of Akuapehualē.

8. Palila and Ka'ea

High in the *mauka* region of Kapa'a in the Makaleha mountains at a place called Ka'ea, is reported to be the supernatural banana grove of the Kaua'i *kupua* or demigod Palila, grandson of Hina (Handy and Handy 1972:424). Joseph Akina for *Kieoko 'a* Newspaper in 1913 describes Palila's banana grove:

The stalk could hardly be surrounded by two men, and was about 35 feet high from the soil to the lowest petiole. The length of the cluster from stem to lowest end of the bunch of bananas was about $1\frac{3}{4}$ fathoms long (one *anana* and one *muku*). There were only two bananas on each about 4 $\frac{1}{2}$ inches around the middle. There were just two bananas, one on the east side and one on the west, each about a foot or more in length. The one on the east side was tartish, like a *waiawi* (Spanish guava) in taste and the one on the west was practically tasteless. The diameter of the end of the fruit stem of this banana seemed to be about 11/2 feet. This kind of banana plant and its fruit seemed almost supernatural... (Akina, 1913:5).

9. Winds

The winds of Kapa'a and Waipouli are named in the *mo'olelo* of Kuapaka'a and these include the *kehau* for Kapa'a, the *ho'olua* for Makaiwa and the *inuwai* for Waipouli (Forlander 1917:IV:96). A *kama'aina* interviewed for the 50th anniversary book of Kapa'a School in 1933 (p. 28) identified the winds of Kapa'a:

...Some persons call the wind MAKANI LIHUE: That is, those who live here in Kapa'a, because the wind comes from Lihue. The wind we had on Jan. 30 was really, MAKANI LIHUE. The wind that comes from Hanalei is called MAKANI KIU which means, a very cold wind. The wind that comes from the northeast—(tradewind) is called MAKANI HOOLUA. This is the plant destroying wind...

Place Names and Wahi Pana of Kapa'a

Place names and *wahi pana* ("legendary place") (Pukui and Elbert 1986:377) are an integral part of Hawaiian culture. "In Hawaiian culture, if a particular spot is given a name, it is because an event occurred there which has meaning for the people of that time" (McGuire 2000:17). The *wahi pana* were then passed on through language and the oral tradition, thus preserving the unique significance of the place. Hawaiians named all sorts of objects and places, points of interest that may have gone unnoticed by persons of other cultural backgrounds.

Hawaiians named taro patches, rocks and trees that represented deities and ancestors, sites of houses and *heiau* (places of worship), canoe landings, fishing stations in the sea, resting places in the forests, and the tiniest spots where miraculous or interesting events are believed to have taken place. (Pukui et al. 1974:x)

The following is a list of place names for Kapa'a, mentioned in this report. This list should by no means be considered complete. Place names were gathered from traditional literature (*mo'olelo*, chants), historical sources, maps and the Māhele records. Almost all of the *'ili* names were taken from Land Commission Award records. Sadly, none of these *'ili* names were documented on historic maps researched for this project, and their meanings and cultural associations appear to be lost and forgotten.

Place Names of Hawai'i (Pukui et al. 1974) was used as the primary source for all place name translations. Where there were no known translations, a literal translation of the place name was sometimes made using the *Hawaiian Dictionary* (Pukui and Elbert 1986). The intent of the author is merely to present the available information and let the reader come to his/her own conclusions.

An attempt was made to include the proper diacritical marks for all known and generally accepted translations of place names. Making incorrect assumptions about the pronunciation and where to place the diacritical marks in a name can entirely change the meaning of a name, (e.g. *pū‘ā‘ā*: “scattered; to flee in disorder and fright”; *pua‘a*: “pig, pork”). Therefore, in cases where the pronunciation of a name was uncertain, diacritical marks were not used and no attempt was made to translate the name. In some cases, cultural relationships were made based on the literal translation of the root word.

One of the beauties of the Hawaiian language is the dualism in names and the double meanings—the literal meaning and the *kaona* or hidden meaning. It should be remembered that the true significance of a place name lies only with the people who use them and know their history.

The following abbreviations are used throughout the Place Names section for ease and efficiency. (Refer to the References section for complete citations.)

LCA=Land Commission Award

PE=Hawaiian Dictionary by Pukui and Elbert, 1986

PEM=Place Names of Hawai‘i by Pukui, Elbert and Mookini, 1974

Table 1 Place Names of Kapa‘a.

Name	Meaning	Reference
Apopo	Land division, possibly 'ili in Kapa'a, pali, Literally "tomorrow"?	(LCA #10907/#8343) Soehren (2002:265)
Awawaloa	The name of a land division, possibly an 'ili in Kapa'a in which lo'i were cultivated meaning - long valley, gulch, ravine.	(LCA #8843/#8837), (Soehren, 2002:265)
Hahanui /Kahanui	The name of an 'ili in Kapa'a where lo'i were claimed pali, stream, Lobelia plant?	(LCA #10564/#3554/#3599), (Soehren, 2002:265)
Hoa	Pali, Literally "Friend"?	(LCA#3638:1) (Soehren, 2002:265)
Ho'opi'i	Waialele, Literally "To cause to rise?"	(Soehren, 2002:265)
Humu'ula	Pu'u, Literally "Jasper stone?"	(LCA #8247) (Soehren, 2002:265)
Kahana	The name of a land, possibly an 'ili in Kapa'a where uncultivated lo'i were claimed Literally, "cutting"	(LCA 3971). (PEM: 63), (Soehren, 2002:265)

Name	Meaning	Reference
Kaiakea/Kaikea	Name of area encompassing Kuahiahi Point. "Kaikea: White sea foam, especially as washed up on a beach: ka'ike'a: Station of the cross (Catholic); procession of the cross"	(PE:116).
Kalolo/Kaloko	The name of a village or house lot in Kapa'a Ahupua'a Kauhale, kula, Literally, "the pond", "liquor"	(LCA#3638, #8843), (Soehren, 2002:265)
Kaloloku	Name of swamp in back of Kapa'a and Waipouli	
Kamahuna	Pu'u	(Soehren, 2002:265)
Kamali'i	Ridge, Literally "Children"	(Soehren, 2002:265)
Kapa'a	Ahupua'a name, Literally "solid" or "the closing"	(Wichman, 1988:84 and Soehren, 2002:265)
Kapahi	Village, stream, Literally "the Knife"	(Soehren, 2002:265)
Kapeku	Lo'i, Literally "the Kick"	LCA# 8837, (Soehren, 2002:265)
Kaulolo	Kauhale	LCA# 3638, (Soehren, 2002:265)
Kehau	Name of wind of Kapa'a	(Fornander, 1918:V:96, 97)
Keiwa	Ridge, boundary point, Literally "The ninth"	(Soehren, 2002:265)
Koalua	Surf, Literally "Two coral heads",	Finney 1959, (Soehren, 2002:265)
Kolehaka	Pali,	LCA#3971/#3243 (Soehren, 2002:265)
Kolokolo	Name of deep fresh water pond, Literally "Soap Plant"	Wichman (1988:84)
Kolouna	Pali,	LCA# 8247, (Soehren, 2002:265)
Kuahiahi/Kaahiahi	Name of rocky headland at north end of Kapa'a Ahupua'a;	
Kuahiahi/Keahiahi	Location of first Kapa'a School (1883-1908); location of former heiau called Kuahiahi, place where the legendary figure Paka'a, keeper of the wind gourd of La'amaomao, grew up and fished Literally "twilight"	(PEM 211 :216) ; (Wichman 1998 : 85)
Kupali'i	Name of a pond in Puna district famed in chant for the rustling of the manierie grass	(PEM: 211-216)

Name	Meaning	Reference
Kupanihi	The name of a pond in the Puna district associated with Kaeo, Kaumuāli'i's older brother, ʻili, kauhale, Name of fishpond and land in Kapa'a claimed	(PEM:216); in LCA #3971/#3243, (Soehren, 2002:265)
Maelele	The name of a land division, possibly an 'ili in Kapa'a in which lo'i Literally "Numb" were cultivated,	(LCA #3638), (Soehren, 2002:265)
Makaleha	Pu'u, boundary point, Eyes looking about as in wonder and admiration,	Boundary Commission, (Soehren, 2002:265)
Makanalimu	Place, heiau, Literally "Gift of seaweed"	PEM:141
Makea	'Auwai, Literally "fallow land"	LCA# 3599/#3554 (Soehren, 2002:265)
Moalepe/Moalepi	Hill in the mauka region of Keālia (HAS, Interior Dept., Land, June 23, 1862); land division, stream possibly an 'ili in mauka region of Kapa'a	LCA #8247 (Soehren, 2002:265)
Moikeha Canal	Canal which is traversed by two plantation era railroads near the present day Kapa'a Public Library and the Coral Reef Hotel	
Naele	Pali, Literally "swamp, big"	LCA #8837, (Soehren, 2002:265)
Paikahawai	'ili,	(Soehren, 2002:265)
Pohakiiki	Pu'u, Tilted stone,	(Soehren, 2002:265)
Pohakupili	Pu'u, boundary point, Literally "joined stone",	(Soehren, 2002:265)
Poo	Surf, Literally "Head"	Finney 1959, (Soehren, 2002:265)
Pueo	Pali, Literally "owl",	LCA# 8843, (Soehren, 2002:265)
Puhi	The name of a village or household in Kapa'a Ahupua'a, Kauhale, pond, Literally "eel",	LCA #3554/#3599, (Soehren, 2002:265)
Puohomaka	Pali,	LCA# 8837, (Soehren, 2002:265)
Pupukai	Pali,	LCA# 3638, (Soehren, 2002:265)
Puu Ekeeke	Pali,	LCA# 8837, (Soehren, 2002:265)
Puu Lauii	Pu'u, boundary point, Laui'i fern hill,	Boundary Commission,(Soehren, 2002:265)
Ulakiu	Ku,	LCA# 8837, (Soehren, 2002:265)
Uluki	Name of a houselot or village in Kapa'a	(LCA #8837)

Name	Meaning	Reference
Waika'ea	Canal and boat ramp in Kapa'a adjacent to the present day Pono Kai Resort, ditch,	(Clark 2002:374), (Soehren, 2002:265)
Waikaeae	A place described as being located in the uplands near Nounou	(PEM Placenames, Ku'oko'a, May 2, 1913)
Waieia	Rock, boundary point, Literally "Abundant Water"	Boundary Commission, (Soehren, 2002:265)
Waimahanalua	Name of a stream and school located near the old Makee The name mahanalua suggests the stream was forked and fed by multiple streams which could well be the case since the backlands of Kapa'a were swamplands fed by many streams. near the present day Moikeha Canal.	(PEM Placenames, Ku'oko'a May 9, 1913).
Waitala	"local" name used to refer to Waika'ea Canal	(T. Sokei, July 28, 2003 in Bushnell et.al. 2004)

Summary of the Mythological and Traditional accounts of Kapa'a

A survey of traditional mythological literature shows Kapa'a prominently associated with some of the most famous legendary and historical figures including Maui, Kawelo, Mo'ikeha, Maweke, Palila, Paka'a and Kanaka Nunui Moe. What few specific references there are suggest that high status habitation was focused near the coast with less intensive utilization of the uplands which were regarded as wild places. The most notable feature of the traditional accounts are the references to grasses and sedges (*Kalukalu* grass and *Ahuawa* rushes) which undoubtedly reflects in part the natural marsh lands near the coast but may also reflect transformation of the landscape through a denudation of trees by the activities of a relatively dense population harvesting slow growing trees for firewood and construction materials over many centuries.

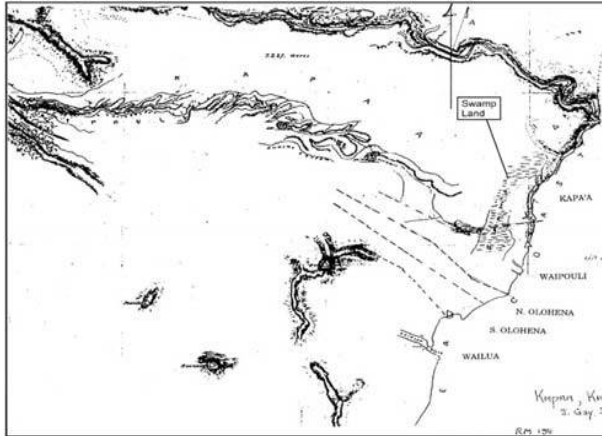


Figure 3. Portion of 1872 Survey Map by James Gay, Showing Swamp Land in Puna.

Early Post-Contact Period

Very few recorded observations exist for this period in Kapa'a's history. George Vancouver (1798:2:221-223) examined the east coast of the island from his ship in 1793 and stated that it was the "most fertile and pleasant district of the island..." However, he did not anchor nor go ashore there due to inhospitable ocean conditions.

Kiimakani stands out as a particularly interesting Hawaiian chief in the early post-contact history of Waipouli. In 1824, the brig, "Pride of Hawaii," owned by Liholiho (Kamehameha II), ran aground in Hanalei Bay. Hiram Bingham (1847:221-222) recorded the efforts of a great crowd of Hawaiians to pull the vessel to shore for salvage:

Kiimakani passed up and down through the different ranks, and from place to place, repeatedly sung out with prolonged notes, and trumpet tongue... 'be quiet - shut up the voice.' To which the people responded... 'say nothing,' as a continuance of the prohibition to which they were ready to assent when they should come to the tug. Between the trumpet notes, the old chieftain, with

the natural tones and inflections, instructed them to grasp the ropes firmly, rise together at the signal, and leaning inland, to look and draw straight forward, without looking backwards toward the vessel. They being thus marshalled and instructed, remained quiet for some minutes, upon their hams.

The salvage efforts ultimately failed and the brig was lost. Bingham's account vividly suggests the force of personality of the chief and further betokens an authority and stature that may have been founded upon the traditional prestige of his domain, Waipouli.

Kiimakani appears in Samuel Kamakau's account (1961:267) of the 1824 rebellion of the chiefs of Kaua'i upon the death of Kaumuali'i. Kalanimoku, representative of Kamehameha II, had called a council of the Kaua'i chiefs at Waimea during which he announced

"The lands shall continue as they now stand. Our son, Kahala-i'a, shall be ruler over you." A blind chief of Waipouli in Puna, named Ki'ai-makani, said, "That is not right; the land should be put together and re-divided because we have a new rule," but Ka-lani-moku would not consent to this.

After some Kaua'i chiefs, including Kiimakani, rebelled against the imposed decrees:

On August 8 [1824] the battle of Wahiawa was fought close to Hanapepe. The Hawaii men were at Hanapepe, the Kauai forces at Wahiawa, where a fort had been hastily erected and a single cannon (named Hume-hume) mounted as a feeble attempt to hold back the enemy...Large numbers of Kauai soldiers had gathered on the battleground, but they were unarmed save with wooden spears, digging sticks, and javelins...No one was killed on the field, but as they took to flight they were pursued and slain. So Kia'imakani, Na-ke'u, and their followers met death [Kamakau 1961: 268].

Kamakau's singling out of Kiimakani for special mention reinforces the impression that the chief and his *ahupua'a* may have shared a traditional prestige.

In 1840, Peale and Rich, with Charles Wilkes' United States Exploring Expedition, traversed the coastline there on horseback heading north from Wailua:

The country on the way is of the same character as that already seen. They passed the small villages of Kuapau, Ke'alia, Anehola, Mowaa, and Kauharaki, situated at the mouths of the mountain streams, which were closed with similar sand-bars to those already described. These bars afforded places to cross at, though requiring great precaution when on horseback. The streams above the bars were in most cases deep, wide, and navigable a few miles for canoes. Besides the sugarcane, taro, &c., some good fields of rice were seen. The country may be called open; it is covered

with grass forming excellent pasture-grounds, and abounds in plover and turnstones, scattered in small flocks [Wilkes 1845:69].

James Jarves (1844:157), who tracked much of the same route as Peale and Rich, noted "nothing of particular interest is met with on the road, until arriving at Anahola."

The Mahele Period

The Organic Acts of 1845 and 1846 initiated the process of the Mahele, which introduced private property into Hawaiian society. It is through information garnered from records for Land Commission Awards (LCAs) generated during the Mahele that specific documentation of traditional life in Kapa'a come to light.

Table 2. Mahele Land Claims and Land Use of Kapa'a.

LCA Number	Ahupua'a	Claimant	'Ili of the Ahupua'a	Land Use	Number of 'Āpana
3243 (See 3971)	Kapa'a	Honolii, Ioane	Kahana, Kupanihi Village	6 lo'i (uncult), house lot	2 (2 acres, 1 rood, 1 ord)
3554	Kapa'a	Keo	Kahanui Puihi Village	15 lo'i, house lot	2 (7 acres, 1 rood, 17 rods)
3638	Kapa'a	Huluili	Maelele Kalo Village	12-15 lo'i, house lot	2 (5 acres, 1 rood, 19 rods)
8247	Kapa'a	Ehu	Moalepe / Noalepe	20 lo'i,	1 (3 rods)
8837	Kapa'a	Kamapaa	Ulukiu lalo Awawaloa Ulukiu	3 lo'i, 2 lo'i, house lot	1 (2 acres, 2 roods, 27 rods)
8843	Kapa'a	Kiau	Apopo Kalo Village	6 (5) lo'i and kula, house lot	2 (2.75 acres, 3 rods)
10564	Kapa'a	Oleloa, Daniel	Hikinui farm	fishpond, 10 lo'i	

Kapa'a Land Commission Awards

Documents relating to Land Commission Awards (*kuleana*) during this period show, surprisingly, that only six individuals were awarded *kuleana* parcels in the relatively large *ahupua'a* of Kapa'a. Five of the six received multiple parcels and show characteristic similarities. They are Keo (LCA #3554, 3599), Kiau (#8843), Kamapaa (#8837), Ioane Honolii (#3971), and Huluili (#3638) (See Table 1). All five had *lo'i* on the *mauka* side of the lowland swamp area, sometimes extending a short distance up into small, shallow gulches and valleys. Each also had a separate house lot located on the *makai* side of the swamp, adjacent to the beach.

Interestingly, the residential "village" of Kapa'a did not exist as a single entity, but was a series of small settlements or compounds that stretched along the shoreline of the *ahupua'a* and included (south to north) Kupanihi (Makahaikupanihi), Kalo (Kaulolo), Puihi, and Ulukiu. The sixth individual, Ehu (#8247), was the only person to be awarded a single parcel in the upland area of Kapa'a at Moalepe valley, approximately five miles from the shore. In 1848, when Ehu made his claim, he was the only one living there. A few years later, according to Honolii's testimony to support Ehu's claim, "There are no houses and no people now living on the land. Ehu found himself lonely there, all his neighbors having either died or left the land. Ehu now lives in Wailua." Ehu may have been the last person to live at and cultivate in the traditional way the far *mauka* region of Kapa'a.

A check of the Foreign Testimony (F.T) for *Kuleana* Claims to Quiet Land Titles in the Hawaiian Islands (1848-50) reveals the names of three *'auwai* in Kapa'a. Cross-referencing this information with various maps gives a general indication of their location: Makahaikupanihi, along the southern border near the shore and the settlement in Waipouli; Makea, near the current Kapa'a Public Library on the *mauka* side of Kūhiō Highway; and Kapa'a, probably along the current Kanaele Road.

There were no *kuleana* claims found within the project area.

The Late 1800s

In 1849, a son of Wai'oli missionaries, William P. Alexander, recorded a trip he took around Kaua'i. Although, he focuses on the larger mission settlements like Koloa and Hanalei, he does mention Kapa'a:

A few miles from Wailua, near Kapa'a, we passed the wreck of a schooner on the beach, which once belonged to Capt. Bernard. It was driven in a gale over

the reef, and up on the beach, where it now lies. A few miles further we arrived at Kealia. We had some difficulty crossing the river at this place, owing to the restiveness of our horses. The country here near the shore was rather uninviting, except the valley which always contained streams of water (Alexander, 1991: 123).

In later years, the notorious Kapa'a reef was to become the location of many shipwrecks particularly once a landing was built there in the 1880s.

Although most of the historic record documents for Kaua'i in this period revolve around missionary activities and the missions themselves, there was indication that the Kapa'a area was being considered for new sugar cane experiments, similar to those occurring in Koloa. In a historic move, Ladd and Company received a 50 year lease on land in Koloa from Kamehameha III and Kaua'i Governor Kaikio'ewa of Kaua'i. The terms of the lease allowed the new sugar company "the right of someone other than a chief to control land" and had profound effects on "traditional notions of land tenure dominated by the chiefly hierarchy" (Donohugh, 2001: 88). In 1837, a very similar lease with similar terms was granted to Wilama Ferani, a merchant and U.S. citizen based in Honolulu (Hawai'i State Archives, Interior Dept., Letters, Aug. 1837). The lease was granted by Kauikeaouli or Kamehameha III for the lands of Kapa'a, Kealia and Waipouli for twenty years for the following purpose:

...for the cultivation of sugar cane and anything else that may grow on said land, with all of the right for some place to graze animals, and the forest land above to the top of the mountains and the people who are living on said lands, it is to them whether they stay or not, and if they stay, it shall be as follows: They may cultivate the land according to the instructions of Wilama Ferani and his heirs and those he may designate under him... (Hawai'i State Archives, Interior Dept., Letters, Aug. 1837).

Unlike Ladd & Company which eventually became the Koloa Sugar Company, there is no further reference to Wilama Ferani and his lease for lands in Kapa'a, Kealia and Waipouli. In a brief search for information on Honolulu merchant, Wilama Ferani, nothing was found. It is thought that perhaps Wilama Ferani may be another name for William French, a well known Honolulu merchant who is documented as having experimented with grinding sugar cane in Waimea, Kaua'i at about the same time the 1837 lease for lands in Kapa'a, Kealia and Waipouli was signed (Joesting, 1984: 152).

The sugar industry came to the Kapa'a region in 1877 with the establishment of the Makee Sugar Company and subsequent construction of a mill near the north end of the present town. Cane was cultivated mainly in the upland areas on former *kula* lands. The first crop was planted by the *Hui* Kawaihau, a group composed of associates of King

David Kalākaua. The king threw much of his political and economic power behind the project to ensure its success (Dole 1929:8-15). The *Hui* Kawaihau was originally a choral society begun in Honolulu whose membership consisted of many prominent names, both Hawaiian and *haole*. It was Kalakaua's thought that the *Hui* members could join forces with Makee, who had previous sugar plantation experience on Maui, to establish a successful sugar corporation on the east side of Kaua'i. Captain Makee was given land in Kapa'a to build a mill and he agreed to grind cane grown by *Hui* members. Kalakaua declared the land between Wailua and Moloa'a, the Kawaihau District, a fifth district and for four years the *Hui* attempted to grow sugar cane at Kapahi, on the plateau lands above Kapa'a. After a fire destroyed almost one half of the *Hui*'s second crop of cane and the untimely death of one of their principal advocates, Captain James Makee, the *Hui* began to disperse and property and leasehold rights passed on to Makee's son-in-law and new Makee Plantation owner, Colonel Z. S. Spalding (Dole, 1916: 14). As part of the infrastructure of the new plantation, a sugar mill was erected and the Makee Landing was built in Kapa'a during the early years of the Makee Sugar Plantation. Following Captain Makee's death, Colonel Spalding took control of the Plantation and in 1885 moved the mill to Kealia (Cook, 1999: 51). The deteriorating stone smokestack and landing were still there well into the 1900s (Damon, 1931:359).

A train line went inland from Kapa'a Town from the coast along the present Lehua Street alignment heading south behind Kapa'a Town. This railroad line skirts the rice lands behind Kapa'a Town. Another branch ran between Hauaala and Hundley Roads and the branch from behind Kapa'a Town joined the Hauaala/Hundley railroad alignment where the proposed corridors for this project join the present Kūhiō Highway. The train line continued north to the Keālia (Kapa'a) River. Chinese rice farmers had begun to cultivate the lowlands of Kapa'a with increasing success about this same time. Several Hawaiian *kuleana* owners leased or sold outright their parcels *mauka* of the swampland to rice cultivators. Concurrently, the economic activity as a result of the rice and sugar cultivation sparked interest in the house lot *kuleana* on the *makai* side of the marsh for increasing commercial and residential development (Lai 1985:148-161). This land was drained and used for cane in the early 20th century before more recent urbanization of the area.

Narrow wagon roads gave way to macadamized roads in the early part of the 20th century. This new road was called the Kaua'i Belt Road and parts of it are thought to have followed the "Old Government Road" (Cook, 1999). In Kapa'a, the present day Kuhio Highway probably follows the same route as the original Government Road and subsequent Kaua'i Belt Road. The location of the *kuleana* awards in Kapa'a indicates that the majority of the house lots were situated along the Government Road. LCA 3243 names a "road" as one of its boundaries.

20th Century History of Kapa'a

In the early 1900s, government lands were auctioned off as town lots in Kapa'a Town to help with the burgeoning plantation population. Many of these lots were purchased by Portuguese and Japanese laborers who had fulfilled their contract duties with Makee Plantation. One *kama'āina* interviewed for a previous project in Kapa'a mentioned that in the 1930s and 1940s, the area north of Mo'ikeha Canal in Kapa'a was mostly settled by Portuguese families (W. Kaneakua in Bushnell et al. 2002:28). The Japanese were also very prominent in the 1920s and 1930s, largely replacing the Chinese merchants of the turn of the century in the Kapa'a business sector.

Though most of the large plantation camps were located in neighboring Keālia, there were a few in Kapa'a. Many people consulted had clear memories of the plantation camps in Kapa'a: a fairly large camp located just behind Kapa'a Town and three smaller camps located in the hills above Kapa'a. The large camp, Pueo Camp (Figure 6), was located adjacent to the intersection where the current Kapa'a Bypass Road turns off of Olohena Road (Interview w/ A. Paik, 5/14/03 in Bushnell et al. 2004). One Kapa'a resident who grew up in Pueo Camp remembers the camp being quite large with between 75 and 100 people, mostly single Filipino and Chinese men with some Japanese families and a few Hawaiian and Portuguese families. Pueo Camp is thought to be a fairly early Makee Plantation Sugar Camp built strategically adjacent to the railroad tracks which accessed the sugar fields in the upland areas of Kapa'a. Though no one consulted knew the date Pueo Camp was established, the oldest of our informants, Mrs. Alice Paik, born in 1912, knew the camp was there before she was born (Interview w/ A. Paik, 5/14/03 in Bushnell et al. 2004). Pueo camp was destroyed sometime in the 1950s. The other three camps located in the hills adjacent to or just off of Olohena Road were considerably smaller than Pueo Camp. These consisted of Stable Camp, 35 Camp and 18 Camp (See Figure 6). Two other camps in the Kapa'a/Waipouli area were also mentioned. Aguiar camp was a residential camp for employees of the pineapple industry, and Mundon Camp was thought to be a residential camp for Lihue Plantation workers (Interview w/ G. Hiyane, 5/14/03 in Bushnell et al. 2004).

Pineapple became the next largest commercial enterprise in the region. In 1913, Hawaiian Canneries opened in Kapa'a at the site now occupied by Pono Kai Resort (Cook 1999:56; Figure 6). The Kapa'a Cannery provided employment for many Kapa'a residents and many of the informants for this project mentioned having worked in the cannery during some time of their lives. By 1960, 3400 acres were in pineapple and there were 250 full time employees and 1000 seasonal employees for the Kapa'a Cannery. However, in 1962, Hawaiian Canneries went out of business due to competition from third world countries.

The Ahukini Terminal & Railway Company was formed in 1920 to establish a railroad to connect Anahola, Keālia and Kapa'a to Ahukini Landing at Hanamā'ulu and to "provide relatively cheap freight rates for the carriage of plantation sugar to a terminal outlet" (Condé and Best 1973:185). This company was responsible for extending the Makee Sugar Company railroad line from the Makee Landing [formerly located near the present day Coral Reef Hotel] to the Ahukini Landing at Hanamā'ulu Bay. This railroad line traversed near much of the study area (Figures 4 & 5) and was in use from 1921, through the take-over by Lihue Plantation Company in 1934 and until Lihue Plantation converted from railroad transport to trucking in the late 1950s.

Lihue Plantation was the last plantation in Hawai'i to convert from railroad transport to trucking (Condé and Best 1973: 167). In 1955, reports came out on the dredging for coral proposed for the reef fronting Kapa'a Beach Park (*Garden Island Newspaper*, September 21, 1955). This coral was to be used for building plantation roads. The dredging was later blamed for accelerated erosion along Kapa'a Beach (*Garden Island Newspaper*, October 30, 1963). Today, there are several sea walls along the Kapa'a Beach Park to check erosion. Old time residents claim the sandy beach at Kapa'a was once much more extensive than it is now. "By 1957 the company was salvaging a part of their plantation road, which was being supplanted by roads laid out for the most part on or close to the old rail bed" (Condé and Best 1973: 167). By 1959, the plantation had completely converted over to trucking.

Severe floods in Kapa'a in 1940 led to the dredging and construction of the Waikaea and Moikeha Canals sometime in the 1940s (Territorial Planning Board 1940:7). Although the Waikaea Canal, bordering the Kapa'a Pineapple Cannery, had been proposed as early as 1923, nothing was constructed until after the floods (Bureau of Land Conveyances, Grant 8248). A Master Plan for Kapa'a, published in 1940, asks the Territorial Legislature for funds to be set aside for the completion of a drainage canal and for filling *makai* and *mauka* of the canal (Territorial Planning Board 1940:7). In 1955, reports came out on the dredging for coral proposed for the reef fronting Kapa'a Beach Park (*Garden Island Newspaper*, September 21, 1955). The coral was to be used for building plantation roads. This dredging was later blamed for accelerated erosion along Kapa'a Beach (*Garden Island Newspaper*, October 30, 1963).

Today, there are several sea walls along the Kapa'a Beach Park to check erosion. Old time residents claim the sandy beach in Kapa'a was once much more extensive than it is now (Bushnell et al. 2002).

Many of the plantation workers bought property of their own and moved out of plantation camps. The plantation camps which bordered Kahio Highway were disbanded in the 1980s. The Lihue Plantation began to phase out in the last part of the 20th century. Kapa'a Town suffered after the closing of the Kapa'a Cannery, however the growing tourist industry helped to ease the economic affects of the Cannery's closing.



Figure 4. Aerial View of Kapa'a, Kaua'i, looking west, circa 1933 (Bishop Museum Archives)

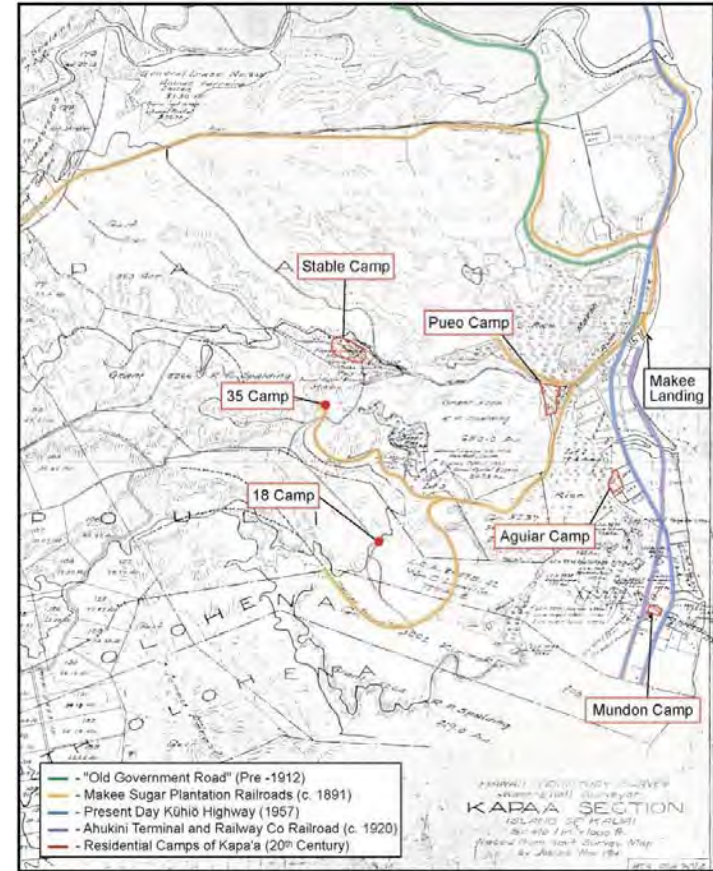


Figure 5. Hawai'i Territory Survey Map (1914) of Kapa'a Section Showing Roads, Railroads and Camps

Previous Archaeological and Cultural Studies of Kapa'a

During their expeditions around Hawai'i in the 1880s collecting stories from *ka pō'e kahiko*, Lahainaluna students stopped in Kapa'a and Kealia and gathered information regarding *heiau* of the region (Bishop Museum Archives (HEN I:214). Fourteen *heiau* were named, suggesting that these two *ahupua'a* were probably more socially /politically/ religiously significant in ancient times and a testament to the substantial population of these *ahupua'a*.

Unfortunately, the locations for most *heiau* were given as Kapa'a/Kealia, indicating that the exact location of the *heiau* was not identified. Of the fourteen *heiau*, five are definitely located in Kapa'a. These include the locations of *wahi pana* or sacred places, Mailehuna (in the area of the present day Kapa'a School), Pueo, Kuahiahi ((also spelled Kaahiahi and Keahiahi) the site of the first Government School in Kapa'a—adjacent to the Kūhiō Highway near the northern boundary of Kapa'a Ahupua'a), Makanalimu (in upland of Kawaihau) and Kaluluomoikeha. Kaluluomolkeha is thought to be the general area near the Mo'ikeha Canal and the present day Coral Reef Hotel.

There are no known remains of these *heiau* today. The exact locations of these *heiau* are unknown.

Table 3. Heiau of Kapa'a

Name	Location	Type	Associated
Mailehuna	Kapa'a (Mailehuna is the area of the present day Kapa'a School)	unknown	Kiha, Kaumuali'i/ Lukahakona
Pueo	Kapa'a	unknown	Kiha, Kaumuali'i/ Lukahakona
Pahua	Kapa'a/Kealia	unknown	Kiha/ Lukahakona
Kumalae	Kapa'a/Kealia	unknown	Kiha/ Lukahakona
Waiehumalama	Kapa'a/Kealia	unknown	Kiha/ Lukahakona
Napu'upa'akai	Kapa'a/Kealia	unknown	Kiha/ Lukahakona
Noeamakali'i	Kapa'a/Kedlla	"heiau for birth of Kaua'i Chiefs, like Holoholoku"	Unknown
Pu'ukoa	Kapa'a/Kealia	"unu type heiau"	Unknown
Piouka	Kapa'a/Kealia	"unu type heiau"	Unknown
Una	Kapa'a/Kealia	Unknown	Kiha/ Lukahakona
Mano	Kapa'a/Kealia	Unknown	Kiha/ Lukahakona

Name	Location	Type	Associated
Kuahiahi	Kapa'a (govn't school stands on site now)	Unknown	Kaumuali'i/ Lukahakona
Makanalimu	Upland of Kawaihau	Unknown	Kaumuali'i
Kaluluomoikeha	Kapa'a	Unknown	Mo'ikeha

4. Historic Properties in Kapa'a Ahupua'a (see Figure 6)

Site # 50-30-08-	Ahupua'a	Site Type/ Name (if any)	Location	Site Constraints	Reference
B001	Kapa'a	Historic Cemetery	South of bend of Kapa'a Stream, a kilometer mauka from Kūhiō Hwy	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo 1992
B002	Kapa'a	Historic Cemetery	Just mauka from Kūhiō Highway, south of Kapa'a Stream	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo 1992
B003	Kapa'a	Kapa'a Public Cemetery	South of Kanaele Road, one kilometer inland of Kūhiō Highway	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo 1992
B004	Kapa'a	Historic Cemetery	North of Apopo Road, one kilometer inland of Kūhiō Highway	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo 1992
B013	Kapa'a	Historic Cemetery	Just mauka from Kūhiō Highway, north of the Waikaea Canal	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo 1992
B014	Kapa'a	All Saints Episcopal Church Cemetery	Just mauka from Kūhiō Highway, south of the Waikaea Canal	Appears to be a discrete historic cemetery	Kikuchi and Remoaldo 1992:62-65
547	Kapa'a	sub-surface features including a firepit and a possible house foundation	South of bend of Waikaea Canal, mauka of Kūhiō Highway	Archaeological monitoring in the vicinity is recommended	Spears 1992:3

Site # 50-30-08-	Ahupua'a	Site Type/ Name (if any)	Location	Site Constraints	Reference
626	Kapa'a	Burial	'Inia Street, makai of Kuliö Highway, central Kapa'a	Consultation and monitoring in vicinity indicated	Jourdane 1995
748	Kapa'a	Minimal findings, a weak cultural layer (buried A-horizon)	South of the bend of the Waikaea Canal, mauka of Kuliö Highway	Considered no longer significant within project area	Hammatt et al. 1994
789	Kapa'a/ Kealia	Historic Road	Coastal Cane Haul Road near Kawaihau Road turn off		Perzinski et al. 2000
867	Kapa'a	1 set of human remains	Kukui Street, just mauka of Kuliö Highway, Kapa'a Town	Consultation and monitoring in vicinity indicated	Creed et al. 1995:50
868	Kapa'a	1 set of human remains	Lehua Street mauka of Kuliö Highway, Kapa'a Town	Consultation and monitoring in vicinity indicated	Creed et al. 1995:50
871	Kapa'a	13 sets of human remains (Creed et al. 1995:50)	'Inia Street, makai of Kuliö Highway	Consultation and monitoring in vicinity indicated	Kawachi 1994; Creed et al. 1995:50
1848	Kapa'a	Cultural layer and sub-surface features	Along Kuliö Highway between Wana Road and the Waikaea Drainage Canal	Archaeological monitoring in the vicinity is recommended	Hammatt 1991; Creed et al. 1995
1849	Kapa'a	Cultural layer and sub-surface features; Creed et al. 1995:53 expands boundaries to incl. burial sites, - 626, -867, -868 -871, and -1894	Along Kuliö Highway between 'Inia Street and Kauwila Street extending to the coast	Consultation and monitoring in vicinity indicated	Hammatt 1991; Creed et al. 1995
1894	Kapa'a	11 sets of human remains	Ulu Street, just north of Kuliö Highway, Kapa'a Town	Consultation and monitoring in vicinity indicated	Creed et al. 1995:50

Site # 50-30-08-	Ahupua'a	Site Type/ Name (if any)	Location	Site Constraints	Reference
2075	Kapa'a/Ke älia	Highway Bridge Foundation (old Kua'i Belt Road)	Kuliö Highway at Kapa'a/ Keälia River		Bushnell et al. 2002:55
2076	Kapa'a	Petroglyph	Rocky coast below former cane haul road (Site -789)	Preservation	Bushnell et al. 2002:55
2077	Kapa'a	Concrete steps (related to historic beach pavilion)	Near present Kapa'a Beach Park Pavilion		Bushnell et al. 2002:55
2078	Kapa'a	Historic Railway Alignment (2 Railroad Bridges, & RR Culvert Foundation)	Both railroad bridges span the Moikeha Canal; the RR culvert foundation is located north of the Kapa'a Swimming Pool.		Bushnell et al. 2002:55



Figure 6. Historic Properties in Kapa'a, Waipouli and Olohena Ahupua'a.

In summary, the archaeological research of the Kapa'a, area has been somewhat skewed to development which has mostly occurred along the coast. Early 20th century archaeological studies attested to the existence of upland terraces, however subsequent studies in the 1980s found no record of upland sites. Although there is little in the way of surface archaeology of Kapa'a that has been able to withstand the test of time (with the exception of Kukui Heiau), archaeological studies have illustrated the vast potential for intact subsurface cultural layers. These cultural deposits extend throughout modern day Kapa'a Town, on the shorelines between the Waipouli Town Center and the Coconut Plantation Resort and along the coast in Olohena *makai* of the old Coconut Plantation Cinema. These cultural deposits suggest a long occupation of the area over many centuries beginning by the late 15th or early 16th centuries.

RESULTS OF COMMUNITY CONSULTATION

As partial fulfillment of the Scope of Work, consultation with organizations and the community was conducted to identify knowledgeable *kūpuna* and participants to be interviewed, as well as others who could inform on the history of the subject area and previous land use. The organizations consulted were the State Historic Preservation Division, the Department of Land and Natural Resources (DLNR), the Office of Hawaiian Affairs, the Kaua'i/Ni'ihau Islands Burial Council, the Kaua'i Historical Society, and the Kaua'i Historic Preservation Review Committee (KHPRC).

A substantial effort was made to locate knowledgeable informants for the area of Kapa'a. An attempt was made to contact as many individuals as possible. These led us to the 5 knowledgeable parties that were interviewed for this project. A cultural impact assessment conducted for the Kapa'a-Kealia Bike and Pedestrian Path included a narrow corridor from the Waikaea Drainage Canal to Hömaikawa'a, a small inlet beyond Kealia (Bushnell et al. 2002). In addition cultural impact assessment was also conducted for the Kapa'a Relief Route (Bushnell et. al. 2004). Only one cultural impact assessment has been conducted for the uplands of Kapa'a for the proposed Water Reservoir *Mauka* Locale in Kapa'a, Kaua'i Island (Mitchell et. al. 2004). These CIA and historic research of the project area, community consultation and informant interviews were combined to provide an assessment of cultural traditions, both past and present.

Traditions were also collected in connection to the streams, canals and marsh areas where 'ōpae and 'o'opu were once found in abundance. Fishing for 'oama in Kapa'a's canals continues to be a lively family tradition during the summers.

Consultation Process

Through the consultation process, five individuals were identified as potential informants. Three had written letters of their knowledge of the area (Stanley Vasques,

Willie Sanchez, and Albert Fukashima) [see Appendix]. Two others informants gave a verbal interviews. One of these the Martin family spoke about the use of the lands for pasture when the Plantation ceased using the land for cane. The other informant was from the East Kauai Soil and Water District (Les Milnes) and had no knowledge any plantation ditches that were still intact within the project area. The old maps he had, showed the ditch system around Twin Reservoir which is located directly across Olo-hena Road from this property but the maps stop before this project area. This indicates that there were no permanent plantation ditch lines on this parcel.

Mr. Fukashima drew a map of his recollection of the land uses of the project area, which matched some of the historic maps for Kapa'a.

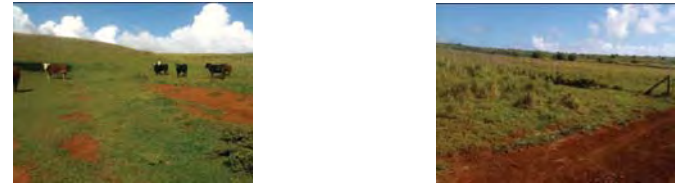


Figure 7 and 8 Showing Cattle and Goats (in the Distance) Grazing.

No Native Hawaiian informants came forward to discuss any traditional gather associated with this project area. The Office of Hawaiian Affairs gave a list of possible individuals with extensive knowledge of traditional cultural practices and resources but none knew of any for this project area.



Figure 9. KIUC's Solar Farm and Equipment Buildings.

TRADITIONAL CULTURAL PRACTICES OF KAPA' A

Burials

The coastline in Kapa'a once contained extensive sand dunes that were documented in travels throughout the nineteenth century (Knudsen 1991; Alexander 1991). Most of the sand dunes were modified or destroyed at the onset of the twentieth century. This was due to the extensive use of the coastal areas for ranching, settlement, and new transportation routes like trains and roads. Archaeological studies in the Kapa'a area demonstrate the widespread prehistoric use of sand as a medium for burials. Burials have been identified along the coast and extending well *mauka* of the coastline into present day Kapa'a Town. Cultural deposits found associated with burials in the Kapa'a area shed light on the Hawaiian tradition of burying members of the *'ohana* in the *kulaiwi*, or birth land.

For Hawaiians, "man's immortality was manifest in his bones...Even the bones of the living became symbols of the link between man's progenitors and his own eventual immortality" (Pukui et al. 1972:106). Thus, the discovery of *iwi* (bones) is a very sensitive issue for the Hawaiian community requiring much mediation and protocol.

No burials are believed to be present within the project area and none are known in the vicinity.

Marshlands of Kapa'a

The areas inland of Kapa'a and Waipouli Towns were formerly the marshlands of Kapa'a. During the 20th century, portions of the marshlands of Kapa'a and Waipouli were filled, drained and designated as marginal agricultural lands. Traditionally, however, these marshlands were once much more significant. Westerners may call them "swamps," but Hawaiians who grew up in the Kapa'a and Waipouli area knew they were fishponds (Bushnell et. al. 2004). Many *kama'aina* recall fishing for freshwater shrimp and

gobies, the *'opae* and *'o'opu*. For the Kaneakua brothers, their childhood memories of *'opae* are tied to the old Chinese vendors who once traversed the neighborhood selling the shrimps.

I can remember Chinese, they used to catch shrimp, fresh water shrimp in big five gallon can. They put it in there, both side and they have their stick across, walking through the little village that we were over there and used to come out and say, "*'Opae, 'Opae*" and families who want buy the *'Opae* and they used to dig it out in a big a scoop, bowl, and was so much you know. Yeah, those were the days. Our streams used to be loaded with shrimp (Interview with J. & W. Kaneakua 8/1/02 in Bushnell et al. 2002).

One informant said that his experience catching *'opae* centered on the irrigation ditches that drained the marshlands behind Kapa'a. "My first lessons in swimming were in the drain ditches the sugar people created to dry out their cane lands. Also in the ditches were the *'opae* or river shrimp. I caught *'opae* and cooked them with soy sauce in recycled oil sardine cans." (Interview with G. Hiyane, 5/14/03 in Bushnell et al. 2004). One individual who grew up in Pueo Camp adjacent to the marsh recalls frequenting the irrigation ditches in Waipouli for *'opae*, *'o'opu*, and *pantat* (catfish) that were then sold to the old Chinese men in the camp for 10¢ (Personal communication with G. Mukai, 8/5/03 in Bushnell et al. 2004).

Mr. Sokei who grew up in a rice growing family in the back of what is known as All Saints Church in Kapa'a shared some memories of his home in the 1930s that may reflect the landscape a hundred years prior. Mr. Sokei remembers the family home located on high ground above the marsh. "Back then, the land was natural, full of mounds. Rice was cultivated in fields all the way to the hills. The water level in the marsh would go up and down with the tide and when there was lots of water, one could find *'o'opu*, *'opae*, catfish, frogs and mud turtles for eating" (Personal communication with T. Sokei, 7/28/03 in Bushnell et al. 2004). Likewise, the *kuleana* awards of the 1840s and 1850s present a picture of homes scattered on the edges of the marsh and on islands of high ground within the marsh. Numerous *'auwai* were constructed to irrigate *lo'i kalo*. *Hau* bush was shaped into fences to separate *kuleana* or physical features and fishponds were built to stock fish. For Hawaiians living the marsh was an extremely productive area constituting the basis of their existence.

The notion that the marshlands were quite significant traditionally is also evident in the Hawaiian place names, particularly the *wahi pana* (storied places) associated with the Kapa'a/Waipouli marsh. Mākaha-o-Kupānihi was a pond, a "deep pool set aside for *ali'i* to bathe in" located at the border of Kapa'a and Waipouli Ahupua'a presumably within the marsh (Lahainaluna Students Compositions, No. 15). It was here that Kaumuali'i's half-brother Keawe was shot to death forever defiling the waters of Kupānihi. Another *wahi pana* in this district was Kēwā. The proverb '*ke kalukalu o Kēwā*' refers to a certain type

of grass, *kalukalu* (used in making a very soft gauze or *kapa*) found growing in the marshlands of Kapa'a and Waipouli (Fornander 1916:IV:162).

Gathering for Plant Resources

Hawaiians utilized upland resources for a multitude of purposes. Forest resources were gathered, for not only the basic needs of food and clothing, but for tools, weapons, canoe building, house construction, dyes, adornments, hula, medicinal and religious purposes. The present project area is dominated by alien vegetation (albezia, ginger, California grass) although some traditional cultigens (banana, bamboo, *kid* and historically introduced food plants (papaya) are present as well. Within the project area itself no specific documentation was found regarding gathering of plants during traditional Hawaiian times. During this assessment there were no ongoing practices related to traditional gathering of plant resources identified in the present project area. None of the individuals contacted for this assessment identified any native plant gathering practices within the project area.

Historic Properties

No historic properties were identified within the project area or in the vicinity. The density of identified historic properties is far greater near the coast of Kapa'a Ahupua'a. For a listing of the historic properties of Kapa'a, Kaua'i, see Table 4.

Trails

Based on nineteenth and twentieth century maps the primary transportation routes *mauka/makai* correlated closely to the existing major roadways. During this assessment there were no trail systems identified in the proposed project area.

Planation Ditch System or 'Auwai

Based on the archaeological assessment (McMahon, 2012), field checks, documentation from land records, plantations records and maps, and informants information, no remnants of these historic properties exist. Several pieces presumed to be rem-

nant of the metal flumes (transportable irrigation) were found. It is also thought that the existing roads on the property might be filled.



Figure 10. Remnant Road and Cattle Grazing in the Project Area.

SUMMARY AND CONCLUSIONS

A cultural impact assessment was conducted for the proposed Kapa'a Highlands Phase II. Historic research of the project area was carried out to identify any cultural resources or traditional cultural practices associated with the area encompassing the proposed Kapa'a Highlands Phase II. In addition, community consultation was conducted. An attempt was made to contact parties regarding cultural knowledge, land use history, cultural sites and traditional Hawaiian or other cultural practices in the vicinity of the project area. Five individuals came forward as knowledgeable informants. In addition to the informants, other community members shared valuable information regarding traditional land use, attitudes and practices associated with the project area.

The marshlands of Kapa'a were once a significant resource prior to Western contact. The fringes of the marsh were utilized for *lo'i kalo*, and other resources including the gathering of *kalukalu*, a type of grass utilized for *kapa*. Places in the marshes also served as fishponds. Vestiges of the cultural significance of the marshlands are retained in the *mo'olelo* and *'olelo no'eau* particular to this area. With the establishment of the sugar plantations in the late nineteenth century, the marshlands were significantly altered. Marsh areas were drained and filled to create more dryland for commercial agriculture and pasture land. Several individuals consulted and interviewed grew up fishing for *'opae* and *'o'opu* in the irrigation ditches which once drained the swamps. They expressed sadness at the changing of the landscape and the passing of their childhood traditions with the final draining and filling of the swamps. No further concerns regarding the marshlands were expressed other than the presumed low potential of possibly encountering habitation deposits and burials related to former LCA parcels.

This report documents the use of the *'auwai* or plantation ditches for irrigation and water use by the residents up until the 1960s. The *'auwai* were also utilized for a variety of activities beyond their primary irrigation purpose. The bulk of the *'auwai* have been lost through modern pasturage, disuse and adjacent road improvements.

In general the community emphasized the importance of communicating with the *'ohana* of Kapa'a regarding changes to the land. This includes asking permission of the *'ohana*, including *'uhane* (immortal spirits) for opening up the land to proposed new

uses. It was stressed that this and other protocols are necessary to “open the path” for change, thus avoiding accidents and potential obstacles of a cultural nature.

In summary, there are no known traditional resources or cultural practices associated with the Kapaa Highlands Project Area.

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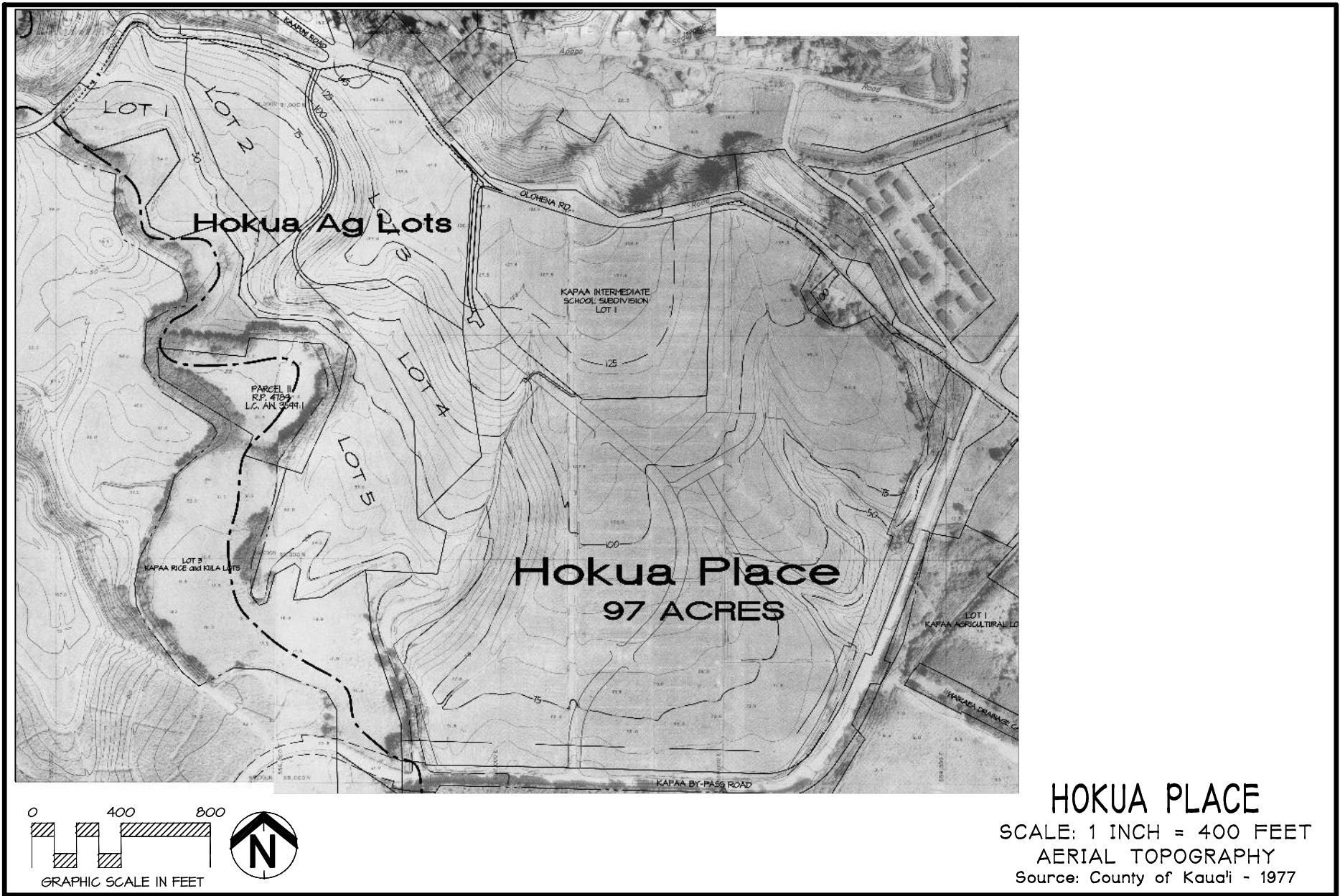
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APPENDIX

Letters from Informants

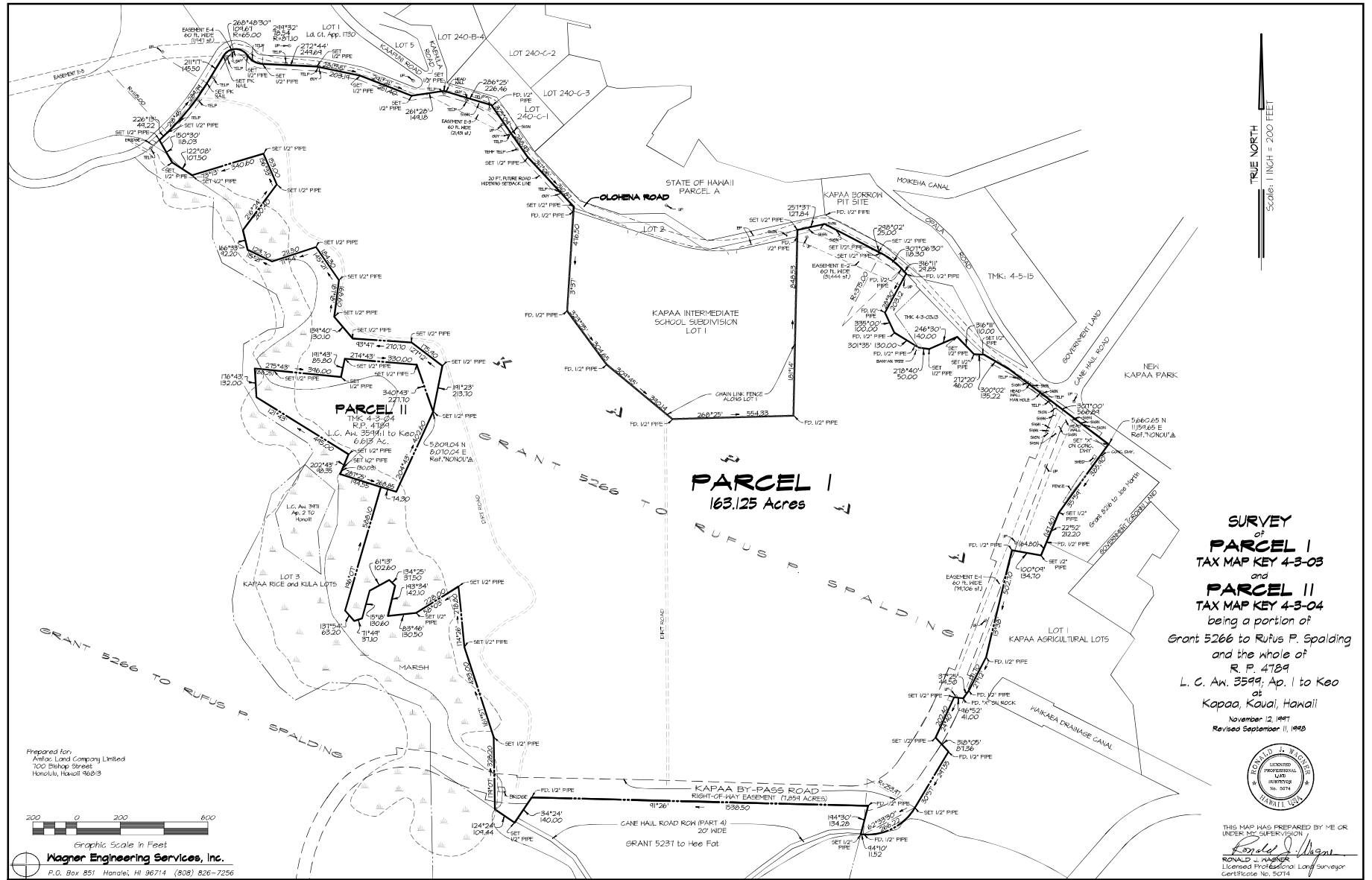
Exhibit N.1



HOKUIA PLACE

SCALE: 1 INCH = 400 FEET
AERIAL TOPOGRAPHY
Source: County of Kauai - 1977

Exhibit N.2



SURVEY
of
PARCEL I
TAX MAP KEY 4-3-03
and
PARCEL II
TAX MAP KEY 4-3-04
being a portion of
Grant 5266 to Rufus P. Spalding
and the whole of
R. P. 4789
L. C. Aw. 3599; Ap. 1 to Keo
at
Kapaa, Kauai, Hawaii
November 12, 1897
Revised September 11, 1998



THIS MAP HAS BEEN PREPARED BY ME OR UNDER MY SUPERVISION
Ronald J. Wagner
RONALD J. WAGNER
Licensed Professional Land Surveyor
Certificate No. 5274

Prepared for:
Antec Land Company Limited
700 Pike Street
Honolulu, Hawaii 96813

Graphic Scale in Feet
Wagner Engineering Services, Inc.
P.O. Box 851 Hanalei, HI 96714 (808) 826-7256

Tax Map Key: (4) 4-3-03-01

Project No. 500

Exhibit O

Kaua'i County Planning Commission
Tentative Subdivision Approval for HoKua Farm Lots
June 19, 2014

Jan K. Moore
Chair

Angela Anderson
Vice-Chair

Bartlett Blake
John Cook
Wayne Kawanishi
Sam Maloney
Amy Matlock
Walter



PLANNING COMMISSION
County of Kauai, State of Hawaii
1444 Kila Koa
Kapala, Hawaii 96741
Phone: (808) 833-1225 FAX: (808) 833-1228

Division of Planning
Office of the Commissioner

JUN 19 2014

Mr. Brian M. Hennessy
HOKUA INVESTMENTS, INC.
Caring Young Center, Suite 20
P.O. Box 85
Hanalei, Hawaii 96714

Subject: HoKua Farm Lots, being the Subdivision of Parcel 1, Lots 1 to 6 inclusive and designating Easements "A1-1", "A1-2", "D-1", and "W-1", being a portion of Parcel 8326 to Brian M. Hennessy as Agent, HoKua Investments, Inc. (H-2014-02, HO Kua Farm Lots, HoKua Investments LLC)

Dear Mr. Hennessy,

This letter communicates the tentative approval by the Kauai Planning Commission effective JUNE 19, 2014 regarding TENTATIVE APPROVAL of the above subject application. Final subdivision map approval, per your request, is subject to the following conditions:

I. Requirements of the Planning Department:

- a. An updated preliminary site plan for the existing lot shall be submitted to the Planning Department for review.
- b. All existing and proposed easements shall be identified in the deed descriptions, classified lot, and shown on the final subdivision map. Deed copies of the deed descriptions shall be submitted to the Planning Department for review and approval.
- c. Pursuant to subsection (c) of the Subdivision Ordinance, Kauai County Code (2007), the applicant shall submit to the Planning Department an electronic record (digital format) of the final subdivision map(s) to allow for review for public purposes prior to final subdivision approval.

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FOR FURTHER INFORMATION CONTACT THE PLANNING DEPARTMENT AT (808) 833-1225. FAX: (808) 833-1228. HONOLULU, HAWAII.

red 6/21/14
JHO 7517

d. The following fees shall be paid to the County of Hawaii:

- 1) Park Deduction Fee: \$900.00
- 2) Governmental Impact Assessment Fee: \$1,250.00

e. A 10-foot wide easement shall be established along the frontage of Okawa Road and Kapa'a By-Pass Road which shall be subject to the specifications of the Public Works Department for 8' top-of-stakes. There shall be narrow structures provided within the easement, and any new structures should be setback from the easement. The easement along with the restrictions shall be incorporated into the deed descriptions of the affected lots, draft copies of which shall be submitted to the Planning Department for review and approval.

f. Prior to final subdivision approval, the subdivider shall delineate the Class "A" classified lands under final subdivision map. In addition and pursuant to Act 198, Section 10(a) of the Laws of Hawaii, 1976, the applicant shall enter into an agreement with the County to incorporate agricultural restrictions into the instruments of management for those lots which contain the Class "A" and/or "B" soils.

g. The Applicant is advised that uses on the newly-created lots shall be limited to those listed as permitted uses within the "A" Agricultural District in the State Land Use Comprehensive Rules and Regulations. Dwellings on the lot shall mean a single-family dwelling located on and used in connection with a farm where agricultural activity provides income to the family occupying the dwelling. These restrictions shall be included in the covenants for the proposed lots, draft copies of which shall be submitted to the Planning Department for review and approval.

h. Prior to final subdivision approval, the Applicant shall submit to the Planning Department a deed restriction for each lot which will be subject to review and approval by the Department. These restrictions shall be included in the covenants and deed descriptions of the proposed lots, draft copies of which shall be submitted to the Planning Department for review and approval. The Planning Department reserves the right to impose additional conditions relating to this matter while in the process of reviewing this condition.

i. The pole locations of the utility lines shall be designated as common easement easements in favor of each other and shall be incorporated into the deed descriptions of the affected lots (Lot 3 and Lot 5), draft copies of which shall be submitted to the Planning Department for review and approval.

j. The subdivider shall coordinate with the Planning and Public Works Departments the following:

- 1) Participation in the upgrading of the extension of Okawa Road, Kapa'a and Kapa'a Roads by providing necessary funds to reimburse the State improvements.
- 2) Installing sidewalk access points onto Okawa Road.

3) Maintaining a road reserve within the project area in order to accommodate future extensions of future roadway system that would allow a connection for Okawa Road to the Kapa'a By-Pass Road and relieve traffic on Okawa Road.

The Planning Department reserves the right to impose additional conditions relating to this matter while in the process of reviewing this condition.

k. The Applicant shall prepare and file an irrigation plan approved for necessary road, water, drainage, electrical and telephone utilities and facilities, and other required the extent or project safety from the completion.

l. In order to ensure that the subdivision and development of property comply with the land use requirements contained in Chapter 205 of the Hawaii Revised Statutes ("HRS"), the following matter shall be reviewed prior to final subdivision approval:

(1) The Applicant shall provide the following documents to the Hawaiian Commission of the Planning Commission ("Subdivision Commission") for its review and approval:

- (A) An Agricultural Master Plan shall describe the proposed agricultural uses of the property, the marketing and business plans associated with such activities, and the manner in which the agricultural and related uses on the property will comply with HRS Chapter 205.
- (B) A map of the property showing the proposed location of Agricultural Activities, Building Areas, and Agricultural Reservations.
- (C) A Declaration of Conditions, Covenants and Restrictions ("Restrictive Covenants") which will be recorded in the presence of Commissioners of the State of Hawaii ("Comps"), which will specify and run with the property, and which will provide and require that the owners of the lots in the subdivision ("Subdivision Lots") shall comply with the Agricultural Plan and the provisions of HRS Chapter 205. The list of names of all the Subdivision Lots shall be members in an association ("Association") which will have the power and duty to enforce the Restrictive Covenants and the Association shall file periodic reports as demanded by the Planning Department with the Planning Department verifying compliance with the Agricultural Master Plan and that the Agricultural Master Plan shall not be amended without prior approval of the Planning Department.
- (D) An Agricultural Subdivision Agreement which will be recorded in the presence of said Comps and owners of the property, and which will provide and require that said Subdivision Lots comply with the Agricultural Master Plan under HRS Chapter 205, and that in the

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4. Public Works
Kaiser Aluminum, Inc.

continue activities not in accordance with the applicable Master Plan under 1994 Chapter 224 as amended by the Planning Department, the County and the State of Hawaii. The applicant shall provide an access plan for the review and approval of the Planning and Public Works Department. Additionally, due to the future activities, the applicant shall work with the Planning Department and the Public Works Department.

- 21. The applicant shall coordinate with the Planning Department the provision of public access within the subdivision. The applicant shall provide an access plan for the review and approval of the Planning and Public Works Department. Additionally, due to the future activities, the applicant shall work with the Planning Department and the Public Works Department.

The applicant shall pay for and carry the cost of the public access required. The Planning Department reserves the right to impose additional conditions on this matter while in the process of reviewing the application.

2. Requirements of the Department of Public Works

IRREGULAR

- a. The subject subdivision shall be subject to the provisions of the West for which a detailed boundary survey has been transmitted with the Final Plat to the DWR. Several natural drainage channels or drainages cross the subject subdivision. The proposed drainage system shall be designed to collect and convey runoff from the subdivision. A drainage study and plan shall be submitted in accordance with the DWR rules and regulations. The study shall include a flow capacity of the natural water courses.

The subdivision and subsequent development of the subject subdivision shall be designed to maintain the natural drainage system. A drainage study shall be submitted to the Department of Public Works. Measures to improve the natural drainage system shall be included.

- b. Flood plain maps shall include the existing flood plain of the subject subdivision. The flood plain maps shall be submitted to the Department of Public Works. The flood plain maps shall be submitted to the Department of Public Works. The flood plain maps shall be submitted to the Department of Public Works.
- c. The flood zoning, FEMA designation, date and the date of the FEMA September 26, 2009, flood maps shall be included in the final plat. The flood zoning maps shall be submitted to the Department of Public Works. The flood zoning maps shall be submitted to the Department of Public Works.

As Agent for the County of Hawaii

Kaiser Aluminum, Inc.

4. Public Works
Kaiser Aluminum, Inc.

ROAD

- a. The applicant shall provide the County with a right of way for the proposed road. The applicant shall provide the County with a right of way for the proposed road. The applicant shall provide the County with a right of way for the proposed road.

- b. The applicant shall provide the County with a right of way for the proposed road. The applicant shall provide the County with a right of way for the proposed road. The applicant shall provide the County with a right of way for the proposed road.

- c. The applicant shall provide the County with a right of way for the proposed road. The applicant shall provide the County with a right of way for the proposed road. The applicant shall provide the County with a right of way for the proposed road.

STREET

- a. Complete Streets and Safe Routes to School shall be incorporated into the subdivision. The applicant shall provide the County with a right of way for the proposed road. The applicant shall provide the County with a right of way for the proposed road.

3. Requirements of the Department of Water

- a. The applicant shall pay the Department of Water a Fee for Review Charge of \$27,000 (\$100 at \$270 per lot). The applicant shall pay the Fee for Review Charge of \$27,000 (\$100 at \$270 per lot).

- b. The applicant shall provide the Department of Water with a right of way for the proposed road. The applicant shall provide the Department of Water with a right of way for the proposed road.

- 1) Additional responsibilities. The applicant may wish to consider including the Department of Water to maintain additional easements for the road.
- 2) The fire service connection.

- c. The applicant shall provide the Department of Water with a right of way for the proposed road. The applicant shall provide the Department of Water with a right of way for the proposed road.

As Agent for the County of Hawaii

Kaiser Aluminum, Inc.

4. Requirements of the State Health Department:

- 1) The existing public sewer system is not an appropriate sewer for the existing building. However, wastewater generated through additional dwelling units and other buildings and its disposal shall be determined by the health department when the effect of the new or additional population is taken into account.
- 2) Buildings with no sewerage service connection located after June 1, 1990 are not eligible for a connection to the sewerage system permitted by the rules stated in Title 11, Hawaii Administrative Rules (HAR), Chapter 11-26, entitled "Language Barrier Services" unless a notice permit is obtained from the State Department of Health (SDH).
- 3) Temporary lighted sign structures could be erected without construction, with signs other than Class 1 through 4 are prohibited. All other signs constructed with Title 11, HAR, Chapter 11-26, entitled "Language Barrier Services" shall be erected on the same pollution control shall be provided to minimize or prevent any lighted sign structures erected by the construction activities regarding the surrounding areas. This includes the use of the materials used in erecting or in the project. The erected structures shall be used for limited time period, water supply, sprinkler systems, fire protection.
- 4) In accordance with Title 11, HAR, Chapter 11-26, entitled "Solid Waste Management (Control)", the construction waste that is generated when the activity shall have an approved site or other approved method of solid waste disposal facility, not compliant with the DNR. The open burning of any of these wastes may result in a violation.
- 5) Any proposed construction impacts to flow management under the following criteria:
 - 1) post-construction policy (HAR, Section 11-24-1.1), which requires that the existing water and the level of water quality necessary to protect the health of the receiving water body be maintained and protected.
 - 2) Designated uses (HAR, Section 11-24-1.2), as determined by the classification of the water body and waste.
 - 3) Water quality criteria (HAR, Section 11-24-1.3) and 11-24-1.4.
- 6) Water and the gray water discharge is allowed only if the following requirements Department of the Army (DA) permit. Permissible nonpoint source discharges of water and other surface waters in the United States. Permissible gray water discharge shall be Section 401 Water Quality Certification (WQC) from the DA.
- 7) You are required to obtain a National Pollution Discharge Elimination System (NPDES) permit for discharge of wastewater, including storm water runoff, into State surface waters.

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(HAR, Chapter 11-25). For the 15th anniversary of discharges into Class A or Class 1 State waters, you may apply for NPDES general permit coverage by submitting a Notice of Intent (NOI) form.

- 1) Storm water associated with industrial activities as defined in Title 40, Code of Federal Regulations, Sections 122.26(b)(1)-(5) through 122.26(b)(16)(b) and 122.26(b)(1)-(5).
 - 2) Storm water associated with construction activities including clearing, grading, and excavation, that result in the disturbance of equal to or greater than one (1) acre of land. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a single common plan of development or sale. An NPDES permit is required before the start of the construction activities.
 - 3) Treated effluent from leaking underground storage tank, terminal and sources.
 - 4) Clear through roofing water less than one (1) million gallons per day.
 - 5) Hydro-testing water.
 - 6) Construction dewatering effluent.
 - 7) Treated effluent from petroleum bulk stations and terminals.
 - 8) Treated effluent from well drilling activities.
 - 9) Treated effluent from recycled water distribution systems.
 - 10) Storm water from a small municipal separate storm sewer system.
 - 11) Cooling water from decorative ponds or fountains.
- 1) You must obtain a separate NOI form for each type of discharge at least 90 days prior to the start of the discharge activity, except when applying for coverage for discharges of storm water associated with construction activity. For this type of discharge the NOI must be submitted 90 days before the start of construction activities.
 - 2) For types of wastewater not listed in Item 1 above or wastewater discharging into Class 3 or Class 4A waters, you may obtain an NPDES individual permit. An application for an NPDES individual permit must be submitted at least 180 days before the commencement of the discharge.
 - 3) You must also submit a copy of the NOI or NPDES permit application to the State Department of Land and Natural Resources, State Historic Preservation Division (SHPD), at

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8. **Wetland Agency**
Kern County Regional Water

demonstrate to the satisfaction of the CWRB that SHRPD has not been in the process of evaluating your project. Please submit a copy of your request for review by SHRPD or SHRPD's determination letter for the project along with your NRE or NPDES permit application, as applicable.

3. 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. Negotiate plans with the Water quality requirements established in LAR, Chapter 17-54 and the permitting requirements, specified in LAR Chapter 17. It may be subject to penalties of \$25,000 penalty per violation.

5. Requirements of the Housing Agency:

- a. Chapter 7A of the Kern County Code, 1987, as amended, is applicable to the proposed subdivision, pursuant to Section 3A-1.4(f)(1).

Before final subdivision approval, the applicant shall receive the applicant's building inspection and shall execute a Wetland Housing Agreement with the Kern County Housing Agency, as is the method of meeting the wetland housing requirements pursuant to Chapter 7A. The required agreement shall be recorded on the deed of the project prior to the commencement of final subdivision approval.

The Kern County Housing Agency reserves the right to change this determination if the project or application changes from the above, or if the project incorporates or becomes part of a larger residential or commercial project, such that provisions of Kern County Code, Section 7A-1.4 become applicable.

6. Requirements of the Department of Wastewater:

- a. The proposed subdivision is near the County's sewer service main. If sewer service is needed, the Applicant shall apply for County sewer service and shall be responsible for design and construction of all infrastructure necessary to connect to the County sewer and shall be responsible for payment of all applicable fees.

7. Requirements of the State Historic Preservation Division (SHPD):

- a. Pursuant to Federal Administrative Code §101.236 we request an archaeological inventory survey be conducted by a qualified archaeologist in order to adequately determine the potential impact of the subdivision on both surface and subsurface historic properties. We look forward to the opportunity to review the archaeological report prior to entertaining further on the subdivision application. We recommend the final subdivision approval be delayed until the archaeological inventory survey report has been completed and appropriate mitigation measures/plan are in place.

9. **Other agencies**
Kern County Regional Water

- b. As recommended by the State Historic Preservation Division (SHPD) of the Department of Land and Natural Resources (DLNR), to the extent that the project is located in a historic district, the project shall be subject to the SHPD's review. If such review is required, the project shall be subject to the SHPD's review. The SHPD's review shall be completed by the SHPD, and the State Historic Preservation Division, shall be completed by the SHPD, at (805)251-2322.

3. The Applicant is advised that prior to and during construction, and the additional conditions may be imposed by governmental agencies. Should this occur, the Applicant shall require these conditions with the appropriate agency.

Sincerely Yours,


RICHARD A. MARTIN
County Clerk, Kern County, California

cc: OAK Public Works Dept.
OAK Water Dept.
OAK Road Project - Construction Dept.
State Dept. of Health
State Historic Preservation Dept.

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Survey of Native Invertebrate Resources in proposed HoKua Place project area

January 24, 2018

Prepared by:
Steven Lee Montgomery, Ph. D., Waipahu, Hawai'i

Submitted to:
Agor Jehn Architects, LLC

For:
HG Kaua'i Joint Venture LLC

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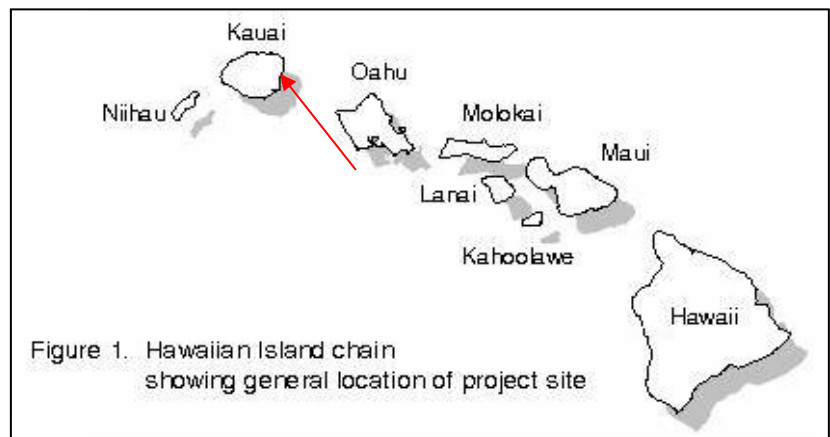
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SUMMARY

This report summarizes the findings of an invertebrate¹ survey conducted within approximately 97-acre parcel, TMK (4) 4-3-003: 001 (portion) in Kapa'a of the Kawaihau District on the island of Kaua'i. (Figure 1, 2)

INTRODUCTION

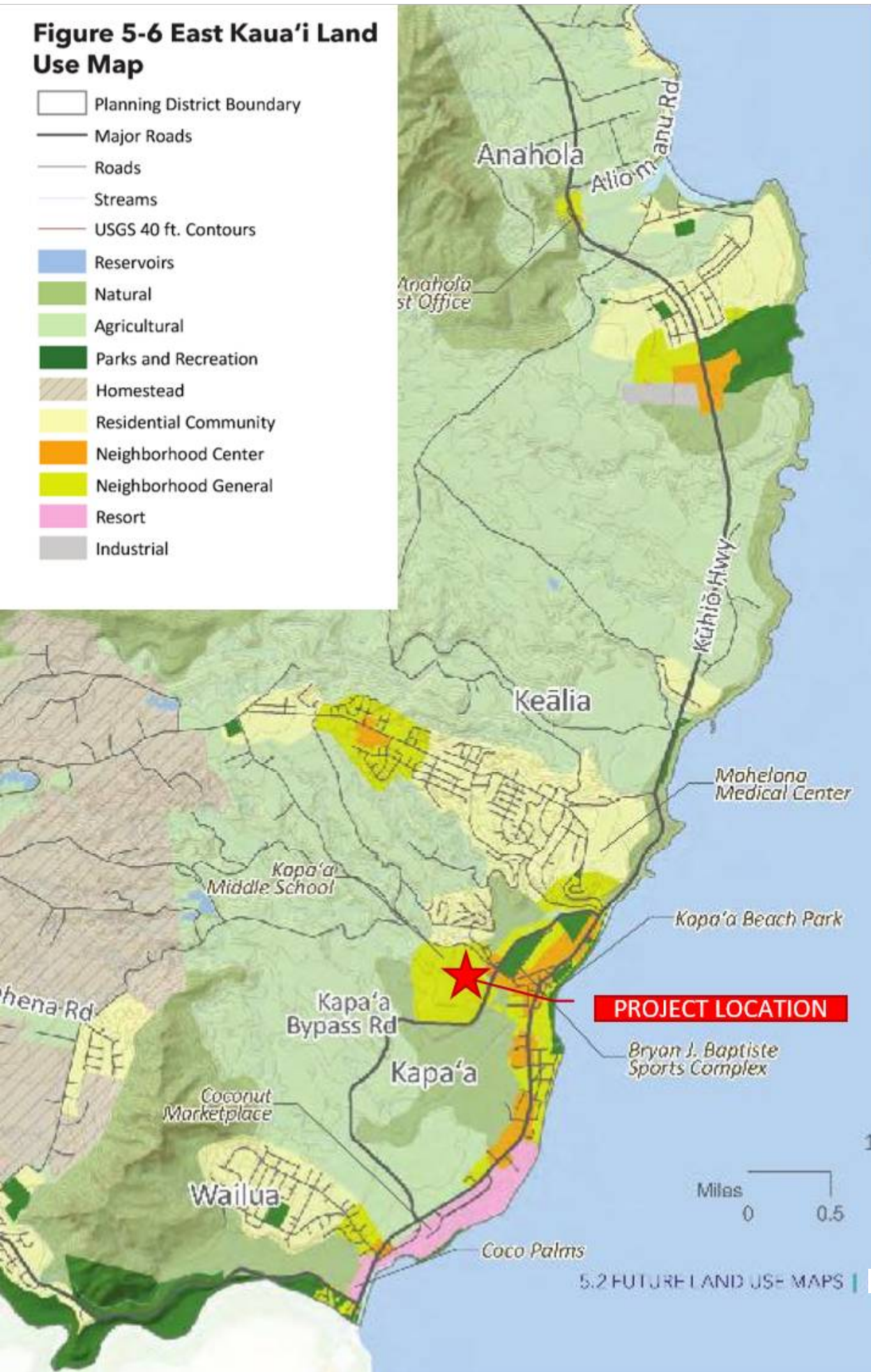
The primary purpose of this survey was to determine the presence or absence on the property of any endemic or indigenous terrestrial invertebrates, especially any species with legal status under federal or state threatened and endangered species statutes (DLNR 1998, USFWS, 2017). Invertebrates are often the dominant fauna in natural Hawaiian environments. Native Hawaiian plant, vertebrate, and invertebrate populations are interdependent. Invertebrates are the food of some birds and the pollinators of plants. Certain insects are obligatorily attached to specific host plants and are able to use only that plant as their food. Those insect - host relationships are ancient and intertwined. Native invertebrates have proven inventive in adapting to opportunities in changed ecosystems. A surprising number of native arthropod species survive even in degraded habitats. Nevertheless, the overall health of native Hawaiian invertebrate populations depends upon habitat quality and absence or low levels of predators introduced from the continents. Sufficient food sources, host plant availability, and the absence or low levels of introduced, continental predators and parasites comprise a classic native, healthy ecosystem. Consequently, where appropriate in the survey discussion, host plants, and some introduced arthropods are also noted.



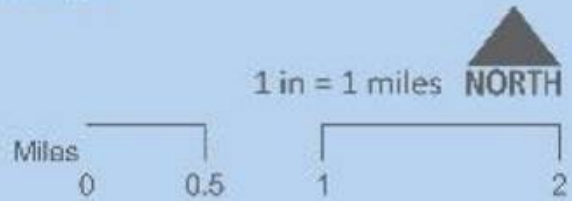
¹ Animals without backbones: insects, spiders, snails, shrimp, etc.

Figure 5-6 East Kaua'i Land Use Map

-  Planning District Boundary
-  Major Roads
-  Roads
-  Streams
-  USGS 40 ft. Contours
-  Reservoirs
-  Natural
-  Agricultural
-  Parks and Recreation
-  Homestead
-  Residential Community
-  Neighborhood Center
-  Neighborhood General
-  Resort
-  Industrial



PROJECT LOCATION



GENERAL SITE DESCRIPTION

The botanical survey describes the site (Figure 2) as “a lowland non-native mesic plant community dominated by secondary vegetation of trees, shrubs, and grasses, many of which are considered invasive. The land . . . has a past history of grazing and sugarcane cultivation. . . . No Hawaiian endemic species . . . were observed. One Polynesian introduction was observed, namely *Aleurites moluccana* (kukui tree) . . . The three indigenous species found at the site are quite common and include: *Hibiscus tiliaceus* (hau) which is also often an invasive tree species, the fern species *Psilotum nudum* (moa), and *Waltheria indica* (uhaloa).” (Wood 2012) As many invertebrates are dependent on plant hosts, the botany report findings are predictive of the invertebrate survey results.

INVERTEBRATE SURVEY METHODS

Previous Surveys

Prior to the field survey, a search was made for publications relating to invertebrates associated with this particular site or with nearby sites, and for other projects in the general area that generated an Environmental Assessment or Environmental Impact Statement filed at the web site of the State's Office of Environmental Quality Control (2017). This review did not show any previous large scale invertebrate surveys in the area.

Searches were made in the University of Hawai'i and Bishop Museum library catalogs and in the University of Hawai'i, Hamilton Library's Hawai'i-Pacific Journal Index (2017). Searches were made for publicly available articles mounted on the web through Google Scholar. Surveys for avian and mammalian (David 2012) and botanical resources (Wood 2012) at the project area were very helpful in preparing for this study, but had no reference to other invertebrate surveys or sightings. A review of the online collection databases of the Bishop Museum entomological collections (2017 a,b) and University of Hawaii Insect Museum (UH 2017) and a search of the index of the *Proceedings of the Hawaiian Entomological Society* using place names did not reveal any prior studies. Available field reports of early Kaua'i studies by Bishop Museum entomologists were also reviewed as available.

Fieldwork

Since 1968, I have taken part in field projects in environments similar to the project site, at other locations on the island of Kaua'i, and throughout the island chain. Those experiences and the results of those surveys provided the basis for my study design and my analysis of results.

Field surveys in January 2018 were conducted at the project site over a period of three days. I conducted a general assessment of terrain and habitats after reviewing maps and prior reports (above). Survey efforts were conducted by day and night, a technique which is vital for a thorough survey. The property was traversed across all habitat types, alternately following pathways to search for any water sources or native botanical resources and substitute host plant options for native invertebrates. The areas designated “greenbelt” were a special focus as most likely to attract invertebrates (Figure 3).

FIELD SCHEDULE:

January 7	recon; day field survey, night light survey; sunset 6:10 p.m. moonset 11:56 a.m.
January 8	day field survey; night light survey; moonrise 12:19 a.m. [midnight] ²
January 9	day field survey

COLLECTING METHODS

The following collecting methods for terrestrial invertebrates were used as appropriate to the terrain, botanical resources, and target species.

Host plant searches: Host plants, both native and introduced, were sampled for arthropods that feed or rest on plants. Searches included visual inspection of resting sites and searching known feeding or breeding sites such as under dead bark or rocks.

Sweep nets: This is a general method of censusing most flying and perching insects. A fine mesh net was swept across plants, leaf litter, etc. to sample any flying or perching insects. Transfer from the net was either by aspiration, or by placing the net contents into a holding container.

Visual observation: At all times, I was vigilant for any visual evidence of arthropod presence or activity. Visual observations provide valuable evidence and are a cross check that extends the reach of sampling techniques. Visual observation also included turning over rocks, dead wood, and other debris.

Light sampling: A survey of insects active at night is vital to a complete record of the fauna. Many insects are active only at night to evade birds, avoid desiccation and high temperatures, or to use night food sources, such as night opening flowers. Light sampling uses a bright light in front of a white cloth sheet. Night active insects seem to mistake the collecting light for the light of the moon, which they use to orient themselves. In attempting to navigate by the entomologist's light, confused insects are drawn to circle the light and land on the cloth in confusion. This type of collecting is most successful during the dark phase of the moon, or under clouds blocking starlight. On level sites vegetation usually blocks the light from being seen over long distances, and moths and other night fliers are not drawn from distant locations outside the survey area.

The locations for my light were chosen based on experience, potential native host plant proximity, and to obtain a variety of terrain types (Figure 3). Screening vegetation meant that the nearby housing areas contributed little competing light. The primary light source was a mantel propane lantern bulb. Light wave lengths from the bulb are known to be attractive to night active insects. The sheet was monitored and visiting species observed and recorded.

² all moon data from U.S. Naval Observatory [USNO]

Survey Limitations / Conditions

My ability to form advisory opinions is limited or influenced in the following ways:

Collecting conditions

Weather was favorable for surveying during the fieldwork. Day one had some light passing showers. Day two and three had patchy clouds and light breezes on the second night. Night monitoring was not influenced by the partial moon as the rise and set times caused the moon to be visible only after light surveying had ceased (USNO). Nights were dark making stars quiet visible. Street and school lights presented no competition to the collecting light as I was able to position my site to mask their light.

Seasons: Monitoring at a different time of the year might produce a different arthropod list. Weather and seasonal vegetation changes play an especially important role in any survey of invertebrates. Many arthropods time their emergence and breeding to overlap or follow seasonal weather or to coincide with growth spurts of an important plant food. Host plant presence/absence, and seasonal changes, especially plant growth after heavy rains, affect the species collected. Winter 2017 rains put vegetation into a normal seasonal condition optimal for invertebrate growth. However, the low level of native plants found at the site is the strongest factor in determining the invertebrates encountered. Given the very short inventory of native plants at this site, even with positive seasonal factors, native insects traveling across HoKua simply do not find the flora to support them or their eggs are soon eaten by ants.

Limited duration: Surveying for a longer period of time might change the list of species; however, given the size of the property, I believe the survey provides an adequate review of the property's resident native invertebrates. (See below: INVERTEBRATES NOT PRESENT, for exceptions)

Physical limitations: The size of the property allowed the survey to cover the area adequately. The overall study strategy and light survey site selections were designed to achieve this aim. The resulting survey was representative and targeted in favor of locating and examining the few native host plants.

Selectivity: My survey was focused on finding endemic and indigenous Hawaiian species. No attempt was made to collect or completely document the many common alien arthropod species present in the area. Several invertebrates of human health concern are noted later in this report. See MEDICALLY IMPORTANT SPECIES.

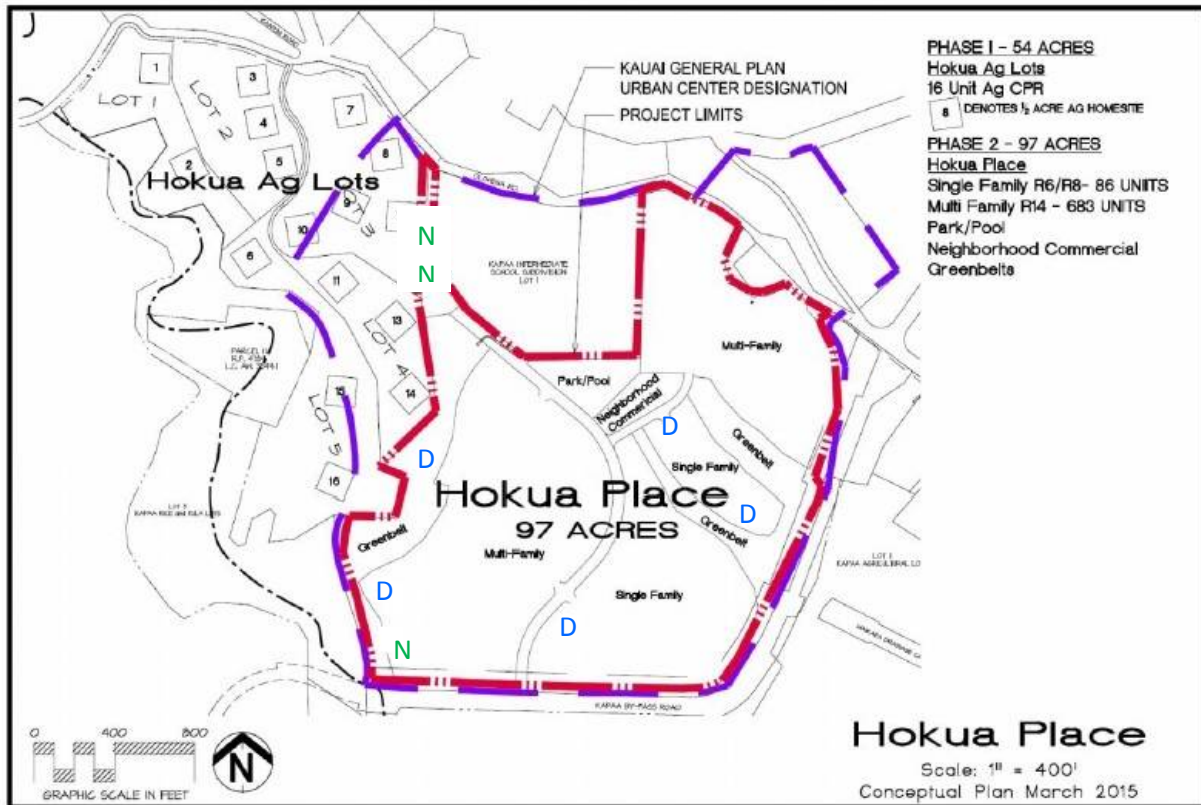


Figure 3: Map of project site showing light survey locations
[from "HoKua Place ...Final EIS Vol. 1"]

N = night light survey sites

D = areas of day survey concentration

INVERTEBRATE SURVEY RESULTS:

This discussion focuses on native species encountered, on species that affect native invertebrate survival, and on adventive species of concern in human health or commonly feared.

MOLLUSCA: PULMONATA

Giant African Snail

Lissachatina fulica (Bowdich)

The Giant African Snail (Figure 4) is an introduced pest common throughout the island chain lowlands. The Rosy Wolf snail, introduced as a control species, was not seen, but may be present. Rosy Wolf snail has done great damage to populations of native land snails, but there are no longer native snails here.



Figure 4: Rosy Wolf snail (R) approaching Giant African Snail (L)

ARTHROPODA: ARANEAE (spiders)

Araneidae

Orb Weaver Spiders

Argiope appensa (Walckenaer 1841)

Orb Weaver spiders (Figure 5) were found in bushes especially well placed to host the spiders as breezes deliver flying insects to their webs. They are easily spotted by the distinctive white X where they rest ready to rush out and wrap up the next item snagged by their web. These spiders pose no threat to people or pets and are a good control on pest alien species. They should be allowed to scramble off to find a new home during clearing operations.



Figure 5: Orb Weaver spiders are common in home gardens throughout the island chain.

Heteropodidae

Heteropoda venatoria

Large Brown Spider or Cane Spider

Although the fast running Cane spider (Figure 6) is often startling to people, they are not known to bite or harm humans. Conversely, they are helpful in controlling pests such as cockroaches. They hunt mostly at night and do not pose a risk to people or pets. They may be encountered by work crews in clearing the site. They should be allowed to run away.

NOTE ³



Figure 6: Adult cane spider with egg case

ARTHROPODA: INSECTA

DIPTERA (Flies and Mosquitoes)

Lauxaniidae

Homoneura hawaiiensis (Grimshaw 1902) is the Gray-thorax pomace fly look-alike species that, despite the species name “hawaiiensis”, is now known to be adventive and widespread in Oceania to Solomon Islands.

HYMENOPTERA (wasps, bees, ants)

Formicidae (ants):

Big-headed ant

Pheidole megacephala, especially fierce predators on other insects, are present. They are a known threat to native species of invertebrates. Alien ants are known to prey on other insects (Zimmerman 1948-80) and are well documented as a cause of low levels of native arthropods, especially in elevations up to 2000 ft. (Perkins 1913). They are not a common threat to humans.

³ For anyone skeptical of the safety of either spider: we have used Cane spiders in close ‘encounters’ filming on numerous occasions; we used orb weavers in filming scenes for the TV series LOST where the actors had to have the spider ON them; we use orb weavers with children’s wildlife classes.

LEPIDOPTERA (butterflies and moths)

Cosmopterygidae (Case-bearer micro-moths)

Hyposmocoma sp. 1 nocturnal

Hyposmocoma sp. 2 larvae on slender cases on stones



Figure 7: *Hyposmocoma* sp.

Photo# starr-030724-0089

credit: "Forest & Kim Starr" (HEAR)

Adult *Hyposmocoma* or Case-bearer moths responded to the light. *Hyposmocoma* (Figure 7) are called “case-bearers” because after an early beginning inside a leaf curl or similar hiding place, caterpillars create protection in intricately constructed portable shells of silk. For camouflage, they add bits of their surroundings to the case: snips of dry grass / leaves, flakes of bark, maybe a little dirt. The case is then easily mistaken by a predator as another part of the inedible landscape. These bunkers are fitted with a hinged lid (operculum), pulled shut by mandibles to defend them from enemies, especially ants now. They are dependent on their case, and die if removed – even if protected from predators and given food. They don’t move far, feed while partly emerged from the case, dragging along the protective armor by six true legs. Cases are sometimes attached to rocks or tree trunks and foliage. (Manning/Montgomery in Liittschwager & Middleton 2001) With over 500 kinds, these micromoths are the greatest assemblage of Hawaiian Island

moths, with astonishing diversity. After writing 630 pages on them, Dr. Zimmerman lamented the inadequacy of his study. He noted an enormous cluster of species with explosive speciation and diverging radiation (Zimmerman 1978). Much remains to be learned about them by University of Hawaii’s Daniel Rubinoff and his graduate students (Rubinoff & Haines 2006).

Crambidae (micro-moths)

Mestolobes minuscula (Butler 1881)

The commonest of the small moths or micro-moths, *Mestolobes* (Figure 8), responded to the light



Figure 8: *Mestolobes* sp.

Photo# starr-030825-0008

credit: "Forest & Kim Starr" (HEAR)

survey. It is known from every major island. Although a large genus of over 30 species, 9 known from Kaua’i, it has not been studied in depth despite a 1906 plea to study its habits by R. C. L. Perkins (1907). It has been collected while visiting flowers for nectar diurnally and when responding to light. *Mestolobes* was reported to “often fly actively in cane fields” (Williams 1931). In the 1800s it was reported to fly in small groups and was seen at lower elevations (Perkins 1913). The host plant of this endemic is not certain. There is one record of one larvae reared from a host - the roots of sugar cane on O’ahu in 1930, yet it was never considered even a minor pest (Swezey 1931.) (HBS 2002a, HOSTS, Zimmerman 1958)

Lepidoptera: continued

Orthomecyna phaeophanes Meyrick 1899

This is a little known ½ inch long moth known from 3 other islands that may feed on grass roots.

ODONATA (Dragonflies, Damselflies)

Coenagrionidae

Ischnura posita (Hagen, 1862) Fragile Forktail Damselfly

This damselfly was introduced to Hawaiian Islands in 1936 and is now found on all the main islands up to 1000 ft. It originated in Canada and is considered an indicator of disturbed aquatic habitat (Polhemus & Asquith 1996).

Libellulidae

Pantala flavescens (Fabricius) (Globe Skimmer)

An indigenous dragonfly (*Pantala flavescens*) (Figure 9) was observed on the property. Among the most readily observed native insects, Globe Skimmers are large, easily approached by people, and graceful in flight. Any small amount of fresh water will attract them and they often colonize human maintained water sources such as golf-course water hazards and stock tanks. Globe skimmers are widely distributed throughout the Hawaiian Islands, from Kure to Hawai'i Island (HBS 2002a, Nishida 2002) and have even been found flying at sea (Howarth & Mull 1992). They will adapt or move to a nearby water source.



Figure 9: Globe skimmers are found through the Pacific.

ORTHOPTERA

Tettigoniidae

Euconocephalus nasutus (Thunberg) (Aggravating Grasshopper)

This noisy cone-headed grasshopper might be heard on site at night. It makes a variety of sounds by rubbing the base of its wings against its body. Variously described as “loud, shrill, and continuous”, “wind whistling through telephone wires,” “long, steady buzzing,” and the buzz of high voltage wires, it is always irritating. It also can ‘throw’ its voice or project the sound to another part of the underbrush, diverting you from their hiding place if you are trying to hunt them. (Tenorio and Nishida 1995)

Table 1: List of Invertebrates: HoKua Place, Kaua'i

PHYLUM ARTHROPODA		
CLASS ARACHNIDA		MITES, SPIDERS, AND RELATIVES
ORDER ARANEAE		spiders
		Araneidae
	adv	<i>Argiope appensa</i> (Walckenaer 1841) (Orb weaver spiders)
		Heteropodidae
	adv	<i>Heteropoda venatoria</i> (Linnaeus), 1767 (Cane spiders)
CLASS CHILOPODA		
ORDER SCOLOPENDROMORPHA		centipedes
		Scolopendridae
	adv	<i>Scolopendra subspinipes</i> Leach 1815
CLASS INSECTA		INSECTS
ORDER COLEOPTERA		beetles
		Scolytidae
	adv	<i>Xylosandrus compactus</i> (Eichhoff)
ORDER DIPTERA		flies
		Asteiidae
	end	<i>Asteiia sabroskyi</i> Hardy & Delfinado, 1980
		Lauxaniidae
	adv	<i>Homoneura hawaiiensis</i> (Grimshaw, 1902)
ORDER HETEROPTERA		true bugs
		Lygaeidae
	adv	<i>Pseudopachybrachius pacificus</i> (Stal, 1874)
ORDER HYMENOPTERA		wasps, bees, ants
		Anthophoridae
	adv	<i>Xylocopa sonorina</i> F. Smith, 1874 (Sonoran Carpenter Bee)
		Apidae
	pur	<i>Apis mellifera</i> (Honey bee)
		Formicidae
	adv	<i>Pheidole megacephala</i> (Fabricius 1793)

ORDER LEPIDOPTERA		butterflies, moths
		Cosmopterygidae (Case-bearer micro-moths)
end		<i>Hyposmocoma</i> sp. 1 2 adults at light
end		<i>Hyposmocoma</i> sp. 2 9 larvae in slender cases
		Crambidae (micro-moths)
end		<i>Mestolobes minuscula</i> (Butler 1881)
end		<i>Orthomecyna phaeophanes</i> Meyrick 1899
		Limacodidae
adv		<i>Darna pallivitta</i> Moore, 1877
ORDER ODONATA		dragonflies, damselflies
		Coenagrionidae
adv		<i>Ischnura posita</i> (Hagen, 1862) (Fragile Forktail Damselfly)
		Libellulidae
ind		<i>Pantala flavescens</i> (Fabricius) (Globe Skimmer)
ORDER ORTHOPTERA		grasshoppers, crickets
		Tettigoniidae
adv		<i>Euconocephalus nasutus</i> (Thunberg) (Aggravating Grasshopper)

Status:

- End endemic (only in the Hawaiian Islands)
- Ind indigenous (naturally in the Hawaiian Islands but also elsewhere)
- Adv adventive (inadvertently introduced)
- Pur purposeful (deliberately introduced)

Names authority: Hawaii Biological Survey 2002a,b; Nishida 2002; Zimmerman 1948-80; Zimmerman 2001

INVERTEBRATES NOT PRESENT:

Plant and invertebrate populations are interdependent; consequently, host plant availability is one way to review invertebrate health. As discussed in the botanical survey (Wood 2012) and archaeology report (McMahon Tolleson 2013), the area has a long history of human use, Hawaiian agriculture, sugar production, and current sheep, goat and cattle grazing, all activities that removed native plants. The resulting extremely low level of native flora serving as arthropod hosts leads to the low level of Hawaiian arthropods at this site. Wood did find some Hawaiian plants: *Hibiscus tiliaceus* (hau) is the sole host of a tiny moth with a leaf mining larva, *Philodoria hauicola*, reared from Kaua'i and 3 other islands, often scarce, but at this site, none were present. *Psilotum* has no insect specialists in Hawaii.

SPECIES NOT FOUND

Any survey for federally protected species should include consideration of all native invertebrates (snails, spiders, and insects).

Cave-adapted Species

A review of the archaeological survey of the area (McMahon Tolleson 2013) indicated no lava tubes at the project site which could support cave-adapted native invertebrate species, nor did this survey show any evidence of lava tubes.

MOLLUSCA:

No native mollusks were observed during this survey.

Of the family Lymnaeidae, *Erinna newcombi* Adams & Adams, 1855 or Newcomb's Snail, this threatened species was not found by my survey. The habitat (stream flow and moisture levels) makes the survey area unsuitable for this snail (USFWS 2006).

DIPTERA

Drosophilidae: Drosophila

No native *Drosophila* were observed. The property is now unsuitable habitat for any of the endemic Kauai *Drosophila*, two in the uplands being listed as endangered or threatened. These native Hawaiian picture wing flies require a much cooler native environment, with host flora not offered at this property (*Federal Register* 2006a, b).

Invertebrates not present: continued

HETEROPTERA

Based on other Kaua'i lowland surveys, I expected, but did not find, native *Nysius* seed bugs.

HYMENOPTERA

No native bees were observed on the property.

LEPIDOPTERA

Based on other Kaua'i lowland surveys, I expected to encounter the native micro- moths *Tamsica*, *Thyrocopa*, and *Philodoria*, but at this site ants and cane plows appear to have extirpated them.

Sphingidae: *Manduca blackburni*

The Blackburn's sphinx moth⁴ (*Manduca blackburni*), an endangered species (Fed Reg 1999-2000) was not found in this survey. Historically, the moth is known from the Island but only in the Nāwiliwili area and has not been seen for a century. There is no critical habitat established for the moth on Kaua'i. (USFWS 2002) Neither the moth's solanaceous native host plant, 'aiea (*Nothoecstrum* sp.), nor the best alien host, tree tobacco (*Nicotiana glauca*), were observed on the property or found by the botanical survey (Wood 2012).

ODONATA (Dragonflies, Damselflies)

No native Damselflies were observed on the property.

MEDICALLY IMPORTANT SPECIES

Centipedes, scorpions, black or brown widow spiders:

Centipedes were observed but scorpions, black or brown widow spiders are also likely. They typically hide in dry leaves, under dead wood or rocks. Surveyors, crews clearing debris, etc. should be alert for all these species which may pose a serious risk to some individuals. When moving stones or piled brush, wearing gloves, covered shoes, long sleeves, and long pants will greatly reduce the risk of accidental contact and bites [for example: pull socks up over pant cuffs to deter disturbed critters from crawling up pants; use cut off socks to slide over connect between gloves and long sleeve shirt cuff]. Supervisors should be aware of any allergy by employees. Some individuals can experience anaphylactic reactions to venom of any of the mentioned arthropods, not just bees. Please see *What Bit Me?* (Nishida and Tenorio 1993) for additional information.

⁴ Blackburn hawk moth is the official common name recognized by the HES Committee on Common Names of Insects (1990). Blackburn's sphinx moth has come into popular usage.

Medically Important Species-continued

HYMENOPTERA:

Anthophoridae

Carpenter bees (*Xylocopa sonorina*) were observed on the property. They favor dry, dead wood on site. The black carpenter bee females and golden males are easily seen. Carpenter bees carve out a short tube tunnel in soft wood (fence post, dry branches) as their home (Figure 10). They do not form colonies, but live individually. Carpenter bees are not a danger to people under normal circumstances, but if cornered can sting.



© Figure 10: Black female, golden male Carpenter bees; tunnel housing.

Apidae

Honey bees were noted on the property although the hive was not located. As in many wild locations in the islands, there are likely hidden, wild honey bee (*Apis mellifera*) colonies on the property. Dead trees with hollows are a favored location for a hive. If in clearing areas bees are encountered, a beekeeper should be contacted to remove the colony safely. Employees with an allergy to stings should inform their supervisor and carry their response kit at all times.

Vespidae

Common Paper Wasps (*Polistes* sp.) are on the property. This wasp favors dry, sheltered sites. These wasps are common throughout the lowlands and especially like to build their 'paper' nests under natural overhangs, including tree branches. (Figure 11). They are a danger to humans. They sting repeatedly as unlike honey bees they do not die when they sting. Nests are best destroyed at night when all wasps are on the paper nest. Destroying the nest during daylight hours will result in rebuilding when the wasps return later in the day. Protection should be worn and the task should not be attempted alone for safety backup.



Figure 11: Typical paper wasp nest

Medically Important Species-continued

LEPIDOPTERA

Stinging Nettle caterpillar (*Darna pallivitta*)

This introduced pest has spreading across the islands and reached Kaua'i in 2011. The adult responded to my light survey. DOA personnel inform me the level of infestation on Kaua'i has not been high (Conant 2018). Nevertheless, survey and crews clearing the area should be alert for the caterpillar which has numerous spines. The stinging spines may cause burning and itching sensations on the skin. Swelling and welts can last for several days, then a persistent rash may last for weeks. For any severe symptoms, especially breathing difficulty, seek medical help immediately. (DOA 2005, 2011)



Figure 12. Avoid contact with the spines of the Stinging Nettle caterpillar (HDA photo)

POTENTIAL IMPACTS

Potential Impacts on Native, Rare, Federally or State Listed Species

No federally or state listed endangered species was found in this survey. No anticipated actions related to the proposed project activity in the surveyed locations are expected to threaten an entire species.

General Recommendations for promotion and protection of native invertebrates

Landscape with native plants:

The 2012 botanical survey recommended landscaping with native plants as the project develops (Wood / David 2012). In addition to their beauty and the positive cultural and social values communicated by the use of native plants, these plants would provide habitat for native arthropods while creating a more interesting botanical area. Native plants will remain green and thus more fire resistant throughout the summer. Native plantings often have lower maintenance costs and water needs when chosen to match area needs. As native plants tend to reach a predictable height and foliage spread, well-chosen plantings usually mean less hedge trimming and weed whacking. In the areas to be left undeveloped or used to screen some areas or along roadways, native plants in a mixture of ground cover, shrub, and tree heights will slow run off, retain moisture and recharge aquifers while holding soil at low cost. The plantings can provide educational, visual, and aesthetic benefits to residents. Native insects and other creatures may use this refuge over time.

Native plants can be as convenient for mass plantings as the introduced plants commonly used to re-vegetate after new construction. A list of suppliers of native plants is available at <http://nativeplants.hawaii.edu/nursery/>

ACKNOWLEDGMENTS

Steven Lee Montgomery conducted all surveying and is responsible for all conclusions. Anita Manning assisted with database searches and contributed to preparation of this report.

Photos are by Anita Manning or Steven Montgomery unless otherwise attributed.

STANDARD NOMENCLATURE

Invertebrate names follow

Freshwater & Terrestrial Mollusk Checklist (HBS 2002b)

Common Names of Insects & Related Organisms (HES 1990)

Hawaiian Terrestrial Arthropod Checklist (HBS2002a; Nishida 2002)

Plant names follow

Manual of the Flowering Plants of Hawai'i (Wagner et al. 1999)

A Tropical Garden Flora (Staples and Herbst 2005)

Mammal names follow *Mammals in Hawai'i* (Tomich 1986).

Place name spelling follows *Place Names of Hawaii* (Pukui et al. 1976).

ABBREVIATIONS

asl above sea level

DLNR Department of Land and Natural Resources, State of Hawai'i

DOA Department of Agriculture, State of Hawai'i

DOFAW Division of Forestry and Wildlife

ESA Endangered Species Act of 1973, as amended.

HBS Hawai'i Biological Survey

n. new

sp. species

spp. more than one species

TMK Tax Map Key

USFWS United States Fish and Wildlife Service

GLOSSARY⁵

Adventive: organisms introduced to an area but not purposefully.

Alien: occurring in the locality it occupies ONLY with human assistance, accidental or purposeful; not native. Both Polynesian introductions (e.g., coconut) and post-1778 introductions (e.g., guava, goats, and sheep) are aliens.

Arthropod: insects and related invertebrates (e.g., spiders) having an external skeleton and jointed legs.

Diurnal: active in the daylight hours

Endangered: A species listed and protected under the Endangered Species Act of 1973, as amended.

Endemic: naturally occurring, without human transport, ONLY in the locality occupied. Hawaii has a high percentage of endemic plants and animals, some in very small microenvironments.

Indigenous: naturally occurring without human assistance in the locality it occupies; may also occur elsewhere, including outside the Hawaiian Islands. (e.g., Naupaka kahakai (*Scaevola sericea*) is the same plant in Hawai'i and throughout the Pacific).

Insects: arthropods with six legs, and bodies in 3 sections

Invertebrates: animals without backbones (insects, spiders, snails / slugs, shrimp)

Larva/larval: an immature stage of development in offspring of many types of animals.

Mollusk: invertebrates in the phylum Mollusca. Common representatives are snails, slugs, mussels, clams, oysters, squids, and octopuses.

Native: organism that originated in area where it lives without human assistance. May be indigenous or endemic.

Naturalized: an alien organism that, with time, yet without further human assisted releases or plantings, has become established in an area to which it is not native.

Nocturnal: active or most apparent at night.

Pupa: the stage between larva and adult in insects with complete metamorphosis, a non-feeding and inactive stage often inside a case

Purposefully introduced: an organism brought into an area for a specific purpose, for example, as a biological control agent.

⁵ Glossary based largely on definitions in *Biological Science: An Ecological Approach*, 7th ed., Kendall/Hunt Publishing Co., Dubuque, a high school text; on the glossary in *Manual of Flowering Plants of Hawai'i*, Vol.2, Wagner, et al., 1999, Bishop Museum Press, and other sources.

Polyphagous: eating many different types of food

Rare: threatened by extinction and low numbers.

Species: all individuals and populations of a particular type of organism, maintained by biological mechanisms that result in their breeding mostly with their kind.

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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 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 rentera 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 KAUI,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 with out working three jobs,that would be great to offer something to the regular families on KAUI 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 KAUI 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 forward.

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 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

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Thursday, October 4, 2018 9:26 AM
To: zimmermanstuart2013@icloud.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Stuart Zimmerman.pdf

Aloha Mr. Zimmerman,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: Stuart Zimmerman (zimvermanst2013@icloud.com)
Sent: Monday, June 18, 2013 1:24 PM
To: ptyc@hokuaelementary.com; tyo@doed.hawaii.gov
Cc: Zimmerman, Mahoua
Subject: Hokua Place DEIS

Peter Young,

State Land Use Commission

6/18/2013

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 Kulihi Highway and the Bypass other than a 1/4 mile lane on road A. The financial impacts of extra police, fire, and education personnel will borne by the public and not the developer which is a large problem.

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

Stuart Zimmerman

Everett Mosihana Zimmerman

Kapa'a

Stuart Zimmerman
office (808) 828-0058
mobile (808) 635-3440
ZimmermanStuart2013@icloud.com

Response, 10/01/2018:

Mr. Zimmerman,

The following addresses your concerns on KoKua Place.

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

The capacity of the Kapa'a Elementary School is 1,373, the Kapa'a Intermediate School capacity is 1,059, and the capacity for Kapa'a High School is 1,445 students. The excess capacity of the three schools are 571, 424, and 392 respectively. The DOE representative Heidi Meeker has indicated that the aforementioned schools have the capacity to accommodate student counts generated by this project.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

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.

Also, refer to Exhibit "C,1", an Agricultural Suitability Report conducted in June of 2018. 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. Basically, Kauai has an abundance of good agricultural lands. The problem with sustainable agriculture is the lack of farmers and workers.

Ron Agor

Mailed to
5620 Keapana Rd
Kapaa, HI 96746

PUBLIC COMMENTS: DEIS re. HOKUA PLACE, KAUAI

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

TO: uc@dot.hawaii.gov & info@hookuleana.com

I've waded through the dense almost 400 page DEIS, Volume 1 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 Volume 1 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 ail 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 (nor) 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, 9/01/2018:

Ms. Taylor,

The following is attempt to address the concerns you have expressed on HoKua Place,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road"A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily be 1600 new cars. People who live in the area already contribute to the current congestion that is experienced at times, As you pointed out, there are two, possibly 3 major projects that will be completed in the next 5 years. HoKua Place will provide housing for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from HoKua Place. This will be better than the alternate of them driving through town from the east and west to get to work. Please not that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town. Please read Section 5.1 of the 2nd DEIS.

Thank you for voicing your concerns,

Ron Agor

Mailed to
7173 Aina Pono Street
Kapaa, HI 96746



DO NOT APPROVE THE HOKUA PLACE DEVELOPMENT

beacottage 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 96746
808-822-0188

Response, 7/10/2017:

Ms. Townsend,

The follow are responses to you expressed concerns on HoKua Place.

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to first provide housing to those who live and work in Wailua-Kapaa area. People who live in the area already contribute to the current congestion that is experienced at times. As you may know, there are two, possibly 3 major projects that will be completed in the next 5 years. HoKua Place will provide housing for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from HoKua Place. This will be better than the alternate of them driving through town from the east and west to get to work. Please note that the Petitioner's survey of young people in the Wailua-Kapaa area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home and work in the area they grew up.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Thursday, October 4, 2018 9:36 AM
To: iamcarey.lt@gmail.com
Subject: FW: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Carey Tinsley.pdf

Aloha Ms. Tinsley,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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

Response10/01/2018:

Ms. Tinsley,

The following addresses your comments on HoKua Place.

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add 1500 new cars. People who live in the area already contribute to the current congestion that is experienced at times. As you pointed out, there are two, possibly 3 major projects that will be completed in the next 5 years. HoKua Place will provide housing for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from HoKua Place. This will be better than the alternate of them driving through town from the north and south to get to work.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up.

Thank you for voicing your concerns.

Ron Agor

NO RETURN ADDRESS OR EMAIL PROVIDED

Comments on the proposed Hokuia Place development in Kapa'a, submitted to:

Peter Young (developers): youngp@hokuiaplaceltd.com
State Land Use Commission: luc@dbedl.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 Hokuia 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 Hokuia 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 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 Hokuia 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,

The following addresses your comments on HoKua Place,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

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It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add 1500 new cars. People who live in the area already contribute to the current congestion that is experienced at times. As you pointed out, there are two, possibly 3 major projects that will be completed in the next 5 years. HoKua Place will provide housing for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from HoKua Place. This will be better than the alternate of them driving through town from the east and west to get to work.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town, The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Please note that the Petitioner's survey of young people in the Wailua-Kapaa area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up,

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 9:40 AM
To: tcsteinberg@yahoo.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Ted Steinberg.pdf

Aloha Mr. Steinberg,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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, 10/01/2018:

Mr. Steinberg,

The following addresses your comments on HoKua Place.

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information,

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Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 9:44 AM
To: riginsha@yahoo.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Heather Riggins.pdf

Aloha Ms. Riggins,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: Heather Riggins, riginsha@yahoo.com
Sent: Wednesday, June 17, 2015 12:56 PM
To: Peter Young@HokuaLeana.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 a least 2 families in each plus single family homes, you are talking about at minimum 1,432 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 find any 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 (I've still know for a while) and the west highway in the US. People live here because we are not like Oahu. Thanks from all for the same reason. The major complaint I hear from tourists is about the congestion at Kapa'a.

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

Mahalo.

Heather Riggins
Northshore

Response, 7/10/2017:

Ms. Riggins,

The following addresses your comments on HoKua Place.

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information,

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Please note that the Petitioner's survey of young people in the Wailua-Kapaa area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up.

Multi-family may include multi-floor building with several units within.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Thursday, October 4, 2018 9:47 AM
To: rockyriedel@gmail.com
Subject: Response to Hokuia Place DEIS 2015 Comment
Attachments: Q-A Rocky Riedel.pdf

Aloha Ms. Riedel,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

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

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

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

Response, 10/01/2018

Mr. Riedel,

The following is an attempt to address your comments on HoKua Place.

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add 1500 new cars. People who live in the area already contribute to the current congestion that is experienced at times. As you pointed out, there are two, possibly 3 major projects that will be completed in the next 5 years. HoKua Place will provide housing for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from HoKua Place. This will be better than the alternate of them driving through town from the east and west to get to work.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Please note that the Petitioner's survey of young people in the Wailua-Kapaa area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up.

Multi-family may include multi-floor building with several units within.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 9:53 AM
To: therhudes@hawaii.rr.com
Subject: FW: Response to Hokuia Place DEIS 2015 Comment
Attachments: Q-A Jean Rhude.pdf

Our apologies, the prior attachment is missing a portion of the response. Please refer to this attachment instead,

Thank you again for voicing your concerns,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 9:50 AM
To: therhudes@hawaii.rr.com
Subject: Response to Hokuia Place DEIS 2015 Comment

Aloha Ms. Rhude,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

Peter T Young

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

Dear Committee;

As you consider Hokuia 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, 10/01/2018
Ms. Rhude,
The following addresses your comments on Hokuia Place.
Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.
Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road"A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by Hokuia along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.
It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add 1500 new cars. People who live in the area already contribute to the current congestion that is experienced at times. As you pointed out, there are two, possibly 3 major projects that will be completed in the next 5 years. Hokuia Place will provide housing for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from Hokuia Place. There are discussions of having the Project and the hotels provide a shuttle for workers to and from their workplace. This will be better than the alternate of them driving through town from the north and south to get to work.
The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.
Please note that the Petitioner's survey of young people in the Wailua-Kapaa area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up.

Thank you for voicing your concerns,
Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 10:00 AM
To: paulunlimited@mac.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Paul Reynolds.pdf

Aloha Mr. Reynolds,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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, 10-01-2018:

Ms. Riedel,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

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The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up.

1

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 10:07 AM
To: allanjudy@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Allen Rachap.pdf

Aloha Mr. Rachap,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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

Allan Rachap
1714 Keonilua Pl.
Kapa'a HI 96756

Response, 10-01-2018:

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add 1500 new cars. People who live in the area already contribute to the current congestion that is experienced at times. As you pointed out, there are two, possibly 3 major projects that will be completed in the next 5 years. HoKua Place will provide housing for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from HoKua Place. This will be better than the alternate of them driving through town from the north and south to get to work.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 10:09 AM
To: laurelq@hawaiiintel.net
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Laurel Quarton.pdf

Aloha Ms. Quarton,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: laurel Quarton <laurelq@hawaiiintel.net>
Sent: Thursday, June 18, 2015 4:58 PM
To: info@hookulele.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, 10/01/2018:

Ms. Quarton,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add 1500 new cars. People who live in the area already contribute to the current congestion that is experienced at times. There are 3 major projects that will be completed in the next 5 years. HoKua Place will provide housing for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from HoKua Place. There is discussions of having the Project and the hotels providing shuttles for the worker to and from their workplace. This will be better than the alternate of them driving through town from the north and south to get to work.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 3:25 PM
To: sacreearth70@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Eve Powers.pdf

Aloha Ms. Powers,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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 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, 10/01/2018:
Ms. Powers,
Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.
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It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add much new cars. People who live in the area already contribute to the current congestion that is experienced at times.
The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5,1 of the 2nd DEIS.
Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up.
HoKua Place is committed to following the Kauai Affordable Housing policies. Homes will be available for all income brackets. Nearly 200 homes will be very affordable. Please refer to Pages 11-14 of Volume I, 2nd DEIS,
Thank you for voicing your concerns,
Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 10:11 AM
To: nectargardenskauai@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Scott Pomeroy.pdf

Aloha Mr. Pomeroy,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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, 10/01/2018:
Mr. Pomeroy,
Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.
Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road"A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.
It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add much new cars. People who live in the area already contribute to the current congestion that is experienced at times.
Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic should not prevent our young families from pursuing a good life, liberty and happiness.
The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5,1 of the 2nd DEIS.

Thank you for voicing your concerns,
Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com >
Sent: Thursday, October 4, 2018 10:14 AM
To: ashlypoblacion@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Ashly Poblacion.pdf

Aloha Ms. Poblacion,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: Ashly Poblacion <ashlypoblacion@gmail.com >
Sent: Thursday, June 04, 2015 12:36 PM
To: luc@dbeckt.hawaii.gov; info@hookuiciana.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, 10/01/2018:

Dear Ashly,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add much new cars. People who live in the area already contribute to the current congestion that is experienced at times.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic should not prevent our young families from pursuing a good life, liberty and happiness,

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 10:16 AM
To: elphaba43@yahoo.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Celia Carlin.pdf

Aloha Ms. Carlin,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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: "iuc@dbedt.hawaii.gov" <iuc@dbedt.hawaii.gov>; "info@hookuleana.com" <info@hookuleana.com>
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, 10/01/2018:

Ms. Pickard,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapa'a area so the traffic will not necessarily add much new cars. People who live in the area already contribute to the current congestion that is experienced at times.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic should not prevent our young families from pursuing a good life, liberty and happiness.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

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 Kauai 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/RZ2P2xVTsV4>

Respectfully,

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

Response, 10/01/2018:

Bill and Susan Peterson,

Please refer to our response to your June 10, 2015 comments.

Thank you for voicing your concerns,

Ron Agor

1

Peter T Young

From: seabillpeterson@hawaii.rr.com
Sent: Thursday, May 28, 2015 12:16 PM
To: luc@dbedt.hawaii.gov
Subject: 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 recently 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 85 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 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 Oloheua Road before the design year of this project." (paragraph 3, page 124, DEIS)

As 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 federally 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/RZ2F2vVTsVI>

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, 10/01/2018:

Bill and Susan Peterson,

Please refer to our response to your June 10, 2015 comments.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 10:21 AM
To: losterer@hotmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A L Osterer.pdf

Aloha Ms. Osterer,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Response, 10/01/2018:

Ms. Osterer,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road"A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

Peter T Young

From: L Osterer <losterer@hotmail.com>
Sent: Sunday, June 21, 2015 3:01 PM
To: lur@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.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add 1500 new cars. People who live in the area already contribute to the current congestion that is experienced at times. As you pointed out, there are 3 major projects that will be completed in the next 5 years. HoKua Place will provide housing for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from HoKua Place. There is discussion about the Project and the upcoming major projects providing a shuttle for workers to and from their place of work. This will be better than the alternate of them driving through town from the north and south to get to work.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

HoKua Place will not be burdensome on sewer, water, schools, fire and police services. Please refer to Chapter 4 of Volume I, 2nd DEIS.

543

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Thursday, October 4, 2018 10:25 AM
To: moloaagirl@hawaiiintel.net
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Caroline Okasako.pdf

Aloha Ms. Okasako,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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1

Peter T Young

From: Caroline Okasako [moloaagirl@hawaiiintel.net]
Sent: Wednesday, June 24, 2015 9:50 AM
To: info@hookuleana.com, uc@dbedthawaii.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, 10/01/2018:

Ms. Okasako,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add 800 new cars. People who live in the area already contribute to the current congestion that is experienced at times.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Thank you for voicing your concerns,

Ron Agor

1

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 10:26 AM
To: mmulhall@hawaii.rr.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Mary Mulhall.pdf

Aloha Ms. Mulhall,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Response, 10/01/2018:

Ms. Mulhall,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information,

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add substantial amounts of new cars. People who live in the area already contribute to the current congestion that is experienced at times.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

HoKua Place will have walking and bicycle paths intergrated with Kapa'a Town's future paths. The paths will extend to the Middle School. You can be assured that the project will be designed with our children's safety in mind.

HoKua Place will not be burdensome on sewer, water, schools, fire and police services. Please refer to Chapter 4 of Volume I, 2nd DEIS.

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 hat 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 Kuamea 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.
Olohena 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.
Olohena 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

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Thursday, October 4, 2018 10:28 AM
To: anaholabon@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Bonnie Morris.pdf

Aloha Ms. Morris,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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1

Peter T Young

From: Bonnie <anaholabon@gmail.com>
Sent: Thursday, June 18, 2015 3:27 PM
To: info@hookualeana.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 Kua'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, 10/01/2018:

Ms. Morris,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add substantial amounts of new cars. People who live in the area already contribute to the current congestion that is experienced at times.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Thank you for voicing your concerns,

Ron Agor

581

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 10:31 AM
To: burnitbro@yahoo.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Jess Montgomery.pdf

Aloha Ms. Montgomery,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: Jess Montgomery [burnitbro@hokua.com]
Sent: Monday, June 18, 2018 8:31 AM
Subject: Hokua Place etc.

To: Wham I: Mav Dunham

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

It is unworkable for the Land Use Commission, Planning under Building Department to even consider allowing any of these projects without a reasonable and realistic plan for expanding Kuaia Highway to 4 lanes between the south end of the Kapa'a bypass and the Wailua River Bridge. Indeed, the state should be allowed to build a four-lane highway by widening the corridor 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 Kapa'a-based contractors/workers. That is the only way that, in a time 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, 10/01/2018:

Ms. Montgomery,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road"A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add substantial amounts of new cars. People who live in the area already contribute to the current congestion that is experienced at times.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town, The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

It is the intent of the Petitioner to hire local contractors for the build-out.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com >
Sent: Thursday, October 4, 2018 10:33 AM
To: kauaimuse@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Richard Diamond.pdf

Aloha Mr. Moll,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Response, 10/10/2018:

Mr. Moll,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

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Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

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HoKua Place will provide a healthy and quality way of life for its residents. It will be a walkable and bicycable community. Opportunities for businesses to grow in town to service residents and employment opportunities for the residents will be available.

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@hokua.place.com; luc@ddcdt.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 Kuhie 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

1

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Thursday, October 4, 2018 10:38 AM
To: glennruth2030@gmail.com
Subject:
Attachments: Q-A Glenn Mickens.pdf

We apologize, the prior attachment did not include the second response to your additional concern. Please refer to this attachment for both response to your concerns,

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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From: Sara Jehn <sara@agorjehnarch.com>
Sent: Thursday, October 4, 2018 10:35 AM
To: glennruth2030@gmail.com
Subject: Response to Hokuia Place DEIS 2015 Comment

Aloha Mr. Mickens,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

2

Peter T Young

From: Glenn Mickens [mailto:glennruth2030@gmail.com]
Sent: Tuesday, June 25, 2015 2:04 PM
To: info@hokuaia.com
Subject: Traffic and infrastructure

Until new roads and side 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 and based, central HI 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 BEING UNTIL INFRASTRUCTURE IS FIRST PUT IN PLACE.

GLENN MICKENS
3520 KINI PLACE
KAPAA, HI 96746

2015 600X

Response, 10/10/2018:

Mr. Mickens,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add substantial amounts of new cars. People who live in the area already contribute to the current congestion that is experienced at times.

Please note that the Petitioner's survey of young people in the Wailua-Kapaa area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

The Petitioner's intent is to provide housing for all income brackets and is not focused on only affordable housing for the lower income brackets.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

HoKua Place will provide a healthy and quality way of life for its residents. It will be a walkable and bicycable community. Opportunities for businesses to grow in town to service residents and employment opportunities for the residents will be available.

Thank you for voicing your concerns,

Ron Agor

1

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 projec: 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, 10/10/2018:

Mr. Mickens,

Please refer to our response to your June 23, 2015 comments.

Thank you for voicing your concerns,

Ron Agor

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Thursday, October 4, 2018 10:40 AM
To: halawaihale42@hawaii.rr.com
Subject: Response to Hokuia Place DEIS 2015 Comment
Attachments: Q-A Joni Benton.pdf

Aloha Ms. Lesser-Benton,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

Response, 10/10/2018:

Ms. Lesser-Benton,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information,

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It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add substantial amounts of new cars. People who live in the area already contribute to the current congestion that is experienced at times.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness,

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

HoKua Place will provide a healthy and quality way of life for it's residents. It will be a walkable and bicycable community. Opportunities for businesses to grow in town to service residents and employment opportunities for the residents will be available.

HoKua Place will not be burdensome on sewer, water, schools, fire and police services. Please refer to Chapter 4 of Volume I, 2nd DEIS.

Please note that without developers, you most likely not have a home on Kauai. Developers do developments because that is what they do, that is what their monies are earmarked for. With increasing government regulations and increase resistance by some people, developer's profit margins are minimal these days. But they continue to develop because that's what they do. They also take pride in providing good living and working environments for us.

Thank you for voicing your concerns,

Ron Agor

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]

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 10:43 AM
To: k2yogafitness@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Karen Kenny.pdf

Aloha Ms. Kenny,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: Karen Kenny <k2yogafitness@gmail.com>
Sent: Sunday, June 07, 2015 11:20 AM
To: info@hockuleana.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, 10/10/2018:

Ms. Kenny,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

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Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

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Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 10:45 AM
To: abi@aloha.net
Subject: Response to Hokuia Place DEIS 2015 Comment
Attachments: Q-A Abilgail Jones.pdf

Aloha Ms. Jones,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Response, 10/10/2018:

Ms. Jones,

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1

Peter T Young

From: abi <ABI@ALCHA.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 Allen and his Mainland investors, and add 1600 cars and 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, moratorium on building in the most congested 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 and it's people!

Much Aloha,
Abilgail Jones

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area so the traffic will not necessarily add substantial amounts of new cars. People who live in the area already contribute to the current congestion that is experienced at times.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving (less cars). Please read Section 5.1 of the 2nd DEIS.

HoKua Place will not be burdensome on sewer, water, schools, fire and police services. Please refer to Chapter 4 of Volume I, 2nd DEIS.

Also, refer to Exhibit "C.1", an Agricultural Suitability Report conducted in June of 2018.

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. Basically, Kauai has an abundance of good agricultural lands. The problem with sustainable agriculture is the lack of farmers and workers.

Thank you for voicing your concerns,

Ron Agor

553

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 10:49 AM
To: pennylynnwendel@msn.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Penny Heiple.pdf

Aloha Ms. Heiple,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: Penny Heiple <pennylynnwendel@msn.com>
Sent: Saturday, June 20, 2015 12:22 PM
To: info@hookulsana.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 it's current agricultural designation until the proper infrastructure is in place prior to development.

Sincerely,

Penny Heiple
Kalaheo, HI

Response, 10/10/2018:

Ms. Heiple,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road"A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

Also, refer to Exhibit "C.1", an Agricultural Suitability Report conducted in June of 2018.

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. Basically, Kauai has an abundance of good agricultural lands. The problem with sustainable agriculture is the lack of farmers and workers.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

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Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Thursday, October 4, 2018 10:52 AM
To: esti@bobstropicals.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Esti Grinpas.pdf

Aloha Ms. Grinpas,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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1

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
808.373.6025
esti@bob-tropicals.com
www.bobs-tropicals.com

Response, 10/10/2018:

Ms. Grinpas,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

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Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

Thank you for voicing your concerns,

Ron Agor

1

591

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com >
Sent: Thursday, October 4, 2018 10:55 AM
To: shinyhappyislandgrl@yahoo.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Rebecca Gorsline.pdf

Aloha Ms. Gorsline,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the week to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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, 10/10/2018:

Ms. Gorsline,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

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Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up. While we sit in congested traffic at times, we must still do all we can to provide housing for our young families. The way to prosperity for young families is to have their home equity work for them as soon as possible. Congested traffic (at times) should not deny our young families from pursuing a good life, liberty and happiness.

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Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Thursday, October 4, 2018 2:07 PM
To: sharonmokihana@gmail.com
Subject: Response to Hokuia Place DEIS 2015 Comment
Attachments: Q-A Sharon Goodwin.pdf

Aloha Ms. Goodwin,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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

Response, 10/01/2018:

Ms. Goodwin,

Please note that a "Second Draft Environmental Impact Assessment 2nd DEIS" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 (Exhibit "H") for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road"A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area. People who live in the area already contribute to the current congestion that is experienced at times.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town, The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc, The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Thursday, October 4, 2018 2:10 PM
To: montessorihale@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Noreen Dougherty.pdf

Aloha Ms. Dougherty,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

Subject: P.W. letter

Noreen Dougherty
P.O. Box 685
Kapaa, Hawaii 96746

Noreen Dougherty
P.O. Box 685
Kapaa, Hawaii 96746

June 21, 2015

State Land Use Development

I discuss 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 is obvious, 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-Kapaa area for almost 60 years, I have seen it all. 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. Roadside that were once in place are long gone. There are areas where there are no signs, indicating a road that is a main road, or a multi-lane road. 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 "bowl of pins" along Kuhio Highway.

It is only lately in the last year or so, that I have seen many drivers stuck in a line or even knowing they will not get to a time in time to do their very important business, so we see them give up and call a U-turn in despair. I take last month I did exactly that. I was on Kuhio Highway, and once on the Bypass. As I turned around heading back to the road about, from a dead stop on the bypass, I thought "Well, at least I can go to the bars here in Kapaa". When I got back to the stand alone and got some Kuhio Hwy I realized the traffic was not moving well enough to even accomplish that. This is an OK.

We need stop developing until all necessary related concerns have been addressed. Stop putting the cart before the horse. Kauai needs to formulate reasonable, viable, 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) 23-0619

Response, 10/01/2018:

Ms. Dougherty,

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Ron Agor

Group 3 - Responses to Comments on Community Related Concerns

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 11:36 AM
To: jxenofos@yahoo.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Judy Xenofos.pdf

Aloha Ms. Xenofos,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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, 10/01/2018:

Dear Judy Xenofos,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

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The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in.

Exhibit "C,1" Agricultural Suitability Report states what most people in the agricultural business have known for some time now. That is, Kaua'i has an abundance of agricultural lands to sustain our island. The problem is the lack of farmers and the lack of farm workers. The economics for farming just does not work. The comfortable fact is that should Kaua'i be forced to grow its own food due to some national economic disaster, we do have an abundance of agricultural lands to sustain ourselves. The County of Kauai Important Agriculture Lands Study of 2015 supports the attached Agricultural Suitability Report.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 11:38 AM
To: cwelti@gmail.com
Subject: Response to Hokuia Place DEIS 2015 Comment
Attachments: Q-3 Cynthia Welti.pdf

Aloha Ms. Welti,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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 Hokuia Place

Dear Mr Young,

We have read the extensive Draft Environmental Impact Statement for Hokuia 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, 10/01/2018:

Dear Bruce and Cynthia Welti,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Please note that the Petitioner's survey of young people in the Wailua-Kapaa area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about young families please.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapaa Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapaa Town's future paths, etc. The project is intended to help preserve the rural character of Kapaa town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 12:23 PM
To: valerieweiss31@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Valerie Weiss.pdf

Aloha Ms. Weiss,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: Valerie Weiss <valerieweiss31@gmail.com>
Sent: Friday, May 22, 2015 11:28 AM
To: iuc@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 759 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,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 11:42 AM
To: elaloha@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Elli Ward.pdf

Aloha Ms. Ward,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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
Kilauea (808-651-5618)

Response, 10/01/2018:

Dear David and Elli,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

Hokua Place addresses and will help our water system and waste water system. The Petitioner will be providing a well to serve water for the Project and further proposes to contribute to the County water system. They will also be contributing to the upgrade of the waste water system to handle the project and future developments.

Exhibit "C,1" Agricultural Suitability Report states what most people in the agricultural business have known for some time now. That is, Kaua'i has an abundance of agricultural lands to sustain our island. The problem is the lack of farmers and the lack of farm workers. The economics for farming just does not work. The comfortable fact is that should Kaua'i be forced to grow its own food due to some national economic disaster, we do have an abundance of agricultural lands to sustain ourselves. The County of Kauai Important Agriculture Lands Study of 2015 supports the attached Agricultural Suitability Report.

Thank you for voicing your concerns,

Ron Agor

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 11:45 AM
To: bartwalton@hotmail.com
Subject: Response to Hokuia Place DEIS 2015 Comment
Attachments: Q-3 Bart Walton.pdf

Aloha Mr. Walton,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Basically, at times there will be real heavy traffic, however, this project will have a positive impact to the traffic in the area. The additional Road "A" and a round-a-bout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by HoKua along the roadway boundary of the project. Should this project be approved, the Bypass Road will be dedicated to the State for continued use in the long future.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle, I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

HoKua Place addresses and will help our water system and waste water system. The Petitioner will be providing a well to serve water for the Project and further proposes to contribute to the County water system. They will also be contributing to the upgrade of the waste water system to handle the project and future developments. You can be assured that the final design will address on-site retention of rain run-off generated by the Project.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Businesses are expected to be positively impacted by HoKua Place. The residents can walk bicycle into town. HoKua Place will bring new business to Kapa'a Town to service the needs of residents who are within walking distances,

Section 5.1, Volume I of this 2nd DEIS addresses the Goals of the General Plan. HoKua Place will contribute to "A Sustainable Island", protect the "Unique and Beautiful Place", contribute to a "Healthy and Resilient People", and contribute to "An Equitable Place with Opportunity for All".

Thank you for voicing your concerns,

Ron Agor

From: Bart Walton [bartwalton@hotmail.com]
Sent: Thursday, May 14, 2015 2:14 PM
To: luc@bedhawaii.gov
Cc: info@hokukapaa.com
Subject: Hokuia Place Development

Dear Land Use Commission,

As a full time resident of Kauai, I am very concerned about the proposed Hokuia 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 5:30 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 Hokuia 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 Hokuia 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 the buses can leave. During this time, the whole Hokuia development will be essentially unable to get in or out.

The Kapaa Bypass road is not going to be sufficient to solve 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 stunted 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, Hokuia Place should not be approved until ALL the impacts on our community can be thoroughly addressed.

Thank you for considering our concerns.

Bart and Anne Walton
Response, 7/10/2017:

Bart and Anne Walton,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 11:48 AM
To: mailemichiko@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Maile Walters.pdf

Aloha Ms. Walters,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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, 10/01/2018:

Ms, Walters,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

Hokua Place is committed to develop housing in accordance with the Kaua'i Housing Policy Ordinance 860. It is the mission of the Petitioner to provide housing for people in all income categories,

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 11:51 AM
To: Robbwall@aol.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Robb Wall.pdf

Aloha Mr. Wall

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Response, 10/01/2018:

Mr. Wall,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

The lots you are referring to are available because they have inflated sales prices.

HoKua Place will be a well designed, walkable, bicyclable community within a 10 minute walking distance to Kapa'a Town. Businesses will be positively impacted by the nearby population of the Project. New businesses will move into Kapa'a Town to service residents of HoKua Place. The Petitioner is looking to profit from the Project, but the main mission is to provide housing for Kapa'a at all income categories. HoKua Place will be profitable for its residence and nearby businesses as well.

Please note that the Petitioner at one time had the property virtually approved for an ag subdivision. At that time, the former planning director met with the Petitioner and asked that the land be used to provide housing for the Kapa'a-Wailua area. The request included providing affordable housing in accordance with the County Housing Policy. Greg Allen thought about it and decided to forego the potentially profitable ag subdivision and committed to the planning director's request.

1

Please refer to the updated Traffic Impact Analysis Report from May 2017 for your traffic concerns and the solutions proposed. Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

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; gabrieli.aires@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

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 11:53 AM
To: jwskatz@yahoo.com
Subject: Response to Hokuia Place DEIS 2015 Comment
Attachments: Q-3 Jill W.pdf

Aloha Ms. Jill W,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

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

You've just received a new submission to your [Hokuia 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,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

The Department of Education (Heidi Meeker) accepted the information about the Kapa'a Elementary, Kapa'a Middle, and Kapa'a High schools having an excess capacity of 1,387 students collectively.

Please refer to the updated Traffic Impact Analysis Report dated May 2017 for your traffic concerns and the solutions proposed. This TIAR has addressed the State DOT and the County PW department's comments. It also describes the North-South circulation plan for the area. A note, there is discussions of having the project association providing a shuttle bus from the project to Kapa'a town,

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

The General Plan discusses the preservation of the rural characteristics of our community, HoKua Place is intended to be designed to offer a healthy lifestyle. The project is substantially within a 10-minute walk to Kapa'a Town. It entails walking/bicycle paths that will be integrated in future town paths. The Project is a proposed to be a walkable/bicyclable community to minimize driving. The Petitioner has been having dialogue with The Kauai Bus about offering one bus pass for each housing unit to encourage members of each unit to use the bus. Diversified housing units will provide homes for all people. The increase in housing units adjacent to Kapa'a Town provides economic opportunities to the businesses and residents. HoKua Place contributes to the preservation of Kapa'a rural character.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 11:57 AM
To: taylork021@hawaii.rr.com
Subject: Response to Hokuia Place DEIS 2015 Comment
Attachments: Q-3 Ken Taylor.pdf

Aloha Mr. Taylor,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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 Hokuia 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@hokuleana.com

4 pages

Thank You

Ken Taylor

taylor021@hawaii.rr.com

Response, 10/01/2018:

Mr. Taylor,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report dated May 2017 for your traffic concerns and the solutions proposed. This TIAR has addressed the State DOT and the County PW department's comments. It also describes the North-South circulation plan for the area. There is a discussion about having the project association providing a shuttle service from the project to Kapa'a Town.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

Chapter 3 of the 2nd DEIS states the Environmental Impact Statement Alternative.

Page 94 of the 2nd DEIS has a preliminary drainage plan with detention basins to be incorporated in the final drainage design. Run-Offs in the detention basins will be used for landscape irrigation.

The General Plan developed "Visions" and "Goals" to guide Kauai in future developments. Goal # 1 specifically states that "Sustainability means growing responsibility to meet the needs of current and future generations without depleting important resources".

HoKua Place provides opportunity for housing for all people as they aspire for a better life. The need for housing is very current. The Project will substantially address the current need for housing in the area. The development will not deplete our important resources. HoKua Place is designated as "Neighborhood General" in the General Plan. It is substantially within a 10 minute walking distance to Kapa'a Town. It's close proximity to Kapa'a Town offers opportunity for town businesses to grow and provide economic opportunities for the businesses as well as the residents of the project. Phase I of HoKua Place offers agricultural lots that will offer opportunities for local food production. In anticipation of this Project, Phase I has an existing 1.8 MW solar voltaic system that is contributing to clean energy. Thus, HoKua Place contributes to Goal # 1 of the General Plan, a Sustainable Island.

HoKua Place will be contributing to the upgrade of the existing wastewater facility to handle the Project and future growth in the area. The Project has a tested water well capable of supplying more water for the project than required. The Petitioner is currently in discussion with the County DOW about having the well dedicated to the County for the general public use.

The ADA design for the HoKua Place will be done during the final design of the subdivision.

HoKua Place is intended to be designed to offer a healthy lifestyle. The project is substantially within a 10-minute walk to Kapa'a Town. It entails walking/bicycle paths that will be integrated in future town paths. The Project is a proposed to be a walkable/bicyclable community to minimize driving. The Petitioner has been having dialogue with The Kauai Bus about offering one bus pass for each housing unit to encourage members of each unit to use the bus. Diversified housing units will provide homes for all people. The increase in housing units adjacent to Kapa'a Town provides economic opportunities to the businesses and residents. HoKua Place contributes to Goal #3, a Healthy and Resilient People.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com >
Sent: Friday, October 5, 2018 11:59 AM
To: isobel148@gmail.com
Subject: Response to Hokuia Place DEIS 2015 Comment
Attachments: Q-3 Isobel Storch.pdf

Aloha Ms. Storch,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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 Oloheua Road. As such I will be directly impacted by the proposal to open an entrance onto Oloheua 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 Oloheua Road from Hokuia 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 Kauai 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

Response, 10/01/2018:

Ms. Storch,

Please refer to the updated Traffic Impact Analysis Report dated May 2017 for your traffic concerns and the solutions proposed. This TIAR has addressed the State DOT and the County PW department's comments. It also describes the North-South circulation plan for the area. There is a discussion about having the project association providing a shuttle service from the project to Kapa'a Town.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

Exhibit "C,1" Agricultural Suitability Report states what most people in the agricultural business have known for some time now. That is, Kauai has an abundance of agricultural lands to sustain our island. The problem is the lack of farmers and the lack of farm workers. The economics for farming just does not work. The comfortable fact is that should Kauai be forced to grow its own food due to some national economic disaster, we do have an abundance of agricultural lands to sustain ourselves. The County of Kauai Important Agriculture Lands Study of 2015 supports the attached Agricultural Suitability Report.

Ms. Storch, I applaud your and your family's determination and fortitude to continuing farming. It is not an easy task

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 12:01 PM
To: oz77@hawaiiintel.net
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Robert Rowny.pdf

Aloha Mr Rowny,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: Robert Rowny <oz77@hawaiiintel.net>
Sent: Thursday, June 04, 2015 9:04 AM
To: luc@dbedt.hawaii.gov; info@hco.kuleana.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, 10/01/2018:

Mr. Rowny,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report dated May 2017 for your traffic concerns and the solutions proposed. This TIAR has addressed the State DOT and the County PW department's comments. It also describes the North-South circulation plan for the area. There is a discussion about having the project association providing a shuttle service from the project to Kapa'a Town.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle, I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

The 2nd DEIS adequately addresses the concern of infrastructure.

The General Plan developed "Visions" and "Goals" to guide Kauai in future developments, Goal # 1 specifically states that "Sustainability means growing responsibility to meet the needs of current and future generations without depleting important resources".

Hokua Place provides opportunity for housing for all people as they aspire for a better life. The need for housing is very current. The Project will substantially address the current need for housing in the area. The development will not deplete our important resources. Hokua Place is designated as "Neighborhood General" in the General Plan. It is substantially within a 10 minute walking distance to Kapa'a Town. Its close proximity to Kapa'a Town offers opportunity for town businesses to grow and provide economic opportunities for the businesses as well as the residents of the project. Phase I of Hokua Place offers agricultural lots that will offer opportunities for local food production. In anticipation of this Project, Phase I has an existing 1.8 MW solar voltaic system that is contributing to clean energy. Thus, Hokua Place contributes to Goal # 1 of the General Plan, a Sustainable Island.

Hokua Place will be contributing to the upgrade of the existing wastewater facility to handle the Project and future growth in the area. The Project has a tested water well capable of supplying more water for the project than required. The Petitioner is currently in discussion with the County DOW about having the well dedicated to the County for the general public use.

Hokua Place is intended to be designed to offer a healthy lifestyle. The project is substantially within a 10-minute walk to Kapa'a Town. It entails walking/bicycle paths that will be integrated in future town paths. The Project is proposed to be a walkable/bicyclable community to minimize driving. The Petitioner has been having dialogue with The Kauai Bus about offering one bus pass for each housing unit to encourage members of each unit to use the bus... Diversified housing units will provide homes for all people. The increase in housing units adjacent to Kapa'a Town provides economic opportunities to the businesses and residents.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 12:03 PM
To: sdaver1@mac.com
Subject: Response to Hokuia Place DEIS 2015 Comment
Attachments: Q-3 David Rosenberg.pdf

Aloha Mr. Rosenberg,

The attached response addresses your concerns about Hokuia Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
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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@hookeleana.com
Subject: Hokuia Place Development

Dear Land Use Commission,

As a full time resident of Kauai, I am very concerned about the proposed Hokuia 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 Hokuia Place proposal, the proposed new development at Coco Palms, Coconut Beach resort and Coconut Plantation, it's expected that an additional 1800 vehicles will be added to the traffic load along the Kapaa/Wailua corridor. Has anyone considered how this is going to work in light of the current gridlock that already exists in Kapaa from 10:00 A.M. to 6:30 P.M. every day?

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

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

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

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

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

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

Other problems that concern me are:

a. **Environmental impacts** on storm drainage, land fill and recycling centers, as well as the impact on the land from sewage and septic systems.

b. **Impact on Retail Business** - Already the traffic is so bad that many people are avoiding Kapaa retail businesses and finding ways to do their shopping on-line, or on other parts of the Island.

c. **Impact on Quality of Life and Tourism** - The main reasons people want to visit our Island is to enjoy the rural lifestyle and to get away from the stress of urban living. Already in parts of the Island, we have ruined this benefit. What effect do you think it has on vacationers who come here and find they have to spend an hour in traffic just to buy groceries?? Are we going to continue down this path until Kauai is simply no longer a pleasant place to live and visit?

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

Thank you for considering my comments.

Dave Rosenberg

Response, 10/01/2018:

Mr. Rosenberg,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

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Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

Page 94 of the 2nd DEIS has a preliminary drainage plan with detention basins to be incorporated in the final drainage design. Run-Offs in the detention basins will be used for landscape irrigation,

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The Project has a tested water well capable of supplying more water for the project than required. The Petitioner is currently in discussion with the County DOW about having the well dedicated to the County for the general public use.

The ADA design for the HoKua Place will be done during the final design of the subdivision.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 12:08 PM
To: karen@landofmist.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Karen Mavec.pdf

Aloha Ms. Mavec,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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 Waialua 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 2002 are adequate. How valid is that?

I travel from my home down Oloheua 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 Waialua 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 at the Waialua 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 total closure that goes on due to water running off" from NonNun 34:

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 34.1 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 \$750,000 to \$950,000 range with projected prices as noted in 2015 dollar."

Who can afford that?? My son average Kaulaian 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!

Arona Karen Mavec

Wailua resident

Response, 10/01/2018:

Ms. Mavec,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report dated May 2017 for your traffic concerns and the solutions proposed. This TIAR has addressed the State DOT and the County PW department's comments. There is a discussion about having the project association providing a shuttle service from the project to Kapa'a Town.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

Page 94 of the 2nd DEIS has a preliminary drainage plan with detention basins to be incorporated in the final drainage design. Run-Offs in the detention basins will be used for landscape irrigation.

The General Plan developed "Visions" and "Goals" to guide Kauai in future developments. Goal # 1 specifically states that "Sustainability means growing responsibility to meet the needs of current and future generations without depleting important resources".

HoKua Place provides opportunity for housing for all people as they aspire for a better life. The need for housing is very current. The Project will substantially address the current need for housing in the area. The development will not deplete our important resources. HoKua Place is designated as "Neighborhood General" in the General Plan. It is substantially within a 10 minute walking distance to Kapa'a Town. Its close proximity to Kapa'a Town offers opportunity for town businesses to grow and provide economic opportunities for the businesses as well as the residents of the project, Phase I of HoKua Place offers agricultural lots that will offer opportunities for local food production. In anticipation of this Project, Phase I has an existing 1.8 MW solar voltaic system that is contributing to clean energy. Thus, HoKua Place contributes to Goal # 1 of the General Plan, a Sustainable Island.

HoKua Place is intended to be designed to offer a healthy lifestyle. The project is substantially within a 10-minute walk to Kapa'a Town. It entails walking/bicycle paths that will be integrated in future town paths. The Project is a proposed to be a walkable/bicyclable community to minimize driving. The Petitioner has been having dialogue with The Kauai Bus about offering one bus pass for each housing unit to encourage members of each unit to use the bus. Discussions are also taking place on having the project association provide a shuttle to Kapa'a Town. Diversified housing units will provide homes for all people in all income levels. The increase in housing units adjacent to Kapa'a Town provides economic opportunities to the businesses and residents.

HoKua Place will be contributing to the upgrade of the existing wastewater facility to handle the Project and future growth in the area.

The Project has a tested water well capable of supplying more water for the project than required, The Petitioner is currently in discussion with the County DOW about having the well dedicated to the County for the general public use.

The ADA design for the HoKua Place will be done during the final design of the subdivision.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 12:09 PM
To: wailuat@hawaiiintel.net
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Lynn.pdf

Aloha Ms. Lynn,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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: wailuat@hawaiiintel.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 rite 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, 10/01/2018:

Lynn,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report dated May 2017 for your traffic concerns and the solutions proposed. This TIA has addressed the State DOT and the County PW department's comments. It also describes the North-South circulation plan for the area. There is a discussion about having the project association providing a shuttle service from the project to Kapa'a Town.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

The 2nd DEIS adequately addresses the concern of infrastructure.

The General Plan developed "Visions" and "Goals" to guide Kauai in future developments. Goal # 1 specifically states that "Sustainability means growing responsibility to meet the needs of current and future generations without depleting important resources".

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HoKua Place is intended to be designed to offer a healthy lifestyle. The project is substantially within a 10-minute walk to Kapa'a Town. It entails walking/bicycle paths that will be integrated in future town paths. The Project is a proposed to be a walkable/bicyclable community to minimize driving. The Petitioner has been having dialogue with The Kauai Bus about offering one bus pass for each housing unit to encourage members of each unit to use the bus. Diversified housing units will provide homes for all people in all income categories. The increase in housing units adjacent to Kapa'a Town provides economic opportunities to the businesses and residents.

HoKua Place will be contributing to the upgrade of the existing wastewater facility to handle the Project and future growth in the area.

The Project has a tested water well capable of supplying more water for the project than required. The Petitioner is currently in discussion with the County DOW about having the well dedicated to the County for the general public use.

Thank you for voicing your concerns.

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 12:11 PM
To: joanlevy47@icloud.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Joan Levy.pdf

Aloha Ms. Levy,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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: bbblevy@thegardenisland.com; Mayor@kauai.gov; KauaiCountyCouncil; nwilliams@kauai.gov; lucie@dbodt.hawaii.gov; info@bookuleana.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, 10/01/2018:

Ms. Levy,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

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Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

The 2nd DEIS adequately addresses the concern of infrastructure.

The General Plan developed "Visions" and "Goals" to guide Kauai in future developments. Goal # 1 specifically states that "Sustainability means growing responsibility to meet the needs of current and future generations without depleting important resources".

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HoKua Place will be contributing to the upgrade of the existing wastewater facility to handle the Project and future growth in the area.

The Project has a tested water well capable of supplying more water for the project than required. The Petitioner is currently in discussion with the County DOW about having the well dedicated to the County for the general public use.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 12:13 PM
To: kenxxden@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Ken Jopling.pdf

Aloha Mr. Jopling,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: Ken Jopling <kenxxden@gmail.com>
Sent: Sunday, June 21, 2015 7:23 PM
To: info@hokuleana.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 rezoned for residential purposes.

Ken Jopling, RN, BSN
Support Your Health

Response, 7/10/2017:

Mr. Jopling,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report dated May 2017 for your traffic concerns and the solutions proposed. This TIAR has addressed the State DOT and the County PW department's comments. It also describes the North-South circulation plan for the area. There is a discussion about having the project association providing a shuttle service from the project to Kapa'a Town.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

Exhibit "C.1" Agricultural Suitability Report states what most people in the agricultural business have known for some time now. That is, Kaua'i has an abundance of agricultural lands to sustain our island. The problem is the lack of farmers and the lack of farm workers. The economics for farming just does not work. The comfortable fact is that should Kaua'i be forced to grow its own food due to some national economic disaster, we do have an abundance of agricultural lands to sustain ourselves. The County of Kauai Important Agriculture Lands Study of 2015 supports the attached Agricultural Suitability Report.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 12:15 PM
To: 2da1wahine@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Sandra Herndon.pdf

Aloha Ms. Herndon,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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: Injo@hookuleeaa.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; mincule@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/ Haleiio 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, 10/01/2018:

Ms. Herndon,

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HoKua Place will be contributing to the upgrade of the existing wastewater facility to handle the Project and future growth in the area.

The Project has a tested water well capable of supplying more water for the project than required. The Petitioner is currently in discussion with the County DOW about having the well dedicated to the County for the general public use,

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 12:17 PM
To: mdente@hawaii.rr.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Marj Dente.pdf

Aloha Marj Dente,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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
raymond.j.mccormick@hawaii.gov; rodne.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 Kauhula 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 Hawaii 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 Lygate 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 Lygate 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.

Māhalo and with Aloha.

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

Response, 10/01/2018:

Dear Marj Dente,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report dated May 2017 for your traffic concerns and the solutions proposed. This TIAR has addressed the State DOT and the County PW department's comments. It also describes the North-South circulation plan for the area. There is a discussion about having the project association providing a shuttle service from the project to Kapa'a Town.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in. Owning a home is the key to families growing equity to better their lifestyle. I don't believe having to stay in traffic should prevent a family from having a home in pursuit of a good life, liberty and happiness. Think about of young families please.

The 2nd DEIS adequately addresses the concern of infrastructure.

HoKua Place will be contributing to the upgrade of the existing wastewater facility to handle the Project and future growth in the area. I have not been able to get information on the effluent discharged into the ocean and the golf course for irrigation. I will have to get back to you on this issue.

The Project has a tested water well capable of supplying more water for the project than required. The Petitioner is currently in discussion with the County DOW about having the well dedicated to the County for the general public use.

HoKua Place is intended to be designed to offer a healthy lifestyle. The project is substantially within a 10-minute walk to Kapa'a Town. It entails walking/bicycle paths that will be integrated in future town paths. The Project is a proposed to be a walkable/bicyclable community to minimize driving. The Petitioner has been having dialogue with The Kauai Bus about offering one bus pass for each housing unit to encourage members of each unit to use the bus. Diversified housing units will provide homes for all people in all income categories. The increase in housing units adjacent to Kapa'a Town provides economic opportunities to the businesses and residents.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 12:19 PM
To: liladevi@yahoo.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Lila Devi.pdf

Aloha Lila Devi,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: lila devi <liladevi@yahoo.com>
Sent: Friday, June 12, 2015 7:00 AM
To: info@hookuleana.com
Cc: luc@dbect.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, Lila Devi (Wailua Homesteads homeowner)

Response, 10/01/2018:

Dear Lila Devi,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Please refer to the updated Traffic Impact Analysis Report dated May 2017 for your traffic concerns and the solutions proposed. This TIAAR has addressed the State DOT and the County PW department's comments. It also describes the North-South circulation plan for the area.

Kauai is on the verge of forcing people to use the Bus, shuttles and car pooling. We have no other choice. People have the freedom to own homes, to visit and not go home. We cannot control the population. Government is and will always be slow in catching up with transportation improvements.

The three projects you mentioned will most likely be completed within 5 years. HoKua Place will have housing available for the workers of the projects. Innovative ways of getting the workers to and from their work place are being discussed. A shuttle by the hotels and the project association from the Project to and from the hotels is a viable.

HoKua Place is intended to be designed to offer a healthy lifestyle. The project is substantially within a 10-minute walk to Kapa'a Town. It entails walking/bicycle paths that will be integrated in future town paths. The Project is a proposed to be a walkable/bicyclable community to minimize driving. The Petitioner has been having dialogue with The Kauai Bus about offering one bus pass for each housing unit to encourage members of each unit to use the bus.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 12:21 PM
To: goodwinkip@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-3 Michael Goodwin.pdf

Aloha Mr. Goodwin,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Response, 7/10/2017:

Mr. Goodwin,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

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Kauai is on the verge of forcing people to use the Bus, shuttles and car pooling. We have no other choice. People have the freedom to own homes, to visit and not go home. We cannot control the population. Government is and will always be slow in catching up with transportation improvements.

The three projects you mentioned will most likely be completed within 5 years. HoKua Place will have housing available for the workers of the projects. Innovative ways of getting the workers to and from their work place are being discussed. A shuttle by the hotels and the project association from the Project to and from the hotels is a viable.

HoKua Place is intended to be designed to offer a healthy lifestyle. The project is substantially within a 10-minute walk to Kapa'a Town. It entails walking/bicycle paths that will be integrated in future town paths. The Project is a proposed to be a walkable/bicyclable community to minimize driving. The Petitioner has been having dialogue with The Kauai Bus about offering one bus pass for each housing unit to encourage members of each unit to use the bus.

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@dbect.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 Kauai, 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 1960s 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 Kauai.

Kauai 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, Kauai Chapter, Sierra Club

Group 4 - Responses to Other Individual Comments

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 12:57 PM
To: createaloha@hawaiiintel.net
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-4 Karen Wood.pdf

Aloha Ms. Wood,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

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

Sent from my iPad

Response, 10/01/2018:

Ms. Wood,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

We cannot address your concerns at this time without specific examples. However, I would like to share the following information.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area. People who live in the area already contribute to the current congestion that is experienced at times.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

Please note that the Petitioner's survey of young people in the Wailua-Kapa'a area puts housing needs in front of congested traffic. Some say yes, they are willing to wait a little longer in traffic if they can buy a home in the area they grew up in.

Exhibit "C.1" Agricultural Suitability Report states what most people in the agricultural business have known for some time now. That is, Kaua'i has an abundance of agricultural lands to sustain our island. The problem is the lack of farmers and the lack of farm workers. The economics for farming just does not work. The comfortable fact is that should Kaua'i be forced to grow its own food due to some national economic disaster, we do have an abundance of agricultural lands to sustain ourselves. The County of Kauai Important Agriculture Lands Study of 2015 supports the attached Agricultural Suitability Report.

Thank you.

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 1:00 PM
To: juan@islandbreath.org
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-4 Juan Wilson.pdf

Aloha Mr. Wilson,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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 goods, services, energy and food.

We now rely on the mainland for approximately 90% of our food. This over dependence 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.

SUSTAINABILITY

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 containerships 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 tomorrow's 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 occur 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 cornucopia 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.

2

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, 10/01/2018](#)

Mr. Wilson,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Exhibit "C.1" Agricultural Suitability Report states what most people in the agricultural business have known for some time now. That is, Kaua'i has an abundance of agricultural lands to sustain our island. The problem is the lack of farmers and the lack of farm workers. The economics for farming just does not work. The comfortable fact is that should Kaua'i be forced to grow its own food due to some national economic disaster, we do have an abundance of agricultural lands to sustain ourselves. The County of Kauai Important Agriculture Lands Study of 2015 supports the attached Agricultural Suitability Report.

The General Plan developed "Visions" and "Goals" to guide Kauai in future developments. Goal # 1 specifically states that "Sustainability means growing responsibility to meet the needs of current and future generations without depleting important resources".

HoKua Place provides opportunity for housing for all people as they aspire for a better life. The Project will substantially address the current need for housing in the area for all income brackets. The Project will not deplete our important resources. HoKua Place is designated as "Neighborhood General" in the General Plan. It is substantially within a 10 minute walking distance to Kapa'a Town. Its close proximity to Kapa'a Town offers opportunity for town businesses to grow and provide economic opportunities for the businesses as well as the residents of the project. Phase I of HoKua Place offers 16 agricultural lots that will offer opportunities for local food production. In anticipation of this Project, Phase I has an existing 1.8 MW solar voltaic system that is contributing to clean energy. Thus, HoKua Place contributes to Goal # 1 of the General Plan, a Sustainable Island.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 1:01 PM
To: annehugginswalton@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-4 Anne Walton.pdf

Aloha Ms. Walton,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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, 10/01/2018:

Ms. Walton,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area. People who live in the area already contribute to the current congestion that is experienced at times. As you mentioned, there are three major projects that will be completed in the next 5 years. These projects will add as much as 500 jobs to the area. HoKua Place will provide housing opportunities for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from HoKua Place. There is discussion about having the developments and the project association providing shuttles for employees to and from work. I know Coco Palms have already committed to this concept. This will be better than the alternate of them driving through town from the north and south to get to work,

HoKua Place intends to provide housing opportunities for all income brackets. The Petitioner has committed to the policies of the County Affordable Housing policy.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 1:03 PM
To: roebro@aol.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-4 Randall Roe.pdf

Aloha Mr. Roe,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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, 10/01/2018:
Mr. Roe,
Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.
Exhibit "C.1" Agricultural Suitability Report states what most people in the agricultural business have known for some time now. That is, Kaua'i has an abundance of agricultural lands to sustain our island. The problem is the lack of farmers and the lack of farm workers. The economics for farming just does not work. The comfortable fact is that should Kaua'i be forced to grow its own food due to some national economic disaster, we do have an abundance of agricultural lands to sustain ourselves. The County of Kauai Important Agriculture Lands Study of 2015 supports the attached Agricultural Suitability Report.
Phase I of HoKua entails 16 ag lots that will offer opportunities for farming.
Mr. Roe, you should know that Greg Allen had the subject land ready to go out for sale with agricultural lots. (gentlemen farms) In 2015 he was asked by the planning director to develop the property with 1000 housing units. Greg deliberate on the issue for quite a while. He eventually thought that the gentlemen farms would attract only the rich and that he was not doing anything for the locals. Thus, he is complying to his commitment to the planning director of providing housing opportunities for the locals.
Thank you for voicing your concerns,
Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 1:07 PM
To: michael_ritz@ymail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-4 Michael Ritz.pdf

Aloha Mr. Ritz,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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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, 10/01/2018:

Mr. Ritz

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Both the 2000 General Plan and the current General Plan depicts the housing needs for East Kauai. The General Plan was generated with the input of the people of Kauai. HoKua Place provides housing opportunities for people living on the east side, thus following the current General Plan.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnnarch.com>
Sent: Friday, October 5, 2018 1:09 PM
To: wendywilua@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-4 Wendy Raebeck.pdf

Aloha Mr. Raebeck,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Response, 10/01/2018:

Wendy,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Exhibit "C.1" Agricultural Suitability Report states what most people in the agricultural business have known for some time now. That is, Kaua'i has an abundance of agricultural lands to sustain our island. The problem is the lack of farmers and the lack of farm workers. The economics for farming just does not work. The comfortable fact is that should Kaua'i be forced to grow its own food due to some national economic disaster, we do have an abundance of agricultural lands to sustain ourselves. The County of Kauai Important Agriculture Lands Study of 2015 supports the attached Agricultural Suitability Report.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area. People who live in the area already contribute to the current congestion that is experienced at times. There are upcoming projects that will be completed in the next 5 years. These projects will add jobs to the area. HoKua Place will provide housing for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from HoKua Place. Discussions are underway on the aforementioned developments and this project providing shuttles to and from work for the workers. Coco Palms have already committed to this concept. This will be better than the alternate of them driving through town from the north and south to get to work.

Thank you for voicing your concerns,

Ron Agor

Peter T Young

From: Wendy <wendywilua@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; rodneym.funakoshi@dbedt.hawaii.gov; michael.k.hinazumi@hawaii.gov; donald.f.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 projections. 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.

1

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Friday, October 5, 2018 1:10 PM
To: terryshaun@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-4 Terry O'Shaughnessy.pdf

Aloha Terry O'Shaughnessy,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: Terry O'Shaughnessy <terryshaun@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 O'Shaughnessy

Response, 10/01/2018:

Ms. O'Shaughnessy,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Exhibit "C.1" Agricultural Suitability Report states what most people in the agricultural business have known for some time now. That is, Kaua'i has an abundance of agricultural lands to sustain our island. The problem is the lack of farmers and the lack of farm workers. The economics for farming just does not work. The comfortable fact is that should Kaua'i be forced to grow its own food due to some national economic disaster, we do have an abundance of agricultural lands to sustain ourselves. The County of Kauai Important Agriculture Lands Study of 2015 supports the attached Agricultural Suitability Report.

It is the intention of this project to provide housing to those who live and work in Wailua-Kapaa area. People who live in the area already contribute to the current congestion that is experienced at times. There are upcoming projects that will be completed in the next 5 years. These projects will add jobs to the area. HoKua Place will provide housing for workers of these new projects. These workers will be encouraged to use the bus or car pool to work from HoKua Place. Discussions are underway on the aforementioned developments and this project providing shuttles to and from work for the workers. Coco Palms have already committed to this concept. This will be better than the alternate of them driving through town from the north and south to get to work.

Thank you for voicing your concerns,

Ron Agor

Sara Jehn

From: Sara Jehn <sara@agorjehnrch.com>
Sent: Friday, October 5, 2018 1:13 PM
To: kmuzik@gmail.com
Subject: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-4 Katherine Muzik.pdf

Aloha Ms. Muzik,

The attached response addresses your concerns about Hokua Place. Thank you for taking the time to reach out and voice your concerns. This concern has been included within Exhibit Q of the DEIS.

A second Draft Environmental Impact Assessment (DEIS) will be published for comments in the weeks to come.

Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
C: 808.373.6025

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Q

1

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 Pl 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, 10/01/2018:

Ms. Muzik,

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in the weeks to come. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

Both the 2000 General Plan and the current General Plan depict the housing needs for East Kauai. The General Plan was generated with the input of the people of Kaua'i. HoKua Place provides housing opportunities for people living on the east side, thus following the current General Plan.

The General Plan now designates the project site as "Neighborhood General". It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town and intended to minimizing driving. Please read Section 5.1 of the 2nd DEIS.

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, 10/01/2018:

Mr. Higa,

It is the intention of the Petitioner to provide housing for our local population as the General Plan expressed for this need on East Kaua'i. This project will provide local housing for all income brackets. HoKua has committed to following the County Affordable Housing policy.

Ron Agor

Group 5 - Responses to Gov. Agencies and Organizations

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

Date: 10-01-2018

RE: Response to Comments on HoKua Place DEIS

TO: Mr. Edward Tschupp
Division of Waste Water Management
Department of Public Works
4444 Rice Street, Suite 275
Lihue, Hi 96766

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

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

HoKua Place is committed, during the design phase, to comply with all requirements of the County Sewer Design Standards (1973) and State of Hawai'i, Department of Health requirements. Prior to 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 (SC).

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 Kauai, State of Hawaii

4444 Rice Street, Suite 275, Lihue, Hawaii 96766

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

August 13, 2012

Ho'okuleana LLC
25 Kane'ohē 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 Kauai, 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 Hawaii, 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

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

Date: 10-01-2018

RE: Response to Comments on HoKua Place DEIS

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

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

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 "Kenneth G. Masden".

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: 10-01-2018
RE: Response to Comments on HoKua Place DEIS
TO: Alec Wong PE, Chief
Clean Water Branch, DOH
PO Box 3378
Honolulu, Hi 96801

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

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.

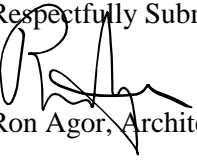
A Best Management Practice (BMP) will be part of the development of the subject land and will focus on the use of storm waters for irrigation.

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: 10-01-2018

RE: Response to Comments on HoKua Place DEIS

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

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

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,

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

c: Ho'okuleana 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: 10-01-2018

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

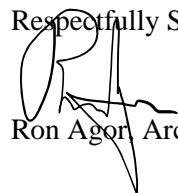
Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

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

Page 102 of Volume I, 2nd DEIS 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

DAVID Y. ICE
GOVERNOR



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 Oloheua 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: 10-01-2018

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

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

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

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

Date: 10-01-2018

RE: Response to Comments on HoKua Place DEIS

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

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

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: 10-01-2018

RE: Response to Comments on HoKua Place DEIS

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

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

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 be addressed during the permitting phase4. Recommendation 1 has been incorporated in the 2nd DEIS.

Respectfully Submitted,



Ron Agor, Architect



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 Kapaa 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: 4-3-037001 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 Baufista at (808) 245-5441.

Sincerely,



Edward Doi
Chief of Water Resources and Planning Division

c: Ken Taylor (taylork021@hawaii.gov)

4-3-03-001por, T-1705B, Hokua Project DEIS, Young/JB:100

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

Date: 10-01-2018

RE: Response to Comments on HoKua Place DEIS

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

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

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 waster 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



RECEIVED
LAND DIVISION
2015 JUN 15 11:09

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:

- Go to: <https://sp01.ld.dlnr.hawaii.gov/LD>
- Login: Username: LD\Visitor Password: Opa\$\$word0 (first and last characters are zeros)
- 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 DAR #5046 still apply

Signed: Altan Miyasaka They are attached
 Print Name: Altan Miyasaka
 Date: 6-4-15

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

Review comments

DAVID V. IGE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

December 18, 2014

MEMORANDUM

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

JESSE K. MOURI
FIRST DEPUTY

WILLIAM M. TAM
DEPUTY DIRECTOR WATER

JACQUELINE B. HERRICK
COMMISSIONER OF LAND AND NATURAL RESOURCES
SUPERVISOR OF COMPLIANCE
COMMISSION ON WATER RESOURCE MANAGEMENT
TERRI HAWKINS ANDERSON
COMMISSIONER OF WATER RESOURCE MANAGEMENT
ENGINEERING
HONOLULU, HAWAII 96819
LAND AND NATURAL RESOURCES COMMISSION
LAND
STATE PARKS



DAR # 5046

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 (EISPN) 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

*JK ✓
KN
BK
GH
MH*

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 "Environmental Impact Statement Preparation Notice (EISPN) 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. *MA*

Signed: *[Signature]*
Print Name: Carty S. Chang
Date: 2/13/15

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: 10-01-2018

RE: Response to Comments on HoKua Place DEIS

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

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

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.

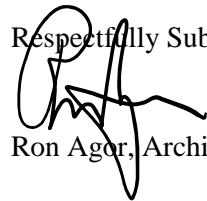
Page 2, Item 13: Should any well on or adjacent to this project be abandoned, a permit for abandonment will be secured by the Developer.

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,

A handwritten signature in black ink, appearing to read 'Ron Agor', with a stylized flourish at the end.

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

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

FR

to

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

2015 JUN -6 PM 2:25
RECEIVED
LAND DIVISION

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.
- (x) Comments are attached.

Signed: /s/ W. Roy Hardy
Print Name: Acting Deputy Director
Date: June 3, 2015

FILE ID: RFOA1052
DOC ID: 129301



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/cwrm/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/cwrm> 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: 10-01-2018

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

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies were added. Therefore, the submittal of the 2nd DEIS will allow the public to comment on the new information.

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.

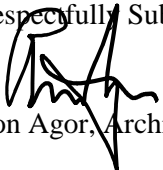
Page 1, Item 2: The Second Page (Page 326) of Exhibit "L" in Volume I is SHPD's letter of approval of the Archaeology Assessment.

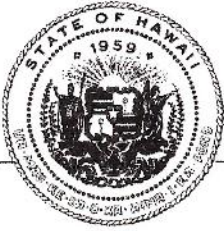
Page 1, Item 3: -An updated LSB map is included in Exhibit "C", Page 54.
-An updated ALISH map is included in Exhibit "C", Page 55.
-An updated Soils Map, Page 45, Exhibit "C".
-Please refer to Soils Maps, Page 76 of Volume I. Pages 77 to 78 of Volume I describes the soils type.

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 I. 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,



Leo R. Asuncion
Acting Director

c: Land Use Commission

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

Date: 10-01-2018

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

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

This is in response to your comments on the DEIS for HoKua Place. The General Plan was updated and signed by the Mayor in early 2018. Our response will focus on the updated General Plan.

The General Plan establishes priorities for managing growth and community development over a 20-year planning timeframe.

The General Plan is a direction-setting document and not a regulatory in the sense of a zoning code or other land use entitlement. The policies guide County decision-making by mapping land use patterns, describing what type of development is desirable, and by setting high-level priorities for infrastructure and programs.

“The General Plan is based on the community’s vision for Kaua’i’s future by establishing the following “Goals” and “Policies”.

The vision sets the desired long-range outcome through a series of statements organized by the following Goals:

- Goal #1 - A Sustainable Island
- Goal #2 - A Unique and Beautiful Place
- Goal #3 - A Healthy and Resilient People
- Goal #4 - An Equitable Place, With Opportunity for All

The follow are policies articulating the County’s path forward toward meeting the community’s visions and goals:

- Policy #1 Manage Growth to Preserve Rural Character
- Policy #2 Provide Local Housing
- Policy #3 Recognize Kaua’i’s Individual Towns and Districts
- Policy #4 Design Healthy and Complete Neighborhoods
- Policy #5 Make Strategic Infrastructure Investments

Policy #6	Reduce Cost of Living
Policy #7	Build Balanced Multimodal Transportation Systems
Policy #8	Protect Kaua'i's Scenic Beauty
Policy #9	Uphold Kaua'i as a Unique Visitor Destination
Policy #10	Help Business Thrive
Policy # 11	Help Agricultural Lands be Productive
Policy # 12	Protect our Watersheds
Policy #13	Complete Kaua'i's Shift to Clean Energy
Policy #14	Prepare for Climate Change
Policy #15	Respect Native Rights and Wahi Pana
Policy #16	Protect Access to Kaua'i's Treasured Places
Policy #17	Nurture Our Keiki
Policy #18	Honor Our Kupuna
Policy #19	Communicate with Aloha

HoKua Place is in the East Kaua'i district. The East Kaua'i district extends from the Wailua River north to Moloa'a, including the Kapa'a-Wailua basin, Kealea and Anahola. The Kapa'a-Wailua basin is home to a large portion of Kaua'i's population. An urban corridor extends along Kuhio Highway from Haleilio Road in Wailua to Kawaihau Road, at the northern edge of Kapa'a Town.

Visions for East Kaua'i include the following:

Residents enjoy a high quality of life in a rural setting

Natural resources are protected and open spaces and public access are preserved

Agricultural lands are farmed, productive, and protected. Affordable housing opportunities exist for local families.

Archaeological, historic, and cultural places in our community are honored, preserved, and maintained.

New recreational facilities provide safe and healthy opportunities for youth and adults.

Historic Kapa'a Town maintains its western plantation character, is livable and walkable with mixed uses, pedestrian-friendly streets, bike paths, new parking and public transit.

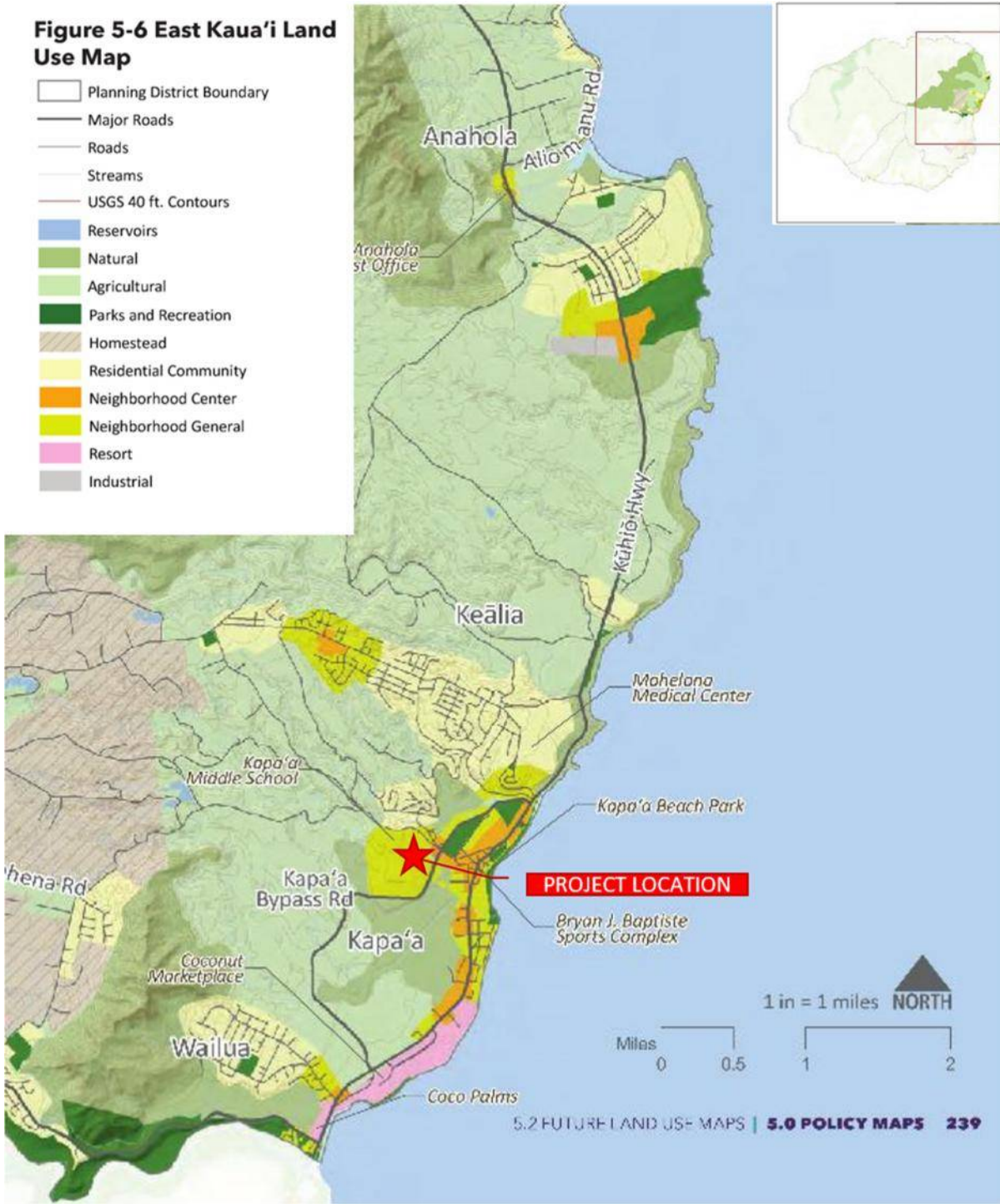
A range of visitor accommodation types are in place and new attractions have opened.

Deferred infrastructure needs have been addressed.

Public transit services have grown and do integrated into new developments.

Figure 5-6 East Kaua'i Land Use Map

-  Planning District Boundary
-  Major Roads
-  Roads
-  Streams
-  USGS 40 ft. Contours
-  Reservoirs
-  Natural
-  Agricultural
-  Parks and Recreation
-  Homestead
-  Residential Community
-  Neighborhood Center
-  Neighborhood General
-  Resort
-  Industrial



The HoKua Place meets the Goals of the General Plans as follows:

HoKua Place provides opportunity for housing for all people as they aspire for a better life. The need for housing is very current. The Project will substantially address the current need for housing in the area. The development will not deplete our important resources. HoKua Place is designated as "Neighborhood General" in the General Plan. It is substantially within a 10 minute walking distance to Kapa'a Town. It's close proximity to Kapa'a Town offers opportunity for town businesses to grow and provide economic opportunities for the businesses as well as the residents of the project. Phase I of HoKua Place offers agricultural lots that will offer opportunities for local food production. In anticipation of this Project, Phase I has an existing 1.8 MW solar voltaic system that is contributing to clean energy. Thus, HoKua Place contributes to **Goal # 1** of the General Plan, a Sustainable Island.

The HoKua Place offers beautiful and unique views of the lower Kapa'a, the ocean and mountains. The development will offer views of surrounding beauty to residents from their homes. HoKua Place will not negatively impact public views of the beautiful lands surrounding area. Environmental studies are attached as exhibits and they determined that endangered species, historic structures, archaeological sites, cultural traditions, etc, for the area will not be negatively impacted. Therefore the project is in line with **Goal # 2**, respecting a Unique and Beautiful Place.

HoKua Place is intended to be designed to offer a healthy lifestyle. The project is substantially within a 10-minute walk to Kapa'a Town. It entails walking/bicycle paths that will be integrated in future town paths. Diversified housing units will provide homes for all people. The increase in housing units adjacent to Kapa'a Town provides economic opportunities to the businesses and residents. HoKua Place contributes to **Goal #3**, a Healthy and Resilient People.

HoKua Place is in line with **Goal #4** as the project will offer diversified housing for everyone. It's close walking proximity to Kapa'a town provides economic opportunities for all as Kapa'a town businesses will grow to support the increased population via the project. The project will foster a diverse and equitable community with access to housing and economic opportunities.

HoKua Place project substantially conforms to and implements the General Plan's 19 Policies to Guide Growth.

HoKua Place is strategically placed in a Neighborhood General designation. It is substantially within a 10-minute walk to Kapa'a Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kapa'a Town's future paths, etc. The project is intended to help preserve the rural character of Kapa'a town, therefore conforms to **Policy #1**.

The purpose of HoKua Place is to provide local housing in line with **Policy #2**. The development will provide 683 multi-family units and 86 single family units. The project will comply with the County's affordable housing policy. HoKua Place will preserve Kapa'a town's separate distinctiveness with its elevated lands and walking/bicycle paths connecting the development with the town as **Policy #3** emphasizes.

HoKua Place is intended to be designed to where it's residents will be safe in walking and bicycling. The development is substantially within a 10-minute walking distance to town, thus creating a healthy life to its residents. HoKua Place is a place designed for a healthy and complete neighborhood per **Policy #4**.

HoKua Place will include roadways accepted by the State Department of Transportation and the County Public works. These roadways will help the traffic congestion in the immediate area. (See TIAR). The project will be providing water source to the project and contribute to the Department of Water system. HoKua Place will also be contributing to the wastewater system for increasing its capacity. Therefore HoKua Place is contributing to infrastructure per **Policy # 5**.

Policy #6 emphasizes to reduce the cost of living. HoKua Place will help to reduce the cost of living by reducing the need for driving into Kapa'a town. With the increase in population created by this project in the area, more businesses will develop thus creating jobs where residents can live and work without the use of vehicle transportation.

HoKua Place's contribution to **Policy #7** in order to reduce traffic congestion is creating a real opportunity for a walking/bicycle community integrated with Kapa'a town.

HoKua Place will not impact Kaua'i's scenic beauty. The scenic beauty around and beyond the development will not be harmed. This development will also not impact Kaua'i's visitor destinations. Therefore, HoKua Place meets the **Policy #8** and **Policy #9**.

The HoKua Place development will contribute to **Policy #10**, help business thrive, by providing a population that will creating more businesses and support existing businesses.

The petitioner is including HoKua Phase I Ag Lots adjacent and west of HoKua Place. There will be 16 ag lots within 54 acres of land. Therefore, the project will help agricultural lands be productive per **Policy #11**.

In accordance to **Policy #12**, HoKua Place will incorporate water conservation and reuse policies to protect our Watersheds. Rain runoff's created by the development will be taken care of on site with retention basins. Water reuse from the basins will be used to landscape irrigation.

A large 1.18 MW solar farm was constructed on Phase I, HoKua Place adjacent to this development. There will be opportunities to expand the facility to contribute to Kaua'i's shift to clean energy. The development will include solar water heaters, thus helping on a limited basis to shift to clean energy per **Policy #13**.

HoKua Place land is elevated above the sea rise level maps for the area. The General Plan for the area emphasize developing two housing locations. One at Hokua Place and the other area in Kapa'a Town. Developing HoKua Place will conform to **Policy #14** in preparing for climate change.

Policy #15 entails respecting Native Hawaiian rights and Wahi Pana. HoKua Place will not have a negative impact on Native Hawaiian rights and Wahi Pana. The land for many decades had been in sugar cultivation.

HoKua Place will not have an impact on access to any of Kaua'i's treasured places, thus is in line with **Policy #16**.

HoKua Place will contribute to the nurturing of our Keiki as emphasized in **Policy #17**. Housing will be available to our young families. They will grow up in a community where walking and bicycling will foster a good and healthy lifestyle. Some parents will be able to work in Kapa'a Town, thus reducing time spent away from their children sitting in traffic.

There will be opportunities to develop senior housing in this development. HoKua Place will be a Kupuna friendly community. Considerations for our Kupuna to walk or bicycle from home to Kapa'a town is incorporated in HoKua Place. Therefore, the development is in line with **Policy #18**.

HoKua Place is committed to work and communicate with government and concerned citizens in the actual design and development of this project. This process will take place during the entitlement process on the County level. The public will have ample opportunity to state their concerns during the process. The Petitioner and their consultants are committed to communicate with Aloha per **Policy #19**.

The HoKua Place project conforms to and implements the policies of the General Plan as stated above by developing within Neighborhood General designation. The rural character of the area will be preserved.

Page 2, Paragraph 5: Chapter 5.1 of the 2nd DEIS states the General Plan's Goals and Policies.

Page 3, Paragraph 1: The updated General Plan is complete and approved. This 2nd DEIS reflects the Goals and Policies of the General Plan.

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, the Developer acknowledges the Goals and Policies of the updated General Plan. 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. HoKua is committed to shifting 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

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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 Kapa'a has already accommodated the Kapa'a Middle School."

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

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

Ongoing General Plan Update Process

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

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

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

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

Community Plan Consistency

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

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

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

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

Consistency with recent plans and policy initiatives

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

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

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

Multi-Modal Land Transportation Plan (2013)

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

Smart Code (Form-Based Code)

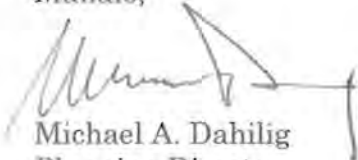
The Sustainability Plan for HoKua Place refers to "Smart Code" and states that the conceptual plans implement Smart Code principles. The County is currently implementing Smart Code's transect-based (or place-based) zoning, also known as Form-Based Code, via two community plans. As shown in the DEIS, the project would create a community segregated into two building types: the single-family house and the multi-family apartment complex. Form-Based Code supports a seamless mix of building types to meet diverse housing needs at a range of price points. This mix includes the "missing middle" building types that provide medium-scale, higher density housing such as the duplex, carriage house, mansion apartment, and cottage court. This zoning approach is codified in the Draft South Kaua'i Community Plan and is supported in the Draft 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: 10-01-2018

RE: Response to Comments on HoKua Place DEIS

TO: Rayne Regush
Chairperson of W-KNA

Please note that a "Second Draft Environmental Impact Assessment (2nd DEIS)" will be published for comments in November. In order to address concerns of the already published Draft Environmental Impact Assessment, new information in the form of reports, and studies, including a new TIAR, an Agricultural Suitability Report, an Invertebrate Study, as well as references to the updated County General Plan were added. Therefore, the submittal of the 2nd DEIS will allow the public and agencies to comment on the new information.

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 2nd DEIS 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 2nd DEIS, 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 updated 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 2nd DEIS, Volume I.

Page 3, Stream Impacts:

- a) The "unnamed" stream is outside of the HoKua Place Development and it does come from Olohena 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 2nd DEIS is pertinent to the project. There may be references to Kapa'a Highlands Phase II, which is the former name of the Project.
- 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. The Kapa'a-Wailua Development Plan (East Kauai Community Plan) is in the process of being updated.

Page 3, Drainage:

- a) & b) The applicant believes that the Preliminary Drainage Engineering Report on Drainage improvements is adequate for this EIS 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 going underground should rest with the developer in order to achieve their commitment to "affordable housing".

Page 4, Secondary and Cumulative Impacts:

- a) The 2nd DEIS has addressed the current General Plan and has recognized that the Kapa'a-Wailua Development Plan is currently being update. Refer to Page 21.
- 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,

A handwritten signature in black ink, appearing to read 'Ron Agor', is written over the typed name.

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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340 Aina Uka Street, Kapa'a, Hawai'i 96746 • 821-2837

- 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.

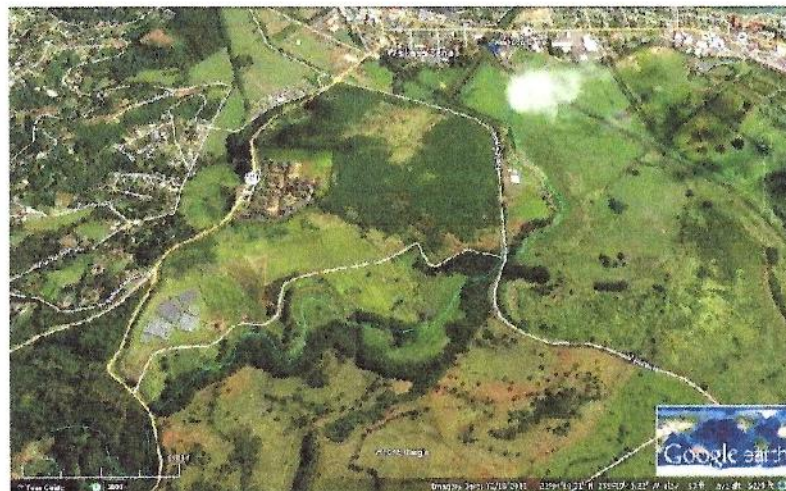
- a) Explain the relationship between Phase I-HoKua Farm Lots and Phase II-Hokua Place describing in detail any constraints (especially financial) that one may have upon the other.

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 Hokuia Place and empties into the Waikaea Canal. The Google Earth picture we inserted here identifies Waikaea Stream with a blue line.



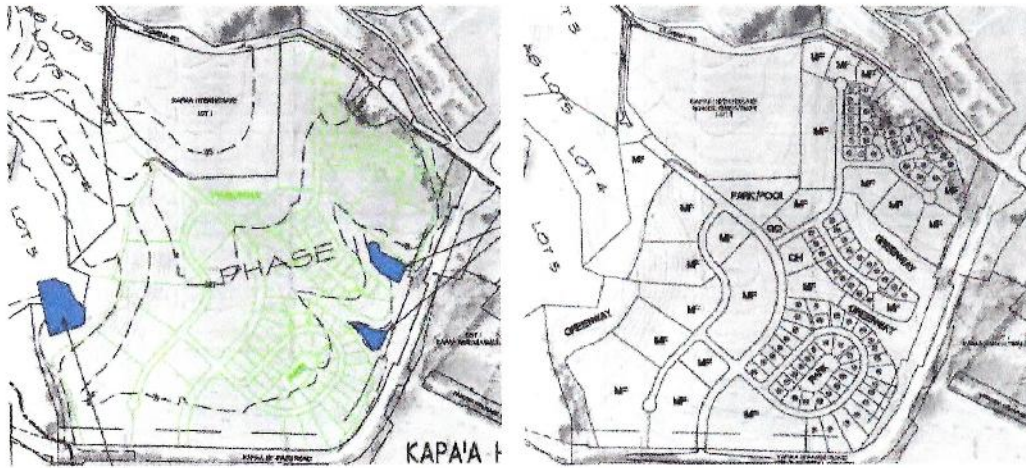
- b) On page 77, the DEIS says: “HoKua Place is committed to keeping the flow of the stream consistent”. Therefore, please include base flow information for this stream.
- c) Provide the distance between the location of the Potable Well and the Stream, and to the Spring identified on page 86 on the map.

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.

- a) 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.
- b) 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.
- c) 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.
- d) 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.



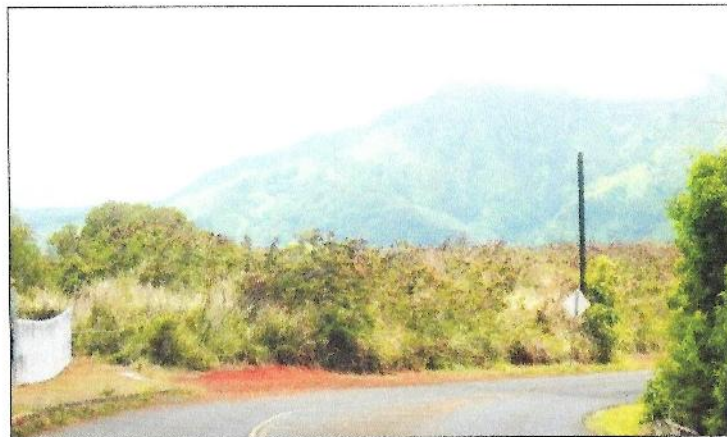
The downhill slopes below the Middle School campus will be populated with new urban district housing, replacing the existing agricultural vistas.

- e) 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/Hauptu 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