Group 2 - Responses to Primarily Traffic Concerns

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

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

CONFIDENTIALITY NOTICE: The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure you are not the intended recipient of this message or their agent, or if this m essage has been addressed to you in er please immediately alert the sender by reply email and then delete this message and any attachments. If you are not intended recipient, you are hereby notified that any use, dissemination, copying, or storage of this message or its attachments is strictly prohibited.

Peter T Young

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

Peter Young

State Land Use Commission

6/8/2015
RE: Hokua Place DEIS

Aloha,

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

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

Stuart Zimmerman

Evelyn Mokihana Zimmerman

Kilauea

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

Response, 10/01/20187:

Mr. Zimmerman,

The following addresses your concerns on KoKua Place.

Please note that a "Second Draft Evironmental 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 Assessement, 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: luc@dbedt.hawaii.gov & info@hookuleana.com

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

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

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

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

A Glimmer of Hope from the County Public Works Dept.

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

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

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

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

Reality Check regarding new state HDOT Transportation Plan 2035

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

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

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

Summary:

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

2. HDOT as well as Public Works and the County Planning Dept. need to factor in the 3 already approved hotels in the Wailua Corridor as well as the projected population growth for residents and visitors in the next 20 years and consider that in relation to (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 Evironmental 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 Assessement, 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
seacottage to: luc 06/15/2015 11:09 PM

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

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

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

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

Response, 7/10/2017:

Ms. Townsend,

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

Please note that a "Second Draft Evironmental 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 Assessement, 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 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 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

CONFIDENTIALITY NOTICE: The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you are not the intended recipient of this message or their agent, or if this message has been addressed to you in error, please immediately alert the sender by reply email and then delete this message and any attachments. If you are not the intended recipient, you are hereby notified that any use, dissemination, copying, or storage of this message or its attachments is strictly prohibited.

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 Evironmental 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 Assessement, 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 Hokua Place development in Kapa'a, submitted to:
Peter Young (developers): [illegible]
State Land Use Commission: luc@dbedt.hawaii.gov

Anne Thurston, June 18, 2015

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

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

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

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

We feel that the statements in the DEIS are unrealistic and that they gloss over substantial potential problems. The developer's own Traffic Impact Assessment Report, written in 2012, as part of the Draft Environmental Impact Statement for the HoKua Place development recognised that the traffic flow through the Kapaa roundabout and the intersection of the Kapaa bypass and Kuhio Highway were already at faling grades for level-of-service or traffic flow. Little or no traffic mitigation has been done since that report was written and the traffic has grown noticeably worse over the last three years. Moreover, the developer's Traffic Impact Assessment Report did not take into account the recently approved projects in Kapaa at Coco Palms, the Coconut Beach Resort, and the Coconut Plantation Village.

This Hokua development should not go forward unless and until there are sustainable solutions in place to address traffic issues and infrastructure issues. To build an additional 769 housing units before there is evidence that the traffic impact can be realistically and conceretely 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 determinign 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 Evironmental 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 Assessement, 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-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@agorjehnarch.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

CONFIDENTIALITY NOTICE: The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you are not the intended recipient of this message or their agent, or if this m essage has been addressed to you in error, please immediately alert the sender by reply email and then delete this message and any attachments. If you are not the intended recipient, you are hereby notified that any use, dissemination, copying, or storage of this message or its attachments is strictly prohibited.

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 Evironmental 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 Assessement, 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-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@agorjehnarch.com>
Sent: Thursday, October 4, 2018 9:44 AM
To: rigginsha@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

CONFIDENTIALITY NOTICE: The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you are not the intended recipient of this message or their agent, or if this message has been addressed to you in error, please immediately alert the sender by reply email and then delete this message and any attachments. If you are not the intended recipient, you are hereby notified that any use, dissemination, copying, or storage of this message or its attachments is strictly prohibited.

Peter T Young

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

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

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

Mahalo,

Heather Riggins
Northshore

Response, 7/10/2017:

Ms. Riggins,

The following addresses your comments on HoKua Place.

Please note that a "Second Draft Evironmental 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 Assessement, 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-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.

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 Hokua Place DEIS 2015 Comment
Attachments: Q-A Rocky Riedel.pdf

Aloha Ms. Riedel,

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

CONFIDENTIALITY NOTICE: The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you are not the intended recipient of this message or their agent, or if this message has been addressed to you in error, please immediately alert the sender by reply email and then delete this message and any attachments. If you are not the intended recipient, you are hereby notified that any use, dissemination, copying, or storage of this message or its attachments is strictly prohibited.

Peter T Young

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

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

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

Response, 10/01/2018

Mr. Riedel,

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

Please note that a "Second Draft Evironmental 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 Assessement, 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-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.

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

Thank you for voicing your concerns,

Ron Agor