

# **Land Use Commission 2019 (Final EIS)**

**From:** [Vivian Hager](#)  
**To:** [DBEDT LUC](#)  
**Subject:** HOKUA MUST BE HALTED  
**Date:** Friday, December 14, 2018 2:32:44 PM

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Kapaa simply cannot handle any more traffic. We don't have the proper sewage system sidewalks grocery stores water storage. Our island is at a full limit!

Vivian Hager  
Kapaa

Sent from my Verizon, Samsung Galaxy smartphone

**From:** [Eliel Starbright](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place; No Action Alternative from the 2nd Draft Environmental Impact Statement  
**Date:** Friday, December 14, 2018 8:23:07 PM

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To Whom it concerns;I am recommending Alternative 1 – the No Action Alternative from the 2<sup>nd</sup> Draft Environmental Impact Statement. Under this alternative, no action will be taken and the Project area would remain zoned in Agriculture. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. Kaua’i has reached a tipping point and we must act now to preserve our reefs, beaches, forests, streams and rural lifestyle. Let’s kokua Kaua’i before it’s too late! **Traffic: Buried in the 2<sup>nd</sup> Draft Environmental Impact Statement and By Their Own Admission, Hokua Place Will Generate a Total of Approximately 1,900 Vehicle Trips Per Hour During Morning and Afternoon Rush Hours Combined. Traffic now is bumper to bumper 7am -9pm.**

**From:** [Steve Backinoff](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Kokua Place Development  
**Date:** Saturday, December 15, 2018 11:57:45 AM

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Aloha Land Use commissioners-

I live in Kapahi now after 25 years in Kilauea. Several times in past few months , it has taken me an hour + to get from Kapahi Park to the Houselots. That is one reason to slow down any new large developments in Kapaa area.

In the morning, Kapaa school traffic is bumper to bumper for a mile .  
I volunteer at Kapaa school . The keiki show up without enough sleep , without proper food, from violent situations and get put in classes of 25 + and are lost.

If people who buy new homes in area have children the increase in students will make a crisis worse.

I have been working on solid waste solutions since I got here in late 1980's and we have not only not made progress but all the development of big box stores without any responsibility for managing packaging has made situation worse.

We have made some gains in renewable energy sources but far from sustainable.

We have the best source of water in the world and even that resource is running into problems.

To be quite blunt. Any large development is short term financial gain while saying " To Hell" with the future health of Kauai.  
We are an Island. Not California. And we can see their problems.

This is a lousy spot for any building. We need to get more infrastructure and manage current problems before adding unaffordable housing and increased population and vehicles.

Mahalo for your kokua

Steve Backinoff 808-346-2587 [sbackinoff24@gmail.com](mailto:sbackinoff24@gmail.com)

**From:** [isha1728@yahoo.com](mailto:isha1728@yahoo.com)  
**To:** DBEDT LUC  
**Subject:** Overdevelopment Project of Hokua Place: Still time to comment  
**Date:** Saturday, December 15, 2018 9:09:19 AM

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To whom it may concern:

I have been a Resident of Kauai for 19 years. I own a home in Kapaa off Laipo Rd. The traffic over the past 3 years has become unbearable and has impacted my job as a massage therapist providing mobile massage. I also work at 2 spas in Kapaa there is always traffic. It is not sustainable to build Hokua place with 769 more homes. Already Hauluaa road is backed up with traffic in the morning. The bypass is becoming impossible 2 to 3 times a day backed up. This project is not affordable housing starting at \$650 that is a joke. Most people on the island who are local make less than \$15 an hour. Have you looked at minimum wage lately. Our homeless population is increasing. Let's keep Kauai safe and affordable.

I totally agree with the article below.

Sincerely,  
Alicia Doellgast  
4928A laipo Rd  
Kapaa, Hawaii. 96746

**THE CRUSH OF DEVELOPMENT ON THE EAST SIDE:  
You can stop this over development: It's not a done deal**

**The threat of yet more Kapa'a development further diminishes out quality of life. Hokua Place will have 769 residential units on 97 acres**, at a price range beyond the reach of most of us. This, of course, is along with two resorts already approved and soon to be under development in the Wailua-Kapa'a corridor (Coconut Beach Resort and Coconut Plantation = 527 units), a pending resort redevelopment (Coco Palms), and a residential development on the north end of Kapa'a (Kealia Mauka). Traffic has increased dramatically increase over the past year. Residents of the east side, and those driving through on Bypass would experience an influx of 1500 more cars from Hokua Place.

The opportunity now is to speak up before it's too late. Email your comments re Hokua Place development to the **State Land Use Commission (LUC)**. The developer is requesting the **up-zoning of 97 acres of agricultural lands behind Kapa'a Middle School to an Urban Center zoning. Our goal is to keep it zoned Agriculture.**  
**What can you do?**

1. Let the Land Use Commission know your concerns on or before the deadline of December 24, 2018 (yes, Christmas Eve).
2. Please send this notice to all of your social media contacts – through Facebook, Twitter, Instagram and email to all your lists right away to do the same.
3. Get your friends and family to email their concerns to the Land Use Commission at: [dbedt.luc.web@hawaii.gov](mailto:dbedt.luc.web@hawaii.gov)
4. Watch for further emails announcing the meeting of the Land Use Commission on

this issue on Kaua'i in 2019, and show your concern by showing up.

## HERE IS WHAT YOU SHOULD KNOW ABOUT HOKUA PLACE:

### Impacts on Our Island From the Proposed Hokua Place Subdivision

1. **Stuck In Traffic: Buried in the 2<sup>nd</sup> Draft Environmental Impact Statement and By Their Own Admission, Hokua Place Will Generate a Total of Approximately 1,900 Vehicle Trips Per Hour During Morning and Afternoon Rush Hours Combined. Traffic now is bumper to bumper 7am -9pm.**
2. **Our Aging and Insufficient Infrastructure: The 769 Additional Units Hokua Place is Adding to the Market Will Only Create Further Impacts on Our Failing Infrastructure: water supply, road surfaces, sewage, school capacity**
3. **How Can Hokua Place Be Touted As Meeting Our Affordable Housing Needs: Only 30% of units are required to be affordable the others are " subject to market conditions", which means the developer can increase current prices.**
4. **Single Family Homes from \$650,000 –\$950,00 Where is the Affordability?**
5. **Food Security in a Time of Uncertainty: Conservation of Agriculture Lands Should Be a Priority, Not Urban Sprawl.**
6. **Hokua Place and the Myth of a Sustainable Development: Give Us a Model of Sustainability With Some Substance.**

### **BOTTOM LINE RECOMMENDATION TO THE LAND USE COMMISSION:**

We are recommending Alternative 1 – the No Action Alternative from the 2<sup>nd</sup> Draft Environmental Impact Statement. Under this alternative, no action will be taken and the Project area would remain zoned in Agriculture. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. Kaua'i has reached a tipping point and we must act now to preserve our reefs, beaches, forests, streams and rural lifestyle.

Let's kokua Kaua'i before it's too late!  
In peace with great love for Kaua'i, Gabriela Taylor

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This message was sent to isha1728@yahoo.com from kauaimuse@gmail.com

Richard Diamond  
KauaiMuse  
P.O. Box 113  
Kapaa, HI 96746



**From:** [Isani Alahan](#)  
**To:** [DBEDT LUC](#)  
**Subject:** No more development without infrastructure  
**Date:** Saturday, December 15, 2018 8:43:34 AM

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**HERE IS WHAT YOU SHOULD KNOW ABOUT HOKUA PLACE:  
Impacts on Our Island From the Proposed Hokua Place Subdivision**

- 1. Stuck In Traffic: Buried in the 2<sup>nd</sup> Draft Environmental Impact Statement and By Their Own Admission, Hokua Place Will Generate a Total of Approximately 1,900 Vehicle Trips Per Hour During Morning and Afternoon Rush Hours Combined. Traffic now is bumper to bumper 7am -9pm.**
- 2. Our Aging and Insufficient Infrastructure: The 769 Additional Units Hokua Place is Adding to the Market Will Only Create Further Impacts on Our Failing Infrastructure: water supply, road surfaces, sewage, school capacity**
- 3. How Can Hokua Place Be Touted As Meeting Our Affordable Housing Needs: Only 30% of units are required to be affordable the others are “subject to market conditions”, which means the developer can increase current prices.**
- 4. Single Family Homes from \$650,000 –\$950,00 Where is the Affordability?**
- 5. Food Security in a Time of Uncertainty: Conservation of Agriculture Lands Should Be a Priority, Not Urban Sprawl.**
- 6. Hokua Place and the Myth of a Sustainable Development: Give Us a Model of Sustainability With Some Substance.**

**BOTTOM LINE RECOMMENDATION TO THE LAND USE COMMISSION:**

We are recommending Alternative 1 – the No Action Alternative from the 2<sup>nd</sup> Draft Environmental Impact Statement. Under this alternative, no action will be taken and the Project area would remain zoned in Agriculture. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. Kaua’i has reached a tipping point and we must act now to preserve our reefs, beaches, forests, streams and rural lifestyle.

Isani Alahan  
Kapaa

Sent from my iPhone



**From:** [chefali@aol.com](mailto:chefali@aol.com)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua place  
**Date:** Saturday, December 15, 2018 10:11:44 AM

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Aloha-

As a 10 year resident and Realtor in Kapaa, I have seen lots of changes in the area and I beg you to reconsider approving the proposed land development project called Hokua Place in Kapaa. There is not enough infrastructure in place and these new homes will only benefit the developer. Please don't allow this project to go forward, it would not be in the best interest of the residents already living in the area.

Thank you-  
Alison Neustein

**From:** [JUDY.PATTEE](#)  
**To:** [DBEDT.LLC](#)  
**Subject:** Hokuia place  
**Date:** Saturday, December 15, 2018 8:50:05 AM

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Notwithstanding the problems of sewage treatment, road maintenance, school classroom size, couple thousand cars dropped onto 2 lane overused current roads, my concern is about removing large acreage of agricultural land and covering that land with concrete . Growing food for the current residents of the island seems immensely more important than putting more structures up to bring even more people to this small 22mile by 33mile rock. Please do the pono thing for the island, not the developers. Thank you for saying no to this development

Judy pattee

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**From:** Land of Mist  
**To:** DBED LUC  
**Subject:** Hokua Place Development  
**Date:** Saturday, December 15, 2018 5:56:39 PM

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To Whom It May Concern,

I write a letter to point out the pit falls that this development has in 2015 and I only just receive an answer to my concerns several months back.

I am resident in the Wailua-Kapa'a corridor for over 20 years. I know that the current infrastructure is insufficient to bear the intensity of this new proposed development called Hokua Place. The answers I receive from the departments that review my concerns are completely unconvincing.

I recommend alternative No. 1: No Action from the 2nd Draft Environmental Impact Statement. This land that is proposed to be taken out of Ag status and put into Urban Center Zoning is crucial to our ability to create self sustainability on Kauai. It should be allowed to be used as it is zoned for agricultural purposes.

Hokua Place should be tabled as a potential development on Kauai. Kauai is currently at a tipping point. It is in no ones best interest to build this superfilous development ( except the deveoplrs) which in no way whatsoever improves the lifestyle of current residents of Kauai. If anything it will completely destroy the attractiveness of Kauai as a tourist destination. Traffic is already way beyond tolerable. This development will throw Kauai into a complete standstill for hours at a time. Who wants to sit in traffic whilst on vacation OR living their every day life.

NO ONE. I repeat NO ONE.

Please bring common sense and realistic assessments into the picture. Doing so points to alternative No. 1: No action from the 2nd Draft Environmental Impact Statement.

Aloha.

Concerned in Kapahi, Karen Mavec.

**From:** [Ruta Jordans](#)  
**To:** [DBEDT LUC](#)  
**Subject:** No action on Hokua Place!  
**Date:** Sunday, December 16, 2018 8:47:54 AM

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To: Kauai Land Use Commission:

Please do not authorize any more land use for building, especially changes from agriculture land, in Kapaa until the roads are improved! The Cane Haul Road from Kuhio Highway to the roundabout must have a northbound lane added and Kuhio Highway from the entrance of the back road (coming from the roundabout) to where the highway splits at Hanamaulu must have a fourth lane added. The current system of cones changing the direction of one lane has proven to be good only for road workers' job security. It should have been a temporary measure. Adding additional housing now will only exacerbate a bad situation. Have the roads upgraded first!

Ruta Jordans  
1731 Mauna Ikena Road  
Kapaa

**From:** m2kauai  
**To:** DBEDT.LUC  
**Subject:** Hokuia Place Subdivision  
**Date:** Sunday, December 16, 2018 1:31:25 PM

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This is regarding the proposed Hokuia Place Subdivision in Kapaa. I am writing to request that you decide on Alternative 1 – the No Action Alternative from the 2nd Draft Environmental Impact Statement. Please keep the project area zoned as agriculture so that it will remain in the State Lands Use Agricultural District. Kaua'i has reached a tipping point and we must act now to preserve our reefs, beaches, forests, streams and rural lifestyle.

There will be many negative impacts on the island from the Proposed Hokuia Place Subdivision:

**Kapaa already has insurmountable traffic!** Traffic in Kapaa is bumper to bumper from 7 AM to 9 PM every day. If built, Hokuia Place will generate an additional 1,900 vehicle trips per hour during morning and afternoon rush hours combined.

**The county has an aging and insufficient infrastructure!** The 769 additional units Hokuia Place would be adding to the market will only create further impacts on our failing infrastructure: water supply, road surfaces, sewage, school capacity.

**Hokuia Place will not meet affordable housing needs!** Single family homes will be listed from \$650,000 to \$950,000, where is the affordability? Only 30 percent of units are required to be affordable the others are "subject to market conditions," which means the developer can increase current prices.

Please vote against this proposal.

Thank you,

Melissa Mojo  
5624 Hoku Road  
Kapaa

**From:** Marc Gagnon  
**To:** DBEDT LLC  
**Subject:** Hokua place  
**Date:** Sunday, December 16, 2018 7:35:22 AM

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I have lived on kauai for 31 years . Our island can't sustain such a development without addressing our current traffic issues . Growth of our Community will certainly happen , let's put a moratorium on growth until we solve our current traffic problems and set up an infrastructure for future expansion . Tourism needs to limit visitors until we solve our traffic congestion and preserve Kauai's natural habitat . Mahalo Marc Andre gagoni

Sent from my iPhone

**From:** L Osterer  
**To:** DBEDT LUC  
**Subject:** Hokua Place Development, Kauai  
**Date:** Sunday, December 16, 2018 6:30:56 PM

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**Dear Land Use Commissioners,**

**This development does not provide enough affordable houses for the negative impact it will have on Kauai's traffic and infrastructure. Until those needs are met, the best alternative is "no action" from the 2nd draft of the Environmental Impact Statement.**

**The developer should bear the increased cost of roads, water, sewer, schools, police and fire services, not the taxpayers. History has shown that the county has not collected appropriate costs in advance so that the infrastructure will be ready for increased population. Our local population cannot afford this housing, instead it will mostly provide more mainland investors with real estate profit. Please consider how little remaining usable agricultural land we have and the need for sustainability on Kauai.**

**This development does not stand alone in your evaluation. It comes along with two resorts already approved and soon to be developed in the Wailua-Kapa'a corridor (Coconut Beach Resort and Coconut Plantation, a pending resort redevelopment (Coco Palms), and a residential development on the north end of Kapa'a (Kealia Mauka). Traffic has increased dramatically increase over the past year. Residents of the east side, and those driving through on Bypass would experience an influx of about 1500 more cars from Hokua Place, when it is already unbearable even without the new resorts. When will it stop? Tourists are already complaining; and they will no longer prefer Kauai as the less crowded more pristine island it was.**

**You have an opportunity to stop this urban development now, before the land and quality of life on Kauai is unrecoverable. Please hear the public opinion against this project and do not let our island be bought out by greedy developers.**

**I am a Kauai resident detrimentally impacted and limited by current development, sincerely hoping for better planning.**

**Lorraine Osterer, Koloa, Hi.**

**From:** [Karen Wood](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** No Hokuia place please  
**Date:** Sunday, December 16, 2018 1:39:19 PM

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Way toooooo crowded, our roads can not handle,if there is a tsunami we would be gridlocked . Build somewhere else. Thank you Karen Wood

Sent from my iPad



**From:** Katherine Blanco  
**To:** DBEDT.LUC  
**Subject:** Hokua Place  
**Date:** Sunday, December 16, 2018 6:30:42 PM

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To whom it may concern at the Land Use Commission,

I am writing to express my concerns about the proposed Hokua Place development. As a family we are already experiencing stress because of increasing traffic delays, terrible road surfaces that are directly related to increased maintenance costs on our vehicles, and over capacity school situations which are impacting my son's life negatively. I cannot see that the additional pressure that Hokua Place would place on the already over-pressured infrastructure in the Kapaa is going to benefit the community or the island.

We are hoping for affordable housing opportunities and this development is not even close to being affordable for our family. We are committed to healthy living and prefer that the land remain agricultural. Or if there are to be any developments that they address the need for truly affordable housing for residents, not single family homes starting at \$650,000.

I recommend Alternative 1 for the Land Use Commission - the No Action Alternative from the 2nd Draft Environmental Impact Statement.

Sincerely,  
Katherine Bourdillon de Blanco

**From:** [judie@aloha.net](mailto:judie@aloha.net)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place  
**Date:** Sunday, December 16, 2018 6:21:53 PM

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I am writing to express my extreme concern over the development of Hokua Place. It is estimated to add 1500 vehicles to the already stand still traffic in Kapaa. This would be the absolute worst development for the eastside of Kauai. PLEASE take note - this is a HUGE issue!

Aloha, Judie Hoepper

8086390212

**From:** [Darian Ponce](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place  
**Date:** Sunday, December 16, 2018 12:45:33 PM

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To whom it may concern at the Land Use Commission,

In regards to Hokua Place please let this project area zoning remain as agriculture. Please let it remain in the state land use Agricultural District.

We also can not handle the infrastructure. Traffic is already such a big problem. This is worrisome for me. We must act now to preserve our home, reefs, beaches, forests, streams and rural lifestyle.

With aloha,

Darian Ponce Peralta  
808-346-4232

**From:** [dgcарsten@aol.com](mailto:dgcарsten@aol.com)  
**To:** DBEDT LUC  
**Subject:** Hokuа Place  
**Date:** Sunday, December 16, 2018 3:46:19 PM

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To Whom It May Concern:

The idea of an additional large housing complex — especially one with virtually no affordable units — in Kapa'a is unconscionable. We already have severe traffic problems through Kapa'a town and the by-pass. Further, as a resident of Kamalu Road, which is already used as a "better" bypass option, I find this plan horrifying. At the present time, the 25 mph speed limit on Kamalu Road is routinely and consistently disobeyed. Speeds in excess of 50 mph are commonplace and, for those of us who live here, extremely dangerous.

Additional construction behind the Middle School would negatively impact our neighborhood with more traffic and more speeders. This increased traffic would also require better road surfaces and more police presence.

In short, I am totally against this construction.

**From:** D.Freund  
**To:** DBEDT.LLC  
**Subject:** Proposed Hokua Place on Kauai  
**Date:** Sunday, December 16, 2018 7:09:53 AM

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I write to encourage you to vote against re-zoning land for the proposed Hokua Place on Kauai for two reasons:

First, it irrevocably converts agricultural land into residential property. Changes such as this diminish Hawaii's agriculture industry and, on a deeper level, change Kauai's fundamental nature from a rural gem into just another sprawling suburb.

Second, the current Kauai road system cannot handle even the current traffic load. Adding 1,900 vehicle trips per hour during morning and afternoon rush hours combined (according to second Draft Environmental Impact Statement) would bring travel to a stand-still during those hours.

- Dan Freund  
5609A Honua Rd.  
Kapaa, HI 96746

**From:** [Diane de Vries](#)  
**To:** [DBED LUC](#)  
**Subject:** Hokuia Place development Kapaa, Kauai  
**Date:** Sunday, December 16, 2018 12:17:35 PM

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Aloha, Hawaii Land Use Commissioners. When you review the information on the proposed Hokuia Place development in Kapaa, Kauai, please keep the following points in mind:

- \* These homes will not be affordable at 650K to 950K for most of Kauai residents.
- \* The Kapaa traffic corridor, known as the KAPAA CRAWL, is ALREADY BURDENED to a near standstill during Morning and Afternoon rush hour, and often between those times. Adding 769 additional units ( 1,900 more cars, as per developers EIS) to this only access road to the work areas and airport , will make these vital commutes almost impossible on a daily basis.
- \* Our failing infrastructure -water supply, aging roads, troubled sewage treatment system, and school capacity are ON THE EDGE NOW! You can imagine what will happen if we add another 769 residential units to these systems.
- \* We desperately need the 97 acres that this development would use up, to grow FOOD, as we currently rely on food barged over from Oahu and the mainland, which is not sustainable, especially during disasters.
- \* We suggest Alternative 1 the, the No Action Alternative from the second Draft of the EIS, when you are considering this development. We desperately need your help with this, and we look forward to seeing you, when you meet with us in 2019 on Kauai.

Thank you for your consideration regarding this important matter.

Sincerely,  
Diane de Vries  
Resident of Kauai

Sent from my iPad

**From:** Carla Key  
**To:** DBEDT LUC  
**Subject:** 97 acres of agricultural lands behind Kapa'a Middle School to an Urban Center zoning  
**Date:** Sunday, December 16, 2018 8:20:13 AM

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To: Who is encouraging this development,

This is unacceptable. We already have traffic problems and the need to keep our agricultural lands. Kauai is not able to withstand this type of growth.

Please be wise and see that there are current issues that are not being dealt with... we do not need another layer of chaos. And this is not affordable housing.

Who are you ? Who is paying your salary?.... We the people of Kauai... you are public servants. Fix the problems we have before we take on more growth.

Sincerely,

Carla Key  
2060 Puu Kaa St

**From:** [Benjamin Gillikin](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Land Use Commission - Kauai 2019  
**Date:** Sunday, December 16, 2018 3:01:41 PM

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Required to arrive prior to the Commissions 12/24 Deadline!

Aloha, to even hear that there are considerations to up zone agriculture land on the east side from agricultural to an urban center zoning is surprising with the current traffic situation which is building as it is. Also, lets not forget another current concern which is to become more reliant on our own ability to grow more food on island rather then continue to import from the mainland and the other islands. So, the justification to make this change is why?

In addition, to approve any additional resort, hotel or residential projects before the traffic situation is resolved, would be a major mistake. Perhaps if all the developers who would be delayed put their efforts and resources behind the island's traffic problems, we could resolve this problem in a more timely manner.

Mahalo

Benjamin Gillikin  
4100 Queen Emma's Dr. #39  
Princeville, HI 96722 USA  
1.917.502.4823 Cell  
[bgillikin@me.com](mailto:bgillikin@me.com)



**From:** [Beth Chandler](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Kauai development  
**Date:** Sunday, December 16, 2018 12:11:01 PM

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Dear Kauai Land use:

I am very dismayed by reading the latest article in the Garden Isle news about all the new developments planned on the East side Kapaa area. Namely the Hokua development. If these plans go through, what is going to be done about increased traffic which is already a huge problem? I have seen Kauai's growth since the early 80's and this last time I visited, in October, the traffic was unbearable. I am very concerned about the future of Kauai should this growth be allowed to keep happening. I strongly believe that priority belongs to keeping the land agricultural rather than adding more costly housing, tourist accomodations, and more traffic. Very important!

Sincerely,

Beth Chandler  
Tulalip, WA

**From:** [Brenda Bateman](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Hokuia Place in Kapaa behind Kapaa Middle School  
**Date:** Sunday, December 16, 2018 2:31:44 PM

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This area should not be developed. The upcoming development of this land is NOT beneficial to the state of Hawaii or the island of Kauai. In addition the infrastructure can not support the development. Even with 30% designated as 'affordable'; this 'affordable' is not affordable for Kauai residents. It's the same for all 'desirable' locations across the U.S. The developer sells a 'package' that isn't reality.

Regards,

*Brenda*

mobile: 408.515.3339

email: [bjbateman56@yahoo.com](mailto:bjbateman56@yahoo.com)

"Don't cry because it's over, smile because it happened." *Dr. Seuss*

**From:** [Valerie Weiss](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Eastside overdevelopment: Hokua Place  
**Date:** Monday, December 17, 2018 9:14:34 AM

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Aloha Land Use Commission

Please support Alternative 1, the No Action Alternative from the second Draft Environmental Impact Statement.

The HOKUA Place development with 769 residences is the wrong project at the wrong time for Kapaa. We have allowed almost unlimited development along the Eastside corridor with practically zero road widening, new roads or bridges to carry our ridiculously gridlocked traffic.

Do not continue asking Eastside residents and those who travel our corridor, to be accepting of this ongoing development overload. It is unacceptable.

Under Alternative 1. no action will be taken and the project area would remain zoned agriculture. Hokua Place would not be built. The land would remain in the state land use Agricultural District.

Save our sanity. Save our Ag land.

Mahalo,

Valerie Weiss  
6616 Alahele St  
Kapaa

**From:** Steven Dick  
**To:** DBEQT LUC  
**Subject:** No Hokua Place, please  
**Date:** Monday, December 17, 2018 11:18:50 AM

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Aloha, As a resident of Wailua Homesteads I am extremely concerned about the effect of building Hokua Place. I truly believe our neighborhood cannot facilitate this type of land use. Please say no to Hokua Place and any further development in the Kapa'a area until solutions to traffic concerns are addressed.

Thank you for your time and consideration.

Respectfully,  
Steven Dick  
5728 Olohena Rd.  
Kapa'a, HI, 96746

**From:** [nomakini](#)  
**To:** [DBEDT LUC](#)  
**Subject:** hokua place  
**Date:** Monday, December 17, 2018 3:34:23 PM

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What is wrong with you people. Do you all live and work in Lihue ONLY? Do ANY of you ever drive through Kapaa? Sometimes we sit in traffic for 40 minutes from the north of Kapaa to the south of Kapaa and same thing the other way. Stop building already you are so oo ruining this beautiful island just to make you richer and people who visit here say they are tired of traffic- that's why they come here in the first place, so they can get away from it. I think all of you on the planning commission really are not using your heads and think this through. maybe you All should take a ride through Kapaa.

Norma jean Hall

Sent from my Samsung Galaxy Tab<sup>4</sup>

**From:** [Lynn Christensen](#)  
**To:** [DREDT LUC](#)  
**Subject:** Kauai 2019 Land Use Commission  
**Date:** Monday, December 17, 2018 12:08:34 PM

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Aloha!

I recently heard that you're considering changing the zoning on the east side from agricultural to urban center. While I understand we have an affordable housing shortage on Kauai, re-zoning our agricultural land is not a fix and extremely shortsighted. Not only do we already have a traffic situation which would be compounded by the proposed move, we'd be stripping our island of precious farmland and impacting our ability to grow our own food.

Would love to hear the rationale and I look forward to an opportunity to weigh in on our island's options.

Mahalo.

Lynn Christensen  
4100 Queen Emma's Dr. #40  
Princeville, HI 96722 USA  
1.415.602.1393 Cell

*May the Force be with you...*

**From:** [katie.parkinson](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hukua kauai  
**Date:** Monday, December 17, 2018 6:26:08 AM

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This development is a terrible idea for Kapaa and Kauai. The road, school and community infrastructure is already maxed out. Kauai needs its agricultural land for food security, and to maintain the environment that makes Kauai unique. This development would not serve to help the people of Kauai and is not wanted in our community.

Sent from my iPhone

**From:** JMail  
**To:** DBEDT LLC  
**Subject:** Hokua Place  
**Date:** Monday, December 17, 2018 11:15:29 AM

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Please keep the land for this development zoned as agriculture and not developed with houses.

Jim Hesterly  
Kauai resident

Sent from my iPhone



**From:** [Hanapepe Hotel](#)  
**To:** [DBEDT LUC](#)  
**Subject:** NO ACTION to upzoning Hokua Place  
**Date:** Monday, December 17, 2018 2:15:33 PM

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This is near the biggest traffic jam on Kauai. Please don't make it worse.

We will lose our visitors and locals will be locked into their sections of the island because traffic will be impossible.



**From:** [Donna Holevoet](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** NO ACTION on the upzoning of Hokuia Place  
**Date:** Monday, December 17, 2018 2:08:57 PM

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We recommend NO ACTION on the upzoning of agricultural land at Hokuia Place in Kapaa would cause a huge increase in traffic that would feed directly into the biggest bottleneck on the island.

The 769 residential units are not affordable and would result in traffic congestion that would affect tourism and the resident travel around the island.

We strongly recommend Alternative 1, until the traffic congestion on the 3 lane highway is resolved.


**From:** [Donna Resort Properties](#)  
**To:** [DBEDT LUC](#)  
**Cc:** [gmltaylor@gmail.com](mailto:gmltaylor@gmail.com)  
**Subject:** Hokuia Place 769 residential units We recommend Alternative 1 NO ACTION  
**Date:** Monday, December 17, 2018 2:04:49 PM

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Upzoning the 97 acres of agricultural land in Kapaa would cause a huge increase in traffic that would feed directly into the biggest bottleneck on the island.

The 769 residential units are not affordable and would result in traffic congestion that would affect tourism and the resident travel around the island.

We strongly recommend Alternative 1, until the traffic congestion on the 3 lane highway is resolved.

**Donna Holevoet, BROKER** Resort Properties of the Pacific, LLC Call or text 808-635-6500  
Office: 808-826-4280  [Real Estate Sales, Long term and Vacation Rentals](#)  
[www.resortpropertiespacific.com](http://www.resortpropertiespacific.com)

**From:** [Tom Thompson](#)  
**To:** [DBEDT LLC](#)  
**Subject:** Planning Dept Irresponsible East side overdevelopment  
**Date:** Tuesday, December 18, 2018 10:51:23 AM

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Our bottom-line recommendation to the Land Use Commission:

We are recommending Alternative 1, the No Action Alternative from the second Draft Environmental Impact Statement. Under this alternative, no action will be taken and the project area would remain zoned agriculture. Hokuia Place would not be built. The land would remain in the state land use Agricultural District.

Kauai has reached a tipping point and we must act now to preserve our reefs, beaches, forests, streams and rural lifestyle. Let's kokua Kauai before it's too late!

Tom Thompson  
808.631.6623  
[tomthompson300@gmail.com](mailto:tomthompson300@gmail.com)

*The cure for anything is salt water: sweat, tears or the sea.*

Isak Dinesen

**From:** Sheri Courtemanche  
**To:** DBEDT LLC  
**Subject:** Hokua Place Concerns  
**Date:** Tuesday, December 18, 2018 9:41:51 AM

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Aloha,

I have been coming to Kauai for 40+ years and was fortunate enough to buy a little condo in Kapaa (Kawaihau Sports Villa) in 2010. A true dream come true. It is painfully obvious over the past 40 years that our little island paradise has already succumbed to excessive building/development with resorts and residential areas. This is especially true on the Coconut Coast where the traffic rivals that of Los Angeles and other major metro areas.

Problem is, Kapaa and the surrounding eastside is not a major metro area. Unlike the north and south shores, the east and west shores are where the majority of local ohana live. Any new residential construction will not benefit any native Kauaians or other long term residents. There are so few natural treasures left on this Earth. There is no real good reason other than profits to lose another treasure, Kauai, due to the drive for profits of developers who build without consequence then leave.

**I urge the Commission to choose Alternative 1, the No Action Alternative from the second Draft Environmental Impact Statement. Take no action and leave the project area as zoned agriculture. Do not authorize the development of Hokua Place. Let the land remain in the state land use Agricultural District.**

**Kauai has reached a tipping point and we must act now to preserve our reefs, beaches, forests, streams and rural lifestyle.**

Mahalo,

Sheri Courtemanche

**From:** Marj Dente  
**To:** DBEDT.LUC  
**Subject:** REZONING AG ZONE FOR POSSIBLE HOKUA PLACE IN KAPAA  
**Date:** Tuesday, December 18, 2018 1:15:51 PM

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TO ALL MEMBERS OF THE STATE LAND USE  
COMMISSION DECEMBER 18, 2018

RE: REZONING AG ZONE FOR POSSIBLE HOKUA PLACE SUBDIVISION IN KAPAA,  
HAWAII.

I AM TOTALLY AGAINST ANY CHANGE IN THE ZONING TO ACCOMMODATE THE POSSIBLE APPLICATION FOR HOKUA PLACE. THE OBVIOUS HUGE DAILY ADDITION OF TOO MANY CARS TRYING TO TURN OUT OF AND INTO THE ROAD THAT IS PLANNED MAUKA OF THE KAPAA MIDDLE SCHOOL, WILL INSTIGATE A VERY UNSAFE SITUATION AT ALL TIMES, BUT PARTICULARLY WHEN STUDENTS ARRIVE AND LEAVE THE SCHOOL GROUNDS.

CURRENTLY, DRIVERS DROP OFF AND PICK UP THEIR CHILDREN ALONG OLOHENA ROAD, ON BOTH SIDES OF THE ROAD AND THEN THE STUDENTS WALK / RUN ACROSS THE ROAD TO AND FROM THE SCHOOL GROUNDS. AS I DRIVE THIS AREA EVERY DAY, THE SNARLED TRAFFIC ALONG ALL THE ROADWAYS IN THAT AREA ALREADY CAUSES SERIOUS DELAYS PLUS A VERY UNSAFE SITUATION. I HAVE COUNTED MORE THAN 100 CARS TWICE A DAY CAUSING SERIOUS DELAYS IN THIS LOCATION WITH A MORE DANGEROUS SITUATION OF CARS, BUSES AND TRUCKS HAVING TO STOP AND GO ON THE OLOHENA HILLS GOING IN BOTH DIRECTIONS.

THE ACCESS AND EGRESS ROAD GOING INTO THIS PLANED DEVELOPMENT WILL CAUSE ALL DRIVERS WISHING TO AVOID THE EXISTING ROUND-A BOUT TO CUT THRU THE MAIN ROAD OF THE SUBDIVISION, CAUSING EVEN MORE SAFETY ISSUES WITH STUDENTS WALKING TO AND FROM SCHOOL.

IT MUST BE IN THIS EIS THAT THE DEVELOPERS MUST PAY FOR THE LAND ACQUISITION AND BUILDING OF A LARGE ROUND-A BOUT AT THE FOUR FORK INTERSECTION JUST MAUKA OF THIS PROPERTY AS A POSSIBLE SOLUTION. AND IT UPSETS ME, THAT THIS ISSUE HAS BEEN BROUGHT UP TIME AND AGAIN AND NO CHANGES HAVE BEEN MADE TO ADDRESS THE OBVIOUS PROBLEMS.

SECONDLY, IT IS A MISTAKE TO ALLOW A SMALL CONVENIENCE STORE WITHIN THIS SUBDIVISION. THE ONLY WAY A STORE OF THIS SIZE CAN BREAK EVEN IS TO BE ABLE TO SELL WINE AND BEER AS EXPERIENCED BY THE WAILUA COUNTRY STORE (AFTER THE FACT PERMITTING) WHICH IS UNACCEPTABLE TO ME, AGAIN AS A SAFETY ISSUE. PLUS, THE STUDENTS WILL LOAD UP ON SUGARY SNACKS BEFORE AND AFTER SCHOOL, ADDING TO THEIR PROBABLY ALREADY DEVELOPING DIABETES AND OBESITY ISSUES.

THERE ARE MANY OTHER IMPORTANT ISSUES REGARDING THIS TOTALLY INAPPROPRIATE LAND ZONING CHANGE, BUT I DO NOT HAVE THE TIME TO DESCRIBE THEM, PARTICULARLY SINCE I HAVE HAD TO WRITE LETTERS TOO MANY TIMES ALREADY REGARDING THIS ISSUE OVER THE YEARS WITH NO SIGNIFICANT SOLUTIONS BEING PRESENTED BY THE DEVELOPERS.

WITH ALOHA, MARJ DENTE  
THIRTY YEAR RESIDENT PROPERTY OWNER AT:

6335 WAIPOULI RD, UNIT B, KAPAA, HI  
823-8162

**From:** [Laurel Quarton](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Kokua Place  
**Date:** Tuesday, December 18, 2018 9:19:20 AM

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This is to request cancellation of the Kokua Place proposed development in Kapaa. There is no justification for the extraordinarily negative impact this development will have on infrastructure of the area and there is no remotely adequate mitigation for that built into the plans. "Affordable" housing is a joke starting in the proposed \$600,000 range. Listen to the informed community not the paid testifiers. Cancel Hokua Place.

Respectfully, Laurie Quarton  
Wailua, Kapaa

Sent from my iPhone



**From:** [James Beardmore](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place  
**Date:** Tuesday, December 18, 2018 8:32:11 PM

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State of Hawai'i Land Use Commission  
Department of Business, Economic Development & Tourism  
P.O. Box 2359  
Honolulu, Hawai'i 96804-2359  
Telephone: (808) 587-3822  
Fax: (808) 587-3827  
Email: [dbedt.luc.web@hawaii.gov](mailto:dbedt.luc.web@hawaii.gov)

I do not agree with the development of Hokua Place as it is presently planned. The original plan called for the houses to nearly surround Kapaa Middle School, with no buffer zone. Having been a teacher at Kapaa Middle School for three years, it would be better for the school and the community not to have the lots abutting the school. In its present plan, I do not agree with the change in zoning from agricultural use.

I have reviewed the comments at <http://luc.hawaii.gov/wp-content/uploads/2014/10/Support-Statements-on-Hokua-Place.pdf>. I do not agree that the development would alleviate traffic, and many of the other points in the letters of support.

The recent article in The Garden Island Newspaper by Gabriela Taylor, "Eastside overdevelopment: Hokua Place," tgi forum, Sunday, December 16, 2018, has many points I agree with, in particular the quality of life. The article does not really say enough, because it lack the point: kapu 'aina seems to be the mana'o of many people, but are they afraid to say so?

I voted for Luke Evslyn for Kauai County Council, not because of his housing density standpoint, but because of his background in sustainable living, that he did by living off the grid, which can provide meaningful engagement with ideas, that can apply to island energy sustainability, and to land use.

I voted for JoAnn Yukimura because she instituted and preserved the building height moratorium for Kauai.

We use labels as an excuse for engagement with ideas. I am worried that island land is labeled as an income generating machine, when real wealth is from how people are working together. Adequate protections for the island land can be like what Kauai has done for energy sustainability, a step ahead from the rest, ahead of soft leadership decisions that other places have had.

Please do not change the zoning from agriculture. We can discuss in a meaningful way, without using labels to dismiss the mana'o of many people. For the time being, it would be better to leave the land zoned agriculture. The rush to develop, like rapid urbanization, without time for meaningful engagement with ideas, and the resulting quality planning, will affect the quality of life for years to come.

James Beardmore  
PO Box 741  
Waimea HI 96796

**From:** [don hoyt](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Developement  
**Date:** Tuesday, December 18, 2018 2:20:25 PM

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To Whom it May Concern,

As a 10+ year resident of Kapaa I am writing to express my concern about the proposed housing behind the middle school in Kapaa. I oppose this on every level and can't believe it is even being considered. The traffic in the Kapaa corridor is already horrible and this will further clog our roadways.

Thank You

Donald Hoyt  
5193 Apelila St.  
Kapaa. Hi.  
96746

**From:** [Charles&Janet Nelsen](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Please Do Not Destroy Our Beautiful Kauai  
**Date:** Tuesday, December 18, 2018 1:25:48 PM

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Dear Commissioners,

We strongly urge you to vote against re-zoning land for the proposed Hokua Place on Kauai for two reasons:

First, it irrevocably converts agricultural land into residential property. Changes such as this diminish Hawaii's agriculture industry and, on a deeper level, change Kauai's fundamental nature from a rural gem into just another sprawling suburb.

Second, the current Kauai road system cannot handle even the current traffic load. Adding 1,900 vehicle trips per hour during morning and afternoon rush hours combined (according to second Draft Environmental Impact Statement) would bring travel to a stand-still during those hours.

Please do not permit the development to occur.

Sincerely,  
Janet Nelsen and Charles Nelsen  
4701 Kawaihau Rd. Apt#M201  
Kapa'a, HI 96746  
808-822-2629

**From:** Teri Albert  
**To:** DBEDT LUC  
**Subject:** Hokua Place, Kauai  
**Date:** Wednesday, December 19, 2018 11:24:18 AM

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In response to your upcoming agenda item - the up-zoning of 97 acres behind Kapaa Middle School on Kauai (the Hokua Place development) - I sincerely urge you to embrace Aternative 1 - the No Action Alternative from the second Draft EIS.

On Kauai we do NOT need single family homes priced \$650K to \$950K. This is not affordable for a vast majority of Kauai citizens.

On Kauai we do NOT need an additional 1900 vehicle trips per hour on the already jam-packed Kapaa road system. I invite commission members to visit the island. Drive, please, and utilize a car to observe:

(1) anywhere in Kapaa between 7am and 9pm. Bring your patience.

(2) endless streams of vehicles attempting to access Poipu Rd. from the brand-new condos on Kiahuna Plantation Rd., PiliMai at Poipu. The future is now: long lines of back-up vehicles and furious drivers when they finally achieve Poipu Rd. Why replicate this problem??

The Garden Island has the potential for food sustainability, but NOT if you approve the zoning change from agriculture.

Thank you for your attention.

Sincerely,  
Teresa Albert  
Koloa, HI

**From:** [Michael Goodwin](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** HoKua Place zoning request  
**Date:** Wednesday, December 19, 2018 12:05:21 PM

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Aloha Land Use Commisioners,

Hokua Place is a 20th century solution to a 21st century problem: build 540 market priced houses so that 231 affordable to the local population can be built. Besides taxing the already overburdened infrastructure, this "solution " will draw buyers to Kauai from elsewhere. There was a time when the island could accommodate a growing population, but indicators are flashing red that this model is no longer tenable.

The main driver of population growth is more births than deaths in the local population. More visitor industry accommodations and in-migration are close behind. Besides infrastructure shortcomings that carry a prohibitively high pricetag to address, the island's delicate ecosystem is being overburdened, unable to absorb the waste produced by an influx of population demanding a first world consumption lifestyle. Rising enterococcus bacteria levels in near shore waters, recorded monthly by Surfrider Foundation, attest to this alarming development. Hokua Place is a prime example of development that carries long term negative effect.

Additional dwelling units on existing properties, homes built on County land with fixed rents, sweat equity homes in the Habitat for Humanity model, these are solutions to housing that local people can afford. HokuaPlace is more of the same old exploitation of the natural wealth of Kauai for the profit of a few at the expense of everyone else.

Thank you for your consideration,  
Kip Goodwin  
6294Q Olohena Road, Kapaa

**From:** Judith Courtemanche  
**To:** DBEDT.LUC  
**Subject:** Hokua Place  
**Date:** Wednesday, December 19, 2018 1:32:52 PM

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I am a home owner in Kapaa (Plantation Hale). I have many concerns with allowing this complex to be built. The traffic is already atrocious and adding the that many more vehicles on the road is ridiculous. Kauai does not have the infrastructure to support adding that many new residences and vehicles. I totally understand that tourism is important to the island, but if it gets that congested, visitors won't want to come back for another visit. All this will do is frustrate visitors and be a deterrent for future trips.

Please reconsider this proposal and do not allow this project to go forward. Thank you.

Judith Courtemanche

Sent from my iPhone

**From:** Wiedow, Gale  
**To:** DBEDT LUC  
**Subject:** Hokuia Place  
**Date:** Wednesday, December 19, 2018 12:05:13 PM

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My wife and I have been visiting Kauai annually for over 25 years, and have seen the degradation of the transportation system due to increased development. Please do not contribute further to the already overcrowding of our roads on the eastern shore. We love Kauai and hope to continue to enjoy your beautiful island home.

I am writing in support of Alternative 1, the 'No Action Alternative' from the second Draft Environmental Impact Statement. It is my understanding that under this alternative, no action will be taken and the project area would remain zoned agriculture. Hokuia Place should not be built. We request that the land remain in the state land use Agricultural District.

Thank you for your attention to our concerns.

Gale Wiedow & Laura Horton  
132 S. Dakota Avenue #206  
Sioux Falls, SD 57104



**From:** [Gabriela Taylor](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Honua Place Subdivision Comments  
**Date:** Wednesday, December 19, 2018 10:30:02 AM

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To: The Hawaii state Land Use Commission  
Re: Hokua Place Subdivision: Comments: 2nd Draft Impact Statement  
From: Gabriela Taylor, Kapaa, Kauai

Commissioners:

I am recommending Alternative 1 – the No Action Alternative from the 2<sup>nd</sup> Draft Environmental Impact Statement. Under this alternative, no action will be taken and the Project area would be left in its current state. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. The “no action” alternative would be consistent with the sentiments of the community. Here are the reasons.

Since 2004, residents on the east side of Kaua’i have been under the threat of yet another development with 769 residential units, at a price range beyond the reach of most residents, which in its current iteration is called Hokua Place. This, of course, is along with two resorts already approved and soon to be under development in the Wailua-Kapa’ a corridor (Coconut Beach Resort and Coconut Plantation = 527 units), a pending resort redevelopment (Coco Palms), and a residential development on the north end of Kapa’ a (Kealia Mauka). The residents of the east side, and those driving through, want to know when is enough, enough?

### **Impacts on Our Island From the Proposed Hokua Place Subdivision**

#### **1. Stuck In Traffic: Buried in the 2<sup>nd</sup> Draft Environmental Impact Statement and By Their Own Admission, Hokua Place Will Generate a Total of Approximately 1,900 Vehicle Trips Per Hour During the Morning and Afternoon Rush Hours Combined.**

The 2<sup>nd</sup> DEIS indicates that Hokua Place is expected to generate 487 vehicle trips per hour (vph) and 560 vph during the AM and PM peak hours of traffic, respectively, then buried in the document they qualify that by saying that: “The AM and PM peak hour trip generation characteristics for Hokua Place were increased by about 90+ vph over the DEIS traffic study, primarily due to the use of the average peak hour trip rates for multi-family dwelling units.” So what numbers are we looking at here? By their estimates, Hokua Place will actually add another estimated 1,900 vph (AM plus PM) to Kuhio Hwy and the By-Pass Road, further miring us in perpetual gridlock. If that isn’t disaster enough, imagine Kuhio Highway when 2000 cars are added to the Kapa’ a Crawl by two already approved resorts ready to go up in the Wailua-Kapa’ a corridor. The Kapa’ a Crawl has ballooned over the past year to create major traffic jams on Kuhio Highway, from Wailua River to Kealia and beyond, from 7am to 9pm daily. What more needs to be said about the diminishing quality of life on the Eastside? The only solutions proposed by developers are to: **a)** dedicate the By-Pass Road to the State, of which their property simply crosses, but they don’t own the whole road – in any case it is already fully operational and not noticeably reducing the Kuhio Hwy traffic congestion; **b)** cutting a road between Olohena Road and the By- Pass Road which is a smoke and mirrors approach to reducing traffic, in no way will it reduce congestion as that is not where the problem lies (except during school drop-off and pick-up hours); **c)** and then the rest of the 48 significant improvements are punted to the State or County (see HDOT’s study *Kapa’ a Transportation Solutions*, August 2015).

#### **2. Our Aging and Insufficient Infrastructure: The 987 Additional Units Hokua Place is Adding to the Market Will Only Create Further Impacts on Our Failing Infrastructure.** Aging infrastructure reared its ugly head recently when a sewer cap blew up on Kuhio

Highway and a sewage spill contaminated the Wailua River and beach area. Along with the contamination of the river and nearshore reefs, east bound traffic backed up all the to Hanamaulu, creating 2-hour traffic travel time from Lihue to Wailua. A few days later there was an island-wide energy blackout. The landfill is almost full and land purchased at a high cost for a new one. Increased water outages require old water lines and pumps to be frequently upgraded. We know about bumpy potholed county roads, as well as defects in the highway. Adding more cars increases damage to an already poorly maintained network of roads. Data given for Kapa'a Schools capacity is outdated (2010/11), so stating that they are not at capacity is irrelevant until the data reflects the current situation. The fact that County has "several solid waste programs with several other proposals that will likely be implemented by the time this Project is under construction . . ." creates both a dependency on the County to solve the problem of solid waste for Hokua Place, and provides no assurance that sufficient capacity will be in place to handle the additional burden of solid waste.

**3. How Can Hokua Place Be Touted As Meeting Our Affordable Housing Needs: Single Family Homes Starting at \$650,000 – Where is the Affordability?**

Only 30% of the Hokua Place subdivision condos will be in the affordable category as required by Kaua'i County Ordinance No. 860. *Note: this is important! The projected sales prices in 2nd DEIS quotes prices of multiplex and single family houses comes with the warnings: "Prices are subject to market conditions."* This means that housing prices can increase at the will of the developer. Single family units are priced from \$650,000 to \$950,000. In fact, even the lots (without houses) are projected to be selling in the \$216,000-\$316,000 range (these numbers are in 2015 dollars). Add on the actual building of a house, then these lots clearly exceed the "affordable housing" threshold. However, units that locals can't afford can be purchased by mainlanders and foreigners, further exacerbating our housing shortage.

**4. Food Security in a Time of Uncertainty: Conservation of Agriculture Lands Should Be a Priority, Not Urban Sprawl.**

We need to grow more food, not houses on that 97 acres. The Draft Environmental Impact Statement indicates that the poor soil cannot support most commercially viable agriculture, yet these lands have a history of being cultivated in sugar cane. Clearly importing 90% of our food to Kaua'i makes us vulnerable when hit by tsunamis, hurricanes, floods and other increased natural disasters frequenting the islands. Climate change further threatens our imported food supply and food security on Kaua'i.

**5. Promises, But No Commitments Actually Made: What About Improving the Quality of Life for Residents?**

**a)** Hokua Place promised to provide a public pool for the community, but conveniently forgot to indicate that they will provide the land but the County has to build and maintain the pool – which the County has yet to agree to; **b)** they proposed to develop a "sustainable community" that preserves the rural like character of Kapa'a while meeting a growing housing need – none of these three items have been substantiated by examples in the 2<sup>nd</sup> Draft Environmental Impact Statement; **c)** they justify the urban center up-zoning request to the Land Use Commission by saying they are building within a 10-minute walk of the Kapa'a core center (compact and walkable is a criteria) when in fact the walk access is dangerous in that there are no sidewalks between Hokua Place and town along some of the busiest streets on the island; **d)** they declare they are "preventing sprawl into Open and Agricultural lands" when in fact they are creating sprawl; **e)** they are proposing an area off of Olohena Road for future police and fire sub-stations yet at no time has this need been identified by the County, especially since a new police station was built around the corner near Baptiste Sports Complex not more than 5-years ago (and it is not clear whether Hokua Place wants to lease this land to the County or gift it).

**6. Whose Looking Out For the Environment?: Potential Impacts From Hokua Place on Federally Protected Species.**

The following species have been observed in the Project vicinity and listed as threatened or endangered species: Newell's shearwater, Hawaiian petrel, Band-rumped storm petrel, Hawaiian Hoary bat, Hawaiian stilt, Hawaiian goose, Hawaiian moorhen and Hawaiian coot. Of particular concern are impacts to Hawaiian petrel, the Band-rumped storm petrel and Newell's shearwaters that are all known to transit the area and prone to collisions with objects in artificially lit areas. Both during construction of the Project (use of night time lighting for expediency) and after completion (for safety and security), outdoor lighting could pose a threat to these nocturnally flying birds. It is not clear if simply "consulting" with USFWS and the mitigation measures recommended in the 2<sup>nd</sup> DEIS will lead to the needed and necessary actions to protect these species.

**7. Hokua Place and the Myth of a Sustainable Development: Give Us a Model of Sustainability With Some Substance.**

**The six points laid out above should be a clear indicator that Hokua Place does not resemble the expectations of sustainable development. Their statement in the 2<sup>nd</sup> DEIS exemplifies how shallow their understanding is of "sustainability: "The management policies will encourage residences to participate in the moral ethics of respecting the surrounding environment. Reduce waste and excessive consumption, and fulfill the responsibility as trustees of the environment for the present and future generations. Residences will be invited to participate in policy and decision making." (2<sup>nd</sup> DEIS). These are simply platitudes without any substance. This does not set a very high standard for "sustainability".**

**Mahalo, Gabriela Taylor, Kapaa**

**From:** [sonree@hawaii.rr.com](mailto:sonree@hawaii.rr.com)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place  
**Date:** Wednesday, December 19, 2018 8:05:22 AM

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Please STOP development of Hokua Place....

Kauai can not handle MORE traffic!!!!

Mahalo,

Corinne Christensen, MSW,LCSW

**From:** [agu.garcia](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua place comments  
**Date:** Wednesday, December 19, 2018 6:26:36 PM

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Hello Land Use Commission Members,

My name is Agustin Garcia, I was born at Wilcox hospital, went to Kapa'a Elementary School, was a part of the first 6th grade class at Kapa'a Middle School and then later graduated from Kauai High School in 2006. In my upbringing on the island I have learned much with regards to the Hawaiian respect and stewardship of the land, and believe the leaders have lost sight of what is important. Yes, the system we currently use requires money, but that is not the sole purpose to life!

In my youth, I remember the sugar cane plantations still being active on both the East and the West sides. In retrospect, the concept of what plantations (more what the owners decided to do) were doing is completely ludicrous; how can the Hawaiian Islands (total land mass of under 10,000 square miles) with its limited land mass to grow on expect to supply the world (57,505,693.767 square miles [16,791,662.579964 square miles accounting for only 29.2% of Earth's surface being land]) with food!!!! Granted, it was predominately sugar and pineapple, but still! There are many other places with more land and less endangered species living there that could have been utilized to feed the world (preferably more local to the region it supplies); the destruction of the natural habitats that occurred so that these plantation owners can seek a profit is flat out wrong.

The example above with the sugar plantation in the past is similar to the Hokua place now; leaders are being selfish and irresponsible!! Is money really all that matters in this world!?!?!?!? I think not. I hope our leaders are not venal as well.

The Hokua Place will add to Kauai's problems, not help them. Kauai is overpopulated, overconstructed and overused. Addition of overpriced homes that NO Local can afford will only further deteriorate the diminishing Aloha due to increase traffic, increase issues with infrastructure, increase of cost of living on an already exorbitant expenses needed to survive.

I think these lands should stay in agriculture; not agriculture to feed the world, but agriculture to feed the island! It is foolish insolent talk that a majority of the goods needed to survive on the island comes in on a boat, when life has, and can continue to, happened on the island without goods being shipped in; this, I believe is solely for the profit of a few at the expense of the majority. We need to increase the local farmers that sustainably feed Kauai! We need more affordable housing; the bougie plan of Hokua place will only bring in more outsiders like Mark Zuckerberg to purchase vacation homes...not a solution for the struggling local whose housing prices have skyrocketed.

I recommend that we take the No Action Alternative from the Second Draft Environment Impact Statement.

Thank you for your time and hearing out this concerned citizen.

Aloha,  
Agu

P.S. Please feel free to contact me



Virus-free. [www.avq.com](http://www.avq.com)

**From:** Anne Walton  
**To:** DBEDT LUC  
**Subject:** Testimony on the 2nd DEIS for Hokua Place  
**Date:** Thursday, December 20, 2018 2:23:02 PM

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TO: State Land Use Commission  
FROM: Anne Walton, Kapa'a, Kaua'i  
DATE: December 20, 2018  
RE: Hokua Place Development

Aloha Land Use Commissioners,

I am writing you in regards to the proposed land use designation change of the 97 acres directly adjacent to the Kapa'a Middle School on Kauai, which in its current iteration is referred to as "Hokua Place". I say in its current iteration because this particular project dates back to 2004 when it was called Kapa'a Highlands, and had different investors that subsequently went bankrupt, one of which was under federal investigation in Hawaii. Between 2005 and 2013, two separate petitions were filed to reclassify these state agricultural lands for urban use. In 2013, the property went for foreclosure auction and was purchased by a Palos Hill, Illinois based management firm, and now overseen by HG Management of Utah. This is only important because the one common thread throughout these changes has been Greg Allen, the man I heard stand before the Kauai Planning Commission every two weeks for seven months in 2017. With each version of his project the size, scale and scope of the project changed, and at the same time new promises were made in regards to what the development would provide to the community, most of which remain unsubstantiated.

In addition to the observed performance in front of our own Planning Commission and County Council, I made a thorough review of the 2<sup>nd</sup> Draft Environmental Impact Statement. My conclusions for why I am opposed to the up-zoning of Hokua Place from agricultural lands to an urban center designation are based on the following:

#### INCREASE IN TRAFFIC IMPACTING THE EAST SIDE OF KAUAI

The 2<sup>nd</sup> DEIS indicates that Hokua Place is expected to generate 487 vehicle trips per hour (vph) and 560 vph during the AM and PM peak hours of traffic, respectively, then buried in the document they qualify that by saying that: "The AM and PM peak hour trip generation characteristics for Hokua Place were increased by about 90±vph over the DEIS traffic study, primarily due to the use of the average peak hour trip rates for multi-family dwelling units." So what numbers are we looking at here? By their estimates, Hokua Place will actually add another estimated 1,900 vph (AM plus PM) to Kuhio Hwy and the By-Pass Road, further miring us in perpetual gridlock. If that isn't enough, imagine Kuhio Highway when 2000 cars are added to the Kapa'a logjam by two already approved resorts ready to go up in the Wailua-Kapa'a corridor. The only solutions proposed by developers are to: a) transfer ownership of the By-Pass Road to the State, of which their property simply crosses, but they don't own the whole road – in any case it is already fully operational and not noticeably reducing the Kuhio Hwy traffic congestion; b) cutting a road between Olohena Road and the By-Pass Road which is a smoke and mirrors approach to reducing traffic, in no way will it reduce congestion as that is not where the problem lies (except during school drop-off and pick-up hours); c) and then the rest of their 48 significant improvements in the DEIS are punted to the State or County

(see HDOT's study *Kapa'a Transportation Solutions*, August 2015).

#### IMPACTS ON AN AGING AND INADEQUATE INFRASTRUCTURE

Aging infrastructure once again became apparent when a sewer cap blew up in November 2018 on Kuhio Highway and a sewage spill contaminated the Wailua River beach area, and nearshore reefs. A few days later there was an island-wide energy blackout. Increased water outages require old water lines and pumps to be frequently upgraded. We know about bumpy potholed county roads, as well as defects in the highway. Adding more cars increases damage to an already poorly maintained network of roads. Data given for Kapa'a Schools capacity is outdated (2010/11), so stating that they are not at capacity is irrelevant until the data reflects the current situation. The fact that County has "several solid waste programs with several other proposals that will likely be implemented by the time this Project is under construction . . ." creates both a dependency on the County to solve the problem of solid waste for Hokua Place, and provides no assurance that sufficient capacity will be in place to handle the additional burden of solid waste generated by an additional 769 residential units (not to mention from the other 4 developments on the east side alone).

#### MISLEADING SALES PITCH ON AFFORDABLE HOUSING

30% of the Hokua Place subdivision condos will be in the affordable category as required by Kaua'i County Ordinance No. 860. However, the projected sales prices in 2<sup>nd</sup> DEIS quotes prices of multiplex and single family houses comes with the warnings: "Prices are subject to market conditions." This means that housing prices can increase at the will of the developer, and if precedent is any indicator, then this will happen. And, in addition to that qualifier, none of the current projected pricing speaks to meeting our affordable housing needs. Single-family units are priced from \$650,000 to \$950,000. In fact, even the lots (without houses) are projected to be selling in the \$216,000-\$316,000 range (note: all these numbers are in 2015 dollars, as stated in the DEIS). Add on the actual building of a house, then these lots clearly exceed the "affordable housing" threshold. It is clear that the audience for Hokua Place is not comprised of current residents, the ones most in need of housing, but rather it is catering to the current trend whereby 41% of residential real estate sales are to mainlanders and foreigners.

#### PROMISES MADE IN THE DEIS TO THE COMMUNITY

1) Hokua Place promised to provide a public pool for the community, but conveniently forgot to indicate that they will provide the land but the County has to build and maintain the pool – which the County has yet to agree to; 2) they proposed to develop a "sustainable community" that "preserves the rural like character of Kapa'a while meeting a growing housing need" – none of these three items have been substantiated by examples in the 2<sup>nd</sup> Draft Environmental Impact Statement; 3) they justify the urban center up-zoning request to the Land Use Commission by saying they are building within a 10-minute walk of the Kapa'a core center (compact and walkable is a criteria) when in fact the walk access is dangerous in that there are no sidewalks between Hokua Place and town along some of the busiest streets on the island; 4) they declare they are "preventing sprawl into Open and Agricultural lands" when in fact they are creating sprawl; 5) they are proposing an area off of Olohena Road for future police and fire sub-stations yet at no time has this need been identified by the County, especially since a new police station was built around the corner near Baptiste Sports Complex not more than 5-years ago (and it is not clear whether Hokua Place wants to lease this land to the County or gift it).

#### THE MYTH OF HOKUA PLACE AS A MODEL OF SUSTAINABLE DEVELOPMENT



The following statement in the 2<sup>nd</sup> DEIS exemplifies how shallow their understanding is of “sustainability: “The management policies will encourage residences to participate in the moral ethics of respecting the surrounding environment, reduce waste and excessive consumption, and fulfill the responsibility as trustees of the environment for the present and future generations. Residences will be invited to participate in policy and decision making.” (2<sup>nd</sup> DEIS). These are simply platitudes without any substance. This does not set a vey high standard for “sustainability”.

#### INACCURATE INFORMATION AND DATA IN THE 2<sup>nd</sup> DEIS

Some of the data in the 2<sup>nd</sup> DEIS is old and out dated such that it makes some of the points and projections grossly inaccurate. An example of this is on page 111 of the DEIS which states that we have “roughly 52,00 residents”, however, more recent projections are between 71,000 and 77,000. The DEIS then builds its projected residential sales, residential needs and job growth on these miscalculated numbers in order to justify our future housing needs. The math on this just does not work. Another misrepresentation of information is on page 120 in reference to traffic and vehicle numbers (also mentioned above in the comments on traffic). And another example of misinformation is on page 130 which states “ DOT is presently planning to complete the widening of Kuhio Highway by the year 2019. The widening of Kuhio Highway from the Kapa’ a By-Pass Road to Kuamoo Road is included in this traffic impact analysis. Anyone who lives here knows that in 2018 DOT repaved this section and has no intention of going back in 2019 to widen a section of the highway they just paved. These are just an example of some individual misrepresentations of information found throughout the DEIS.

#### RECOMMENDATION TO THE LAND USE COMMISSION

I am recommending that the Land Use Commission support Alternative 1 – the No Action Alternative from the 2<sup>nd</sup> Draft Environmental Impact Statement. Under this alternative, no action will be taken and the Project area would be left in its current state. Hokuia Place would not be built. The land would remain in the State Lands Use Agricultural District. The “no action” alternative would be consistent with the sentiments of the community.

Respectfully,  
Anne Walton

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ANNE WALTON ■ Integrated Ocean Management  
Kaua'i Hawaii USA  
Tel: +1 808.346.9596 ■ Skype: annewalton53

**From:** [Frank Kelly](#)  
**To:** [DBED LUC](#)  
**Subject:** Hokuia Place Development  
**Date:** Thursday, December 20, 2018 2:02:11 PM

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To the Land Use Commission:

Please enact Alternative #1 from the 2nd Draft Environmental Impact Statement.  
Under this alternative, no action will be taken.  
The land will remain in the State Lands Use Agricultural District.  
Hokuia Place should NOT be built.

Mahalo,

Alfred Frank Kelly  
3566 Old Mill Place  
Koloa, HI 96756

**From:** ALLAN JOHNSON  
**To:** DBEDT LUC  
**Subject:** land use  
**Date:** Thursday, December 20, 2018 3:20:43 PM

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Land Use Commission,

The responsibility for decisions related to the growing dilemma about how best to care for this beautiful island of Kaua'i is in your hands. I would be lying to say that I know any of the answers. I would also be lying to say that I am not part of the very problem by the virtue of living here. But I would also be lying to say that your decisions don't affect me intimately.

Please consider the impact that your decisions will have on this beautiful micro dot of our earth. You have the opportunity to try to preserve its very life or let it fall victim and die to progress the way so many other beautiful micro dots of our earth have been killed.

Thank you for working so hard on behalf of all of us who are so fortunate to call this small paradise home.

Allan Scott Johnson

1051 Pu' u' opae Road, Kapa'a, HI 96746  
(808) 639-4524 [willie.cb@gmail.com](mailto:willie.cb@gmail.com)

To: State Land Use Commission, [dbedt.luc.web@hawaii.gov](mailto:dbedt.luc.web@hawaii.gov)

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

Date: December 21, 2018

Aloha:

May I respectfully request that the land under Hokua Place remain Agricultural, and I very much support Alternative 1, the No Action Alternative from the second Draft Environmental Impact Statement to keep these lands zoned Agricultural.

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

Affordable housing is only tiny percentage of this project but they are touting it as “affordable” - it makes it more warm and fuzzy – as does now giving it a Hawaiian name. I attended a WKNA presentation by Greg Allen a few years ago when it was still Kapa'a Highlands. I asked him about the affordable housing, and he said it would be “up to 30%”. So I asked that, in theory, that could mean 0.5% or 1% - as that is **up to 30%....**, and he got very angry. And homes from \$650,000 - \$950,000 are hardly “affordable!” He also kept insisting he was NOT a developer, which drew some ironic laughter and “of course you are's!” from those assembled.

An estimate of vehicles from Hokua Place, they say 1,500 vehicles for 769 units. That's only two per unit. You know the actuality will more likely be: dad - truck, mom - SUV, son - truck, daughter – sedan, so 4 cars per “affordable “unit at the very least which is more like 3,000 vehicles. 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 (with huge potholes I might add). Oloheua Road and the Bypass just cannot take this extra burden with this HUGE development. Oh yes, and they're going to “preserve the rural-like (“like”?) character of Kapa'a”. **No they're not!** They're going to ruin our rural, green, and lovely, AGRICULTURAL area with URBAN sprawl and an even worse traffic nightmare!

None of this makes sense in this area. It would have made more sense for the developer to have purchased a lot in Lihu'e which was already zoned Urban. With all Lihu'e's many extra new and wide roads and highways all over the place now it would have been more viable, as Lihu'e does not have road/traffic issues as does 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 LA. Why would you come here and waste your vacation just sitting in traffic when you can do the same thing at home for free? How frustrating. We desperately need the dollars from tourism, and I have seen many letters to The Garden Island newspaper from visitors (some of whom have been coming for many years), shocked at how bad the traffic is in Kapa‘a, and thinking they may not return until we do something. Nothing is going to happen with DOT for years, and their choices of what to do to alleviate this are extremely limited and costly. The extra stress on everyone is changing the face of Kaua‘i too – at least in Kapa‘a. What used to be the land of aloha is now the land of anger and rage in some cases – unfortunate but true. Another blow to tourism.

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

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

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

Our already fragile infrastructure just cannot take this. We have to make sure our infrastructures are in place, roads, water, sewage (we had serious and major sewage collapse issues a couple of weeks ago from old and apparently improper sewage infrastructure in Wailua which snarled the highway for days and the effluent polluted Wailua Bay), etc. before we do any more development. For too many years, it has been the other way around, and has to stop, for all the logical reasons.

Our Agricultural land is FINITE, and shrinking drastically as we speak. Once it’s gone to development it won’t come back, it’s gone forever. All these lands used to be viable for sugar cane and pineapple, and could be viable again for multi-faceted agriculture. Which is what the intent of the current long-time zoning is. Agriculture. The owners could always lease out small, or quarter, half or one-acre lots to local people to farm so we can actually produce some more of our own food here, help have fresh Kaua‘i produce and stop importing so much stuff. Hokua Place could become

Hokua Agricultural Farms (and Market?) instead! Wouldn't that be awesome? Food security is SO important, particularly when you're just a dot in the ocean, the remotest islands on the planet and this would be a wonderful opportunity for some small grass-roots organic agriculture which did not need to depend upon a barge to get here and feed our people.

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


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

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

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

Thank you very much for your time and consideration.

Mahalo nui loa,

  
Carol A. Beardmore

**From:** [Bart Walton](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place Testimony  
**Date:** Friday, December 21, 2018 10:51:25 AM

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Aloha State Land Use Commissioners,

Please note that I am against the up-zoning of the 97 acres of agricultural lands next to Kapaa Middle School for the following reasons:

1) Kauai does not actually have a housing shortage. As stated in both the Hokua Place DEIS and the County's General Plan, we actually have a high vacancy rate when it comes to housing. This means a house is largely unoccupied for a good portion of the year (as in second home or investment property), or it is an illegal transient vacation rental (TVR), so considered unoccupied until otherwise shown to be in violation of the law, and in any case not in the inventory pool for long term rentals (one of our areas where we do have major housing shortage). Additionally, as of today, there are 661 houses for sale on the MLS, that does not include for sale by owner listings, or "FSBOs". Not only that, currently, an approximate 41% of residential sales on this island are either to mainlanders or foreigners. So what is missing from the mix is affordable housing - low and middle income housing (including special groups like the elderly and farm workers). This is the landscape.

Now, Hokua Place developers want to add 769 residential units to the mix with a price point starting at \$650K, with the qualifier that these prices are subject to change. If affordable housing means that the cost of housing is no more than 30% of the total household income, then \$650K is beyond the reach of low and middle income families, even when many of these individuals have multiple jobs just to make ends meet. The net effect is we are continuing to build houses primarily for mainlanders and foreigners. Is this who we want to convert our ag lands into urban lands for?

2) The second issue is lack of infrastructure to support this level of development on the east side. First, let's look at waste water treatment. If Hokua Place was a development like Princeville, they would have their own waste water treatment plant. However, Hokua Place wants to hook up to the Wailua waste water treatment plant. Yes, Wailua has the capacity, but the infrastructure for the treatment plant is old, outdated and malfunctioning. In fact, the County Council is now considering funding to update the Wailua facility, even though it is in a flood zone and will be highly susceptible to sea level rise as shown by the State's new SLR Report. And remember, this is just one of 3 new developments coming online on the east side which will be putting demands on infrastructure. Which leads to the next issue of traffic. We have a very limited road network, with a major traffic squeeze between Kealia and Wailua bridge. Depending on how one interprets the DEIS, Hokua Place will either add an additional 1,047 or 1,900 vehicle trips per hour/ per day in the Kealia to Wailua squeeze, along with an equal number of new units and corresponding vehicles coming from the 3 other new

developments.

In the final analysis, if a developer truly wants to add affordable housing to the mix (which they will want to do along with market-based development), then it makes most sense to do this in Lihue for the following reasons: 1) sufficient infrastructure already exists to support new development, 2) that is where the majority of the jobs are on Kauai, so why not eliminate the traffic problem by putting housing and jobs in proximity to one another, 3) it is much easier to get to "affordable" if you are working within an existing infrastructure that can support more development, and 4) finally, using an "infill" or smart growth model will increase the density and attractiveness of Lihue and prevent sprawl and spillover onto agricultural lands and open space. The net effect is that with good planning, Lihue could be a much more livable/likable town and offer up the kind of housing Kauai truly needs. Eastsiders (and even north shore folks passing through Kapaa) will have a less severely impacted quality of life, controlled sprawl and preservation of ag lands for future generations.

Mahalo for listening.

*Bart Walton*  
*Kauai, HI*  
*808-346-9330*



[dbedt.luc.web@hawaii.gov](mailto:dbedt.luc.web@hawaii.gov)

December 21, 2018

To Whom It May Concern:

Aloha. My name is Polli Oliver. I am a 45 year resident of Kauai. I have lived this whole time on the South Shore. During this time, I have lived through 2 major hurricanes and I have seen many changes to this island. One of the most obvious and disheartening changes has been in the astronomical increase in the traffic congestion. The overall population has increased and the number of tourists have increased. All this with little infrastructure to accommodate this massive increase. The result is that there is increasing traffic gridlock in many areas of the island, but it is particularly horrible in the Wailua-Kapaa area. The traffic situation is so bad that it has curtailed my travel to that side of the island, in order not to get stuck for long periods of time in traffic. Kauai is a wonderful island and I am happy to live here, but it is changing in ways that make it less convenient and enjoyable. I can't imagine that tourists leave here with a good impression of our island after dealing with our traffic woes.

With all that being said, for that reason alone, as well as other reasons (lack of true affordability) the proposed Hokua Place subdivision should not be allowed. I recommend the "No Action Alternative " which is Alternative #1 from the 2<sup>nd</sup> Draft Environmental Impact Statement. I believe this to be the most sensible, reasonable choice the State Land Use Commission can make on behalf of the citizens of Kauai and for our visitors as well.

Thank you for your kind consideration in this matter. I trust you will make the right decision.

Sincerely,

Polli C Oliver

Koloa, Kauai

FAX TO HAWAII STATE LAND USE COMMISSION: 241218

Re: Hokua Place

Aloha tatou,

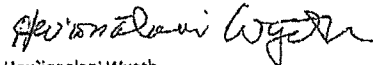
It is proverbial that to understand someone's point of view one should walk a mile in her/his shoes. How about requiring anyone who supports the Hokua Place development to drive a mile along our already congested East Kuaia thoroughfares? I have lived in the area for over 35 years, and have seen the local traffic situation steadily deteriorate. Back in the early 1980s, for example, I could drive from my home in Anahola to Lihu'e Airport in 30 minutes at most. Nowadays it can take an hour or more. How can this be called progress?

How will the building of 769 new houses at Hokua Place improve this state of affairs? The proposed development will only add to traffic congestion in the area. This is more than a problem of simple inconvenience. The already overburdened roads are the very ones that are designated tsunami evacuation routes. How many people could die if a tsunami or flash flood should catch them during the increasingly many hours each day when Kuhio Highway and the Kapa'a bypass are gridlocked?

The highway problem is a symptom of other East Kuaia ills. The local wastewater treatment facility is old and prone to malfunction. The addition of several thousand more residents doing laundry and flushing toilets will stress it even more.

Certainly our community needs more housing that local working people can afford. According to statistics published in our local newspaper, however, the suggested starting price for Hokua Place units will be \$650,000. How many working people will be able to afford this?

Please do not allow this proposed development to proceed. Our community does not need it. Let us fix the infrastructure problems we already have instead increasing them. Smart growth is certainly desirable for our island. Hokua Place is not smart.



Heu'ionalani Wyeth

RECEIVED  
DEC 21 2018

STATE OF HAWAII  
LAND USE COMMISSION

**From:** [robin\\_yost](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place, Kapaa, Kauai  
**Date:** Saturday, December 22, 2018 4:52:06 PM

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December 22, 2018

Dear Land Use Commission,

I have utmost concern for Kauai, regarding Hokua Place. If allowed to up zone the land for development, catastrophic outcomes will occur.

Kauai has ALREADY passed the tipping point, regarding resident population, amount of daily visitors, terrible traffic, AND, aging/insufficient infrastructure.

Please, please, please, choose and vote to keep this land, and have it remain in zoned agriculture, in the state land use Agricultural District.

On this Hokua Place development, please, please, vote for Alternative 1, the No Action Alternative from the second Draft Environmental Impact Statement. Keep this land zoned agriculture. It is IMPERATIVE that you do this.

For the sake of the present-day island of Kauai. And for the future sake of generations to come.

I humbly ask, and thank you,  
Robin Yost  
Kapaa, Kauai

**From:** [Kathleen Macart](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place  
**Date:** Saturday, December 22, 2018 12:35:29 PM

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Please keep the 97 acres of agricultural lands behind Kapaa Middle School as agricultural and not urban center zoning. Our traffic and roads, waterways and beaches, overabundance of tourists and elimination of corruption in government should be addressed before we add additional weight to a broken infrastructure.

Kathleen Macart  
Wailua Homesteads

[Sent from Yahoo Mail on Android](#)

**From:** [Aat Bontje](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** FW: Hokua Place Overdevelopment  
**Date:** Saturday, December 22, 2018 4:23:48 PM

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**From:** Aat Bontje [mailto:[abontje@hawaii.rr.com](mailto:abontje@hawaii.rr.com)]  
**Sent:** Saturday, December 22, 2018 12:29 PM  
**To:** [dbedt.luc.web@hawaii.gov](mailto:dbedt.luc.web@hawaii.gov)  
**Cc:** 'pearl vivian wollin'  
**Subject:** Hokua Place Overdevelopment

Dear Commisioners.

This is to urge you to consider subject's Alternative I, the No Action Alternative from the second Draft Environmental Impact Statement as the most prurient choice for Action. Considering all the negative consequences **No Action is the preferred Action**. We are in complete agreement with Gabriela Taylor's comments in the tgi Forum of Sunday, December 18, 2018, A-10.

Thank you for your Judicious consideration.

Pearl Wollin  
Adrian Bontje  
4120 Omao Road  
Koloa, HI 96756  
[abontje@hawaii.rr.com](mailto:abontje@hawaii.rr.com)  
808 320 3781

**From:** Wil Welsh  
**To:** DBEDT.LUC  
**Subject:** Oppose Zoning Change for Hokua Place  
**Date:** Sunday, December 23, 2018 8:05:12 PM

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To Whom It May Concern:

As I understand you are looking for public input to be received prior to 5 p.m. Monday, December 24, 2018, this e-mail is written in opposition to any zoning upgrade that may be considered for the development of 97 acres south of the Kapaa Middle School. Hokua Place proposes 769 residences on land currently zoned for agriculture. As a Kauai resident for over 50 years, I urge you to deny zoning changes or any accommodation that would substantially change land use of this parcel.

While the developers have reportedly touted "affordability" as a selling point and a "shortage" of housing on Kauai, building of homes with price-tags of \$650,000 and higher will have a very small percentage of local buyers. Furthermore, the project would greatly impact already jammed traffic flow. Projected vehicular traffic increases to one or two-thousand vehicles per hour per day is beyond intolerable. Will Hokua be required to put in four-lane highways both north and south to accommodate that increase? Will Hokua be required to provide shuttles into Kapaa town, then north and south to help mitigate the problems the project will create?

In past hearings, the public opinion has been very clear-- they don't want nor need this project. If passed, the project may make money for developers, but Kauai residents will pay dearly for the developers profit via lost time in traffic, infrastructure costs, highway repairs, lost time, demands on public services, and others. One example of increased expenses to the public is the pressure on sewage handling on an already overloaded system. Even if developers have partial plans to mitigate the vast problems this project will create, it can't be enough, and it can't compensate Kauai people for the loss of open space, future agricultural use, and a daily nuisance factor. From the public's perspective, there is no good reason to grant increased density on these 97 acres.

Should Hokua Place receive approval? Should a zoning change be granted? The answer is a simple and resounding: NO!  
Respectfully,

wil welsh

Realtor, Principal Broker  
waioli Properties, Inc.

4-1351 Kukui Hwy.  
Kapaa, Kauai, HI 96746  
808-652-8178

**From:** [kahanastreet](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Hokua Place  
**Date:** Sunday, December 23, 2018 8:54:03 PM

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Imagine

Getting to your Dr appointment on time while leaving just 20 minutes before from Kapaa.

Imagine

Making your flight to the mainland without stressing about traffic!

Imagine

Sharing laid back aloha while smiling and yielding in traffic as it always was!

Imagine

Growing the economy of Kauai because its such a pleasant and accessible place to be

I am not against low cost housing development. I am against Hokua Place. It is in the wrong place.

Please do not approve changing the 97 acres of agricultural land to urban center zoning. I challenge this body of commissioners to spend some time in Kapaa traffic to understand the impact and importance of this decision.

Thank you

Sharon Geiken Westerberg

Sent from my Galaxy Tab®



**From:** [Suzanna Kennedy](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Opposing Proposed Hokua Place Subdivision  
**Date:** Sunday, December 23, 2018 4:31:02 PM

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Aloha **State Land Use Commission**

I want to register my opposition to the proposed Hokua Place Subdivision and up-zoning of the 97 acres. The plan creates problems for the community that it has no plans to address, such as:

- Will add to already congested traffic problems
- The aging and insufficient infrastructure will not support this development
- The housing cost proposed (\$650K) is not affordable to most island residents and will only bring more mainland and foreign investors and not a good tradeoff for agriculture lands we would lose.

**Please do not let this plan go forward.**  
**Thank you for your consideration.**  
**Suzanna Kennedy**  
**Permanent resident of Kilauea, HI 96754**

**From:** [sweetwatersharon](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Hokuia Place  
**Date:** Sunday, December 23, 2018 9:31:49 PM

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Development is a two edged sword.

With development comes changes and challenges to the existing residents.

Is the developer willing to pay for the necessary infrastructure to support these 769 new residential units?

The traffic is already untenable between Kapaa and Lihue. Will the developer add another lane to the bypass ? Will the developer help pay for fixing the Wailua aging sewage system? What about schools and fire and police services?

I have never heard that the new property taxes on these new homes will be enough to pay for the needed increased services.

Unless the developer has committed in writing to be responsible for the economic impact on necessary infrastructure improvements due to the impact of 769 new residential units, I ask you to Not approve the up-zoning.

Sincerely  
Sharon Geiken

Sent from my Galaxy Tab<sup>®</sup> S2

**From:** [Ronald Steiner](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Hokuia Place Kauai  
**Date:** Sunday, December 23, 2018 9:54:54 AM

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My question is why! Building a769 units for 600,000 plus is not affordable housing. Selling to mainlanders who want a vacation home or foreigners is taking away from the locals. Why cant the Hawaiian government buy these lands and build housing for residents of Hawaii and make them affordable, under 400,000 dollars. There are many veterans that live here and cant even use the VA Benefits because the housing market is to high. That means they cant use the zero down because they only cover about 410,000. Understand you need to build for locals not outsiders that want to rent out there homes for vacation properties. Also need more senior homes for those on fixed income. Just my opinion. Thank you for listening

Sent from [Mail](#) for Windows 10

**From:** [Rocky Riedel](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Concerning Hokua Place  
**Date:** Sunday, December 23, 2018 2:58:38 PM  
**Attachments:** [letter.pages](#)

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December 23, 2018

To Whom it May Concern:

I have lived on the east side of Kauai for 24 years (Kapa'a for 1 year, Anahola for 23). I am overwhelmed at how stressful it is to drive here anymore. I have to plan my day out according to the traffic. That is hard for anyone. But it is also a very serious problem. As a senior citizen trying to get to doctors appointments - appointments that my husband and I have often have to wait four months to even get - well, our blood pressure numbers go out the roof in just trying to get there on time! I often wonder how young parents must feel trying to pick up their children in time from school and activities. And I haven't even mentioned all the people trying to get to their jobs!

This is the first time I have ever written to try to get those in power to BUILD THE ROADS FIRST before building more homes. Quite frankly, I never imagined anyone in power would ever let the traffic get to this point. But obviously I was wrong. Please know that there are people actually suffering from this situation. Nobody knows the amount of panic caused in people trying to get to the airport in time, to appointments, to work and to their families. Nobody knows the real damage this horrendous traffic situation has caused. And what will happen in the case of hurricanes and tsunamies and other disasters? Don't you think having alternate roads in order to take good care of the people living here is the most important thing you could do?

Please DO NOT ALLOW the Hokua Place subdivision to be built. Please use the "No Action Alternative" which is Alternative #1 from the second Draft Environmental Impact Statement. This is the most sensible and reasonable choice that the State Land Use Commission can make on behalf of the citizens of Kauai and for our visitors as well.

Thank you for taking the time to read this. I pray that you will make the right decision.

Sincerely,  
Patricia M. Riedel  
Anahola, Kauai, Hawaii

**From:** [Petra Sundheim](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Hoku development  
**Date:** Sunday, December 23, 2018 9:50:05 PM

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Please stop this project. It is not the right place for additional housing. Traffic already is overwhelmingly dense. The proposed housing is not affordable!

I have lived here for 20 years and have witnessed and experienced the effects of change with increased density.

Listen to the people, rather than the developers, who are motivated by money, not the welfare of Kauai or its people.

Thank you. Petra Sundheim

**From:** [Nadya Wynd](#)  
**To:** [OBEDT LUC](#)  
**Subject:** Please Stop Hokuia Place!  
**Date:** Sunday, December 23, 2018 5:23:27 PM

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Dear Land Use Commission,

This island is over-stretched already! The infrastructure, especially on the Eastside, cannot handle any more development. Our quality of life is suffering. Please do NOT move forward with Hokuia Place!

Sincerely,

Nadya Wynd

**From:** [Anne Thurston](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place - opposed  
**Date:** Sunday, December 23, 2018 3:28:25 PM

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Dear Land Use Commissioners,

I understand the argument that Kaua'i needs more housing, but in my view, Hokua Place is not the answer. I have been sending testimony consistently, from 2015 onward (first to the State Land Use Commission, then to the Kaua'i Planning Commission and then to the Kaua'i County Council), as have many of my neighbours, always repeating the same concerns, the most serious of which are:

- Hokua Place will not make a meaningful contribution to the housing problem on the island. The single family homes will be unaffordable for local residents, and while some of the condos will be affordable, they prices are not protected and can increase. This poses the high risk that Hokua Place homes will be sold to mainlanders rather than benefiting those who need them. This is an urgent problem and needs a solution that is not motivated by financial gain.
- At a time when we urgently need to grow more food to become a more sustainable community and when 90% of our food is imported, allowing Hokua Place would place us at graver risky threatening our food security.
- Our infrastructure is already severely overstretched. Hokua Place would would result in real strain on, for instance, our solid waste system, which is not yet at a capacity to handle a substantial additional burden.
- It would be very risky to create major traffic jams with no real solution. Hokua Place, as acknowledged in the second environmental impact statement, is expected to generate 487 vehicle trips per hour, with a higher rate during morning and evening peak traffic hours, or another estimated 1900 cars added to already approved resorts. The developers' solutions do not even begin to address the problem. The claims that they own the bypass road and that this will somehow solve the problem are of real concern, as they certainly do not own it. I live on Kaua'i's North Shore, and the traffic that will be associated with this development would simply cut off our ability to carry out necessary business in Lihue and it will damage tourism.

We ask you now, most sincerely, please do not to allow the severe and crippling disruption that this development would bring.

Yours sincerely,

Anne Thurston



**From:** [christine\\_bandsma](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Hokua Place House's  
**Date:** Sunday, December 23, 2018 8:27:31 PM

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>  
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>> Aloha Members of the State Land Use Commission

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>> First I would like to thank Ann Walton for her article in Sunday's paper.

>>

>> I thought that we had already expressed our deep concern and opposition to this project. Apparently I was mistaken so this letter is once again expressing our concern and adamant opposition to this project. I assume that none of you in favor of this proposed project lived here on the east side of Kauai because the impact it will have on our infrastructure is obvious and extremely negative. First of all, as you are aware, our traffic situation is ridiculous. To get from north kapaa into Kapaa or to lihue means you are in bumper to bumper traffic on any given day, including weekends. The contra flow set up is not helping any longer because there are simply too many cars. There is also the problem of extreme congestion at kappa middle school and the round about below there during school drop off and pick up. This zone is so packed during those times (the same as work commute times) that even a few more cars will make this area into a completely gridlocked area. It will be unsafe to the students who are being dropped off and picked up. The next problem is the quality of our roads in this area, potholes abound which slows everyone down even more.

>>

>> We've also had other "affordable housing" projects done in the recent past that aren't even affordable for our local population. So, it won't be for our current residents but for newcomers to the island. The greatest asset we have on Kauai is our 'homegrown' aloha feel and we are selling that out with these types of projects. It will ruin what we love about this place and what brings our visitors.

>>

>> This project will also burden to our utility infrastructure that is outdated and already over used, including our water resources. I also request, if it hasn't been done yet, that an Environmental Impact Statement (EIS) be done to determine whether or not this project is even legal.

>>

>> I urge you all to consider what it is that you love about this precious island and it's limited resources and consider what our actual 'carrying capacity' is before passing this project. I love kauai and it's rural, local lifestyle. Please don't disrespect the 'aina and it's sustainable situation. Thank you for reading my input.

>>

>> Mahalo,

>>

>> Christine

**From:** [Mark Wolfendale](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Fwd: Hokua Place  
**Date:** Sunday, December 23, 2018 8:52:42 PM

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Aloha

If the information presented in the Garden Isle is even partially true it would be extremely irresponsible/criminal for individuals on the Land Use Commission charged with protecting our and our children 's quality of life to approve this commercial project.

Kauai can be and should be an ecologically balanced paradise. Poor infrastructure due to years of insufficient investment by weak/corrupt government officials is ruining our children's legacy and livelihood.

Until technology and government courage can solve Kauai 's long existing traffic and pollution problems, commercial projects such as Hokua Place, which will serve only to enrich a few people, must not be approved.

We are depending on you making the right decision. Do not allow this development.

Respectfully

Mark A Wolfendale  
Kilauea

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Sent from Gmail Mobile

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Sent from Gmail Mobile

**From:** [meg.schofield](#)  
**To:** [DBEDT LLC](#)  
**Subject:** Hokua Place  
**Date:** Sunday, December 23, 2018 8:27:07 AM

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To Whom it May Concern,

Thank you for considering input from the public on the proposed Hokua Place development. As Kapaa residents we share the serious misgivings outlined in Ann Walton's recent letter to the TGI editor concerning this project. The project is not truly affordable for the vast majority of local families; the infrastructure is not in place to handle the water, sewage and waste disposal needs; and the devastating traffic impact is easy to imagine given its already critical state without the proposed additional development. This is not "smart growth" any way you look at it. The impact it will have on local residents and on families in need of affordable housing is nothing but detrimental.

Thank you for your consideration.

Sincerely,

Meg Schofield and Robert Woodcock  
Kapaa

[Sent from Yahoo Mail on Android](#)

**From:** [aquapuravida](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Kapaa Hokuia Place must be Dis-approved  
**Date:** Sunday, December 23, 2018 10:38:22 PM

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Developing this in the core of our congested area makes no sense. Please explore Lihue area and not Kapaa. It negatively impacts the poor and middle class on the north and east side that will encounter more traffic and expense trying to drive the east side....and more importantly this development is NOT affordable for neither middle nor low income residents. It will only attract more off-island buyers, which will further increase our dire traffic congestion in Kapaa and the entire north and east side of Kauai. If you havent been through Kapaa in a while, I plead for you all to try to drive through at a couple different times during any given day. You will very quickly notice hour long standstills and nothing moving as-is. Adding 600+ more non-affordable units will severely hurt our low income families trying to commute and our already overly-clogged traffic.

Respectfully, Kane M., Apopo Rd, Kappa, A Concerned Resident

Sent from my Verizon, Samsung Galaxy smartphone

**From:** Marjorie Gifford  
**To:** DBEDT LUC  
**Subject:** Hokua Place  
**Date:** Sunday, December 23, 2018 1:19:08 PM

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I would think that the county would learn from the subdivision being installed at the junction of the highways near Hanamaulu. I have yet to see ANY low income homes built in that subdivision yet supposedly some were set aside for that purpose. WE NEED LOW INCOME HOMES.

In order to do this we need an ordinance similar to that passed in Sacramento, CA that said that no additional building permits will be issued except for low income housing until the number of low income homes reaches a certain % of the total number of homes in the city. This moratorium changed the nature of housing in the Sacramento area.

Hokua place should be all low income housing. That may mean greater density in some areas with parks to cut the costs of the electric, sewer, and water installations and it may mean duplex or fourplex houses or homes similar to those built along the highway at the west side of Princeville. The entire plan for Hokua should also include a sewage treatment plant and a water storage at the developers expense. Why should the public be expected to provide these services for people who can afford to buy homes priced above \$700,000?

Let's throw out the entire Hokua place plan and start from scratch with a minimum of 746 low income homes. This is agricultural land with a cost per acre much lower than that of other areas because of its nature. With this lower cost per acre for the land, and with smaller prebuilt homes such as those being built by Habitat for Humanity in Ele'ele, homes should be able to be constructed for \$350,000 per home.

The purpose of a planning commission is to plan for the population needs, not for the needs of developers. I would be pleased to serve on a committee that developed a new plan for Hokua and considered the needs of our island and developed a lower cost plan.

Marjorie Gifford  
Princeville HI 96722  
808 320 8354

**From:** [Linda Pizzitola](#)  
**To:** [DBEDT LUC](#)  
**Subject:** STOP development of Hokuia Place  
**Date:** Sunday, December 23, 2018 5:24:01 PM  
**Attachments:** [email-signature.png](#)

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## **Why?**

**Traffic is already out of control along the Kapaa-Wailua corridor and several resorts area already approved to build in the area. It would be insane to add another 1,900 vehicle trips/day.**

**We need to preserve ag lands to become food sustainable.**

**The infrastructure is insufficient for what is already here, much less for large scale growth.**

**The environmental impacts downstream.**

**It is NOT affordable housing starting at \$650,000.**

**Please do the right thing for the people and `aina of Kauai. Support Alternative 1 – No Action Alternative from the 2<sup>nd</sup> Draft Environmental Impact Statement.**

**Thank you.**

Linda Pizzitola  
Kauai Design Graphics Inc.  
[kauaidesign.com](http://kauaidesign.com)  
Mobile 808 635-5703  
Home office/fax 808 822-0055

**KAUAI DESIGN**

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[instagram.com/kauai.design](https://www.instagram.com/kauai.design)

**From:** [Lyn Wandell](#)  
**To:** [DBEDT LUC](#)  
**Subject:** I'm against the new development Hokua Place  
**Date:** Sunday, December 23, 2018 7:36:34 PM

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Dear State Land Use Commission,

Please, we don't need this. It's not right, as many bad things will come from this. Kauai does not have the infrastructure to support a development of this size.

**HERE IS WHAT YOU SHOULD KNOW ABOUT HOKUA PLACE:  
Impacts on Our Island From the Proposed Hokua Place Subdivision**

- 1. Stuck In Traffic: Buried in the 2<sup>nd</sup> Draft Environmental Impact Statement and By Their Own Admission, Hokua Place Will Generate a Total of Approximately 1,900 Vehicle Trips Per Hour During Morning and Afternoon Rush Hours Combined. Traffic now is bumper to bumper 7am -9pm.**
- 2. Our Aging and Insufficient Infrastructure: The 769 Additional Units Hokua Place is Adding to the Market Will Only Create Further Impacts on Our Failing Infrastructure: water supply, road surfaces, sewage, school capacity**
- 3. How Can Hokua Place Be Touted As Meeting Our Affordable Housing Needs: Only 30% of units are required to be affordable the others are " subject to market conditions", which means the developer can increase current prices.**
- 4. Single Family Homes from \$650,000 –\$950,00 Where is the Affordability?**
- 5. Food Security in a Time of Uncertainty: Conservation of Agriculture Lands Should Be a Priority, Not Urban Sprawl.**
- 6. Hokua Place and the Myth of a Sustainable Development: Give Us a Model of Sustainability With Some Substance.**

Please vote against this development at this time and leave this land as agriculture land.

Thanks for protecting our Aina.

Sincerely,  
Lyn Wandell

**From:** Lauryn  
**To:** DREDT LUC  
**Subject:** Please do NOT allow Hokua Place to be created  
**Date:** Sunday, December 23, 2018 11:48:30 PM

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My name is Lauryn Galindo. I first moved to Oahu in 1956 with my parents who were in the military. When I returned from college on the mainland in 1977, I moved to Maui since 'Oahu was getting so busy! I maintained a residence on Maui for 14 years overlapping with 9 years on Big Island where I escaped as Maui began to be overrun with development. In 1994, I moved to Kauai, having fallen in love with the rural flavor of this exquisite island.

Everyone I know wants to protect Kauai from ill conceived development which erodes our way of life. Please do not allow Hokua Place to add more congestion to our already crowded roadways.

I am with a group of citizens who have made the following proposal:

We are recommending Alternative 1 – the No Action Alternative from the 2<sup>nd</sup> Draft Environmental Impact Statement. Under this alternative, no action will be taken and the Project area would remain zoned in Agriculture. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. Kaua'i has reached a tipping point and we must act now to preserve our reefs, beaches, forests, streams and rural lifestyle.

Please protect Kaua'i before it's too late!  
Mahalo,  
Lauryn Galindo  
PO Box 982  
Hanalei, Hi 96714  
(808)639-6543

Sent from my iPad



**From:** KSM  
**To:** DBEDT.LUC  
**Subject:** Hokua Place. NO  
**Date:** Sunday, December 23, 2018 6:56:03 PM

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Soon I'll have lived on the tropical jewel, Kauai, for 30 years.  
Please stop taking away what this beautiful island naturally offer.

I am recommending Alternative 1 – the No Action Alternative from the 2nd Draft Environmental Impact Statement. Under this alternative, no action will be taken and the Project area would remain zoned in Agriculture. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District.

NO Hokua Place!!!

NO more added traffic!!!

NO not realistic, mismonered as “affordable” disservice to a community truly in need of authentic affordable dwellings.

ALTERNATIVE 1 is only choice.

Mahalo and Aloha  
Katrina St. Marie  
4441 Kale Place 7  
Lihue HI 967 six 6

**From:** Kathryn Sanders  
**To:** DBEDT.LUC  
**Subject:** Hokuia Place  
**Date:** Sunday, December 23, 2018 6:11:02 PM

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Input regarding the up-zoning and development on 97 acres of agricultural land in Kapaa to accommodate the building of over 750 new residential units called Hokuia place in Kapaa:

We have lived at Plantation Hale in Kapaa for three years, having vacationed here for nearly 30 years until we were able to retire.

We schedule our lives so that we are not on Kuhio Highway southbound from Kapaa after 10:00 a.m. due to the increasingly heavy (often stopped) traffic. The addition of a reported 1000-plus cars from this proposed development is astonishing to us. We are fortunate to be retired, and to so far have the luxury of not needing to get into that traffic, but most residents on our island are not.

Additionally, we have witnessed the results of a neglected infrastructure here on the east side of Kauai too frequently (the most recent extreme case being the erupting manhole cover fronting the Hilton Garden Inn). The infrastructure, including highway/roadway traffic that is overwhelmed, must be improved to support the population that already exists prior to adding any additional development to the Kapaa corridor.

Sincerely,  
Kathryn and Darrel Sanders  
(805) 423-4478

**From:** Karen Backinoff  
**To:** DBED T LUC  
**Subject:** Concerns for Kaua'i Future and Hokua Place  
**Date:** Sunday, December 23, 2018 11:21:04 PM

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Aloha,

I am Completely Against the proposed development of Hokua Place. I live in Kapahi, and the traffic generated from this development would create an impossible situation in already congested east side Kapa'a and Wailua. In addition to regular and middle school traffic at certain times "Hokua" would create a Lot of traffic just on that part of Olehena, particularly on a Wednesday when the farmers market happens in Kapa'a.

TRAFFIC is Terrible as it is, and over tourism as well as these several developments will make gridlock a deeper nightmare than it often is already.

INFRASTRUCTURE. Is in extremely BAD shape. I travel Kawaihau Rd. or Ka'apuna most days and those roads are rife with potholes. BAD shape in some places. I had to replace the shocks on my car last year and I do think it is partly due to poorly maintained county and state roads! Good job repaving by Coco Palms. That is a big improvement and I wish Kapahi's main artery roads could have repaving too.

Not only roads would be impacted by "Hokua", but WATER, SEWAGE, GARBAGE, RECYCLING. The island is already straining with overuse. There are other resorts being planned or developed on the east side. WHAT????????

Have you all seen Southern California in the 1950s before it was developed so much? Absolutely gorgeous. Clear Skys, open spaces. Orange groves. Or Boulder, Colorado, or Santa Cruz or the Bay Area, or even parts of New England. All over beautiful places attract people and they get over developed and consequently they are not as wonderful and spacious as they used to be. I have lived in all these areas and more, and seen this over and over. Have you heard that song Pave Paradise, Put up a Parking Lot? We do not get a plan B if this beautiful island gets more and more and more developed, for profit above quality of life. I vote for preservation of the amazing culture, environment and natural beauty that is Kaua'i. WE must malama the aina and develop common sense and a workable plan going forward.

**THIS IS NOT TRULY AFFORDABLE HOUSING!**

**AGRICULTURE LAND SHOULD BE kept Ag and utilized for FOOD production. What happens here when the boats and planes stop coming? Or a hurricane strikes again. This place could truly be the GARDEN ISLAND.**

To quote Gabriela Taylor, whom I agree with:

**BOTTOM LINE RECOMMENDATION TO THE LAND USE COMMISSION:**

We are recommending Alternative 1 – the No Action Alternative from the 2<sup>nd</sup> Draft Environmental Impact Statement. Under this alternative, no action will be taken and the Project area would remain zoned in Agriculture. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural

District. Kaua'i has reached a tipping point and we must act now to preserve our reefs, beaches, forests, streams and rural lifestyle. Let's kokua Kaua'i before it's too late!  
In peace with great love for Kaua'i, Gabriela Taylor

Mahalo,

Karen Joy

**From:** Jan Pascua  
**To:** DBEDT LUC  
**Subject:** Hokua Place  
**Date:** Sunday, December 23, 2018 6:33:08 AM

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I oppose the Hokua Place development.  
Jan Pascua

**From:** Joan Levy  
**To:** DBEDT LUC  
**Subject:** HOKUA PLACE  
**Date:** Sunday, December 23, 2018 4:57:36 PM

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Dear Land Use Commission:

I live in Kapaa and have been on Kauai 26 years. Just in this relatively short time, I have witnessed development multiply irresponsibly, with little regard to the limitations of existing infrastructure.

We on Kauai are at an important crossroad. Development decisions made now will determine whether Kauai maintains the rural lifestyle the majority of residents desire. And whether or not we will be able to grow sustainably with regard to quality of life, housing affordability, environmental safety, and responsible road, traffic, water and waste management.

I, and many people I know, are very worried about how the current planned development of Hokua Place is in direct conflict with these concerns.

Affordable housing clearly has nothing to do with this development. And if the 30% allotment for affordable housing is anything like what has happened at the development in Southern Kapaa across the street from Kintaro's - where the affordable pricing only lasted ten or so years and then are being returned to market prices - well that is no solution at all.

What is affordable about a single family home costing \$650,000 to 950,000? Is this a joke?

These developments only bring profits to the developers. Much of the construction work is brought in from workers off island. So even the notion of job increase is a myth.

We have already seen the devastating effects of climate change here with the incredible destruction from the heavy rains and flooding last spring. These climate anomalies are going to continue to increase until they are no longer anomalies at all, and just a fact of life. We need food security. Conservation of Agriculture lands is imperative.

We do not need wealthy people buying yet more property to either vacation rent out or just leave empty waiting for the owners to come to Kauai for a vacation in one of their multiple location homes.

Yes we need more housing. But new housing **MUST BE SUSTAINABLE**. And must address local resident needs, not developer profits, or wealthy people who buy property and then do not even live here full time.

Please choose Alternative 1 - the NO Action Alternative from the 2nd draft environmental impact statement. Kauai residents do not need Hokua Place. Please do not let it be built. We are at a tipping point.

Kauai is at the mercy of your decision now. Too late is too late and there is no turning back. Please help us keep Kauai Kauai!

In appreciation for your care for Kauai and her residents, I thank you!

Joan Levy, Kapaa resident

**From:** [Janet Esaki](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Smart Growth  
**Date:** Sunday, December 23, 2018 7:35:47 PM

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Aloha,

I am casting my “vote” **against** development of lands behind Kapa’u Middle School. More development on the East side does not constitute smart growth. We can barely sustain the traffic, as is, let alone stand to wait on more infrastructure development.

Mahalo,  
Janet Esaki

Sent from my iPhone

**From:** [Janet Carafa](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Stop Hokua Place  
**Date:** Sunday, December 23, 2018 5:36:53 PM

---

Dear Land Use Commission ,

The impact will cause so many problems:

1. **Stuck In Traffic: Buried in the 2<sup>nd</sup> Draft Environmental Impact Statement and By Their Own Admission, Hokua Place Will Generate a Total of Approximately 1,900 Vehicle Trips Per Hour During Morning and Afternoon Rush Hours Combined. Traffic now is bumper to bumper 7am -9pm.**
2. **Our Aging and Insufficient Infrastructure: The 769 Additional Units Hokua Place is Adding to the Market Will Only Create Further Impacts on Our Failing Infrastructure: water supply, road surfaces, sewage, school capacity**
3. **How Can Hokua Place Be Touted As Meeting Our Affordable Housing Needs: Only 30% of units are required to be affordable the others are " subject to market conditions", which means the developer can increase current prices.**
4. **Single Family Homes from \$650,000 –\$950,00 Where is the Affordability?**
5. **Food Security in a Time of Uncertainty: Conservation of Agriculture Lands Should Be a Priority, Not Urban Sprawl.**
6. **Hokua Place and the Myth of a Sustainable Development: Give Us a Model of Sustainability With Some Substance.**

**BOTTOM LINE RECOMMENDATION TO THE LAND USE COMMISSION:**

We are recommending Alternative 1 – the No Action Alternative from the 2<sup>nd</sup> Draft Environmental Impact Statement. Under this alternative, no action will be taken and the Project area would remain zoned in Agriculture. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. Kaua'i has reached a tipping point and we must act now to preserve our reefs, beaches, forests, streams and rural lifestyle. Let's kokua Kaua'i before it's too late!  
In peace with great love for Kaua'i, Gabriela Taylor

Janet Carafa  
4183 Waipua St  
Kilauea HI 96754



**From:** [Gloria Bandsma](#)  
**To:** [DBEDT LUC](#)  
**Cc:** [Gloria Bandsma](#)  
**Subject:** Hokuia Place House"s  
**Date:** Sunday, December 23, 2018 1:03:50 PM

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Aloha Members of the State Land Use Commission

First I would like to thank Ann Walton for her article in Sunday's paper.

I had thought this problem had been resolved a long time ago.

I am assuming that none of you have been to Kauai and tried to drive from Kapaa to Lihue. It is gridlock and so are all of the surrounding streets. It now takes 1/2 hour to go as far as what use to take 5 or 6 minutes. Our island is over run with cars and traffic. Our schools and infrastructure can not handle any more people or traffic.

This housing will not be anything that local people can afford.

Our island is upside down now because of the flooding last April and then again in August. Please don't add any more turmoil to us than what we have now.

Mahalo,

Gloria Bandsma

**From:** [Erik Horsley](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokuia Place Development  
**Date:** Sunday, December 23, 2018 8:14:40 PM

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Hello,

I would like to express my opposition to the proposed development that would convert agricultural land to residential land that would create a windfall profit to the developers, but leave the community to deal with the fallout and without creating affordable housing. That area is already grossly congested with traffic. There are plenty of areas zoned residential for good reasons where development should occur.

Erik Horsley  
Kapaa homeowner

**From:** [Robin Shannon](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Hokua Place  
**Date:** Sunday, December 23, 2018 8:19:26 PM

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Dear Land Use Commission,

We are very concerned about the strain that the Hokua Place development will place on the infrastructure of Kauai. From wastewater to traffic, Hokua Place is a very bad idea. If they are going to build this development, then it needs it's own wastewater treatment plant instead of hooking up to the outdated Wailua plant. In addition, have any of you ever driven from Wailua to the area where the development will be? We have, and it's a nightmare. Living in the Homesteads, it's gotten to the point where we have to plan our errands as follows: first Foodland, then Safeway, then the Post Office, then Hoku Foods. Then home by the back roads (Olohena Road, Kamalu Road, then Kuamo'o Road) which takes longer but not as long as sitting in gridlock all the way back to Kaumo'o Road on the highway. This happens all day long every day. It is ridiculous to plan errands going only one way thru Kapa'a, but it has to be done due to the traffic situation. Adding 1900 cars to the road from this development is insane. And, because of where the development is located, the back roads home will no longer be an option as they will also be filled with cars from Hokua Place.

Please reconsider and do not approve this development.

Sincerely,

Doug and Robin Shannon  
Kapa'a

**From:** Dg  
**To:** DBEDT.LUC  
**Subject:** I am against the Hokua development on Kauai  
**Date:** Sunday, December 23, 2018 1:07:34 PM

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Please, No more developments until the roads and infrastructure are brought up to where they can handle it. Traffic has been bad for years and gotten much worse in last two years. Fix the roads!!!

Doug Ross  
Wailua Homesteads  
Kauai Resident years

**From:** [Danny Hashimoto](#)  
**To:** [DREDT.LUC](#)  
**Subject:** Vote against approving Hokua Place  
**Date:** Sunday, December 23, 2018 9:57:18 PM

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Aloha Land Use Commission,

Please vote against upcoming the Hokua Place Subdiv., that is, leave it in Agricultural Zoning for the following reasons.

Traffic is already bad/congested oftentimes throughout the week in the immediate area of the project as well throughout the Kapa'a corridor. And per the second Draft Environmental Impact Statement, Hokua Place will generate a total of approximately 1,900 Vehicle Trips Per Hour during morning and afternoon rush hours combined. Traffic is already bumper to bumper during those peak hours for TOO LONG A PERIOD OF TIME..that is, too many people are stuck in traffic far TOO LONG! This is just one of the problems that need to be solved or at least greatly mitigated before any zoning for Hokua Place can be granted.

Insufficient Infrastructure and its ongoing aging process...that is, serious upgrades need to be made for road surfaces, sewage, etc.

Most of the single family homes built here would not be "affordable." A new and better plan, including a higher percentage of units need to be show to be affordable and that those prices will not escalate.

Essentially, Hokua Place should not be considered a priority under any means as it cannot be created and categorized as a true "sustainable" development. Better technology needs to be employed and brought to light for any developer to move ahead with a project like this. Our LONG TERM future as a viable and attractive island for visitors and new residents needs to be retained and in fact, improved. Approving Hokua Place and seeing it developed as such would diminish the quality of life for we residents as well as diminish the attractiveness for visitors because existing issues would be exacerbated. Enough studies have been done to prove this.

Please vote for Alternative #1 - the No Action Alternative from the 2nd Draft Environmental Impact Statement...and keep the proposed project land area in Agricultural Zoning.

Mahalo and aloha,

Danny Hashimoto  
Kapa'a, Hawai'i

**From:** seafire  
**To:** DBEDT.LUC  
**Subject:** Respectfully vote NO on Kokua Place  
**Date:** Sunday, December 23, 2018 5:59:11 PM

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Dear Land Use Commission:

With respect, please vote NO on Kokua Place as it sits in its current state.

Traffic in Kapa'a has reached its saturation point & gridlock is constant. You would be doing a great dis-service to your residents & to your tourists if you allow this to go through prior to addressing the gridlock that Kapa'a is currently experiencing. It's beyond the "Kapa'a Crawl" & developers do not care. They just want to develop what & where they can & then move somewhere else to do the same thing. Morals are out the window. It is up to the residents of Kaua'i to care & you as our representatives SHOULD.

Please vote NO on Kokua Place until such time that traffic has been properly addressed.

Secondarily, "affordable housing" should remain "affordable" in-perpetuity. "Affordable" for 30% of current residents such as young adults working at Starbucks, Foodland, the resorts' working staff, Petco, ANY Kaua'i resident making less than \$40,000 (or is it more like \$20,000?) per year SHOULD IDEALLY be able to afford one of these 30% of houses in Kokua Place that are deemed "Affordable".

So here's the math:

A person earning \$15 per hour for 8 hours per day makes: \$120/day

\$120/day times 5 days/week: \$600/week

\$600/week times 52 weeks per year: \$31,200

No vacations included & taxes would still be taken out of this total.

How can someone earning this much afford to purchase a home between \$650,000 & \$950,000?? Simply stated, they can't.

30% is pathetic, by the way. This figure should be more like 75%. How many of YOUR kids can afford to purchase an "Affordable House" in this future neighborhood? How many of YOUR kids will NOT be able to purchase one because they're not part of the elite 30%?? How many of YOUR kids earn more than \$31,200 per year while living in Kaua'i? Hmmmm....

These developers do NOT have the best interests of the community in mind & with the abominable Traffic Situation being ignored & "Affordable" being tossed around like the term "green", developers continue to rape & pillage in the name of Progress. Is this Progress to YOU? If so, I have a bridge to sell you....

Shame on you if you allow Kokua Place to go through while ignoring the plight of those who actually LIVE here in Kaua'i.

Sincerely, Respectfully & with Aloha,

Debra Dixon

Kapa'a

**From:** Casey Holt  
**To:** DBEDT.LUC  
**Subject:** Opposing Hokua Place  
**Date:** Sunday, December 23, 2018 4:36:14 PM

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I want to register my opposition to the proposed Hokua Place Subdivision and up-zoning of the 97 acres. The plan creates problems for the community that it has no plans to address, such as:

- Will add to already congested traffic problems
- The aging and insufficient infrastructure will not support this development
- The housing cost proposed (\$650K) is not affordable to most island residents and will only bring more mainland and foreign investors and not a good tradeoff for agriculture lands we would lose.

Please do not let this plan go forward.  
Thank you for your consideration.  
Casey Holt  
Permanent resident of Kilauea, HI 96754

Sent from my iPad



**From:** [steve](#)  
**To:** [DBEDT.LUC](#)  
**Cc:** [steve.hardy](#)  
**Subject:** 750 homes in kapaa.NOT SMART GROWTH  
**Date:** Sunday, December 23, 2018 2:37:54 PM

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As a resident of Kapaa living near the traffic circle that leads to Kapaa Middle School I feel that 750 more homes in this vicinity is totally ridiculous!  
The traffic snarls here are already legendary and driving away tourists.  
The appeal of Garden Island is the difference in rural vs urban!  
Not only bad for business but an added nightmare to an already deeply flawed traffic system  
As the article in Garden Island news points out that if housing really is needed it MUST be AFFORDABLE, AND IN LIHUE  
Please prove to me that Kauai is still a place of refuge from MONEY BUYS ANYTHING!!!!

Sincerley  
Carlos Hardy  
4932 Aliali Rd  
Kap aa



Virus-free. [www.avg.com](http://www.avg.com)

**From:** [andrew.melamed](mailto:andrew.melamed)  
**To:** [DBEDT.LUC](mailto:DBEDT.LUC)  
**Subject:** hokua place  
**Date:** Sunday, December 23, 2018 9:28:46 AM

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i am a resident of wailua homesteads. I have lived on kauai for 48 years, and kapaa town has always been the most challenging and difficult area for traffic control and congestion.

the bypass road as well as temporary coning during certain times of the day proved effective for a few short years. However any single mishap or uptick in visitor counts or special events in the area can create hours of congestion that will stretch from kealia beach to Wailua river. Unless the infrastructure changes i cannot imagine another 700 homes and possibly 3000 additional residents and 1200 vehicles concentrated directly above all the congestion that continuously exists.. In times of emergency and or evacuation along the tsunami zone would be devastating. the development and resultant gridlock will have a further negative impact on our visitor experience. Kapaa remains a thoroughfare for travel to the North Shore, and to the Airport situated in the highest concentration of bedroom communiites on the island.

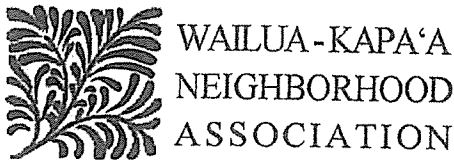
#### FOR YOU INFORMATION

i was the hvb kauai chapter marketing director from 10 years from 1982-1992. i was also the manager of kauai's radio stations from 1975-2015. and in the most recent passed I have raised over 1million dollars for our Ocean Safety Bureau thru the Kauai Lifeguard Association. 2012-2018

i believe in quality growth and quality experiences for both residents and visitors and adding such a development (or any at all in that area) without thoroughly addressing the traffic issues before hand would be most detrimental to our island ...

mahalo for your time and consideration.

andy melamed  
808 482 0218  
5728 Noni Street  
kapaa hawaii 96746.



December 24, 2018

[via email: daniel.e.ordenker@hawaii.gov]

Daniel E. Ordenker, Executive Director  
State Land Use Commission  
235 South Beretania St., Room 406  
Honolulu, HI 96813

RE: 2nd Draft Environmental Impact Statement for Kapa'a Highlands Phase II (HoKua Place) to Amend the Land Use District Boundary from Agriculture District to Urban District for 97-acres, TMK (4)4-3-03:001

Aloha Mr. Ordenker:

The Wailua-Kapa'a Neighborhood Association (W-KNA) does not support this Land Use Boundary Amendment. There are many unresolved issues in the DEIS along with indications that the project would have significant impacts (in spite of the need for affordable housing and the value of siting urban expansion adjacent to the Kapaa town core).

General Plan "Neighborhood General" Designation.

- 1) DEIS Vol I, page 3 mistakenly lists the General Plan designation as "**Urban Center**". The correct designation in the 2018 General Plan is "**Neighborhood General**" as described in Chapter 2.2 LAND USE DESIGNATIONS:

"The **Neighborhood General Designation** applies to the watershed surrounding Neighborhood Centers. This designation is intended for medium intensity mixed-use environments that support the town core with housing, services, parks, civic/institutional, home occupation, and commercial uses. (General Plan, page 56)

"Previously, the **Urban Center** designation was applied to "centers of government, commerce and transportation that serve the entire County or a large region... The policy addressing Wailua-Kapa'a Traffic and managing growth north of the Wailua Bridge influenced the decision to remove the swath of Urban Center from the area adjacent to Kapa'a Middle School." (General Plan, page 57)

- 2) The DEIS fails to identify the number of stories for the proposed multi-family units. Building height is limited to 1-2 stories for the "Neighborhood General Designation" and it is unclear whether the project conforms with this definition:

"Buildings in this designation are mostly detached, with some attached, **1-2 stories in height** that can accommodate a range of multi-family housing types." (General Plan, page 56)

- 3) The DEIS Conceptual Plan map (March 2015) cites 683 Multi-family units (with R14 County zoning) in the legend. However, Figure 2-Proposed Site Plan in the DEIS, a color illustration

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*"We treasure our rural community"*

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layered onto an aerial map with red and yellow blocks representing units, provides a conflicting information.

- 4) Regarding the proposed 86-single family units, what is the proposed county residential zoning? Is it R6/R8 zoning? This information was difficult to find.
- 5) In addition to Alternative 3 (300 single family units) which is not a helpful scenario if targeting affordable housing, the DEIS should provide reduced density alternatives with combined multi- and single-family units, such as 300 to 400 units, and 400 to 500 units. The proposed 769 housing units on 97-acres is high density for a rural island and other alternatives/scenarios should be presented.
- 6) The conceptual plan fails to include the number of units in the multi-family buildings, the number of stories, and the quantity of multi-family buildings.
- 7) During the County General Plan Update, the designation for this controversial Hokua Place project went back and forth multiple times. In the Department Draft January 2017 version describing Kapaa Town it states:

#### **4-40 | Urban Areas**

The area around Kapa'a Middle School proposed for the **Hokua Place** Development has been changed from General Plan Urban Center Designation to Agriculture.

#### **4-39 | Future Land Use | Kaua'i County General Plan**

Kapa'a Town's future growth pattern depends largely upon the intensity of implementation related to a key community policy related to traffic north of the Wailua bridge. The 2000 General Plan does earmark large residential growth at the **Hokua Place** property near Kapa'a Middle School. The area is designated as Urban Center. However, community opinion remains divided, with strong concerns about the perceived impacts of the proposed development on traffic. Supporters cite the great need for housing and the consistency of the **Hokua Place** proposal with smart growth principles. Others feel that the proposed traffic mitigation measures won't be enough to counteract negative impacts, that sewer infrastructure is constrained, and that because of the East Kaua'i congestion, affordable housing development should be concentrated in Lihu'e.

In the public consultation process, two map alternatives were developed for Kapa'a Town's future that reflected this dual input. In the first alternative, Kapa'a transforms from a Small Town to a Large Town place type. The existing Town Center boundary is extended mauka along Olohena road with the idea that the Main Street environment at Olohena and Kūhiō could extend mauka to the roundabout and the northeast corner of the **Hokua property**. **Hokua Place** would organize medium-intensity residential neighborhoods on the Makai side of the property and lower-intensity neighborhoods to the west. In this alternative, residential growth would be absorbed on the Hokua site as well as on opportunity sites in and around central Kapa'a. In particular, sites around the Baptiste sports complex may need infrastructure investment (such as flood control) to make medium-intensity development feasible.

In the second alternative, Kapa'a would maintain as a Small Town place type, concentrating growth in and around 3 nodes of existing development along the Kūhiō Highway rather than at **Hokua Place**. In this alternative residential growth would be absorbed on opportunity sites in and around central Kapa'a. This alternative would require more intense development patterns in order to accommodate a similar amount of growth as the first alternative.

**Given the community sentiment after these map alternatives were presented publically, the land use maps have been adjusted to reflect the second alternative, in which the Hokua Place site is assigned an Agriculture land use designation rather than Urban Center. The community comments received on the General Plan Discussion Draft support this direction.**

However, the Final General Plan revision replaced just the last paragraph quoted above, with the following:

The Future Land Use Map moves forward the 2000 General Plan’s higher-intensity designation for the area, but also updates and refines the designation based on the first alternative map scenario and new population projections. The previous Urban Center designation is changed to Neighborhood General, which will require a mix of residential building types and a walkable, compact form where connectivity to the school and Kapa‘a Town is emphasized. The size of the future Urban District boundary amendment should consider watershed boundaries and accommodate future housing projections.

- 8) Please keep in mind that East Kaua‘i is one four planning districts that does not have recently-adopted community plans. Community testimony strongly recommended that the General Plan explicitly state that no land use designations related to “neighborhood center/neighborhood general/neighborhood edge,” and none of the proposed actions should be considered to be anything more than un-vetted preliminary proposals, unless and until they have been endorsed by the community associations in the affected planning districts.

“Henceforth when Community Plans are developed and adopted, each Community Plan shall establish an Urban Edge Boundary to delineate the extent of future town expansion. In the process of identifying a boundary, the Planning Department shall conduct a buildout analysis of the existing urban footprint and use the principles of smart growth to ensure that there is enough room within the boundary for growth desired by the community in a pattern that will make efficient use of scarce resources.” (General Plan, page 61)

- 9) Regarding General Plan guidelines for new communities and/or infill, this project does not align with the description that follows:

“Missing middle” housing is characterized by small-scale, multi-unit housing types such as duplexes, fourplexes, bungalow courts, and mansion apartments, and can be integrated into communities with single-family homes.” (General Plan, page 119).

- 10) Housing should be the product of carefully laid plans to direct smart growth for the families today and for their children. The preferred planning model is to put homes where jobs are located. The General Plan, Section 2.1 Future Land Use, Objective #7 states: "To encourage the development of Lihu‘e as Kaua‘i’s primary urban center." (General Plan, page 51) And, “Lihu‘e is widely seen as the appropriate urban center for the island.” (General Plan, page 53)

### **Affordable Housing Needs.**

- 1) The proposed project claims it will provide much needed affordable housing in the East Kaua‘i region. However, of the proposed 683-multi-family units and 86-single family lots and homes offered at “**market and affordable prices**” the DEIS fails to provide the number of “affordable” units. What is that number?

- 2) In the DEIS Vol. I, page 13, the actual number of "affordable homes" is deceptively omitted. All that is stated is that: "Affordable multi-family units would be sold in compliance with the Kaua'i County Housing Code."
- 3) The affordable housing element of the Project will conform to Kaua'i County Ordinance No. 860, Kaua'i's new housing policy. This ordinance requires developers to sell or rent up to thirty percent (30%) of the total residential units for affordable housing. However, the Kaua'i housing policy provides incentives to developers who provide the required affordable units on-site. HoKua Place will be providing all of its affordable units on site. Does this mean fewer affordable units?
- 4) Since the project "seeks to fill the housing needs of Kapa'a" and the DEIS claims that housing will "conform to Kaua'i County Ordinance No. 860" the DEIS should include the calculations to substantiate this.
- 5) Again, the DEIS, Vol I, page 14 reiterates that: "Affordable multi-family units on site (The number & pricing will be in compliance with Kaua'i Housing Code)." but no data is given.
- 6) There are undocumented claims in the DEIS that the County requested this extremely high density of 700-800 units. Please provide documentation from the County Planning Dept. and/or the County Housing Agencies to substantiate the claim.
- 7) It appears that the "Product Sales Price Projection" was not updated in the DEIS Vol. I, page 12.
- 8) The evidence is lacking that this project is a solution to Kaua'i's low income housing deficit. The island needs affordable housing for moderate and low income people who are current residents, rather than attracting off-island buyers and increasing the island's population density.

#### **Inadequate Roadway Infrastructure & Unresolved Traffic Congestion.**

- 1) The timing of the Hokua Place is not in sync with projected short-term roadway improvements. The 2018 General Plan states in the section called **Guidance for Community Planning for East Kaua'i** that:  

"The build-out phasing of new communities should be coordinated with the implementation of priority projects in the **Kapa'a Transportation Solutions Plan.**" (General Plan, page 85)
- 2) Having served on the State Department of Transportation's Citizen Advisory Committee for the *Kapa'a Transportation Solutions* report (August 2015) it is clear that the solutions will not be implemented any time soon. Therefore, the additional vehicles from this high density project will increase the existing congestion.
- 3) Development and population growth has been outpacing transportation infrastructure improvements since 2005. Hokua Place will intensify this problem. Allowing such a burden to continue would be a grievous error. (See Hawaii Business Magazine Cover Story: "**Kauai in Crisis-Mayor Bryan Baptiste deals with a garden of gridlock**" by Jacy L. Youn, September, 2005. <http://www.hawaiibusiness.com/kauai-in-crisis/>)

- 4) The 1997 *Kaua'i Long-Range Land Transportation Implementation Plan* has not met its 2000 and 2006 deadlines for Kapa'a roadway widening in areas affected by the proposed boundary change. And, recommendations in the 2035 *Transportation Plan for the Kaua'i District* (July 2014) have not been implemented.
- 5) Traffic congestion in Kapa'a is near gridlock during daytime hours and to travel a short 3-mile stretch along Kuhio Highway between Kuamo'o Rd and Lehua Street can take 25-minutes or more. Adding a high density development in Kapa'a when existing roadway capacity is inadequate, will intensify the detrimental impacts to our quality of life.
- 6) It is not sufficiently proven in the DEIS that the burden of additional density will be alleviated by the addition of Road A.
- 7) The DEIS claims that the project is "substantially within a 10-minute walk to Kapa'a Town". However, this is misleading considering the lack of information about how Hokua Place pedestrians or cyclists will reach Kapa'a Town when there are two daunting obstacles to cross -- the Kapa'a Bypass Road and the Kapa'a Roundabout, and there is no overpass. Please explain.
- 8) This high density project within a congested high traffic corridor will have adverse impacts on the availability of first-responders such as firemen, police and paramedics to reach their destinations. Ambulance transport of critically ill patients can also be impacted by gridlock conditions.

**TIAR Update.**

- 1) The "Peak Hour Traffic Volumes" analyzed in the TIAR encompassed only brief one-hour span during the "commute" hours of the day (7-8am and 4:15-5:15 pm). Yet, the data shows for example, that 3:45 p.m. is just as busy at 5:15 p.m. The TIAR conclusions are not representative of the dreadful congestion that occurs regularly during mid-day.
- 2) Why doesn't proposed Road A join the 4-way intersection of Olohena, Ka'apuni, and Keahulua Roads instead of intersecting just Olohena Road?

"Based upon the TIAR Update, the intersection of Olohena Road and Road A is not expected to warrant all-way stop controls or traffic signals. Therefore, a roundabout intersection was not considered. However, a reassessment of the traffic operations at the Road A intersection at Olohena Road may be considered after the project is fully built out and occupied. A roundabout intersection was considered at the intersection of Olohena Road, Ka'apuni Road, and Keahulua Road."
- 3) Please include more discussion/documentation to substantiate the following statement in the TIAR: "Preliminary assessment of the horizontal and vertical alignments of the intersecting roadways, it was determined that a roundabout intersection would not be feasible." Did the assessment include Road A joining that intersection?
- 4) The junction of Olohena, Ka'apuni and Keahulua Roads consists of roadbed curves and changes in grade that obscure the line of sight for drivers. As vehicle, bike and pedestrian traffic increase, it has become more unsafe.
- 5) There will also be traffic impacts at: a) the Kuhio Highway and Kukui Street intersection -- it is already difficult to turn left on to the Highway; and b) the Lehua Street merge heading north.

- 6) A retail center is described in the DEIS as a neighborhood-oriented commercial center. However, we raise the same question as the DOT: is it reasonable or not to assume that a significant portion of the retail trips will be generated from within the proposed project, which can be defined as "internal capture" or "diverted trips".
- 7) The LOS (Level of Service) ranking is still dire even with proposed Road A (LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion)

#### **Wastewater/Sewage.**

- 1) How will sewage be managed? How will any sewage line link up with the existing system?
- 2) Due to the coastal location of the Lydgate Sewage Treatment facility, the county is discussing options for relocation. Although Hokua Place will make "contributions to repairs of Kapa'a Sewer Treatment Plant" it is an ill-timed project.
- 3) If septic tanks are proposed, what will be the impact on water quality?
- 4) In DEIS Vol II-A, Exhibit G: Preliminary Engineering Report Wastewater Improvements Kapa'a Highlands Phase II by Honua Engineering (July 11, 2011 Project No: 1892) page 113 notes this report was based on significantly outdated materials: "The Sewer Design Standards, 1973 by the County of Kaua'i, Department of Public Works, together with the Wailua Facility Plan, September 2008 by Fukunaga and Associates were the primary references for this report." Please describe in what ways the project will integrate current/updated best practices.

#### **Water Resources & Water Infrastructure Improvements.**

- 1) Was the project's Water Master Plan approved by County Water Department and is it included in the DEIS?
- 2) DEIS Vol II-A Exhibit D - Department of Water - Manager's Report is dated 201. Please explain how this outdated information is still relevant.
- 3) Please provide more information about whether the proposed well on site will be dedicated to County Water Department or remain private.
- 4) The DEIS Vol I, page 80 states: "HoKua Place is committed to keeping the flow of the stream consistent..." What is the name of this stream? What are the base streamflow measurements?
- 5) Because the proposed water well is located downslope from the cul-de-sac of multi-family units, and is approx. 175 feet from the stream, and the stream is within the adjacent Hokua Farm Lots, the DEIS should provide more analysis on storm water runoff and drainage flows from this hillside than the cursory information in the Preliminary Engineering Report on drainage.
- 6) The DEIS states that "the adjoining HoKua Farm Lots that are to remain an Agricultural District will share some of the Project infrastructure." Therefore, please address the following issues as they relate to project infrastructure:



- Disruption of natural water balance
- Decreased water quality
- Increased flood peaks
- Increased stormwater runoff and soil erosion
- Increased bankfull stream flows
- Lower dry weather stream flows
- Stream widening and erosion
- Decline in habitat value of streams
- Increased pollutants in the stream

### **Cumulative Impacts.**

Cumulative impacts are two or more individual effect's which, when considered together, compound or increase the overall impact.

- 1) The DEIS Vol I, page 3 summary states: “The direct, indirect, secondary and cumulative impacts associated with the project would be localized or short term, occurring during the construction phase.” We strongly disagree.
- 2) The combined impact of traffic along Kuhio Highway within the Wailua-Waipouli-Kapa‘a corridor will be significant in the near future when other large developments (already with entitlements) build out, such as Coconut Beach Resort, Coconut Plantation Resort and Coco Palms Resort.
- 3) Increased housing density should be in areas of employment, rather than populating the existing Kapa‘a commuter suburb which is already experiencing challenges from over-capacity roadways.

### **Historic and Cultural Resources.**

- 1) DEIS Vol II-B Exhibit L - *An Archaeological Assessment with Subsurface Testing for the Proposed Kapa'a Highlands Phase II Project (Revised September 2013)* offers little in the way of new information purportedly because “ the project area was assessed as having been extensively subjected to sugar cane plantation agriculture.” Since there were few data investigations previously, please explain why only 3 exploratory trenches were dug within the 97 acres.
- 2) DEIS Vol I, page 52 notes: “It is not known if an archeological inventory study was done for the [Kapa‘a Middle School] site.” Therefore, this lack of information should have triggered a more intensive survey for the project.
- 3) DEIS Vol I, page 52 also notes that in 2004 the State Dept. of Transportation “Kūhiō Highway Improvements, Extension of Temporary By-Pass Road,” project assessed properties adjacent to Hokua Place and that SHPD did not issue a determination regarding the proposed project and no state of “no effect” was presented. However, the DEIS omitted the fact that there was a Federal Section 106 Native Hawaiian consultation process for this DOT project which did result with an outcome of significant impacts and required mitigation measures in 2012.

### **Visual/Aesthetic and Park Resources.**

- 1) The development will be significantly visible from all adjacent roadways. The high density project will impact view planes and have significant impact on the overall visual appearance of this rural agricultural area.
- 2) The breathtaking views of Lihu'e and the coastline from Olohena Road are mostly obscured by vegetation now, but vehicle pull-outs should be created to enhance opportunities for overlooks. Scenic vistas are valuable assets for communities.
- 3) The DEIS Conceptual Plan map (March 2015) shows "Greenbelts" whereas in Figure 2-Proposed Site Plan in the DEIS the same area is denoted as "Park". These designations seem deceptive because this area is mostly rough, sloped, and eroding terrain. Furthermore, some portions of the DEIS identify this acreage as drainage basins. Please provide descriptions for the areas denoted "park", "greenbelt" and "drainage basins" to accurately characterize each of these environmental features.
- 4) Based on the General Plan definition of "Neighborhood General" this mixed use environment should offer a larger proportion of acreage for parks (both passive and active) than what the DEIS proposes:

"... a 3.1-acre park adjacent to the existing Kapa'a Middle School with an area for the county's proposed relocation of the Kapa'a county swimming pool; and 1.4-acres for commercial use."
- 5) DEIS Vol I, page 3 states: "The project includes open space encompassing 14.3-acres." However, what percent or how many acres are unbuildable land or predominantly sloped topography?
- 6) DEIS Vol I, page 14 states: "Approximately 14.3-acres are proposed for open greenway areas," but a thorough description is missing. Only by cross-referencing the site plan (Vol IIA, pages 15 and 23) and the USDA maps, it becomes apparent that the "Greenbelt" comprises the "eroded" areas identified with 20 to 30 percent slopes.
- 7) The proposed location of a walking/bike path along the makai side of the property is also problematic. Will it be located alongside the Kapa'a Bypass Road or at a higher elevation adjacent to the Bypass Road? More information is needed about the proposed path location due to the significant sloped topography along the property borders.

#### **Commercial Center.**

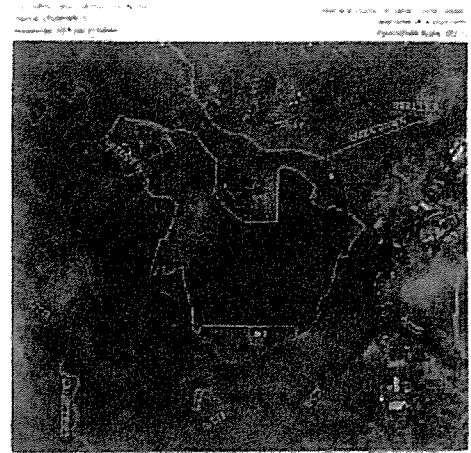
- 1) DEIS Vol I, page 13: A 1.4-acre parcel is proposed for commercial use. A country type store and small personal service types of use are anticipated. A remnant parcel of 1-acre on the Makai side of the Kapa'a By-Pass road is also proposed as commercial use or for sub-stations for the police and fire departments. Please provide more information about the 1-acre remnant parcel since it was not identified on the Site Plan map. Is it owned by HG Kauai Joint Venture, LLC?

#### **Errors, Omissions & Discrepancies.**

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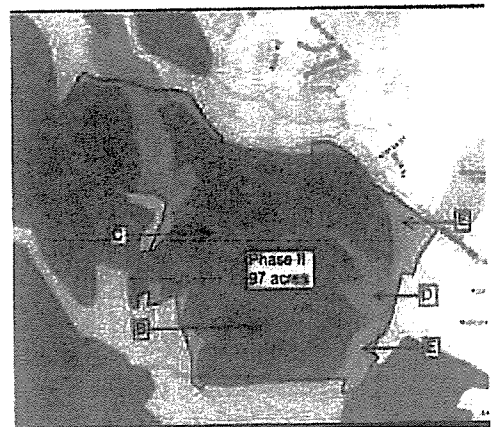
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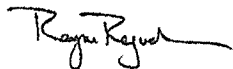
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In its evolution first as Kapa'a Highlands in 2011 and now as Hokua Place, ample evidence suggests that this project is in the wrong place and at the wrong time. The suitability of urban development in this location at this time will have serious impacts. The DEIS analysis minimizes the impacts, avoids the controversial elements, and appears to omit relevant information.

Finally, we would like to express our displeasure with the applicant choosing to publish in the November 8, 2018 issue of OEQC's Environmental Notice, consequently making the deadline for public testimony on December 24th interfere with both Thanksgiving and Christmas holidays.

Thank you for the opportunity to comment. We look forward to a detailed written response from the applicant in accordance with Title 11, Chapter 200 of the Hawai'i Administrative Rules which governs the preparation of documents prepared under Chapter 343, HRS.

Sincerely,



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

cc: Applicant HG Kaua'i Joint Venture LLC (jake@hgoffice.com)  
Consultant Agor Jehn Architects LLC (ron@agorjehnarch.com)



December 24, 2018

[By Email: daniel.e.ordenker@hawaii.gov]

Daniel E. Ordenker, Executive Director  
State Land Use Commission  
235 South Beretania St., Room 406  
Honolulu, HI 96813

RE: 2nd Draft Environmental Impact Statement for Kapa'a Highlands Phase II (HoKua Place) to Amend the Land Use District Boundary from Agriculture District to Urban District for 97-acres, TMK (4)4-3-03:001

Aloha Mr. Ordenker:

The Sierra Club Kaua'i Group of the Hawai'i Chapter opposes this Land Use Boundary Amendment. There are many unresolved issues in the DEIS and the project will have significant impacts (in spite of the need for affordable housing and the value of siting urban expansion adjacent to the Kapaa town core).

General Plan "Neighborhood General" Designation.

- 1) DEIS Vol I, page 3 mistakenly lists the General Plan designation as "Urban Center". The correct designation in the 2018 General Plan is "Neighborhood General" as described in Chapter 2.2 LAND USE DESIGNATIONS:

"The **Neighborhood General Designation** applies to the watershed surrounding Neighborhood Centers. This designation is intended for medium intensity mixed-use environments that support the town core with housing, services, parks, civic/institutional, home occupation, and commercial uses. (General Plan, page 56)

"Previously, the Urban Center designation was applied to "centers of government, commerce and transportation that serve the entire County or a large region... The policy addressing Wailua-Kapa'a Traffic and managing growth north of the Wailua Bridge influenced the decision to remove the swath of Urban Center from the area adjacent to Kapa'a Middle School." (General Plan, page 57)

- 2) The DEIS fails to identify the number of stories for the proposed multi-family units. Building height is limited to 1-2 stories for the "Neighborhood General Designation" and it is unclear whether the project conforms with this definition:

Sierra Club of Hawai'i, Kaua'i Group | PO Box 3412, Lihue, Hawai'i 96766 | hi.sierraclub.org

*Emailed correspondence reduces paper waste. If you do print this letter, please recycle. Mahalo.*

“Buildings in this designation are mostly detached, with some attached, 1-2 stories in height that can accommodate a range of multi-family housing types.” (General Plan, page 56)

- 3) The DEIS Conceptual Plan map (March 2015) cites 683 Multi-family units (with R14 County zoning) in the legend. However, Figure 2-Proposed Site Plan in the DEIS, a color illustration layered onto an aerial map with red and yellow blocks representing units, provides a conflicting information.
- 4) Regarding the proposed 86-single family units, what is the proposed county residential zoning? Is it R6/R8 zoning? This information was difficult to find.
- 5) In addition to Alternative 3 (300 single family units) which is not a helpful scenario if targeting affordable housing, the DEIS should provide reduced density alternatives with combined multi- and single-family units, such as 300 to 400 units, and 400 to 500 units. The proposed 769 housing units on 97-acres is high density for a rural island and other alternatives/scenarios should be presented.
- 6) The conceptual plan fails to include the number of units in the multi-family buildings, the number of stories, and the quantity of multi-family buildings.
- 7) During the County General Plan Update, the designation for this controversial Hokua Place project went back and forth multiple times. In the Department Draft January 2017 version describing Kapaa Town it states:

4-40 | Urban Areas

The area around Kapa'a Middle School proposed for the Hokua Place Development has been changed from General Plan Urban Center Designation to Agriculture.

4-39 | Future Land Use | Kaua'i County General Plan

Kapa'a Town's future growth pattern depends largely upon the intensity of implementation related to a key community policy related to traffic north of the Wailua bridge. The 2000 General Plan does earmark large residential growth at the Hokua Place property near Kapa'a Middle School. The area is designated as Urban Center. However, community opinion remains divided, with strong concerns about the perceived impacts of the proposed development on traffic. Supporters cite the great need for housing and the consistency of the Hokua Place proposal with smart growth principles. Others feel that the proposed traffic mitigation measures won't be enough to counteract negative impacts, that sewer infrastructure is constrained, and that because of the East Kaua'i congestion, affordable housing development should be concentrated in Lihu'e.

In the public consultation process, two map alternatives were developed for Kapa'a Town's future that reflected this dual input. In the first alternative, Kapa'a transforms from a Small Town to a Large Town place type. The existing Town Center boundary is extended mauka along Olohena road with the idea that the Main Street environment at Olohena and Kūhiō could extend mauka to the roundabout and the northeast corner of the Hokua property. Hokua Place would organize medium-intensity residential neighborhoods on the Makai side of the property and lower-intensity neighborhoods to the west. In this alternative, residential growth would be absorbed on the Hokua site as well as on opportunity sites in and around central Kapa'a. In particular, sites around the Baptiste sports complex may need infrastructure investment (such as flood control) to make medium-intensity development feasible.

In the second alternative, Kapa'a would maintain as a Small Town place type, concentrating growth in and around 3 nodes of existing development along the Kūhiō Highway rather than at Hokua Place. In this alternative residential growth would be absorbed on opportunity sites in and around central Kapa'a. This alternative would require more intense development patterns in order to accommodate a similar amount of growth as the first alternative. Given the community sentiment after these map alternatives were presented publically, the land use maps have been adjusted to reflect the second alternative, in which the Hokua Place site is assigned an Agriculture land use designation rather than Urban Center. The community comments received on the General Plan Discussion Draft support this direction.

However, the Final General Plan revision replaced just the last paragraph quoted above, with the following:

The Future Land Use Map moves forward the 2000 General Plan's higher-intensity designation for the area, but also updates and refines the designation based on the first alternative map scenario and new population projections. The previous Urban Center designation is changed to Neighborhood General, which will require a mix of residential building types and a walkable, compact form where connectivity to the school and Kapa'a Town is emphasized. The size of the future Urban District boundary amendment should consider watershed boundaries and accommodate future housing projections.

- 8) Please keep in mind that East Kaua'i is one four planning districts that does not have recently-adopted community plans. Community testimony strongly recommended that the General Plan explicitly state that no land use designations related to "neighborhood center/neighborhood general/neighborhood edge," and none of the proposed actions should be considered to be anything more than un-vetted preliminary proposals, unless and until they have been endorsed by the community associations in the affected planning districts.

"Henceforth when Community Plans are developed and adopted, each Community Plan shall establish an Urban Edge Boundary to delineate the extent of future town expansion. In the process of identifying a boundary, the Planning Department shall conduct a buildout analysis of the existing urban footprint and use the principles of smart growth to ensure that there is enough room within the boundary for growth desired by the community in a pattern that will make efficient use of scarce resources." (General Plan, page 61)

- 9) Regarding General Plan guidelines for new communities and/or infill, this project does not align with the description that follows:

"Missing middle" housing is characterized by small-scale, multi-unit housing types such as duplexes, fourplexes, bungalow courts, and mansion apartments, and can be integrated into communities with single-family homes." (General Plan, page 119).

- 10) Housing should be the product of carefully laid plans to direct smart growth for the families today and for their children. The preferred planning model is to put homes where jobs are located. The General Plan, Section 2.1 Future Land Use, Objective #7 states: "To encourage the development of Lihu'e as Kaua'i's primary urban center." (General Plan, page 51) And, "Lihu'e is widely seen as the appropriate urban center for the island." (General Plan, page 53)

#### Affordable Housing Needs.

- 1) The proposed project claims it will provide much needed affordable housing in the East Kaua'i region. However, of the proposed 683-multi-family units and 86-single family lots and homes offered at "market and affordable prices" the DEIS fails to provide the number of "affordable" units. What is that number?
- 2) In the DEIS Vol. I, page 13, the actual number of "affordable homes" is deceptively omitted. All that is stated is that: "Affordable multi-family units would be sold in compliance with the Kaua'i County Housing Code."
- 3) The affordable housing element of the Project will conform to Kaua'i County Ordinance No. 860, Kaua'i's new housing policy. This ordinance requires developers to sell or rent up to thirty percent (30%) of the total residential units for affordable housing. However, the Kaua'i housing policy provides incentives to developers who provide the required affordable units on-site. HoKua Place will be providing all of its affordable units on site. Does this mean fewer affordable units?
- 4) Since the project "seeks to fill the housing needs of Kapa'a" and the DEIS claims that housing will "conform to Kaua'i County Ordinance No. 860" the DEIS should include the calculations to substantiate this.



- 5) Again, the DEIS, Vol I, page 14 reiterates that: "Affordable multi-family units on site (The number & pricing will be in compliance with Kaua'i Housing Code)." but no data is given.
- 6) There are undocumented claims in the DEIS that the County requested this extremely high density of 700-800 units. Please provide documentation from the County Planning Dept. and/or the County Housing Agencies to substantiate the claim.
- 7) It appears that the "Product Sales Price Projection" was not updated in the DEIS Vol. I, page 12.
- 8) The evidence is lacking that this project is a solution to Kaua'i's low income housing deficit. The island needs affordable housing for moderate and low income people who are current residents, rather than attracting off-island buyers and increasing the island's population density.

#### Inadequate Roadway Infrastructure & Unresolved Traffic Congestion.

- 1) The timing of the Hokua Place is not in sync with projected short-term roadway improvements. The 2018 General Plan states in the section called Guidance for Community Planning for East Kaua'i that:  
  
"The build-out phasing of new communities should be coordinated with the implementation of priority projects in the Kapa'a Transportation Solutions Plan."  
(General Plan, page 85)
- 2) Having served on the State Department of Transportation's Citizen Advisory Committee for the Kapa'a Transportation Solutions report (August 2015) it is clear that the solutions will not be implemented any time soon. Therefore, the additional vehicles from this high density project will increase the existing congestion.
- 3) Development and population growth has been outpacing transportation infrastructure improvements since 2005. Hokua Place will intensify this problem. Allowing such a burden to continue would be a grievous error. (See Hawaii Business Magazine Cover Story: "Kauai in Crisis-Mayor Bryan Baptiste deals with a garden of gridlock" by Jacy L. Youn, September, 2005. <http://www.hawaiiibusiness.com/kauai-in-crisis/>)
- 4) The 1997 Kaua'i Long-Range Land Transportation Implementation Plan has not met its 2000 and 2006 deadlines for Kapa'a roadway widening in areas affected by the proposed boundary change. And, recommendations in the 2035 Transportation Plan for the Kaua'i District (July 2014) have not been implemented.

- 5) Traffic congestion in Kapa'a is near gridlock during daytime hours and to travel a short 3-mile stretch along Kuhio Highway between Kuamo'o Rd and Lehua Street can take 25-minutes or more. Adding a high density development in Kapa'a when existing roadway capacity is inadequate, will intensify the detrimental impacts to our quality of life.
- 6) It is not sufficiently proven in the DEIS that the burden of additional density will be alleviated by the addition of Road A.
- 7) The DEIS claims that the project is "substantially within a 10-minute walk to Kapa'a Town". However, this is misleading considering the lack of information about how Hokua Place pedestrians or cyclists will reach Kapa'a Town when there are two daunting obstacles to cross -- the Kapa'a Bypass Road and the Kapa'a Roundabout, and there is no overpass. Please explain.
- 8) This high density project within a congested high traffic corridor will have adverse impacts on the availability of first-responders such as firemen, police and paramedics to reach their destinations. Ambulance transport of critically ill patients can also be impacted by gridlock conditions.

TIAR Update.

- 1) The "Peak Hour Traffic Volumes" analyzed in the TIAR encompassed only brief one-hour span during the "commute" hours of the day (7-8am and 4:15-5:15 pm). Yet, the data shows for example, that 3:45 p.m. is just as busy at 5:15 p.m. The TIAR conclusions are not representative of the dreadful congestion that occurs regularly during mid-day.
- 2) Why doesn't proposed Road A join the 4-way intersection of Olohena, Ka'apuni, and Keahulua Roads instead of intersecting just Olohena Road?

"Based upon the TIAR Update, the intersection of Olohena Road and Road A is not expected to warrant all-way stop controls or traffic signals. Therefore, a roundabout intersection was not considered. However, a reassessment of the traffic operations at the Road A intersection at Olohena Road may be considered after the project is fully built out and occupied. A roundabout intersection was considered at the intersection of Olohena Road, Ka'apuni Road, and Keahulua Road."

- 3) Please include more discussion/documentation to substantiate the following statement in the TIAR: "Preliminary assessment of the horizontal and vertical alignments of the intersecting roadways, it was determined that a roundabout intersection would not be feasible." Did the assessment include Road A joining that intersection?

- 4) The junction of Olohena, Ka'apuni and Keahulua Roads consists of roadbed curves and changes in grade that obscure the line of sight for drivers. As vehicle, bike and pedestrian traffic increase, it has become more unsafe.
- 5) There will also be traffic impacts at: a) the Kuhio Highway and Kukui Street intersection - it is already difficult to turn left on to the Highway; and b) the Lehua Street merge heading north.
- 6) A retail center is described in the DEIS as a neighborhood-oriented commercial center. However, we raise the same question as the DOT: is it reasonable or not to assume that a significant portion of the retail trips will be generated from within the proposed project, which can be defined as "internal capture" or "diverted trips".
- 7) The LOS (Level of Service) ranking is still dire even with proposed Road A (LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion)

#### Wastewater/Sewage.

- 1) How will sewage be managed? How will any sewage line link up with the existing system?
- 2) Due to the coastal location of the Lydgate Sewage Treatment facility, the county is discussing options for relocation. Although Hokua Place will make "contributions to repairs of Kapa'a Sewer Treatment Plant" it is an ill-timed project.
- 3) If septic tanks are proposed, what will be the impact on water quality?
- 4) In DEIS Vol II-A, Exhibit G: Preliminary Engineering Report Wastewater Improvements Kapa'a Highlands Phase II by Honua Engineering (July 11, 2011 Project No: 1892) page 113 notes this report was based on significantly outdated materials: "The Sewer Design Standards, 1973 by the County of Kaua'i, Department of Public Works, together with the Wailua Facility Plan, September 2008 by Fukunaga and Associates were the primary references for this report." Please describe in what ways the project will integrate current/updated best practices.

#### Water Resources & Water Infrastructure Improvements.

- 1) Was the project's Water Master Plan approved by County Water Department and is it included in the DEIS?

- 2) DEIS Vol II-A Exhibit D - Department of Water - Manager's Report is dated 201. Please explain how this outdated information is still relevant.
- 3) Please provide more information about whether the proposed well on site will be dedicated to County Water Department or remain private.
- 4) The DEIS Vol I, page 80 states: "HoKua Place is committed to keeping the flow of the stream consistent..." What is the name of this stream? What are the base streamflow measurements?
- 5) Because the proposed water well is located downslope from the cul-de-sac of multi-family units, and is approx. 175 feet from the stream, and the stream is within the adjacent Hokua Farm Lots, the DEIS should provide more analysis on storm water runoff and drainage flows from this hillside than the cursory information in the Preliminary Engineering Report on drainage.
- 6) The DEIS states that "the adjoining HoKua Farm Lots that are to remain an Agricultural District will share some of the Project infrastructure." Therefore, please address the following issues as they relate to project infrastructure:
  - Disruption of natural water balance
  - Decreased water quality
  - Increased flood peaks
  - Increased stormwater runoff and soil erosion
  - Increased bankfull stream flows
  - Lower dry weather stream flows
  - Stream widening and erosion
  - Decline in habitat value of streams
  - Increased pollutants in the stream

#### Cumulative Impacts.

Cumulative impacts are two or more individual effect's which, when considered together, compound or increase the overall impact.

- 1) The DEIS Vol I, page 3 summary states: "The direct, indirect, secondary and cumulative impacts associated with the project would be localized or short term, occurring during the construction phase." We strongly disagree.
- 2) The combined impact of traffic along Kuhio Highway within the Wailua-Waipouli-Kapa'a corridor will be significant in the near future when other large developments (already with

entitlements) build out, such as Coconut Beach Resort, Coconut Plantation Resort and Coco Palms Resort.

- 3) Increased housing density should be in areas of employment, rather than populating the existing Kapa'a commuter suburb which is already experiencing challenges from over-capacity roadways.

#### Historic and Cultural Resources.

- 1) DEIS Vol II-B Exhibit L - An Archaeological Assessment with Subsurface Testing for the Proposed Kapa'a Highlands Phase II Project (Revised September 2013) offers little in the way of new information purportedly because "the project area was assessed as having been extensively subjected to sugar cane plantation agriculture." Since there were few data investigations previously, please explain why only 3 exploratory trenches were dug within the 97 acres.
- 2) DEIS Vol I, page 52 notes: "It is not known if an archeological inventory study was done for the [Kapa'a Middle School] site." Therefore, this lack of information should have triggered a more intensive survey for the project.
- 3) DEIS Vol I, page 52 also notes that in 2004 the State Dept. of Transportation "Kūhiō Highway Improvements, Extension of Temporary By-Pass Road," project assessed properties adjacent to Hokua Place and that SHPD did not issue a determination regarding the proposed project and no state of "no effect" was presented. However, the DEIS omitted the fact that there was a Federal Section 106 Native Hawaiian consultation process for this DOT project which did result with an outcome of significant impacts and required mitigation measures in 2012.

#### Visual/Aesthetic and Park Resources.

- 1) The development will be significantly visible from all adjacent roadways. The high density project will impact view planes and have significant impact on the overall visual appearance of this rural agricultural area.
- 2) The breathtaking views of Lihu'e and the coastline from Olohena Road are mostly obscured by vegetation now, but vehicle pull-outs should be created to enhance opportunities for overlooks. Scenic vistas are valuable assets for communities.
- 3) The DEIS Conceptual Plan map (March 2015) shows "Greenbelts" whereas in Figure 2-Proposed Site Plan in the DEIS the same area is denoted as "Park". These designations seem deceptive because this area is mostly rough, sloped, and eroding terrain.

Furthermore, some portions of the DEIS identify this acreage as drainage basins. Please provide descriptions for the areas denoted "park", "greenbelt" and "drainage basins" to accurately characterize each of these environmental features.

- 4) Based on the General Plan definition of "Neighborhood General" this mixed use environment should offer a larger proportion of acreage for parks (both passive and active) than what the DEIS proposes:

"...a 3.1-acre park adjacent to the existing Kapa'a Middle School with an area for the county's proposed relocation of the Kapa'a county swimming pool; and 1.4-acres for commercial use."

- 5) DEIS Vol I, page 3 states: "The project includes open space encompassing 14.3-acres." However, what percent or how many acres are unbuildable land or predominantly sloped topography?
- 6) DEIS Vol I, page 14 states: "Approximately 14.3-acres are proposed for open greenway areas," but a thorough description is missing. Only by cross-referencing the site plan (Vol IIA, pages 15 and 23) and the USDA maps, it becomes apparent that the "Greenbelt" comprises the "eroded" areas identified with 20 to 30 percent slopes.
- 7) The proposed location of a walking/bike path along the makai side of the property is also problematic. Will it be located alongside the Kapa'a Bypass Road or at a higher elevation adjacent to the Bypass Road? More information is needed about the proposed path location due to the significant sloped topography along the property borders.

#### Commercial Center.

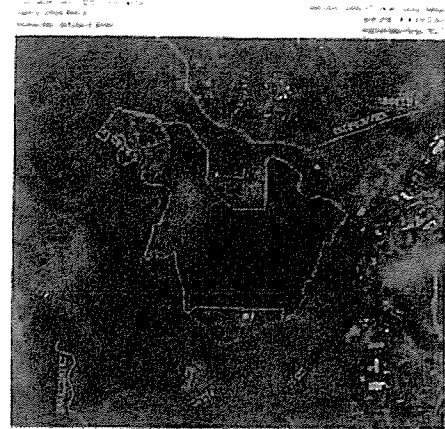
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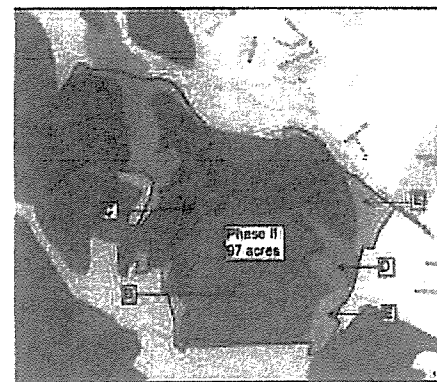
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Thank you for the opportunity to comment. We look forward to a detailed written response from the applicant.

Sincerely,



Rayne Regush, Co-Chair  
On behalf of the Executive Committee

cc: Applicant HG Kaua'i Joint Venture LLC (jake@hgoffice.com)  
Consultant Agor Jehn Architects LLC (ron@agorjehnarch.com)  
Marti Townsend (marti.townsend@sierraclub.org)



**From:** LAUREL PETTERSON  
**To:** Wil Welsh  
**Cc:** DBEDT LUC  
**Subject:** Re: Oppose Zoning Change for Hokua Place  
**Date:** Monday, December 24, 2018 8:05:41 AM

---

Wil,

Thanks for expressing this so clearly.  
Aloha, Laurel

Sent from my iPhone

On Dec 23, 2018, at 8:04 PM, Wil Welsh <[wilwelsh2@yahoo.com](mailto:wilwelsh2@yahoo.com)> wrote:

To whom It May Concern:

AS I understand you are looking for public input to be received prior to 5 p.m. Monday, December 24, 2018, this e-mail is written in opposition to any zoning upgrade that may be considered for the development of 97 acres south of the Kapaa Middle School. Hokua Place proposes 769 residences on land currently zoned for agriculture. As a Kauai resident for over 50 years, I urge you to deny zoning changes or any accommodation that would substantially change land use of this parcel.

while the developers have reportedly touted "affordability" as a selling point and a "shortage" of housing on Kauai, building of homes with price-tags of \$650,000 and higher will have a very small percentage of local buyers. Furthermore, the project would greatly impact already jammed traffic flow. Projected vehicular traffic increases to one or two-thousand vehicles per hour per day is beyond intolerable. Will Hokua be required to put in four-lane highways both north and south to accommodate that increase? Will Hokua be required to provide shuttles into Kapaa town, then north and south to help mitigate the problems the project will create?

In past hearings, the public opinion has been very clear--they don't want nor need this project. If passed, the project may make money for developers, but Kauai residents will pay dearly for the developers profit via lost time in traffic, infrastructure costs, highway repairs, lost time, demands on public services, and others. One example of increased expenses to the public is the pressure on sewage handling on an already overloaded system. Even if developers have partial plans to mitigate the vast

problems this project will create, it can't be enough, and it can't compensate Kauai people for the loss of open space, future agricultural use, and a daily nuisance factor. From the public's perspective, there is no good reason to grant increased density on these 97 acres.

Should Hokuia Place receive approval? Should a zoning change be granted? The answer is a simple and resounding: NO!

Respectfully,

Wil Welsh

Realtor, Principal Broker  
Waioli Properties, Inc.  
4-1351 Kukui Hwy.  
Kapaa, Kauai, HI 96746  
808-652-8178

**From:** [Susan](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Hokua Place  
**Date:** Monday, December 24, 2018 11:48:50 AM

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Don't build Hokua Place!!!  
Traffic is already  
A nightmare &  
The project is not affordable to  
Most Kauai residents.  
Who are we building for?  
Certainly not our  
Own. We are only enticing wealthy Mainlanders to  
Buy a second home at our expense.  
The hidden price  
Of this development is  
Even higher. We  
Are losing locals!  
Don't do it.  
Susan O'Neill

Sent from my iPhone

**From:** [Sharon Tomas](#)  
**To:** [DREDT LUC](#)  
**Subject:** Hokua Place Proposed Up-Zoning of AG to Urban Center  
**Date:** Monday, December 24, 2018 3:20:56 PM

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Aloha  
State of Hawaii Land Use Commission

I support the no action alternative in the DEIS meaning the Project area would be left in it's current state..Hokua would not be built.

I believe by building this area that it will further contribute to an already untenable traffic situation in Kapaa. We don't need even more cars, with estimates of 1000 vehicles per hour morning and evening. This will increase with two more already approved resorts building in this area.

I believe the impact on an aging infrastructure, roads and waste treatment to be untenable especially given the old malfunctioning treatment plant in Wailua. The plant is in a flood area and will be susceptible to sea level rise that is coming due to climate change.

If past actions are predictive the promise of affordable housing will be so small and unlikely that there isn't enough to offset the traffic and infrastructure issues.  
Affordable housing needs more planning and strategy beyond builders promises that affordable means \$650M pricing.

sincerely,  
Sharon Tomas  
7070 A Kaholalele Pl.  
Kapaa, Kauai

**From:** Sylvia Partridge  
**To:** DBED.LUC  
**Subject:** Hokua Place - please keep the zoning agricultural  
**Date:** Monday, December 24, 2018 9:07:18 AM

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Aloha State Land Use Commission:

Please say no to the requested zoning change of 97 acres of agricultural land in Kapaa to urban center zoning for the Hokua Place Development:

1) Traffic through Kapaa has already reached nightmarish conditions of overcrowding and the Hokua Place Development of 769 new residential units would make the nightmare worse by adding many more cars to the road.

I live in Princeville and drive through Kapaa to Lihue often so I can say from my own experience that the traffic situation is already resulting in long lines and long delays. Additionally, the physical condition of the roads is rated D minus (with F being the worst) by those of us living in the area with no money or realistic plans for the substantial improvements needed.

2) The starting price of \$650,000 means these new planned units are already out of reach of low and middle income residents so the development will not help with the truly affordable housing units that are actually needed on the island (most favorably located in Lihue where most of the jobs are - not Kapaa).

I live in a condominium complex in Princeville called Kamahana consisting of 30 units. Of those 30 units only 12 are occupied by long term residents such as myself - the rest are mostly owned by mainlanders who may come for one or two weeks a year and the rest of the time do short term vacation rentals to make money. Because of the price of the Hokua Place units, that is probably what will happen in this new development. And this is why we don't need more residential units that are not TRULY affordable. The development of the island is mostly aimed at wealthy people who live elsewhere. And, as we all know, young people born here are being driven away by lack of truly affordable housing.

3) Wastewater - Hokua Place wants to hook up to the Wailua wastewater treatment plant which is old and outdated and most importantly is in a flood zone and susceptible to sea level rise.

Thanks for your consideration in regard to turning this rezoning request down.

Sylvia Partridge  
Kamahana  
3800 Kamehameha Rd., # 22  
Princeville, HI 96722

**From:** Sharon Goodwin  
**To:** DBEDT LUC  
**Subject:** HoKua Place, Kaua'i Island, Hawaii  
**Date:** Monday, December 24, 2018 8:09:30 PM

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To the Land Use Commissioners,

The prospect of a fully built-out HoKua Place, 769 residences on finite Kaua'i Island, right at the Kapa'a Roundabout is ludicrous, an insanely unenvironmental and unsustainable notion.

This property is zoned AGRICULTURE. Keep it that way Commissioners! I asked owner Greg Allen in 2015 where the sewage from 769 residences would go. He answered, "Lydgate plant." Due to climate change updates since then, the Lydgate plant is now located in the "Tsunami Zone" and Must Be Relocated! There is no place for the human waste from HoKua Pl to go Commissioners! Partially treated waste is already ejected from Lydgate area out to the ocean in a 600 foot long pipe only to be washed back ashore. To avoid more poop moving in the area near Lydgate Beach Park and Wailua Beach Park, popular with families with children, I strongly advocate keeping HoKua property in its AGRICULTURE DESIGNATION.

Surfrider Kaua'i Blue Water Task Force readings taken December 8, 2018 report enterococcus level at Wailua Beach Park 171 and at Wailua River Mouth 842. Surfrider advises any reading over 130 is polluted! Surfrider's recommendation--Keep Your Eyes and Face Out of the Water!!!

The paramount reason to keep AGRICULTURE DESIGNATION for HoKua property is for just that--AGRICULTURE. With approximately 85% of Kauai's foods being imported, HoKua parcel's acreage is valuable for important agricultural products-- vegetables, herbs, fruits, hemp, trees for their woods, native Hawaiian plants, bee keeping, compost collection and sales and the list goes on and on. Kaua'i Island needs lands kept in AGRICULTURE for my future, my childrens' future, and their childrens' future.

Sharon Goodwin  
Wailua Homestead  
PO Box 446, Kapa'a HI 96746  
808-631-7792

**From:** Robert Zelkovsky  
**To:** DBEDT LUC  
**Subject:** Hokuia Place  
**Date:** Monday, December 24, 2018 12:12:12 PM

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Please vote NO!

In 5 years we will look back at our current traffic problem and say - "those were the good old days of easy traffic".

There are no solutions to our current traffic situation and it will only get worse.

Please vote NO and reject this project of unaffordable homes.

Thank you.

Dr. Robert Zelkovsky

Wailua-Kapa'a resident 32 years

Kaua'i resident 45 years



**From:** [Sharon Douglas](#)  
**To:** [DBED/LUC](#)  
**Cc:** [pollioliver@hotmail.com](mailto:pollioliver@hotmail.com)  
**Subject:** Please keep Hokuia Place an agricultural area!  
**Date:** Monday, December 24, 2018 1:22:05 PM

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Working for an airline, I get to travel and search out beautiful places, like Kauai.

What I have learned is that so many special places are eventually overrun. What draws people to a place is turned into a commodity, marketed, sold and becomes soulless. Please don't allow this to happen here on Kauai.

In addition there are many who live here that have a vision that we could be self sustaining, growing not only our only food, but investing in fields of for example hemp that in turn can spark many worthwhile side products ranging from building material to clothing and household items.

While many cite traffic, and affordability concerns my biggest concern is one of honoring and celebrating the better than Camelot nature of Kauai.

Thank you for all you do that helps build a Kauai that we love!

Warm aloha  
Sharon Douglas  
P.O. Box 516  
Lawai  
HI, 96765  
(808)652-1896

Sent from my iPhone  
Sharon Douglas

**From:** Randall  
**To:** DBEDT LUC  
**Subject:** AGAINST HOKUA PLACE DEVELOPMENT  
**Date:** Monday, December 24, 2018 3:55:12 PM

---

Dear Land Commission:

Please count me against the Hokuia Place development for a number of reasons:

OVER DEVELOPMENT ON KAUAI EASTSIDE

NOT AFFORDABLE

ALREADY TOO MUCH TRAFFIC

SHOULD STAY AGRICULTURAL LAND

PROFIT DRIVEN BY DEVELOPER

WAILUA SEWAGE SYSTEM SHOULD BE FOR WAILUA HOUSELOTS

Sincerely,

Randall Roe  
5328 Kihei Road  
Kapaa, Hi. 96746

**From:** [Natalie Haneberg](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place  
**Date:** Monday, December 24, 2018 6:52:04 AM

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To Whom it May Concern,

I respectfully object to the proposed upzoning of agricultural land near Kapaa Middle School for the development of Hokua Place. I do not believe that it will provide affordable housing to the residents of Kauai (I would not consider a starting point of \$650k affordable housing), and I think it will cause an infrastructure nightmare. The current traffic in Wailua/Kapaa area is already so congested, I can't even imagine the gridlock that would be created by an additional proposed 769 residential units!

What we need is affordable housing built in existing town centers, such as Lihue. And this is essentially what many of the community have voted for when looking back at the most recent elections. I grew up on Kauai, in Kapahi. I understand that growth is inevitable, but let's please be smart about growth and learn from other communities' mistakes and triumphs.

Please leave agricultural land agricultural, and stop lining rich investor's pockets to the detriment of our very special island. Please reconsider the proposed upzoning.

Mahalo,  
Natalie Haneberg

Sent from my iPhone

**From:** [Mary Lu Kelley](#)  
**To:** [DBED.LUC](#)  
**Subject:** Hokua Place is not smart growth - Do not approve.  
**Date:** Monday, December 24, 2018 2:11:03 PM

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Aloha,

As a resident of Kauai since 1987, I am against the plans for Hokua Place which is to include 769 residential units with prices starting at \$650,000. \$650K is beyond the reach of low- and middle-income families, so we are continuing to build houses primarily for mainlanders and foreigners. We should not be converting our agricultural lands into urban lands for mainlanders & foreigners.

There is a lack of infrastructure to support this level of development on the Eastside. From wastewater treatment where the infrastructure for the treatment plant is old, outdated and malfunctioning to traffic because we have a very limited road network. There are three other new developments coming online on the Eastside which will be putting demands on infrastructure.

Lihue would be a much better place to build affordable housing which Kauai truly needs for the people who live here..

I care about a smart growth approach to future land development on Kauai, and am against the development of Hokua Place. Please deny the up-zoning of 97 acres of agricultural lands, next to Kapaá Middle School, for Hokua Place.

Thank you,  
Mary Lu Kelley  
3644 Lawaiuka Road  
Lawai, HI 96765

**From:** Marilyn Woods  
**To:** DBEDT.LUC  
**Subject:** This new proposal for massive housing project  
**Date:** Monday, December 24, 2018 9:07:23 AM

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This is a terribly idea and it is shocking that it is even being considered. The public needs more information on the idea and a venue to block it. Many worked hard to get good people elected and appointed. Keep Kauai beautiful, safe, and functional for the citizens who make it the wonderful place it is. Mahalo,

Marilyn Woods

**From:** [Michael and Jenica Coon-Waymen](mailto:Michael and Jenica Coon-Waymen)  
**To:** [DBEDT.LUC](mailto:DBEDT.LUC)  
**Cc:** [feliciacowden@gmail.com](mailto:feliciacowden@gmail.com)  
**Subject:** Stop HOKUA PLACE Dec 24, 2018  
**Date:** Monday, December 24, 2018 4:23:33 PM

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Dear Land Use Commission,

I wish to add my support to the letters of Michael Coon, ( Dec.24) and Joan Levy (Dec.23). Stop Hokua Place now!!! I have been coming to Kauai over the last 14 years for 4 to 5 months per year to help the grass roots people here and protect the Aina.

traffic congestion....

I have heard about and spoken to persons who came to enjoy and contribute to Kauai and who will never come back because of the traffic congestion , especially in Kapa'a. To add another housing development to add to the traffic congestion is irresponsible and clearly would not benefit Kauai in the larger picture.

Sewage and infrastructure issues.

Driving by Lydgate and the East end of Kapa'a , cringing from the sewage smell wafting over the road is not healthy for residents , a poor welcome for visitors, and is not good for the environment. It is important to solve these infrastructure problems before adding on to the problems with another housing development. Why build a housing development that benefits the developers but adds to the problems of Kauai. Please develop solutions that responsibly solve the infrastructure problems as well as provide affordable housing for the locals, rather than add to the problems at the expense of quality of life..... in order. to benefit a few developers.

We appreciate this opportunity to give input to this serious situation and urge you not to go ahead with this development.

sincerely

Jenica K. Waymen BA  
4375 B Hokui Road , Kileaua , Hawaii 96754 USA  
808 828 6829 phone  
808 634 2646 cell

On Mon, Dec 24, 2018 at 5:40 PM Michael and Jenica Coon-Waymen  
<[michaelandjenica@gmail.com](mailto:michaelandjenica@gmail.com)> wrote:

Dear Land Use Commission,

I agree with the points made in Joan Levy's letter to you, dated Dec 23/18 - see

below. In addition, I would urge the LUC to withhold approval of any new developments in the Kapa'a area until such time as the sewage, highway and water infrastructure is improved to not only adequately handle the existing load but the added loads derived from future development projects. Only then should new projects be contemplated.

Michael Coon MSc. retired Senior Manager, Land Use Planner, Province of BC,  
Canada  
4375B Hookui Rd, Kilauea, HI 96754.  
808 634 2646 cell  
808 828 6829 phone

----- Forwarded message -----  
From: **Joan Levy** <[joan@joanlevy.com](mailto:joan@joanlevy.com)>  
Date: Sun, Dec 23, 2018 at 6:57 PM  
Subject: HOKUA PLACE  
To: <[dbedt.luc.web@hawaii.gov](mailto:dbedt.luc.web@hawaii.gov)>

Dear Land Use Commission:

I live in Kapaa and have been on Kauai 26 years. Just in this relatively short time, I have witnessed development multiply irresponsibly, with little regard to the limitations of existing infrastructure.

We on Kauai are at an important crossroad. Development decisions made now will determine whether Kauai maintains the rural lifestyle the majority of residents desire. And whether or not we will be able to grow sustainably with regard to quality of life, housing affordability, environmental safety, and responsible road, traffic, water and waste management.

I, and many people I know, are very worried about how the current planned development of Hokuia Place is in direct conflict with these concerns.

Affordable housing clearly has nothing to do with this development. And if the 30% allotment for affordable housing is anything like what has happened at the development in Southern Kapaa across the street from Kintaro's - where the affordable pricing only lasted ten or so years and then are being returned to market prices - well that is no solution at all. What is affordable about a single family home costing \$650,000 to 950,000? Is this a joke?

These developments only bring profits to the developers. Much of the construction work is brought in from workers off island. So even the notion of job increase is a myth.

We have already seen the devastating effects of climate change here with the incredible destruction from the heavy rains and flooding last spring. These climate anomalies are going to continue to increase until they are no longer anomalies at all, and just a fact of life. We need food security. Conservation of Agriculture lands is imperative.

We do not need wealthy people buying yet more property to either vacation rent out or just leave empty waiting for the owners to come to Kauai for a vacation in one of their multiple location homes.

Yes we need more housing. But new housing **MUST BE SUSTAINABLE**. And must address local resident needs, not developer profits, or wealthy people who buy property and then do not even live here full time.

Please choose Alternative 1 - the NO Action Alternative from the 2nd draft environmental impact statement.

Kauai residents do not need Hokuia Place. Please do not let it be built. We are at a tipping point.

Kauai is at the mercy of your decision now. Too late is too late and there is no turning back. Please help us keep Kauai Kauai!

In appreciation for your care for Kauai and her residents, I thank you!

Joan Levy, Kapaa resident



**From:** [Michael and Jenica Coon-Waymen](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Fwd: HOKUA PLACE  
**Date:** Monday, December 24, 2018 3:45:42 PM

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Dear Land Use Commission,

I agree with the points made in Joan Levy's letter to you, dated Dec 23/18 - see below. In addition, I would urge the LUC to withhold approval of any new developments in the Kapa'a area until such time as the sewage, highway and water infrastructure is improved to not only adequately handle the existing load but the added loads derived from future development projects. Only then should new projects be contemplated.

Michael Coon  
4375B Hookui Rd, Kilauea, HI 96754.

----- Forwarded message -----

**From:** [Joan Levy <joan@joanlevy.com>](mailto:joan@joanlevy.com)  
**Date:** Sun, Dec 23, 2018 at 6:57 PM  
**Subject:** HOKUA PLACE  
**To:** [<dbedt.luc.web@hawaii.gov>](mailto:dbedt.luc.web@hawaii.gov)

Dear Land Use Commission:

I live in Kapaa and have been on Kauai 26 years. Just in this relatively short time, I have witnessed development multiply irresponsibly, with little regard to the limitations of existing infrastructure.

We on Kauai are at an important crossroad. Development decisions made now will determine whether Kauai maintains the rural lifestyle the majority of residents desire. And whether or not we will be able to grow sustainably with regard to quality of life, housing affordability, environmental safety, and responsible road, traffic, water and waste management.

I, and many people I know, are very worried about how the current planned development of Hokua Place is in direct conflict with these concerns.

Affordable housing clearly has nothing to do with this development. And if the 30% allotment for affordable housing is anything like what has happened at the development in Southern Kapaa across the street from Kintaro's - where the affordable pricing only lasted ten or so years and then are being returned to market prices - well that is no solution at all. What is affordable about a single family home costing \$650,000 to 950,000? Is this a joke?

These developments only bring profits to the developers. Much of the construction work is brought in from workers off island. So even the notion of job increase is a myth.

We have already seen the devastating effects of climate change here with the incredible destruction from the heavy rains and flooding last spring. These climate anomalies are going to continue to increase until they are no longer anomalies at all, and just a fact of life. We need food security. Conservation of Agriculture lands is imperative.

We do not need wealthy people buying yet more property to either vacation rent out or just leave empty waiting for the owners to come to Kauai for a vacation in one of their multiple location homes.

Yes we need more housing. But new housing **MUST BE SUSTAINABLE**. And must address local resident needs, not developer profits, or wealthy people who buy property and then do not even live here full time.

Please choose Alternative 1 - the NO Action Alternative from the 2nd draft environmental impact statement.

Kauai residents do not need Hokuia Place. Please do not let it be built. We are at a tipping point.

Kauai is at the mercy of your decision now. Too late is too late and there is no turning back. Please help us keep Kauai Kauai!

In appreciation for your care for Kauai and her residents, I thank you!

Joan Levy, Kapaa resident

**From:** Kapaa Neighborhood Center  
**To:** DBEDT LUC  
**Subject:** Hokua Place  
**Date:** Monday, December 24, 2018 3:03:57 PM

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Please don't change the agricultural designation & put in Hokua Pl.  
This area can't handle the traffic, congestion, crowding in schools that is already occurring.  
Our infrastructure is maxed now.  
Plus we need affordable rental housing not market rate housing that local people can never afford.  
Thank you for your attention, Marta Hulsman

*Marta Miller Hulsman  
Site Manager Kapaa Neighborhood Center  
4491 Kou St.  
Kapaa, HI. 96746  
(808) 822-1931  
kapaanc@kauai.gov*

**From:** LAUREL PETERSON  
**To:** DBEDT LUC  
**Subject:** Land use re Kapaa resining  
**Date:** Monday, December 24, 2018 8:15:25 AM

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To whom it may concern,

The proposal to build another subdivision in the Kapaa area is absurd for several reasons.

There is no real affordable housing as part of the package so if that's the humanitarian idea attached to this, it's a joke.

There is no infrastructure to support this plan and that's the real issue for the whole area.

We need to solve the traffic, sewage, and public transport problems for this area first.

Thanks, Laurel McGraw

133 Royal Drive, Kapaa

Sent from my iPhone

**From:** Linda Harmon  
**To:** DBEDT LUC  
**Subject:** Hokuia Place  
**Date:** Monday, December 24, 2018 8:11:27 PM

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This development doesn't meet smart growth objective of providing housing for those in need. It exacerbates current infrastructure problems, among them traffic and sewage. Rather than change from agriculture to urban zoning if anything I would call for rural zoning so householders can grow their own food so as not to put more strain on food sufficiency. Please do not give go ahead to this development.

**From:** Lauren Esaki-Kua  
**To:** DBEDT.LUC  
**Subject:** Hokua Place reclassification of lands  
**Date:** Monday, December 24, 2018 4:26:54 PM

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Aloha,

I am writing to urge you to reconsider the reclassification of 97 acres in Kapa'a from agriculture lands to urban center lands for the proposed Hokua Place development.

This top-down approach to planning does not seem to address the needs of Kaua'i residents. While it attempts to provide a mix affordable housing units with market rate single family lots and homes, it does so at the expense of available farm lands and rapidly worsening traffic conditions.

According to the 2<sup>nd</sup> DEIS, traffic which already operates at a LOS "F" will continue to operate at this level with the project. One can only anticipate that the congestion along the Kapa'a Bypass will be exacerbated by 650+ new units, and most residents traveling southbound for jobs located in Lihu'e.

Better solutions to housing or a reduced acreage reclassification, without sacrificing agriculturally zoned lands and quality of life for east and north shore residents traveling daily in bottlenecked traffic along Kuhio Highway should be heavily weighted in this decision.

Thank you,  
Lauren Esaki-Kua

**From:** [Lois and Carl Andersson](#)  
**To:** [DBED LUC](#)  
**Subject:** Eastside Kaua`i Hokuia Place  
**Date:** Monday, December 24, 2018 1:49:52 PM

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Aloha, Please understand that I am not opposed to development, but I am opposed to bad development. This project would place a HUGE demand on our infrastructure. We currently have an issue with the sewer treatment plant. You can drive by there and it will smell to high heaven, not to mention the old pipes that are currently feeding the system. Remember what happened a couple of months ago when the pipe burst on Kuhio Hwy? What a traffic mess that was.

The road ways that we have currently servicing the infamous Kapa`a corridor slows to a crawl twice a day. This frustrates locals and visitors alike. I have friends that refuse to come here because of the traffic. I have stopped shopping in Kapa`a town due to the traffic, choosing instead to drive to Lihu`e. I live in Wailua and I can tell when the traffic is especially bad in Kapa`a town as many folks will come up Olohena and then down Kuamo`o., or vice versa. It seems to be happening more and more every day.

We work hard and long hours in order to live here. When you are spending your off hours stuck in traffic or when you are like my husband having to run to various suppliers for goods needed to conduct his business only to find that the trek that normally takes 20-30 minutes now takes an hour, you start to question the intelligence of our "planners". Having a number of large projects coming online in the Kapa`a corridor is going to create a nightmare and visitors and locals will want to avoid. Be smart with at least one project for the sake of the island and those of us that love it - visitors and locals alike.

Mahalo for your time,

**Lois Andersson**  
808-639-3802

*"I am not young enough to know everything"*  
*Oscar Wilde*

**From:** Ken Taylor  
**To:** DBEDT LUC  
**Subject:** Comments on Hokuia Place Draft Environment Impact Statement  
**Date:** Monday, December 24, 2018 12:22:43 PM

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Daniel E. Orodener and Land Use  
Commission

12/24/18

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

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

**Traffic**

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

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

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



these times.130 unit Ag. Subdivision,

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

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

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

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

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

### **Project Alternatives:**

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

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

The project is the project not a alternative

## **Storm Water / Drainage**

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

## **Waste Water**

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

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

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

Ken Taylor  
Littlewheel808@gmail.com

Sent from [Mail](#) for Windows 10

**From:** Karen Gibbons  
**To:** DBEDT LUC  
**Subject:** Hokuia Place  
**Date:** Monday, December 24, 2018 11:48:34 AM

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I am sincerely hoping that serious consideration is taken when decisions are made regarding this project . Housing is of course an issue that needs to be addressed. We also need to keep in mind the bigger picture and the impact this project will have on the environment and the people living on the East and North side of this magnificent island. Thank you for the opportunity to let you know my concerns.

Aloha

Karen Gibbons

Kealia, Kaua'i

Sent from my iPhone

**From:** Jennifer Lovelett  
**To:** DBEDT LUC  
**Subject:** Hokuia Place  
**Date:** Monday, December 24, 2018 9:07:59 AM

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Kauai deserves smart growth. We repeat the same mistakes. Lack of feeder roads or lack there of any infrastructure improvements from previous development continues to happen again with this project.

Currently driving from Kaapuni & Olehana to round about during "school rush hour" (.6 miles) is 20 minutes. Add another 20 minutes at the highway in Hanamaulu at Ho'oluana. To drive 12 miles from my hale is more than an hour. 3 resorts already moving forward in the Kapaia Wailua Corridor, add Kealia development which is our heels.

No where have I heard what the owners interest on the island are. I don't see a vested interest other than their profit.

This is not a project that our decaying water works can support either. Rising waters and the plant is in flood zone. Builder doesn't care. Seems Hawaii.gov doesn't either.

Not welcome.

Kauai cares.

Do you care enough to bypass greed and plan pono?

Mele Kalikimaka Eve

--

Jennifer

JLL

808-278-2745

**From:** [JessGmail](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** NO on Hokua Place PLEASE  
**Date:** Monday, December 24, 2018 1:19:12 PM

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TO: State of Hawaii Land Use Commission  
RE: Hokua Place Proposed Up-zoning of Lands From Agricultural to Urban Center  
DATE: December 24, 2018

Aloha Commissioners,

The Hokua Place 2<sup>nd</sup> Draft Environmental Impact Statement (DEIS) does not provide sufficient justification to warrant the up-zoning of 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center. As such, I am recommending the Land Use Commission support Alternative 1 in the DEIS – the No Action Alternative. Under this alternative, no action will be taken and the Project area would be left in its current state. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. The “no action” alternative would be consistent with the sentiments of the community and the rationale as described below.

FURTHER CONTRIBUTING TO UNTENABLE TRAFFIC IN KAPA'A. By their estimates, Hokua Place will actually add another estimated 1,000-1,900 vehicles per hour (AM plus PM) to Kuhio Hwy and the By-Pass Road, further miring us in perpetual gridlock. If that isn't enough, imagine Kuhio Highway when 2000 cars are added to the Kapa'a logjam by two already approved resorts ready to go up in the Wailua-Kapa'a corridor (Coconut Beach Resort and Coconut Plantation = 527 units), an one pending residential development (Kealia Mauka).

IMPACTS ON AN AGING INFRASTRUCTURE. Hokua Place wants to hook up to the Wailua waste water treatment plant. Yes, Wailua has the capacity, but the infrastructure for the treatment plant is old, outdated and malfunctioning. In fact, the County Council is now considering funding to update the Wailua facility, even though it is in a flood zone and will be highly susceptible to sea level rise as shown by the State's new SLR Report. And remember, this is just one of 3 new developments coming online on the east side which will be putting demands on infrastructure.

PROJECT PROPOSED UNDER THE GUISE OF MUCH NEEDED AFFORDABLE HOUSING. What is missing from the housing mix on Kaua'i is affordable housing - low and middle income housing. Hokua Place developers want to add 769 residential units to the mix with a price point starting at \$650K, with the qualifier that these prices are subject to change. If affordable housing means that the cost of housing is no more than 30% of the total household income, then \$650K is beyond the reach of low and middle income families, even when many of these individuals have multiple jobs just to make ends meet. The net effect is we are continuing to build houses primarily for mainlanders and foreigners (constituting approximately 41% of residential sales), increasing our population and further stressing our limited road system and infrastructure.

I urge you not to support the up-zoning of the 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center, the project known as Hokua Place.

Thank you for your service,  
Jessica Haskin

**From:** [JaNee Dominique](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Kooka Place  
**Date:** Monday, December 24, 2018 11:02:42 AM

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Please do not authorize the building of this sub division. It is on important ag land, is not affordable, will overtax infrastructure and will create even worse traffic problems.  
Thank you for your time.

Sent from my iPhone

**From:** [Judy Dalton](#)  
**To:** DBED LUC  
**Subject:** Hokua Place Proposed Up-zoning of Lands from Agricultural to Urban Center  
**Date:** Monday, December 24, 2018 1:42:15 PM

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Aloha State of Hawaii Land Use Commission,

We are witnessing the demise of Kaua'i. What was once an island whose quiet, rural way of life was still left mostly intact as recently as 10 years ago has steadily been developed far beyond its carrying capacity. Where there once was remaining open space, we see nature being covered over, smothered with more and more development. This has resulted in highways being clogged to the point of insanity. We sit in our stopped cars, moving an inch at a time and not just during the rush hours.

Hokua Place would contribute to traffic in Kapa'a creating a nightmare situation for both residents and visitors. It would add another estimated 1,000-1,900 vehicles per hour (AM plus PM) to Kuhio Hwy and the By-Pass Road, further miring us in perpetual gridlock. If that isn't enough, imagine Kuhio Highway when 2000 cars are added to the Kapa'a logjam by two already approved resorts ready to go up in the Wailua-Kapa'a corridor (Coconut Beach Resort and Coconut Plantation adding 527 units), an one pending residential development (Kealia Mauka).

The Hokua Place 2<sup>nd</sup> Draft Environmental Impact Statement (DEIS) does not provide sufficient justification to warrant the up-zoning of 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center. As such, I am recommending the Land Use Commission support Alternative 1 in the DEIS – the No Action Alternative. Under this alternative, no action will be taken and the Project area would be left in its current state. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District.

Hokua Place is being proposed under the guise of affordable housing. It is anything but affordable. Hokua Place developers want to add 769 residential units with a price point starting at \$650K, with the qualifier that these prices are subject to change. \$650K is well beyond the reach of low and middle income families. The net effect is we are continuing to build houses primarily for mainlanders and foreigners (constituting approximately 41% of residential sales), further stressing our limited road system and infrastructure.

I strongly urge you not to support the up-zoning of these 97 acres from State agricultural lands to urban center. The development benefits nobody except the developers of Hokua Place. It is in fact a brutal assault upon the people who call Kauai home and a crime against nature.



Thank you for taking my comments into your consideration for this crucial decision. The future of Kauai is in your hands. Please do the right thing by denying the Up-Zoning of 97 acres of agricultural lands for this project.

Judy Dalton  
4330 Kauai Beach Drive, F-12  
Lihue, HI 96766

Cell: 808-482-1129

**From:** [Harry Guiremand](#)  
**To:** [DBED.LUC](#)  
**Subject:** Hokua Place Proposed Up-zoning  
**Date:** Monday, December 24, 2018 1:06:19 PM

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**TO:** State of Hawaii Land Use Commission  
**RE:** Hokua Place Proposed Up-zoning of Lands From Agricultural to Urban Center  
**DATE:** December 24, 2018

The Hokua Place 2<sup>nd</sup> Draft Environmental Impact Statement (DEIS) does not provide sufficient justification to warrant the up-zoning of 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center. As such, I am recommending the Land Use Commission support Alternative 1 in the DEIS – the No Action Alternative. Under this alternative, no action will be taken and the Project area would be left in its current state. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. The “no action” alternative would be consistent with the sentiments of the community and the rationale as described below.

**FURTHER CONTRIBUTING TO UNTENABLE TRAFFIC IN KAPA'A.** By their estimates, Hokua Place will actually add another estimated 1,000-1,900 vehicles per hour (AM plus PM) to Kuhio Hwy and the By-Pass Road, further miring us in perpetual gridlock. If that isn't enough, imagine Kuhio Highway when 2000 cars are added to the Kapa'a logjam by two already approved resorts ready to go up in the Wailua-Kapa'a corridor (Coconut Beach Resort and Coconut Plantation = 527 units), an one pending residential development (Kealia Mauka).

**IMPACTS ON AN AGING INFRASTRUCTURE.** Hokua Place wants to hook up to the Wailua waste water treatment plant. Yes, Wailua has the capacity, but the infrastructure for the treatment plant is old, outdated and malfunctioning. In fact, the County Council is now considering funding to update the Wailua facility, even though it is in a flood zone and will be highly susceptible to sea level rise as shown by the State's new SLR Report. And remember, this is just one of 3 new developments coming online on the east side which will be putting demands on infrastructure.

**PROJECT PROPOSED UNDER THE GUISE OF MUCH NEEDED AFFORDABLE HOUSING.** What is missing from the housing mix on Kaua'i is affordable housing - low and middle income housing. Hokua Place developers want to add 769 residential units to the mix with a price point starting at \$650K, with the qualifier that these prices are subject to change. If affordable housing means that the cost of housing is no more than 30% of the total household income, then \$650K is beyond the reach of low and middle income families, even when many of these individuals have multiple jobs just to make ends meet. The net effect is we are continuing to build houses primarily for mainlanders and foreigners (constituting approximately 41% of residential sales), increasing our population and further stressing our limited road system and infrastructure.

I urge you not to support the up-zoning of the 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center, the project known as Hokua Place.

Sincerely,  
Harry Guiremand

6163 Waipouli Rd.  
Kapaa, HI 96746

**From:** [smithindasun@juno.com](mailto:smithindasun@juno.com)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokuia Place zoning change  
**Date:** Monday, December 24, 2018 10:40:00 AM

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To:responsible decision makers, as of 12-24-18. The proposed zoning change/upgrade to Hokuia Place on Kauaii, just south of Kapaa Middle School, is a money-driven disaster in the making. We would choke on the increased traffic density. As a 20 year resident of Kauaii I am strongly opposed to this development. Don't do it.  
by:Gerald J. Smith 5615 Honua Rd. Kapaa, HI 96746

**From:** Elizabeth  
**To:** DBEDT.LUC  
**Subject:** Hokua place  
**Date:** Monday, December 24, 2018 4:47:52 PM

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I am a voter and long time resident of Kauai. Please hold on and apply  
Alternative 1 – the No Action Alternative from the 2nd Draft Environmental Impact Statement. I believe this is a  
bad idea to take this land out of agriculture.  
Aloha, Elizabeth Scamahorn  
Kalaheo Kauai.

**From:** [Dan Perry](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place Proposed Up-zoning of Lands From Agricultural to Urban Center  
**Date:** Monday, December 24, 2018 12:42:34 PM

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TO: State of Hawaii Land Use Commission

RE: Hokua Place Proposed Up-zoning of Lands From Agricultural to Urban Center

DATE: December 24, 2018

The Hokua Place 2<sup>nd</sup> Draft Environmental Impact Statement (DEIS) does not provide sufficient justification to warrant the up-zoning of 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center. As such, I am recommending the Land Use Commission support Alternative 1 in the DEIS – the No Action Alternative. Under this alternative, no action will be taken and the Project area would be left in its current state. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. The “no action” alternative would be consistent with the sentiments of the community and the rationale as described below.

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IMPACTS ON AN AGING INFRASTRUCTURE. Hokua Place wants to hook up to the Wailua waste water treatment plant. Yes, Wailua has the capacity, but the infrastructure for the treatment plant is old, outdated and malfunctioning. In fact, the County Council is now considering funding to update the Wailua facility, even though it is in a flood zone and will be highly susceptible to sea level rise as shown by the State's new SLR Report. And

remember, this is just one of 3 new developments coming online on the east side which will be putting demands on infrastructure.

PROJECT PROPOSED UNDER THE GUISE OF MUCH NEEDED AFFORDABLE HOUSING. What is missing from the housing mix on Kaua'i is affordable housing - low and middle income housing. Hokua Place developers want to add 769 residential units to the mix with a price point starting at \$650K, with the qualifier that these prices are subject to change. If affordable housing means that the cost of housing is no more than 30% of the total household income, then \$650K is beyond the reach of low and middle income families, even when many of these individuals have multiple jobs just to make ends meet. The net effect is we are continuing to build houses primarily for mainlanders and foreigners (constituting approximately 41% of residential sales), increasing our population and further stressing our limited road system and infrastructure.

I urge you not to support the up-zoning of the 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center, the project known as Hokua Place.

Thank you

Dan Perry  
4200 Waileia Place  
Princeville  
808-634-1771

**From:** Dennis Mendonca  
**To:** DBEDT LUC  
**Subject:** Hokuia Place  
**Date:** Monday, December 24, 2018 11:19:30 AM

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Please do not approve of this change.

Please take pity on those of us who live on Kauai. Traffic is out of control. My clients who live in Lihue don't want to come to my office because the traffic is so out of hand.

It isn't the right time to expand and this isn't the right project, Kapaa is the working class neighborhood of the island; 30% affordable housing equals 70% unaffordable housing.

Our current infrastructure cannot handle further expansion at this time. Please take pity on us and vote for common sense restraint.

Thank You!  
Dennis Mendonça



**From:** [David Lemon](#)  
**To:** [DBEDT LUC](#)  
**Cc:** [David Lemon](#)  
**Subject:** concerns re Hokua Place plans  
**Date:** Monday, December 24, 2018 12:06:13 PM

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While I presume there will always be a need for further development here, I am concerned that the Hokua Place development as planned would be a significant stress on the island.

It seems affordable housing has become identified as one of the biggest needs (both state-wide and here), but the Hokua Place development would do little to help. Perhaps they should re-think, and find a way to include affordable houses in the plan.

Additionally, everyone here knows how clogged the traffic is in the Kapa'a area. Adding hundreds (if not thousands) more vehicles without some kind of traffic amelioration measures will just make things much worse. As you know, there's already a fair amount of additional development already in the pipeline for the area.

I appreciate your consideration to these concerns.  
mahalo,  
David Lemon  
Lihue

**From:** Dawn Kawahara  
**To:** DBEDT LUC  
**Subject:** STRONGLY OPPOSE HOKUA PLACE DEVELOPMENT  
**Date:** Monday, December 24, 2018 4:02:15 PM

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Dear Land Use Commissioners,

We offer testimony today strongly opposing the development of the proposed "Hokua Place" in Kapaa on Kaua'i. We offer many reasons, including the fact that Kauai does not actually have a housing shortage, but a shortage of missing affordable housing--low and middle income. Facts gleaned from realty sales back up this statement.

How anyone of sound mind can think that having Hokua Place developers add close to 800 units with a starting price of \$650,000 is going to help our island's housing problems is beyond us. This asking price is so "out of the picture" for people who really need housing that it's ridiculous. But the proposed development--including the Kauai lifestyle and tropical scenery, temperatures and relative safety--will be affordable to many higher income folks, a good number of whom who'll be moving here from off-island for either part of all of the year. . .with cars in tow.

We say cars, plural, because most have a car apiece, so even guessing low at two vehicles per unit, 769 x 2 will put more than 1500 more vehicles onto our already jammed Kapaa highway, traffic circle and bypass road included. Already people who can are timing their trips through Clog Alley (Kapaa), and those who can't, often take Olohena back behind the Giant to hele on down to the pile-up at the Kuamoo Rd. T-junction with Kuhio Highway, or vice versa, depending on whether heading north or south. This already serious traffic matter is and has caused road rage, accidents, and a huge amount of stress as well as large quantities of wasted commute time. . .

Besides Hokua Place vehicles adding into our already terrible Kapaa crawl, there's the matter of an outdated waste treatment facility, which is already under review for age and inefficiency and with three new developments supposedly in line for Eastside development. (The news has carried the disgusting "blow" of a manhole in the recent past, and some of the waste matter is just waiting for a good rain to finish the "wash job" into the ocean.)

Let's not court the Hokua Place developers and their money, please!  
Let's think carefully about smart growth solutions that have and are being offered for Kauai.

Last, we are shocked that you've made Mon., Christmas Eve Day during this terrifically busy holiday season as your deadline for testimony. This in itself--knowing how people are so overburdened with work and family obligations and extra holiday occasions--shows a lack of any kind of reasonable planning. . .or perhaps those who set such a deadline were counting on less testimony--? We wonder. . .

Again, we entreat you to back away from such development as is on the table in Kapaa at this time and review carefully a smart growth model that may increase the density and energy and attractiveness of our main town of Lihue, parts of which are sorely neglected and appear as crying for some attention and an economic boost to revivify the town center.

Sincerely,

Dawn F. Kawahara, Writer

Delano H. Kawahara, Retired Teacher, Kapaa High School

5753 Noni St., Kapaa, HI 96746

**From:** [David Dinner](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hoku Place  
**Date:** Monday, December 24, 2018 11:32:23 AM

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Dear Land Use Commission

Rather than reiterate all of the arguments against the change of zoning for the ill conceived development known as Hoku Place, I will simply fall back on the excellent testimony of Anne Walton that makes perfectly clear why the vital agricultural land should not be rezoned. In addition, an article in today's TGI reveals that our population in Hawaii has dropped two years in a row and forecasts of future growth may indeed be inaccurate. Development should be focused in Lihue and should be in response to growth, not in anticipation of it.

Please turn this development down. Mahalo for your consideration.

Aloha  
David Dinner  
Kilauea, HI

Sent from my iPad

**From:** [Don Cunningham](#)  
**To:** [DREDT.LUC](#)  
**Subject:** Hokua Place  
**Date:** Monday, December 24, 2018 9:18:38 AM

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Honorable members of the State Land Commission,

I am writing to implore you to consider an alternative philosophy to growth on Kauai. No one appears to be willing, or to have the authority for comprehensive planning crossing margins of housing, commerce, farming, transportation, utilities, and more.

The proposed development of Hokua Place is yet another example. First, the Kauai economy is virtually entirely driven by tourism, despite decades of trying to diversify the economy. The hospitality industry is notorious for having a large number of very low-paying jobs, incapable of generating wages sufficient to support a family even with multiple jobs and/or wage earners. The beginning price point of Hokua Place is out of reach of the typical Kauaian family with multiple tourism-based incomes.

In addition, if this development is considered in the context of overall available resources on Kauai, it makes no sense, certainly not in this location. Kapa'a is our biggest population base, Lihue is our biggest employment base. The transportation corridor between the two is already highly congested and has the worst traffic on the island. The lack of a four lane highway between these two centers wastes hours of residents' time, hundreds of gallons of gas, and is a source of high levels of frustration for tourists.

In addition, the mere act of buying the family groceries is already difficult in Kapa'a, and will be made more so with hundreds of new households and no new sources of groceries. Otherwise, Kapa'a residents must go to Lihue for additional grocery resources, adding more pressure on that overcrowded transportation corridor.

Before we move forward with any more significant development projects, we must come up with solutions to Kauai's lack of infrastructure to support our current population and tourism load. Many residents believe we have reached a tipping point on Kauai, where available infrastructure is about to be overwhelmed by the demands of a growing population and growing tourism. Further large-scale growth makes no sense under these conditions.

Yet growth is inevitable. But the residents of Kauai have been unable to get the entities of the County, State, and Federal governments to commit to work together to address these issues before they become critical.

I ask that you take a step back and re-examine the benefit of further unbridled growth, and consider a moratorium until the various Federal, State, and County agencies can gather to discuss a plan for managed growth of population **and** infrastructure on Kauai.

Respectfully,

Don Cunningham  
Princeville

**From:** [D.Chu](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Hokua Place development in Kapaa  
**Date:** Monday, December 24, 2018 4:35:58 PM

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Aloha to State Land Use Commission

I just wanted to email my concern in allowing this project to proceed with 769 new residential units and from what I read that 30% will be considered "affordable" starting at 650K. Are you kidding? Where is the affordability for my one and only adult son's ability to afford to buy a 650K home any time soon on Kauai?

I relocated from Honolulu to Kauai to live in a "country" environment where crime and accidents is not a daily event like it is on other islands 35+ years ago.

Can you please do something to keep Kauai housing affordable? Seriously, that's going to happen ever again any time soon. We have homelessness, drugs, people flying to our island from the mainland to get benefits that should be for the locals and seniors, in fact, especially the seniors.

I have friends who are 70+ in age, living in public housing, who pay rent over \$900 and barely make it to buy food for themselves.

This is so sad to see Kauai become a place filled with way too many tourists and the rich guys. Ok, I'm not rich and I worked for more than 45 years of my life. I would like to hope that my future grand children would have that opportunity to live on Kauai affordably. We pay more just to live in Hawaii so who will actually be able to afford a 650K house? These families would probably need to work 3 jobs to make their \$2000+ monthly mortgage?

Very simple... we got enough problems with traffic in Kapaa, the roundabout and driver's whipping in and out of that circle. How can this area possibly get any worse with more cars, residents and non-residents alike. I doubt if the schools in Kapaa can handle another 768 homes. Is the developer planning on giving monies to the schools in Kapaa? Don't think so. I would assume this developer cannot "respect" our way of life on a small island. We are a small island and another so called "affordable" housing subdivision is not affordable. Please give a rip about us as your agency has the power to promote "positive" growth versus "stupid" growth.

More "public" education via newspapers and meetings about this subdivision is needed. I would like to see a 20 page Garden Island supplement published about this project/subdivision. I only read about this subdivision in the local papers today which is why I'm emailing. Not everyone uses Internet, tweets, or social media! Think about what this new subdivision will do to Kapaa?? Will it make us a better community and allow us to grow conservatively or ridiculously out of control --when I hit my 80's in 20 years. Good grief :( Don't just let it happen to make developers richer and if the State of Hawaii is really into making homes affordable, then make it happen so that our kids can return to make Kauai their home.

Thank you for reading this message. I may be reached via email and would be interested in any future meetings or information on this project -- Hokua Place.

Donna Chu  
Kapahi Resident

**From:** [Diane Chait](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Hokua Place Proposed Upzoning  
**Date:** Monday, December 24, 2018 12:15:54 PM

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I am a full time resident of Kauai for more than 15 years  
I am concerned about the proposed Hokua Place development.  
We need affordable housing but it does not sound like this will provide housing most residents can afford. I think the developer needs to set aside lower priced housing. Monies toward infrastructure to alleviate issues of burdening our already outdated wastewater plants and roads are also needed. This proposed upzoning seems to need further study to make sure it benefits the community. Maybe there should also be restrictions on this housing for full time residents only and no short term rentals if not already in place.

Thank you for your consideration of my concerns.

Diane H. Chait

**From:** [Carol Lum](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place Proposed Up Zoning  
**Date:** Monday, December 24, 2018 1:07:44 PM

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TO: State of Hawaii Land Use Commission  
RE: Hokua Place Proposed Up-zoning of Lands From Agricultural to Urban Center  
DATE: December 24, 2018

The Hokua Place 2<sup>nd</sup> Draft Environmental Impact Statement (DEIS) does not provide sufficient justification to warrant the up-zoning of 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center. As such, I am recommending the Land Use Commission support Alternative 1 in the DEIS – the No Action Alternative. Under this alternative, no action will be taken and the Project area would be left in its current state. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. The “no action” alternative would be consistent with the sentiments of the community.

Pls keep ag lands for the farmer and or rancher!

Carolynn Lum  
2746 Apapane St.  
Lihue HI 96766



**From:** [carl.imparato@juno.com](mailto:carl.imparato@juno.com)  
**To:** DBEDT LUC  
**Subject:** Testimony on Proposed Rezoning for Hokua Place, TMK (4) 4-3-003:001  
**Date:** Monday, December 24, 2018 7:09:24 PM

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Aloha,

I strongly urge that the State Land Use Commission reject the proposed Land Use District Boundary Amendment (from Agriculture to Urban) for the Hokua Place Project (TMK (4) 4-3-003:001).

Put simply, the proposed project is located in the wrong place: allowing the proposed development to occur in that location - which is the purpose of the proposed Boundary Amendment - would significantly worsen the already-intolerable amount of congestion in the Kapaa-Lihue corridor. Whatever merits the proposed project might possibly have, those merits would be clearly and definitely overwhelmed by the proposed project's unmanageable and unmitigable negative impacts on traffic in the Kapaa-Lihue corridor.

Please do not make a terrible situation worse: reject the proposed Land Use District Boundary Amendment.

Thank you for considering this concern.

Carl Imparato  
PO Box 1102  
Hanalei, HI 96714

[carl.imparato@juno.com](mailto:carl.imparato@juno.com)

**From:** [Claudia Herfurt](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Hokua Place Proposed Up-zoning of Lands From Agricultural to Urban Center  
**Date:** Monday, December 24, 2018 6:04:55 PM

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Aloha,

I urge you not to support the up-zoning of the 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center, the project known as Hokua Place.

Sincerely,  
Claudia Herfurt  
Hanalei

**From:** [poppvlu@hawaii.rr.com](mailto:poppvlu@hawaii.rr.com)  
**To:** DBEDT LUC  
**Subject:** HOKUA PLACE  
**Date:** Monday, December 24, 2018 11:25:53 AM

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This proposed development must be postponed indefinitely!

The existing infrastructure is old and inadequate for the number of structures proposed! Current bumper to bumper vehicle traffic will be doubled. This 97 acres should remain zoned Agriculture!

This proposed development should not be built! Do not rezone this "AG Land".

Kauai is already overwhelmed with approximately 30,000 tourists and 10,000 rental cars on Island daily!

Please keep this land in the State Land use Agricultural District.

Thank you,

Bob & Lila Dolan, Kalaheo HI.

**From:** A.Russell  
**To:** DBEDT.LUC  
**Subject:** Hokua Place - extreme over-development of Precious Kaaui !  
**Date:** Monday, December 24, 2018 8:09:55 AM

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I understand that developers' objective is to make money = big money! And what a "better" place than a (used-to-be) laid-back place than this fragile tiny island in the beautiful Pacific Ocean!

Since "reports" are easily skewed and so-called Environmental Impact Statements have been swayed away from the blatantly obvious, Let thousands of us (through a few of us making the time to write, show up - during HOLIDAYS - and speaking up) bring some vital facts that AFFECT ALL LIVE ON KAUA'I to your attention.

If Hokua Place were able to change our sane zoning from urban agriculture to meet their needs and be developed (destroying the healthy habitat of thousands of natural vegetations, animals and humans, the following would just be the beginning of the non-sustainable environment for not only the above-mentioned, but rippling out onto/into the whole island.

1. Hokua would generate 1,900 vehicle trips PER HOUR on our poorly-maintained roadways which are already superly over-crowded consisting of bumper-to-bumper crawl N park traffic. This situation already requires each traveler to do a lot more time on the roads, thus increasing super toxic air pollutants in our living environment !
2. Unfortunately our present infrastructure - water supply, road surfaces sewage and schools capacities are already compromised to the "bursting" point, with few workable solutions on the table.
3. To be more accurate, Hokua Place does not come close to "meeting our affordable housing needs' It is very apparent that whoever purports such a notion does not know the facts of the majority of our people's standard of living. Most human beings living on Kaaui live below what is termed "poverty level" and could not afford to live in the proposed small - 30% - portion of Hokua Place's "affordable housing".
4. Blazing fact: Single Family Home costing \$650,000 = \$950,000 are financially impossible for the majority of our people who need affordable - in their income range - housing.
5. In a rime in which Kaaui'i Island is (outrageously) importuning 90% of its food , to strip this island of one of her most valuable and necessary resources - Agriculture Land - is actually unthinkableably udicrous.
6. There is no true, factual, justification to the statement that Hokua Place is a sustainable development - in the slightest way.

**We highly recommend, and urge:**

**No action alternative from the 2nd Draft Environmental Impact Statement.**

No action will be taken and the project area will remain zoned as Agriculture.  
Hokua Place will not be built  
The land will remain in the State Lands Use Agricultural District

"We, the people" will appreciate your honest, thoughtful consideration.

Sincerely, with devout love for Kaua'i and all her inhabitants,  
Annalia Russell

**From:** [Ann Perry](#)  
**To:** [DBEDT.LUC](#)  
**Subject:** Hokua Place Proposed Up-zoning of Lands From Agricultural to Urban Center  
**Date:** Monday, December 24, 2018 12:39:50 PM

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TO: State of Hawaii Land Use Commission  
RE: Hokua Place Proposed Up-zoning of Lands From Agricultural to Urban Center  
DATE: December 24, 2018

The Hokua Place 2<sup>nd</sup> Draft Environmental Impact Statement (DEIS) does not provide sufficient justification to warrant the up-zoning of 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center. As such, I am recommending the Land Use Commission support Alternative 1 in the DEIS – the No Action Alternative. Under this alternative, no action will be taken and the Project area would be left in its current state. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. The “no action” alternative would be consistent with the sentiments of the community and the rationale as described below.

**FURTHER CONTRIBUTING TO UNTENABLE TRAFFIC IN KAPA'A.** By their estimates, Hokua Place will actually add another estimated 1,000-1,900 vehicles per hour (AM plus PM) to Kuhio Hwy and the By-Pass Road, further miring us in perpetual gridlock. If that isn't enough, imagine Kuhio Highway when 2000 cars are added to the Kapa'a logjam by two already approved resorts ready to go up in the Wailua-Kapa'a corridor (Coconut Beach Resort and Coconut Plantation = 527 units), an one pending residential development (Kealia Mauka).

**IMPACTS ON AN AGING INFRASTRUCTURE.** Hokua Place wants to hook up to the Wailua waste water treatment plant. Yes, Wailua has the capacity, but the infrastructure for the treatment plant is old, outdated and malfunctioning. In fact, the County Council is now considering funding to update the Wailua facility, even though it is in a flood zone and will be highly susceptible to sea level rise as shown by the State's new SLR Report. And remember, this is just one of 3 new developments coming online

on the east side which will be putting demands on infrastructure.

PROJECT PROPOSED UNDER THE GUISE OF MUCH NEEDED AFFORDABLE HOUSING. What is missing from the housing mix on Kaua'i is affordable housing - low and middle income housing. Hokua Place developers want to add 769 residential units to the mix with a price point starting at \$650K, with the qualifier that these prices are subject to change. If affordable housing means that the cost of housing is no more than 30% of the total household income, then \$650K is beyond the reach of low and middle income families, even when many of these individuals have multiple jobs just to make ends meet. The net effect is we are continuing to build houses primarily for mainlanders and foreigners (constituting approximately 41% of residential sales), increasing our population and further stressing our limited road system and infrastructure.

I urge you not to support the up-zoning of the 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center, the project known as Hokua Place.

Ann Perry  
[annperrykauai@icloud.com](mailto:annperrykauai@icloud.com)  
Text/cell: 808-634-7888

**From:** ARIUS  
**To:** DBEDT LUC  
**Subject:** Hokua Pl.2  
**Date:** Monday, December 24, 2018 12:55:50 PM

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TO: State of Hawaii Land Use Commission  
RE: Hokua Place Proposed Up-zoning of Lands From Agricultural to Urban Center  
DATE: December 24, 2018

**The Hokua Place 2<sup>nd</sup> Draft Environmental Impact Statement (DEIS) does NOT provide sufficient justification to warrant the up-zoning of 97 acres of agricultural lands behind Kapa'a Middle School from State agricultural lands to urban center.** Please support Alternative 1 in the DEIS – **the No Action Alternative.** Under this alternative, no action will be taken and the Project area would be left in its current state. Hokua Place would not be built. The land would remain in the State Lands Use Agricultural District. Protect the rural quality of Kauai that all residents appreciate and insist on. Any further construction on the island should be for Kauai residents only who have been here for at least five years. Address the homeless crisis taking into consideration that this is one of the most benign climates in the world. Many "homeless" prefer to live outdoors or in their cars and consider themselves to be "home free" to save on outrageous rent prices. Get real about our situation. We have to wean ourselves off pandering to mainlanders.

**FURTHER CONTRIBUTING TO UNTENABLE TRAFFIC IN KAPA'A.** By their estimates, Hokua Place will actually add another estimated **1,000-1,900** vehicles per hour (AM plus PM) to Kuhio Hwy and the By-Pass Road, further miring us in perpetual gridlock. If that isn't enough, imagine Kuhio Highway when 2000 cars are added to the Kapa'a logjam by two already approved resorts ready to go up in the Wailua-Kapa'a corridor (Coconut Beach Resort and Coconut Plantation = **527 units**), an one pending residential development (Kealia Mauka).

**IMPACTS ON AN AGING INFRASTRUCTURE.** Hokua Place wants to hook up to the Wailua waste water treatment plant. Yes, Wailua has the capacity, but the infrastructure for the treatment plant is old, outdated and malfunctioning. In fact, the County Council is now considering funding to update the Wailua facility, even though it is in a flood zone and will be highly susceptible to sea level rise as shown by the State's new SLR Report. And remember, this is just one of 3 new developments coming online on the east side which will be putting demands on infrastructure.

Kapa'a has already been Tapping into the Lihue Ahupua'a illegally. There is not sufficient water to support this development.

**PROJECT PROPOSED UNDER THE GUISE OF MUCH NEEDED AFFORDABLE HOUSING.** What is missing from the housing mix on Kaua'i is affordable housing - low and middle income housing. Hokua Place developers want to add 769 residential units to the mix with a price point starting at \$650K, with the qualifier that these prices are subject to change. If affordable housing means that the cost of housing is no more than 30% of the total household income, then \$650K is beyond the reach of low and middle income families, even when many of these individuals have multiple jobs just to make ends meet. The net effect is we are continuing to build houses primarily for mainlanders and foreigners (constituting approximately 41% of residential sales), increasing our population and further stressing our limited road system and infrastructure. "AFFORDABLE HOUSING" is not low income housing or housing for the homeless. Get real about our situation here and do the right thing. You are public servants supported by tax money, never forget that.

I urge you NOT to support the up-zoning of the 97 acres of agricultural lands behind Kapa'a Middle School



from State agricultural lands to urban center, the project known as Hokua Pl

**From:** PAMELA BURRELL  
**To:** DEEDT LUC  
**Subject:** Hokua Place-  
**Date:** Tuesday, December 25, 2018 6:11:44 PM

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The option to remove good Ag land and open space in the Kapaa corridor where it isn't needed or wanted by the folks that actually live here is crazy!

We don't need housing for investors.. we need affordable housing for residents... and even if that were the case, this would not be the right spot.

You know the added congestion of cars and the lack of infrastructure would take its toll on the residents trying to work, drive their kids to school or god forbid there be an accident to add to the stress. It is demanding enough as it is right now..why take our aloha spirit and crush it further?

There is plenty of other unaffordable housing units available on the market as we speak.  
Everyone works so hard to make ends meet, why unnecessarily add to the problems?  
Please be apart of the solution for Kaua'i. Vote 'no need' on Hokua Place once and for all.

May 2019 be filled with wise decision making.

Mahalo,

Pamela Burrell  
Kalihiwai resident

**From:** Phil  
**To:** DBEDT LUC  
**Subject:** Hokuia Place - Smart Growth  
**Date:** Wednesday, December 26, 2018 10:57:42 AM

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Just read Anne Walton's piece in the Garden Island News regarding Smart Growth for Kauai.

As a Realtor many people think that we would be in favor of a new subdivision, but that's not necessarily true; we have to live here too. No need to reiterate; I am in total agreement with everything she suggests about growth. Let's do the infrastructure first.

Thank you,

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*Phil Fudge* Realtor (PB)



Kauai *Landmark* Realty

822-3100 or 639-9090

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**From:** [Ken Jopling](#)  
**To:** [DBEDT LUC](#)  
**Subject:** Let's pause before changing open land to Urban  
**Date:** Wednesday, December 26, 2018 12:00:02 AM

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As a resident of upper Kapahi I travel through the proposed Hokua area daily as a home nurse. The roads are already massively crowded with cars for longer & longer periods of time throughout the day. We do not need more urban land in this area. For the health of all Kaua'ians do not change this area to urban as it will not only add more stress to people's lives, but take away potential agricultural land which has the potential to provide food for our island and her ohana

--

Blessed Be --  
Ken Jopling, RN, BSN  
Kapahi, Kapa'a, Kaua'i

**Derrickson, Scott A**

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**From:** Anne Walton <annehugginswalton@gmail.com>  
**Sent:** Wednesday, December 04, 2019 2:59 PM  
**To:** DBEDT LUC  
**Subject:** Comments on Hokuia Place FEIS  
**Attachments:** Comments on Hokuia Place FEIS.pdf

Aloha Land Use Commissioners,

I have conducted a thorough review on the Hokuia Place FEIS and attached my comments to this email (pdf). Please review before you make a decision at your December 17-18 meeting on Kauai.

Mahalo for your consideration of these important points.

Kind regards,

Anne Walton

ANNE WALTON || Integrated Ocean Management  
Kauai Hawaii USA  
Tel: +1 808.346.9596 || Skype: annewalton53

*I ask you to please wake up, and make the changes required possible. To do your best is no longer good enough, we must all do the seemingly impossible. We can no longer save the world because the rules have to change. Everything has to change, and it starts today. - Greta Thunberg*

COMMENTS ON  
SECTION 343-5e HRS  
HOKUA PLACE ENVIRONMENTAL IMPACT STATEMENT – VOLUME 1  
NOVEMBER 2019

Submitted by Anne Walton  
Email: [annehugginswalton@gmail.com](mailto:annehugginswalton@gmail.com)  
Cell: 808-346-9596

	Page, Paragraph, Line	Referenced Language	Comment
1	Pg. 12, table 1	Affordable House Dwellings - \$175K-\$275K (retail price per unit)	Not clear what size each unit will be, or how many attached units within a complex. This does not appear to be a realistic price range for built out units unless they are equivalent to studio apartments.
2	Pg. 13, para 5, line 2 (comment also applies to page 115)	The park will have an area for the County's proposed relocation of the Kapa'a County swimming pool.	My understanding is there is no basis for this claim as neither Hokua Place nor the County have made a commitment to pay for the building of the pool and associated facilities.
3	Pg. 13, para 7, line 1 (also pg. 20) (comment also applies to page 115)	A remnant parcel of 1-acre on the Makai side of the Kapa'a Bypass Road is also proposed as commercial use or for sub-stations for the police and fire departments.	Do the police and fire departments have a need or interest in building sub-stations on this property, especially considering their already close proximity to Hokua Place?
4	Pg. 13, para 9 (Project Components include)	Mix of single-family and multi-family residential (with projected prices noted in 2015 dollars - <b>final pricing is subject to market conditions:</b> ) <ul style="list-style-type: none"> <li>· 183-Multi-family Affordable units <ul style="list-style-type: none"> <li>o \$175,000.00 to \$275,000.00 Affordable multi-family units on site</li> </ul> </li> </ul>	Real estate market conditions, particularly in a market where nearly half of all residential sales are to mainlanders and foreign buyers, cannot be the metric for determining what is to be labeled "affordable housing". Affordable housing is calculated according to the amount of household income dedicated to monthly housing costs (whether for rent or mortgage).
5	Pg. 20, para 8, line 2	Additional sustainable connectivity concepts including bikeways and walkways to and from the pool, neighborhood commercial areas, the middle school and Kapa'a's town core are planned.	Bikeways and walkways connecting Hokua Place to the town core would require the developers to be making alterations along side County roadways and adjacent set back areas, which seems highly unlikely.
6	Pg. 20, para 10, line 1	Sustainability Programs and Plans: HoKua Place will incorporate the core principles of the various sustainability programs and plans.	The term "sustainability" is used throughout this document without any specific definition articulated in the document. In actuality, the 12 components under this section sound like a wish list rather than a standard the project will actually be held to by the County.
7	Pg. 24, 3.1	There would be no diverse, environmentally	Under no condition would agricultural lands converted to residential

	Alternative 1	<p>conscious, residential community with single- and multi-family residential, affordable housing, commercial, a walkable street network and a range of housing options.</p> <p>The land would remain in the State Lands Use Agricultural District.</p> <p>Without the Project, housing inventory in Kapa'a would remain low. Affordable housing options in Kapa'a would be limited.</p> <p>The County would not have a location for its County pool and residents in Kapa'a would not have the opportunity for pool use.</p> <p>Additionally, the "no action" alternative will be contrary to the updated Kaua'i General Plan in that the General Plan specifically designates the property as Neighborhood General and discusses the need for housing in the area.</p> <p>Because the No Action alternative does not meet several HoKua Place objectives and does not implement the Kaua'i General Plan, this alternative has been rejected.</p>	<p>use at this scale be considered "environmentally conscious". This is a false statement.</p> <p>Housing inventory on Kauai is actually not low, at any given time there are between 800-900 residential properties on the market (as of this writing on 11/15/19 there are 808 properties on the MLS which does not account for FSBOs).</p> <p>Although the County has been presented with a potential site for their pool, it has not been determined who will pay for building and maintaining the pool. As such, this should not be considered a loss if Alternative 1 is the final outcome of this project.</p> <p>In actuality, Alternative 1 does meet the policies to guide growth in the Kauai General Plan including:  Policy 1: Manage Growth to Preserve Rural Character  Policy 8: Protect Kauai's Scenic Beauty  Policy 9: Uphold Kauai as a Unique Visitor Destination  Policy 11: Help Agricultural Lands Be Productive  Policy 12: Protect Our Watersheds</p> <p>The FEIS has only evaluated the negative effects of Alternative 1 (from a developer's perspective), however, from a community perspective Alternative 1 has many positives including:  1. Meeting the General Plan's policies (as indicated above)  2. Ensuring the already unmanageable traffic conditions in Kapaa are not further exasperated by a large scale development in Kapaa  3. An aging and inappropriate infrastructure is not being further taxed by a large scale development until we have a better assessment of the condition and extent of the existing infrastructure  4. Over capacity schools on the east side will not be further unduly crowded by this large scale development</p>
8	Pg. 24, 3.2 Alternative 2	As outlined in the Kapa'a Highlands Agricultural Master Plan, crop suitability for the Project site is low. The climate and soils at HoKua Place are not ideal for the growing of most commercially viable crops due to	One of the most compelling reason Hokua Place uses for not allowing the project land to stay as agricultural land is due to poor soil quality and growing conditions, as indicated in the text in the box to the left. However, the soil studies indicate a range of soils and potential crops



		the poor soil, strong trade winds and the salt spray from the ocean. Additionally, due to the generally poor soils and harsh climate, the commercial crops most suited to the area are sugar and pineapple.	for cultivation including (extracted form page 77 of FEIS): sugarcane, pasture, pineapple, irrigated and non-irrigated orchards, irrigated and non-irrigated truck crops. Given the need and priority in the Kauai General Plan to increase food production on Kauai, Alternative 2 would actually have a positive impact on this policy.
9	Pg. 73, para 1, line 1	The Project site is not part of a scenic corridor and the Project will not affect scenic vistas and view planes.	The bulk of the 97 acre project will be visible from either Olohena or the By-Pass Road disrupting the scenic vistas, both looking in the direction of mauka and makai , making the visual impact "significant".
10	Pg. 79, para on "Aquifer" and Pg. 80 table of water demands	The source of water for the HoKua Place is in the Anahola Aquifer System. The state's 2019 updated WRPP (Water Resource Protected Plan) information on the Anahola Aquifer indicates a Sustainable Yield of 21 MGD. There was no new information on pumpage or full built-out demands in the WRPP 2019 update. The WRPP of 2008 indicates that the pumpage for the Anahola Aquifer was at 2.8 MGD. The County of Kauai DOW assessment of demand for Anahola Aquifer in 2014 stated that the demand for full built-out under the County Zoning is 5.5 MGD and for the General Plan 10.85 MGD. In summary, the current information available indicates that the Anahola Aquifer Sustainable Yield is at 21 MGD and the maximum demand at full built-out is projected to be 10.85 MGD.	The text explaining the availability of water through the Anahola Aquifer System (pg. 79) and the different level of consumption for the Hokua Place project (pg. 80) are using different metrics (MGD vs GPD), making it difficult to calibrate whether the available and the use of water are in concert or not. Also, this does not take into account other potential demands in the Anahola Aquifer System by other potential new developments in the area such Kealia Mauka, Coconut Beach Resort, Coconut Plantation village and Coco Palms – all within Kapaa. It is stated on pg. 106 of the FEIS that the 2 Coconut Coast resorts are slated for completion in 2-5 years, which would be sooner than Hokua Place.
11	Pg. 82, last para, last line	All of HoKua Place will be connected to the County's centralized sewer system to eliminate the wastewater treatment and disposal issue for this more densely developed area.	Given all the new developments proposed for the east side of Kauai (Kealia Mauka, Coconut Beach Resort, Coconut Plantation Village and Coco Palms), the fact that we have an aging infrastructure, and the Lydgate treatment plant needs to be moved because of it's condition and the threat of sea level rise, Hokua Place will significantly impact an already severely stressed system. This is not addressed in the FEIS.
12	Pg. 94, para 5	The Sewer Design Standards, 1973 by the County of Kaua'i, Department of Public Works, together with the Wailua Facility Plan, September 2008 by Fukunaga	These data are too old to be relevant today, especially given the population of Kauai in 1970 (closest calculation to 1973) was 29,524 and today it is 71,780. This increase in population has enormous

		and Associates were the primary references for the preliminary wastewater report for HoKua Place (Exhibit G) and will be abbreviated as SDS and WFP, respectively, when quoted in the following summary.	implications in regards to increases in wastewater. Projected forward, additional inputs from Kealia Mauka, Coconut Beach Resort and Coconut Plantation Village (not to mention the possibility of Coco Palms) needs to be a part of the calculation. It is stated on pg. 106 of the FEIS that the 2 Coconut Coast resorts are slated for completion in 2-5 years, which would be sooner than Hokua Place.
13	Pg. 101, para 3, lines 3 & 4	Because there are only six years of capacity left in the current landfill, the County is currently pursuing a new landfill in a more central location (in the vicinity of Līhu'e.) There is necessary capacity to accommodate the proposed Project.  Kauai has several solid waste diversion programs with several other proposals in progress that will likely be implemented by the time this Project is under construction that the Project will have to adhere too to minimize solid waste generation.	Because the issue of the future landfill has yet to be resolved, the last sentence: "There is necessary capacity to accommodate the proposed Project." is a presumption without any basis. This also applies to the "solid waste diversion programs".
14	Pg. 103, last para	At the same time, demand for residential real estate is both flexible and strong, particularly in good economic times and over the long run. It can be, and is currently, constrained to an uncharacteristic degree, thanks to havoc in the financial markets the last few years and the drastic fall off in economic activity globally and nationally.	This characterization of the economy and housing market on Kauai is no longer accurate. Data is dated.
15	Pg. 108, para.4, line 1	The majority of the island's roughly 52,000 residents live and work in the coastal areas leaving the interior of Kaua'i natural and pristine.	This data point is part of a 2019 Housing Market Study for Kauai and the number is quite a bit off. The population of Kauai is currently 71,780 residents. Without the correct base number, housing number projections will be off proportionate to the difference.
16	Pg. 109, para 3-5 (comment	By way of context, housing construction hit a peak on Kaua'i when major resorts were developed in the 1970s; recent high-volume years reach only half that	It is not clear in the FEIS whether "30% of the condo sales went to out of state buyers" applies to the 1970s population numbers or tour current population numbers. In fact, the 2018 Kauai General Plan

	also applies to page 114)	<p>level. Thereafter, many of the condominium Projects that were developed targeted the offshore buyer market. Sales records show that upwards of 30% of the condo sales went to out of state buyers.</p> <p>Census records have shown that a quarter of the County's housing stock did not house residents. Thus, while the Census categorizes these units as "vacant," they may be actually rented to vacationers, reserved by owners as a second home, or both.</p> <p>Demand in the housing market hence comes from residents, investors and non-residents.</p>	<p>states that: "Between January 2008 and September 2015, 45% of homes sold were purchased by mainland and foreign buyers." In any case, this would seem to indicate that if this ratio were applied to Hokua Place, the development would not be so much helping alleviate the housing crisis, but actually adding new residents (part or full time) to Kauai, putting further stress on our infrastructure, roads, traffic, etc.</p>
17	Pg. 110, para 2, line 1 (comment also applies to page 114)	<p>Development and construction of the Project facilities would generate employment and consequent tax revenues over several years.</p>	<p>This year the unemployment rate on Kauai has been hovering between 2.7-2.8%. The net result of that is when major construction projects occur on the island, labor has to be imported. Imported labor also puts a squeeze on local housing needs. Generating employment is not a great need on Kauai.</p>
18	Pg. 111, para 8, lines 3-7 (comment also applies to page 114)	<p>The Kapa'a Middle School is adjacent and to the north of the HoKua Place Project. Kapa'a High School and Elementary School share a campus, which is located within 2-miles of the Property.</p> <p>Kapa'a Elementary School serves grades K-5 and has classroom capacity for 942 students (DOE). The 2018/2019 school year fall enrollment was 904.</p> <p>Kapa'a Middle School, has classroom capacity for 781 students, was opened in 1997 and had a fall enrollment for the 2018/2019 school year of 607 students.</p> <p>Kapa'a High School has a classroom capacity for 952 students and had a 2018/2019 fall enrollment of 1,083 students.</p>	<p>The data for the 2019-2020 school year shows different numbers, revealing that Kapaa Elementary School is at capacity (936 students), Kapaa High School is also just about at capacity (1041), and Kapaa Middle School has increased, but not at capacity (638).</p> <p>Additionally, teachers are leaving the state of Hawaii at a higher rate than before: of the 1,116 teachers who separated from the Hawaii Department of Education in 2017-18, <u>423 left for the mainland</u>, a 70% increase from five years prior.</p> <p>This has created more vacancies state-wide. <u>At the start of the 2018-19 school year</u>, there were 1,029 positions not occupied by a certified teacher, meaning those spots had to be filled by a substitute or an emergency hire — someone with a bachelor's degree but no teaching credential.</p>

		Note that Kapa'a Elementary and Middle schools have student enrollment significantly less than the capacity of each school.	
19	Pg. 113, para 6, lines 1-3 (comment also applies to page 116)	Affordable housing demands exhibited a significant upward trend over the last several years. Recent market studies have indicated a current shortage of single-family housing in the East Kaua'i area. The forecast is that demand for housing will continue to increase, especially in the area of affordable housing. The proposed Project will assist in alleviating some of the current supply-and-demand pressures on Kaua'i's current housing market by providing a variety of additional housing products and opportunities for long-term local residents.	There is no assurance provided in the FEIS that the affordable housing units will actually be sold to those on Kauai who we qualify for affordable housing. Given the high level of off-island buyers as stated in the 2018 Kauai General Plan: "Between January 2008 and September 2015, 45% of homes sold were purchased by mainland and foreign buyers." , it is questionable who will actually end up with these units.  Secondly, and in connection to the second point, what will keep the "affordable housing" buyers from re-selling these units at market rates with a net result of an actual decline in the affordable housing inventory over time.
20	Pg. 116, para 4, lines 1-2	Kapa'a Bypass Road is a two-lane, two-way roadway along the southern and eastern boundaries of the Project. This section of Kapa'a Bypass Road is owned by the HoKua Place developer, who has entered a memorandum of understanding with State of Hawai'i Department of Transportation to dedicate the roadway to the State upon approval of the HoKua Place subdivision.	This statement is misleading as the Bypass Road simply crosses the Hokua Place property and the road is not owned by HP. This was actually clarified for the first time earlier in this document. The language should be consistent.
21	Pg. 116, para 4, line 1	According to State of Hawai'i Department of Transportation traffic count data from 2010, Kapa'a Bypass Road has a weekday traffic volume of 7,400 vehicles per day.	This data set is obsolete due to the age of the data. Given that the population data is so off (see comment #15), then correspondingly so will the traffic data. In addition to the population data, in 2010 visitor numbers were 955,112; and for 2018 1,388,302. There needs to be accounting for how that translates into additional (rental) cars on the road.
22	Pg. 117, para 4-6	Accordingly, the study area was defined to include the intersection of Kapa'a Bypass Road at Olohena Road and the intersections providing access to and egress from Phase 2 of the Project (Kapa'a Bypass	In fact, this study need to be expanded all the way to Kuamo'o Road as the impacts from additional cars generated as a result of the Hokua Place development will create further impacts to that geographic extent. For those of us who have endured the "Kapaa traffic crawl" it

		<p>Road at Road 'A' and Olohena Road at Road 'A'). Phase 1 lots are serviced by individual driveways which will have negligible traffic volumes.</p> <p>State of Hawai'i Department of Transportation reviewed the first draft of the report and directed that the study area be expanded to include the intersections of Kūhiō Highway at Kukui Street and Kūhiō Highway at Kapa'a Bypass.</p> <p>The County of Kaua'i directed that the intersection of Olohena Road at Kaapuni Road and Kaehulua Road be included in the study area.</p>	<p>use to occur during morning and afternoon rush hours. However, "the crawl" has now been extended to almost anytime (and often all the time) between approximately 7 am to 8pm, 7 days a week. Add to this the 3-4 new developments (see comments # 10,11,12) and the increasing visitor number (see comment #21) and the net result will be that residents can't get to work or deliver their children to school and visitors will spend their holidays sitting in traffic.</p>
23	Pg. 120, para 2, lines 2-3	<p>On Kauai DOT has selected the widening of Kuhio Highway from Kupule Highway to Wailua as the priority project on Kauai. DOT anticipates advertising for bids for this project in July 2020. <u>This project will indirectly benefit HoKua Place by increasing the capacity of Kuhio Highway from Wailua to Lihue</u>, the principle center of business and government on the island.</p>	<p>Making it easier for Hokua Place residents should not be the objective, but rather finding a way to alleviate the traffic burden for all the residents of the east side should be the focus of this analysis.</p>
24	Pg. 120, para 5, line 1	<p>Since the preparation of the DEIS traffic study, the peak hour traffic at the roundabout intersection of the Kapa'a Bypass Road and Olohena Road increased by about 12 percent and 22 percent, during the AM and PM peak hours of traffic, respectively.</p>	
25	Pg. 120-121 Final paragraph	<p>The construction of the connector roadway through HoKua Place, between Olohena Road and the Kapa'a Bypass Road, is expected to mitigate the Project's traffic impacts at the roundabout intersection of the Kapa'a</p>	<p>What is not clear is whether this connector roadway will be open to the public, or just for residents? In any case, although the round about does occasionally get backed-up at the north entry point, it is actually the one traffic tool that works well. The real problem is on the highway itself, and in particular where the Bypass Road enters the highway on the south end. More residents in the area = more</p>

			congestion at that clog point (one of several clog points).
26	Pg. 121, para 1-2	<p>Recommendations Without Project</p> <ol style="list-style-type: none"> <li>1. Widen Kuhio Highway between the Kapa`a Bypass Road (South Junction) and Kuamoo Road to provide two through lanes in each direction.</li> <li>2. Restripe the median on the north leg of Kuhio Highway at the Kapa`a Bypass Road (South Junction) to provide a median refuge lane.</li> <li>3. Restripe parking and shoulder lanes on Kuhio Highway through Kapa`a Town to provide additional through and/or left-turn lanes.</li> <li>4. Modify the traffic signal operations at the intersection of Kuhio Highway and Kukui Street to reduce queuing and delays.</li> <li>5. Add a right-turn bypass lane from southbound Kapa`a Bypass Road to mauka bound Olohena Road at their roundabout intersection.</li> <li>6. Realign Kaehulua Road to intersect Olohena Road and Kaapuni Road to create a four-legged, channelized intersection.</li> <li>7. Extend the median refuge lane/two-way left-turn lane on the north leg of Kuhio Highway at Lehua Street.</li> </ol> <p>Recommendations With Project</p> <ol style="list-style-type: none"> <li>1. Construct Road A from Olohena Road to the Kapa`a Bypass Road.</li> <li>2. Construct a roundabout at the intersection of</li> </ol>	<p>Not clear why these recommendations are in here as they are not relevant to the analysis, they serve as more of a wish list. This should be removed and not considered in the "Conclusions" section on page 121. There are additional "wish list" ideas included in the "conclusions" section which is confusing to the analysis.</p>

		Road A and the Kapa'a Bypass Road	
27	Pgs. 123-124	Entire sections on "Existing AM Peak Hour Traffic" and "Existing PM Peak Hour Traffic"	It would be much for useful in this section to illustrate how "volume per hour" actually translates into the amount of time it takes to travel one mile during peak hour traffic. That would provide a clearer description of the actual traffic situation. Also, it is important to note that the traffic jams are no longer restricted to the peak hours (7:15-8:15) and (3:00-6:00), but rather occur throughout the day and into the evening.
28	Pgs. 125-126, last para and first table	The existing peak hour traffic data were adjusted for the daily and seasonal variation in traffic in the region. The adjustment factors were based upon the 2016 traffic count data, which were collected at DOT's continuous traffic count station at Mile Post 2.4 on Kuhio Highway (Route 56) in Hanamaulu, which is located about 6 miles south of Kapa'a Town.	It is not clear in this text or the following table (pg. 126) what is taken into consideration when adjusting for "daily and seasonal variation in traffic". From first hand knowledge (and common knowledge of the community), we no longer have "off season" in which there is a marked decrease in visitor numbers. This changing visitor pattern needs to be considered in that now there s probably less "variation" than in previous years in terms of visitor numbers from one month to the next.
29	Pg. 126, para 2, line 1	DOT is presently planning to commence construction of the widening of Kuhio Highway in 2019. DOT has solicited bids from contractors for this Project. The widening of Kuhio Highway from the Kapa'a Bypass Road to Kuamoo Road would significantly improve traffic congestion in the Kapa'a corridor and is included in this traffic impact analysis.	Since it is December 2019 and there is no evidence of this happening, perhaps this should be updated. Please note that since 2009 we have been hearing about the widening of this section of the highway, with no action to date.
30	Pgs. 126-128	The Kapa'a Transportation Solutions (KTS) was prepared for the State Department of Transportation, dated August 2015.  The KTS cited traffic congestion in the downtown/historic district of Kapa'a Town, which resulted from on-street parking in the curb lanes in both directions on Kuhio Highway. In addition, to the delays caused by vehicles maneuvering into and out	These are labeled as "Potential Traffic Solutions" on pgs. 126-127, however, they are just that and should not be considered in the traffic analysis. When reading the details of these "Potential Traffic Solutions" many of them are falsely attributed to as the problem, and the solutions are not viable. Looking at the example in the matrix box to the left, it is pretty clear when one drives through Kapaa that the parallel parking of vehicles in even a contributing part of the traffic problem. Additionally, if curbside parking were removed, then there would be no parking available in Kapaa that allows for even

		of the parallel parking stalls along Kuhio Highway, the on-street parking occupies valuable highway space, which could otherwise provide additional through traffic lanes and/or median left-turn lanes.	somewhat easy access to the businesses along the highway. And, no alternative parking plan has been offered up. This should be removed from the FEIS as it should not be considered in the analysis. There are 17 of these suggestions, few to none of which will make any difference in traffic flow through Kapaa. It is simply a matter of too many cars for the existing road system.
31	Pgs. 131-133	The following traffic improvements expand upon the potential traffic solutions, which were cited in the Kapa'a Transportation Solutions, and are recommended to mitigate the existing and expected traffic congestion without the proposed Project: <i>(these continue for 3 pages and lead up to the "Conclusions" (pg. 132) and "Level of Impact after Mitigation" (pg. 133)).</i>	The "Conclusions" and "Level of Impact" are largely based on recommendations for what the state and county should do to alleviate traffic congestion. That is not a valid basis for the findings in this report.
32	Pg. 135	In a September 6, 2007 email to HoKua Place, Curt K. Tadani, Eastside Distribution Planner for KIUC wrote, "I got your message and the plans that you brought in were already approved and signed off by us on June 27, 2005 so as far as we're concerned, it should be okay".	It is not clear what KIUC is signing off on. The scope of the project, including the amount of acreage, number of units and types of units has changes at least 4 times since 2007. Perhaps KIUC should review the latest plans before this kind of declaration is made in the FEIS.
33	Pg. 136, para 7-9	To reduce net energy consumption and demand, HoKua Place <u>will consider</u> the implementation of elements of the United States Environmental Protection Agency (EPA) Energy Star Program; including efficient insulation, high performance windows, compact construction, efficient ventilation systems, and energy efficient lighting elements and appliances.  HoKua Place will <u>furthermore seek to</u> harness energy conservations and technologies to facilitate the possibility of net energy metering in building design to empower residents and tenants to reduce their	These read more like a possible wish list rather than an emphatic commitment to taking these actions. This is not helpful in the final analysis as the commitment to take these actions is not very strongly stated. This may be misrepresented when it comes to determining the "Level of Impact After Mitigation" (pg. 137).

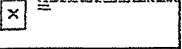


		<p>electricity costs and provide energy back to the grid.</p> <p>Energy conservation and efficiency measures will be implemented and emphasized where applicable in the design of HoKua Place. Energy-efficiency technologies to be considered include: <i>(list of 9 actions)</i></p>	
34	Pg. 138, para 5	<p>A temporary increase in noise during construction is anticipated; however, this impact will be a minor, short term inconvenience and will be minimized by the limitations on the hours of construction activity and plans to reduce impacts of construction traffic.</p>	<p>No where in this analysis does it mention noise impacts on wildlife (e.g. Newell's Shearwaters).</p>
35	Pg. 148, para 1	<p>4.15 Secondary and Cumulative Impacts</p> <p>The proposed Project does not appear to have the potential to involve any significant secondary impacts. While there are anticipated changes in several environmental and social categories, as noted above, <u>these are anticipated and the result of implementation of the County's General Plan.</u></p>	<p>The Kauai General Plan is a policy-based guidance document, not an action plan, therefore there is no impact from the General Plan itself. If there were, that would have required an EIS, of which there was not one because there was no trigger.</p>

Derrickson, Scott A

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From: roger harris <rrh38114@yahoo.com>  
Sent: Monday, December 09, 2019 3:18 PM  
To: DBEDT LUC  
Subject: [EXTERNAL] Hokua Place, Kauai FEIS



I am really shaking my head at the folly of locating hundreds of homes, condos, shopping center, cars and people on a road (Olohena) that is already overused as a "shortcut" from Kapaa town to Kuamoo Road eastward to Kuhio Highway at the Wailua River. As an example, I travel this route in both directions to/fro Kuamoo Road 4-5 times per week, and just since August 2018: The route was "repaved" due to poor conditions and already, as of December 2019, needs "repaving again. Also during that short interval, I have counted several crashed or stalled vehicles and utility lines down, plus numerous traffic stoppages (during peak traffic hours) for roadside/tree maintenance.

Kauai simply put, cannot handle any more developments. Someone has to call a halt to development without proper infrastructure being in place. There are no vacant lots in our section of Wailua Homesteads and I have seen zero within a reasonable commuting distance. Rather than that being an argument for granting added housing, that means the Garden Island is already saturated. We are not Oahu nor do we want to be.

I urge you to put a quick end to this nonsense - it reminds me of the Coco Palms debacle which should have laid to rest a long time ago. By the way, IMHO any proper FEIS should include a survey of those already living in the area, since they will be the most effected. No one I have spoken to (dozens) is in favor of moving forward with Hokua Place.

Thanks for listening.

Roger Harris  
Wailua

**Derrickson, Scott A**

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

Aloha:

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

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

Mahalo nui loa  
Carol Beardmore

To: State Land Use Commission, [dbedt.luc.web@hawaii.gov](mailto:dbedt.luc.web@hawaii.gov)

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

Date: December 12, 2019

Aloha:

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

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

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

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

None of this makes sense in this area. It would have made more sense for the developer to have purchased a lot in Lihu'e which was already zoned Urban. With all Lihu'e's many extra new and wide roads and highways all over the place now it would have been more viable, as Lihu'e does not have road/traffic issues as does 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 LA. Why would you come here and waste your vacation just sitting in traffic when you can do the same thing at home for free? How frustrating. We desperately need the dollars from tourism, and I have seen many letters to The Garden Island newspaper from visitors (some of whom have been coming for many years), shocked at how bad the traffic is in Kapa'a, and thinking they may not return until we do something. Nothing is going to happen with DOT for years, and their choices of what to do to alleviate this are extremely limited and costly. The extra stress on everyone is changing the face of Kaua'i too – at least in Kapa'a. What used to be the land of aloha is now the land of anger and rage in some cases – unfortunate but true. Another blow to tourism.

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

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

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

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

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

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

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

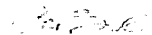
There is already the looming Coco Palms traffic, plus the development of the lot between the Courtyard by Marriott and the Kaua'i Coast at the Beachboy, permitted a long time ago, despite their negative consequences on traffic, especially during hurricanes/tsunamis. The evacuation route is our same,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

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

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

Thank you very much for your time and consideration.

Mahalo nui loa,



Carol A. Beardmore

## Derrickson, Scott A

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

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

Sent from my Samsung Galaxy smartphone.

## Derrickson, Scott A

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**From:** dgcarsten@aol.com  
**Sent:** Friday, December 13, 2019 1:47 PM  
**To:** DBEDT LUC  
**Subject:** [EXTERNAL] Hoku Development

To Whom It May Concern:

The traffic study performed in 2017 did not take into consideration the local "alternative bypass" — Kamalu Road. As a homeowner on Kamalu, I can attest not only to heavy traffic but to the extreme high speeds at which this traffic moves on a street with a 25 mph speed limit. The police appear to currently be unable to enforce this speed limit. I cannot imagine what will happen with even more cars.

The current situation is extremely dangerous for those of us who walk, ride bikes or horses, or walk our dogs. Furthermore, school buses sometimes let young children off at a distance from their homes. These children then walk with their backs to the traffic because the bus allows them to cross to be on the right side for their homes.

The proposed 769 dwellings would add even more traffic. We live in a neighborhood, with many driveways. It is already dangerous to pull out into traffic. I cannot imagine another 769 drivers or more on our little road.

Sincerely,  
Donna G. Carsten  
1106 Kamalu Rd.  
Kapa'a



**Derrickson, Scott A**

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**From:** Dorothy Perry <dorothy.perry@hawaiiantel.net>  
**Sent:** Friday, December 13, 2019 2:51 PM  
**To:** DBEDT LUC  
**Subject:** [EXTERNAL] Hokuia Place

Aloha

Please do not allow this development to happen, it is wrong in so many ways that all of us can already see. One obvious issue is people walking down that dangerous road. It is really a 30 minute dangerous walk to Kapaa. Another 1300 cars on our roads in that area is horrible. Our roads cannot handle our current traffic in Kapaa. This is so wrong, please do not do this to us.

Aloha

Dottie and Dick Perry

## **Derrickson, Scott A**

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**From:** Michael Goodwin <goodwinkip@gmail.com>  
**Sent:** Friday, December 13, 2019 11:36 AM  
**To:** DBEDT LUC  
**Subject:** [EXTERNAL] Hokua Place Testimony

Aloha Land Use Commission,

We oppose the proposed Hokua Place development, and urge your rejection of a request to upzone to Urban.

From the FEIS "Hokua Place Product Sales Price Projection", 452 of the 767 dwellings are, by County standards, "affordable". Monthly maintenance fees are omitted. Their inclusion would drop the percentage of dwellings that are affordable to below 30%, a violation of the County mandated standard.

As well, with household income not keeping pace with rising housing prices, the listed prices in 2015 dollars means even fewer of the dwellings would be truly affordable. We have seen this bait and switch before. Other, more equitable solutions providing housing are happening or in the planning process in Kauai County.

The HDOT study cited in the FEIS draft is from March, 2017, 2 1/2 years ago. Both the local population and visitor population has grown since and will continue to do so. Their vehicles funnel into the Kapaa corridor, causing an exponentially greater population of vehicles. Hokua Place would input an estimated 1300 more cars into the overburdened Kapaa traffic corridor. I fear my own neighborhood, Wailua Homestead, will be dragged into this traffic mess when frustrated drivers will opt for Olohena- Kamalu- Kuamo`o Roads to bypass Kapaa corridor gridlock.

This car culture oriented proposed development is out of step with the current live-work planning philosophy that is underway elsewhere on the island. We urge you to disapprove this flawed FEIS and deny the developer's petition to upzone from Agricultural.

Thank you for your consideration,  
Kip Goodwin  
6294Q Olohena Road  
Wailua, Kaua`i

**Derrickson, Scott A**

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**From:** Judie Hoepner <judie@aloha.net>  
**Sent:** Friday, December 13, 2019 8:01 AM  
**To:** DBEDT LUC  
**Subject:** [EXTERNAL] Fwd: Testimony on Hokua Place - Unfavorable

I object to the EIS presented by the developers of Hokua Place for the following reason:

They show the price of multi-family units as \$250,000 - \$350,000. The omission or lack of consideration of the maintenance fee associated with condominiums is a serious omission. Condo fees on Kauai range from \$700 - \$1200 monthly.

Sincerely,

Judie Hoepner

3-3400 Kuhio Hwy,

Lihue, Hawaii 96766

808-639-0212

**Derrickson, Scott A**

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**From:** dgcarsten@aol.com  
**Sent:** Friday, December 13, 2019 1:47 PM  
**To:** DBEDT LUC  
**Subject:** [EXTERNAL] Hoku Development

To Whom It May Concern:

The traffic study performed in 2017 did not take into consideration the local "alternative bypass" — Kamalu Road. As a homeowner on Kamalu, I can attest not only to heavy traffic but to the extreme high speeds at which this traffic moves on a street with a 25 mph speed limit. The police appear to currently be unable to enforce this speed limit. I cannot imagine what will happen with even more cars.

The current situation is extremely dangerous for those of us who walk, ride bikes or horses, or walk our dogs. Furthermore, school buses sometimes let young children off at a distance from their homes. These children then walk with their backs to the traffic because the bus allows them to cross to be on the right side for their homes.

The proposed 769 dwellings would add even more traffic. We live in a neighborhood, with many driveways. It is already dangerous to pull out into traffic. I cannot imagine another 769 drivers or more on our little road.

Sincerely,  
Donna G. Carsten  
1106 Kamalu Rd.  
Kapa'a

**Derrickson, Scott A**

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**From:** robin yost <rbyost@yahoo.com>  
**Sent:** Saturday, December 14, 2019 3:07 PM  
**To:** DBEDT LUC  
**Subject:** [EXTERNAL] Say No to Hokua Place

Dear State Land Use Commission,

Please DO NOT change then zoning from agriculture to urban, for Hokua Place, on the east side of Kauai.

There are a number of discrepancies and errors in FEIS for this project, that are very harmful to the island of Kauai.

The developers say there will be affordable housing, though there is lack of transparency in the FEIS, regarding monthly maintenance fees of the multi family condos. These fees can be quite high, and usually are subject to increases as the years go by. These fees will be too much of a hardship to many of the families who need REAL AFFORDABLE HOUSING.

The chart of Hokua Pl Sales Price Projection is inadequate and misleading. The "Potential Pricing" of lots, houses, condos is based on the year 2015. When people look at the chart, they need full, and updated disclosures to know if they can afford it.

Another grave concern, is traffic. Yep, always is a problem, and this development will make it worse, worse, worse.

The last two traffic analysis were done in 2015, and 2017. Our traffic congestion has exponentially increased since these studies were done. Another projected 1300 cars that this project will bring onto the very few roads that are already trapped in the "Kapaa Crawl," nightmare traffic. Don't forget the 30,000 plus daily visitors that in addition contribute to the traffic problem already here.

One last thing I wonder and am very concerned about is the East side infrastructure. Aging and close to tapped out, how is the development going to contribute to that? More harm?

Thank you for your vote to NOT change the zoning from agriculture to urban, to allow Hokua Place to happen.

Robin Yost  
Kapaa, Kauai, Hawaii.

To: Land Use Commission

12/17/19

Re: Hokua Place Public Hearing

From: Gabriela Taylor

The burden of a 769 unit dwelling development in Kapaa would only exacerbate the almost continuous state of traffic paralysis that extends day and evening, creating traffic jams from Hanamaulu to Kealia and compromises our quality of life, as well. Yes, we need affordable housing, but it's not **convincing** that is what Hokua Place will be delivering.

**HOUSING (page numbers refer to FEIS)**

**HOKUA PLACE PRODUCT SALES PRICE PROJECTION**

Housing Produced	Total Units	Retail Price Per Unit	Home Site Only Prices
A House Lot Package. Large Lots (10,000 sf)	36	\$750,000-\$1,250,000	\$225,000-\$250,000
A House Lot Package. Medium Lots (7,500 sf)	50	\$650,000-\$850,000	\$200,000-\$235,000
Multi-Family Dwellings (4 Plex, 8 DU/Ac)	452	\$250,000-\$350,000	
Affordable Housing Dwellings (12 DU/Ac)	231	\$175,000-\$275,000	

**P12.** Looking at the Hokua Place housing chart you can see that 231 multiplex dwellings are affordable, as mandated by county law. The largest number of dwellings, 452, are Multi-Family Dwellings/ Condos, priced from 250,000-\$350,000. This is where we have to look more closely. I have confirmed that there will be monthly maintenance fees for these condos just as there are for all condos on Kaua'i. The lack of transparency regarding monthly maintenance fees is a serious omission in the FEIS, because monthly fees make the Hokua Place Multi-Family condos much more expensive than listed. It is common for maintenance fees to go up over the years as buildings age. Going rates for condo fees on Kaua'i are \$700-\$1200/month. That's a big chunk of money to overlook in the FEIS.

Conclusion: These multi-family condos are not affordable for local families!

**PAGE 12.** The Housing Chart describes "POTENTIAL PRICING" of the units in the development. Potential prices are noted in "2015 US Dollars". and **PAGE 13.** Final Pricing is "SUBJECT TO MARKET CONDITIONS"

When people look at the chart to see the listed prices, they need full disclosure to know if they can afford it. The above chart is inadequate and misleading. These prices will only attract mainlander/foreign investors.

## **TRANSPORTATION/ TRAFFIC**

Picture another 1300 vehicles pouring onto the Bypass and Kuhio Highway in downtown Kapaa. Unbridled gridlock traffic may be the most worrisome impact for both residents and visitors. There is good reason for that, given the prolific traffic jams now crawling along from north Kapaa to the Wailua River and back. Traffic madness can be anytime, not just during commuter hours. **PAGE 116.** Access or egress to and from Phase 1 of Hokua Place will be via driveways along south Olohena Rd. Access to/ from Phase 2 will be provided by an intersection at Kapaa Bypass Rd. The 2 intersections will be connected by a roadway, running through the property, referred to as Rd A, which the developer *speculates* will mitigate the project's traffic at the roundabout. **PAGE 119.** Outdated Traffic Analysis: The State Dept of Transportation (HDOT) did studies in 2015 and March 13, 2017. The traffic has exponentially increased since these outdated studies were performed and the developer's foresight appears to be blinded to that reality as he comments on impacts of the development: " The Hokua Place access intersections at Olohena Rd and the Bypass Rd are expected to operate at satisfactory Levels of Service, during the AM and PM peak hours of traffic." Right now, Olohena Rd. with 2 lanes, is jammed with school buses and parents dropping off kids and will worsen with several driveways and Rd A pouring onto it. **PAGE 121.** "The existing traffic congestion on Kuhio Highway through Kapaa Town can be mitigated by restricting on-street parking and re-striping the shoulder lanes to provide additional through lanes" **PAGE 8.** Other such foolishness is expressed when they say it's a 10 minute walk to Kuhio Highway in Kapaa Town along the Bypass Rd. (It's dangerous without sidewalks and is a 30 minute walk). The only plan of DOT has to alleviate traffic in 2020 is to add a short lane on Kuhio HW between the ByPass and Kuamoo Rd, which will bring little Improvement.