

Derrickson, Scott A

From: Carol Beardmore <willie.cb@gmail.com>
Sent: Thursday, December 12, 2019 3:08 PM
To: DBEDT LUC
Subject: Hokua Place testimony
Attachments: Hokua Place testimony.docx

Aloha:

Please find attached my testimony respectfully requesting that we keep these lands Agricultural, not rezoned to Urban.

I very much appreciate the opportunity to share my views and concerns.

Mahalo nui loa
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To: State Land Use Commission, dbedt.luc.web@hawaii.gov

Re: Hokua place, Kapa'a – please keep Agricultural

Date: December 12, 2019

Aloha:

May I respectfully request that the land under Hokua Place remain Agricultural.

The developers of Kapa'a Highlands – now Hokua Place knew, and were very much aware, when they purchased this property that it was zoned Agricultural land. Their intent was always to rezone it, develop it, flip it, and walk away with their multi-millions, leaving our residents and tourists with all the mess they will leave behind, cast in stone, forever. They never had any intention of doing agriculture, but with their highly-paid consultants and lawyers, know how to navigate the system.

Affordable housing is only tiny percentage of this project but they are touting it as “affordable” - it makes it more warm and fuzzy – as does now giving it a Hawaiian name. I attended a WKNA presentation by Greg Allen a few years ago when it was still Kapa'a Highlands. I asked him about the affordable housing, and he said it would be “up to 30%”. So I asked that, in theory, that could mean 0.5% or 1% - as that is **up to 30%....**, and he got very angry. He also kept insisting he was NOT a developer, which drew some ironic laughter and “of course you are's!” from those assembled. Their \$ amounts for the housing also do not take into account the monthly Maintenance Fees they will also have to pay, which will be a significant addition to the housing cost itself – not reflected in their documents and therefore misleading. Also, their Potential Pricing is listed in 2015 dollars, way, way out of date.

An estimate of vehicles from Hokua Place, they say 1,300 vehicles for 769 units. That's only two per unit. You know the actuality will more likely be: dad - truck, mom - SUV, son - truck, daughter – sedan, so 4 cars per “affordable “unit at the very least which is more like over 3,000 vehicles. I'm being conservative with 4 vehicles per family. Our rural (and yes, this area is RURAL, not URBAN,) country lanes are very narrow and winding (with huge potholes I might add). Olohena Road and the Bypass just cannot take this extra burden with this HUGE development. Oh yes, and they're going to “preserve the rural-like (“like”?) character of Kapa'a”. **No they're not!** They're going to ruin our rural, green, and lovely, AGRICULTURAL area with URBAN sprawl and an even worse traffic nightmare! The Traffic Studies used are from 2015, 2017, also way, way out of date. Visitor traffic is of course way higher each year due to marketing efforts. So out of date.

None of this makes sense in this area. It would have made more sense for the developer to have purchased a lot in Lihu'e which was already zoned Urban. With all Lihu'e's many extra new and wide roads and highways all over the place now it would have been more viable, as Lihu'e does not have road/traffic issues as does Kapa'a.

Whether we like it or not, tourism is our mainstay on Kaua'i. Without it, our economy would completely collapse. It's bad enough that I have to sit in traffic for hours, but I feel so sorry for our visitors, who have come here expecting paradise. Instead they wait in traffic for hours just like they did back in LA. Why would you come here and waste your vacation just sitting in traffic when you can do the same thing at home for free? How frustrating. We desperately need the dollars from tourism, and I have seen many letters to The Garden Island newspaper from visitors (some of whom have been coming for many years), shocked at how bad the traffic is in Kapa'a, and thinking they may not return until we do something. Nothing is going to happen with DOT for years, and their choices of what to do to alleviate this are extremely limited and costly. The extra stress on everyone is changing the face of Kaua'i too – at least in Kapa'a. What used to be the land of aloha is now the land of anger and rage in some cases – unfortunate but true. Another blow to tourism.

We all know about the 42% increase in flights coming from the mainland.
So, Let's look at Now, Today. (not 42% later)

Right now, the Kapa'a Crawl is road rage daily. I work in Kapa'a and live in Wailua so turn south on to Kūhiō Highway every afternoon. We just sit. The traffic coming north from Līhu'e turning up to the Bypass, and the traffic coming out from the Bypass heading south causes major gridlock. Just too many people for too few lanes. There are so many near misses with people driving crazy and cutting in and missing you by inches, forcing you out into the other lane, it's insane. It's also made worse by people heading south who do not want to sit on the highway with the rest of us, so they turn on Aleka Loop by Longs, and high-tail over the speed bumps, then on to the Highway and turn into Papaloa Road and then by Kintaro's come flying across two-north bound lanes into the southbound Kuhio highway. I see crazy driving daily. It's deadly.

The Kapa'a Bypass already gets backed up, particularly heading south a.m. and p.m., by people trying to beat the madness of the overloaded traffic on Kūhiō Highway to get to Līhu'e, and please don't even try to go north on the Bypass on a Wednesday afternoon, when they hold the Farmer's Market by the Armory in Kapa'a. You'll get stuck in traffic halfway up the Bypass and will sit there for 45 minutes, attempting to reach the roundabout less than a mile away. The same when you're trying to head from Kapa'a town up Olohena Road on this same Wednesday. With all the traffic coming from the north on the bypass, from the south on the bypass, there is total gridlock and road rage with too many people for too few, small roads. And they're going to add another lane down from the the Hokua development down to the Bypass road with extra hundreds and hundreds of vehicles? Madness. Complete madness.

Our already fragile infrastructure just cannot take this. We have to make sure our infrastructures are in place, roads, water, sewage (we had serious and major sewage collapse issues recently from old and apparently improper sewage infrastructure in Wailua which snarled the highway for days and the effluent polluted Wailua Bay), etc. before we do any more development. For too many years, it has been the other way around, and has to stop, for all the logical reasons. Hokua Place will be using this Wailua Bay sewage system, which has already backed up WITHOUT all the extra sewage waste from these homes.

Our Agricultural land is **FINITE**, and shrinking drastically as we speak. Once it's gone to development it won't come back, it's gone forever. All these lands used to be viable for sugar cane

and pineapple, and could be viable again for multi-faceted agriculture. Which is what the intent of the current long-time zoning is. Agriculture. The owners could always lease out small, or quarter, half or one-acre lots to local people to farm so we can actually produce some more of our own food here, help have fresh Kaua'i produce and stop importing so much stuff. Hokua Place could become Hokua Agricultural Farms (and Market?) instead! Wouldn't that be awesome? Food security is SO important, particularly when you're just a dot in the ocean, the remotest islands on the planet and this would be a wonderful opportunity for some small grass-roots organic agriculture which did not need to depend upon a barge to get here and feed our people.

Will there ever be a time when Urban land gets converted to Agricultural? I don't think so, I wish. This is a one-way highway (so to speak). I'm not against building a *truly* affordable housing development. It just needs to be in the right place, with appropriately zoned land and sufficient infrastructure in place **first**. Kapa'a just cannot handle this. Lihu'e would be a more logical option with also many businesses and shops walkable.

There is already the looming Coco Palms traffic, plus the development of the lot between the Courtyard by Marriott and the Kaua'i Coast at the Beachboy, permitted a long time ago, despite their negative consequences on traffic, especially during hurricanes/tsunamis. The evacuation route is our same, one and only, two single lanes Kūhiō Highway which just cannot take these extra vehicles. But it has so been deemed. We'll just sit there in traffic and we're all gonna die.

I beg the LUC members to come and visit first-hand, spend a few days here, see what we see what we live with every day. Hope you won't mind the hour plus it could take you to drive 2 miles, and hope you don't have a plane to catch. And that is now. Plus the 42% more tourist vehicles on the road and upcoming approved developments. And add HoKua Place to the mix? Crazy. We have one road, two single lanes. And it aint gonna change. It just cannot take any more. Neither can we, please.

I speak for many of my friends and `ohana here. I implore the members of the Land Use Commission to keep this land in Agricultural zoning. Let's feed our people! Personally, I'd love some arugula!

Thank you very much for your time and consideration.

Mahalo nui loa,



Carol A. Beardmore

Derrickson, Scott A

From: djfbsk <djfbsk@yahoo.com>
Sent: Thursday, December 12, 2019 7:29 PM
To: DBEDT LUC
Subject: [EXTERNAL] Hokua Place

Aloha to whom it may concern, I am writing to say why I oppose this huge subdivision in Kapa'a. First of all, Kapa'a is the most populated part of the island and cannot just absorb 769 homes and their vehicles. Not without working on the infrastructure and road systems of the entire island and especially for the already extremely congested Kapa'a area of which there is little relief from. There are only very small windows of time where a person can get to and from and through Kapa'a with less misery. How can such a large project even be considered? Why are these things seemingly never thought through? I am totally against this as it stands now. Please consider abandoning this terrible idea until it can be extremely downsized and prepared for by a better road system through this part of the Island. Back to the drawing board. Mahalo for listening, Debbie Friedman

Sent from my Samsung Galaxy smartphone.