Group 2 - Responses to Primarily Traffic Concerns

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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 Jahn, RA
Agor Jahn Architects

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Mailed to
5620 Keapana Rd
Kapaa, HI 96746

PUBLIC COMMENTS: DEIS FE. HOKUA PLACE, KAUAI
From: Gabriela Taylor, Kapaa, HI
June 11, 2015
To: hate@kauai.gov & info@hokualana.com

I've read through the dense almost 400 page DEIS, Volume 1 and Volume 2 for Hoku Place. Saw that the developer only responded to those 1% 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 Kapaa with another 1600 (or more) cars entering the Bypass Rd, Oloheana Rd and downtown Kapaa. Don't forget that there will also be mega-trafic 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 Hoku Place. I still want answers.

a. Kauai 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 commuters, traffic, morning and afternoon and Wed. during the sun set time when it turns into gridlock. What's the solution?
c. Traffic is frequently backed up 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 EISP 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 Hoku Place. I'm not a road engineer, but I am 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 new traffic counts to 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 EISP. 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 & #2b they ask that the TIAR be revised to update traffic studies at Lehua/Kuhio Highway intersection. #2c They ask the TIAR be revised with traffic studies for the Lehua St & Oloheana 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 two new intersections cited by the Dept. of Public Works, but also for the intersection of Ulua Rd & Kuhio Highway, another hot spot. And traffic studies need to be updated for all the other intersections onto Oloheana Rd, the Bypass, all areas/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 add 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 are not in writing. Gov. Lingle came to Kapaa June 8, and admitted that the state DOT had funded because essentially there is a lack of any money. Would approval be given to Hoku Place prior to guaranteed road expansion? Hope not.

More Evidence—No Plans for Kapaa HDOt Roads even in the 3/31/11
Please see page 6.5 of Hawaii Statewide Transportation Improvement Program (STIP) Current Update, FISCAL YEAR 2011 TO 2013. After reading this outdated “Current Update”, I have totally given up hope for HDOt road building projects to materialize on Kapaa. 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 (42) 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 near 900 dwellings in the Hoku Place Development.
2. HDOtt as well as Public Works and the County Planning Dept. must factor to the 3 already approved hotels in the Waikai Corridor as well as the projected population growth for residents and visitors in the next 20 years and consider that in relation to (not) 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 Plan 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 Hoku Place subdivision traffic will disrupt our rural lifestyle as well as discourage visitors who choose Kapaa 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 head north.

See TGI June 12, 15 column by Walter Lewis “Future development threatens life as we know it in Kapaa” where he states “Hoku Place and Coco Palms would add 6000 cars to the notorious Kapaa to Ululue 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 impact 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 Hoku Place Development.

Please: No Up-zoning for Hoku 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 note that the Petitioner's survey of young people in the Wailea-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.

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. 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 10b roc
06/15/2015 11:09 PM

Hokua Place Development is very damaging to the East side of Kauai. Kauai road's cannot handle any more cars from the proposed houses in the Kapaa Area with the Hokua Place Development.

Daily traffic along the main highway Waialua 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 Waialua I urge you to do all you can to prevent these houses from being approved.

Marilyn Arnes Townsend
7/13 Aina Pono Street
Kapaa, HI 96746
808-822-0398

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 roundabout 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 Waialua-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 carpool 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 Waialua-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
Aloha Ms. Tinsley,

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

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

Mahalo,

Sara Jahn, RA
Agor Jahn Architects
AgorJahnArch.com
O: 808.947.2467
C: 808.373.6025

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Peter T Young

From: Peter T Young <iamcareylt@gmail.com>
Sent: Thursday, June 04, 2015 2:26 PM
To: luke@dbedt.hawaii.gov; info@Hoku'aLeana.com
Subject: No Hoku'a Place development at this time

I am writing to express that the Hoku'a 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

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Response10/01/2018:

Ms. Tinsley,

The following addresses your comments on Hoku'a 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 submission 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" along Roundabout at Road "A" and the Bypass Road in particular will help traffic going north and south. The Bypass Road is owned by Hoku'a 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 Waialua-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. Hoku'a 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 Hoku'a Place.

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.

Please note that the Petitioner's survey of young people in the Waialua-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
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 Hoku Place project to go forward. Along with large numbers of others in the Kaa‘i community, I do not believe that the concerns we have 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 sections in the DEIS on traffic related measures, particularly those outline 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 rerouting roads, adjusting the timing of various traffic lights, and adding another southbound lane from the Waipoua 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 Hoku Place project proposes 86 single-family lots and 86 multi-family units in a townhouse units, or 769 family homes. Assuming the current Kaua‘i average of 2.99 persons per household from the last census, we are talking about adding approximately 2,300 people to the Kaua‘i area population. The data contained in the 2010 Kaua‘i Transportation Data Book demonstrates that Kaua‘i 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 1,500 vehicles to our roads in the Kaua‘i area and would result in severe congestion, making it increasingly difficult to navigate in and around Kaua‘i 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. Part 18 of the DEIS report notes that the Kaua‘i Bypass Road furnishes an alternative route for those travelling between the North Shore and Lihu‘e. Contractor roads link the Bypass 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 inadequacy of the DEIS and how badly out of touch the developer is with the realities of traffic congestion in the Kaua‘i area.

We feel that the statements in the DEIS are unrealistic and that they gloss over substantial potential problems. The developers 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 Kaua‘i roundabout and the intersection of the Kaua‘i bypass and Kuhio Highway were already at fulling 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 Kaua‘i at Coconut Village and the Coconut Plantation Village.

This Hoku development should not go forward unless and until there are sustainable solutions in place to address traffic issues and infrastructure issues. To add another 769 housing units before there is evidence that the traffic impact can be realistically and concisely 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:
Ma, 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.

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’s 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 Waipoua-Kapa‘a area so the traffic will not necessarily add 1,500 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 15-minute walk to Kaua‘i Town. The development will include smart street design, short residential blocks, walking and bicycle paths integrated with Kaua‘i Town’s future paths, etc. The project is intended to help preserve the rural character of Kaua‘i town and intended to minimizing driving. Please review Section 5.1 of the 2nd DEIS.

Please note that the petitioner’s survey of young people in the Waipoua-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 grow up.

Thank you for your concerns.

Ron Agor

528
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 Jeln
Agor Jeln Architects

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Response, 10/01/2018:

Mr. Steinberg,

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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 more 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 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
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 Jeln, RA
Agor Jeln Architects
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O: 808-947-2467
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Response, 7/10/2017:

Ms. Riggins,

The following addressing your comments on HoKua Place.

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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 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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Please note that the Petitioner's survey of young people in the Waialua-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
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.

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Mahalo,

Sara Jahn, RA
Agor Jahn Architects

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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 Waialua-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 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.

Please note that the Petitioner's survey of young people in the Waialua-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