

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

Thanks for your interest and in maintaining our Kauai rural lifestyle, which is severely threatened at this time. It is up to us to take action by emailing feedback (comments) through the official channel. Note: the focus of your comments should address the EISPN up-zoning from Ag to Urban, which, if denied can stop this project from going to completion.

Background: Hokua Place Subdivision, located west of Kapaa town, adjacent to the Kapaa Middle School, has approximately 800 multifamily & single family units on a 97-acre parcel; about 20% will be Affordable Housing. A commercial district will be built on 1.4 acres. The 2 access points serving the project will connect with Kapaa Bypass & Olohena Rd.

This EISPN is the first stage for public comments to aid development of the Draft EIS (Environmental Impact Statement). Your observations and comments will be reviewed by the State Land Use Commission (LUC), as well as the developers. Your input should highlight Kapaa traffic and other infrastructure that will be dramatically impacted by this project.

Five concerned residents have met to extract what we believe are the critical points for residents to comment on. When you write comments, it is important to address specific findings in the long complicated EISPN document. We ask that you read our points (below), and write a letter from your own experience, using those specifics we site—in your own words. Or- open this link to the LUC site and read the study yourself.

<http://luc.hawaii.gov/pending-petitions-2/boundary-amendments/a11-791-kapaa-highlands-phase-ii-hg-kauai-joint-venture-llc/petitioners-environmental-impact-statement-preparation-notice-eispn/>

Comments from your emails will be printed and addressed in the upcoming Draft EIS. Please give specific examples in relation to the points you make, eg. when, where and how long stuck in traffic on Kuhio Highway, or intersections, as related to the impact of Kapaa traffic now.

Please email mail this letter to your friends, ASAP, so we can get many people to email it out and/or on Facebook, to their friends in time to send comments by 1/22 to BOTH email addresses below.

Email your comments, (not this letter), titled“ Hokua Place EISPN Comments”to both of the following by January 22, 2015:

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

Important Points to Address in your email to the LUC& Hookuleana

INFRASTRUCTURE FIRST : (Development Later)

1.Roads and Traffic — please mention these studies in your comments

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

B. . Traffic studies need to be updated/repeated for the new DraftEIS.

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

TRe Exhibit H pages 6 & 7. Existing Levels of Service

Table 3: Traffic going onto Kuhio Highway from Kukui St. at stoplight in downtown Kapaa. is given a B rating (Scale A-F), the study needs to be re-thought with the load from the school as well as that from Hokua Place likely creating backup going through beyond the Roundabout. This study must be repeated in the morning when school starts and again in the afternoon when it lets out. Then add the Hokua Place traffic!.

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

Table 5: Kuhio Highway at So. End of Bypass Rd. got an F.(failure) rating. No surprise there. And the Hokua commute traffic to Lihue will add several hundred vehicles to that mess. Why is it not mentioned that traffic is backed up frequently from the Kuumo Rd light to Kapaa downtown? How can anyone fathom traffic from the 3 new hotels previously mentioned, as well as that from the 800 houses from Hokua Place added to the mess we already have? I ask the LUC to consider the traffic problems we have now multiply that by 10 and imagine the current one hour wait many have endured driving through Kapaa downtown/Wailua now —doubled.

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

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

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

Other Infrastructure to Consider

1. Drainage from storm runoff on the hard surfaces created in development needs to be re – examined do to elevation steep slope of land in the project. Detailed flood studies and Flood Insurance Rate Maps need to be done according to comments from Dept of Public Works. Is the Kapaa Bypass bridge flow capacity adequate?
2. The ADA requirement for public roadway, sidewalk and bike path can not be more than a 6% grad.e. Will that be provided in the project?
3. Over stressing our already near capacity Landfills with construction waste and resident generated trash must be addressed too.
5. Can the Lydgate Sewage treatment plant, which smells bad now, handle the 3 proposed/permitted hotels as well as the 800 Hukua Place dwellings?

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