

From: [Ken Taylor](#)
To: [DBEDT LUC](#)
Subject: Comments on Hokua Place Draft Environment Impact Statement
Date: Monday, December 24, 2018 12:22:43 PM

Daniel E. Orodenker and Land Use
Commission

12/24/18

Re: Comments on Hokua Place, Kauai Draft Environment Impact Statement

**NO ZONE CHANGE SHOULD BE GIVEN, UNTIL THERE IS
ADEQUATE INFRASTRUCTURE IN PLACE.**

Traffic

Traffic is the major issue, and the project should not go forward until the infrastructure is in place to take the traffic from this project and all other known projects. We can document the discussion for the construction of the Kapaa relief route between Kapule Highway and Kapaa Stream all the way back to 1973. Forty Five (45) years of growth without the relief route, **IT'S TIME HAS COME.**

1. **Kapaa, Wailua Development Plan 1973 Bill # 304, (as Amended) Ordinance # 254**
2. **Kauai Long Range Land Transportation Plan 1997**
3. **Kauai General Plan (KGP) Ordinance # 753 adopting the KGP was approved by County Council On Nov. 29, 2000**
4. **Federal-Aid Highway 2035 Transportation Plan**

We have received all the development from these documents, but very, very little new road capacity to deal with the increase in traffic. The many or frequent traffic jams and bump to bump, stop and go traffic is not only a social impact on the community and tourism, it has a very heavy economic impact on the whole Island wide business community, which adds greatly to our cost of living. Also one must consider the movement of emergence equipment during

these times.130 unit Ag. Subdivision,

We have “DOUG OURSELF’S INTO A HOLE”. Please, “NO” more zone changes till we get the Kapaa relief route between Kapule Highway and Kapaa Stream in place.

The economic activity since late 2014, has been picking up to a point where we may have a 12-20% increase or more in visitors. If we have 18,000 visitors per day on the island, and you have 2.75 people per car that equals a potential of about 6,500 cars on the road, 22,000 visitors the number jumps to about 8,000 cars per day. The last I heard the visitor count was over 25,000 per day. I do not believe the traffic study adequately addresses this issue.

The traffic study also neglected to look at the cumulative affect of traffic from known projects. Increases from Coco Palms Hotel, two condo projects with about 500 units total, just North of Coconut Market Place, the potential increase in traffic from the remodel of coconut Market Place. Then, West of the proposed project you have a 130 unit Ag. Subdivision, further West between Kuamoo Rd. (580) all the way over to Kawaihau Rd., there is about 4000 buildable lots that do not need zone changes. Property owners could go in for building permits at any time.

Then, just South of Coco Palms Hotel along Kuhio Hwy. and across the Wailua river there is a 700 unit Hawaiian Homelands Proposed project.

These impacts, which are cumulatively considerable, when viewed in conjunction with the effects of other past, present and probable future projects must be considered. The project’s contribution must be significant, but need not itself constitute a substantial percentage of the entire cumulative impact. Taking all this into consideration, there should be a complete North/South circulation plan.

Project Alternatives:

The (DEIS) must discuss both mitigation and alternatives to the proposed

project. Each alt. must be described in sufficient detail to permit a clear and precise comparison with the proposed project. The (DEIS) should focus on alternatives, capable of “substantially lessening” adverse environmental effects. This has not been done.

The project is the project not a alternative

Storm Water / Drainage

Because of the slops on this site, a plan must show how the wet-lands in and around the site will be protected from polluted storm water runoff. The developments hard surfaces could cover (12-15) acres or more, which will concentrate runoff and create a situation difficult to absorb. Before granting a zone change, require a full storm water/ drain plan.

Waste Water

Today there is a question as to the capacity and the plants ability to treat the current flow let-a-loan any additional flow. Cumulatively considerable flows need to be looked at with all known projects in the area.

We also know the infrastructure feeding the waste water treatment plant is ageing and in need of replacement.

PLEASE, “ NO ZONE CHANGE” till the Kapaa relief route, is in place.

Ken Taylor

Littlewheel808@gmail.com