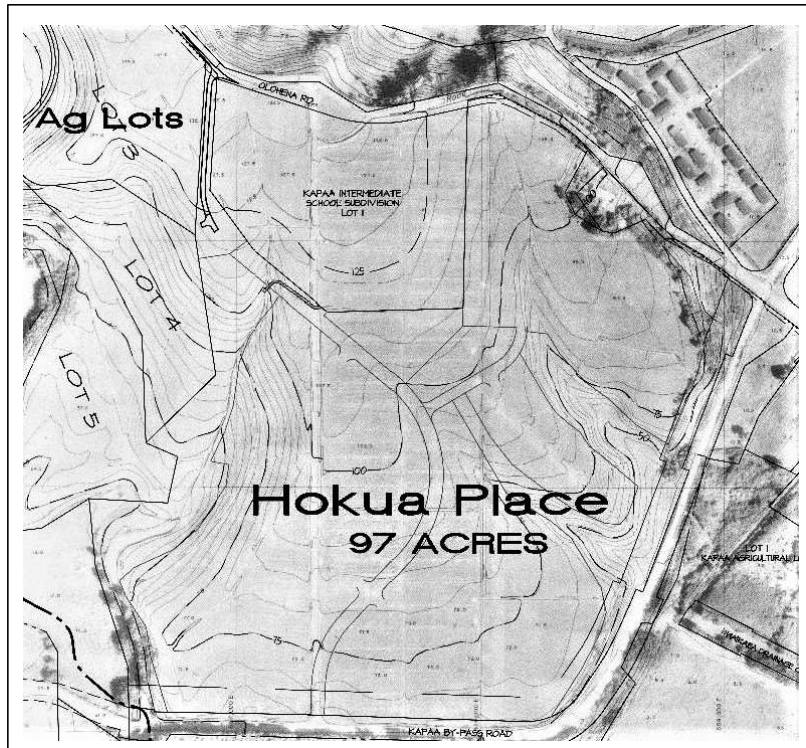


Community Testimony OPPOSED to Hokua Place (Kapa'a Highlands) (2015 - 2019)



INSIDE: SAYONARA JAPANESE INVESTORS | CROWNING OF KAKA'AKO
SEPTEMBER 2005 • \$3.00

Hawaii Business



KAUAI IN CRISIS

Mayor Bryan Baptiste deals
with a garden of gridlock

By Jacy L. Youn

HAWAII STATE LIBRARY
REFERENCE MAGAZINE
HAWAII & THE PACIFIC



*****CAR-RT LOT**C012

HW 968130HASLI47897 06APR 213

HAWAII STATE LIBRARY

SERIALS UNIT

478 SOUTH KING ST

HONOLULU HI 96813-2901

www.hawaiiibusiness.com

Hokua Place Public Testimony

This is a record of public testimony, submitted between January 2015 and December 2019, in opposition to the proposed Hokua Place development. The letters consistently express substantial and ongoing public concerns about the potential impact of the development, particularly in relation to the lack of adequate infrastructure and to the impact on traffic.

- 1) Land Use Commission, 2015 (Draft EA), page 1
- 2) Kaua'i Planning Commission, 2017 (General Plan Update), page 112
- 3) Kaua'i County Council, 2017 (General Plan Update), page 257
- 4) Land Use Commission, 2019 (Final EIS), page 315



Approaching the Kapa`a Roundabout; Hokua Place in the background.

Land Use Commission 2015 (Draft EA)

Hokua Place EISPN comments
Jonathan McRoberts to: luc, info

LAND USE COMMISSION
STATE OF HAWAII
01/14/2015 03:25 PM

2.7 I am a 65 year old resident of Kilauea. I moved to Kauai in 1996 after living on Oahu for 18 years. I left my home in Manoa because traffic became so bad that I could no longer get to the beach after work because it took over an hour to go the 4 miles from my home to the South Shore Beaches. On the weekends, the trip to the North shore, that in 1979 took an hour, became a two hour slog, with most of the time spent just getting through the Honolulu corridor. Now I am afraid the same thing is about to happen on Kauai.

The rezoning of the land in the area behind and below Kapa'a Middle School to allow the Hokua Place Development would be a serious mistake for the future of the area and all points North. The resulting traffic snarl would be a nightmare. By itself it is a bad idea, but in combination with two resorts planned behind Coconut Market Place, plus the reopening of Coco Palms, it becomes an absolutely ridiculous idea.

Not only will it create a daily nightmare for the current residents of the area, it will deter tourists from coming to Kauai. Tourists will miss flights and find themselves stuck in traffic jams instead of seeing the island. If more housing needs to be built, it should be South of the Wailua Bridge.

My own opinion is that we need to limit growth, not encourage it. If there must be growth, it should be through increased density in areas of employment that allow residents to get around without cars. We do not need another commuter suburb that feeds into a traffic pattern that is already overcapacity.

Jonathan McRoberts
2214 Liliuokalani Street
Kilauea, HI 96753
808-652-6863

Hokua place eispn comments
Jeff Miller to: luc@dbedt.hawaii.gov
Cc: "info@hookuleana.com"

LAND USE COMMISSION
STATE OF HAWAII
01/14/2015 04:37 PM

2015 JAN 15 A 7:18

To whom it may concern,

Please reconsider your plan for this development. We are already almost grid locked through town. After the proper solution to traffic is solved then it would make sense to build a new neighborhood. Thank you, mrs. Miller

Hokua Place
airbilly to: luc, info

LAND USE COMMISSION
STATE OF HAWAII 01/14/2015 02:59 PM

I don't think this development fits in at this time.

2015 JAN 15 A 7:18

One thing for certain is our present infrastructure can't accommodate it.

Please kill this.

Aloha,
Bill Doherty
Kapaa



No new major developments

Glenn Mickens to: Hawaii State Land Use Commission
LAND USE COMMISSION
STATE OF HAWAII

2015 JAN 15 A 7:18

Aloha:

I am totally against this new 800 unit development by our Kapaa Middle School. Please do not rezone this agricultural property to make it usable for urban development.

Anywhere from 1000 to 1600 vehicles will be coming out of this development and will eventually egress onto Kuhio Highway at the Kapaa Bypass southern exit

This Kapaa/Wailua corridor is now a traffic jam mess and will only be exacerbated by adding more vehicles to it.

As a solution I would suggest that a moratorium be put on ALL MAJOR DEVELOPMENTS UNTIL INFRASTRUCTURE IS PUT IN PLACE TO HANDLE THE EXPANSION

Hopefully the EIS that is being done will address this situation and this development and all developments being proposed will be mandated to build the infrastructure BEFORE one shovel is put in the ground.

Sincerely,

Glenn Mickens
5920 Kini Place
Kapaa, HI 96746
808 822 0998



Houka Place Kauai
Jackie Peterson to: luc@dbedt.hawaii.gov

LAND USE COMMISSION
STATE OF HAWAII 01/14/2015 10:50 AM

I can't believe that anyone in their right mind would approve further development on Kauai, with its outdated road system. The drive from Lihue up the windward coast is presently awful. Please don't make it impossible.

2015 JAN 15 A 7:18

Sent from my I-pad



Hokua Place EISPN Comments

Linda Garrett

to:

luc

01/14/2015 12:41 PM

Cc:

info

Hide Details

From: "Linda Garrett" <kapaaqueen@hawaii.rr.com>

To: <luc@dbedt.hawaii.gov>

Cc: <info@hookuleana.com>

LAND USE COMMISSION
STATE OF HAWAII

2015 JAN 15 A 7:18

Aloha Hawaii State Land Use Commission:

I am writing in opposition to a large development plan called Hokua Pace, proposed by Mr. Greg Allen, in Kapaa, Hawaii.

This particular area is currently zone for ag land and asking that this area be rezoned to urban zoning. Really? 800 new homes in that area. The traffic on this island has already affected our quality of life.

I believe the prudent position on this item is the fix the roads on this island before adding additional housing to an area that traffic is already impossible to traverse.

I for one will continue to protest this zoning change.

Linda Garrett
4707 Iwaena Rd.
Kapaa, HI 96746

Hokua Place EISPN comments!

Robert Rowny to: luc, info

01/15/2015 08:51 AM

To Whom It May Concern, We have lived in Kapahi for over 25 years. We do not want Hokua Place to be able to change the zoning from ag land to urban zoning. Over the past few years, the daily traffic in Kapaa is already a nightmare, with seemingly no solutions from the County. This will create a complete shutdown in Kapaa traffic, with the added (1600) cars from this urban subdivision. Locals & tourists will continue to be frustrated, miss their flights @ the airport, & road rage will only increase. PLEASE, respect the wishes of constituents that have enjoyed Kauai for years & want to continue living here. Sincerely, Robert Rowny & Diane Blaize

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 15 A 9:46



Fw: Hokua Place, Kappa, Kauai
robin yost to: luc@dbedt.hawaii.gov
Please respond to robin yost

01/16/2015 07:11 PM

On Friday, January 16, 2015 7:10 PM, robin yost <rbnyost@yahoo.com> wrote:

Aloha,

I am writing to you in regards to the development plan of Hokua Place, in Kapaa, Kauai.

Please do NOT change the zoning of the agricultural land, to urban, for these developers.

There are too many infrastructural problems for the residents and visitors of Kauai, that have yet to be taken care of.

Traffic is a HUGE issue. Everyday, I sit in my car for as much as 30-40 minutes, driving only 5 miles; either to get to work,

or home. This particular area is already very congested---especially before and when the kids are out of school.

And of the schools in this area here; they are already overcrowded. The developers want to build 800 homes for families....

no room at the schools.....

Also, our over-stressed landfill is close to fill-capacity----no room for all the tons of construction waste.....

I've been to meetings with the developer.....this plan is not for the residents, as the "affordable housing" is not affordable to local people here. Water and waste concerns, too, as the treatment facility is very far from

this area; and when you drive by this treatment site, the odors are atrocious.

Please, please, please, keep this land in ag. For the sake of Kauai's future.

Thank you,
Robin Yost
Kapaa, Kauai

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:23



Hokua Place Subdivision
Claudia Herfurt to: luc

01/16/2015 08:01 AM

Aloha,

please stop this thoughtless development and realize that Kauai is not for sale and is already losing visitor appeal because of traffic congestion, lack of infrastructure, and the loss of our rural lifestyle. The County is already compromised in taking care of this island, so what would it be like to keep adding more subdivisions and more hotels and resorts? The required EISAPN should include all the emotional and community impacts before it goes any further.

Self-sufficiency is more important for an island like Kauai in the middle of the Pacific than urban development.

I already avoid driving to Lihue to avoid getting stuck in traffic, and I have missed appointments and flights because of congestion and traffic accidents. Kauai simply is not set up to be another Maui.

Sincerely,
Claudia Herfurt
Hanalei

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:23



proposed development
Joni Benton to: luc
Cc: info

01/17/2015 09:29 AM

I am writing as a home owner in the Wailua Houselots neighborhood.
At present, we are subject to heavy traffic at our stop light (only outlet to the main highway) as well as more and more frequent odorous smells at that light (highway and Hale Ilio) emanating from the sewage management spot on that corner.
traffic is backed up from 3:30pm to 6:00 pm (and sometimes later) nearly every day from the Wailua Bridge to the town of Kapaa. Often, the bypass road is similarly congested. Until such time as these issues have been addressed, it seems premature to pursue further development in the Wailua-Kapaa area of the island. Quality of life and the health of current residents must be taken into account.

Thank you,

Joni Lesser-Benton M.S.W., L.C.S.W.
Halawai Counseling
halawaihale42@hawaii.rr.com

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A T 22



hokua place plan for kauai
elizabeth midwikis to: luc
Cc: info

01/17/2015 11:59 AM

please do not change the land zoning from ag to urban
for the development of hokua place in kauai/ as a
resident of kauai I have grave concerns about traffic,
water and waste treatment, over filling the landfill,
overfilled schools....etc....

thank you for your consideration vance collins and
elizabeth midwikis

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:22



Hokua Place EISPN Comments
Francesco Garripoli to: luc
Sent by: francesco.garripoli@gmail.com
Cc: info

01/17/2015 05:00 PM

Aloha!

I know you are receiving many email regarding the new proposed development called Hokua Place... So i will not burden you with redundancy... but simply make my statement as a concerned property owner who drives past the Middle School and uses the Bypass daily...

I am VERY concerned about this development proposal and feel it would be extremely detrimental to life on Kaua'i... the life we have all worked hard to preserve...

I pray that the EIS is updated and CAREFULLY reviewed as anyone like me knows that without major infrastructure changes, this Hokua Place development will be a disaster. I want to keep Kaua'i the beautiful place it is now.

Mahalo...

Peace,

Francesco

Francesco Garri Garripoli 盖瑞

WujiTech.com

Founder & CTO

www.WujiProductions.com

www.KahunaValley.org

Thanks for supporting our non-profit Kahuna Valley organization, dedicated to empowering and educating our youth in the areas of health and well being..

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:22



Public Comment Period for EISPN re Up-zoning: Agriculture to Urban- Hokua Place Subdivision, 800 houses
Joan Levy to: luc

01/17/2015 08:39 PM

To: Land Use Commission:

Re: Public Comment Period for EISPN re Up-zoning: Agriculture to Urban- Hokua Place Subdivision, 800 houses

I am a resident of Kauai for the past 22 years, living in the Wailua houselots area for the past 11 years. I am very concerned about this proposed development.

About a week or so ago, it took me 35 minutes to drive from the traffic light at Haleilio along the Kuhio highway North to a location near the Kauai product fair. At 2:30pm in the afternoon. This normally takes 5-10 minutes.

On Wednesday, 1/14, I took the bypass north at about 3:10pm and traffic was backed up further than ever before. It took 30 minutes to get from the beginning of the bypass to the roundabout. This normally takes 5 minutes. It was a market day and so of course there was traffic for that reason, but in all the 11 years I've been heading on this route to the market at that same time more or less, never before has it been so backed up.

Add 800 min and much more likely another 1600 cars due to this new proposed development coming down Olohena will surely create an enormous problem at the round about causing increased congestion on the bypass and at the intersection of Kukui Street and the highway at the traffic light.

I live off of Haleilio in the Houselots. The planned development at the Coco Palms that intends to create a parking area off of Haleilio will congest the intersection of Haleilio and the highway even more. Turning right to go to Lihue will be impossible. And turning left to go north will be impossible either on the bypass or driving through town.

It is my understanding that "The Kauai Long-Range Land Transportation Implementation Plan" which was created back in 1997 has not yet met its 2000 and 2006 deadlines for Kapaa. Yet the The EISPN does not address that overdue road widening has to be completed before Hokua Place is granted any further permits. Can you not see that the cart is being put first before the horse???

What is the point of doing extensive study and then not actualizing the action plans that come out of that study?

Meanwhile the EISPN traffic study that was developed in 2013 has already become outdated!

Due to the very good news of economic recovery, we have had an influx of visitors this last year. And what about the Coco Palms, Coconut Beach Resort and Coconut Plantation resorts development plans for the Wailua Corridor. An additional 1800 vehicles are anticipated to

accompany this development. As if that is not enough, not mentioned in the EISPN are stores and another community swimming pool - does Kapaa really need two community swimming pools?? - by Hokua place to further congest the already too small congested roundabout and entry way into the Kuhio Highway.

I am particularly concerned about this entry: E. p15, O 1. **"Impacts of Closing Kapaa Bypass"** Does this mean there are plans to close the bypass, temporarily or permanently? The bypass is the only saving grace for the levels of congestion we already have.

With all due respect, this all makes me wonder if the people making these decisions ever get in their cars and drive along these routes themselves!

I understand the importance of maintaining a thriving economy here on Kauai. But bigger is not always better. Managed growth control is even more important than growth. There are many communities that have realized this. Some because of the way nature itself locks the living area in so that it just can't keep expanding. But others have managed to see and implement managed growth that keeps sustainability in mind as a priority and not as something one just gives lip service to.

These are decisions that need to be well thought out before they are made. Because after they are implemented there is no turning back.

If I wanted to live on Oahu or Maui, I would have moved there. Bought my house there. Built my business there. I chose Kauai because of the rural life style, the open vistas to undeveloped nature, and the small town quality of the rural life style that clearly separates Kauai from these other very developed places in Hawaii.

And what about overstressing the already near capacity landfill situation? And the terrible sewage smells already coming from Lydgate sewage treatment and the junction of Haleililo at the Kuhio Highway. I have to make sure the air circulates from within my car when I am stopped at that light on Haleililo for the putrid smell that is often filling the air there now. What do you suppose the Coco Palms tourists who are driving from their proposed parking area off of Haleililo will have to say about that horrid smell???

When the Kuhio Highway floods after big storms because water run off has never really been addressed and the road is closed, how will this huge planned influx of cars add to the problem of getting our valuable tourists, not to mention ourselves, from here to there?

Until the infrastructure for road use and traffic, waste management, water run off, and all the sustainability concerns that I haven't even thought to address here can handle the development we already have it is UNCONSCIONABLE AND WRONG to allow new large developments to be permitted.

I know the developers are chomping at the bit! Why not, it is only about money in their pockets to them. They bring in their own workers (rather than use our local building trade people), they

do their thing, and they leave the island with all the money they made. And they leave us to deal with all the problems that we are left with.

Do not be swayed by their costly lobbying and whatever else it is that they do. Please put the people of Kauai and our lifestyle first and foremost in your decision making. And before any permitting is granted that clearly will make things worse for us (but not for the developers) please resolve to take a deeper and more sustainable look at addressing the above stated existing problems we have on Kauai.

Let's put the horse before the cart, ok?

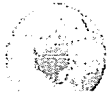
Very Sincerely and very Concerned,

Joan Levy,

Kapaa resident

808-822-5488

joan@joanlevy.com



Hokua Place EISPN Comments
Carrigan Curtis to: info, luc

2015 JAN 20 4 17:22
LAND USE COMMISSION
STATE OF HAWAII
01/18/2015 09:18 AM

To: Land Use Commission:

Re: Public Comment Period for EISPN re Up-zoning: Agriculture to Urban- Hokua Place Subdivision, 800 houses

I have recently become a resident of Kauai, living in Kilauea. I am very concerned about this proposed development.

About a week or so ago, it took me 75 minutes to drive from Kapaa on the Kuhio highway South to Costco in Lihue. Most of my time was spent just getting through Kapaa.

And a week before I spent 20 minutes on the Kapaa bypass just getting to the round-about, and past it at 3pm in the afternoon. I have been visiting Kauai for many years before moving here and this is the worst traffic I have ever experienced.

Add 800 minimum, and much more likely another 1600 cars due to this new proposed development coming down Oloheua and it will surely create an enormous problem at the round-about causing increased congestion on the bypass and at the intersection of Kukui Street and the highway at the traffic light.

The planned development at the Coco Palms that intends to create a parking area off of Haleililo will create congestion at the intersection of Haleililo and the highway even more. Turning right to go to Lihue will be impossible. And turning left to go north will be impossible either on the bypass or driving through town.

It is my understanding that "The Kauai Long-Range Land Transportation Implementation Plan" which was created back in 1997 has not yet met its 2000 and 2006 deadlines for Kapaa. Yet the EISPN does not address that overdue road widening has to be completed before Hokua Place is granted any further permits. This situation is definitely putting the cart before the horse.

What is the point of doing extensive study and then not actualizing the action plans that come out of that study?

Meanwhile the EISPN traffic study that was developed in 2013 has already become outdated!

Due to the very good news of economic recovery, we have had an influx of visitors this last year. And what about the Coco Palms, Coconut Beach Resort and Coconut Plantation resorts development plans for the Wailua Corridor. An additional 1800 vehicles are anticipated to accompany this development. As if that is not enough, not mentioned in the EISPN are stores and another community swimming pool - does Kapaa really need two community swimming pools?? - by Hokua place to further congest the already too small congested roundabout and entry way into the Kuhio Highway.

I am particularly concerned about this entry: E. p15, O 1. "Impacts of Closing Kapaa Bypass" Does this mean there are plans to close the bypass, temporarily or permanently? The bypass is the only saving grace for the levels of congestion we already have.

I understand the importance of maintaining a thriving economy here on Kauai. But bigger is not always better. Managed growth control is even more important than growth. There are many communities that have realized this. Some because of the way nature itself locks the living area in so that it just can't keep expanding. But others have managed to see and implement managed growth that keeps sustainability in mind as a priority and not as something one just gives lip service to.

These are decisions that need to be well thought out before they are made. Because after they are implemented there is no turning back.

And what about overstressing the already near capacity landfill situation? And the terrible sewage smells already coming from Lydgate sewage treatment and the junction of Haleililo at the Kuhio

Highway. I have to make sure the air circulates from within my car when I am stopped at that light on Haleililo for the putrid smell that is often filling the air there now. What do you suppose the Coco Palms tourists who are driving from their proposed parking area off of Haleililo will have to say about that horrid smell???

When the Kuhio Highway floods after big storms because water run off has never really been addressed and the road is closed, how will this huge planned influx of cars add to the problem of getting our valuable tourists, not to mention ourselves, from here to there?

Until the infrastructure for road use and traffic, waste management, water run off, and all the sustainability concerns that I haven't even thought to address here can handle the development we already have it is not acceptable to allow new large developments to be permitted.

Please do not be swayed by the costly lobbying of these development companies. Please put the people of Kauai and our lifestyle first and foremost in your decision making. And before any permitting is granted that clearly will make things worse for us please resolve to take a deeper and more sustainable look at addressing the above stated existing problems we have on Kauai.

The proposed Hokua Place subdivision will be disruptive our rural life style as well as to visitors who choose Kauai because of its relaxed pace & natural environment. The EIS PN should include social, environmental, emotional and community impacts before it goes any further.

Thank you so much for your time and consideration

Carrigan



HoKua Place Subdivision Development
David H. Dinner to: luc@dbedt.hawaii.gov

01/18/2015 01:50 PM

Dear Land Use Commission

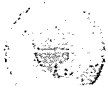
In my 14 years on Kauai, I've seen one project after another worm its way through our political structure until now we are on the brink of gridlock in the town of Kapaa. I've read talking points about why the Hokua Place Subdivision should not be allowed. These items are so self evident that one must wonder how the project could possibly pass. Yet, haven't we seen it before? The Superferry, The Coconuts projects, Longs Drugs are all examples of developments that threaten to destroy the essential nature of Kauai and yet they passed despite the objection of huge resistance from the community.

So, let's be clear. This decision about HoKua Place Subdivision Development is not about talking points. It is about whether our vision of Kauai as a community is one that drives the island to more and more development until we arrive at a completely unsustainable environment or one that creates a vision of function and esthetics that is consistent with the highest quality experience for both residents and visitors alike. Kauai is dying before our eyes and you have the power to help reverse the direction of its demise. Please do not support the HoKua Place Subdivision. Mahalo.

Aloha
David Dinner
Kilauea, HI

Sent from my iPad with Aloha

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7 22



Hokua Place Subdiv. zone change
Michael Goodwin to: luc, info

01/18/2015 06:38 PM

I attended the developer's presentation at Kapa'a Neighborhood Ass'n meeting. The developer said there is ample capacity at the Lidgate waste treatment plant for his development. At least two and probably three resort developments are in line ahead of him. It's only fair that the state must address this before allowing any zoning change. This is but one of several infrastructure needs that have to be addressed for development to go forward. The developers, not the taxpayers, must pay the costs.

In addition:

- 1) The Kauai Long-Range Land Transportation Implementation Plan, Table ES-6 of 1997 must be completed before any new development occurs in the Kapa'a-Wailua area.
- 2) Adding an additional estimated 1600 vehicles from this proposed subdivision onto Kuhio Highway with the already permitted three hotels in the Wailua-Kapaa Corridor will cause unprecedented traffic, jeopardizing the safety of residents trying to reach the airport, hospital, medical, dental and business appointments.
- 3) "Affordable Housing" as described in the EIS is not really affordable for most Kauai residents in today's economy.
- 4) Access into and from HoKua Place at the Kapa'a Middle School on Olohena Road, will jeopardize the safety of school children and parents twice daily.
- 5) Construction noise, dust and daily confusion will greatly affect the safety and learning abilities of the students at the Kapa'a Middle School for many years.
- 6) Construction waste, adequate sewage treatment, storm run off and a sufficient clean water supply have not been adequately addressed by the applicants.

With regards,
Michael K Goodwin
6296Q Olohena Road
Kapa'a

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 1:23



comments: Hokua Place EISPN
Gabriela Taylor to: luc, info

01/18/2015 04:05 PM

To: LUC Re: comments/Hokua Pl. EISPN
KEAPANA RD, KAPAA, HI 96746 808 823-9013

From: GABRIELA TAYLOR 5620

Infrastructure First : (Development Later)

1. Roads and Traffic — Everyone from the no. to east shores of Kauai is complaining daily about the traffic from Hell- read on !

My recent driving experiences:

- 1. Jan. 13,** 3pm Kuhio St, west bound, backed up in both directions and creeping from Kuhio highway all the way through the roundabout to the middle School, took me 35 min. to get past middle school- in both directions.
- 2. Jan. 15,** 1 pm going no. on Kuhio Highway from so. exit of ByPass rd to Hauaala Rd traffic backed and creeping, took me 48 minutes. We can't navigate these small roads with any more traffic and stay sane. Traffic from 3 new hotels in Wailua will be and adding Hokua will be intolerable!

MY comments re lack of road infrastructure & traffic studies in EISPN

A The Kauai Long-Range Land Transportation Implementation Plan developed in 1997 & updated 9/14 for extensive road widening in the areas affected by the proposed zoning change, has not met its 2000 and 2006 deadlines for Kapaa. Therefore, the multi-billion plan implementation will not serve the needs of Hokua Place's 1600 addition vehicle load in a timely fashion. The EISPN does not address that overdue, road widening has to be completed before Hokua Place is granted any further permits.

B. . Traffic studies need to be updated/repeated for the new Draft EIS. There have been major changes since the EISPN traffic study was performed in 2013. 1. More traffic is jamming the roads since the influx of Visitors last year, due to the Economic Recovery. 2. Three additional permitted hotels, Coco palms, Coconut Beach Resort and Coconut Plantation resort, counting tourist and staff, will pour an additional 1800 vehicles onto Kuhio Highway in the Wailua corridor. 3. Also, not mentioned in the EISPN, is that the proposed Stores and community swimming pool by Hokua Place will bring additional traffic to the area next to Kapaa Middle School and impact the Roundabout, as well as Olohena Rd. traffic.

Exhibit H pages 6 & 7. Existing Levels of Service Table 3: Traffic going east onto Kuhio Highway from Kukui St. at stoplight in downtown Kapaa. is given a B rating

(Scale A-F), the study needs to be re-thought with the load from the school as well as that from Hokua Place likely creating backup going through beyond the Roundabout. This study must be repeated in the morning when school starts and again in the afternoon when it lets out. Then add the Hokua Place traffic (see my recent experience re this rd. above)

Table 4: Kapaa Roundabout at Olohena Rd. is given a grade E noting that “The east-bound approach is near capacity during the morning peak hour. Since that is recognized, please add the Hokua traffic and you have grid-lock. Not acceptable.

Table 5: Kuhio Highway at So. End of Bypass Rd. got an F.(failure) rating.

No surprise there. And the Hokua commute traffic to Lihue will add several hundred vehicles to that mess. Why is it not mentioned that traffic is backed up frequently from the Kuamoo Rd light to Kapaa downtown? How can anyone fathom traffic from the 3 new hotels previously mentioned, as well as that from the 800 houses from Hokua Place added to the mess we already have? I ask the LUC to consider the traffic problems we have now, multiply that by 10 and imagine the current one hour wait many have endured driving through Kapaa downtown/Wailua now —doubled.

C. How does the increased traffic on Olohena Rd.coming from Hokua western exit impact the Middle School? Dangerous for Kids dropped off, kids walking, kids riding bikes? Have “Complete Streets and Safe Route to School” design principles been incorporated? The middle school is up to capacity. Where will all kids from Hokua Place go?

D. .p15, O 1. “Impacts of Closing Kapaa Bypass”

The study says that such closing, “would force that traffic to use Kuhio Highway....was noted that Kuhio highway is congested, especially in the afternoon with very slow speeds and long delays,,,,,,,,,,,,, “ It’s good the study acknowledged the problems, but what do they mean by “Closing the Bypass”, temporary due to accident or permanent closure? Is there a threat to close the Bypass? If so, that is another reason that this project can’t proceed.

Other Infrastructure to Consider

1. Drainage from storm runoff on the hard surfaces created in development needs to be re – examined do to elevation steep slope of land in the project. Detailed flood studies and Flood Insurance Rate Maps need to be done according to comments from Dept of Public Works. Is the Kapaa Bypass bridge flow capacity adequate?

2. The ADA requirement for public roadway, sidewalk and bike path can not be more than a 6% grad.e. Will that be provided in the project?
3. Over stressing our already near capacity Landfills with construction waste and resident generated trash must be addressed too.
5. Can the Lydgate Sewage treatment plant, which smells bad now, handle the 3 proposed/permitted hotels as well as the 800 Hokuia Place dwellings?

Conclusion: The proposed Hokuia Place subdivision will be disruptive our rural life style as well as to visitors who choose Kauai because of its relaxed pace & natural environment. The DraftEIS should include include social, emotional and community impacts before it goes any further. And I hope that all the testimony/comments you receive will convince you that this is not the right place or time for this development. **No** on Rezoning this parcel from Ag to Urban!

Read Gabriela's Book -

"Geckos & Other Guests: Tales of a Kauai'i Bed & Breakfast"

web site: <http://www.napalipress.com/>

buy at Amazon:

http://www.amazon.com/Geckos-Other-GuestsTalesBreakfast/dp/1885129149/ref=sr_1_1/104-36695969207135ie=UTF8&s=books&qid=1182560125&sr=8-1

Gabriela Taylor

gabriela@keapana.net

People Don't Stop Playing Because They Grow Old

They Grow Old Because They Stop Playing



REFERENCE: HoKua Place, Section 343-5e HRS Preparation Notice,
Environmental Impact Statement.

Michael Schwartz to: luc

01/18/2015 05:29 PM

To whom it may concern,

I'm writing to protest plans for the planned HoKua Place Subdivision Development in Kapa'a. Congestion is already excessive in Kapa'a and this would undoubtedly worsen with the major influx of residents resulting from this development.

Sincerely

Michael W. Schwartz, MD
3556 Moloa'a Rd
Kilauea, HI

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:22



800 new homes in kapaa
George Hoffberg to: luc@dbedt.hawaii.gov
Cc: Joan Levy

01/18/2015 09:08 PM

we have traffic problems now.
new hotels and this mega development will clog the by pass and the circle.
impelement the 1979 2000 and 2006 plan 1st.
wake up and smell the exhaust.

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:23



Re. Public Comment for EISPN for Hokua Place, Kapa'a

Danny Hashimoto to: luc@dbedt.hawaii.gov,
info@hookuleana.com

Please respond to Danny Hashimoto

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:26
01/18/2015 12:38

The below letter is being emailed simultaneously to:

1. Land Use Commission: email address luc@dbedt.hawaii.gov
2. The Kailua company that did the EISPN study info@hookuleana.com

Re. Public comment for EISPN

I am a resident of Kaua'i for the past 66 years, living primarily in the Wailua Houselots/Homesteads area. I am concerned about this proposed development, Hokua Place in Kapa'a. There are a number of concerns, and traffic congestion is a major one. Expanding the "picture" to include additional traffic flows (additional to that of Hokua Place) from the new development including the upcoming redevelopment of the Coco Palms Hotel, which will undoubtedly add substantial vehicle traffic to Hwy. as well as the Kapa'a Bypass which fronts the subject development, Hokua Place, potentially to the point where the Bypass turns right onto the Bypass. Terms such as "gridlock" only begin to describe potential horrendous conditions. Well over 2000 vehicles will be in the area between the Wailua River Bridge area (Kuhio Hwy./Kuamo'o Road) and the heart of Kapa'a (between Olohena Road and Kuhio Hwy.) which again, will include the Kapa'a Bypass itself.

Thus, the traffic congestion at peak times at these key junctions and locations will likely become unacceptable under current A-F rating standards in effect.

With regard to the traffic analysis for the subject development, I do not necessarily believe that Road A will solve the traffic congestion near the development. While relieving some of the congestion at the turnabout in the morning work Southbound, there'll still be some Northbound traffic (exiting Road A and turning left onto the Bypass) at the turnabout during peak hours and thus that area will still be congested.

Further, it is my understanding that The Kauai Long-Range Land Transportation Implementation Plan, which has not yet met its 2000 and 2006 deadlines for Kapa'a. Yet the EISPN does not address that overdue road work completed before Hokua Place is granted any further permits. Why is this?

What is the point of doing an extensive study and then not actualizing the action plans that come out of that study? Hokua Place has been in the works for many years now so why hasn't the Plan referred to above been fully actualized or at least made noticeable progress? Meanwhile the EISPN traffic study that was developed in 2013 for the subject development has already become outdated in my opinion.

Due to the very good news of economic recovery, we have had an influx of visitors this last year, 2014...thus, more traffic! And specifically, as generally alluded to above, the Coco Palms Hotel, Coconut Beach Resort and Coconut Plantation resorts development plans for the Wailua Corridor, a huge amount of traffic will be added to the area. From the Coco Palms alone, an additional 1800 vehicles are anticipated to accompany their development.

The waste treatment issue is huge. No details need to be mentioned other than to ask if the facilities can really accommodate the substantial increase in "flow" from all the new developments, not just that of the subject development. The public needs to see a complete updated wastewater treatment plan incorporating all of the development referred to herein.

Until the infrastructure for road use and traffic flow, waste management, water run off (from the subject development), and all other relevant concerns are fully addressed and acted upon

(not just lip service) it is UNCONSCIONABLE AND WRONG to allow new large developments such as
Hokua Place to be permitted and approved.

Sincerely,

Danny Hashimoto

=====



Kappa
dorothyweedy@aol.com to: luc@dbedt.hawaii.gov

01/18/2015 12:37 PM

I have been visiting Kauai for about forty years, and love everything about that island. Progress and growth has made my stay on the island more and more trying. I just spent six months in Kapa and saw first hand how trying traffic has become over the years. Whoever can help with this situation please try to do your best. Your island is still the best place in the world, please preserve this wonderful place

Sent from my iPad

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:25



Kapa'a proposed subdivision
Maren Orion to: luc@dbedt.hawaii.gov, info

01/18/2015 12:46 PM

Aloha Folks. Here are some very good reasons not to allow the proposed subdivision mauka of Kapa'a to happen at this time. These issues need to be addressed. Sincerely, Maren Orion Oppenheimer, Kilauea

SHORT LIST:

- 1) The Kauai Long-Range Land Transportation Implementation Plan, Table ES-6 of 1997 must be completed before any new development occurs.
- 2) Adding an additional estimated 1600 vehicles from this proposed subdivision onto Kuhio Highway with the already permitted three hotels in the area will cause dental and business appointments.
- 3) "Affordable Housing" as described in the EIS is not really affordable for most Kauai residents in today's economy.
- 4) Access into and from HoKua Place at the Kapa'a Middle School on Oloheua Road, will jeopardize the safety of school children and parents.
- 5) Construction noise, dust and daily confusion will greatly affect the safety and learning abilities of the students at the Kapa'a Middle School.
- 6) Construction waste, adequate sewage treatment, storm run off and a sufficient clean water supply have not been adequately addressed by the applicant.

LONG LIST WITH MORE INFORMATION:

INFRASTRUCTURE must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and additional approximately 1600 more vehicles on a daily basis in the Wailua/Kapa'a corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this project passing the property in question.

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actually needed?

The main road thru the proposed Hokua Place exits on the west side onto Oloheua Road, immediately adjacent to the Kapa'a Middle School. A traffic problem is coming from Wailua Homesteads, Kapahi and from Kapa'a. Students must walk along Oloheua Road and/or cross it to get to the school.

This area has a blind intersection of 3 intersecting roads, (Kaapuni, Kaehula and Oloheua) including a steep grade immediately west of the school. This is a dangerous situation and has indicated at a public community meeting that a Round-A-Bout may solve this problem. However, for those who know the area, this is not a solution. The EIS states that complete streets and safe routes to school design principles need to be addressed, page ??.

Retail stores and a community swimming pool (funded by Kauai tax payers) are projected for this subdivision. Therefore, far more traffic than is currently projected. The applicants have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hundred start-up date of the proposed project.

Storm run off water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass roads.

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residents.

If the Kauai Department of Water does not accept the applicant's offer to donate water from its well, for whatever reason, can the DOW guarantee water?

If additional well(s) must be drilled by the DOW, who will bare this expense?

The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. This is not a true fact.

© 2015 Microsoft

Terms

Privacy & cookies

Developers

English (United States)

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:25



Stop Hokua - keep Kauai country

Carmen

to:

luc@dbedt.hawaii.gov, info@hookuleana.com

01/18/2015 01:37 PM

Hide Details

From: Carmen <carmentina@hotmail.com>

To: "luc@dbedt.hawaii.gov" <luc@dbedt.hawaii.gov>, "info@hookuleana.com" <info@hookuleana.com>

Respected Land Use Commission,

Please think LONG AND HARD before changing the lives of Kauai residents irreversibly.

Please read this letter of complaints before our lives, as Kapaa residents, become similar to those of big cities.

Mahalo in advance for your care and time.

- 1) The Kauai Long-Range Land Transportation Implementation Plan, Table ES-6 of 1997 must be completed before any new development occurs in the Kapa'a-Wailua area.
- 2) Adding an additional estimated 1600 vehicles from this proposed subdivision onto Kuhio Highway with the already permitted three hotels in the Kapa'a-Wailua corridor will cause unprecedented traffic, jeopardizing the safety of residents trying to reach the airport, hospital, medical, dental and business appointments.
- 3) "Affordable Housing" as described in the EIS is not really affordable for most Kaua'i residents in today's economy.
- 4) Access into and from Hokua Place at the Kapa'a Middle School on Oloheua Road, will jeopardize the safety of school children and parents twice daily.
- 5) Construction noise, dust and daily confusion will greatly affect the safety and learning abilities of the students at the Kapa'a Middle School for many years.
- 6) Construction waste, adequate sewage treatment, storm run off and a sufficient clean water supply have not been adequately addressed by the applicants.

Carmen

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:26

Hokua Place EISPN Comments
 Anne Walton
 to:
 luc, info
 01/18/2015 06:26 PM
 Hide Details
 From: Anne Walton <annehugginswalton@gmail.com>
 To: luc@dbedt.hawaii.gov, info@hookuleana.com

1 Attachment



Letter tp Land Use Commission.docx

Dear Land Use Commission,

LAND USE COMMISSION
 STATE OF HAWAII
 2015 JAN 20 A 1:23

As a full time resident of Kauai, I am very concerned about the proposed Hokua Place Development that will add some 800 dwelling units in Kapaa. I currently live in Wailua Homesteads and already the traffic congestion in Kapaa is near gridlock for much of the work day. At the present time, we have to plan our day in order to avoid going through Kapaa between 10:00 A.M. and 6:30 P.M. During these times, the traffic congestion is so bad that it takes 25 minutes to drive from the Public Library in Old Kapaa, to the 580 (Kuamoo Rd.) Intersection, a distance of less than 3 miles.

I am not against development per se. But before development is approved, the roads, drainage, sewage and refuse infrastructure need to be updated in order to handle the substantially greater capacity.

In particular, I am concerned about the impact of this development on the following areas:

1) Impact on Traffic - It's my understanding that the traffic plans developed in 1997 have not been completed. Since that time, the Kapaa area has grown exponentially. New long term long term plans have to be developed before any new development is approved. Areas of concern are not just the traffic problems on the main highway but also, along the Kapaa bypass and Olohena Rd.

2) Other Land Development - with the addition of proposed new development at Coco Palms and Coconut Beach resort and Coconut Plantation, it's expected that an additional 1800 vehicles will be added to the traffic load along the Kapaa/Wailua corridor. Has anyone considered how this is going to work in light of the current gridlock that already exists in Kapaa from 10:00 A.M. to 6:30 P.M. every day?

3) Other Infrastructure Concerns:

- a. Impact on Kapaa Middle School.
- b. Impact on storm drainage

c. Impact on land fill and recycling centers

d. Impact on the land from sewage and septic systems

4) **Impact on Retail Business and Tourism** - Already the traffic is so bad that many people are avoiding Kapaa retail businesses and finding ways to do their shopping on other parts of the Island. What effect to you think it has on vacationers who come here and find they have to spend an hour in traffic just to buy groceries??

5) **Impact on Quality of Life** - The beauty of Kauai, and one of the main reasons people want to visit our Island, is to enjoy the rural lifestyle and to get away from the stress of urban living. Already in parts of the Island, we have ruined this benefit. Are we going to continue down this path until Kauai is simply no longer a pleasant place to visit?

In my opinion, the EISPN should not be improved until ALL the impacts on our community can be thoroughly studied and addressed.

Furthermore, the loss of agriculture land to residential development on Kauai represents a loss of a way of life, loss of the aesthetic value of this special place and the loss of future opportunities for agricultural-based livelihoods, food security and self-sufficiency for Kauai. This is our home and we don't want to loose the rural character of Kauai.

Thank you for considering my comments.

Best regards,

Anne Walton

444-A Puuopae Road

Kapaa. HI 96746

Dear Land Use Commission,

As a full time resident of Kauai, I am very concerned about the proposed Hokua Place Development that will add some 800 dwelling units in Kapaa. I currently live in Wailua Homesteads and already the traffic congestion in Kapaa is near gridlock for much of the work day. At the present time, we have to plan our day in order to avoid going through Kapaa between 10:00 A.M. and 6:30 P.M. During these times, the traffic congestion is so bad that it takes 25 minutes to drive from the Public Library in Old Kapaa, to the 580 (Kuamoo Rd.) Intersection, a distance of less than 3 miles.

I am not against development per se. But before development is approved, the roads, drainage, sewage and refuse infrastructure need to be updated in order to handle the substantially greater capacity.

In particular, I am concerned about the impact of this development on the following areas:

- 1) **Impact on Traffic** - It's my understanding that the traffic plans developed in 1997 have not been completed. Since that time, the Kapaa area has grown exponentially. New long term plans have to be developed before any new development is approved. Areas of concern are not just the traffic problems on the main highway but also, along the Kapaa bypass and Olohena Rd.
- 2) **Other Land Development** - with the addition of proposed new development at Coco Palms, Coconut Beach Resort and Coconut Plantation, it's expected that an additional 1800 vehicles will be added to the traffic load along the Kapaa/Wailua corridor. Has anyone considered how this is going to work in light of the current gridlock that already exists in Kapaa from 10:00 A.M. to 6:30 P.M. every day?
- 3) **Other Infrastructure Concerns:**
 - a. Impact on Kapaa Middle School.
 - b. Impact on storm drainage
 - c. Impact on land fill and recycling centers
 - d. Impact on the land from sewage and septic systems
- 4) **Impact on Retail Business and Tourism** - Already the traffic is so bad that many people are avoiding Kapaa retail businesses and finding ways to do their shopping on other parts of the Island. What effect do you think it has on vacationers who come here and find they have to spend an hour in traffic just to buy groceries??
- 5) **Impact on Quality of Life** - The beauty of Kauai, and one of the main reasons people want to visit our Island, is to enjoy the rural lifestyle and to get away from the stress of urban living. Already in parts of the Island, we have ruined this benefit. Are we going to continue down this path until Kauai is simply no longer a pleasant place to visit?

In my opinion, the EISPN should not be improved until ALL the impacts on our community can be thoroughly studied and addressed.

Furthermore, the loss of agriculture land to residential development on Kauai represents a loss of a way of life, loss of the aesthetic value of this special place and the loss of future opportunities for agricultural-based livelihoods, food security and self-sufficiency for Kauai. This is our home and we don't want to loose the rural character of Kauai.

Thank you for considering my comments.

Best regards,
Anne Walton



Need infrastructure!!
 Kirby Guyer
 to:
 luc
 01/19/2015 12:57 PM
 Hide Details
 From: Kirby Guyer <hoomaha@aloha.net>
 To: <luc@dbedt.hawaii.gov>

INFRASTRUCTURE must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land and Transportation Implementation Plan, developed in 1997 with deadlines for completion in 2000 and 2006 for Kapa'a. As outlined, they all relate to widening roads in the area of the proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and real estate buyers due to the economic recovery; 3 more hotels, already pre-approved, are being developed in the near future, resulting in an additional approximately 1600 more vehicles on a daily basis in the Wailua/Kapa'a corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this proposed zoning change. In fact, the Kulana Subdivision on Olohehena Road will add many more vehicles traveling west and east to and from Kapa'a, passing the property in question.

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actually needed?

The main road thru the proposed Hokua Place exits on the west side onto Olohehena Road, immediately adjacent to the Kapa'a Middle School Parking lot. From early morning, sometimes in darkness, and mid afternoon, the vehicles in this area to drop off or pick up students creates a large traffic problem coming from Wailua Homesteads, Kapahi and from Kapa'a. Students must walk along Olohehena Road and/or cross it to get to the school at this point to exit or enter the cars parked along the roadside.

This area has a blind intersection of 3 intersecting roads, (Kaapuni, Kaehula and Olohehena) including a steep grade immediately west of the school and the proposed road leading in and out of the proposed sub division. The representative for this project recognizes that this may present a dangerous situation and has indicated at a public community meeting that a Round-A-Bout may solve this problem. However, for those who know the actual terrain of this area, a Round-A-Bout could not be safely and successfully constructed anywhere near a steep incline, i.e. Olohehena Road. The EIS states that complete streets and safe routes to school design principles need to be addressed, page ??.

Retail stores and a community swimming pool (funded by Kauai tax payers) are projected for this subdivision. Therefore, far more traffic than indicated will be entering and exiting at all hours of the day and evening that may not include any bona-fide residents of the subdivision.

The applicants have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hundred residences. The Kauai landfill is already full, with no indication that a projected one will be built in the near future or within the expected start-up date of the proposed project.

Storm run off water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass road and across into private property and homes below the subdivision, causing possible floods. This has not been addressed in the EIS.

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residential units, several retail stores and a swimming pool facility?

If the Kauai Department of Water does not accept the applicant's offer to donate water from its well, for what ever reason, can the DOW guarantee that enough water will be available to all residences, stores and a swimming pool from the only source now available, a tank on Kaapuni Road? If additional well(s) must be drilled by the DOW, who will bare this expense?

The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. This is not a true fact. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.

Kirby B. Guyer

--

Hale Ho'o Mahi B & B

*P.O. Box 82
7083 Alamihii Rd.
Hanalei, Kauai, HI 96714
800-851-0291 Toll Free
808-826-7083 Kauai/Hawaii
808-826-7084 Fax
<http://www.hialemaia.com> WEBSITE*



Hokua Place
 Laurel Quarton
 to:
 luc, info
 01/19/2015 03:30 PM
 Hide Details
 From: Laurel Quarton <laurelq@hawaiiantel.net>
 To: luc@dbedt.hawaii.gov, info@hookuleana.com

It is unfortunate that Hokua Place project, which has the potential to contribute funds and impetus to afford the housing and community building, is the straw to break our backs. The three other high impact hotel projects along Kuhio Highway in the Kapaa corridor have already been approved with little if any remediation provided for infrastructure relief and improvement. At the same time they provide nothing for the county besides tourist dollars which don't equitably serve community interests. Without these three projects already in the works it is possible that HoKua Place might have worked out in addition to those three, Hokua Place is unacceptable. Please seriously consider the below quick and long summary of concerns.

The below list is a quick summary of essential requirements before Hokua Place can be considered acceptable.

- 1) The Kauai Long-Range Land Transportation Implementation Plan, Table ES-6 of 1997 must be completed before any new development occurs in the Kapa'a-Wailua area.
- 2) Adding an additional estimated 1600 vehicles from this proposed subdivision onto Kuhio Highway with the already permitted three hotels in the Wailua-Kapaa Corridor will cause unprecedented traffic, jeopardizing the safety of residents trying to reach the airport, hospital, medical, dental and business appointments. NOT TO MENTION DURING NATURAL DISASTER EVACUATIONS.
- 3) "Affordable Housing" as described in the EIS is not really affordable for most Kauai residents in today's economy.
- 4) Access into and from HoKua Place at the Kapa'a Middle School on Olohena Road, will jeopardize the safety of school children and parents twice daily.
- 5) Construction noise, dust and daily confusion will greatly affect the safety and learning abilities of the students at the Kapa'a Middle School for many years.
- 6) Construction waste, adequate sewage treatment, storm run off and a sufficient clean water supply have not been adequately addressed by the applicants.

LONG LIST WITH MORE INFORMATION:

INFRASTRUCTURE must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, developed in 1997 with deadlines for completion in 2000 and 2006 for Kapa'a. As outlined, they all relate to widening roads in the area of the proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and real estate buyers due to the economic recovery; 3 more hotels, already pre-approved, are being developed in the near future, resulting in an additional approximately 1600 more vehicles on a daily basis in the Kapa'a-Wailua corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this proposed zoning change. In fact, the Kulana Subdivision on Olohena Road will add many more vehicles traveling west and east to and from Kapa'a, passing the property in question.

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actually needed?

The main road through the proposed Hokua Place development exits on the west side onto Olohena Road, immediately adjacent to the Kapa'a Middle School Parking lot. From early morning, sometimes in darkness, and mid afternoon, the vehicles in this area arriving to drop off or pick up students creates a large traffic problem coming from Wailua Homesteads, Kapahi and from Kapa'a. Students must walk along Olohena Road and/or cross it to get to the school at this point to exit or

enter the cars parked along Olohena Road.

This area has a blind intersection of three intersecting roads, (Ka'apuni, Kaehula and Olohena) including a steep grade immediately west of the school and the proposed road leading in and out of the proposed subdivision. The representative for this project recognizes that this may present a dangerous situation and has indicated at a public community meeting that a roundabout may solve this problem. However, for those who know the actual terrain of this area, a roundabout could not be safely and successfully constructed and implemented anywhere near a steep incline, i.e. Olohena Road. The EIS states that complete streets and safe routes to school design principles need to be addressed, page ??.

Retail stores and a community swimming pool (funded by Kana'i taxpayers) are projected for this subdivision. Therefore, more traffic than indicated by the plan will be entering and exiting at all hours of the day and evening that would be over and above that from within Hokua Place.

The applicants have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hundred residences. The Kauai landfill is already full, with no indication that a projected one will be built in the near future or within the expected start-up date of the proposed project.

Storm runoff water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass road and across into private property and homes below the subdivision, causing possible floods. This has not been addressed in the EIS.

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residential units, several retail stores and a swimming pool facility?

If the Kana'i Department of Water does not accept the applicant's offer to donate water from its well, for what ever reason, can the DOW guarantee that enough water will be available to all residences, stores and a swimming pool from the only source now available, a tank on Ka'apuni Road? If additional well(s) must be drilled by the DOW, who will bear this expense?

The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. This is not true. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.

Aloha,

Laurie Quarton, Kapaa

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:21



REFERENCE: HoKua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement.
Shosanah Chantara
to:
luc
01/19/2015 11:20 PM
Hide Details
From: Shosanah Chantara <chantara@hawaii.rr.com>
To: luc@dbedt.hawaii.gov

To whom it may concern,

I am writing in opposition to the planned subdivision on Hokua place, Kapaa. The roads through Kapaa are already seriously congested, and new hotel projects affecting the area are already in the pipeline. Adding 800 additional dwelling units without first addressing road infrastructure and improving public transportation options is a serious mistake which will not only inconvenience, but also endanger Kauai's residents and visitors.

It is no longer uncommon to spend over an hour in traffic between Kapaa and Lihue. Accidents, which are of course more frequent on overcrowded roads, result in massive back ups and sometimes road closures which leave people stranded on either side of the scene.

How much worse will the situation be with 1600 more vehicles trying to make use of the same overcrowded roads?

The best way to begin addressing road congestion would be to increase mass transit opportunities, making them more viable for Kauai residents and visitors. Surely this would also be important for anyone interested in affordable housing units. Among the needed improvements: more frequent bus runs, expanded hours daily, additional stops and/or shuttle buses for rural areas, commuter parking options.

There have been discussions of a relief route going back decades. This too should be addressed before any new project is approved.

I also oppose the redesignation of agricultural land for this development. This is not appropriate for Kauai or compatible with the rural lifestyle that is cherished here.

Sincerely,

Shosanah Chantara

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:20



UNACCEPTIBLE!
kastoll to: luc

01/19/2015 10:12 PM

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 1:20



I oppose development!

Uma Mehta to: luc, info

01/19/2015 09:42 AM

oppose the Hokua Place development until all the concerns mentioned herein are fully and publicly addressed, and that there needs to be more public community meetings with the State and County agencies involved to confirm that proper action/decisions are being made.

Comments on the EISPN re Up-zoning:

Agriculture to Urban – Hokua Place Subdivision, 800 houses

News of the proposed re-zoning application has spread across Kaua'i rapidly, causing widespread concern and a strong negative reaction. People are wondering whether the concept of agricultural land is now being abandoned in favor of profit for developers. Although there may be a few who will benefit financially, the resounding response of the residents of the island is: NO. WE DO NOT WANT THIS DEVELOPMENT. We feel that it will bring our traffic to a standstill, endanger our children as they travel to and from school, place an immense burden on an inadequate infrastructure, damage our economy, and irrevocably damage our quality of life. We appeal to the Land Use Commission to refuse the application to change the zoning of 97 acres of land adjacent to the Kapa'a Middle School from Agricultural to Urban Residential.

We are particularly concerned about the following issues:

- The project would result in severe road congestion that would have an enormous impact on the lives of residents, who are already finding it increasingly difficult to travel between the North Shore and Lihue, as well as on tourism. The inevitable long traffic delays would make Kaua'i very much less attractive to tourists, who would find it very difficult to move around the island. Existing traffic studies are inadequate and out of date due to the growing pressure on the road system. Most significantly, the plans for road widening dating back to 1997 have not been implemented.
- The risks to the students at Kapa'a Middle School are unacceptably high. Not only is there already a problem for parents in dropping off and picking up students, but there is a risk for students safety, with students walking or riding bikes along Oloheua Road or crossing it to get to the school. Moreover, the middle school is already at capacity, and a large additional influx of students could easily undermine the quality of education or leave some children without education.
- The infrastructure required to support the proposed development is inadequate. We do not have the landfill capacity to handle large amounts of construction waste and personal waste from the projected new homes. Drainage is inadequate to handle the run off from the projected hard surface areas. There is a real question as to whether the Lydgate Sewage Treatment plant could adequately handle the human waste from an additional nearly 800 residential units and associated developments. There is a question about the availability of water for the proposed residences.

In summary, this project will bring profit to developers but will severely damage the economy and quality of life of the island of Kaua'i. It will significantly weaken the concept of agricultural land, which has been fundamental to the historical development of the island. For all these reasons, the community strongly opposes it.

thank you

Uma Lakshmi

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7 25



stop/delay zoning change 800 units (Hookulena)
lila devi to: luc
Please respond to liladevi

01/19/2015 01:57 PM

I am not an urban planner, I do not have a degree in urban planning, but it seems common sense to me that this project has to be put on hold till we see and experience the traffic and issues with the first three hotel projects.

When I think of the Coco Palms-- just that one project seems to imply unsolved problems-- before they were worrying about overpass or ped. walkway to the Shells Restaurant-- well that seems to pale compared to the daily ebb and flow of traffic at the intersection of Kuhio Hwy and Kuamoo--a traffic hazard if the entrance will be where it was before and still a density issue if changed to Haleilio St. That is at least 500 cars, hotel guests, visitors, delivery staff and employee parking.

Then we add the next two hotels down the road and their number of cars--another 1000 vehicles.

The infrastructure needs to be studied and improved first, the developers need to participate in the costs--ie. smelly sanitation place at Lydgate, road widening, hire a qualified urban planner.

Let's take it slow, please don't "give away the farm" till these traffic and infrastructure issues are worked on and improved.

The tourists will stop vacationing here if this short-sighted plan creates a traffic nightmare.

Let these developers and hotel owners pick up the infrastructure tab considering the money they stand to make with this crowding of people and cars.

Thank you for your time, Lila Devi (Wailua Rise homeowner)

2015 JAN 20 A 7 26
LAND USE COMMISSION
STATE OF HAWAII



HOKUA PLACE DEVELOPMENT
tom woods to: luc@dbedt.hawaii.gov
Please respond to tom woods

01/19/2015 01:19 PM
2015 JAN 20 A 7 24
LAND USE COMMISSION
STATE OF HAWAII

To Whom It May Concern, Let it be known that as a resident of Kauai I do not support this development moving forward due to the concerns noted below.

Mahalo,

Tom Woods Princeville, Kauai, Hawaii

Here are the issues:

INFRASTRUCTURE must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, developed in 1997 with deadlines for completion in 2000 and 2006 for Kapa'a. As outlined, they all relate to widening roads in the area of the proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and real estate buyers due to the economic recovery; 3 more hotels, already pre-approved, are being developed in the near future, resulting in an additional approximately 1600 more vehicles on a daily basis in the Wailua/Kapa'a corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this proposed zoning change. **In fact, the Kulana Subdivision on Olohehena Road will add many more vehicles traveling west and east to and from Kapa'a, passing the property in question.**

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actually needed?

The main road thru the proposed Hokua Place exits on the west side onto Olohehena Road, immediately adjacent to the Kapa'a Middle School Parking lot. From early morning, sometimes in darkness, and mid afternoon, the vehicles in this area to drop off or pick up students creates a large traffic problem coming from Wailua Homesteads, Kapahi and from Kapa'a. Students must walk along Olohehena Road and/or cross it to get to the school at this point to exit or enter the cars parked along the roadside.

This area has a blind intersection of 3 intersecting roads, (Kaapuni, Kaehula and Olohehena) including a steep grade immediately west of the school and the proposed road leading in and out of the proposed sub division. The representative for this project recognizes that this may present a dangerous situation and has indicated at a public community meeting that a Round-A-Bout may solve this problem. However, for those who know the actual terrain of this area, **a Round-A-Bout could not be safely and successfully constructed anywhere near a steep incline, i.e. Olohehena Road. The EIS states that complete streets and safe routes to school design principles need to be addressed, page ??.**

Retail stores and a community swimming pool (funded by Kauai tax payers) are projected for this subdivision. Therefore, far more traffic than indicated will be entering and exiting at all hours of the day and evening that may not include any bona-fide residents of the subdivision.

The applicants **have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hundred residences.** The Kauai landfill is already full,

with no indication that a projected one will be built in the near future or within the expected start-up date of the proposed project.

Storm run off water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass road and across into private property and homes below the subdivision, causing possible floods. This has not been addressed in the EIS.

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residential units, several retail stores and a swimming pool facility?

If the Kauai Department of Water does not accept the applicant's offer to donate water from its well, for what ever reason, can the DOW guarantee that enough water will be available to all residences, stores and a swimming pool from the only source now available, a tank on Kaapuni Road? If additional well(s) must be drilled by the DOW, who will bare this expense?

The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. **This is not a true fact. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.**



HOKUA PLACE

laurel francis to: luc@dbedt.hawaii.gov
Please respond to laurel francis

01/19/2015 05:12 PM

Please do not change more agricultural land into urban development---this Kapaa zone is not conducive to more traffic! I totally disapprove.....Sincerely, Laurel Francis, Kilauea

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:24



Re: HoKua Place, Section 343-5e HRS Preparation Notice, Environmental
Impact Statement

Angienora Rogers to: luc@dbedt.hawaii.gov,
info@hookuleana.com

01/19/2015 05:40 PM

Please respond to Angienora Rogers

Aloha mai kakou,
Please find attached my statement regarding this EIS.
Mahalo a nui,
Puanani Rogers, Director
Ho'okipa Network - Kauai
Kingdom of Hawaii

Think Sovereign.....Think Ahupua`a



To Land Use Commission re- HoKua Place.docx

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:24

To: Land Use Commission January 19, 2015
From: Puanani Rogers, Ho`okipa Network - Kauai

COMMENTS IN REFERENCE TO: HOKUA PLACE, SECTION 343-5E HRS
PREPERATION NOTICE, ENVIRONMENTAL IMPACT STATEMENT

I humbly petition this body to please consider placing a delay on this huge project my ahupua`a of Kapa`a. My ohana lives and works in this area and we as well as our neighbors in the community are concerned about the negative and cumulative impacts this project's expansiveness and sees this as a threat to our lives. It would better serve our community, in my opinion, if it was downsized.

Our concerns include:

INFRASTRUCTURE must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, developed in 1997 with deadlines for completion in 2000 and 2006 for Kapa'a. As outlined, they all relate to widening roads in the area of the proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and real estate buyers due to the economic recovery; 3 more hotels, already pre-approved, are being developed in the near future, resulting in an additional approximately 1600 more vehicles on a daily basis in the Wailua/Kapa'a corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this proposed zoning change. In fact, the Kulana Subdivision on Olohehena Road will add many more vehicles traveling west and east to and from Kapa'a, passing the property in question.

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actually needed?

The main road thru the proposed Hokua Place exits on the west side onto Olohehena Road, immediately adjacent to the Kapa'a Middle School Parking lot. From early morning, sometimes in darkness, and mid afternoon, the vehicles in this area to drop off or pick up students creates a large traffic problem coming from Wailua Homesteads, Kapahi and from Kapa'a. Students must walk along Olohehena Road and/or cross it to get to the school at this point to exit or enter the cars parked along the roadside.

This area has a blind intersection of 3 intersecting roads, (Kaapuni, Kaehula and Olohehena) including a steep grade immediately west of the school and the proposed road leading in and out of the proposed sub division. The representative for this project recognizes that this may present a dangerous

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 PM 7:24

situation and has indicated at a public community meeting that a Round-A-Bout may solve this problem. However, for those who know the actual terrain of this area, a Round-A-Bout could not be safely and successfully constructed anywhere near a steep incline, i.e. Olohena Road. The EIS states that complete streets and safe routes to school design principles need to be addressed.

Retail stores and a community swimming pool (funded by Kauai tax payers) are projected for this subdivision. Therefore, far more traffic than indicated will be entering and exiting at all hours of the day and evening that may not include any bona-fide residents of the subdivision.

The applicants have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hundred residences. The Kauai landfill is already full, with no indication that a projected one will be built in the near future or within the expected start-up date of the proposed project.

Storm run off water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass road and across into private property and homes below the subdivision, causing possible floods. This has not been addressed in the EIS.

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residential units, several retail stores and a swimming pool facility?

If the Kauai Department of Water does not accept the applicant's offer to donate water from its well, for what ever reason, can the DOW guarantee that enough water will be available to all residences, stores and a swimming pool from the only source now available, a tank on Kaapuni Road? If additional well(s) must be drilled by the DOW, who will bare this expense?

The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. This is not a true fact. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.

Respectfully submitted,
Puanani Rogers, Director
Ho'okipa Network – Kauai
Ahupua'a o Kapa'a, Puna Moku
Kingdom of Hawai'i
(808) 652-1249



Re: Hokua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement.

joy blais to: luc@dbedt.hawaii.gov, info@hookuleana.com
Please respond to joy blais

01/19/2015 09:00 AM

Aloha,

I am a 17 year resident of Kauai writing in opposition to the proposed Hokua Place subdivision, as it currently stands, for the following reasons:

1) Traffic is already too congested in the area. Infrastructure to support this new population is not yet in place. No new development should occur until this problem is addressed.

2) Safeguards must be put in place to insure the development will benefit the current residents. All housing built should be made affordable to current lower income residents and the subdivision should not be used to attract new population to the island solely for profit.

In short, our island has limited resources and must be preserved. Once we have overdeveloped this island there is no going back. All efforts should be focused on improving the lives of the current residents who are committed to Kauai and to the community.

Excessive traffic, as we have seen recently, makes it near impossible to get through the Kapaa-Wailua area in a timely manner. In addition to being annoying, it also has far reaching implications for business, education, and health.

There is a strong need here for affordable housing as many hard working kanaka and long time residents are homeless, living in outdoor structures, carports or cramped apartments with their entire families. Development that supports narrowing the gap between the upper and lower class on this island is badly needed and should be the reason for any new development. Big profit should not be the guiding force.

As usual, the biggest threat to our island lifestyle is the high desirability of living here. We should be very prudent about preserving the beauty of Kauai and the relaxed lifestyle that makes our island a popular tourist location since our economy depends on it.

Please take all this into serious consideration when moving forward with plans for this proposed project.

Thank you very much,

Joy

Joy Blais
310 Makani Rd
Kapaa, HI 96746

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7 24



Hokua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement.

Sea & Bill Peterson to: luc, info

01/19/2015 09:53 AM

To Whom It May Concern:

My wife and I live not far from the **proposed** HoKua Place development in Kapa'a on Kauai. We are very concerned about traffic congestion and safety on the Kapa'a Bypass Road and at the intersection of Oloheua Road and the Kapa'a Bypass Road (See attached map).

We have attached a video taken on our iPhone of the traffic on the approximately two and a half mile stretch between the round about at Oloheua to Kuhio Hwy. The attached video was taken at 3:30 pm on Wednesday afternoon during winter break when the children were out of school.

Sometimes these roads are so congested that traffic is at a standstill in the traffic circle. Traffic on the bypass connecting to Kuhio Hwy is often backed up all the way to the traffic circle at Oloheua. These roads have been rated "F" because of this.

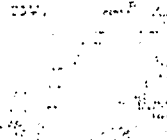
Before considering adding a 760 unit housing complex to the area as proposed by HoKua Place, HG Kaua'i Joint Venture, that would directly connect to these roads, the existing traffic congestion needs to be resolved.

We would appreciate a response.

Mahalo.

Aloha,

William and Susan Peterson



(808) 822-0163

map5 - Medium.mov

Kapaa Bypass Traffic.jpg

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:24



Hokua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement.

Angela to: luc@dbedt.hawaii.gov

01/19/2015 09:42 PM

Aloha,

I oppose the Hokua Place development until all public concerns are fully and publicly addressed. This is a very large development that I do not feel would be beneficial to the people of this beautiful island. There needs to be more public community meetings with the State and County agencies involved to confirm that proper action/decisions are being made.

Mahalo!

Angela Whitlatch

Sent from my iPad

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7 24



Hokua Place, Section 343-5e HRS Preparation Notice, Environmental Impact
Statement

David Sutton to: luc, info

01/19/2015 10:33 AM

To Whom It May Concern,

If you allow this request for zoning change and resulting development, you will be burying Kapa'a and much of Kaua'i in an unbearable traffic snarl for residents and visitors alike. There is no way around this. Please do not be fooled.

Please save our towns from this over development and preserve our ag land as the law intended.

Mahalo,

David H Sutton

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:24



Zoning proposal

Kim Morris to: luc@dbedt.hawaii.gov

01/19/2015 09:53 AM

HoKua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement.

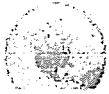
Hello, I am a regular visitor to Kauai and usually stay in Kapa'a. I am very concerned about the proposal to change the zoning of 97 acres from Agricultural to Urban Residential.

Please do not approve this proposal for the sake of both traffic congestion (I probably will stop coming to Kauai if approved) and also the Environmental impact of such change in policy.

Thank you for your consideration of these concerns.

Kim Morris, Langley, WA

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 1:26



Reasons for Opposition to Hokua Place development plans...

Jane Sezak to: luc@dbedt.hawaii.gov

01/19/2015 09:12 AM

1/19/2015

Aloha,

I oppose the Hokua Place development subdivision plans in Kapa. The primary reason I am against this development is traffic. It often takes me an hour to go through Kapaa town to Coco Palms traffic light. I like to shop at Safeway, Papayas and Foodland and often have to turn around and forgo shopping plans as I do not have the time to be stuck in traffic. I can't imagine what traffic will be like if Hokua Place is developed, not to mention the planned addition of more hotels, Coco Palms etc. I have lived on Kauai since 1986 and have never seen traffic so consistently snarled as in the past years, and it is only getting worse. There is no plan I am aware of to alleviate this problem.

I understand the need for housing, as many dear friends have had to leave island due to lack of affordable housing and people looking for rentals have to pay more than half their paycheck for a place to live. These problems are staggering with no easy solutions. Since hotels are not at maximum capacity it seems the county could focus more on affordable housing and allowing bed and breakfasts to be easier for residents to operate. The county of Kauai seems to be on a "growth at all costs" pathway and this is not sustainable especially without awareness of the consequences of these decisions.

There needs to be more public testimony, environmental impact studies and creative problem solving, thinking outside the box, before any new development is approved.

Thank you for your time and consideration.

Sincerely,

Jane Sezak

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:26



Hokua Place Subdivision Development
Charles Grotsky to: luc@dbedt.hawaii.gov
Please respond to Charles Grotsky

01/19/2015 05:25 PM

I am opposed to changing the zoning of 97 acres from Agricultural to Urban Residential next to Kapa'a Middle School and Oloheua Road and Kapa'a Bypass Road until all the concerns mentioned herein are fully and publicly addressed, and that there needs to be more public community meetings with the State and County agencies involved to confirm that proper action/decisions are being made.

Charles Grotsky
Kauai, Hawaii
823-0585

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:23



I am opposed to Hokua Place Development
peppy1007b to: luc@dbedt.hawaii.gov

01/19/2015 10:26 AM

I oppose the Hokua Place Development
Sent from Windows Mail

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 1:25



Hokua Place Development

Molly McKenzie

to:

luc

01/19/2015 07:16 AM

Hide Details

From: Molly McKenzie <molly@molly-design.ca>

To: luc@dbedt.hawaii.gov

To whom it may concern,

I oppose the Hokua Place development until all the concerns are fully and publicly addressed. There needs to be more public community meetings with the State and County agencies involved to confirm that proper action/decisions are being made.

My major concern is the infrastructure in the Kapaa area does not support this dense development.

Please do the right thing.

Sincerely,

Molly McKenzie

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:22



I am against this development!!!!
 Kelly Lee to: luc@dbedt.hawaii.gov
 Please respond to Kelly Lee

01/19/2015 12:08 PM
 2015 JAN 20 AM 11:21
 LAND USE COMMISSION
 STATE OF HAWAII

To: Land Use Commission:

Re: Public Comment Period for EISPN re Up-zoning: Agriculture to Urban- Hokua Place Subdivision, 800 houses

I am a resident of Kauai for the past 22 years, living in the Wailua houselots area for the past 11 years. I am very concerned about this proposed development.

About a week or so ago, it took me 35 minutes to drive from the traffic light at Haleiilo along the Kuhio highway North to a location near the Kauai product fair. At 2:30pm in the afternoon. This normally takes 5-10 minutes.

On Wednesday, 1/14, I took the bypass north at about 3:10pm and traffic was backed up further than ever before. It took 30 minutes to get from the beginning of the bypass to the roundabout. This normally takes 5 minutes. It was a market day and so of course there was traffic for that reason, but in all the 11 years I've been heading on this route to the market at that same time more or less, never before has it been so backed up.

Add 800 min and much more likely another 1600 cars due to this new proposed development coming down Oloheua will surely create an enormous problem at the round about causing increased congestion on the bypass and at the intersection of Kukui Street and the highway at the traffic light.

I live off of Haleiilo in the Houselots. The planned development at the Coco Palms that intends to create a parking area off of Haleiilo will congest the intersection of Haleiilo and the highway even more. Turning right to go to Lihue will be impossible. And turning left to go north will be impossible either on the bypass or driving through town.

It is my understanding that "The Kauai Long-Range Land Transportation Implementation Plan" which was created back in 1997 has not yet met its 2000 and 2006 deadlines for Kapaa. Yet the EISPN does not address that overdue road widening has to be completed before Hokua Place is granted any further permits. Can you not see that the cart is being put first before the horse???

What is the point of doing extensive study and then not actualizing the action plans that come out of that study?

Meanwhile the EISPN traffic study that was developed in 2013 has already become outdated!

Due to the very good news of economic recovery, we have had an influx of visitors this last year. And what about the Coco Palms, Coconut Beach Resort and Coconut Plantation resorts development plans for the Wailua Corridor. An additional 1800 vehicles are anticipated to accompany this development. As if that is not enough, not mentioned in the EISPN are stores and another community swimming pool – does Kapaa really need two community swimming pools?? – by Hokua place to further congest the already too small congested roundabout and entry way into the Kuhio Highway.

I am particularly concerned about this entry: E. p15, O 1. "Impacts of Closing Kapaa Bypass" Does this mean there are plans to close the bypass, temporarily or permanently? The bypass is the only saving grace for the levels of congestion we already have.

With all due respect, this all makes me wonder if the people making these decisions ever get in their cars and drive along these routes themselves!

I understand the importance of maintaining a thriving economy here on Kauai. But bigger is not always better. Managed growth control is even more important than growth. There are many communities that have realized this. Some because of the way nature itself locks the living area in so that it just can't keep expanding. But others have managed to see and implement managed growth that keeps sustainability in mind as a priority and not as something one just gives lip service to.

These are decisions that need to be well thought out before they are made. Because after they are implemented there is no turning back.

If I wanted to live on Oahu or Maui, I would have moved there. Bought my house there. Built my business there. I chose Kauai because of the rural life style, the open vistas to undeveloped nature, and the small town quality of the rural life style that clearly separates Kauai from these other very developed places in Hawaii.

And what about overstressing the already near capacity landfill situation? And the terrible sewage smells already coming from Lydgate sewage treatment and the junction of Haleiilo at the Kuhio Highway. I have

to make sure the air circulates from within my car when I am stopped at that light on Haleililo for the putrid smell that is often filling the air there now. What do you suppose the Coco Palms tourists who are driving from their proposed parking area off of Haleililo will have to say about that horrid smell???

When the Kuhio Highway floods after big storms because water run off has never really been addressed and the road is closed, how will this huge planned influx of cars add to the problem of getting our valuable tourists, not to mention ourselves, from here to there?

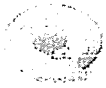
Until the infrastructure for road use and traffic, waste management, water run off, and all the sustainability concerns that I haven't even thought to address here can handle the development we already have it is UNCONSCIONABLE AND WRONG to allow new large developments to be permitted.

I know the developers are chomping at the bit! Why not, it is only about money in their pockets to them. They bring in their own workers (rather than use our local building trade people), they do their thing, and they leave the island with all the money they made. And they leave us to deal with all the problems that we are left with.

Do not be swayed by their costly lobbying and whatever else it is that they do. Please put the people of Kauai and our lifestyle first and foremost in your decision making. And before any permitting is granted that clearly will make things worse for us (but not for the developers) please resolve to take a deeper and more sustainable look at addressing the above stated existing problems we have on Kauai.

Let's put the horse before the cart, ok

Kelly Lee / Resident of Kauai



I OPPOSE the Hokua Place Development
silverslev to: luc

2015 JAN 20 A 11:21
01/19/2015 08:46 AM
LAND USE COMMISSION
STATE OF HAWAII

Hokua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement

To whom it may concern,
Before this development moves forward, I would like to make sure that all issues are addressed.
This project will affect the entire east coast of Kauai in a very negative way.
I ask that all issues be considered BEFORE this project is given the green light.
My family and I absolutely OPPOSE this project and ask that all thought be given to the immense impact it will have on our "jewel" of an island.

These are the issues that must be addressed before this project moves forward:

INFRASTRUCTURE must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, developed in 1997 with deadlines for completion in 2000 and 2006 for Kapa'a. As outlined, they all relate to widening roads in the area of the proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and real estate buyers due to the economic recovery; 3 more hotels, already pre-approved, are being developed in the near future, resulting in an additional approximately 1600 more vehicles on a daily basis in the Wailua/Kapa'a corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this proposed zoning change. In fact, the Kulana Subdivision on Oloheua Road will add many more vehicles traveling west and east to and from Kapa'a, passing the property in question.

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actually needed?

The main road thru the proposed Hokua Place exits on the west side onto Oloheua Road, immediately adjacent to the Kapa'a Middle School Parking lot. From early morning, sometimes in darkness, and mid afternoon, the vehicles in this area to drop off or pick up students creates a large traffic problem coming from Wailua Homesteads, Kapahi and from Kapa'a. Students must walk along Oloheua Road and/or cross it to get to the school at this point to exit or enter the cars parked along the roadside.

This area has a blind intersection of 3 intersecting roads, (Kaapuni, Kaehula and Oloheua) including a steep grade immediately west of the school and the proposed road leading in and out of the proposed sub division. The representative for this project recognizes that this may present a dangerous situation and has indicated at a public community meeting that a Round-A-Bout may solve this problem. However, for those who know the actual terrain of this area, a Round-A-Bout could not be safely and successfully constructed anywhere near a steep incline, i.e. Oloheua Road. The EIS states that complete streets and safe routes to school design principles need to be addressed, page

??.

Retail stores and a community swimming pool (funded by Kauai tax payers) are projected for this subdivision. Therefore, far more traffic than indicated will be entering and exiting at all hours of the day and evening that may not include any bona-fide residents of the subdivision.

The applicants have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hundred residences. The Kauai landfill is already full, with no indication that a projected one will be built in the near future or within the expected start-up date of the proposed project.

Storm run off water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass road and across into private property and homes below the subdivision, causing possible floods. This has not been addressed in the EIS.

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residential units, several retail stores and a swimming pool facility?

If the Kauai Department of Water does not accept the applicant's offer to donate water from its well, for what ever reason, can the DOW guarantee that enough water will be available to all residences, stores and a swimming pool from the only source now available, a tank on Kaapuni Road? If additional well(s) must be drilled by the DOW, who will bare this expense?

The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. This is not a true fact. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.

Mahalo nui loa for these considerations,
Andrea Slevin
PO Box 223875
Princeville, HI 96722



proposed Kapaa development
Kolea to: luc

01/19/2015 01:52 PM

Greetings,

I am a resident of Anahola. I have seen the traffic increase every year since I have lived in this house on Kuhio highway. I now seriously consider whether I need to go to Lihue as the traffic in Kapaa is unbearable. I do not see how in any reasonable frame of mind additional development of this size could even be considered for this area of the island with the infrastructure so inadequate. Certainly the interests of the residents of the east side are not being considered. Whose interests are being considered?

We live on an island with very special qualities. However, pressure from additional development coming from developers is only going to continue and increase. I do think in the past the pressure has worked. How many developments have been turned down? It is past time to consider the long range implications of the decisions that are being made as to building on Kaua'i.

Infrastructure first, roads, walking and bike paths so we don't have to totally rely on cars to travel safely, mixed use development so residents don't have to go long distances for jobs, planning for green buildings and communities. All the information is there to plan for proper and sustainable development, but this proposal is not safe, not sustainable, not in the interests of the residents of the east side.

Marcia Harter
Anahola, HI

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:25



No to Hokua place development
Carey to: luc

01/19/2015 08:18 PM

I do NOT approve of the Hokua place development; the drawbacks outweigh potential gains.
Thank You for caring,
Sincerely, Carey Lillis Tinsley
Kapahi

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:25



New resident of Kauai and I oppose the Hokuia Place development.
peppy1007b to: luc@dbedt.hawaii.gov

01/19/2015 10:22 AM

Sent from Windows Mail

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:25



stop/delay proposed zoning change 800 units

lila devi to: luc

Cc: info

Please respond to liladevi

01/19/2015 01:50 PM

I am not an urban planner, I do not have a degree in urban planning, but it seems common sense to me that this project has to be put on hold till we see and experience the traffic and issues with the first three hotel projects.

When I think of the Coco Palms-- just that one project seems to imply unsolved problems-- before they were worrying about overpass or ped. walkway to the Shells Restaurant-- well that seems to pale compared to the daily ebb and flow of traffic at the intersection of Kuhio Hwy and Kuamoo--a traffic hazard if the entrance will be where it was before and still a density issue if changed to Haleililo St. That is at least 500 cars, hotel guests, visitors, delivery staff and employee parking.

Then we add the next two hotels down the road and their number of cars--another 1000 vehicles.

The infrastructure needs to be studied and improved first, the developers need to participate in the costs--ie. smelly sanitation place at Lydgate, road widening, hire a qualified urban planner.

Let's take it slow, please don't "give away the farm" till these traffic and infrastructure issues are worked on and improved.

The tourists will stop vacationing here if this short-sighted plan creates a traffic nightmare.

Let these developers and hotel owners pick up the infrastructure tab considering the money they stand to make with this crowding of people and cars.

Thank you for your time, Lila Devi (Wailua Rise homeowner)

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20 A 7:26

HoKua Place Sect 343-5e HRS Preparation Notice, EIS

Marj Dente

to:

luc, info

01/19/2015 09:33 AM

Hide Details

From: Marj Dente <mdente@hawaii.rr.com>

To: luc@dbedt.hawaii.gov, info@hookuleana.com

ATTENTION: LAND USE COMMISSION AND HOKUA LAND DEVELOPERS
RE: HoKua Place Sect 343-5e, HRS Preparation Notice, Environmental Impact Statement

2015 JAN 20 A
LAND USE COMMISSION
STATE OF HAWAII

As a resident landowner for over 25 years, and dependent on the efficient use of Kuhio Highway in the Kapa'a Wailua Corridor on a daily basis, I am writing to oppose any land rezone of what is now called HoKua Place in Kapa'a. Absolutely NO zoning changes should ever occur to change the zoning of this property into Urban Residential, for any amount of density, as the infrastructure of this area can and will not support such a change.

I urge you to NOT support this zoning change. My concerns and comments are as follows:

Infrastructure must be addressed, updated and in place as per Table ES-6 Kauai Long-Range Land Transportation Implementation Plan, developed in 1997 with deadlines for completion in 2000 and 2006 for Kapa'a. As outlined, they all relate to widening roads in the area of the proposed zoning change from Agricultural to Urban Residential. None of these have occurred.

There have been major changes in the proposed area since this EIS was published in Oct, 2013, such as: more population arriving as tourists and real estate buyers due to the economic recovery; 3 more hotels, already pre-approved, are being developed in the near future, resulting in an additional approximately 1600 more vehicles on a daily basis in the Wailua/Kapa'a corridor.

The petitioners claim that there are no known developments in the area that will be affecting additional traffic on the roads to be used by this proposed zoning change. In fact, the Kulana Subdivision on Olohena Road will add many more vehicles traveling west and east to and from Kapa'a, passing the property in question.

Only 30 % of the approximately 800 residential and farm lots will be considered to be "affordable" housing. Is this in proportion to what is actually needed?

The main road thru the proposed Hokua Place exits on the west side onto Olohena Road, immediately adjacent to the Kapa'a Middle School Parking lot. From early morning, sometimes in darkness, and mid afternoon, the vehicles in this area to drop off or pick up students creates a large traffic problem coming from Wailua Homesteads, Kapahi and from Kapa'a. Students must walk along Olohena Road and/or cross it to get to the school at this point to exit or enter the cars parked along the roadside.

This area has a blind intersection of 3 intersecting roads, (Kaapuni, Kaehula and Olohena) including a steep grade immediately west of the school and the proposed road leading in and out of the proposed sub division. The representative for this project recognizes that this may present a dangerous situation and has indicated at a public community meeting that a Round-A-Bout may solve this problem. However, for those who know the actual terrain of this area, a Round-A-Bout could not be safely and successfully constructed anywhere near a steep incline, i.e. Olohena Road. The EIS states that complete streets and safe routes to school design principles need to be addressed, page ??.

Retail stores and a community swimming pool (funded by Kauai tax payers) are projected for this subdivision. Therefore, far more traffic than indicated will be entering and exiting at all hours of the day and evening that may not include any bona-fide residents of the subdivision.

The applicants have not addressed the issue of construction waste and additional amounts of personal trash that will be generated from multi hundred residences. The Kauai landfill is already full, with no indication that a projected one will be built in the near future or within the expected start-up date of the proposed project.

Storm run off water from the projected hard surface areas will find the natural valley drainage areas allowing water to drain down onto the bypass road and across into private property and homes below the subdivision, causing possible floods. This has not been addressed in the EIS.

We question whether or not the current Lydgate Sewage Treatment plant can adequately handle human waste from an additional nearly 800 residential units, several retail stores and a swimming pool facility?

If the Kauai Department of Water does not accept the applicant's offer to donate water from its well, for what ever reason, can the DOW guarantee that enough water will be available to all residences, stores and a swimming pool from the only source now available, a tank on Kaapuni Road? If additional well(s) must be drilled by the DOW, who will bear this expense?

The applicant has stated at a public community meeting that schools in the Kapa'a area have plenty of room for new students. This is not a true fact. Any public school teacher in any of the Kapa'a schools can verify that classrooms are now at or over capacity.

Thank you for consideration of my request.

Marjorie Dente, 6335 Waipouli Road, Unit B, Kapa'a, HI 96746



EISPN comments for proposed Hokua Place Subdivision and zoning change

L Osterer to: luc@dbedt.hawaii.gov

LAND USE COMMISSION
STATE OF HAWAII
01/18/2015 11:43 PM

Kauai is respected by residents and tourists alike for it's rural, less developed terrain. Planners are now ignoring the "slow growth" concepts that were supposed to be carried forth by county officials. Instead they seem to be looking for more tax revenue from developed parcels, ignoring the long term effects for tourism, the main source of income.

Traffic congestion does not serve businesses and discourages everyone from going anywhere. A simple drive from the south shore to shop in Kapaa now takes an hour instead of 1/2 that because there is always road construction somewhere along the way. For traveling to the north shore, you have to plan on 2 hours for commute traffic or construction. Tourists are turned off when stuck in traffic, miss a tour, golf tee off or restaurant. Residents learn to go out less. Why must Kauai always be 20 years behind correcting traffic flow? And why aren't developers paying the real cost of providing infrastructure, that is roads, schools, waste disposal, public services such as police. These are all indirect costs that the taxpayer bears, while developers make all the money. We cannot put real expenses off to the future in this economy. A valid EISPN should study the whole picture.

We the public are stuck with the results when there is inadequate future planning, or plans are not completed. For example at the Safeway/Foodland area congestion, a vehicular bridge between shopping centers and secondary road entrance/exits could alleviate lengthy Kuhio highway back-ups. Clearly existing congestion needs to be addressed adequately before more is added. This includes road widening, specified in the 1997 Kauai Long-Range Land Transportation Implementation Plan, still incomplete. The Wailua bypass and Kuhio Highway through Kapaa are already saturated and will not adequately handle the added traffic for 3 new hotels planned. Please determine if the new hotels or anyone else is building any new septic processing plants. Evidently the current operation of the Wailua septic plant is marginal and not likely to handle increased capacity. Also, the schools need expansion to serve the families of the subdivision. So, neither the subdivision or the hotels should proceed without extensive commitments to improve roads, schools, and septic service IN ADVANCE.

Specifically, traffic/infrastructure studies need to be updated to incorporate the 3 new hotel effects on the Wailua corridor.

Solutions should be found to avoid closing of the Wailua bypass. The current Kapaa Roundabout at Olohena Rd roundabout needs to be further addressed for saturation at school access hours before planning for the increase from Hokua Place. Adequate foot/bike paths and pedestrian safety measures need to be incorporated to provide safe routes for students in and around this area.

Once plans incorporate all of the public requirements, bonds need to be required to insure their completion. This should be required by law to protect the taxpayers, who otherwise end up with decades of inconvenience and cost to remedy it.

Thank you for your consideration,
L. Osterer, Koloa, Hi.

Comments on the EISPN re Up-Zoning:
Agriculture to Urban – Hokua Place Subdivision, 800 houses

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 20
Agriculture to Urban

News of the proposed re-zoning application has spread across Kaua'i rapidly causing widespread concern and a strong negative reaction. People are wondering whether the concept of agricultural land is now being abandoned in favor of profit for developers. Although there may be a few who will benefit financially, the resounding response of the residents of the island is: NO. WE DO NOT WANT THIS DEVELOPMENT. We feel that it will bring our traffic to a standstill, endanger our children as they travel to and from school, place an immense burden on an inadequate infrastructure, damage our economy, and irrevocably damage our quality of life. We appeal to the Land Use Commission to refuse the application to change the zoning of 97 acres of land adjacent to the Kapa'a Middle School from Agricultural to Urban Residential.

We are particularly concerned about the following issues:

- The project would result in severe road congestion that would have an enormous impact on the lives of residents, who are already finding it increasingly difficult to travel between the North Shore and Lihue, as well as on tourism. The inevitable long traffic delays resulting from the proposed development would make Kaua'i very much less attractive to tourists, who would find it very difficult to move around the island. Existing traffic studies are inadequate and out of date due to the growing pressure on the road system. Most significantly, the plans for road widening dating back to 1997 have not been implemented.
- The risks to the students at Kapa'a Middle School are unacceptably high. Not only is there already a problem for parents in dropping off and picking up students, but there is a risk for students safety, with students walking or riding bikes along Oloheua Road or crossing it to get to the school. Moreover, the middle school is already full to its capacity, and a large additional influx of students could easily undermine the quality of education or leave some children without education.
- The infrastructure required to support the proposed development is inadequate. We do not have the landfill capacity to handle large amounts of construction waste and personal waste from the projected new homes. Drainage is inadequate to handle the run off from the projected hard surface areas. There is a real question as to whether the Lydgate Sewage Treatment plant could adequately handle the human waste from an additional nearly 800 residential units and associated developments. There is a question about the availability of water for the proposed residences.

In summary, this project will bring profit to developers but will severely damage the economy and quality of life of the island of Kaua'i. It will significantly weaken the concept of agricultural land, which has been fundamental to the historical development of the island. For all these reasons, the community strongly opposes it.

Dear Land Use Commission,

As a full time resident of Kauai, I am very concerned about the proposed Hokua Place Development that will add some 800 dwelling units in Kapaa. I currently live in Wailua Homesteads and already the traffic congestion in Kapaa is near gridlock for much of the work day. At the present time, we have to plan our day in order to avoid going through Kapaa between 10:00 A.M. and 6:30 P.M. During these times, the traffic congestion is so bad that it takes 25 minutes to drive from the Public Library in Old Kapaa, to the (Kuamoo Rd.) Intersection, a distance of less than 3 miles.

I am not against development per se. But before development is approved, the drainage, sewage and refuse infrastructure need to be updated in order to handle the substantially greater capacity.

In particular, I am concerned about the impact of this development on the following areas:

1) **Impact on Traffic** - It's my understanding that the traffic plans developed in 1997 have not been completed. Since that time, the Kapaa area has grown exponentially. New long term long term plans have to be developed before any new development is approved. Areas of concern are not just the traffic problems on the main highway but also, along the Kapaa bypass and Olohena Rd.

2) **Other Land Development** - with the addition of proposed new development at Coco Palms and Coconut Beach resort and Coconut Plantation, it's expected that an additional 1800 vehicles will be added to the traffic load along the Kapaa/Wailua corridor. Has anyone considered how this is going to work in light of the current gridlock that already exists in Kapaa from 10:00 A.M. to 6:30 P.M. every day?

3) **Other Infrastructure Concerns:**

- a. Impact on Kapaa Middle School.
- b. Impact on storm drainage
- c. Impact on land fill and recycling centers
- d. Impact on the land from sewage and septic systems

4) **Impact on Retail Business and Tourism** - Already the traffic is so bad that many people are avoiding Kapaa retail businesses and finding ways to do their shopping on other parts of the Island. What effect do you think it has on vacationers who come here and find they have to spend an hour in traffic just to buy groceries??

5) **Impact on Quality of Life** - The beauty of Kauai, and one of the main reasons people want to visit our Island, is to enjoy the rural lifestyle and to get away from the stress of urban living. Already in parts of the Island, we have ruined this benefit. Are we going to continue down this path until Kauai is simply no longer a pleasant place to visit?

In my opinion, the EISPN should not be improved until ALL the impacts on our community can be thoroughly studied and addressed.

Furthermore, the loss of agriculture land to residential development on Kauai represents a loss of a way of life, loss of the aesthetic value of this special place and the loss of future opportunities for agricultural-based livelihoods, food security and self-sufficiency for Kauai. This is our home and we don't want to loose the rural character of Kauai.

Thank you for considering my comments.

Best regards,
Anne Walton
444-A Puuopae Road
Kapaa. HI 96746

Hokua Place EISPN
Judie Lundborg Hoeppner
to:
luc
01/22/2015 10:05 PM
Hide Details
From: Judie Lundborg Hoeppner <judie@aloha.net>
To: luc@dbedt.hawaii.gov

LAND USE COMMISSION
STATE OF HAWAII

2015 JAN 23 A 7:06

Aloha,

I am testifying that adding 800 more vehicles to Kapaa area roads is beyond reasonable. Even with the by-pass road, it can easily take an hour to get through Kapaa. Please DO NOT allow this subdivision to move forward until the traffic issues in Kapaa are addressed.

Mahalo,

Judie Hoeppner
639-0212

Hokua Place EISPN Comments
 Forest Shomer
 to:
 luc
 01/22/2015 03:38 PM
 Cc:
 info
 Hide Details
 From: Forest Shomer <ziraat@olympus.net>
 To: luc@dbedt.hawaii.gov
 Cc: info@hookuleana.com

LAND USE COMMISSION
 STATE OF HAWAII

2015 JAN 23 A 7:07

Commissioners:

The proposal for enormous development at Hokua Place is alarming. It implies traffic gridlock at any number of choke points in the limited road system.

Gridlock already occurs at times, on an everyday basis, between the Wailua River Bridge and the northern end of the bypass road. Adding thousands of vehicle trips per day, which is inevitable if Hokua Place is built as proposed, would leave all residents and visitors north of the Wailua extremely vulnerable in time-sensitive situations---ranging from commuters arriving late to work, students late to school, parents late returning from work to retrieve their keiki after school or post-school activities; to even more urgent situations such as arriving at the airport for a once-a-day flight somewhere, to emergencies like driving to Wilcox. Police, fire, ambulance--all emergency service vehicles are equally susceptible to this gridlock. Many more people are riding the Kauai buses each day, but buses too cannot proceed on a gridlocked road.

The combination of Hokua Place, and a reopened Coco Palms resort, each generating hundreds of vehicle trips per hour throughout the day, would be a 'perfect storm' rendering the northern half of the island a less desirable, or just plain undesirable place from which to come and go. The impact on tourism would be unavoidable--word travels fast among travelers these days. We surely don't want large numbers of visitors having negative experiences such as missed flights due solely to inadequate ground transportation!

If one accepts the premise that *some* development is going to occur at Hokua Place, and that Coco Palms will be adding its big share in generating traffic before very long, the County must anticipate and prepare by improving and expanding the road system. The cost of those improvements could and should be partly borne by those benefiting from these two developments, rather than merely free-loading their vehicle trips into the already burdened system.

I call upon the County to begin the improvement process by re-routing Kuhio Highway mauka the Coco Palms. There needs to be a new 4-lane bypass extension from the south end of the current bypass, to behind instead of in front of Coco Palms, and south via a new crossing of the Wailua, reconnecting to 3-lane Kuhio south of the Wailua.

The benefits of such a improvement include:

- increased highway capacity at its main choke point
- removal of the existing lanes south of the Shell station, to reconnect Coco Palms with the beach and to quiet the shoreline from the steady traffic roar
- an opportunity to replace or upgrade the existing sewage facility
- improved access to the Wailua house lots area
- resolution of the traffic congestion where the existing bypass traffic has to merge into the single southbound lane of Kuhio
- a river crossing less susceptible to tsunami damage--which has the potential to sever traffic between the North and East shores!

Lastly: the chance to create a truly vibrant Historic Park district at the mouth of the Wailua River, an honoring of the sacredness of the location.

It wouldn't take Hokua Place to make such a road improvement/relocation worthwhile--but with Hokua Place, it would make such changes urgent and essential.

Please look for ways to get started on highway upgrades now, before rather than after any large development. Sincerely,

Forest Shomer
ziraat@olympus.net

PO Box 301
 Kapaa

Agriculture to Urban - Hokua Place Subdivision, 800 houses
Richard Diamond to: luc

LAND USE COMMISSION
STATE OF HAWAII
01/22/2015 04:21 PM

Agriculture to Urban - Hokua Place Subdivision, 800 houses
News of the proposed re-zoning application has spread across Kaua'i rapidly, causing widespread concern and a strong negative reaction. People are wondering whether the concept of agricultural land is now being abandoned in favor of profit for developers. Although there may be a few who will benefit financially, the resounding response of the residents of the island is: NO. WE DO NOT WANT THIS DEVELOPMENT.

We feel that it will bring our traffic to a standstill, endanger our children as they travel to and from school, place an immense burden on an inadequate infrastructure, damage our economy, and irrevocably damage our quality of life. We appeal to the Land Use Commission to refuse the application to change the zoning of 97 acres of land adjacent to the Kapa'a Middle School from Agricultural to Urban Residential.

The proposed Hokua Place subdivision will be disruptive our rural life style as well as to visitors who choose Kauai because of its relaxed pace & natural environment. The EISPN should include include social, emotional and community impacts before it goes any further.

Thank you for your attention to this, as well as to all the many others who have written to you.

Sincerely,

Richard Moll
P.O. Box 113
Kapaa, HI 96746

REFERENCE: HoKua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement.

jonathan jay

to:

luc, info

01/22/2015 03:15 PM

Cc:

Ken Taylor, brucesiv

Hide Details

From: jonathan jay <jjkauai@gmail.com>

To: luc@dbedt.hawaii.gov, info@hookuleana.com

Cc: Ken Taylor <taylork021@hawaii.rr.com>, brucesiv@hawaii.rr.com

Please respond to jjkauai@gmail.com

LAND USE COMMISSION
STATE OF HAWAII

2015 JAN 23 A 7:07

Aloha.

At a community meeting in regard to this project, a number of issues, concerns, questions, and requests were identified. On behalf of the east-side members present, I am submitting a summary of the points raised:

First and foremost, we request a two week extension be made for comments on the 400+ page document released in the middle of the holiday season at the end of last year. Because of the turbulent holiday season and all the responsibilities they entail: chanuka, christmas, kwanza, new years, etc, 1/2 of the 30 day comment period evaporated in the blink of an eye. To read thru the document and make cogent analysis takes time, which is why 30 are mandated. However, these 30 days are not like other 30 day periods throughout the year. 2 additional weeks would allow for for an actual 30 days worth of review to be actually available.

Comments, Concerns and Questions:

1) ownership:

can the developer show clear title and/or royal patents to this property? If clear and legal ownership of the property can not be demonstrated, it is inappropriate to respond to any requests from the developer.

2) road congestion/ auto traffic:

Of course this is a concern, and has been in this region for the last 30 years. Many plans have been made to upgrade the transportation infrastructure going back to at least the general plan of 1978, state 2000 DOT and many others, which have largely remained undone. We request that until the previously identified transportation infrastructure upgrades are completed, that no change in zoning be allowed. Transportation infrastructure needs based on existing allowable development capacity never took into consideration this newly proposed large-scale density at this location.

Until long existing needs unmet needs are met, we request no additional density be approved.

3) waste:

how will the waste from 2k people in this proposed high-density development be treated? the existing waste-treatment facility near lydgate is over-capacity. Existing fecal/bacterial levels in the local waterways is far above allowable health levels.

We request that until existing conditions are brought with allowable health levels that requests for additional zoning density be denied.

4) pedestrian/school children access:

the existing pedestrian access up the hill from the roundabout to the school is inadequate and dangerous for school children walking to school. The road bed is situated toward the edge of the hillside such that before the children approach the school, room for the walkway on the north side of Olohehena road is squeezed out, and an unsafe crossing must be made at the curve of the road with low line of sight visibility. If the road was re-aligned and moved closer in to the school, the children would be able to safely walk all the way to the school, and then cross safely at a controlled intersection on a straight section of road directly in front of the school.

If the developer is earnest about working in partnership with the community to meet the community's needs while profiting

from enhanced development this zoning request will allow, they will demonstrate this good faith by completing this pedestrian improvement adjacent to the parcel before receiving a zoning change.

We request that no zoning change be allowed until such conditions are met.

5) poorly designed dangerous intersection north of project:

At the junction of Olohena, Kaapuni and Keahulua roads, the intersection was never properly designed or engineered to provide safe transit by automobile, cyclists, or pedestrians.

If the developer is serious about working in good faith with the community to meet community needs while pursuing a healthy profit resulting from a change in zoning from ag to urban, the developer will demonstrate this good faith by completing these upgrades before receiving a zoning change.

We request that no zoning change be allowed until such conditions are met.

6) cycle upgrades consistent with state cycle master plan:

adjacent along the parcel in question, Olohena road is intended to be made cycle friendly by introducing signage and re-engineering/broadening the shoulders of the road to allow safe passage for cyclists.

If the developer is serious about working in good faith to meet the communities needs while pursuing profit from development consistent with a change in zoning from Ag to Urban, the developer will demonstrate this good faith by making the upgrades adjacent to the entirety of the parcel in question, in this case from the traffic circle up to Olohena bridge #1 at the western edge of the parcel.

We request that no zoning change be allowed until such conditions are met.

7) improving general road alignment:

adjacent to the parcel in question, the existing roadbed curves and twists in numerous locations obscuring line of sight for drivers in both directions and increasing the danger of travel for all users of the road. Where possible, we request the developer agree to cede portions of the periphery of the parcel in question such that road alignments can be straightened, turning radius can be increased, and generally lines of sight be improved and extended to enhance safety for all road users including autos, cyclists, and pedestrians.

If the developer is serious about working in good faith with the community to meet community needs while pursuing a healthy profit made possible from a change in zoning from "Ag" to "Urban", the developer will demonstrate this good faith by completing these upgrades before receiving a zoning change.

We request that no zoning change be allowed until such conditions are met.

Mahalo for your attentive reading and consideration of the points raised here.

Respectfully,

jonathan jay
Ken Taylor
James Alalem
Tommy Makanani
Jerry Pacheco
Bruce Smalling

--

*me ke aloha,
jonathan jay*



Hokua Place EISPN Comments
John Harder to: luc, info
Cc: Gabriela Taylor, Kenneth Taylor, Pat Gegen

LAND USE COMMISSION
STATE OF HAWAII
01/22/2015 12:13 PM

2015 JAN 23 A 7:07

Hokua Place EISPN Comments

luc@dbedt.hawaii.gov / info@hookuleana.com

Aloha, Please insure that the following questions and concerns are addressed in the Hokua Place EIS.

Where does the development propose access to the bypass highway, and what are the anticipated traffic impacts on rush hour traffic? Will the highway need to be widened?

What will be the proposed development's impact on traffic at the southern end of the bypass (the intersection with Kūhi'ō Hwy) at the evening rush hour?

What will be the combined impact of the proposed development and the proposed hotel / condo development in the Wailua / Waipoli area on traffic on Kūhi'ō Hwy from the Bypass intersection to the Kuamoo intersection?

Where exactly will the proposed commercial center be located, what will be its access to either Oloheua Rd or the bypass highway, and what would be the proposed impacts?

What will be the traffic impact of the development on the Kuhio Hwy and Kukui Kukui St intersection? It is already difficult to turn left on to the Hwy.

What will be the traffic impact of the development on the Lehua merge heading north?

What will be the development's impact on local schools?

Will there be a plan to reduce the impacts of construction waste generated during development? Will contractors be required to develop specific waste reduction and diversion plans?

What will be the impact of the development on current waste generation? Will the development provide (or require the provision of) adequate space for recycling (especially in the multi-family units)?

How will Sewage be managed? How will any sewage line link up with the existing system? If septic tanks are proposed, what will be the impact on water quality?

What will be the effect of the development on surrounding agricultural uses. Will development increase the pressure for development of the land Makai of the bypass hwy?

What will be the costs of these impacts on local taxpayers (infrastructure, time lost, health & safety, etc)?

Mahalo
John Harder
PO Box 272
4085 Kealia Rd
Anahola, HI 96703
808-823-6995

John Harder, aka the Dumpdoctor
If you're not for ZERO Waste, how much Waste ARE you for?

Fwd: W-KNA comments - EISPN for HoKua Place, Petition for District Boundary A...

RAYNEREGUSH to: luc

LAND USE COMMISSION
STATE OF HAWAII

2015 JAN 23 - A 1:08
1/22/2015 11:36 AM

Resent due to email bounce-back for Scott Derrickson. Mahalo.

From: RAYNEREGUSH@aol.com

To: scott.derrickson@dbedt.hawaii.gov, info@hookuleana.com, gallen@harbormall.net

Sent: 1/22/2015 11:35:26 A.M. Hawaiian Standard Time

Subj: W-KNA comments - EISPN for HoKua Place, Petition for District Boundary Amendment

Please find attached comments from the Wailua-Kapaa Neighborhood Association (W-KNA) with regards to the:

EISPN for HoKua Place, Kapa'a - Petition for District Boundary Amendment for 97-acres from Agriculture District to Urban District, TMK (4)4-3-03:001

Thank you for the opportunity for pre-assessment consultation, review and comment.

Mahalo,

Rayne Regush

Chair, W-KNA

651-1318 c.

www.wkna.org



HoKuaPlace-WKNAEISPNSubmittalFINAL.pdf



WAILUA-KAPA'A
NEIGHBORHOOD
ASSOCIATION

LAND USE COMMISSION
STATE OF HAWAII

2015 JAN 23 A 7:08

January 21, 2015

Land Use Commission
State of Hawai'i, DBEDT
P. O. Box 2359
Honolulu, HI 96804-2359
scott.derrickson@dbedt.hawaii.gov

Peter Young
Ho'okuleana LLC
1539 Kanapu'u Drive
Kailua, HI 96734
info@hookuleana.com

Greg Allen, Jr.
HG Kaua'i Joint Venture
161 Wailua Road
Kapa'a, HI 96746
gallen@harbormall.net

RE: EISPN for HoKua Place, Kapa'a - Petition for District Boundary Amendment for 97-acres from Agriculture District to Urban District, TMK (4)4-3-03:001

Thank you for referring this project to Wailua-Kapa'a Neighborhood Association (W-KNA) for pre-assessment consultation, review and comment. We also thank Mr. Greg Allen, Jr. for his presentation at our November 2014 General Meeting which was attended by 40 members of the public.

We recognize the need for affordable housing on Kaua'i and the importance of siting urban expansion adjacent to the town core. However, development is outpacing Kapa'a's roadway infrastructure. Residents and visitors are crippled by severe traffic congestion throughout the day. We are concerned that this project, when fully built-out, may contribute to this problem since timeframes for transportation remedies are uncertain.

Density.

The proposed density of 769 housing units on 97-acres is very high. Alternatives in project density with a reduced residential footprint may be more acceptable in light of constraints posed by current traffic conditions. It would also provide a more gradual transition to the rural environment of neighborhoods along Ka'apuni Road and in the adjacent ahupua'a of Waipouli. Therefore, we would like to see the Draft Environmental Impact Study (EIS) include:

- Three additional housing density scenarios (300, 450 and 600 units) as viable options for development, with visual configurations provided too.
- Describe in detail the cost challenges and design challenges posed by building multifamily structures on hillsides.

Phasing.

- Explain the relationship between Phase I-HoKua Farm Lots and Phase II-Hokua Place and describe in detail any constraints that one may have upon the other.

Request for Additional Maps.

To provide more clarity about the project, we would like to see the following detailed maps in the DEA:

- Topographic map to include clear elevation lines, streams, ditches, ditch intakes, diversions, tunnels and the location of the proposed well
- Existing cane haul roadways (paved and unpaved) along with the new proposed access roads
- Renderings of the multi-family housing and single family homes built on rim lots or significantly sloped topography, showing preliminary design for hillside construction
- Boundary map with all adjacent landowners and their TMK

Serving Residents of the Kawaihau District

"We treasure our rural community"

340 Aina Uka Street, Kapa'a, Hawai'i 96746 • 821-2837

Stream Impacts.

- Please provide the name of the stream that flows along the property boundary and empties into the Waikaea drainage canal about 800-feet downstream from HoKua Place.
- Discuss establishing a minimum instream flow standards (in coordination with COWRM) for any waterways on the property and impacts from proposed well and long-term water removal
- Identify what actions will be taken to mitigate a reduction in streamflow and enhance stream water circulation.

Inconsistent Information.

- Since so many Kapa'a Highlands documents are included in the EISPN, it would be helpful to see a list of the particular details not relevant to the HoKua Place project or highlighting any disparities.
- Exhibit N shows letters written in 2010, 2011 and 2012, from DOT District Engineer Ray McCormick, Mayor Bernard Carvalho and County Engineer Larry Dill, respectively, who voice support for 231 affordable housing units to be developed. It is unclear whether they realize that the proposed density is almost 800 units on 97-acres. This discrepancy/omission raises doubts.

County Police and Fire Public Services.

- Please describe the extent to which increased tax revenues will offset and exceed the demand for additional police and fire protection.
- Please describe roadway design requirements to be in compliance with (or greater than) County fire code requirements, particularly the roadways with cul-de-sacs.

Traffic Circulation and Congestion.

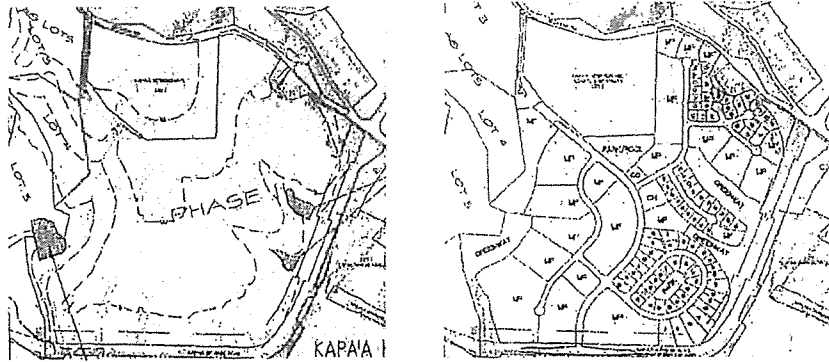
HoKua Place represents a dramatic increase in housing for East Kaua'i. Once the project is occupied, it will greatly contribute to regional traffic despite the intent to utilize multi-modal design. The 1997 Kaua'i Long-Range Land Transportation Implementation Plan has not met its 2000 and 2006 deadlines for Kapa'a roadway widening in the areas affected by the proposed zoning change.

- Will an updated supplement to the TIAR prepared in 2011 be provided?
- Can the timeframes identified as "peak hours" in TIAR be include in the DEA narrative?
- Discuss and illustrate preliminary designs for Phase I and Phase II intersections at Oloheua Road and the Bypass Road
- Describe the anticipated traffic impacts at the Kapa'a Roundabout, not in the context of closing the Bypass Road
- What plans does the project have to improve pedestrian access to Kapa'a?
- How will kids with bicycles cross the Bypass Road or navigate the Roundabout safely?
- What additional traffic congestion mitigation remedies or cost-sharing solutions can be proposed to further reduce the "E" designation to a "C or D" classification?
- Provide DOT/County timelines for road-widening improvements in the vicinity.

Runoff & Drainage (Exhibit F).

- Explain in more detail the drainage improvements, which may include drain lines, grass swales, and culverts to balance any expected increases in runoff resulting from the proposed project.
- Describe in detail how will nonpoint source pollution and urban runoff including sedimentation from weathering and erosion of the sloped topography be managed.
- What are potential impacts from "directing storm water to the nearest downstream street or natural drainageway"?
- Due to valleys and significant slopes in the topography, please describe in detail any specific mitigation measures to address erosion and flash flood hazards in these areas.

- The drainage system refers to three detention basins. These detention basins are also depicted as "Greenways" on the maps. Will these be accessible to residents? Do they pose hazards or recreational opportunities?



Preserving Views.

- Preparation of visual resources using photographic and computer rendered images that illustrate the project's visual impacts from different public vantage points along the Kapa'a Bypass Road, at the Kapa'a Roundabout, and from Olohena Road would be helpful.
- The creation of public viewpoints along the rim lot portions of the property would provide benefit to the public and enhance the desirability of this new community. Can this be provided?
- Please detail compliance with all Chapter 205A, objectives and policies related to scenic and open space resources.

Secondary and Cumulative Impacts.

Generally, new affordable housing is welcomed, however Kapa'a is facing significant growth challenges. Secondary impacts associated with HoKua Place relate principally to infrastructure, with an emphasis on traffic and the need for additional public facilities and services. Cumulative impacts relate to the potential impacts of HoKua Place in the context of two large developments approved in the immediate Kapa'a area – Coconut Beach Resort (343 units) and Coconut Plantation Village (198 units) along with pending permit approvals for the Coco Palms Resort's 350-unit hotel.

- Examine and describe any social impacts or diminished quality of life from the population growth described above
- Provide an estimated count of new student enrollment and the capacity of the public Elementary, Middle and High Schools to accommodate them?
- What are the reasonably foreseeable secondary impacts or "indirect effects" caused by this development and please identify measures to mitigate the effects.

Thank you for the opportunity to comment. We look forward to reviewing the Draft Environmental Impact Study upon its completion and request that W-KNA be provided with one copy of all future documents.

Sincerely,

Rayne Regush
Chairperson, on behalf of the W-KNA Board

HoKua Place, Section 343-5e HRS Preparation Notice, Environmental Impact Statement

Sharon Goodwin to: luc, info, Sharon Goodwin

LAND USE COMMISSION
STATE OF HAWAII

01/22/2015 08:56 AM

Dear Members, Land Use Commission and
Members, Hookuleana EIS Co.,

2015 JAN 23 A 7:08

I attended Mr Greg Allen's presentation of HoKua Place at the Wailua-Kapa'a Businessperson's Assoc meeting 12-27-14.

Mr. Allen consistently referred to Kapa'a town as a "City" and an "Urban" area. I understand he wishes to change zoning from Agricultural to Urban Residential. Having lived in Wailua Homestead the past 8 years I can say assuredly Kapa'a is Rural, and a Town.

The Kaua'i Long-Range Land Transportation Implementation Plan, Table ES-6 of 1997 needs completion before new development occurs in Kapa'a-Wailua. This relates to road-widening in areas of proposed zoning change from Agricultural to Urban Residential. This has not yet happened.

Kaua'i Island's infrastructure is seriously lacking. We have sewage problems. Will HoKua Place have a waste-water treatment plant? For 750+ dwellings that must be a minimum requirement. For effluent to travel to Lydgate Sewage plant (Mr Allen informs us) seems foolhardy to me. Residences that possess out-dated cesspools are soon being made to install septic systems upon their sale; therefore I think HoKua Place should take care of its own waste. Already the waste-water collection station at corner of Kuhio-Hale'ili'o emits gases of odoriferous stink each day so as to curtail my visits to Kinipopo Shopping Village. How do you think Kinipopo Village business owners feel?

While on the topic of waste, there will be large amounts of garbage/trash deposited in our landfill daily from 750+ dwellings, plus construction debris from each of those dwellings. We have landfill problems. The current landfill is running out of space, a future one not yet designated; Kaua'i Island is quite finite.

There is another development, Kulana Subdivision, on Olohena Rd near the proposed HoKua Pl. I believe Kulana is zoned for 104 homes all of which will simply further impact waste-water collection, our landfill and traffic.

How many cars/trucks/recreational vehicles will 750+ new dwellings put forth on Kauai's roads/off roads? Good question. 3 adults purchased the home next to mine; 3 adults own 3 separate cars. Kaua'i is only 35 miles across! We are experiencing big traffic problems in Kapa'a already--snarls sometimes taking 10-15 minutes to creep along 3 blocks!

The main road of HoKua Pl is designed to exit West on to Olohena Rd adjacent to Kapa'a Middle School's parking lot. Perhaps design planners saw that as being the ONLY place a road connecting Olohena and the existing Bypass Rd could be placed. My feeling at viewing the

concept map is "Yikes...poor road placement...too close to School." Students arriving and leaving School, those walking and being driven cannot help but create traffic at their "stopping" points. And since the proposed HoKua Bypass Rd is a public road, all travelers on it will add to the School traffic mayhem. Located nearby on Olohena is a 3-way road intersection in which drivers on Ka'apuni have a blind roadway to their Right. Drivers on Olohena must negotiate a steep upward incline. This is vital infrastructure to resolve well before HoKua Pl is even up for consideration.

Can the Dept of Water, County of Kaua'i deliver with assurance all waters residents of 750+ dwellings think they need and deserve? Clean water is an issue of great concern Island-wide.

Mr Allen says the Kapa'a Schools are under-populated and can easily provide spaces for HoKua's residents' children. A Kapa'a High School employee told me classes at her School are adequately filled presently.

I think the HoKua Place concept plan for 750+ dwellings is a huge stretch of the human imagination. It would seem that families would be packed inside of dwellings on relatively small lots. Wouldn't it be great to have each family occupy an acre? Then each family could really live! And it would be magnanimous to make certain AT LEAST 30% of those acre parcels would be sold to low income/affordable housing qualifiers. Many Kaua'i families cannot afford even "affordable housing".

I cannot envision a development of such enormous density, one that would result in major infrastructure stresses, as what is being shown in the HoKua Place Concept Plan map.

Sharon Goodwin, Wailua Homestead
PO Box 446
Kapa'a, HI 96746
808-822-7646 H.



public comment over proposed Kappa development
Linda Harmon to: luc

LAND USE COMMISSION
STATE OF HAWAII
2015 JAN 23 4 11 PM

I'm writing to repeat the criticism I've heard stated, too many people live in the already most populated part of the island. There is already a huge traffic problem.

sincerely,

l. harmon

box 257, Hanapepe Hi. 967d16



The HoKua Subdivision Plan
Diane Brenden to: luc

LAND USE COMMISSION
STATE OF HAWAII 2015 JAN 23 08:03 AM

2015 JAN 23 A 7:09
Aloha...Good Heavens! I can't even imagine the time needed to reach Wilcox Hospital if you approve changing the zoning of 97 acres from Agricultural to Urban Residential for the planned HoKua Place Subdivision Development in Kapa'a. It is already difficult at certain times of day and I shudder to think what adding all those additional cars would create. Please keep the wise zoning of this area in place. Aloha and Mahalo, Diane Brenden



I OPPOSE the Hokua Place development
Ashina Sunshina to: luc, info

LAND USE COMMISSION
STATE OF HAWAII
01/22/2015 10:28 PM

2015 JAN 23 A 7:09

Aloha,

News of the proposed re-zoning application has spread across Kaua'i rapidly, causing widespread concern and a strong negative reaction. People are wondering whether the concept of agricultural land is now being abandoned in favor of profit for developers. Although there may be a few who will benefit financially, the resounding response of the residents of the island is: NO. WE DO NOT WANT THIS DEVELOPMENT. We feel that it will bring our traffic to a standstill, endanger our children as they travel to and from school, place an immense burden on an inadequate infrastructure, damage our economy, and irrevocably damage our quality of life. We appeal to the Land Use Commission to refuse the application to change the zoning of 97 acres of land adjacent to the Kapa'a Middle School from Agricultural to Urban Residential.

We are particularly concerned about the following issues:

- The project would result in severe road congestion that would have an enormous impact on the lives of residents, who are already finding it increasingly difficult to travel between the North Shore and Lihue, as well as on tourism. The inevitable long traffic delays would make Kaua'i very much less attractive to tourists, who would find it very difficult to move around the island. Existing traffic studies are inadequate and out of date due to the growing pressure on the road system. Most significantly, the plans for road widening dating back to 1997 have not been implemented.
- The risks to the students at Kapa'a Middle School are unacceptably high. Not only is there already a problem for parents in dropping off and picking up students, but there is a risk for students safety, with students walking or riding bikes along Olohehena Road or crossing it to get to the school. Moreover, the middle school is already at capacity, and a large additional influx of students could easily undermine the quality of education or leave some children without education.
- The infrastructure required to support the proposed development is inadequate. We do not have the landfill capacity to handle large amounts of construction waste and personal waste from the projected new homes. Drainage is inadequate to handle the run off from the projected hard surface areas. There is a real question as to whether the Lydgate Sewage Treatment plant could adequately handle the human waste from an additional nearly 800 residential units and associated developments. There is a question about the availability of water for the proposed residences.

In summary, this project will bring profit to developers but will severely damage the economy and quality of life of the island of Kaua'i. It will significantly weaken the concept of agricultural land, which has been fundamental to the historical development of the island. For all these reasons, the community strongly opposes it.

I oppose the Hokua Place development until all the concerns mentioned herein are fully and publicly addressed, and that there needs to be more public community meetings with the State and County agencies involved to confirm that proper action/decisions are being made.

Mahalo,

Ashina Ashina

6540 Olohehena Road

Kapaa



New Development above Keila beach
Susan O'Neill to: luc@dbedt.hawaii.gov
Please respond to Susan O'Neill

LAND USE COMMISSION
STATE OF HAWAII
01/22/2015 03:54 PM

2015 JAN 23 A 7:09

Don't allow this mess.. Don't let greed spoil our beautiful island. what about an
EIS? these developers are
not in it for our community good they are driven by greedy realtors The price to
the people who live here
is too great

Susan O'Neill

"Life is a garden. Dig it."

Hokua Place Development
05/14/2015 02:15 PM

From: Bart Walton
to: luc@dbedt.hawaii.gov
Cc: "info@hookuleana.com"

Dear Land Use Commission,

As a full time resident of Kauai, I am very concerned about the proposed Hokua Place Development that will add some 800 dwelling units in Kapaa. I currently live in Wailua Homesteads and already the traffic congestion in Kapaa is near gridlock for much of the work day. At the present time, my wife and I have to plan our day in order to avoid going through Kapaa between 10:00 A.M. and 6:30 P.M. During these times, the traffic congestion is so bad that it takes 25 minutes to drive from the Kuamoo Rd. intersection, to the Public Library in Old Kapaa, a distance of less than 3 miles.

If you add to the Hokua Place proposal, the proposed new development at Coco Palms, Coconut Beach resort and Coconut Plantation, it's expected that an additional 1800 vehicles will be added to the traffic load along the Kapaa/Wailua corridor. Has anyone considered how this is going to work in light of the current gridlock that already exists in Kapaa from 10:00 A.M. to 6:30 P.M. every day?

As a resident of Wailua Homesteads, we are particularly affected by any increase in traffic volume on the East side. As you know, we have only two routes down to the main highway; 1) Olohena Rd., or 2) Kuamoo Rd. Let me address each of these.

1) Olohena Rd. is a winding, narrow, two lane country road. Adding 800 housing units proposed by Hokua Place will turn this road into a congested main feeder into old Kapaa town. Neither the road, nor the traffic circle at the bottom of the hill were designed to handle the volume of traffic being proposed. Also, have you considered the effect this development will have on Kapaa Middle School? When school lets out in the afternoon, traffic on Olohena Rd. essentially comes to a halt until all the busses can leave. During this time, the whole Hokua development will be essentially unable to get in or out.

The Kapaa Bypass road is not going to be sufficient to serve as any solution to this problem. As with Olohena, it's a winding road and can be dangerous at the speeds people often drive there. With this new development, you can predict terrible congestion and a lot more traffic fatalities.

2) Kuamoo Rd. is somewhat wider and straighter than Olohena Rd., but still, it's already congested at certain times of the day. For example, if you try to go down the hill at 7:30 A.M., the traffic is sometimes backed up 1.5 miles, all the way to Opaekaa Falls.

It's my understanding that the traffic plans developed in 1997 have not been completed. Since that time, the Kapaa area has grown substantially. New long-term plans have to be developed before any new development is approved.

I am not against development per se. But before development is approved, the roads, drainage, sewage and refuse infrastructure have to be updated in order to handle the substantially increased volume of cars and people.

Other problems that concern me are:

a. **Environmental impacts** on storm drainage, land fill and recycling centers, as well as the impact on the land from sewage and septic systems.

b. **Impact on Retail Business** - Already the traffic is so bad that many people are avoiding Kapaa retail businesses and finding ways to do their shopping on-line, or on other parts of the Island.

c. **Impact on Quality of Life and Tourism** - The main reasons people want to visit our Island is to enjoy the rural lifestyle and to get away from the stress of urban living. Already in parts of the Island, we have ruined this benefit. What effect do you think it has on vacationers who come here and find they have to spend an hour in traffic just to buy groceries?? Are we going to continue down this path until Kauai is simply no longer a pleasant place to live and visit?

In my opinion, Hokua Place should not be approved until ALL the impacts on our community can be thoroughly addressed.

Thank you for considering our comments.

Bart and Anne Walton



Hokua Place Proposal

Land of Mist

to:

luc

05/21/2015 09:02 PM

Hide Details

From: Land of Mist <karen@landofmist.com>

To: luc@dbedt.hawaii.gov

History: This message has been replied to and forwarded.

To the Living Human Being within the STATE LAND USE COMMISSION,

I would appreciate your taking another look at the Hokua Place project proposal. I am a 20 year resident of Wailua and have great concern for what I hear about the development.

The DEIS is supposed to be the official response to previous comments and concerns raised by the community. It appears that the document not only fails to address most of the concerns raised by the community it also fails to resolve potential infrastructure problems.

<!--[if !supportLists]-->1) <!--[endif]-->The developers have denied the need for changes, saying that traffic studies done in 2012 are adequate. How valid is that?

I travel from my home down Oloheua Rd to the roundabout on work days between 7:30-7:45am every morning and I can tell you the traffic regularly gets backed up to the Middle School. There is not one morning where there is less traffic than that unless school is not in session or it is a Holiday.

Adding more density to the environment before we resolve traffic issues is a great mistake. It may look great to everyone who is looking at the proposal on paper but I can tell you from personal experience that if the development is allowed to go ahead it will have a very negative impact on the entire Kapaa corridor as there will be gridlock at the Roundabout, in Kapaa town, at the Wailua Bridge multiple times a day which will affect

<!--[if !supportLists]-->② <!--[endif]-->being able to get from point A to point B on a timely basis

<!--[if !supportLists]-->③ <!--[endif]-->local businesses

<!--[if !supportLists]-->④ <!--[endif]-->the tourist industry in a negative way. Who will want to come visit if they can't travel with ease from one area of the island to another. No one wants to sit in traffic as if it were LA.

<!--[if !supportLists]-->2) <!--[endif]-->The DEIS also fails to address the very real problem of lack of adequate water pressure and storm runoff issues that will increase due to re- contouring the land.

For 10's of years the big concern about building in the Wailua corridor has been the lack of adequate water pressure. Moreover when there is heavy rainfall the water run-off is a serious problem. There is always flooding and road closure that goes on due to water running off from NouNou Mt.

<!--[if !supportLists]-->3) <!--[endif]-->The development fails to address the issue of affordable housing

Moreover, the most egregious error is the lack of provision for affordable housing. According to the DEIS only 24% or 183 dwellings in the multi-family apartments are to fall in the affordable housing category which is mandated by the County. Single-family dwellings on lots will be in the "\$650,000 to \$950,000 range with projected prices as noted in 2015 dollars" .

Who can afford that?? Your average Kauaian already holds two jobs to try to make ends meet. There is not enough time in the week to work even more hours.

Please re-consider what is at stake here!!

Aloha, Karen Mavec

Wailua resident



DEIS HOKUA PLACE

Valerie Weiss

to:

luc, Peter Young

05/22/2015 11:29 AM

Hide Details

From: "Valerie Weiss" <valerieweiss31@gmail.com>

To: <luc@dbedt.hawaii.gov>, "Peter Young" <Peter.Young@Hookuleana.com>

5/22/2015

RE: Hokua Place DEIS

Aloha,

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

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

Valerie Weiss

Kapaa



HoKua Place DEIS

Allan Rachap

to:

luc, info

05/22/2015 06:37 AM

Hide Details

From: Allan Rachap <allanjudy@gmail.com>

To: luc@dbedt.hawaii.gov, info@hookuleana.com

As a resident of Kauai, I already suffer with the heavy traffic and frequent long delays in the Kapaa area. Allowing the HoKua Place development would only serve to exacerbate that situation. It should NOT be allowed to proceed.

Allan Rachap
1714 Keoniloa Pl.
Koloa HI 96756

Comments on the proposed Hokua Place development in Kapa'a, submitted to:
Peter Young (developers): info@hookuleana.com
State Land Use Commission: luc@dbedt.hawaii.gov

Anne Thurston, June 18, 2015

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

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

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

We understand that developer has denied the need for significant changes, saying that traffic studies done in 2012 are adequate and that 'traffic impacts due to the project are not considered significant.' Page 18 of the DEIS report notes that 'The Kapa'a By-Pass Road furnishes an alternative route for those traveling between the North Shore and Lihue.

Contractor roads link the By-Pass to Kuhio Highway providing alternatives to reach commercial areas along the coast and improving circulation within the valley. Traffic is minimized and dispersed through the road network.' This statement alone indicates the inadequate nature of the DEIS and how badly out of touch the developer is with the realities of traffic congestion in the Kapa'a area.

We feel that the statements in the DEIS are unrealistic and that they gloss over substantial potential problems. The developer's own Traffic Impact Assessment Report, written in 2012, as part of the Draft Environmental Impact Statement for the HoKua Place development recognised that the traffic flow through the Kapaa roundabout and the intersection of the Kapaa bypass and Kuhio Highway were already at 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. Moreover, the developer's Traffic Impact Assessment Report did not take into account the recently approved projects in Kapaa at Coco Palms, the Coconut Beach Resort, and the Coconut Plantation Village.

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



Hokua Place
Laurel Quarton to: info, luc

06/18/2015 04:59 PM

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



Hokua development
Bonnie to: luc@dbedt.hawaii.gov

06/18/2015 03:24 PM

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.



Hokua Place Subdivision

kauaiailison to: luc@dbedt.hawaii.gov

06/18/2015 02:30 PM

Is the county seriously considering this project?!? Anyone proposing all of these new homes hasn't driven through Kapaa in a long time. Traffic is a mess! More houses=more cars! This project cannot be approved for the sake of Kapaa's residents.

Thank you-

Concerned resident of Kapaa



Hokua Place Development is a bad idea

Rebecca Gorsline

to:

luc@dbedt.hawaii.gov

06/19/2015 11:37 AM

Hide Details

From: Rebecca Gorsline <shinyhappyislandgrl@yahoo.com>

To: "luc@dbedt.hawaii.gov" <luc@dbedt.hawaii.gov>

Please respond to Rebecca Gorsline <shinyhappyislandgrl@yahoo.com>

Aloha,

I live right down the road from the proposed Hokua Place site. Please don't let this happen. Traffic is already beyond crazy in this area. Right now it's rural and this project would change that. It's a bad idea all around. Please consider those of us who live here. Thank you.

Rebecca Gorsline
Kapaa, HI



HoKua PI, Kauai

robin yost to: luc@dbedt.hawaii.gov, info@hookuleana.com

06/19/2015 10:56 AM

Cc: raymond.j.mccormick, rodney.y.funakoshi, michael.k.hinazumi,
donald.smith, mmoule

June 19, 2015

Aloha All,

I am writing in regards to HoKua PI proposed development, in Kapaa, Kauai.

Please do not change the zoning from agriculture, to urban. PLEASE keep the zoning the way it is, as agricultural land.

This project will be more of a disaster for Kauai. Many ramifications would ensure....the most vital being the traffic congestions that is already a huge problem here on the east side.

I just now got home, after doing my weekly marketing. Some years ago, it used to take me about an hour to shop at a few different stores. Today, June 19, it took me two and a half hours to get through Kapaa Town, making my few stops. About 3 miles of road, from north Kappa town, to south Kapaa.

This project is slated to have 800 homes sites, which will average 1600 more cars! Our very few roads can not handle the number of cars that are on it now!

In keeping this letter brief, please do not change the zoning of this land.

Thank you for your time and important consideration,
Robin Yost,
Kapaa, Kauai



Proposed 800 new housing units surrounding Kapaa Middle School

Robb Wall (RS) Kauai to: info, luc, mwilliams, judydalton123,
gabriell_aies

06/19/2015 09:30 AM

Dear Kauai Leaders,

Please consider the attached testimony of my concerns about allowing "up-zoning" of valuable AG lands surrounding the Kapaa Middle School. If Developers wish to build new neighborhoods, there are plenty of residential zoned lots for sale.

The Wailua uplands scheduled for the Hawaiians should be a priority - not rezoning.

Up-zoning hurts property values and our burdened roadways can NOT handle another car.

Please see the attached.

Sincerely,

Robb Wall, Realtor Broker

Wailua Houselots

Cell: 808-635-4606

----- cut here

JUST SAY "NO" TO UP-ZONING OUR PRECIOUS AG LANDS

THERE ARE CURRENTLY 76 LOTS FOR SALE ON THE EAST SIDE OF KAUAI - as of 6/17/15

THERE ARE CURRENTLY 87 UNSOLD HOMES FOR SALE ON THE EAST SIDE OF KAUAI

THERE ARE CURRENTLY 47 UNSOLD CONDOS FOR SALE ON THE EAST SIDE OF KAUAI

50% OF KEALIA KAI HAS NEVER SOLD - ANOTHER AG "UP-ZONED PROJECT."

THE 50 PLUS UP-ZONED AG UNITS AT KEALANANI HAVE GONE UNSOLD.

THERE IS CLEAR EVIDENCE THAT UP-ZONING AG LANDS ON THE EAST SIDE IS NOT PROFITABLE.

THE OWNER OF THE KAPAA MIDDLE SCHOOL AG LANDS CAN LEGALLY CPR AND SELL AG FARMS RIGHT NOW WITHOUT UP-ZONING.

THE EMERGENCY BY-PASS SHOULD *NEVER* BE CONSIDERED FOR ANY FURTHER BURDEN OF USE - WE ALREADY HAVE A CHURCH ON THE BY-PASS.

EMERGING PROJECTS ALREADY APPROVED:

350 TIMESHARE UNITS IN FRONT OF PLANTATION HALE

250 CONDOS IN COCONUT GROVE BY COURTYARD MARRIOTT

TRAFFIC IS ALREADY AT GRIDLOCK - DEVELOP THE WAILUA UPLANDS FOR THE HAWAIIANS.

AN EIS *MUST* BE DONE ASAP TO REDIRECT THIS PROJECT INTO AG PURSUITS.

THERE ARE TWO PLANNED HOUSING DEVELOPMENTS COMING FROM GROVE FARM IN AREAS THAT CAN HANDLE THE BURDEN OF DEVELOPMENT IN PUHI AND HANAMAULU.

THANK YOU FOR CONSIDERING THESE PERTINENT FACTS.

Sincerely,

Robb Wall, Realtor Broker

Wailua Houselots



Public comment from Caroline Quan-Abrams re: Hokua, Kaua'i

Caroline Abrams to: luc, info

06/19/2015 07:54 AM

Please find attached a Public comment provided by Caroline Quan-Abrams regarding the proposed development project Hokua in Kapa'a, Kaua'i.

Thank you for your consideration. If there are problems opening the file or if you have any questions, please call me at (808) 639-0432.

Mahalo,



Caroline Quan-Abrams Public Comment.pdf

Public Comment

Location: Hokua Place, Kapa'a, Kauai

Deadline date: June 22, 2015

Name: Caroline Quan-Abrams

Representing: on my own behalf

Address: 4362 Kanaele Road, Kapa'a, HI 96746

Summary of Concerns:

Island Sustainability, Environmental well-being and Health of Community

- What level of development is sustainable and healthy for the environment & community in each Moku and Ahupua'a?
 - Water
Please see article in the Garden Island, June 19, 2015, "Drought continues". We see and understand nature works in cycles. Water is a limited, precious resource to not be taken advantage of, rather to be respected and conserved. Please see the current conditions of California and other parts of the world where water is scarce. Again how do we work together as an island community and as a world to live sustainably? Can we support those areas during times of drought at our current levels of demand? Can we support the future demand with potentially at least four development projects on slate for Kaua'i island-wide: Kapa'a, Lihu'e, Koloa/Poipu and Ele'ele? Anahola, Princeville and Kekaha too?
 - Sewage and Refuse Disposal
 - Traffic Mitigation
- Is this development what the Kauai Community/citizens envision for their island?
 - There are 683 multi-family duplex/condo units slated, of which 183 are intended as affordable housing. And there are 36 Large lots (10,000 sf), and 50 Medium lots (7,500 sf).
 - Is the developer offering a style of housing and a developed community that is desired by residents?
 - If the residents do not desire the housing and developed community then are we merely encouraging more transplants to move over to the island by providing more inventory that is attractive to a mainland desire, therefore increasing the population? Hence the affordable housing for residence is not being addressed.
 - High density duplex/condo units are being offered as affordable housing, if given the opportunity to envision, imagine & express their vision and desire for their island, would residents want a less dense neighborhood with greenspace amongst their living space; small, standalone homes where they can plant and be outdoors with family; a familiar setting to them growing up versus buildings

found anywhere on the mainland at large, cookie cutter developments which are equivalent to concrete and paving paradise.

- Once the land is paved, there is hardly the opportunity to go back: O'ahu, Maui, Houston – TX are just some residents' examples of what we would NOT like to see happen to Kaua'i.
- As a community, can we offer a negotiation with the developer? If a project has been approved to be built and we do not desire the affordable housing and high density housing, may we ask along the lines of, in exchange for not building this product, instead the developer securely gives the community the funds equivalent to the lost profit to build affordable housing versus full price, large lot estates; this can amount to hundreds of thousands of dollars. And the community as a whole is prepared for the challenge of making the decision of how to allocate those funds best.
- Stakeholders and their concerns summarized:
 - Citizen: Malama 'aina (caring for and nurturing the land so it can give back), Malama honua (caring for our Island Earth). We are directly tied into the mission of the current voyage of the Hokule'a.
 - Developer: Profit.
 - County and State Government: To govern on behalf of the people.

Together, peacefully and through reasoned discussion we can arrive at the optimal answer. We all agree that affordable housing is needed. It is the **HOW** we go about providing for the people that is in question. We are asking that special consideration is given to the fact this is an Island Community, our resources are limited. We can figure out how to be self-sustaining while giving respect to the honua (earth), 'aina (land) and wai (water). Surely we can find developers who desire to mitigate cost to and gross impact on the environment & community and who agree that irreversible damage to environment & community does not justify a profit. It is so vital to find a developer who shares our values and can balance profits while giving special attention to the preservation and care of the land, people, needs and desires of Kaua'i and Hawai'i.

Thank you for your consideration and time.

Mahalo nui loa,

Caroline Quan-Abrams

[REDACTED]

To: State Land Use Commission, luc@dbedt.hawaii.gov
Planning Department, mwilliams@kauai.gov

[REDACTED]

Re: HoKua place. Kapaa

Date: June 20, 2015

The developers of Kapa'a Highlands/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 "afford able" - it makes it more warm and fuzzy - as does now giving it a Hawaiian name. I attended a presentation by Greg Allen a couple of 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% - that is up to 30%...., and he got very angry. And, as for mixed use, etc., if you were rich and looking for a \$900,000 home, would you want to live in an affordable housing development? Plus, be looking down on the old low-income housing down below? I know I wouldn't. None of this makes sense in this area. It would have made more sense for them to have purchased a lot in Lihue, already zoned Urban. With all Liliue's many extra new and wide roads and highways all over the place now it would have been more viable, as Lihue does not have road/traffic issues as does Kapaa.

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 L.A. Why would you come here and waste your vacation idling 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 already seen 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.

I invite all the Land Use members and the other interested parties noted above to try to come through Kapa'a down to/from Coco Palms - particularly heading south, especially from 1 - 4 pm and especially on Fridays. 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. There are two more future developments in Kapa'a coming soon, authorized years and years ago, that will make this even more of a nightmare. And add HoKua Place to the mix? Crazy. We have one road, two single lanes. It just cannot take any more.

An estimate of vehicles from HoKua Place: one dad - truck, one mom - SUV, one son - truck low-rider, one daughter - car low-rider tinted windows, so 4 cars per "affordable" unit at the very least.

So their traffic estimates are way off target. Our rural (and yes, this area is RURAL, not URBAN,) country lanes are very narrow and winding. Olohena Road 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 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 Kuhio Highway to get to Lihue, 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 infrastructure just cannot take this. Even yesterday, the Department of Water noted that they hope they will have enough water for the island this summer. As we know, global warming is raising temperatures and reducing rainfall. We had an incredibly dry winter, and parts of the island are in drought mode. We have to make sure our infrastructures are in place, roads, water, 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. I applaud the Land Use Commission for reviewing our comments and hopefully helping to reverse this, setting this straight, and making it pono.

Our Agricultural land is FINITE, and shrinking as we speak. Once it's gone to development you can't take it 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 quarter, half or one-acre lots to small farmers so we can actually produce some of our own food here. Just because you're rich, you shouldn't be able to come in and produce a bunch of documents to eloquently flip the zoning, get richer, and negatively change so many people's lives forever. Will there ever be a time when urban land gets converted to agricultural? I don't think so. This is a one-way highway (so to speak). I'm not against building a 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.

I beg the members to come and visit first-hand, spend a few days here, see what we see and live what we live with every day. I implore the members of the Land Use Commission to keep this land in Agricultural zoning.

Thank you very much for your time and consideration.

Mahalo nui loa.

Carol A. Beardmore

Ea O Ka Aina

How To Nutrition Current Big Pic Energy Solutions

My Hokuia Place Testimony

SUBHEAD: The proposal advertises its plan as "Sustainable". This project is the quite the opposite.

By Juan Wilson on 20 June 2015²⁰¹⁵ for Island Breath -
(<http://islandbreath.blogspot.com/2015/06/my-hokuia-place-testimony.html>)



Image above: The Hokuia Place plan as shown on the developers website fails to show the extensive parking lots required for the hundreds of multifamily units proposed in three-quarters of the site (in red). Click to embiggen. From (<http://www.hokuiaplace.com/overview.html>).

TESTIMONY OR COMMENTS DEADLINE 6/22

A large project is being dense housing project is proposed for Kapaa that will impact traffic and infrastructure needs in the area. To get this project approved the Hawaii Land Use Commission (LUC) will have to approve a

large acreage around the existing Middle School into an Urban District designation. Your opinion on this important issue is sought.

The LUC welcomes and invites written testimony on agenda items via several methods:

1. via e-mail: luc@dbedt.hawaii.gov
2. via direct mail to State Land Use Commission, P.O. Box 2359, Honolulu, Hawai'i 96804
3. by fax at (808) 587-3827
4. or, in conjunction with oral testimony at an LUC hearing.

Regardless of format, the Commission requests that written testimony on an LUC meeting agenda item be submitted at least 48 hours prior to its scheduled meeting to ensure that the testimony is posted to the LUC website and made available to the Commissioners before the meeting.

**Note:* Submittals made after this deadline may not be processed and/or circulated prior to the meeting but will be made available to the Commissioners as soon as they are processed.

If you want your comments and concerns to be considered as part of the EIS process, they should also be submitted to the EIS preparer, Hookuleana LLC,

Peter Young EIS Preparer
(info@hookuleana.com)

IB Publisher's note: Please send your comments to all the following as well:

Kauai Planning Representative
(mwilliams@kauai.gov)

Kauai Council members
(CouncilTestimony@kauai.gov)

Mayor Bernard Carvalho
(Mayor@kauai.gov)

TGI News Editor Bill Buley
(bbuley@thegardenisland.com)

Testimony regards DEIS Hokua Place published 5-8-15 by OEQC

Aloha Land Use Commissioners,

Land Use Commission planning and decision making for Hawaii must take into consideration the long term interests of the people and environment of our islands. In recent decades our needs have become predominately dependent on imported goods, services, energy and food.

We now rely on the mainland for approximately 90% of our food. This over dependance from far off places extends to our sources of energy, and our sources of consumer and industrial products.

On top of that the economy of Hawaii has need for tourism for income that is fragile and fickle. Obviously our isolation from all other land masses in the world will be a factor of planning for the future if those importations are threatened.

So, if ever there was a time that self sustainability was a top priority for planning the future of Kauai - NOW is that time.

SUSATAINABILITY

The proposed Kohua Place advertises its plan as "Sustainable". But they use the word only as a talisman. This project is quite the opposite of "Sustainable" planning. It's more of the kind of development that makes us vulnerable to food riots within weeks of any serious disruption of Matson Line containerships from California.

The plan is car-centric. It will require getting in your car to do most anything. This will be place where people have to commute to work and commute to find food. The plan requires new roads, parking and accommodation for high-density multi-story living. Three quarters of the land is used for multi-unit housing requiring extensive parking lots, the rest is suburban single family sprawl on cul-de-sacs.

There will be little opportunity to grow food, pick fruit, raise chickens, keep goats, or house hunting dogs in this development.

The proposed density of the project is needed only to cover the debts and maximize profits to the speculators and investors promoting it - and from that springs the necessity to change it to an Urban District. In tomorrows rearview mirror that will be seen as shortsighted and impoverishing to Kauai.

Unfortunately, the wasteful use of fossil fuels, and the resources needed for the extravagant consumer lifestyle the modern world has become accustomed to has brought us to situation in which we are facing real declines in sources of cheap energy and resources.

Since 2008 we have been living in a collapsed world consumer-based industrial economy that faces negative growth forecasts. Although characterized as a financial collapse, the crash in 2008 was largely driven by having reached world Peak Oil production at that time.

Cheap, plentiful, fossil fuels to "grow the world economy indefinitely" will not recur again. As a result there is little reason to believe that the technology and industry supported by cheap oil will persevere. This would include affordable world-wide shipping across oceans of containers filled with consumer products or packaged and refrigerated food.

In Hawaii we already face some of the highest consumer costs in the

world. It is certain that we in Hawaii will face ever increasing costs to import food and all other industrial products to our islands.

CLIMATE CHANGE

But even more tragic is that the by product of modern industrialism and food production has been the ever increasing CO2 content of our atmosphere. This "greenhouse" gas is wreaking havoc with the climate of the Earth and driving worldwide temperatures higher.

In Hawaii we are already seeing impacts on the environment. The jetstream has become more erratic. Here on Kauai our regular north-east tradewind has become irregular and supplanted by drier polluted Kona winds.

Climate scientists at the University of Hawaii have found an association with rising ocean temperatures and the elevations of the clouds over Hawaii. On Kauai rainfall on Mount Waialeale has been falling for decades. Much of Kauai is now in a moderate drought.

Climate Change and Global Warming are identified with the state-wide extreme drought in California that is quickly returning the Central Valley to desert conditions. Less snowfall in the mountains of California will continue due to Global Warming and has doomed agriculture there. And desert is what much California was before the last unusually wet century and the diversion of Colorado River.

Up until 2014 more than half of America's vegetables, fruits and nuts were grown in California. That will no longer be the case.

As California returns to the old -normal we will see end of the recent cornucopia of fruits and vegetables in the supermarkets of America and Hawaii.

Why is this relevant to the LUC decision on Kohua Place to convert the land its to sit on from an Agricultural District to an Urban District?

In one simple word it is patently "UNSUSTAINABLE!" And we need to be self sustaining in Hawaii. Not only will Kauai have to provide the food for its residents, but all the outer islands will have to contribute food to Oahu with its overburden of hundreds of thousands of people.

FOOD SECURITY

All agriculture land in Hawaii should now be viewed as a lifeboat to the future. We now know that industrial mono-crop farming requiring high energy inputs, synthetic fertilizers and massive pesticide use and will not work in Hawaii.

Sustainable food growing practices such as Organic Farming, Permaculture and Food Forests as well as some traditional farming, pasturing and orcharding should be practiced. We need to find what works as quickly as possible.

In general, I would suggest that the LUC evaluate proposals in

Agricultural Districts with a strict set of criteria regarding an increase in local food production, and avoiding increased automobile dependence, population growth, and suburban sprawl.

If any changes in designation of mauka Agricultural Districts is contemplated it should be to either Conservation or Rural Districts. To sustain water resources we will need more forestation and to meet our food security requirements we will need more residents on small farms.

And projects on designated Rural Districts should be required to be at least self sustaining in the production of such things as fruits, vegetables, chickens, or eggs.

How else shall we live on Kauai in the future?

Mahalo for your considerations of this matter.

Juan Wilson
Architect/Planner
Executive Committee Member
of the Kauai Group
of the Hawaii Chapter
of the Sierra Club

See also:

Ea O Ka Aina: HoKua Place Comment Deadline 6/18/15

INDEX: Climate Change , Development , Food Security , Future ,
Hawaii , Kauai , Land Use , Peak Energy , Planning , Speculation ,
Sustainability , Unsustainable
POSTED: 12:42 PM POSTER: Juan Wilson

G+

No comments :

Post a Comment

Enter your comment...

Comment as: Select profile... ▾

Post

Preview