

CHAPTER 5.0

5.0 NEIGHBORHOOD-SPECIFIC DESIGN GUIDELINES

The following chapter provides specific development standards and allowable land uses for the five Līhu'e Town Core neighborhoods. The overall land use map for the Town Core is shown in Figure 5-1. For additional design guidelines, please review Chapter 4.0.

For several neighborhoods, Design District Overlays are proposed to encourage redevelopment and revitalize the area and supersede underlying zoning. A summary table of the permitted uses within the Mixed-Use Design Districts is provided in Table 5-1. Each section also provides recommendations for specific development standards that may differ from the CZO. Where no guidelines are provided in this Urban Design Plan, the standards for the underlying zoning district as described in the CZO shall be followed.

The following sections provide supporting descriptions of the design intent and detailed guidelines for each of the five neighborhoods. Each of the neighborhood-specific design guidelines are organized into the following basic subsections:

- Design Objectives
- Land Use
 - Generally Permitted Uses and Structures
 - Uses and Structures that Require a Use Permit
- Site Design
- Architecture and Building Design
- Off-Street Parking Requirements
- Signage
- Walls and Fences
- Outdoor Lighting
- Underground Utilities and Screening of Utility Equipment
- Screening Loading Areas
- Additional sections when necessary

For design guidelines that apply to all neighborhoods within the Town Core, including streetscapes, landscaping and sustainable design, please refer to Section 4.0.

Figure 5-1: Proposed Land Uses for the Līhu'e Town Core

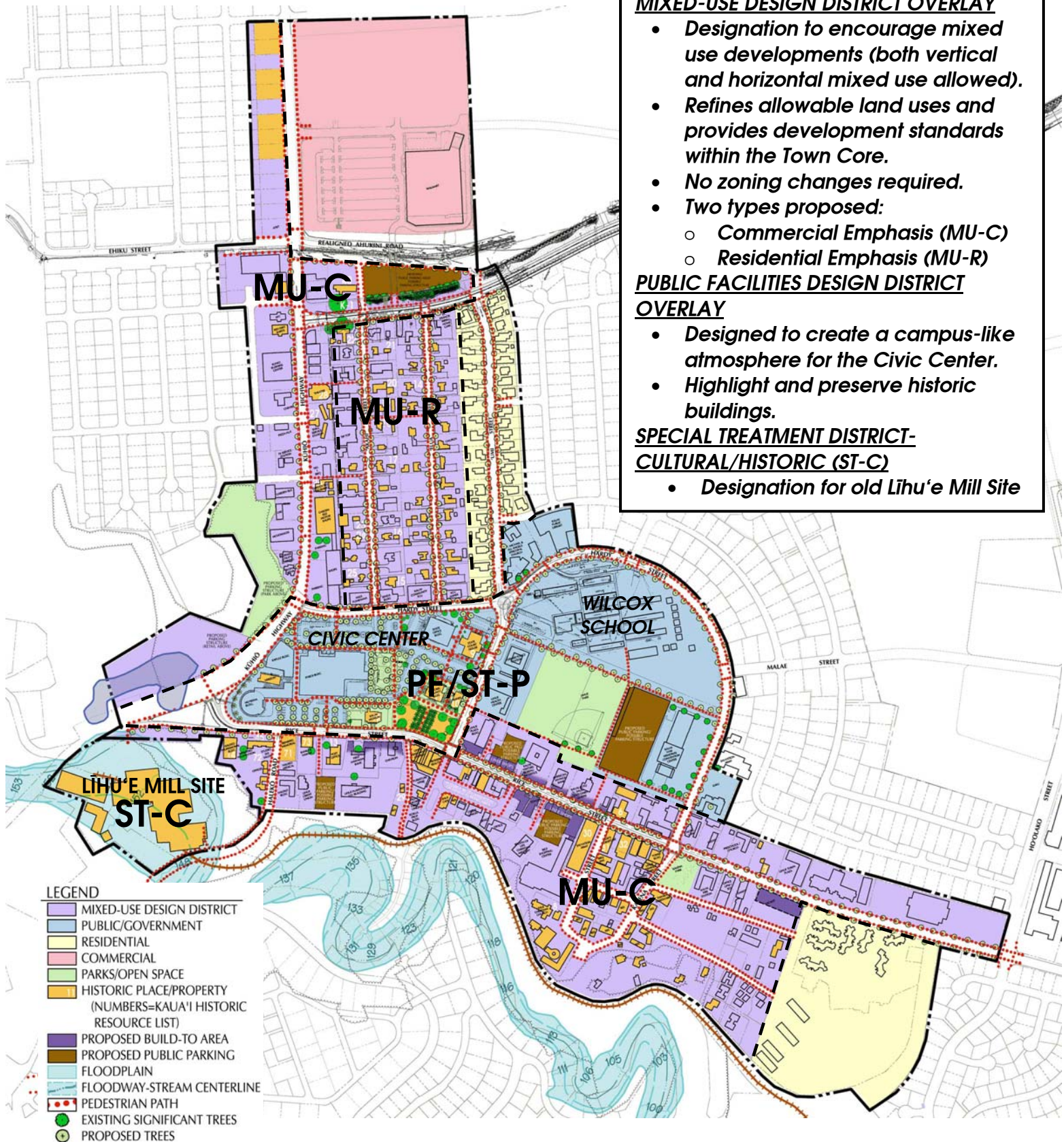


Table 5-1: Summary of Land Uses for the Mixed-Use Design Districts

LAND USE†	MU-C	MU-R	PF
Accessory uses and structures	P	P	P
Adult family boarding, group living and care homes	U	U	
Animal hospital	U	U	
Art galleries and sales	P	P	
Automobile repair, storage and gasoline sales	U		
Botanical and zoological gardens	U		
Churches and temples	P	P	P
Clubs, lodges and community centers (private)	P	P	U
Commercial indoor amusement and recreation facilities	P	P	
Communication facilities	U	U	U
Construction materials storage	U		
Convenience stores and neighborhood grocery stores:			
1. Under 10,000 SF building footprint	P	P/U*	U
2. 10,000 SF - 20,000 SF building footprint	P	U/N**	
3. Over 20,000 SF building footprint	U		
Gymnasiums and recreational facilities			P
Home businesses	P	P	
Hotels and motels			
1. Not to exceed RR-10 density	P	U	
2. Not to exceed RR-20 density	U		
Household services	P	P	
Light manufacturing, such as handicrafts and garment fabrication	P	P	
Light manufacturing, other than above	U		
Minor food processing (such as cracked seeds, jellies, candies and ice cream):			
1. Under a 10,000 SF building footprint	P	P	
2. 10,000 SF - 20,000 SF building footprint	P		
Museums, libraries and public services	P	P	P
Offices and professional buildings	P	P	
Outdoor private amusement and recreational facilities	U		U
Parking garages/structures	P		P
Personal services, such as barber and beauty shops, salons, laundromats, shoe repair shops, etc.	P	P	
Public and private utilities and facilities	U	U	U
Public offices and buildings	P	P	P
Public parks and monuments	P	P	P
Research and development (including laboratory/medical research)	U	U	
Restaurants and food services			
1. Under 1,000 SF gross leasable area	P	P	P
2. Over 1,000 SF gross leasable area	P	P	

LAND USE [†]	MU-C	MU-R	PF
Retail sales and stores:			
1. Under 1,000 SF gross leasable area	P	P	P
2. Under 10,000 SF building footprint	P	P/U*	
3. 10,000 SF - 20,000 SF building footprint	P	U/N**	
4. Over 20,000 SF building footprint	U		
Multiple-family dwellings:			
1. Up to R-10 density	P	P	
2. Up to R-20 density	P	U	
Single-family dwellings	P	P	
Schools and day care centers	P	P	P
Warehouses, self-storage facilities	U		
Any other use or structure which the Planning Director finds to be similar in nature to those listed above and appropriate to the respective District	U	U	U
LEGEND: <i>P = Permitted Use or Structure</i> <i>U = Use Permit Required</i> <i>Blank or N = Not Permitted even with Use Permit</i> [†] <i>All permitted uses allowed to be mixed within a development either vertically or horizontally</i> <i>*P/U = Permitted for 'Akahi Street, Use Permit required for 'Elua Street</i> <i>**U/N = Use Permit required for 'Akahi Street, Not Permitted for 'Elua Street</i>			

5.1 RICE STREET NEIGHBORHOOD

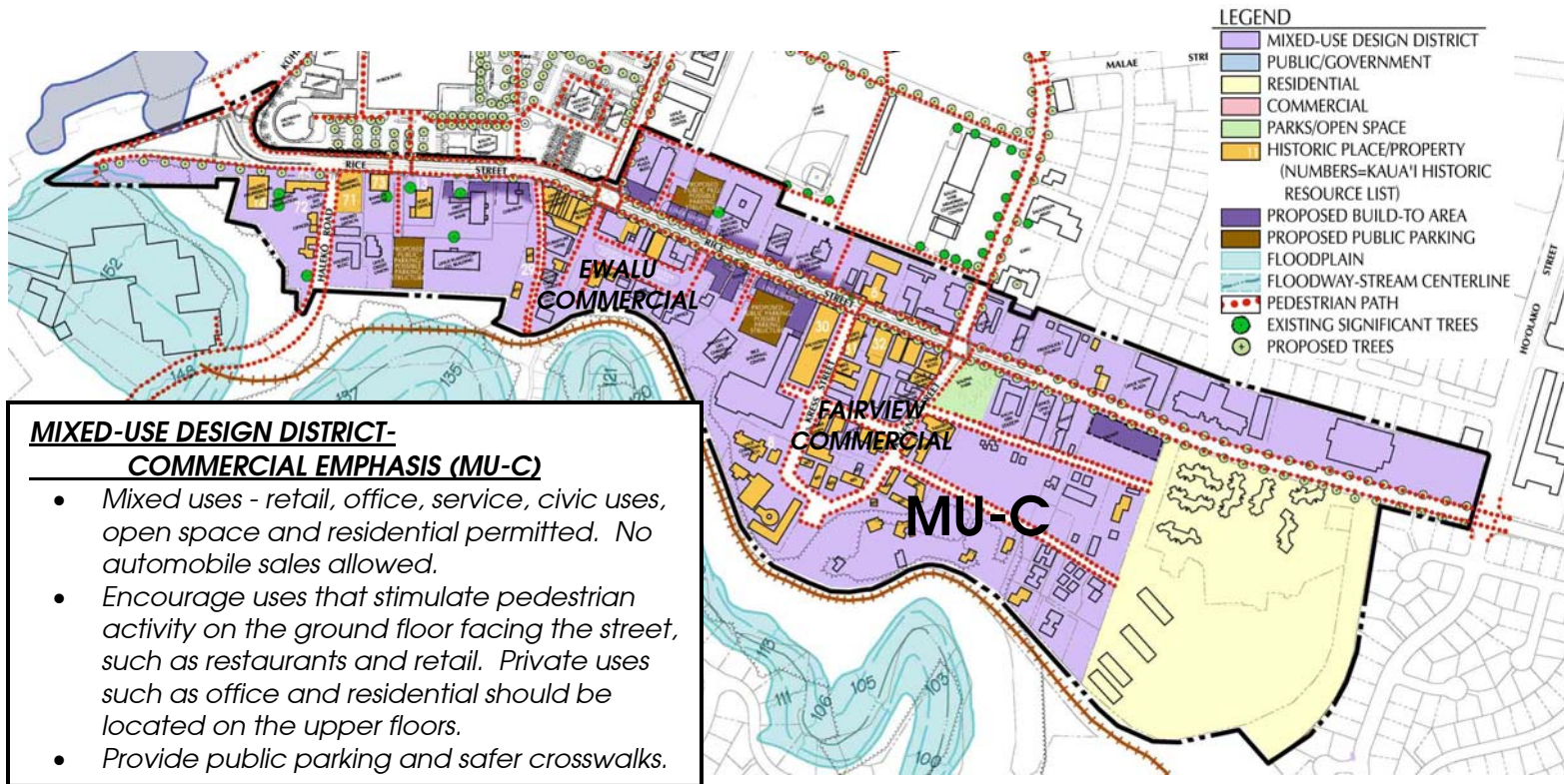


Figure 5-2: Rice Street Neighborhood Plan

5.1.1 DESIGN OBJECTIVES

Rice Street is envisioned as Līhu'e's "main street." In order to revitalize the Rice Street Neighborhood, a mixed-use design district overlay is recommended for the majority of the area to allow a variety of development to occur. Both vertical and horizontal mixed use is allowed. Storefronts should line the street with residential uses typically located above or behind the commercial uses. Businesses would primarily support nearby civic uses and government workers, as well as local residents. Other businesses could develop a niche to complement rather than compete with the "big box" retailers such as Wal-Mart and Costco, the Kukui Grove Shopping Center, and commercial activities proposed in the new Wailani development (Līhu'e-Hanamā'ulu). This will be accomplished through a mix of land uses that include boutique-type businesses and eateries (that fill the needs of nearby workers and local residents as well as sell local artwork and crafts), service-oriented shops and offices, and primary housing that will help activate the area at all hours of the day.

With a focus on Lihū'e's rich history and the creation of a walkable community, the areas along Rice Street will be revitalized with a mix of businesses, residences, and pedestrian-oriented streetscapes. Roadways will be improved to cater to the pedestrian experience while supporting vehicular circulation. New pathways to Nāwiliwili Stream, the old mill property and the railroad (if made available for public use) should be provided to connect to and reinforce the historic themes of Lihū'e's past.

Special design standards are provided for two sub-areas of the Rice Street Neighborhood, the Fairview Commercial Area and the 'Ewalu Street Commercial Area. Conceptual plans illustrating the design intent for these areas are shown in Figure 5-3 and Figure 5-4, respectively.

5.1.2 LAND USE

The intent of the Mixed-Use Design District Overlay-Commercial Emphasis (MU-C) will be to maintain the "small town" character of the area, while enhancing the pedestrian-oriented environment. This will be accomplished through a mixture of horizontally and/or vertically integrated commercial, retail and residential uses and a streetscape that promotes pedestrian use. In addition to the neighborhood plan shown in Figure 5-2, a close-up version of the plan for Lower Rice Street between 'Umi and Hardy Streets is provided in Figure 4-12. It shows the general layout of buildings with storefronts lining Rice Street, wide sidewalks, street trees and parking at the rear. A rendering is provided below.

Rendering of Rice Street

The current zoning for the Rice Street Neighborhood is primarily General Commercial (C-G), with a few areas zoned Residential (R-20), Special Treatment-Public Facilities (C-G/ST-P) and Open. While C-G allows residential development with a Use Permit, the description and some of the other allowable uses are inappropriate for creating the mixed-use pedestrian environment envisioned for the area. The C-G zone is described in the County's Comprehensive Zoning Ordinance (CZO) as including "uses and services which are less frequently used and which are normally supplemented by and dependent upon the aggregate activities of a central commercial center



serving several residential neighborhoods and *which are less compatible with the environmental qualities of residential districts*” (KCC Section 8-5.2 (c), emphasis added).

This description is contrary to the main street vision for the area. Historically, Rice Street has had both commercial and residential uses with the old Līhu‘e Store and Tip Top at its epicenter and large manager homes to the west. As such, the proposed Rice Street Mixed-Use Design District Overlay shall allow both commercial and residential uses but have a Commercial Emphasis. An amendment to the underlying zoning districts is not necessary. The following guidelines recommend a different mix of permitted land uses with modified design standards to achieve the desired vibrant, pedestrian-oriented mixed-use community. Special design consideration should be given to historic properties and the transition areas between the mixed-use district and the lower density residential neighborhoods.

5.1.2.1 Generally Permitted Uses and Structures

The Mixed-Use Design District Overlay with a Commercial Emphasis would modify the current list of generally permitted uses and structures in the designated area as follows:

1. Accessory uses and structures
2. Art galleries and sales
3. Churches and temples
4. Clubs, lodges and community centers (private)
5. Commercial indoor amusement and recreation facilities
6. Convenience stores and neighborhood grocery stores with a 20,000-square foot building footprint or smaller
7. Home businesses
8. Hotels and motels not to exceed RR-10 density
9. Household services
10. Light manufacturing, such as handicrafts and garment fabrication
11. Minor food processing, such as cracked seeds, jellies, candies and ice cream with a 20,000-square foot building footprint or less
12. Museums, libraries and public services
13. Offices and professional buildings
14. Parking garages/structures
15. Personal services, such as barber and beauty shops, salons, laundromats, shoe repair shops, etc.
16. Public offices and buildings
17. Public parks and monuments
18. Restaurants and food services

19. Retail sales and shops with a 20,000-square foot building footprint or less
20. Multiple-family dwellings not to exceed R-20 density
21. Single-family dwellings
22. Schools and day care centers

5.1.2.2 Uses and Structures that Require a Use Permit

The Mixed-Use Design District Overlay – Commercial would modify the current list of uses and structures requiring a Use Permit as follows.

1. Adult family boarding, group living and care homes
2. Animal hospital
3. Automobile repair, storage and gasoline sales
4. Botanical and zoological gardens
5. Communications facilities
6. Construction materials storage
7. Convenience stores and neighborhood grocery stores over a 20,000-square foot building footprint
8. Food processing and packaging (other than permitted above)
9. Hotels and motels not to exceed RR-20
10. Light manufacturing (other than permitted above)
11. Outdoor private amusement and recreational facilities
12. Public and private utilities and facilities
13. Research and development (including laboratory/medical research)
14. Retail sales over a 20,000-square foot building footprint
15. Warehouses, self-storage facilities
16. Any other use or structure which the Planning Director finds to be similar in nature to those listed in this section and appropriate to District.

5.1.3 SITE DESIGN

Site design guidelines for the Rice Street Neighborhood focus on the interface between buildings, off-street parking, sidewalks, landscaping and roadways. They are intended to create a pleasant, walkable environment, while accommodating vehicles and minimizing pedestrian conflicts with them.

5.1.3.1 Building Setbacks and Build-to Lines

Build-to lines and setbacks are established to assure that buildings work together to help define the streetscape. See Section 5.7 for definitions of

build-to lines and setbacks. Proposed street sections are described in Section 4.2.6.2.

5.1.3.1.1 Rice Street (from Kūhiō Highway to Kapule Highway)

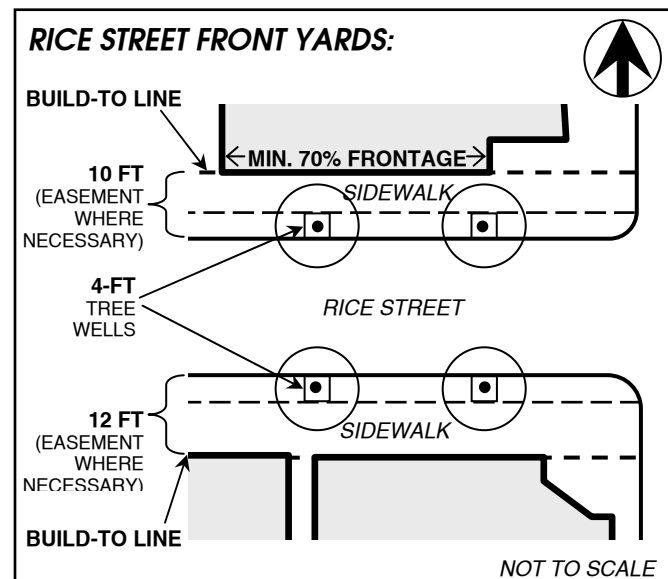
The following setbacks and build-to standards apply to all areas within the Rice Street Neighborhood, except the Fairview Commercial Area and the 'Ewalu Street Commercial Area. For setback and build-to requirements for those areas, please refer to Sections 5.1.3.1.2 and 5.1.3.1.3, respectively.

- **Front Yards.** For the south side of Rice Street, buildings should be built up to a 12-foot build-to line from the edge of the curb. For the north side of Rice Street, buildings shall be built to a 10-foot build-to line from the edge of the curb.

Deviations from this build-to line will be permitted to allow for variation in the streetscape provided these deviations enhance the pedestrian nature of the streetscape and do not exceed a total of 70 percent of the frontage along Rice Street. Deviations from the build-to standards would be

permitted for improvements that could include, but are not limited to, provisions for landscaping, wider sidewalks or a plaza area, and outdoor eating and seating areas.

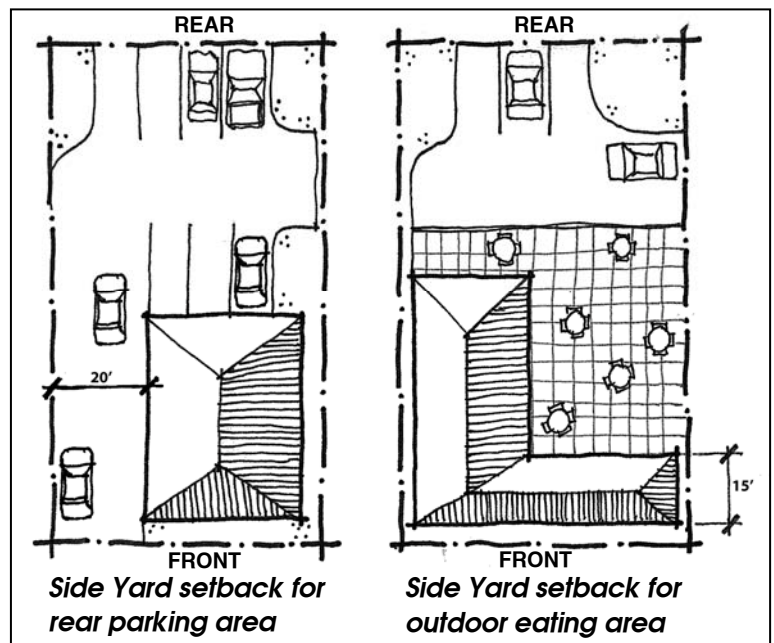
Because the existing right-of-way fronting each property varies, all new developments should ensure that a continuous sidewalk width of a least 12 feet (from the street-side edge of the sidewalk curb to the building façade, inclusive of tree wells) shall be provided on the south side of Rice Street and a similar sidewalk of at least 10 feet shall be provided on the north side of Rice Street. Where buildings are set back from the build-to line, these areas should be paved for ADA accessibility to meet with the sidewalk paving or should be landscaped and serve a function that promotes pedestrian activity along the street front.



Easements shall be granted in favor of the County over private property where necessary to maintain a consistent streetscape. The County will be responsible for the installation and maintenance of sidewalks and tree wells provided within the right-of-way and easements. However, adjacent landowners are encouraged to work with the County if patterned or special paving materials are desired.

- **Side Yards.** No side yard setbacks are required for buildings on Rice Street except where the side yards abut a public street or a lot in a zoning district which requires a side yard setback. In such cases, the setback shall be equal to the minimum required for the adjoining or underlying zoning district. New developments shall locate buildings at the minimum side yard setback, except in the following instances:

1. Where access to on-site parking at the rear of the building is necessary; or
2. Where setback area is desired (i.e. for parking or outdoor seating) then the side yard setback along the first 15 feet of building depth shall be at the minimum setback. The remainder of either side yard may be increased for the desired use.



- **Rear Yards.** No minimum rear yard setback is required for properties, except where the rear lot abuts a residential property. In this case, the minimum yard setback shall be 5 feet.

5.1.3.1.2 Fairview Commercial Area

The Fairview Commercial Area centers on Kress and Kalena Streets on the Nāwiliwili-side of Rice Street. The main design goals for the area are to improve the pedestrian environment by providing continuous, ADA-accessible sidewalks and to maintain the historical feel of area with storefronts along the streets and awnings sheltering pedestrian areas. The conceptual plan for the Fairview Commercial Area is provided in Figure 5-3.

Front Yards:

- Many of the older buildings along **Kress and Kalena Streets** were built with storefronts and awnings but may lack continuous sidewalks. Any new buildings shall be constructed to a build-to line along the property line (build-to line 0 feet from the right-of-way), aligning with existing historic structures as shown in Figure 5-3.
- For properties along **Halenani Street**, the build-to line shall be established along the property line (build-to line 0 feet from the right-of-way) on the north side of the street. On the south side of the street, a build-to line shall be established 10 feet from the property line. Easements shall be granted in favor of the County for this 10-foot area to allow for parking and sidewalk improvements to be implemented by the County as part of this master plan. When funds become available, the master plan proposes that angle parking stalls will be constructed by the County within the right-of-way and first six feet from the property line. The remaining ~4 feet within the easement shall be set aside for a sidewalk. The easement and proposed sidewalk improvements should not require demolition of existing buildings and should be adjusted where necessary. However, the easement is required for all new construction or major renovations.

Applicants who construct the 4-foot sidewalk fronting their buildings on Halenani Street shall receive credit in the form of reduced parking requirements. Half the amount of parking shall be required.



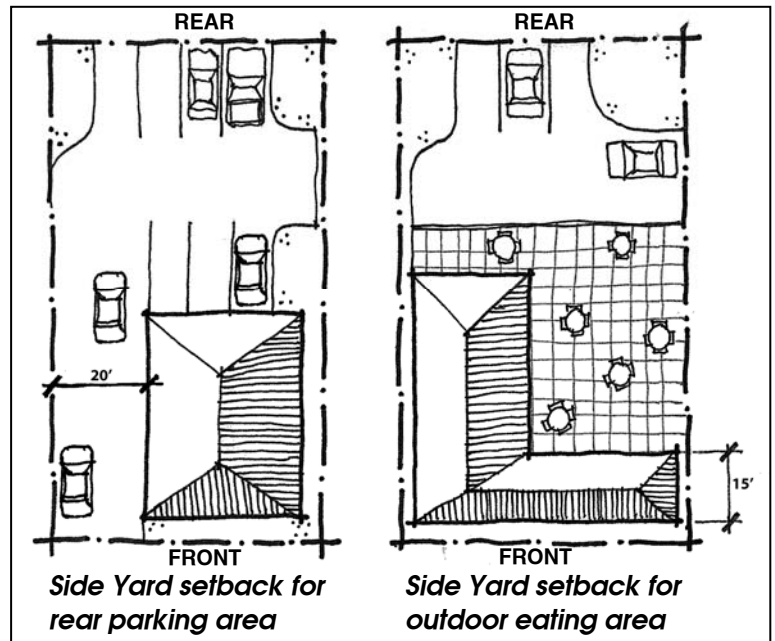
Deviations from the build-to lines on Halenani Street will be permitted to allow some variation in the streetscape, provided these setbacks enhance the pedestrian nature of the streetscape. Examples of permitted deviations include, but are not limited to, provisions for landscaping, wider sidewalks, and outdoor eating and seating areas.

- For **Mālama and Hoala Streets**, the minimum front yard setback shall be 5 feet.

Side Yards:

- No side yard setbacks are required except where the side yards abut a public street or for a use which requires a side yard setback. In such cases, the setback shall be equal to the minimum required for the proposed use. New developments shall locate buildings at the minimum side yard setback, except in the following instances:

1. Where access to on-site parking at the rear of the building is necessary; or
2. Where setback area is desired (i.e. for parking or outdoor seating) then the side yard setback along the first 15 feet of building depth shall be at the minimum setback. The remainder of either side yard may be increased for the desired use.



Rear Yards:

No minimum rear yard setback is required for properties, except where the rear lot abuts a residential use. Then, the minimum yard setback shall be 5 feet.



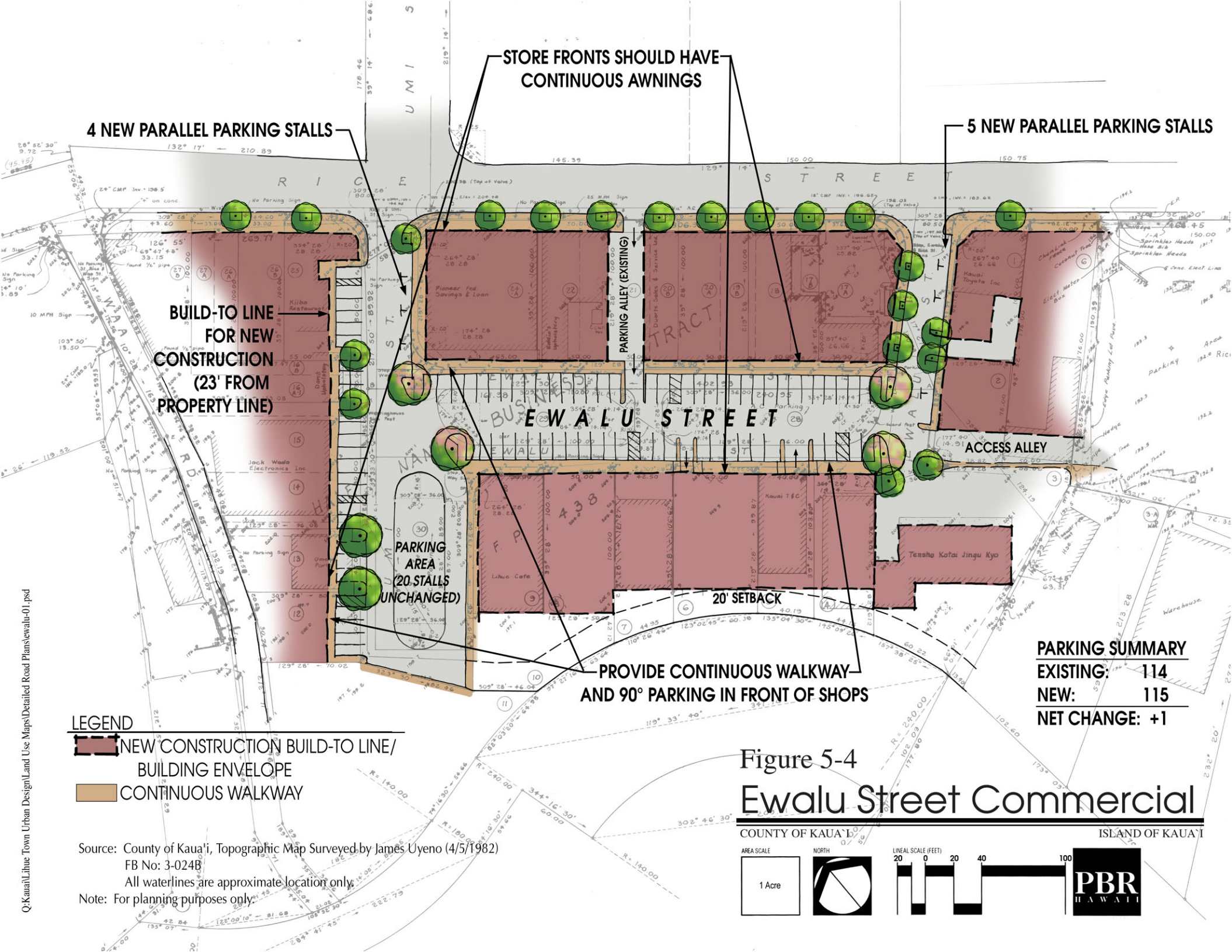
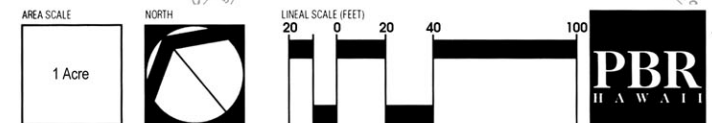


Figure 5-4

Ewalu Street Commercial

COUNTY OF KAUAI

ISLAND OF KAUAI



Source: County of Kauai, Topographic Map Surveyed by James Uyeno (4/5/1982)
 FB No: 3-024B
 All waterlines are approximate location only.
 Note: For planning purposes only.

5.1.3.1.3 'Ewalu Street Commercial Area

The 'Ewalu Street Commercial Area is located south of Rice Street between 'Umi and 'Ewalu Streets. The main design goals for the area are to improve the pedestrian environment by providing continuous, ADA-accessible sidewalks and to maintain a consistent street edge with storefronts facing the streets and continuous awnings sheltering pedestrians on the sidewalks. The conceptual plan for the Fairview Commercial Area is provided in Figure 5-4.

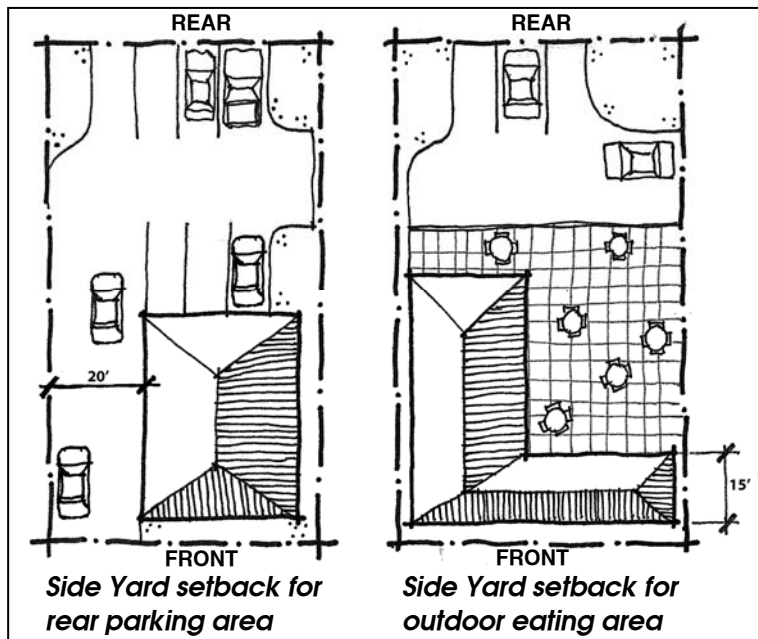
Front Yards:

- New buildings along 'Ewalu Street shall be constructed to a build-to line along the property line (build-to line 0 feet from the property boundary/right-of-way). For 'Umi Street, new buildings shall be constructed to a build-to line 23 feet from the property line. This will allow for 90 degree parking stalls (19 feet) and a 4-foot sidewalk.

Deviations from the build-to lines will be permitted, to allow some variation in the streetscape, provided these setbacks enhance the pedestrian nature of the streetscape and do not exceed a total of 70 percent of the building frontage. Examples of permitted deviations include, but are not limited to, provisions for landscaping, wider sidewalks, and outdoor eating and seating areas.

Side Yards:

- No side yard setbacks are required except where the side yards



abut a public street or for a use which requires a side yard setback. In such cases, the setback shall be equal to the minimum required for the proposed use. New developments shall locate buildings at the minimum side yard setback, except in the following instances:

1. Where access to on-site parking at the rear of the building is necessary; or

2. Where setback area is desired (i.e. for parking or outdoor seating) then the side yard setback along the first 15 feet of building depth shall be at the minimum setback. The remainder of either side yard may be increased for the desired use.

Rear Yards:

For properties along Nāwiliwili Gulch, a 20-foot rear yard setback is required. For all other properties, no minimum rear yard setback is required, except where the rear lot abuts a residential use. Then, the minimum yard setback shall be 5 feet.

5.1.3.2 Encroachments (for all build-to lines and setbacks)

- Canopies, awnings, overhangs, balconies, eaves, signage and other similar elements may encroach into the required front yard and into the public right-of-way over the sidewalk, provided that the projection does not intrude into the street travelway or block ADA-accessible sidewalks and meets ground clearance standards of the applicable codes and ordinances.
- Temporary retail uses such as sidewalk cafes, outdoor shopping displays, and signage such as sandwich boards which “spill-out” onto the sidewalk are encouraged as long as they do not encroach upon the ADA-accessible walkway since they contribute to the liveliness of the streetscape. Additional deviations from the required build-to line will be permitted for similar activities.
- Outdoor eating and gathering areas located within the roadway interface zone (as opposed to the building interface zone) should be buffered from moving cars so that users can enjoy and relax in the space. The use of bollards, planters, landscaping and decorative



fencing can help to buffer these spaces and shall be allowed to encroach upon the sidewalk so long as there is adequate passing space which meets ADA accessibility requirements.

5.1.3.3 Historic Buildings

Exceptions to all the above setbacks and build-to lines are permitted for the historic buildings within the Rice Street Neighborhood as designated in Figure 5-2, such as the Līhu'e Post Office, Bank of Hawai'i, and old Kress Store. These buildings will be encouraged to retain their historic character and façades to the extent feasible.

5.1.3.4 Enhance the Streetscape to Encourage Pedestrian Activity and Biking

- New buildings should be constructed with direct access to the sidewalk, with their entries fronting the sidewalk.
- Site planning and design of buildings should be organized around reinforcing pedestrian access and bicycle circulation through the property.
- Since Rice Street is envisioned as Līhu'e's main street, incorporate historical and cultural elements into the design of sidewalk paving, crosswalks, artwork, and signage to celebrate and commemorate the heritage of this historic town. Incorporate wayfinding (address/directional/heritage trail) information in paving designs.
- Buildings located at street corners should be designed to address the street corner with a portion of the main building located at the corner. Parking, loading or service areas should not be located at the street corner.



- Provide improved crosswalks within the Rice Street Neighborhood as shown in the Pedestrian Circulation Plan (Figure 4-5) to provide easier access for pedestrians to either side of Rice Street. The key intersection where crosswalks should be provided is at

Rice and Kele Streets. Consider removing the existing crosswalks at Halekō Road and Rice Street once the Kele/Rice Streets

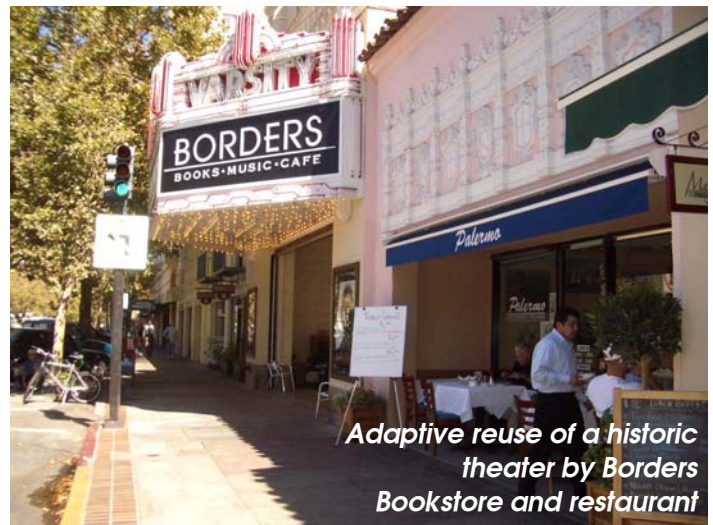
crosswalks are installed due to the limited visibility by approaching vehicles and proximity to Kele and Rice Streets.

5.1.4 ARCHITECTURE AND BUILDING DESIGN

The architectural and building design guidelines serve to respect and reinforce the historic context of this neighborhood as well as to enhance street level activity for pedestrians. They are intended to protect the varied architectural styles and character of existing historic buildings as well as to promote contextual relevance so new developments are sensitive to the existing historic structures, but have enough freedom to express new architectural styles and designs. They also serve to promote a streetscape that encourages pedestrian activity to help revitalize the area and make it a more pedestrian conducive environment.

5.1.4.1 Architectural Context and Compatibility

- Allow for a mix of architectural styles (based on local design traditions) with greater flexibility to accommodate historic buildings.
- New buildings should be designed to relate to the larger community, streetscape and neighborhood by striving to be contextually integrated within the community. The contextual design approach should not only consider the historical context, but also should incorporate sensitivity to the surrounding urban, built and natural conditions.
- The adaptive reuse of historic buildings is encouraged as an effective sustainable building practice.



5.1.4.2 Building Mass and Density

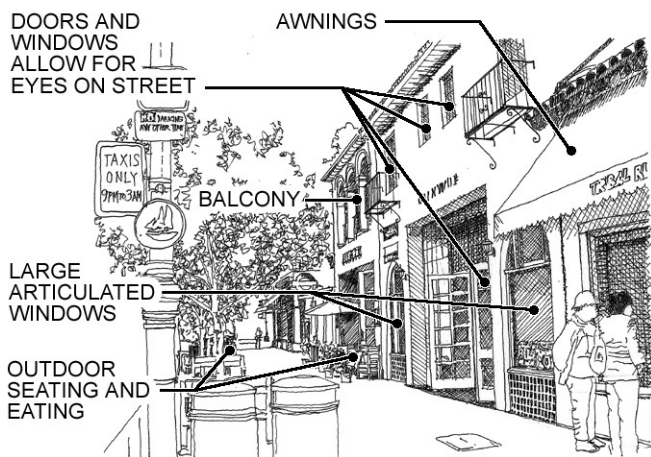
- The overall scale and massing of buildings within the neighborhood should take precedence over the scale of any individual building. No new building should significantly change the overall scale of the planning area.
- Human-scale elements, such as windows, doors, and ornamentation should be used to break-up large surfaces.

Canopies, overhangs, and balconies can be used to help to reduce the vertical emphasis of buildings.

- Large buildings (with façades greater than 64 feet in width) should be broken down by articulating different volumes, window and column definition, and through varying roof and wall planes. These architectural features should be well-proportioned and related to create a satisfactory composition.
- Buildings with frontage on public streets, especially Rice Street, should be tightly massed (without large separations between buildings) to maintain façade continuity.

5.1.4.3 Building Height

- Building heights for new structures shall not be more than two stories in height (including lofts), and shall not exceed 30 feet from finished grade to the highest point of the roof. If necessary, additional height shall be allowed for sloping roofs but should provide an appropriate overall building height to enhance the streetscape.
- To the extent possible, do not add additional height to historic buildings and preserve the street front façade of the buildings.
- Building elements shall be of compatible scale with one another. If a taller structure is placed within the context of a shorter structure, the contextual scale of the bulkier/taller structure should be reduced by using vertical divisions and stepping the building height/roof lines to provide a transition between the taller structure and shorter structure.



5.1.4.4 Street Level Activity, Building Façades and Fenestration

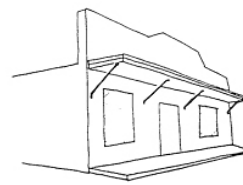
- Blank façades along Rice Street will not be permitted. Use of awnings, arcades, large, articulated windows, porches, balconies, decks, outdoor seating and other elements to promote the use of the street front, provide places for social interaction, and give buildings a strong street presence are encouraged.

- Primary entrances to buildings shall be both architecturally and functionally designed to face Rice Street or the main public street. Building entries should be clearly defined, welcoming, and relate to the sidewalk along the street. Doorways can be recessed to enhance circulation and highlighted through the use of ornamentation, building massing, and change in roof lines.
- The ground level of buildings should offer pedestrian interest along sidewalks and paths. This includes windows, entrances, and architectural details. Signage, awnings, overhangs, and ornamentation are encouraged.
- Exterior building materials should have a human scale; this helps relate to the size of buildings.
- Encourage retail activities that cater to pedestrian activity along the ground floor of buildings on Rice Street. Retail activity should be oriented to the street and have direct access from sidewalks through storefront entries. Areas for outdoor eating and shopping activities add life and character to the streetscape and are encouraged.
- Windows, bays and door openings should be proportioned so that verticals dominate horizontals except for street-level store front windows, which may be square. Large openings, such as large areas of glass or porches, should be made up of smaller vertically proportioned elements grouped together to create the desired width.
- For historic buildings, entrances should be in their original location, unless they are not located on the side facing the main public street. If they are not located on the main street side of the building, then consideration can be given to relocating them to the main street side of the building.
- Canopies and awnings are required for all new buildings along Rice Street and recommended for other buildings fronting a public street. The design of canopies, overhangs and awnings shall respect the scale of the building, enhance the pedestrian experience, and contribute to the character of the street as well as provide shade from the sun and protection from the rain.

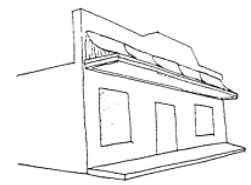
Canopy Types:



POST-SUPPORTED TYPE



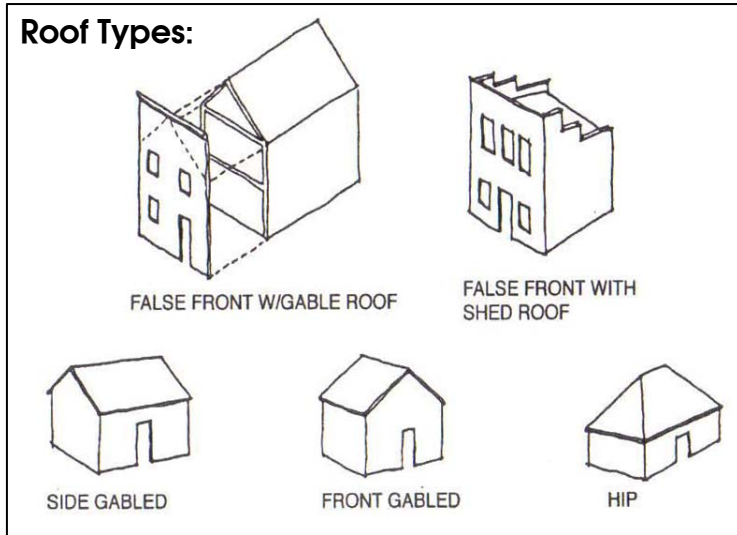
BRACE-SUPPORTED TYPE



CURVED CANOPY

5.1.4.5 Roofs

- New developments shall utilize roof shapes, materials, and colors which are compatible with the existing traditional and historic architectural character of the area. The following roof types are permitted: false front with gable roof, false front with shed roof, false front with flat roof, gabled roofs, hip roofs, hip and gable roofs, double-pitched roofs. With the exception of the false front roof combinations mentioned above, a combination of roof types



will be permitted. Flat roofs shall have a false front that is appropriately scaled to the neighboring buildings.

- Aside from false front buildings, new buildings shall have a pitched roof with a minimum pitch of 3:12.
- Roof colors shall be earth tones. Reflective surfaces and shiny or bright colors shall be avoided.
- The use of more than one type of roof material is not permitted unless it contributes significantly to the overall building design and character of the neighborhood.
- When existing historic buildings are renovated, the functional and decorative features of the historical roofs shall be retained and preserved.
- Roof Mounted Equipment. Roof mounted equipment shall be screened from view in all directions to a distance of 1,000 feet. Screens shall be consistent with the building architectural design and finishes.

5.1.4.6 Building Color

- Light earth tones, and other colors commonly found in Līhu'e Town shall be used for new and existing developments. Brighter and darker colors shall be used for accents, trim, and architectural features (such as canopies, awnings, and doors) that comprise relatively minor portions of the surface.

- Building color schemes shall consider compatibility with the contextual character of the surrounding area.
- The color of side and rear walls of a building shall be compatible with the main façade. Roof material color scheme shall be compatible with wall colors and fit with the contextual character of surrounding area.

5.1.4.7 Services and Utilities

- Minimize the visibility of skylights, solar panels and other roof mounted equipment from public streets and pedestrian connections. Screens shall be consistent with the building architectural design and finishes.
- Utility equipment on buildings such as utility boxes, meters should be located, sized and designed to be as inconspicuous as possible. They should be located away from the public streets.

5.1.5 OFF-STREET PARKING REQUIREMENTS

In order to minimize the impact of parking requirements in the historic Rice Street neighborhoods, the following off-street parking guidelines provide flexibility and reduced parking requirements compared with the CZO.

Ideally, parking areas should be distributed in small lots throughout the area to minimize walking distances to building entries along the roadway. However, larger parking lots or public parking areas should be provided in strategic locations to capture overflow parking and to help alleviate parking for businesses in the area. Creative solutions and partnerships should be pursued with area landowners to supplement public parking. Possible locations for public parking areas are discussed in Section 4.3 and include the War Memorial parking lot and the Rice Street Shopping Center. (See Figure 4-25 and Figure 4-12.)

5.1.5.1 General Parking Requirements

Each proposed use or building shall provide adequate off-street parking. The following requirements shall apply for the various uses within the Rice Street Neighborhood.

- Retail sales and services (grocery stores, drug stores, clothing stores, gift and sundry stores, banks, personal and household services, etc.). One (1) stall per 400 square feet of leasable floor area.

- Eating and drinking establishments (including: restaurants, cafés and bars) and personal services (barber shops and beauty salons). One (1) parking space for each 400 square feet of gross floor area.
- Offices and office buildings. One (1) parking space for every 400 square feet of net office space including waiting rooms or other spaces used by the public for the transaction of business or services.
- Churches, sport arenas, auditoriums, theaters, assembly halls: one (1) parking space for each eight (8) seats in principal assembly area.
- Residential Uses. For single-family detached dwellings: two (2) stalls per unit. For multiple-family and single-family attached dwellings: one and one-half (1.5) stalls per unit. For senior living and group care home facilities: one (1) stall per three (3) units.

5.1.5.2 Shared Parking

- Where uses and activities are mixed within the same building, project, or development and do not occur simultaneously (i.e. offices on the ground floor open during daytime hours and residential units on upper floors), parking spaces may be shared. Parking counts shall be determined by the use with the largest parking requirement.

5.1.5.3 Parking Bonus

- For properties that comply with all of the design requirements established in this section and the applicable guidelines from Section 4.0, a reduction in the parking requirement for commercial spaces to one (1) space for every 550 square feet (regardless of the type of commercial use, subject to approval by the Director).
- If bicycle parking or storage is provided for any use, the total number of required vehicle parking spaces shall be reduced by one (1) parking stall for every five (5) bicycle parking spaces or storage units provided.
- If a bus or transit stop is provided and built to County Transportation Agency standards (subject to County Transportation Agency and Planning Director approval), the parking requirements shall be one (1) stall per 550 square feet of leasable floor area or net office area for commercial uses and one stall per unit for multiple family dwellings.

5.1.5.4 Design of Off-Street Parking Facilities

- To reduce the overall visual impact of parking areas, off-street parking shall be located in the rear of properties and screened from view. Refer to Section 4.6.2 for landscaping requirements for parking areas.
- If structured parking is to be built, it should not dominate the street frontage of a building. The parking decks should be located to the rear of buildings and/or where feasible, pedestrian-oriented uses, such as retail and office uses or a façade that hides the parking should be incorporated at street level to reduce the visual impact of parking structures to the urban fabric and human scale along the road.



- Entrances to parking areas on a parcel shall be located away from intersections and where they do not interrupt the street tree pattern. The number of curb cuts should also be minimized.
- Incorporate landscaping to enhance the visual character of the parking structure.
- Design vehicular entrances to parking structures so that they do not dominate the street frontage of buildings.

5.1.6 SIGNAGE

- While a diversity of signage is encouraged, individual signs must be compatible with the overall character of the planning area and its streetscape and comply with the County's Outdoor Sign Ordinance (KCC §15-4).
- Permitted signs include signs mounted flat against a building façade, a projecting sign or hanging sign.
- Design of signs shall be compatible with the architectural style and design of the building, and shall not overpower the façade.



- Street signage should be presented in a clear and understandable manner so both motorists and pedestrians can easily understand and follow.
- The name and address of the building shall be clearly visible from the street with a design that is attractive and compatible with the overall building design.
- Signs shall be graphically simple and present an appropriate level of detail without appearing cluttered or difficult to understand.
- Sign material shall be non-reflective metal or wood, upon which the design shall be carved, sandblasted, or painted. Other sign materials (such as neon) are not permitted within this neighborhood.
- Flashing, rotating, inflatable, and roof signs are not permitted. Sign colors shall be compatible with building colors. Sign lighting shall be indirect. Interior-lit fluorescent plastic signs are not permitted.
- Sign design and mounting shall contribute to the streetscape's overall pedestrian scale. Views into storefront windows shall not be obstructed by oversized product advertisement signage or posters.
- Maximum gross area of a sign on a façade shall not exceed 10 percent of the façade area nor exceed size limitations as specified in the County's Outdoor Sign Ordinance (KCC §15-4).
- Projecting signs shall maintain a minimum clear height of 8 feet above sidewalks and not extend beyond the roof, overhang or awing.

5.1.7 WALLS AND FENCES

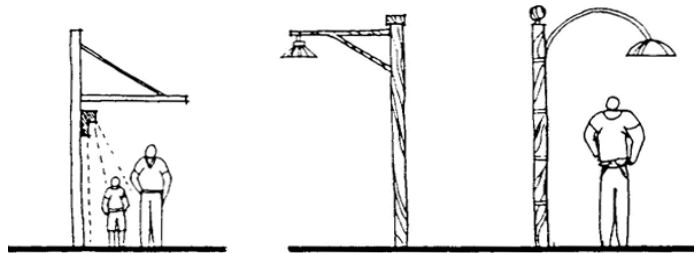
- Walls and fences fronting a public right-of-way shall have a maximum height of 3 feet. Fence post caps, finials, and pillars may be up to 6 inches taller. Walls and fences shall be compatible with the architecture of the building and the overall style of the area. Chain link fences and unfinished CMU walls are not permitted along lot frontages, adjacent to public open spaces, or where it is readily visible to the public.
- A Use Permit is required for walls fronting public right-of-ways within the Mixed-Use Commercial area. Walls are permitted in

side and rear yards. They shall be compatible with the architecture of the building and the overall style of the area.

5.1.8 OUTDOOR LIGHTING

- If and when the existing lighting fixtures are replaced, and other utilities located underground, a lighting plan should be developed to incorporate street lighting, pedestrian lighting at intersections and key nodes, and internal illumination from the storefronts. The plan shall incorporate new pedestrian-scaled lighting fixtures that complement the area's architecture and have some relation to the area's historical elements. These pedestrian-scale fixtures shall create a uniform illumination level for security without harsh light or creating glare.

Downward Directed, Fully-Shielded Outdoor Lighting



- Light fixtures should be appropriately scaled with full-cutoff shielded lights directed downward to minimize impact to Kaua'i's shearwaters and other native birds.
- In public gathering areas, appropriate lower level lighting shall be placed near seating areas, crosswalks, driveways, water features, landscaped amenities, pedestrian pathways.
- Consider selecting light posts with attachments for hanging banners.

5.1.9 UNDERGROUND UTILITIES AND SCREENING UTILITY EQUIPMENT

- All utilities including powerlines, cable and telephone lines should be placed in conduits underground. Existing overhead lines should be relocated underground.
- Utility equipment such as utility boxes, meters should be located, sized and designed to be as inconspicuous as possible. All utilities services shall be placed underground.
- Electrical transformers should be screened with either plant material or a wall to help conceal them from public view.

5.1.10 SCREENING LOADING AREAS

- Loading and unloading areas and outdoor storage/service areas shall be screened from view particularly along Rice Street through the use of building mass, freestanding walls or fences, and/or landscaping. Screening materials should match adjacent buildings.
- Dumpsters should be screened on at least three sides by an opaque fence or wall of sufficient height to block views of the containers. Plant material and/or earth berms should be used for general screening of the trash collection areas from views of main roads, sidewalks and building entrances.
- Avoid locating service and loading areas adjacent to residential areas, outdoor eating and gathering areas to minimize noise impacts from delivery and trash trucks.

5.1.11 NĀWILIWILI GULCH

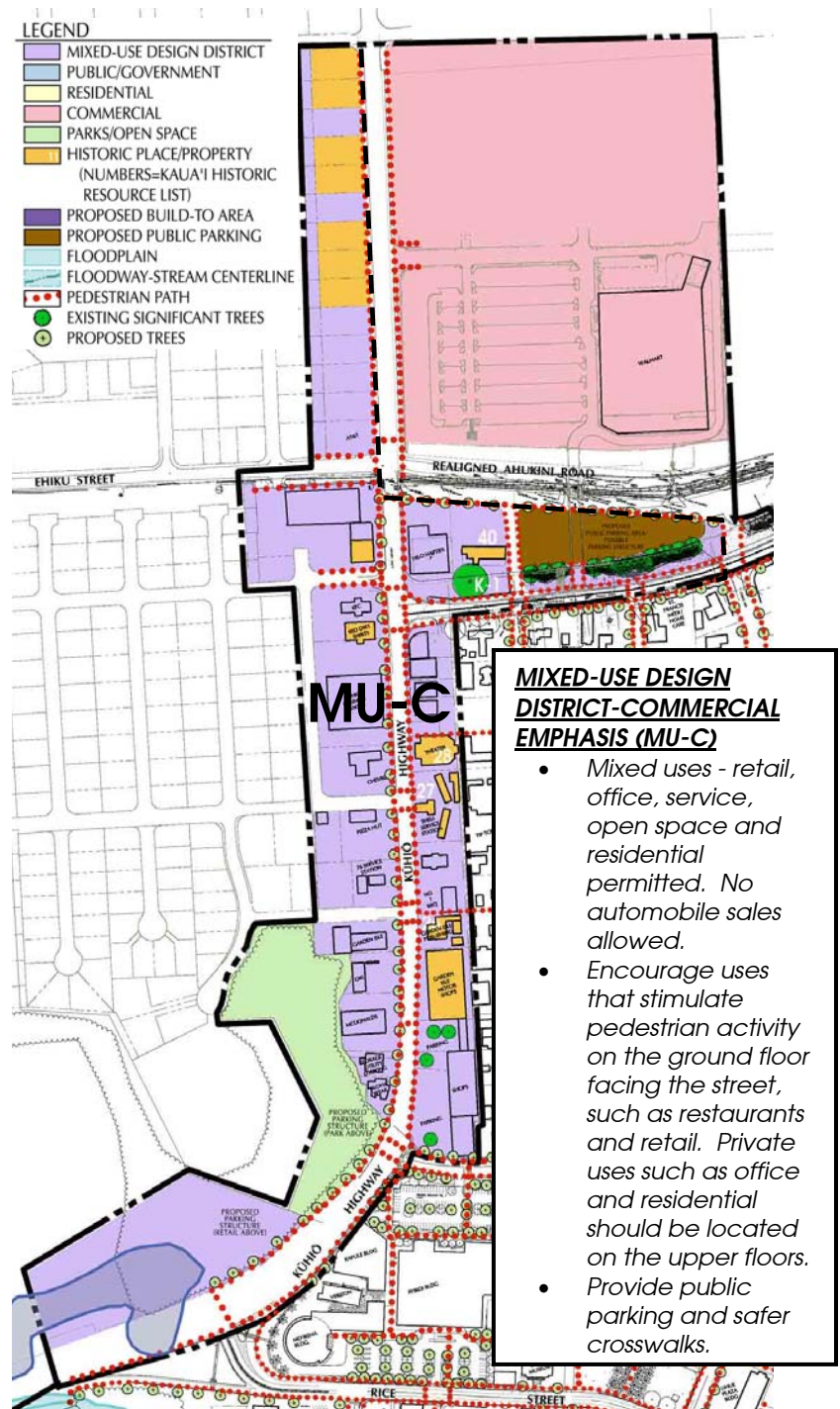
- Care should be taken along the edge of Nāwiliwili Gulch not to undermine the stability of soil. Shore up existing buildings and reduce and mitigate runoff. Rainwater catchment systems for irrigation or other non-potable uses can help reduce site runoff.
- Develop greenbelt along Nāwiliwili Stream and provide pedestrian links between the mill site, town core and harbor. Investigate potential gulch crossing (pedestrian/bike) at Waha Road.

5.2 KŪHIŌ HIGHWAY NEIGHBORHOOD

5.2.1 DESIGN OBJECTIVES

Kūhiō Highway will continue to serve as the major gateway to Līhu'e, connecting communities to the north and to the south to Līhu'e Town. The design objective for Kūhiō Highway is to enhance the pedestrian streetscape, while recognizing its importance as a major arterial roadway. To accomplish this objective, the design guidelines focus on creating an environment that is more pedestrian friendly and encourages walking along the roadway. Because the existing State right-of-way is not wide enough to accommodate the necessary pedestrian improvements without acquiring property, the plan proposes that improvement be incorporated when landowners redevelop their properties.

**Figure 5-5: Kūhiō Highway
Neighborhood Plan**



The Urban Design Plan recognizes that a number of proposed State roadway improvements could significantly alter traffic circulation on the roadway. The most significant of these is the realignment of Ahukini Road to intersect with 'Ehiku Street to create a Līhu'e Bypass Road. The State DOT and County long-range goal for 'Ehiku Street is to extend it southeast, ultimately connecting back with Kaumuali'i Highway in the Puhi area. With the realignment of Ahukini Road, the "old" Ahukini Road becomes a local road for access to the 'Akahi/'Elua Streets neighborhood and recommends that the traffic signal on Kūhiō Highway be removed. Since this intersection is close to the realigned Ahukini Road, it should be limited to right-in/right-out only turning movements. 'Umi

Street and 'Akahi Street would serve as north-south connections to the realigned Ahukini Road; 'Elua Street would not connect through to the realigned Ahukini Road.

5.2.2 **LAND USE**

Aside from the Wal-Mart property, which will remain commercially zoned, the entire Kūhiō Highway project areas is proposed to be designated as a Mixed-Use Design District Overlay-Commercial Emphasis (MU-C). The intent of the mixed use zone will be to maintain the “small town” character and feel of the area while enhancing the pedestrian environment through a mixture of commercial, retail and residential uses integrated horizontally and/or vertically. See Figure 5-5.



The intent of the mixed-use design district will be to maintain the “small town” character and feel of the area, while enhancing the pedestrian-oriented environment. This will be accomplished through a mixture of horizontally and/or vertically integrated commercial, retail and residential uses and a streetscape that promotes pedestrian use.

Rendering of Kūhiō Highway

The current zoning for this area is primarily General Commercial (C-G), with a small area of Residential (R-20) and Open across from the Civic Center. The current zoning regulations are inappropriate for creating the mixed-use pedestrian environment envisioned in the plan. As such, minor modifications to the allowable land uses are recommended and design standards are modified to achieve the desired pedestrian-friendly character of the mixed-use area. This can be accomplished with the overlay design district.

In summary:

- The district is envisioned as a mixture of land uses including retail, offices, service, open space and residential uses. Uses that stimulate pedestrian activity, such as retail and offices uses, will be concentrated on the ground floor, while office and residential uses should be located on the upper floors.

- Automobile sales operations will not be permitted in the mixed-use district. Along Kūhiō Highway, new auto related uses (such as gas stations, auto repair and supply parts stores, etc.) will require a Use Permit.
- Large retail uses, such as big-box retail outlets and discount stores with a footprint exceeding 20,000 square feet (per structure), will not be permitted in the mixed-use district.
- The MU-C design district will focus on creating an environment that encourages pedestrian activity while accommodating automobile requirements. Provide public parking areas and safer crosswalks.
- Consideration should be give to the transition between the mixed-use district and the adjacent lower-density neighborhoods.

5.2.2.1 Generally Permitted Uses and Structures

The Mixed-Use Design District Overlay with a Commercial Emphasis would modify the current permitted uses as follows:

1. Accessory uses and structures
2. Art galleries and sales
3. Churches and temples
4. Clubs, lodges and community centers (private)
5. Commercial indoor amusement and recreation facilities
6. Convenience stores and neighborhood grocery stores with a 20,000-square foot building footprint or smaller
7. Home businesses
8. Hotels and motels not to exceed RR-10 density
9. Household services
10. Light manufacturing, such as handicrafts and garment fabrication
11. Minor food processing, such as cracked seeds, jellies, candies and ice cream with a 20,000-square foot building footprint or less
12. Museums, libraries and public services
13. Offices and professional buildings
14. Parking garages/structures
15. Personal services, such as barber and beauty shops, salons, laundromats, shoe repair shops, etc.
16. Public offices and buildings
17. Public parks and monuments
18. Restaurants and food services

19. Retail sales and shops with a 20,000-square foot building footprint or smaller
20. Multiple-family dwellings not to exceed R-20 density
21. Single-family dwellings
22. Schools and day care centers

5.2.2.2 Uses and Structures that Require a Use Permit

The Mixed-Use Design District Overlay would modify the current list of uses and structures requiring a Use Permit as follows:

1. Adult family boarding, group living and care homes
2. Animal hospital
3. Automobile repair, storage and gasoline sales
4. Botanical and zoological gardens
5. Communications facilities
6. Construction materials storage
7. Convenience stores and neighborhood grocery stores over a 20,000-square foot building footprint
8. Food processing and packaging (other than permitted above)
9. Hotels and motels and not to exceed RR-20
10. Light manufacturing (other than permitted above)
11. Outdoor private amusement and recreational facilities
12. Public and private utilities and facilities
13. Research and development (including laboratory/medical research)
14. Retail sales over a 20,000-square foot building footprint
15. Warehouses, self-storage facilities
16. Any other use or structure which the Planning Director finds to be similar in nature to those listed in this section and appropriate to District.

5.2.3 SITE DESIGN

Site design guidelines for the Kūhiō Highway Neighborhood focus on the interface between buildings, off-street parking, sidewalks, landscaping and roadways. They are intended to create a pleasant, walkable environment, while accommodating vehicles and minimizing pedestrian conflicts with them.

5.2.3.1 Build-to Lines and Setbacks

Build-to lines and setbacks are established to assure that buildings work together to help define the streetscape. See Section 5.7 for definitions of build-to lines and setbacks. Proposed street sections are described in Section 4.2.6.3.

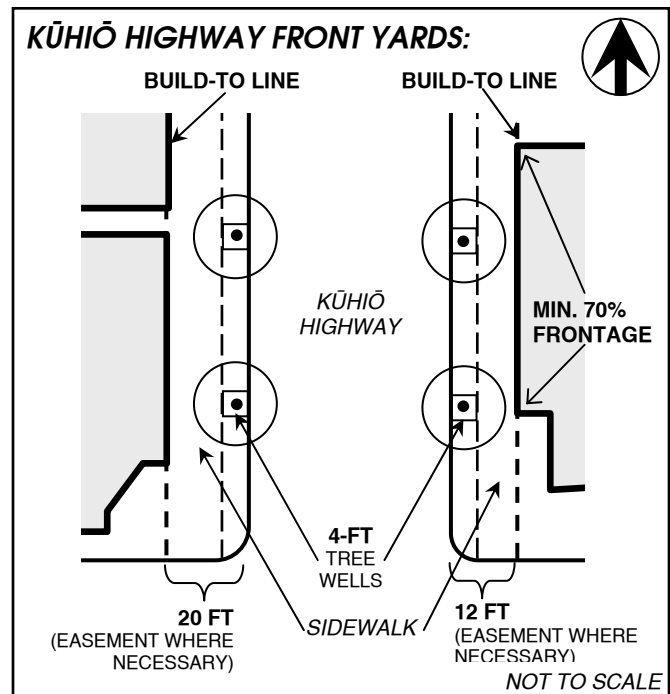
5.2.3.1.1 Kūhiō Highway

- **Front Yards.** For the makai side of Kūhiō Highway, buildings should be built up to a 12-foot build-to line from the edge of the curb. For the mauka side of Kūhiō Highway, buildings shall be built to a 20-foot build-to line from the edge of the curb.

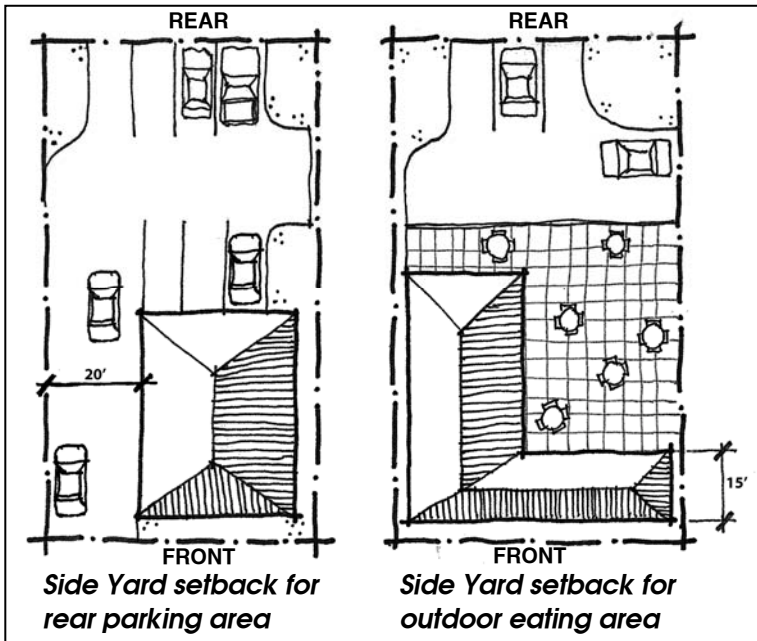
Deviations from this build-to line will be permitted to allow for variation in the streetscape provided these deviations enhance the pedestrian nature of the streetscape and do not exceed a total of 70 percent of the frontage on Kūhiō Highway. Deviations from the build-to line would be permitted for improvements that could include, but are not limited to, provisions for landscaping, wider sidewalks or plaza area, and outdoor eating and seating areas.

Because the existing right-of-way fronting each property varies, all new developments should ensure that a continuous sidewalk width of a least 12 feet (from the street-side edge of the sidewalk curb to the building façade, inclusive of tree wells) shall be provided on the makai side of Kūhiō Highway and a similar sidewalk of at least 20 feet shall be provided on the mauka side of Kūhiō Highway. Where buildings are set back from the build-to line, these areas should be paved for ADA accessibility to meet with the sidewalk paving or should be landscaped and serve a function that promotes pedestrian activity along the street front.

Easements shall be granted in favor of the County over private property where necessary to maintain a consistent streetscape. The County will be responsible for the installation and maintenance of sidewalks and tree wells provided within the right-of-way and easements. However, adjacent landowners are encouraged to work with the County if patterned or special paving materials are desired.



- **Side Yards.** No side yard setbacks are required for buildings on Kūhiō Highway except where the side yards abut a public street or a lot in a zoning district which requires a side yard setback. In such



cases, the setback shall be equal to the minimum required for the adjoining or underlying zoning district. New developments shall site buildings at the minimum side yard setback, except in the following instances:

1. Where access to on-site parking at the rear of the building is necessary; or
2. Where setback area is desired (i.e. for parking or outdoor seating) then the side yard setback along the first 15 feet of building depth shall be at the minimum setback. The remainder of either side yard may be increased for the desired use.

building depth shall be at the minimum setback. The remainder of either side yard may be increased for the desired use.

- **Rear Yards.** No minimum rear yard setback is required for properties, except where the rear lot abuts a residential property. In this case, the minimum yard setback shall be 5 feet.

5.2.3.2 Encroachments (for build-to lines and setbacks)

- Canopies, awnings, overhangs, balconies, eaves, signage and other similar elements may encroach into the required front yard and into the public right-of-way over the sidewalk, provided that the projection does not intrude into the street travelway or block ADA-accessible sidewalks and meets ground clearance standards of the applicable codes and ordinances.



- Temporary retail uses such as sidewalk cafes, outdoor shopping displays, and signage such as sandwich boards which “spill-out”

onto the sidewalk are encouraged as long as they do not encroach upon the ADA-accessible walkway since they contribute to the liveliness of the streetscape. Additional deviations from the required build-to line will be permitted for similar activities.

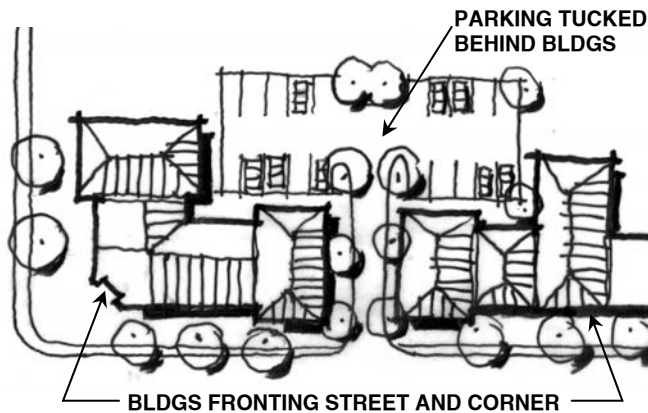
- Retail uses such as sidewalk cafes and outdoor shopping areas which “spill-out” onto the sidewalk are encouraged as they contribute to the liveliness of the streetscape. Additional setbacks from the required build-to line will be permitted for these activities.
- Outdoor eating and gathering areas located within the roadway interface zone (as opposed to the building interface zone) should be buffered from moving cars so that users can enjoy and relax in the space. The use of bollards, planters, landscaping and decorative fencing can help to buffer these spaces and shall be allowed to encroach upon the sidewalk so long as there is adequate passing space which meets ADA accessibility requirements.



5.2.3.3 Enhance the Streetscape to Encourage Pedestrian Activity and Biking

- New buildings should be constructed with direct access to the sidewalk, with their entries fronting the sidewalk.
- Site planning and design of buildings should be organized around reinforcing pedestrian access and bicycle circulation through the property.
- Since Kūhiō Highway is a major roadway through Līhu‘e, incorporate historical and cultural elements (such as Hawaiian motifs, quilt patterns) into the design of sidewalk paving, crosswalks, artwork, and signage to celebrate and commemorate the heritage of this historic town.
- Provide additional crosswalks within the Kūhiō Highway Neighborhood as shown in the Pedestrian Circulation Plan (Figure 4-5) to provide easier access for pedestrians to either side of the roadway. Specific areas where sidewalks should be improved with contrasting pavement (consider incorporating Hawaiian motifs or signature designs) include Kūhiō Highway intersections with Rice,

Hardy, Kali, Poinciana, existing Ahukini/Oxford, and 'Ehiku Streets. Consider also adding a mid-block crosswalk near McDonalds. Incorporate wayfinding information (such as address/directional/heritage trail) in paving designs.



- Buildings located at a street intersection or corner should be designed to address the street corner with a portion of the main building located at the corner. Parking, loading or service areas should not be located at the street corner.

5.2.4 **ARCHITECTURE AND BUILDING DESIGN**

The architectural and building design guidelines serve to respect and reinforce the historic context of this neighborhood as well as to enhance street level activity for pedestrians. They are intended to protect the varied architectural styles and character of existing historic buildings as well as to promote contextual relevance so new developments are sensitive to the existing historic structures, but have enough freedom to express new architectural styles and designs. They also serve to promote a streetscape that encourages pedestrian activity to help revitalize the area and make it a more pedestrian conducive environment.

5.2.4.1 **Architectural Context and Compatibility**

- Allow for a mix of architectural styles (based on local design traditions) with greater flexibility to accommodate historic buildings.
- New buildings should be designed to relate to the larger community, streetscape and neighborhood by striving to be contextually integrated within the community. The contextual design approach should not only consider the historical context, but also should incorporate sensitivity to the surrounding urban, built and natural conditions.



- The adaptive reuse of historic buildings is encouraged as an effective sustainable building practice.

5.2.4.2 Building Mass and Density

- The overall scale and massing of buildings within the neighborhood should take precedence over the scale of any individual building. No new building should significantly change the overall scale of the planning area.
- Building façades for mixed-use and commercial buildings should employ the classic tri-part layering with a base, body and roof for each building. At the base, the building should be pedestrian scaled, friendly, and inviting. The body should express the building's function and the roof should create an interesting line. Taller buildings should be created by adding height in the middle tier.



and ornamentation should be used to break-up large surfaces. Canopies, overhangs, and balconies can be used to help to reduce the vertical emphasis of buildings.

- Large buildings (with facades greater than 64 feet in width) should be broken down by articulating different volumes, window and column definition, and through varying roof and wall planes. These architectural features should be well-proportioned and related to create a satisfactory composition.

5.2.4.3 Building Height

- Building heights for new structures shall not be more than two stories in height (including lofts), and shall not exceed 30 feet from finished grade to the highest point of the roof. If necessary, additional height shall be allowed for sloping roofs but should



provide an appropriate overall building height to enhance the streetscape.

- To the extent possible, do not add additional height to historic buildings and preserve the street front façade of the buildings.
- Use canopies and balconies to reduce the vertical emphasis of buildings.
- If a taller structure is placed within the context of a shorter structure, the contextual scale of the bulkier/taller structure should be reduced by using vertical divisions and stepping the building height/roof lines to provide a transition between the taller structure and shorter structure.

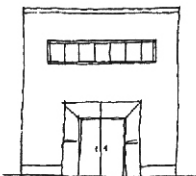
5.2.4.4 Street Level Activity, Building Façades and Fenestration

- Blank façades along Kūhiō Highway will not be permitted. The use of awnings, arcades, overhangs, large windows, porches, balconies, decks, signage, outdoor seating and other elements to promote the use of the street front, provide places for social interaction, and give buildings a strong street presence are encouraged.

Desirable façades:



Undesirable blank façade:



Building entries should be clearly defined, welcoming, and relate to the sidewalk along the street. Doorways can be recessed to enhance circulation and highlighted through the use of ornamentation, building massing, and change in roof lines.

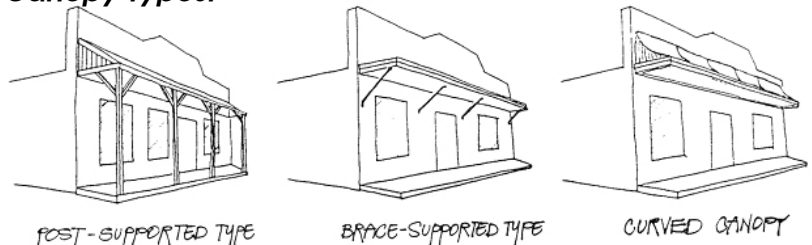
- Exterior building materials should have a human scale; this helps relate to the size of buildings.
- Encourage retail activities that cater to pedestrian activity along the ground floor of buildings on Kūhiō Highway. Retail activity should be oriented to the street and have direct access from sidewalks through storefront entries.

- Primary entrances to buildings shall be both architecturally and functionally designed to face Kūhiō Highway.



- Buildings located at street corners should be designed to address the corner, to engage the interest of drivers, pedestrians and bicyclists at the intersection.
- Windows, bays and door openings should be proportioned so that verticals dominate horizontals except for street-level store front windows, which may be square. Large openings, such as large areas of glass or porches, should be made up of smaller vertically proportioned elements grouped together to create the desired width.
- Provide areas for outdoor eating and shopping activities.
- For historic buildings, entrances should be in their original location, unless they are not located on the side facing the main public street. If they are not located on the main street side of the building, then consideration can be given to relocating them to the main street side of the building.
- Canopies and awnings are required for all new buildings along Rice Street and recommended for other buildings fronting a public street. The design of canopies, overhangs and awnings shall respect the scale of the building, enhance the pedestrian experience, and contribute to the character of the street as well as provide shade from the sun and protection from the rain.

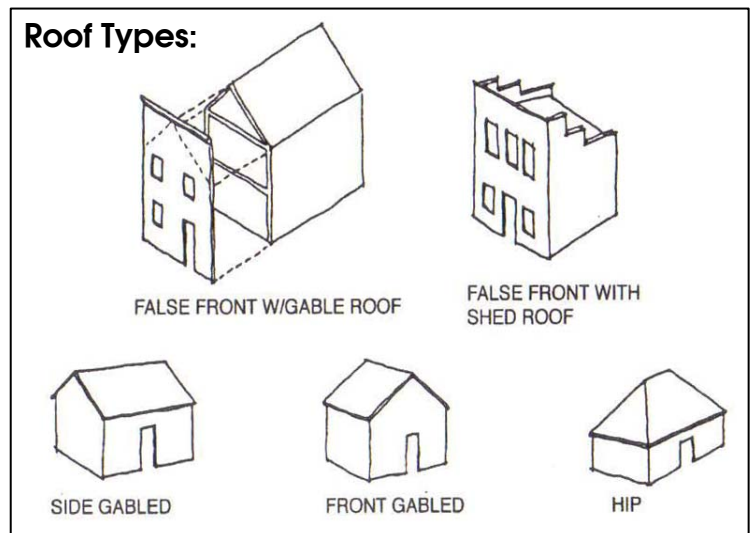
Canopy Types:



5.2.4.5 Roofs

- New construction or major renovation shall utilize roof shapes, materials, and colors which are compatible with the existing traditional and historic architectural character of the area. The following roof types are permitted: false front with gable roof, false front with shed roof, false front with flat roof, gabled roofs, hip roofs, hip and gable roofs, double-pitched roofs. With the exception of the false front

Roof Types:



roof combinations mentioned above, a combination of roof types will be permitted. Flat roofs shall have a false front that is appropriately scaled to the neighboring buildings.

- Aside from false front buildings, new buildings shall have a pitched roof with a minimum pitch of 3:12.
- Roof colors shall be earth tones. Reflective surfaces and shiny or bright colors shall be avoided.
- The use of more than one type of roof material is not permitted unless it contributes significantly to the overall building design and character of the neighborhood.
- Roofs on historic buildings shall be preserved or restored whenever possible. When existing historic buildings are renovated, the functional and decorative features of the historical roofs shall be retained and preserved.
- Roof Mounted Equipment. Roof mounted equipment shall be screened from view in all directions to a distance of 1,000 feet. Screens shall be consistent with the building architectural design and finishes.

5.2.4.6 Building Color

- Light earth tones, and other colors commonly found in Līhu'e Town shall be used for new and existing developments. Brighter and darker colors shall be used for accents, trim, and architectural features (such as canopies, awnings, and doors) that comprise relatively minor portions of the surface.
- Building color schemes shall consider compatibility with the contextual character of the surrounding area.
- The color of side and rear walls of a building shall be compatible with the main façade. Roof material color scheme shall be compatible with wall colors and fit with the contextual character of surrounding area.

5.2.4.7 Services and Utilities

- Minimize the visibility of skylights, solar panels and other roof mounted equipment from public streets and pedestrian

connections. Screens shall be consistent with the building architectural design and finishes.

- Utility equipment on buildings such as utility boxes, meters should be located, sized and designed to be as inconspicuous as possible. They should be located away from the public streets.

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In order to minimize the impact of parking requirements in the Kūhiō Highway Neighborhood, the following off-street parking guidelines provide flexibility and reduced parking requirements compared with the CZO.

Ideally, parking areas should be distributed in small lots throughout the area to minimize walking distances to building entries along the roadway. However, larger parking lots or public parking areas should be provided in strategic locations to capture overflow parking and to help alleviate parking for businesses in the area. Creative solutions and partnerships should be pursued with area landowners to supplement public parking. Possible locations for public parking areas are discussed in Section 4.3 and include the area between the relocated and existing Ahukini Road alignments on the north side of the neighborhood and across from the Civic Center in the gulch area on the south side of the neighborhood. (See Figure 4-25.)

5.2.5.1 General Parking Requirements

Each proposed use or building shall provide adequate off-street parking. The following requirements shall apply for the various uses within the Kūhiō Highway Neighborhood.

- Retail sales and services (grocery stores, drug stores, clothing stores, gift and sundry stores, banks, personal and household services, etc.). One (1) stall per 400 square feet of leasable floor area.
- Eating and drinking establishments (including: restaurants, cafés and bars) and personal services (barber shops and beauty salons). One (1) parking space for each 400 square feet of gross floor area.
- Offices and office buildings. One (1) parking space for every 400 square feet of net office space including waiting rooms or other spaces used by the public for the transaction of business or services.

- Churches, sport arenas, auditoriums, theaters, assembly halls: one (1) parking space for each eight (8) seats in principal assembly area.
- Residential Uses. For single-family detached dwellings: two (2) stalls per unit. For multiple-family and single-family attached dwellings: one and one-half (1.5) stalls per unit. For senior living and group care home facilities: one (1) stall per three (3) units.

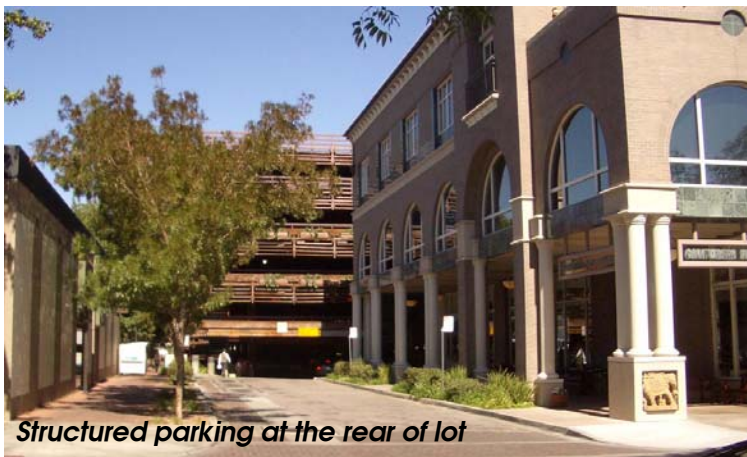
5.2.5.2 Shared Parking

- Where uses and activities are mixed within the same building, project, or development and do not occur simultaneously (i.e. offices on the ground floor open during daytime hours and residential units on upper floors), parking spaces may be shared. Parking counts shall be determined by the use with the largest parking requirement.

5.2.5.3 Parking Bonus

- For properties that comply with all of the design requirements established in this section and the applicable guidelines from Section 4.0, a reduction in the parking requirement for commercial spaces to one (1) space for every 550 square feet (regardless of the type of commercial use, subject to approval by the Director).
- If bicycle parking or storage is provided for any use, the total number of required vehicle parking spaces shall be reduced by one (1) parking stall for every five (5) bicycle parking spaces or storage units provided.

- If a bus or transit stop with a pullout area is provided and built to County Transportation Agency standards (subject to County Transportation Agency and Planning Director approval), the parking requirements shall be one (1) stall per 550 square feet of leasable floor area or net office area for commercial uses and one stall per unit for multiple family dwellings.



Structured parking at the rear of lot

5.2.5.4 Design of Off-Street Parking Facilities

- To reduce the overall visual impact of parking areas, off-

street parking shall be located in the rear of properties and screened from view. Refer to Section 4.6.2 for landscaping requirements for parking areas.

- If structured parking is to be built, it should not dominate the street frontage of a building. The parking decks should be located to the rear of buildings and/or where feasible, pedestrian-oriented uses, such as retail and office uses or a façade that hides the parking should be incorporated at street level to reduce the visual impact of parking structures to the urban fabric and human scale along the road.
- Entrances to parking areas on a parcel shall be located away from intersections and where they do not interrupt the street tree pattern. The number of curb cuts should also be minimized.
- Incorporate landscaping to enhance the visual character of the parking structure.
- Design vehicular entrances to parking structures so that they do not dominate the street frontage of buildings.



5.2.6 **SIGNAGE**

- While a diversity of signage is encouraged, individual signs must be compatible with the overall character of the planning area and its streetscape and comply with the County's Outdoor Sign Ordinance (KCC §15-4).
- Permitted signs include signs mounted flat against a building façade, a projecting sign or hanging sign.



- Design of signs shall be compatible with the architectural style and design of the building, and shall not overpower the façade.

- Where multiple businesses inhabit a building, a business directory should be provided along Kūhiō Highway. The directory should provide information on businesses establishment names and locations, pedestrian linkages, and historic buildings. The directory should be compatible with other street furnishing.



- Street signage should be presented in a clear and understandable manner so both motorists and pedestrians can easily understand and follow.

- The name and address of the building shall be clearly visible from the street with a design that is attractive and compatible with the overall building design.

- Signs shall be graphically simple and present an appropriate level of detail without appearing cluttered or difficult to understand.

- Sign material shall be non-reflective metal or wood, upon which the design shall be carved, sandblasted, or painted. Other sign materials (such as neon) are not permitted within this neighborhood.

- Flashing, rotating, inflatable, and self-lighted signs are not permitted. Sign colors shall be compatible with building colors. Sign lighting shall be indirect, down-lit and fully-shielded.

Interior-lit fluorescent plastic signs are not permitted.



- Sign design and mounting shall contribute to the streetscape's overall pedestrian scale. Views into storefront windows shall not be obstructed by oversized product advertisement signage or posters.

- Maximum gross area of a sign on a façade shall not exceed 10 percent of the façade

area nor exceed size limitations as specified in the County's Outdoor Sign Ordinance (KCC §15-4).

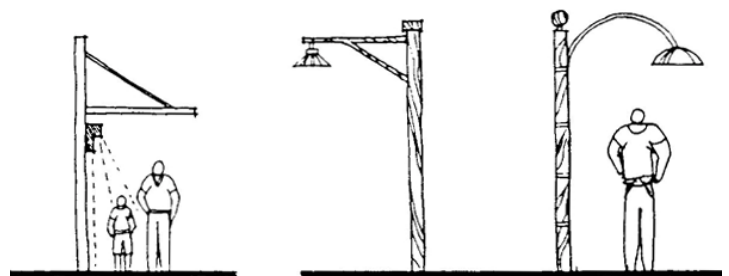
- Projecting signs shall maintain a minimum clear height of 8 feet above sidewalks and not extend beyond the roof, overhang or awing.

5.2.7 WALLS AND FENCES

- Walls and fences fronting a public right-of-way shall have a maximum height of 3 feet. Fence post caps, finials, and pillars may be up to 6 inches taller. Walls and fences shall be compatible with the architecture of the building and the overall style of the area. Chain link fences and unfinished CMU walls are not permitted along lot frontages, adjacent to public open spaces, or where it is readily visible to the public.
- A Use Permit is required for walls fronting public right-of-ways within the Mixed-Use Commercial area. Walls are permitted in side and rear yards. They shall be compatible with the architecture of the building and the overall style of the area.

5.2.8 OUTDOOR LIGHTING

- A lighting plan should be developed to coordinate street lighting, and include pedestrian lighting at intersections and key nodes, and internal illumination from the storefronts. Lighting fixtures should be compatible with the theme and style established for Kūhiō Highway.
- In parking areas, fixtures should be scaled to the pedestrian as well as the automobile. The recommended height for light fixtures is no more than 30 feet. These pedestrian-scale fixtures shall create a uniform illumination level for security without harsh light or creating glare.
- All exterior lighting should be fully-shielded lights directed downward to minimize impact to Kaua'i's shearwaters and other native birds.



- Accent lighting for water features, landscaping, pedestrian pathways, and other amenities should always be directed

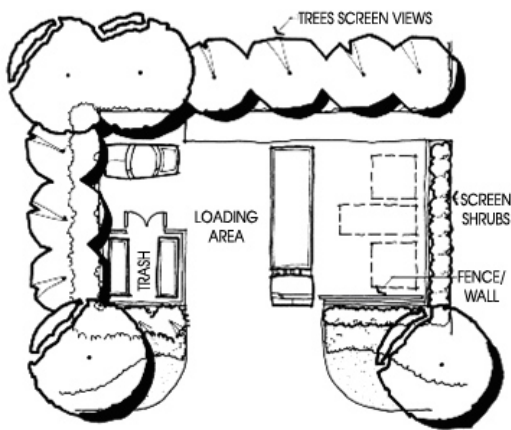
downward and fully-shielded. Design will be reviewed on a case-by-case basis, but the practice of floodlighting buildings is prohibited.

5.2.9 UNDERGROUND UTILITIES AND SCREENING UTILITY EQUIPMENT

- All utilities including powerlines, cable and telephone lines should be placed in conduits underground. Existing overhead lines should be relocated underground.
- Utility equipment such as utility boxes, meters should be located, sized and designed to be as inconspicuous as possible. All utilities services shall be placed underground.
- Electrical transformers should be screened with either plant material or a wall to help conceal them from public view.

5.2.10 SCREENING LOADING AREAS

- Loading and unloading areas and outdoor storage/service areas shall be screened from view particularly along Kūhiō Highway through the use of building mass, freestanding walls or fences, and/or landscaping. Screening materials should match adjacent buildings.



- Dumpsters should be screened on at least three sides by an opaque fence or wall of sufficient height to block views of the containers. Plant material and/or earth berms should be used for general screening of the trash collection areas from views of main roads, sidewalks and building entrances.
- Avoid locating service and loading areas adjacent to residential units and useable open space as delivery and trash trucks can be noisy.

5.3 'AKAHI/ 'ELUA/ 'UMI STREETS NEIGHBORHOOD

Figure 5-6: 'Akahi/'Elua/'Umi Streets Neighborhood Plan

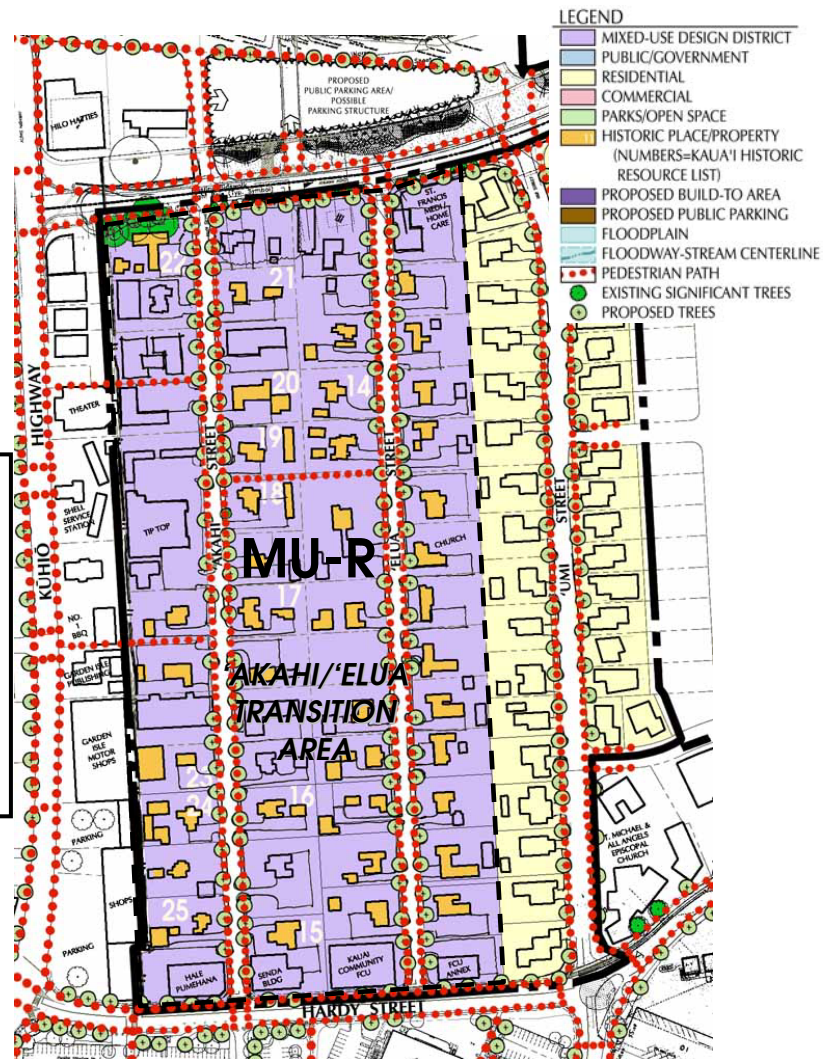
MIXED-USE DESIGN DISTRICT- RESIDENTIAL EMPHASIS (MU-R)

- Preserve historic character of the residential neighborhood but allow limited range of commercial uses.
- Mixed uses – residential, office, service, civic uses, limited retail, and open space permitted. Create a live-work community.
- Improve pedestrian environment – sidewalks, pathways/short cuts, street trees, amenities.

5.3.1 DESIGN OBJECTIVES

The 'Akahi/ 'Elua/ 'Umi Streets Neighborhood will continue to serve as the transition area between residential land uses and the higher intensity commercial, retail and office uses along Kūhiō Highway and the public uses within the Civic Center. A special Mixed-Use Design District Overlay with a Residential Emphasis is recommended for 'Akahi and 'Elua Streets while 'Umi Street will remain purely residential (Figure 5-6). The Urban Design Plan promotes enhancing pedestrian linkages from the 'Akahi/'Elua/'Umi Streets Neighborhood with adjacent communities by providing new sidewalks on both sides of all roadways and pedestrian pathways to Kūhiō Highway – one on the north side of the old Lihū'e Theater and the other on the north side of the No.1 BBQ restaurant.

In addition, the roadway network will be reconfigured to accommodate the realignment of Ahukini Road. Specifically, the existing "old" Ahukini Road alignment will be maintained to provide local service to 'Akahi and 'Elua Streets while the new alignment will carry the bulk of the east-west traffic. 'Akahi and 'Umi Streets will connect to the new Ahukini Road and the old Ahukini Road intersection with Kūhiō Highway will be limited to right-in/right-out turning movements with the traffic signals removed.



5.3.2 LAND USE

The Urban Design Plan proposes a new Mixed Use Design District Overlay-Residential Emphasis for 'Akahi and 'Elua Streets as these two roadways currently contain a mix commercial and residential zoning (C-G, R-10, and R-6) and a variety of uses including office, retail, and public/civic uses such as churches and day-care facilities interspersed with residential land uses. The County has handled several requests for variances as there is pressure to change this area into a purely commercial district. However, there is also strong community sentiment to preserve the historic houses and maintain the residential character of the area.

The proposed MU-R Overlay Design District will apply only to 'Akahi and 'Elua Streets as 'Umi Street is primarily a residential street that fits its R-6 zoning designation well. No changes are recommended for 'Umi Street except for those involving the street section as described in Section 4.2.6.5. The following design guidelines do not apply to 'Umi Street.

The intent of the MU-R Overlay Design District is to allow certain commercial uses and create a pedestrian-oriented, "live/work" environment while retaining the historic residential character of the neighborhood. This will be accomplished through a mixture of horizontally and/or vertically integrated commercial and residential uses and a streetscape that promotes pedestrian use.

The full range of uses and design standards permitted under C-G zoning is inappropriate for creating the mixed-use pedestrian environment envisioned in the plan. Also, the R-10 zoning on one-half of 'Elua Street is also inappropriate as it is too limiting in the range of uses allowed. As such, the proposed MU-R Overlay Design District will allow for a wider variety of land uses with modified design standards to achieve the desired land use character of the mixed-use area.

In summary:

- The district is envisioned as a mixture of land uses including residential, live-work, offices, service-oriented businesses, civic uses, and open space. Unlike the mixed-use districts proposed for Rice Street and Kūhiō Highway, retail activity will be limited in size and distribution, with the mix of uses focused primarily on creating live-work environments.
- Limited retail activities will be permitted for properties along 'Akahi Street. A Use Permit will be required for retail activities along both sides of 'Elua Street but not for office or service businesses. Large retail uses, such as big-box retail outlets and discount stores, will not be permitted within this district. Retail

activities with a square footage in excess of 10,000 square feet will require a Use Permit.

- Both vertical and horizontal mixed uses will be permitted. For vertical mixed-use activities, uses that stimulate pedestrian activity, such as small retail and offices uses, should be concentrated on the ground floor, while office and residential uses should be located on the upper floors.
- Automobile sales and operations will not be permitted in the MU-R mixed-use district. Auto-related uses (such as gas stations, auto repair and supply parts stores, etc.) will also not be permitted.
- The district will focus on creating an environment that encourages pedestrian activity, biking, and in the future possible transit use, while accommodating automobile requirements.
- Consideration should be give to the transition between the mixed-use district and the adjacent lower-density residential neighborhoods, particularly the backside of 'Umi Street.

5.3.2.1 Generally Permitted Uses and Structures

Permitted uses: The Mixed-Use Design District Overlay with a Residential Emphasis would modify the current permitted uses as follows:

1. Accessory uses and structures
2. Art galleries and sales
3. Churches and temples
4. Clubs, lodges and community centers (private)
5. Commercial indoor amusement and recreation facilities
6. Convenience stores and neighborhood grocery stores under 10,000 square feet of building footprint for 'Akahi Street only
7. Home businesses
8. Household services
9. Light manufacturing, such as handicrafts and garment fabrication
10. Minor food processing such as cracked seeds, jellies, candies and ice cream under a 10,000-square foot building footprint
11. Museums, libraries and public services
12. Offices and professional buildings
13. Personal services, such as barber and beauty shops, salons, laundromats, shoe repair shops, etc.
14. Public offices and buildings
15. Public parks and monuments

16. Restaurants and food services
17. Retail sales and shops: Under 1,000 square feet of gross leasable area; or under a 10,000-square foot building footprint or less for 'Akahi Street only
18. Multiple-family dwellings not to exceed R-10 density
19. Single-family dwellings
20. Schools and day care centers

5.3.2.2 Uses and Structures that Require a Use Permit

The Mixed-Use Design District Overlay with a Residential Emphasis would modify the current list of uses and structures requiring a Use Permit as follows:

1. Adult family boarding, group living and care homes
2. Animal hospital
3. Communications facilities
4. Convenience stores and neighborhood grocery stores over 10,000 square feet but under 20,000 square feet of building footprint for 'Akahi Street
5. Convenience stores and neighborhood grocery stores under 10,000 square feet of building footprint for 'Elua Street
6. Hotels and motels not to exceed RR-10 density
7. Public and private utilities and facilities
8. Research and development (including laboratory/medical research)
9. Retail sales and shops:
 - a. For 'Elua Street, up to a 10,000-square foot building footprint
 - b. For 'Akahi Street, up to a 20,000-square foot building footprint
10. Multiple-family dwellings not to exceed R-20 density
11. Any other use or structure which the Planning Director finds to be similar in nature to those listed in this section and appropriate to District.

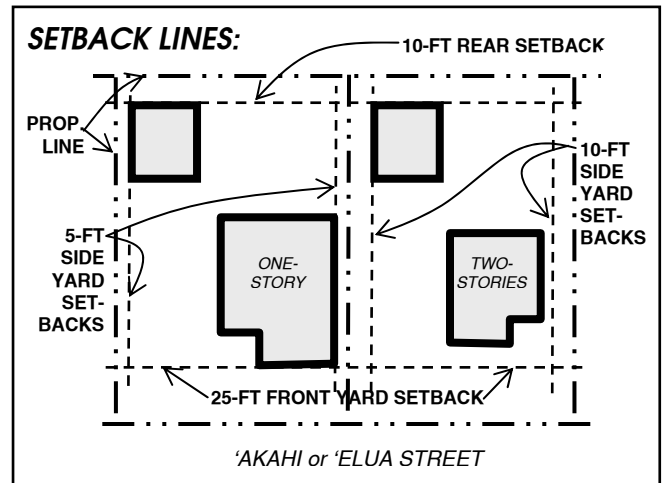
5.3.3 SITE DESIGN

Site design guidelines for the MU-R Design District focus on providing a framework for maintaining the small-scale residential character of the neighborhood, while enhancing the pedestrian streetscape. This will be accomplished through the use of residential setbacks and parking requirements which locate parking to the rear of buildings. The streetscape will be improved with sidewalks and pedestrian paths which link this live-work community to other neighborhoods. Special front yard landscaping requirements are also provided below in Section 5.3.7.

5.3.3.1 Setbacks

Setbacks are established to assure that buildings work together to help define the streetscape. See Section 5.7 for definitions. Proposed streetscape improvements and street sections for the area are described in Section 4.2 and 4.2.6.6 specifically for 'Akahi and 'Elua Streets.

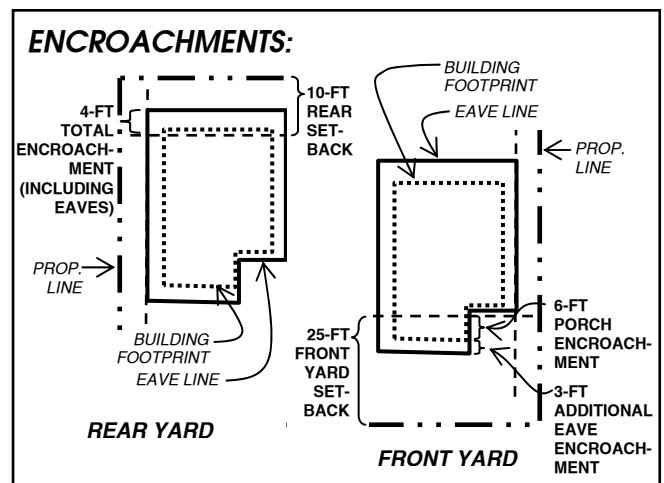
- **Front Yard.** The minimum front yard setback for all structures is 25 feet. Special requirements for front yard walls, fences and landscaping are detailed in Section 5.3.7.
- **Side Yard.** The minimum side yard setback is 5 feet for one-story buildings and 10 feet for two-story buildings or half the height of the tallest exterior wall plate.
- **Rear Yard.** The minimum rear yard setback is 10 feet.



5.3.3.2 Encroachments

The following setback encroachments are permitted:

- For primary buildings with a minimum front yard setback of 25 feet, inhabitable projections (such as porches, balconies, and decks) may encroach into the required front setback up to a maximum of 6 feet.
- Eaves can extend an additional 3 feet within the 6-foot encroachment permitted for porches, balconies and decks.
- Projections such as porches, balconies, and decks including eaves may encroach into the required rear yard setback up to a maximum of 4 feet.



5.3.3.3 Enhance the Streetscape to Encourage Pedestrian Activity and Biking

- The new sidewalks proposed for all roadways will be 4 feet in width and a consistent street tree planting theme is proposed for these roadways. See Sections 4.2 and 4.6.5.
- The plan also proposes two pedestrian connections to Kūhiō Highway from 'Akahi Street – one on the north side of the old Līhu'e Theater and the other on the north side of the No.1 BBQ restaurant. These pedestrian easements should be at least 10 feet in width with a 5-foot paved path and should be lighted and landscaped with good visibility to be safe and attractive.
- Individual site planning for each lot and design of buildings should be organized around reinforcing pedestrian access and circulation throughout the property.
- Incorporate creative designs, wayfinding tools, and historical elements into the sidewalk and crosswalk paving to highlight the history of this particular neighborhood and to celebrate and commemorate the heritage of this historic town.

5.3.4 ARCHITECTURE AND BUILDING DESIGN

The architectural and building design guidelines serve to reinforce and retain the residential character of this neighborhood. Specifically the

residential guidelines aim at preserving the historical plantation-style cottage houses and encouraging new development to be similar in style with these properties.



5.3.4.1 Architectural Context and Compatibility

- The adaptive re-use of the historic cottage-style buildings is preferred over the demolition and construction of a new building.
- Architectural styles should focus on preserving and reinforcing the small-scale, plantation-style cottage house characteristics of the existing 1930s to 1940s houses on 'Akahi and 'Elua Streets. Buildings are typically single-

story wooden structures elevated on pier and post supports. The support structure is screened with stone or wooden slats, lattice designs. Front entries are typically stepped up but variations or secondary entries may be used to allow for ADA accessibility.

5.3.4.2 Building Mass and Density

- New development shall respect and maintain the building mass and design of existing small-scale plantation-style cottage houses that have architectural elements such as front porches, bays and rear, detached garages. Multiple smaller buildings are preferred over one massive structure.
- Human scale elements, such as windows, doors, and ornamentation, should be used to break-up large surfaces.
- Minimize large volumes through the use of varying roof and wall planes and canopies and balconies to reduce the vertical emphasis of buildings.



5.3.4.3 Building Height

- Building heights for new structures shall not be more than two stories in height or exceed 30 feet from finished grade to the highest point of the roof. If necessary, additional height shall be allowed for sloping roofs but should provide an appropriate overall building height that relates to the surrounding neighborhood. It is preferable to locate one-story structures closer to the public street and step taller, two-story structures towards the back of the lot.
- Secondary detached structures, such as garages, will be permitted and shall have a height of 10 feet, with additional height permitted for sloping roof (as approved by the Director). Additional dwelling units such as granny flats shall also be allowed but shall be located at the back of the lot with the main house or building taking prominence at the front of the lot.

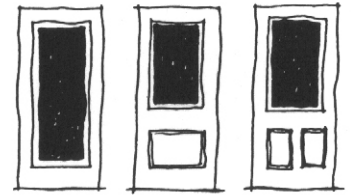
- To the extent possible, do not add additional height to historic buildings and maintain existing roof forms.
- The height and scale of new buildings or major renovations shall consider the immediate context of adjacent buildings and shall be compatible in height and scale with these residences.

5.3.4.4 Building Materials, Façades and Fenestration

- Blank façades along public streets will not be permitted. The design of façades shall be compatible with the historic 1930-40s residences and the traditional small town residential character of Līhu'e with regard to scale, detailing and materials.

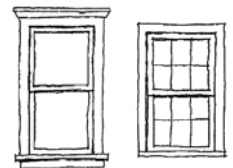
- Primary entrances and porches shall be designed with the residential scale and architectural style of the neighborhood. They shall be designed and incorporated into the front façade of the building and connect to sidewalks. Front entries are typically stepped but may include ramps for ADA accessibility.

Door styles:



- Doors at the main entry should be single or French (double) doors with half to full glazing. Sidelights are also acceptable.

Window styles:



- Windows are typically double or single-hung and may have articulated panes/grilles. Windows should be oriented vertically and paired or tripled to scale appropriately with the size of the wall.



- Exterior wall materials shall consist of wood (or materials that are manufactured to look like wood) and may include stone detailing at the foundations or entry. Wood siding shall be painted and mounted consistently in a horizontal or vertical direction and detailed with trim and accents to create interest.



- For historic buildings, original building materials shall not be covered

up with finish materials that mask the original building material or that will significantly alter the appearance or character of the historic buildings.

5.3.4.5 Roofs

- Roofs on historic buildings shall be preserved or restored whenever possible.
- New construction or major renovations shall utilize roof shapes, materials, and colors which are compatible with the existing traditional and historic architectural character of the area. The following roof types are permitted: hip roofs, gabled roofs, and double-pitched hip roofs (Dickey roofs). A combination of roof types will be permitted. Minimum pitch shall be 3:12.
- Roof colors shall be earth tones and other colors commonly found in Līhu'e Town. Reflective surfaces and shiny or bright colors shall be avoided.
- Roof Mounted Equipment. No roof mounted equipment shall be visible from the public streets.

Double-pitch hip roof



Hip roof



Gable roof



Combination gable end/double pitch hip roof



5.3.4.6 Building Color

- Light earth tones, and other colors commonly found in Līhu'e Town, shall be used for new and existing developments. Brighter and darker colors shall be used for accents, trim, and architectural features (such as window and door frames) that comprise relatively minor portions of the surface.

5.3.4.7 Services and Utilities

- Minimize the visibility of skylights, solar panels and other roof-mounted equipment from public streets and pedestrian connections. Screens shall be consistent with the building architectural design and finishes.

- Utility equipment on buildings such as utility boxes, meters should be located, sized and designed to be as inconspicuous as possible. They should be located away from view from public streets.

5.3.5 OFF-STREET PARKING REQUIREMENTS

In order to minimize the impact of parking requirements for 'Akahi and 'Elua Streets, the following off-street parking guidelines provide flexibility and reduced parking requirements compared with the CZO. Neighborhood parking needs would be supplemented by the on-street parking provided in the recommended street improvements (see Section 4.2 and Figure 4-19) and the nearby public parking facility across the old Ahukini Road (Site 10 in Section 4.3)

5.3.5.1 General Parking Requirements

Each proposed use or building shall provide adequate off-street parking. The following requirements shall apply for the various permitted uses on 'Akahi and 'Elua Streets.

- Commercial Uses (Offices, retail sales and services). One (1) stall per 400 square feet of leasable floor area.
- Residential Uses. Two (2) stalls per single-family dwelling unit. For multiple-family and single-family attached dwellings: one and one-half (1.5) stalls per unit. One (1) stall for granny flats and additional dwelling units with two bedrooms or less.

5.3.5.2 Shared Parking

- For commercial/residential mixed use buildings, shared parking will be permitted, with the offices, retail sales and services portion of the building requiring one stall per 400 square feet of gross floor area occupied, and one stall per dwelling unit for the residential portion of the building.

5.3.5.3 Parking Bonus

- For properties that comply with all of the design requirements established in this section and the applicable guidelines from Section 4.0, a reduction in the parking requirement for commercial spaces to one (1) space for every 550 square feet of leasable floor area or net office area will be permitted, subject to approval by the Director.

- If bicycle parking or storage is provided for any use, the total number of required vehicle parking spaces shall be reduced by one (1) parking stall for every five (5) bicycle parking spaces or storage units provided.
- If a bus or transit stop with a pullout area is provided and built to County Transportation Agency standards (subject to County Transportation Agency and Planning Director approval), the parking requirements shall be one (1) stall per 550 square feet of leasable floor area or net office area for commercial uses and one stall per unit for multiple family dwellings.

5.3.5.4 Design of Off-Street Parking Facilities

- To reduce the overall visual impact of parking for pedestrians walking along the road, off-street parking areas shall be located in the rear of properties. If located on the side yard of a property, they should be screened from view to the extent feasible. Refer to Section 4.6.2 for landscaping requirements for parking areas. Parking in front yards is highly discouraged but may be allowed for overflow parking. Regular parking areas should not be located along the public street.

5.3.6 SIGNAGE

- Signage in this neighborhood must be compatible with the residential character of the streetscape and comply with the County's Outdoor Sign Ordinance (KCC §15-4).
- Signs should be hanging at entryways or mounted against the front of the building façade. Small roadside signs are permitted on mailbox posts or mounted separately so long as they do not obstruct pedestrian paths or vehicle access.
- Design of signs shall be compatible with the architectural style and design of the building, and not overpower the façade.
- The name and address of the building shall be clearly visible from the street with a design that is attractive and compatible with the overall building design.
- Signs shall be graphically simple and present an appropriate level of detail without appearing cluttered or difficult to understand.
- Sign material shall be wood (or a wood substitute such as a recycled material that looks like wood), upon which the design shall be carved, sandblasted, or painted. Other sign materials (such as neon) are not permitted within this neighborhood.
- Flashing, rotating, inflatable, or lighted signs are not permitted. Sign colors shall be compatible with building colors.



- Sign design and mounting shall contribute to the streetscape's overall pedestrian scale. Views into windows shall not be obstructed by oversized product advertisement signage or posters.
- Maximize gross area of a sign on a façade shall not exceed five percent of the front façade area nor exceed size limitations as specified in the County's Outdoor Sign Ordinance (KCC §15-4).

5.3.7 WALLS, HEDGES AND FRONT-YARD LANDSCAPING

- To retain the existing street character, low hedges and garden walls are recommended for front yards along 'Akahi and 'Elua Streets. Hedges are preferred over walls for 'Elua Street.
- Where existing hedges are located, property owners are encouraged to maintain them. Where none exists, hedges and garden walls along the front property boundary shall have a maximum height of three (3) feet. Corners and support posts/pillars may be six (6) inches taller.
- Wall material shall be of natural materials (such as stone or wood) without unsightly material combinations or abrupt material changes on the same wall.
- Chain link fences are not allowed along lot frontage, adjacent to public open spaces, or where it is readily visible to the public.



5.3.8 OUTDOOR LIGHTING

- In general, excessive outdoor lighting is discouraged in the 'Akahi/'Elua Streets Neighborhood. Only areas that need to be lit for safety purposes should have outdoor lighting. If businesses do not remain open after dark, do not provide general outdoor lighting.
- If outdoor lighting is required, fixtures should be scaled to the pedestrian with fully-shielded lights that are directed downward to minimize impact to Kaua'i's shearwaters and other native birds. Outdoor lights should be on a timer or have light sensors and have automatic shut-off capabilities for the hours between 10:00 PM and 5:00 AM.
- Floodlighting is prohibited.

5.3.9 UNDERGROUND UTILITIES AND SCREENING UTILITY EQUIPMENT

- All utilities including powerlines, cable and telephone lines should be placed in conduits underground. Existing overhead lines should be relocated underground.



- Utility equipment such as utility boxes, meters should be located, sized and designed to be as inconspicuous as possible. All utilities services shall be placed underground.
- Electrical transformers should be screened with either plant material or a wall to help conceal them from public view.

5.3.10 SCREENING LOADING AREAS

- Loading and unloading areas and outdoor storage/service areas shall be screened from view particularly along the public streets through the use of building mass, garden walls or fences, and/or landscaping. Screening materials should match adjacent buildings.
- Dumpsters should be screened on at least three sides by an opaque fence or wall of sufficient height to block views of the containers. Plant material and/or earth berms should be used for general screening of the trash collection areas from views of main roads, sidewalks and building entrances.
- Avoid locating service and loading areas in front yards or adjacent to residential units as delivery and trash trucks can be noisy.

5.4 LĪHU'E CIVIC CENTER AND COMMUNITY FACILITIES NEIGHBORHOOD

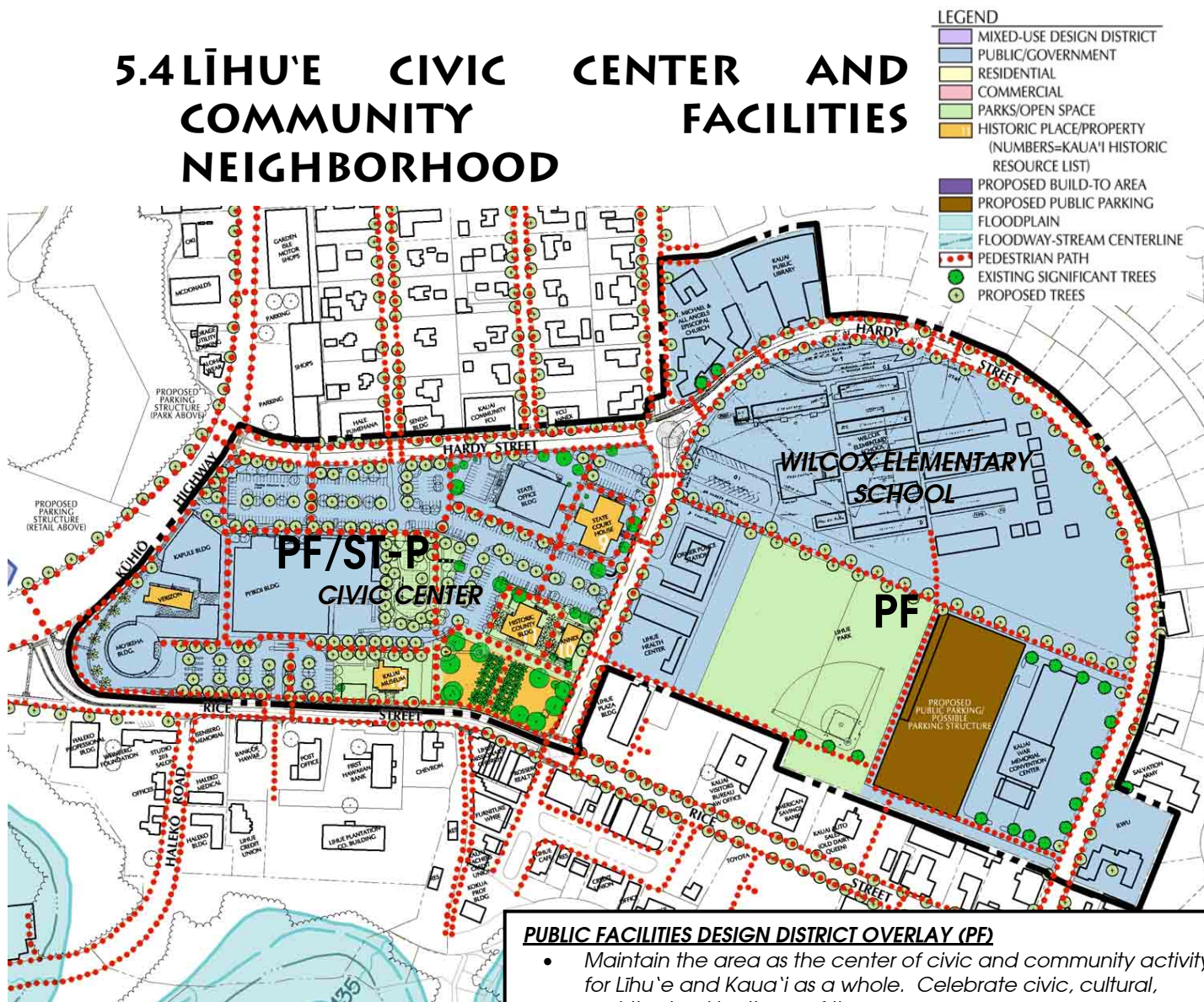


Figure 5-7: Līhu'e Civic Center and Community Facilities Neighborhood Plan

PUBLIC FACILITIES DESIGN DISTRICT OVERLAY (PF)

- Maintain the area as the center of civic and community activity for Līhu'e and Kaua'i as a whole. Celebrate civic, cultural, architectural heritage of the area.
- Create a campus-like environment that caters to the pedestrian and provides open space to hold community events.
- Provide safe pedestrian pathways, crosswalks, bicycle facilities, public transit, and public parking.
- Līhu'e Civic Center Master Plan subject to change based on final design.

5.4.1 DESIGN OBJECTIVES

The design objectives for the Līhu'e Civic Center and Community Facilities Neighborhood are based on the vision for Līhu'e Town as described in the 2000 County General Plan:

The heart of Līhu'e Town is the government and cultural center, surrounded by business and professional offices, shops and restaurants. Landscaping and well-marked pathways link the historic County Building, the Kaua'i Museum, the County Civic Center, and the State Office Building in a campus setting. Parking is primarily provided in a

new County-State parking structure located behind the County Office Building, allowing other parts of the campus to be opened up for pedestrian enjoyment. The County, the Kaua'i Visitors Bureau, and the Kaua'i Museum collaborate in staffing a visitor center, which provides orientation to Līhu'e and to visitor attractions around the island. (Kaua'i General Plan, 2000)

To accomplish this vision, the Urban Design Plan proposes creating a “hub” or civic node, through a mixture of civic, educational, and recreational uses that will draw residents and visitors to the town core, and connect the core to the surrounding mixed-use and residential districts through pedestrian, bicycle, public transit and vehicular linkages. Working together with the surrounding mixed-use and residential districts, the districts within the Līhu'e Town Core Urban Design Plan will form synergistic relationships that together create a special place and destination for Kaua'i residents drawing them, once again, to Līhu'e Town.

The plan provides safeguards for the preservation and enhancement of historic buildings and landmarks that reflect Līhu'e's civic, cultural and architectural heritage. The plan encourages new development which is compatible and compliments the historic buildings and landmarks. Because the County Building Division's efforts to prepare the Līhu'e Civic Center Site Improvements Master Plan are ongoing, the following section is designed to be flexible so that it will be consistent with the master plan regardless of the final plan.

5.4.2 LAND USE

Currently, the Līhu'e Civic Center property is split between two zoning districts. The site of the old shopping mall west of 'Eiwa Street is zoned General Commercial (C-G) with the exception of the Kaua'i Museum site. The remaining area is zoned Residential/Special Treatment District-Public Facilities (R-1/ST-P). There are two commercial uses currently within the Civic Center's C-G block—Hawaiian Telcom and Big Save Supermarket. Hawaiian Telcom owns their parcel and Big Save is on a short-term lease with the County.

The permitted uses and development standards of the underlying C-G and R-1 zoning districts are inappropriate for the public uses envisioned for the Civic Center. In addition, the overlying special treatment district (ST-P), which requires a Use Permit for all uses in the zone including civic and public uses, does not cover the entire site or provide adequate guidelines on specific land uses, site design, street design, architecture and landscaping design to successfully implement the vision for this district. To clarify these issues, it is recommended that a Public Facilities Design

District Overlay be created for the area and that the ST-P District extend over the entire neighborhood.

In summary:

- The district is envisioned as the civic core of Līhu'e Town. All public and quasi-public facilities, which are used by the general public or which tend to serve as gathering places for the general public will be permitted.
- A small amount of retail use (limited to 1,000 square feet of gross leasable area each), including lunch counters and restaurants, coffee shops, convenience store type kiosks, or stores that sell County-specific merchandise (such as a County logo shop) will be permitted within the district.
- The district will focus on serving as the civic core and gathering area for residents and visitors to Līhu'e Town.
- The district will create a campus-like environment that encourages primarily pedestrian activity. Biking, public transit, and automobile facilities will also be provided.
- Consideration should be give to the transition between the Civic Center/Community Facilities Neighborhood and the adjacent neighborhoods, especially providing convenient pedestrian, bicycle and public transit connections.

5.4.2.1 Generally Permitted Uses and Structures

The Public Facilities Design District Overlay would modify the current permitted zoning list as follows:

1. Accessory uses and structures
2. Churches and temples
3. Gymnasiums and recreational facilities
4. Museums, libraries and public services
5. Parking garages/structures
6. Public offices and buildings
7. Public parks and monuments
8. Restaurants and food services under 1,000 square feet of gross leasable area
9. Retail sales under 1,000 square feet of gross leasable area
10. Schools and day care centers

5.4.2.2 Uses and Structures that Require a Use Permit

The Public Facilities Design District Overlay would modify the current list of uses and structures requiring a Use Permit as follows.

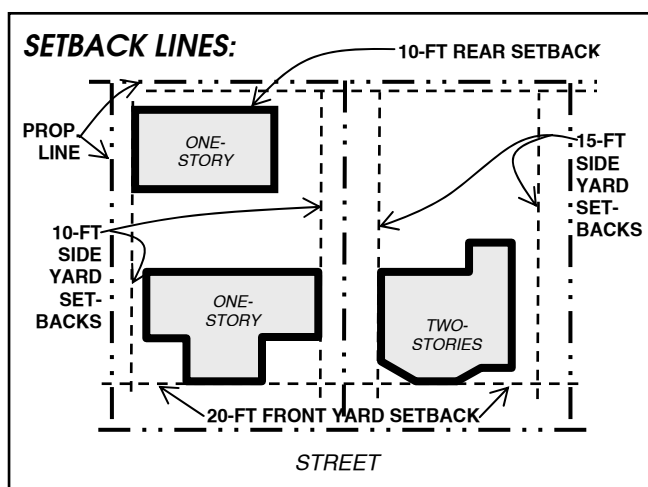
1. Clubs, lodges and community centers (private)
2. Communications facilities
3. Convenience stores and neighborhood grocery stores under 10,000 SF building footprint
4. Outdoor private amusement and recreational facilities
5. Public and private utilities and facilities
6. Any other use or structure which the Planning Director finds to be similar in nature to those listed in this section and appropriate to District.

5.4.3 SITE DESIGN

The Līhu'e Civic Center and Community Facilities Neighborhood is envisioned as the government center of Līhu'e Town characterized by buildings and landmarks set within a campus-like setting with civic buildings set in open lawn areas with extensive pedestrian paths and large canopy trees. Vehicles are accommodated but do not dominate the space.

5.4.3.1 Setbacks

Setbacks are established to assure that buildings work together to help define spaces. See Section 5.7 for definitions. Proposed streetscape improvements and street sections for the area are described in Section 4.2.



- **Front Yard or Yards Fronting a Public Street.** The minimum front yard setback or setback for all structures with yards fronting a public street is 20 feet.
- **Side Yard.** The minimum side yard setback is 10 feet for one-story buildings and 15 feet for two-story buildings or half the height of the tallest exterior wall plate.
- **Rear Yard.** The minimum rear yard setback is 10 feet.

5.4.3.2 Encroachments

The following setback encroachments are permitted:

- Building projections (such as eaves) may encroach into the required front, rear and side yard setback up to a maximum depth of four (4) feet. Projections that encroach into the required setbacks may not be a large or integral part of the overall building mass.

5.4.3.3 Views

- Structures should be oriented so as to minimize intrusion into mauka-makai and north-south views, especially views to Wai'ale'ale, Hā'upu, Kālepa and the ocean.

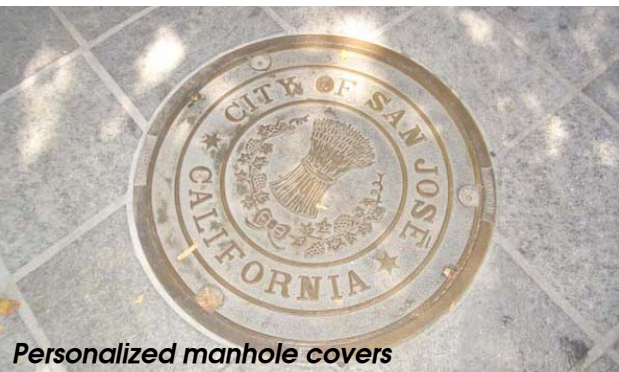
5.4.3.4 Enhance the Campus-like Environment to Encourage Pedestrian Activity

- Site planning and design of buildings should be organized around reinforcing pedestrian access and circulation around and through the property. An interconnected network of pedestrian paths extending from sidewalks surrounding the Civic Center and Community Facilities Neighborhood should connect to pathways providing pedestrian access to all buildings within the neighborhood.
- ADA-accessible sidewalks should be provided throughout the area and a consistent street tree planting theme is proposed for these roadways. See detailed street sections for the surrounding roadways in Section 4.2.6 and street tree themes in Section 4.6.5.
- Provide additional crosswalks at safe, convenient locations including Rice and Kele Streets, Hardy Street and Kūhiō Highway, Hardy and 'Akahi Streets, Hardy and 'Umi Streets, Hardy and Ka'ana Streets, Hardy and Malae Streets, and between the Lihū'e Public Library and Wilcox Elementary School.
- The design of the pedestrian circulation system within the Civic Center/Community Facilities Neighborhood should strive to create a sequence of events and an interconnection of "places," rather than simply a means to get from one building to another.



Wide pedestrian path doubles as a driveway

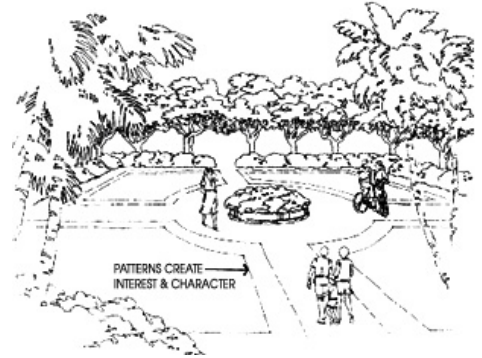
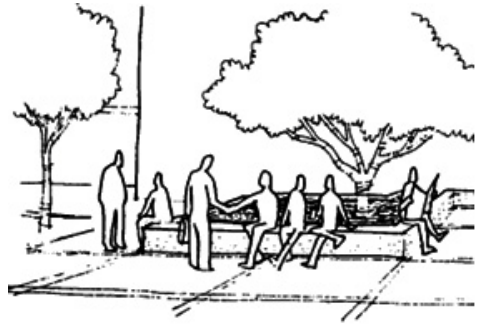
- Pedestrian paths should be designed to visually communicate their role within the established hierarchy. Adequate widths should be provided to handle the expected type and volume of traffic and whether they are designed to be shared paths or used for special purposes such as for community events or service vehicles.
- Enhance pedestrian pathways and open spaces with amenities such as landscaping and street furniture. Because this is the Civic Center and designed as a campus-like environment, this neighborhood should be rich with pedestrian amenities, landscaping, benches, bicycle racks, trash receptacles, water fountains, information signage/kiosks, lighting, public art, and civic monuments. See Section 4.2.3.



- The alignment of pedestrian paths should capitalize on visual amenities along the route, including views of civic buildings, open spaces, and significant view elements beyond the site.
- Provide accessible pathways for individuals with disabilities to all buildings and principal outdoor assembly areas.
- Provide for security by allowing visual control, security lighting, and avoiding hiding places along pedestrian paths.
- Design pedestrian paths with materials that are appropriate to the condition. They should be of a durable, non-slip material. Contrasting and patterned paving materials are encouraged. Signature designs or motifs should be incorporated to identify this area as the Civic Center.
- Provide seating opportunities in the design of buildings and urban spaces through the use of ledges, steps, corners, and walls as well as moveable chairs and benches. Areas adjacent to sidewalks and open spaces provide an appealing location for seating.

5.4.3.5 Courtyards and Open Space

- Courtyards and open spaces between buildings should be designed with the pedestrian in mind. They should strive to create a hierarchy of open spaces connected by the pedestrian circulation network.
- Opportunities for casual sitting, meeting and gathering spaces should be integral to the site plan for new and existing facilities. Design plazas, courtyards and open spaces to provide a comfortable and inviting atmosphere for employees and visitors of the various office and civic services to relax and interact with one another.
- The design of courtyards should consider potential volume of pedestrian activity and circulation patterns as well as civic/community events that may affect the size, scale and design of courtyards and open spaces.
- Consider the microclimate in determining human comfort within the proposed open spaces. Consider wind intensity, sun angles, duration of direct sunlight, landscaping and precipitation in designing open spaces. Provide an adequate balance of each to provide a comfortable, varied outdoor environment.
- Design courtyards and open spaces to visually complement the design of adjacent buildings. Open spaces may function as formal entry to buildings, event spaces, or a casual park-like environment.
- Since the area is relatively flat, ensure full ADA-accessibility for all public spaces.
- Consider the surrounding site context in the design of open spaces. Capitalize on views of prominent topographical, cultural features and/or landscape features in the design of open spaces.
- Buffer plazas, courtyards and open spaces from roads, service areas and parking lots to minimize visual impact, noise and air pollution. However, provide convenient access between them and the civic buildings.



5.4.4 ARCHITECTURE AND BUILDING DESIGN

The architectural and building design guidelines serve to reinforce the historic context of this civic neighborhood. They are intended to protect the architectural style and character of the existing historic buildings and landmarks as well as to promote contextual relevance so new developments are designed to respect them rather than hide or overwhelm them. While the variety of architectural styles and construction periods represented in the historic buildings within the district is great, continuity can be maintained by the repetition of common design elements. The following design guidelines assure architectural compatibility through the specification of appropriate scale, proportion, character and building materials for this neighborhood.

5.4.4.1 Architectural Context and Compatibility

- The existing historic buildings and landmarks within the neighborhood set the tone for appropriate architectural style, context and compatibility. However, new buildings and architectural styles may also be appropriate if scaled and sited to respect the historic buildings, view planes and significant landscaping.
- The adaptive reuse of historic buildings is required whenever possible.

5.4.4.2 Building Mass and Density

- The overall scale and massing of buildings within the neighborhood should take precedence over the scale of any individual building. No new building should significantly change the overall scale of the Civic Center buildings, particularly the historic buildings.
- Civic buildings may be designed to be of a grander scale. However, human-scale elements, such as windows, doors, and ornamentation, should be used to break-up large surfaces.
- Large buildings (with facades greater than 64 feet in width) should be broken down by means of the articulation of separate volumes. These should be well-proportioned and related to create a satisfactory composition.

5.4.4.3 Building Height

- Building heights for new structures shall not be more than two stories in height, but not exceed 30 feet. If necessary, additional height shall be allowed for sloping roofs.
- To the extent possible, do not add additional height to historic buildings.
- The height and scale of new buildings shall consider the immediate context of adjacent buildings and shall be compatible in height and scale with these buildings.

5.4.4.4 Street Level Activity, Building Façades and Fenestration

- Blank facades along public streets will not be permitted. The design of facades shall be compatible with the historic character of Līhu'e with regard to scale, detailing and materials.
- Façade elements common to the neighborhood include recessed window openings, recessed entries, exposed columns, arcades, balconies, and decorative building elements reinforced by repetition of fenestration, and strong horizontal lines expressed by a combination of fenestrations, openings, wall edges and decorations. New developments shall be contextual to these elements, incorporating and employing these elements to visually relate new buildings to adjacent facades of historic buildings.
- Recessed entries, arcades, balconies and windows also serve to define and give importance to major entrances, offer protection from the weather and visually welcome people to the public buildings. All building entries should be clearly defined, welcoming, and connect to ADA-accessible sidewalks.
- Buildings located at street corners should be designed to address the corner, to engage the interest of drivers, pedestrians and bicyclists at the intersection.
- Use ornamentation, such as building trim, on windows and door openings to enhance a building's design statement with details that add interest to the building. Ornamentation can also help to develop a human scale for the buildings.



5.4.4.5 Roofs

- Roofs on historic buildings shall be preserved or restored. When existing historic buildings are renovated, the functional and decorative features of the historical roofs shall be retained and preserved.
- New buildings may utilize a wide-range of roof shapes, materials, and colors given the existing range of traditional and historic architectural character of the area. However, they should be designed to function for Kauaʻi's rainy weather.
- Roof colors shall be earth tones. Reflective surfaces and shiny or bright colors shall be avoided.
- The use of more than one type of roof material is not permitted unless it contributes significantly to the overall building design and character of the neighborhood.
- Roof Mounted Equipment. Roof mounted equipment shall be screened from view in all directions to a distance of 1,000 feet. Screens shall be consistent with the building architectural design and finishes.

5.4.4.6 Building Materials and Color

- For historic buildings, original building materials shall not be covered up with finish materials that are not reflective of the original building material or that will significantly alter the appearance or character of the historic buildings.
- Building materials shall be in keeping with the historic buildings in the district. A consistent type of finish material shall be used on all walls of a building. Wall finishes shall consist of concrete, stone, and plaster as deemed appropriate contextually. Reflective or opaque glass and glass films are not desirable, since they reduce visual interest and are not in keeping with the character of the Civic Center.
- Building colors should be selected to harmonize with existing historic buildings. Colors and surfaces which predominate include white walls, warm earth tones, natural stone and cast concrete. The use of shiny metal or reflective surfaces, including reflective paints and slick, plastic-like surfaces should be avoided.

- If the use of metal surfaces is required, they should be used minimally with dark, matte finishes. Copper and brass may be acceptable metal surfaces for accents such as gutters and trim. Any glass surfaces should be recessed and clear, or of light tints.

5.4.4.7 Services and Utilities

- Minimize the visibility of skylights, solar panels and other roof-mounted equipment from public streets and pedestrian connections. Screens shall be consistent with the building architectural design and finishes.
- Utility equipment on buildings such as utility boxes, meters should be located, sized and designed to be as inconspicuous as possible. They should be located away from view from public streets.

5.4.5 OFF-STREET PARKING REQUIREMENTS

- Parking structures are recommended in order to minimize their footprint and open up space for parks, pedestrian pathways and gathering areas.
- Parking requirements for public uses shall be determined by the Līhu'e Civic Center Site Improvements Master Plan or by the Planning Director.
- For private developments within this neighborhood, the following General Parking Requirements shall be followed.

5.4.5.1 General Parking Requirements

- Retail sales and services, eating and drinking establishments (including: restaurants and coffee shops). One (1) parking space for each two hundred (200) square feet of gross leasable floor space.
- Offices and office buildings. One (1) parking space for every two hundred (200) square feet of net office space and waiting rooms or other spaces used by the public for the transaction of business or services.
- Churches, sport arenas, auditoriums, theaters, assembly halls: one (1) parking space for each eight (8) seats in the principal assembly area.

5.4.5.2 Parking Bonus

- For properties that comply with all of the design requirements established in this section and the applicable guidelines from Section 4.0, a reduction in the parking requirement for commercial spaces to one (1) space for every 550 square feet of leasable floor or net office area will be permitted, subject to approval by the Director.
- If bicycle parking or storage is provided for any use, the total number of required vehicle parking spaces shall be reduced by one (1) parking stall for every five (5) bicycle parking spaces or storage units provided.
- If a bus or transit stop with a pullout area is provided and built to County Transportation Agency standards (subject to County Transportation Agency and Planning Director approval), the parking requirements shall be one (1) stall per 550 square feet of leasable floor area or net office area for commercial uses.

5.4.5.3 Design of Off-Street Parking Facilities

- To reduce the overall visual impact of parking areas, off-street parking shall be located in the rear of properties and screened from view. Refer to Section 4.6.2 for landscaping requirements for parking areas.



- Parking structures should not dominate the street frontage. They should be located below grade or in the interior of a lot and be screened from view by: 1) having wrapping the structure with inhabitable spaces or a façade that hides the parking, 2) plantings of canopy and tall vertical-form trees, or 3) planters with climbing or cascading vines or flowering shrubs along parking level railings to soften the appearance of a parking structure. Trellises and planting material should be used to help mitigate the visual impact of roof top parking.
- Underground parking with street-level landscaping would be an appropriate way to hide parking and mitigate the visual impact of a parking structure and open up more space for public use.

- Entrances to parking areas on a parcel shall be located where they do not interrupt the street tree pattern and where the width and number of curb cuts are minimized.
- Design vehicular entrances to parking structures so that they do not dominate the street frontage.

5.4.6 **SIGNAGE**

- A signage master plan should be prepared for the Civic Center/Community Facilities Neighborhood and coordinated with a signature motif or image for Līhu'e. Outdoor signs shall comply with the County's Outdoor Sign Ordinance (KCC §15-4).
- The use of a consistent signage style and graphics for all public facilities is encouraged to give this district a coordinated appearance. Signage style should also distinguish it from other non-governmental uses in the district. Special plaques and signage for historic buildings and landmarks should also be unique, consistent, and easily recognizable.
- In developing a consistent signage style and graphics, the design of signs shall consider: 1) historical precedents and elements specific to Līhu'e, 2) appropriate scale of signage for the neighborhood, 3) appropriate locations for signage, 4) compatible signage material, and 5) visibility of the sign from the street.
- The signage master plan should coordinate individual building directories as well as a campus-wide directory for the entire Civic Center/Community Facilities Neighborhood. The directory should provide information on the various public facilities, agencies and offices within the district and should be located at key locations within the district. The directory should be made of durable, weather-proof material and compatible with other street furnishings.
- Signs shall be graphically simple and present an appropriate level of detail without appearing cluttered or difficult to understand.
- Flashing, rotating, inflatable, neon and roof-mounted signs are not permitted in this neighborhood. Sign colors shall be compatible with building colors and Līhu'e signature motif/color scheme.



Sign lighting shall be indirect, down-lit and fully-shielded. Interior-lit fluorescent plastic signs are not permitted.

5.4.7 WALLS AND FENCES

- Walls and fences fronting a public right-of-way and alongside yards and rear yards shall have a maximum height of 3 feet. Corners and immediate posts/pillars for fences may be 6 inches taller.
- Walls and fences shall be coordinated for the overall area. Chain-link fences and unfinished CMU walls are not permitted along lot frontage, adjacent to public streets or open spaces, or where it is readily visible to the public.

5.4.8 OUTDOOR LIGHTING

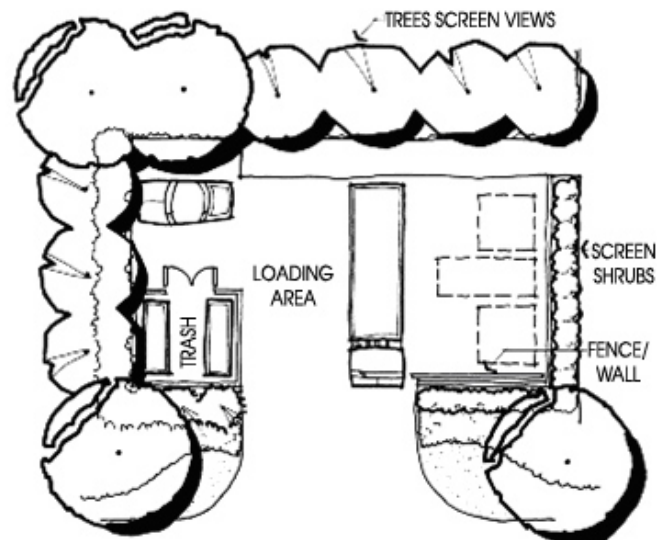
- A lighting plan should be developed for the entire Civic Center/Community Facilities Neighborhood. It should include general street lighting, pedestrian lighting at intersections, pathways and key nodes as well as accent lighting for public art, monuments and signs. The plan shall incorporate new pedestrian-scaled lighting fixtures that complement the area's architecture and have some relation to the heritage of Līhu'e. The plan should be developed prior to the replacement of existing lighting fixtures and the relocation of overhead utilities underground.
- All exterior lighting fixtures shall be fully-shielded and directed downward to minimize impact to Kaua'i's shearwaters and other native birds. They should create a uniform illumination level for security without harsh light or creating glare.
- All lighting not needed for safety purposes shall be on a timer with motion sensors and automatic shut-off controls.
- In parking areas, fixtures should be scaled to the pedestrian as well as the automobile.
- In public gathering areas, appropriate lower level lighting shall be placed near seating areas, crosswalks, driveways, water features, landscaped amenities, pedestrian pathways. The practice of floodlighting buildings is prohibited.

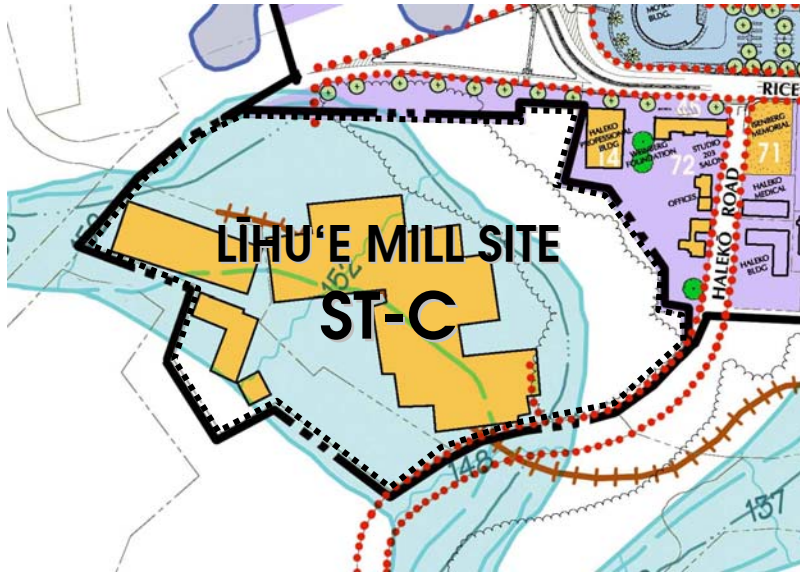
5.4.9 UNDERGROUND UTILITIES AND SCREENING UTILITY EQUIPMENT

- All utilities including powerlines, cable and telephone lines should be placed in conduits underground. Existing overhead lines should be relocated underground.
- Utility equipment such as utility boxes, meters should be located, sized and designed to be as inconspicuous as possible. All utilities services shall be placed underground.
- Electrical transformers should be screened with either plant material or a wall to help conceal them from public view.

5.4.10 SCREENING LOADING AREAS

- Loading and unloading areas and outdoor storage/service areas shall be screened from view particularly along the public streets through the use of building mass, garden walls or fences, and/or landscaping. Screening materials should match adjacent buildings.
- Dumpsters should be screened on at least three sides by an opaque fence or wall of sufficient height to block views of the containers. Plant material and/or earth berms should be used for general screening of the trash collection areas from views of main roads, sidewalks and building entrances.
- Avoid locating service and loading areas along Rice, Hardy, and 'Umi Streets. If no other location is possible, screen the view of the loading area with a fence or wall fronted with landscaping.





5.5 LĪHU'E MILL SITE AND HALEKŌ ROAD

Figure 5-8: Līhu'e Mill Site and Halekō Road

5.5.1 OBJECTIVES

Located on approximately eleven acres of land at the southwestern corner of the planning area, the old

Līhu'e Mill is tucked behind overgrown brush at a major crossroad where Kūhiō Highway meets Kaumuali'i Highway at Rice Street. The mill site was once a major employment center and cornerstone of Līhu'e Town with Halekō Road serving as the main connection between the mill and town.



Today, the mill is out of operation but remains highly visible from Kūhiō Highway and serves as a major landmark for the town. Because the mill holds historic significance to Līhu'e and its community, the following section is organized differently from the previous four.

Instead of providing detailed design guidelines and land uses, this section recommends a separate planning effort be done for the mill site in order to gather input from the community, the landowner, the County, and other stakeholders in order to develop an appropriate direction for the redevelopment of the mill site. It is also recommended that the site have a Special Treatment District – Cultural/Historic (ST-C) designation to recognize the important historical and cultural aspects of the site and its buildings.

The following is a list of objectives and priorities for the Līhu'e Mill Site and Halekō Road as identified by the CAC and Planning staff:

- Place the Līhu'e Mill Site within the Special Treatment District – Cultural/Historic (ST-C).
- Encourage adaptive reuse for the site. Seek the input of experts on adaptive reuse of industrial sites.
- Maintain and enhance the historical character of the site. The main building should be preserved, at the very least, if it is structurally sound.
- Nāwiliwili Stream and Gulch should be seen as a resource to protect and incorporate into the planning of any redevelopment proposal of the property. Provide a greenbelt, passive park, or open green space along Nāwiliwili Stream with special care taken to respect the floodway and study drainage issues. County should consider providing incentives such as increased density in areas outside the floodway if greenbelt or park space above any park dedication requirements donated to the County.
- Halekō Road, the historic road that brought so many sugar workers to the mill site, still provides an important link across Nāwiliwili Gulch between the Civic Center and Kukui Grove Shopping Center. There is pressure to widen the roadway to accommodate traffic since traffic tends to back up on Kaumuali'i Highway during rush hour and Halekō Road provides an alternate route. However, it is one of Līhu'e's historic roads and there are members of the community who would like to preserve it as a two lane road to maintain its charm and curving

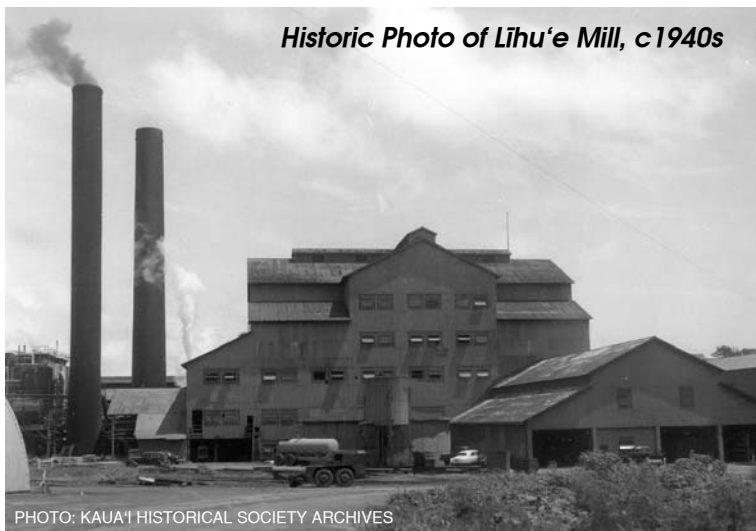
Historic Photo of Halekō Road, c1920s



alignment. With the planned widening of Kaumuali'i Highway, the pressure to widen Halekō Road should be reduced. Pedestrian and bicycle paths are also recommended on Halekō as well as interpretive signage recognizing its historic significance. Depending on the future redevelopment of the mill site, access to the site may be needed off Kaumuali'i Highway and should be planned for in the widening of the highway.

5.5.2 RECOMMENDED PROCESS FOR REDEVELOPMENT OF THE LĪHU'E MILL SITE

Prior to the initiation of a redevelopment plan or master plan for the Līhu'e Mill site, the following should be done:



permitting requirements. Discuss potential public-private opportunities.

- Perform historical research on the Līhu'e Mill. Research the history of the mill and document the information in a report to be submitted to the County Planning Department. Any redevelopment should be based on the historical study prepared for the site.
 - Consult with the County Planning Department. Review previous studies, available information, and potential
- Discuss potential public-private opportunities.
- Gather community input. An open public process is recommended during the early stages of development including the vision and conceptual plans for the site. Gather input particularly from local families with ties to the mill and plantation.
 - Review the memorandum from the Kaua'i Historic Preservation Review Commission regarding the Līhu'e Mill Complex (see Appendix F).

5.5.3 OTHER IMPLEMENTATION CONSIDERATIONS

Other implementation aspects to consider include:

- Potential EPA Brownfield funding. The Līhu'e Mill Site was included in the County Office of Economic Development's (OED) inventory of potential Brownfield redevelopment sites and may be eligible for federal funding. Contact the County OED for further information.
- County acquisition or partnership. The County could consider purchasing the property from the landowner or recommending a public-private development partnership.
- The historical significance of the mill is important for planning the eventual development of the site. Building preservation and restoration as well as the development of an interpretive program are important factors to incorporate into the planning process for development.
- The flood zone impacts a major portion of the property (approximately 40 percent of the property is in the floodway⁴) and poses a major constraint on development and use of property. However, most of the existing buildings are believed to be in the flood fringe or the "freeboard" areas where determined minimum elevations are within three (3) feet or less above existing topography. This means that occupied buildings do not need to be substantially elevated to be above FEMA estimated 100-year flood levels.
- Because the property is highly visible from major roadways, there should be special design considerations (inclusive of height limits, landscaping, lighting, and signage) for its redevelopment.
- Consideration should be give to the transition and connections between the mill site and the surrounding areas.

⁴ Based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Number 1500020326E, September 16, 2005.

5.6 DEVELOPMENT INCENTIVES AND EXEMPTIONS APPLICABLE TO ALL NEIGHBORHOODS

5.6.1 SUSTAINABILITY CREDITS AND INCENTIVES

The following section describes potential development credits and incentives the County should consider offering developers in order to encourage sustainable design in their projects.

- **Environmental Impact Assessment (EIA) Fee Credit:** The EIA Fee is assessed by the County on all new subdivisions, and construction of each new hotel, motel, MF dwelling, commercial, and industrial facility within the County. EIA fees shall be reduced for projects that achieve LEED certification levels:
 - 40% reduction of EIA fees for LEED Certified
 - 60% reduction of EIA fees for Silver
 - 80% reduction of EIA fees for Gold
 - 100% reduction of EIA fees for Platinum

5.6.2 WORKFORCE HOUSING EXEMPTION AND INCENTIVES

The County adopted a workforce housing policy as an ordinance on November 20, 2007 and it went into effect on June 10, 2008 (Ordinance No. 860). In order to encourage development and redevelopment within the Town Core, no workforce housing will be required within the Town Core neighborhoods. However, if workforce housing is provided by a new project within the Town Core, development bonuses and/or a reduction of County fees will be given to the development. The details of these incentives will be developed at a later time but will most likely be neighborhood specific in order to respect the individual character and development standards of each area.

5.6.3 IN-LIEU FEES FOR PARKING FOR HISTORIC PROPERTIES AND HARDSHIP CASES

Because a number of existing or historic properties (those 50 years and older) have small lots and high lot coverage, it is often difficult if not infeasible for a property owner to redevelop his property while preserving the historic structures even with the reduced parking requirements described above.

To address this problem, property owners of historic properties and other existing properties where the off-street parking does not meet the required

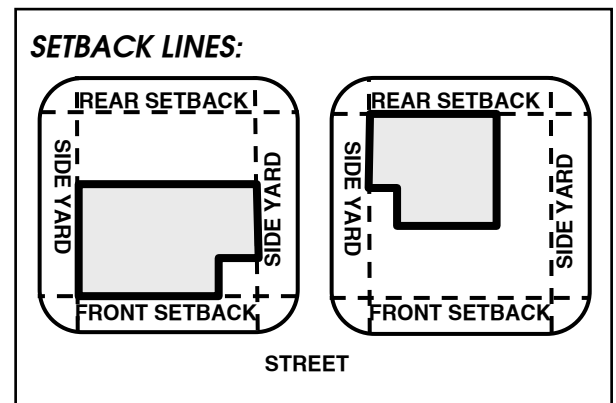
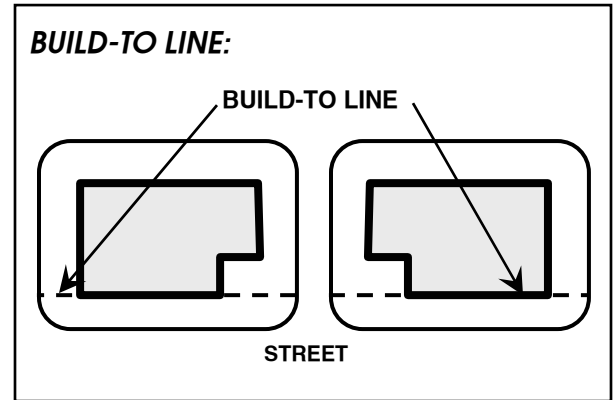
standards may satisfy parking requirements by paying an in-lieu fee based on the number of parking stalls that would be otherwise required (County to determine per stall cost). The fees collected will be used for one or more of the following County programs once established:

- Streetscape and public improvements within the Civic Center/Community Facilities Neighborhood including but not limited to pedestrian pathways and landscaping
- Development of one of the public parking facilities recommended in Section 4.3 or in the Līhuʻe Civic Center Site Improvements Master Plan
- Maintenance/improvement of an existing public parking facility if a public parking facility exists nearby
- Improvement of public transit service in the Līhuʻe Town Core

5.7 DEFINITIONS

5.7.1 BUILD-TO LINES, ZONES AND SETBACKS

- A **build-to line** is a line roughly parallel to the property boundary along which the façade of a building shall be built. The majority of a building's façade must be built up to this designated line to create a consistent street edge. To allow for architectural variety and to add interest, a designated percentage of the building frontage may be stepped back from the build-to line.
- A **setback** is the minimum distance a building must be built from the property line. Buildings may be built anywhere on the property as long as they do not encroach upon the setback.



The primary difference between a build-to line and a setback is that the build-to line is the *maximum* distance a building must be built from the property line and a setback is the *minimum* distance the building must be built from the property line.

5.7.2 **ACRONYMS**

The following is a list of acronyms used throughout the report.

ADA	Americans with Disability Act
amsl	above mean sea level
BIA	Building Industry Association
CAC	Citizens Advisory Committee
CDBG	Federal Community Development Block Grants
CDP	Census Designated Place
CFR	Code of Federal Regulations
C-G	County “General Commercial” Zoning District
CLG	Certified Local Government
CMU	concrete masonry units
CZO	County of Kauaʻi Comprehensive Zoning Ordinance
DAGS	State Department of Accounting and General Services
DBEDT	State Department of Business Economic Development and Tourism
DOT	State Department of Transportation
DP	Līhuʻe Development Plan
EIA	Environmental Impact Assessment
EPA	US Environmental Protection Agency
FEMA	Federal Emergency Management Agency
HCF	Hawaiʻi Community Foundation
HRS	Hawaiʻi Revised Statutes
HSDC	Hawaiʻi Strategic Development Corporation
HUD	Federal Department of Housing and Urban Development
KCC	Kauaʻi County Code
KHRL	Kauaʻi Historic Resource List
KHPRC	Kauaʻi Historic Preservation Review Commission
KIC	Kauaʻi Information Center
KIUC	Kauaʻi Island Utility Cooperative
KLRLTP	Kauaʻi Long Range Land Transportation Plan (State DOT)
LEED®	Leadership in Energy and Environmental Design
LOS	Level of Service (traffic)
MU-C	“Mixed Use – Commercial” proposed design district overlay
MU-R	“Mixed Use – Residential” proposed design district overlay
NDS	Natural Drainage Systems
NHRLF	Native Hawaiian Revolving Loan Fund
OED	County Office of Economic Development
OHA	State Office of Hawaiian Affairs
R-1	County “Residential” Zoning District, one (1) unit per acre density permitted

R-6	County “Residential” Zoning District, six (6) units per acre density permitted
R-10	County “Residential” Zoning District, ten (10) units per acre density permitted
R-20	County “Residential” Zoning District, twenty (20) units per acre density permitted
RR-20	County “Resort” Zoning District, twenty (20) dwelling units or forty (40) hotel/motel units per acre density permitted
ROW	Right of Way (streets)
SHPD	State Historic Preservation Division
SBIR	Small Business Innovation Research Program
SMS	SMS Research (consultant)
ST-C	County Special Treatment District – Cultural/Historic
ST-P	County Special Treatment District – Public
TCSP	Federal Transportation, Community, and System Preservation Program
TE	Federal Transportation Enhancement Program
TMK	Tax Map Key
US	United States
USGBC	United States Green Building Council

