
2

Peter T Young

Sara Jehn

From: Sara Jehn <sara@agorjehnarch.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.

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.

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.

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Mahalo,

Sara Jehn, RA
Agor Jehn Architects

AgorJehnArch.com
O: 808.947.2467
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Peter T Young

From: Allan Rachap <allanjudy@gmail.com>
Sent: Friday, May 22, 2015 6:35 AM
To: lucc@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:

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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.

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.

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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@hookuleena.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.

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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. 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@hookulaana.com; luc@dbedt.hawaii.gov
Subject: Proposed Hokua Place development

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

Please do not, do not approve this project.

Sincerely,

Eve Powers
5200 Pa'anau Rd.
Koloa

Response, 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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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.

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Mahalo,

Sara Jehn, RA
Agor Jehn Architects

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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,

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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 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.

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Thank you for voicing your concerns,

Ron Agor

1

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.

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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@dbect.hawaii.gov; info@hookuiciana.com
Subject: Hokua place DES

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 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,

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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 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.

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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>
Sent: "tuc@dbedt.hawaii.gov" <tuc@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.

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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 10:22 AM
To: seabillpeterson@gmail.com
Subject: FW: Response to Hokua Place DEIS 2015 Comment
Attachments: Q-A Susan and Bill Peterson.pdf

From: Sara Jehn <sara@agorjehnarch.com>
Sent: Thursday, October 4, 2018 10:19 AM
To: seabillpeterson@hawaii.rr.com
Subject: Response to Hokua Place DEIS 2015 Comment

Aloha Peterson Ohana,

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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Agor Jehn Architects

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Response, 10/01/2018:

Bill and Susan Peterson,

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Peter T Young

From: Sen J. AH Peterson [senah.peterson@gmail.com]
Sent: Wednesday, June 10, 2015 9:28 AM
To: ncd@hawaii.gov
Cc: ncd@hawaii.gov; MWilliams@hawaii.gov
Subject: HoKua Place Development, Phase 2 - Comments on DEIS and TIAR

Dear State of Hawaii Land Use Commission

As long time residents of Kapaa, we wish to renew our opposition to the Hokua Place development, Phase 2, as currently proposed.

In response to several letters to the Editor in "The Garden Island" newspaper and statements of the Hokua Place project DEIS claiming that the traffic impact from the proposed 250 home development in Kapaa would be "minimal", my wife and I spent two recent mornings near the Kapaa Middle School while school was still in session, watching the existing traffic flow. I also spoke to a school administrator and one of the safety patrol officers about their thoughts. Both were concerned about the potential increase in traffic.

We observed that the existing traffic can be quite dense already, even with the heavy addition of 1,500 plus vehicles in the morning and afternoon rush hours through the Kapaa corridor. We also noted that most of the student "drop-off" traffic to the Middle School is actually coming up hill from the roundabout and turning left across the two-lane traffic lights to the school parking lot. Coming back out of the parking lot, most vehicles turn right, downhill, back towards the roundabout.

The flow of traffic through the school parking lot itself appeared to go smoothly.

We also noted several parents dropping off their children along the side of the road, near to where the entrance to the proposed Hokua Place "Road A" is supposed to be located. Both the school administrator and the safety officer told me independently that there have been several close calls along that section of the road. The school is currently building a fence partially intended to stop this practice and force the parents to drive onto school grounds to drop off their children where it is relatively safe.

If the Hokua Place Project is built as proposed, without additional road improvements being made, not parents dropping children off at the Middle School on their way to work will have to enter the school parking lot, then exit and turn right, downhill, to the roundabout. If they try to turn left when exiting the school grounds, they will have to turn against both the downhill traffic and parents turning left into the parking lot. Then again, cross the roundabout traffic to enter "Road A". Since that entrance to "Road A" is at a curve in the road, the potential for accidents is significant. Believe most parents will instead choose to turn right, coming out of the school grounds and end up in the heavy traffic at the roundabout.

It is difficult to see how the impact of adding another 1,500 plus vehicles entering the Kapaa corridor during rush hour at what is already one of its most congested locations can be considered "minimal". The proposed Hokua Place Development has a lot to recommend it, but until the County and the State can improve this existing traffic flow through Kapaa corridor, changing the existing designation for the property involved from "Agricultural" to "Residential" would be premature.

And, of course, the developer's TIAR, written in 2012, did not take into account the recently approved projects in Kapaa at Coco Palms, the Coconut Beach Project 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 Kapaa Bypass or Oloana Road before the design year of this project." (paragraph 3, page 124, DEIS)

At a minimum, the developer should be required to revise the TIAR section of the DEIS to take these approved projects into consideration.

To illustrate our point, we have posted videos on YouTube that can be seen at:

<https://www.youtube.com/watch?v=Ug8g3g3g3g3>

<https://www.youtube.com/watch?v=Ug8g3g3g3g3>

Respectfully Submitted, Please confirm receipt

Bill and Sen Peterson
Kapaa

References:
"Hokua Place Section 345 Se HUI 2nd Draft Environmental Impact Statement" available as a PDF at <http://www.fish.hawaii.gov/queries/2008ca-memo-FA-and-DEIS-Online-Library/Hokua%2012-27%20CA-345-4-5-2-DEIS-12-08-12.pdf>
"2012 Kauai Transportation Data Book" - Final Version
<http://www.ctd.state.hi.us/SharedDocs/Reports/2012%20Kauai%20Transportation%20Data%20Book.aspx>

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. 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-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 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 your comments,

Ron Agor

Peter T Young

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

Dear Mr. Young,

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

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

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

<http://youtu.be/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 currently proposed. Although there is much to like about the project, we believe the development will have a significant negative impact on the flow of vehicular traffic through the Kapa'a Traffic Corridor.

The existing Phase 2 plans call for 85 single-family lots and 683 multi-family units in 57 townhouses. That is a total of 769 new homes. Assuming the current Kauai average of 2.99 persons per household from the last census, that would be approximately 2,300 people added to the local Kapa'a population.

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

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

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

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

And, of course, the TIAR, written in 2012, did not take into account the recently approved projects in Kapa'a at Coco Palms, the Coconut Beach Resort and the Coconut Plantation Village. In fact, the TIAR specifically states "...we are not aware of any approved projects in the vicinity that will impact traffic conditions along Kapa'a Bypass or Oloheua Road before the design year of this project." (paragraph 3, page 124, DEIS)

At a minimum, the developer should be required to revise the TIAR section of the DEIS to take these approved projects into consideration.

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 Hokuia 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:
"Hokuia Place Section 343-5e HRS Draft Environmental Impact Statement"
"2012 Kauai Transportation Data Book" - Final Version http://www.city-data.com/county/Kauai_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.

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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Peter T Young

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

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

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

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

Mahalo nui loa,
Caroline Okasako

Response, 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

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

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.
Oloheua Road, where HoKua place would be built, is so hazardous that bike riders have been sent head-over-heels into roadside ditches as people come down the hill and are unable to see people on bikes in time to stop or slow down.
Oloheua is a county road, poorly engineered for today's needs. It is winding, with poor visibility along its many curves.
The increased traffic plus the increased number of children on the road is a setup for disaster.

The cost burden to the County for improvements to the roads, sewers, water supply, utilities, added to the loss of tourism due to the terrible traffic add 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@agorjehnnarch.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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Peter T Young

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

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

Aloha...

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

Response, 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