

# 6.0 IMPLEMENTATION AND MONITORING



The Līhu'e Community Plan provides broad-based land use policy and recommends specific actions. This Chapter discusses County actions that would implement the vision for the Līhu'e District. Private land development proposals and Master Plans within the Līhu'e District are expected to demonstrate consistency with the adopted LCP and the General Plan.

This Chapter describes the means by which the Līhu'e Community Plan's vision and recommendations for the future of Līhu'e District will be implemented. These include:

- Adoption of the Līhu'e Community Plan through County Ordinance (Section 6.1);
- Amendments to applicable land use designations and regulations and recommendations for policies and actions in the forthcoming update of the Kaua'i General Plan (Section 6.2);
- Designation of Capital Improvement Projects (Section 6.3);
- Revitalization programs and initiatives (Section 6.4); and
- Processes for monitoring and evaluating progress (Section 6.5).

## 6.1 LĪHU'E COMMUNITY PLAN ADOPTION

The County Charter requires that Community Plans be adopted as an Ordinance by the County Council. The Ordinance establishes definitions, how the document is to be applied, authority for making interpretations, the process for amending the plan, and other matters relating to the administration of the Community Plan.

The first step towards implementation of the Līhu'e CP is to consider the adoption Ordinance. It would be submitted by the Administration, reviewed by the Planning Commission with recommendations, and then considered in three readings at the County Council.

## 6.2 AMENDMENTS TO APPLICABLE REGULATIONS

Should the LCP be adopted, implementation of the LCP's vision and policies will require amendments to the County Zoning Ordinance and to land use designations at both the County and State levels. These amendments are described in the following sections.

### 6.2.1 Kaua'i County General Plan Amendments to Land Use Map

Several of the proposed Areas of Change would require changes to the General Plan land use designation. In addition, Pū'ali is recommended to change from its existing Residential designation to Open, in keeping with the policy of preserving the area in open space use. These amendments can be enacted through the forthcoming General Plan Update process or by separate action. Areas where changes may apply are listed in the Table at right.

In addition to these changes in land use designation, the General Plan Land Use Map would also need to be updated to include the Urban Edge Boundary that is proposed in the LCP (see Section 6.2.6).

### 6.2.2 County Zoning Changes

In order to achieve the desired development intensities proposed for Areas of Change within the Līhu'e District, modifications to County zoning designations and/or densities may be necessary. This includes increased intensity in already developed areas (e.g., Līhu'e Town Core, Hanamā'ulu Core, Puhi Road frontage) as well as new development in green field areas (e.g., Isenberg Mauka, EWM Kaua'i LLC, Puhi Mauka). Areas of Change where zoning modifications are proposed are shown in Table 6-2. These include proposed Special Planning Areas, described further in Section 6.2.4.

**Table 6-1 Existing and Proposed General Plan Designations for LCP Areas of Change**

ID	AREA OF CHANGE	Existing GP Designation	Proposed GP Designation
A	Līhu'e Town Core, including Civic Center and Former Mill Site	UC	No Change. Encourage workforce housing through incentives and changes in floor minimums.
B	Isenberg Mauka	A	R
C	Hanamā'ulu Mauka/Kūhiō Hwy Frontage	A, O (mauka), R (Hwy Frontage)	R (mauka)
D	Hanamā'ulu/EWM Kaua'i LLC Property	A, O	A (interior), R (coastal lots), UC (along Kūhiō Hwy)
E	Hanamā'ulu Core	R	No Change
F	Bulk Sugar Facility Site	UC	No Change
G	Puhi Road	UC	No Change
H	Puhi Mauka	A	UC
I	Kukui Grove	UC	No Change
J	South Puhi	R	No Change
NONE	Pū'ali	R	O (retain in open space use)

General Plan Land Use Key  
A = Agriculture  
O = Open

R = Residential  
UC = Urban Center

**6.2.3 State Land Use Amendments**

In some cases, developing the recommended Areas of Change will require a change in State Land Use (SLU) Classification. This applies mainly to presently undeveloped areas such as Isenberg Mauka, Puhi Mauka, and Hanamā’ulu Mauka. The State Land Use reclassification process can be lengthy. However, supported by this LCP, consideration fits the standards for determining “U” Urban District boundaries as cited in Hawai’i Administrative Rules (HAR) §15-15-18 and shown in the text box.

Requirements for the application are spelled out in HAR §15-15-50. Boundary amendment requests are to be accompanied by a survey, written authorization of the landowner, relation to the IAL, ability to provide

affordable housing, and many other important public policy considerations. Decision making gives specific consideration to “Community Development Plans of the County.”

The Table at right identifies those areas in the Līhu’e District that may require a modification to existing SLU classifications.

Of the five areas of change (totaling 251 acres) that would require a SLU District Classification change, four are owned by Grove Farms and one by EWM. As an incentive to these landowners to develop workforce housing in compact walkable settings consistent with this Plan, the County might consider jointly (with the landowners) submitting a package to the Land Use Commission with its strong support.

**Table 6-2 Existing and Proposed Zoning for LCP Areas of Change**

ID	AREA OF CHANGE	Existing Zoning Designation	Proposed Zoning Designation
A	Līhu’e Town Core, including Civic Center and Former Mill Site	Various	As Established in LTC UDP
B	Isenberg Mauka	A	R-8; Mixed Use SPA
C	Hanamā’ulu Mauka/Kūhiō Hwy Frontage	A, CON (mauka); I-L, I-G (Hwy Frontage)	R-20, C-G (Hwy Frontage)
D	Hanamā’ulu/EWM Kaua’i LLC Property	E-1 (Kūhiō Hwy): A E-2 (Coastal lots): O	E-1: Mixed Use SPA E-2: No Change
E	Hanamā’ulu Core	R-4, R-6	Consider upzoning to R-8
F	Bulk Sugar Facility Site	I-G	R-20
G	Puhi Road	R-6; I-G; I-L; O; C-N	Upzone residential to R-20; add Mixed Use SPA
H	Puhi Mauka	A	R, C, Mixed Use SPA
I	Kukui Grove Area	C-G	Mixed Use SPA
J	South Puhi	R-20	No change

Zoning Designation Key  
 A = Agriculture  
 CON = Conservation  
 R = Residential plus #units/acre

I-G = Industrial/General  
 I-L = Industrial/Limited  
 C-G = Commercial/General  
 C-N = Commercial/Neighborhood

**§15-15-18 STANDARDS FOR DETERMINING “U” URBAN DISTRICT BOUNDARIES**

Except as otherwise provided in this chapter, in determining the boundaries for the “U” urban district, the following standards shall be used:

1. It shall include lands characterized by “city-like” concentrations of people, structures, streets, urban level of services and other related land uses;
2. It shall take into consideration the following specific factors:
  - a. Proximity to centers of trading and employment except where the development would generate new centers of trading and employment;
  - a. Availability of basic services such as schools, parks, wastewater systems, solid waste disposal, drainage, water, transportation systems, public utilities, and police and fire protection; and
  - a. Sufficient reserve areas for foreseeable urban growth;
3. It shall include lands with satisfactory topography, drainage, and reasonably free from the danger of any flood, tsunami, unstable soil condition, and other adverse environmental effects;
4. Land contiguous with existing urban areas shall be given more consideration than non-contiguous land, and particularly when indicated for future urban use on state or county general plans;
5. It shall include lands in appropriate locations for new urban concentrations and shall give consideration to areas of urban growth as shown on the state and county general plans;
6. It may include lands which do not conform to the standards in paragraphs (1) to (5):
  - a. When surrounded by or adjacent to existing urban development; and
  - a. Only when those lands represent a minor portion of this district;
7. It shall not include lands, the urbanization of which will contribute toward scattered spot urban development, necessitating unreasonable investment in public infrastructure or support services; and
8. It may include lands with a general slope of twenty per cent or more if the commission finds that those lands are desirable and suitable for urban purposes and that the design and construction controls, as adopted by any federal, state, or county agency, are adequate to protect the public health, welfare and safety, and the public’s interests in the aesthetic quality of the landscape. [Eff 10/27/86; am and comp 8/16/97; comp May 08 2000] (Auth: HRS §§205-1, 205-2, 205-7) (Imp: HRS §205-2)x

**Table 6-3 Existing and Proposed State Land Use Districts for LCP Areas of Change**

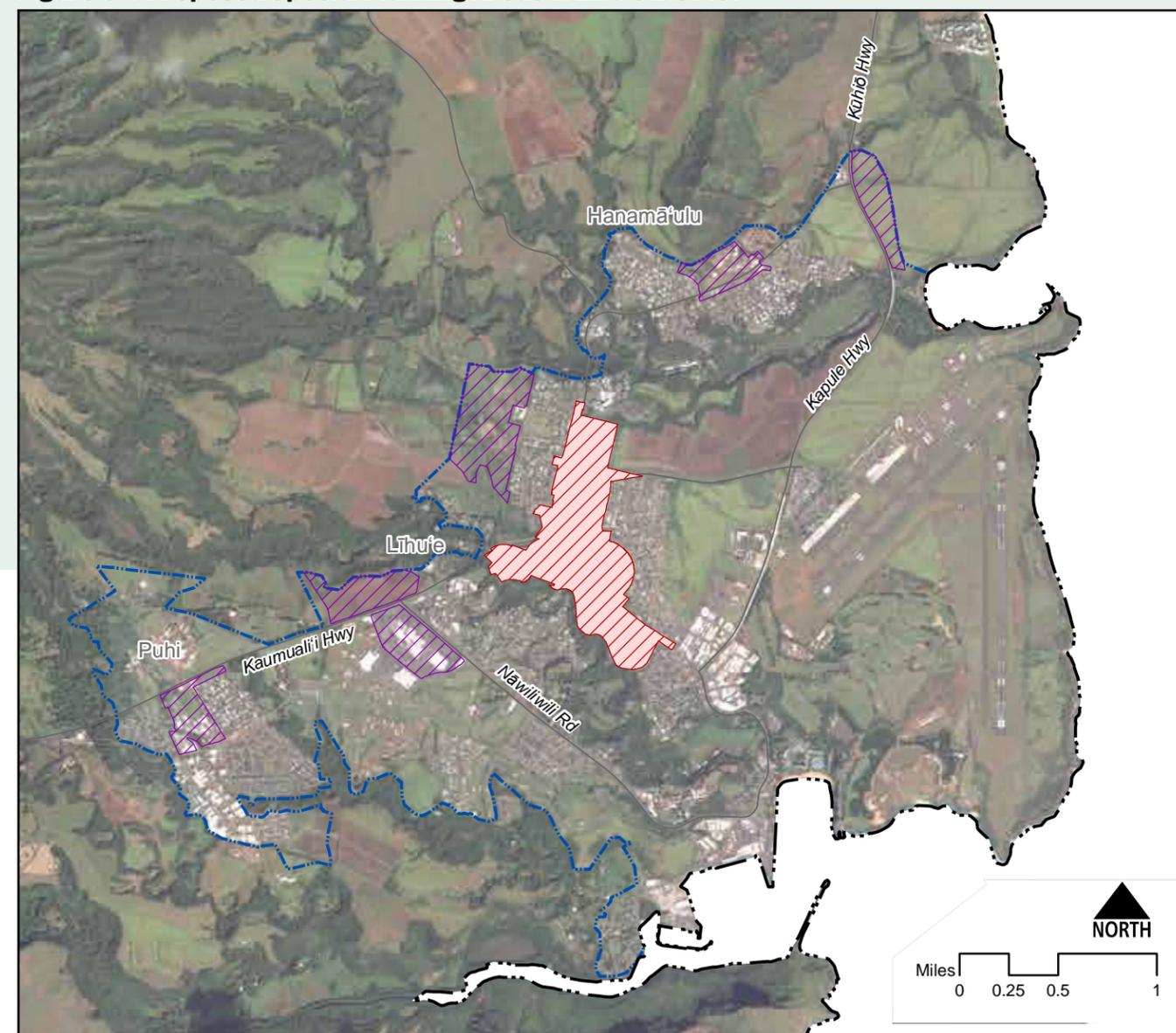
ID	AREA OF CHANGE	Existing SLU District Classification	Proposed SLU District Classification	Acres
A	Līhu'e Town Core, including Civic Center and Former Mill Site	U	No change	71
B	Isenberg Mauka	A	U	95
C	Hanamā'ulu Mauka/Kūhiō Hwy Frontage	A, C (Mauka), U (Hwy Frontage)	U	38
D	Hanamā'ulu/EWM Kaua'i LLC Property	A, U (coastal lots)	U (area along Kūhiō Hwy)	90 (40 on Kūhiō Hwy)
E	Hanamā'ulu Core	U	No change	163
F	Bulk Sugar Facility Site	U	No change	8
G	Puhi Road	U	No change	39
H	Puhi Mauka	A	U	44
I	Kukui Grove	U	No change	49
J	South Puhi	A	U	34

State Land Use Key  
A = Agriculture  
C = Conservation  
U = Urban

**6.2.4 Designation of Special Planning Areas (CZO Chapter 8)**

The LCP has recommended “Mixed Use” Special Planning Areas (SPAs) within the Līhu'e District (see Figure 6-1). Designation of these areas will require an amendment to Chapter 8 of the County's Comprehensive Zoning Ordinance, which creates and regulates Special Planning Areas and it may require amendments to additional Chapters of the Kaua'i County Code. The proposed Mixed Use SPAs are in addition to those existing SPAs which were established by the Līhu'e Town Core Urban Design Plan (Ordinance 894).

**Figure 6-1 Proposed Special Planning Areas in Līhu'e District**



**Legend**

-  Mixed Use Special Planning Areas
-  Līhu'e Town Core Urban Design Plan Area
-  Proposed Urban Edge Boundary
-  Līhu'e Planning District
-  Major Roads

**6.2.4.1. Requirements for Development in Mixed Use Special Planning Areas**

Section 8-11.6(c) of the Kaua'i County Comprehensive Zoning Ordinance (CZO) sets forth general requirements for the preparation of Development Plans for Special Planning Areas, as shown in the text box. The following sections elaborate on these requirements to provide specific Development Plan guidance for the Mixed Use-designated Special Planning Areas recommended in the LCP.

**6.2.4.2. Demonstrating Consistency with the Līhu'e Community Plan**

The values, policies and guidelines of the LCP were developed to reflect the current and future needs of the communities within the Līhu'e Planning District, as well as to reflect the role that Līhu'e plays for the island of Kaua'i as the capital, center and gateway. It is important that future redevelopment, as well as new development in green fields (undeveloped) areas, be done in a manner consistent with the LCP vision, policies and guidelines.

The proposed Mixed Use Special Planning Areas have been so designated because they overlap or lie adjacent to areas that are already developed. Development of these areas can provide for needed growth through increased residential and commercial density. Providing a mix of uses in a concentrated area encourages the walkable, compact, vibrant communities that the LCP envisions. Infrastructure for Mixed Use SPAs can be developed in a cost effective manner, extending off existing systems serving adjacent areas. Denser communities also permit more connectivity and access to multiple modes of travel including walking, bicycling, and public transit.

**6.2.4.3. Requirements for Development in Mixed Use Special Planning Areas**

Development proposals within the existing SPAs that were established by the Līhu'e Town Core Urban Design Plan shall continue to follow the requirements established under Section 10-5A of the Kaua'i County Code, as amended.

Applications for Zoning Amendments, Subdivisions, or Zoning Permits in those Mixed Use Special Planning Areas set forth in Figure 6-1 shall include a Līhu'e Community Plan Narrative that demonstrates how the proposed land use application addresses the vision of the LCP, as well as its policies and guidelines.

In addition to any other elements deemed necessary by the Planning Department, the LCP Narrative shall include the following criteria:

- How does the design and layout create a positive impact or contribute to the LCP goals and policies?
- How does the project contribute to the visual aesthetic of the area?
- What elements of "place-making" are created or enhanced by the project?
- How does the project relate and connect to adjacent neighborhood, commercial or industrial areas?
- Does the proposal conflict with any land use goals or policies? What steps were taken to limit, avoid, or mitigate, such conflicts?
- Does the proposal provide residences for a range of incomes?
- What is the relation of the built structures to the street in the proposed design?
- How does the proposal address the goals of

**CZO GUIDANCE FOR SPECIAL PLANNING AREA DEVELOPMENT PLANS (§8-11.6(C))**

- **A review of existing physical characteristics, including public and private improvements, ownership, use and factors concerning geographic, ecologic, scenic, and resources features;**
- **A review of the social, economic, cultural and historic characteristics of the area;**
- **A statement concerning community goals, values, and objectives and the methods for involving the community in the planning process;**
- **A statement of the goals and objectives of the Development Plan and their relationship to the goals and objectives established in the General Plan, and an analysis of the specific problems inhibiting the accomplishment of the goals and objectives based on an analysis of existing conditions;**
- **A program of specific activities, improvements and modifications necessary to accomplish the stated goals and objectives;**
- **A physical development plan at scale of detail appropriate to existing conditions and to feasible methods of implementation that indicates the location and nature of programmed activities and improvements, including:**
- **Housing by density and type of dwelling units;**
- **Transportation and circulation by type, including pedestrian, bicycle, parking and related facilities;**
- **Recreation and open space by activity and function;**
- **Agricultural uses and structures;**
- **Commercial, industrial and resort uses and structures.**
- **The establishment of specific subdivision and development criteria, including setbacks, heights, permitted uses, and other. Design standards necessary for the implementation of the physical plan. The criteria may be more detailed than, or may vary from the requirements of the Use, Special Treatment and Constraint Districts within which a Special Planning Area has been located.**
- **A phasing and action priority program in four (4) five-year increments with an Estimated Capital Improvement Program decreasing in detail with each increment.**

the Multimodal Land Transportation Plan and enhance safety?

- What aspects of the proposal improve walkability and accessibility? What amenities and connections are provided for pedestrians, bicyclists, and transit users?
- How does the proposal provide mixed uses in a walkable environment?
- Is there a provision for usable open spaces? Do they connect to any nearby trails or parks?
- How is parking addressed, especially on-street parking and shared parking?

Any LCP Narrative for Master Plan projects shall demonstrate how an active community process was used to inform recommendations. Community participants should include residents and business owners in adjacent neighborhoods, nearby institutions such as schools, environmental and historic preservation interests, and other stakeholders. The community's role is to ensure compatibility with adjacent areas, connectivity, provision of open spaces, provision of civic or public gathering spaces, and protection of valued natural and built areas.

#### 6.2.4.4. Concurrency with Infrastructure Development

Accommodating projected growth in the Līhu'e District has implications for public services, facilities, utilities and infrastructure such as schools, police and fire stations, water, sewer, solid waste collection, and electrical service. Many states and counties require developers to consider whether the proposed development is concurrent with the capacity or planned expansion of these services, or whether a level of service above and beyond what is planned will be required to support the development proposal.

In order to ensure that proposed development within the Līhu'e District can be adequately served and accommodated by public services, facilities, and infrastructure, larger development proposals shall be required to discuss and evaluate impacts on the follow-

ing and explain how the proposed development will ensure that an adequate level of service is maintained:

- Roads and Traffic Congestion
- Water and Sewer
- Solid Waste Disposal

In addition, the proposal should discuss potential impacts on schools, stormwater drainage, health care facilities, emergency medical services, and fire and police services. If deficiencies are identified in the facilities needed to support the proposed development, the developer will be required to identify mitigation measures to correct the deficiency. These may include:

- Direct cash contributions or investment to fund the necessary improvements.
- Construction of privately owned systems to provide the needed services.
- Measures to reduce the anticipated impact of the development, such as development of ride sharing programs, contributions to transit and road improvements, dedication of property to the County, participation in private/public partnerships, developer agreements, off-site improvements, or other mechanisms as may be determined by the Planning Commission.

#### 6.2.5 Līhu'e Town Core Urban Design Plan

Proposed projects in the Līhu'e Town Core are required to demonstrate compliance with the Līhu'e Town Core Urban Design Plan (UDP) and adhere to design standards for the Special Planning Areas set forth in the UDP (Ordinance 894).

#### 6.2.6 Urban Edge Boundary

The Līhu'e LCP recommends an Urban Edge Boundary (UEB) for Līhu'e as shown on Figure 5-2. The UEB is a regional boundary intended to limit urban sprawl. It defines where higher density urban development should be contained. Areas outside the UEB are intended for lower density land uses such as open

space, conservation, and agriculture. The relationship of the recommended UEB to designated and eligible Important Agricultural Lands is shown on Figure 5-3. The UEB may be implemented as part of the update to the Kaua'i General Plan that is being undertaken by the County of Kaua'i Planning Department.

#### 6.2.7 Form Based Code

Form Based Code is a zoning technique that focuses on physical form rather than a separation of uses, lending itself to achieving the compact, walkable, vibrant communities that the LCP envisions. The County of Kaua'i is considering implementation of Form Based Code as part of the Kaua'i General Plan Update, with the intent to further the principles and objectives of smart growth development County-wide. The LCP planning process included presentations and interactive exercises on Form Based Code to provide the community with an overview of the approach and how it may eventually be applied to the Līhu'e District. Appendix C describes these efforts and provides an overview of Form Based Code. Form Based Code would likely be applied first to the Special Planning Areas that are intended for compact mixed use development. Should the County elect to adopt Form Based Code, an amendment to Chapter 8 of the Comprehensive Zoning Ordinance will be required.



Kūhiō Highway Commercial



Wilcox Hospital

**6.3 CAPITAL IMPROVEMENT PROJECTS**

The Capital Improvement Program (CIP) of the County of Kaua'i is part of the annual budget ordinance. According to the Kaua'i County Charter, the Planning Director and Planning Commission have a role in preparing and setting priorities for an annual Six-Year CIP Report in coordination with other departments. The Six-Year CIP contains permanent public improvements and includes related costs for land acquisition, furnishing, fixtures, and appurtenances. It does not include program, routine repair or maintenance costs.

In this section of the LCP is a list of CIP projects, both those already identified in the current Six-Year CIP (fiscal year 2014/15 through 2019/20), and additional projects for consideration. The Tables are provided by type of improvement:

- Buildings and Facilities (Table 6-4)
- Transportation (Table 6-5 through 6-10)
- County Owned Utilities (Table 6-11)
- Parks and Recreation (Table 6-12)
- Economic Development (Table 6-13)

The list of recommended projects is expected to evolve over the LCP planning horizon. The identification of projects does not mean they must all be done for the LCP to make progress. Rather, they are like a gap analysis. As they are budgeted and completed over the 25-year planning horizon, they individually and collectively help realize the vision for Līhu'e.

CIPs may be funded through a variety of means, including bonds, tax revenues, and County, State, and Federal funding sources. These include:

- Federal Aid Grants for highway improvements
- Community Development Block Grants for housing
- Clean Water State Revolving Fund for water quality improvement projects, including water source, supply, and treatment, as well as wastewater
- Redevelopment Districts for community development
- Safe Routes to School for multi-modal transportation improvements
- Statewide Transportation Improvements Program for transportation
- Main Street Program for community revitalization
- Impact or in-lieu fees from developers
- Tax revenue

**Table 6-4 Recommended BUILDING AND FACILITY CIP for the Līhu'e District**

The projects in this table are taken from the current County six-year CIP (FY 2014/15-19/20).

Type/#	Project Description	Cost (\$)	Lead Agency	Funding Approach (grants, IBID, etc)	Phasing
FAC-1	Līhu'e Civic Center Site Improvements: The project will improve the Līhu'e Civic Center to provide a "campus" setting linking the Historic County Building, Kaua'i Museum, Civic Center and State Office Building. The work includes improvements to Rice, Hardy and 'Umi Streets, new parking layouts, pedestrian facilities and extensive landscaping.	\$3,050,000	Public Works – Building Division	County Six-Year CIP Program: Bond (\$3.05M)	FY15/16 (Design): \$0.5M FY16/17 (Construction): \$1.5M FY18/19 (Design): \$0.25M FY19/20 (Construction): \$0.8M
FAC-2	Pi'ikoi Building Development: Renovation and expansion of office space in the Pi'ikoi Building in the Līhu'e Civic Center.	\$5,000,000 (+ \$670,000 encumbered FY14)	Public Works – Building Division	County Six-Year CIP Program: Bond (\$5M)	FY15/16 Construction: \$5M

**Table 6-5 Recommended TRANSIT CIP**

The projects in this table include what is already included in the current CIP (TRN-1), and a list of suggested projects that would support an improved bus system.

Type/#	Project Description	Extent	Cost (\$)	Lead Agency	In CIP or Suggested
TRN-1	Bus Fleet Replacement and Expansion to support expanded transit services pursuant to the Multimodal Land Transportation Plan	65 buses (estimate)	\$19,500,000	Public Works	County Six-Year CIP Program: Bus Fleet Replacement & Expansion (Highway Fund: \$3.9M; FHWA STIP \$15.6M  Phasing: See Below*
TRN-2	District wide bus shelter program	47 shelters	1,500,000	Transportation	Suggested
TRN-3	New bus circulator routes: Līhu'e-Hanamā'ulu-Nāwiliwili, and Līhu'e-Puhi	18.9 miles	Route Study \$250,000	Transportation	Suggested
TRN-4	Bus Priority Transit corridor from Puhi to Līhu'e to Hanamā'ulu along Kaumuali'i and Kūhiō Highway with a hub at 'Eiwa Transit Center	4.6 miles	Study \$200,000	Transportation	Suggested
TRN-5	Planning and Design of 'Eiwa Street Transit Center	One center	\$500,000	Transportation	Suggested

\* FY14/15: 2M; FY15/16: 2.5M; FY16/17: 3M; FY17/18:3.5M; FY18/19: 4M; FY19/20: 4.5M

**Table 6-6 Recommended PARKING and ACCESS CIP**

The projects in this Table include what is already in the current CIP, and suggested projects to improve parking and circulation.

Type/#	Project Description	Cost (\$)	Lead Agency	In CIP or Suggested
PA-1	Līhu'e Town Core Multimodal Access and Circulation Plan	\$75,000	Public Works	Suggested
PA-2	Shared Parking & Parking Districts for the Līhu'e Town Core	\$75,000	Public Works	Suggested

**Table 6-7 Recommended COMPLETE STREETS CIP**

The projects in this table include projects in the current CIP and suggestions for projects that would promote Complete Streets. For suggested projects, cost estimates are approximate and subject to further discussion and refinement.

Type/#	Project Description	Extent	Cost (\$)	Lead Agency	In CIP or Suggested
CSP-1	Rice Street road diet, conversion to complete street	1,300 feet	\$3,500,000	Public Works	County Six-Year CIP Program: Rice Street Improvements (Bond \$0.6M, General \$0.1M, FHWA STIP \$2.8M)
CSP-2	Road diet connections to Chiefess Kamakahelei Middle School	2.0 miles	\$3,000,00	Public Works	Safe Routes to School Infrastructure Improvements: HDOT Grants (\$1.5M) County Six-Year CIP (\$1.5M) Phasing: FY15/16 (Design): \$1M FY16/17 (Construction): \$2M
CSP-3	Kūhiō Highway – conversion to complete street between Kapule Highway and Rice Street	2.8 miles	\$3,037,000	Public Works	Suggested
CSP-4	Ped-Bike facility Kūhiō Highway Wilcox Hospital to Hanamā'ulu Road	1.3 miles	\$829,000	Public Works	Suggested
CSP-5	Bike, Ped access to Beach Parks: Niumalu and Hanamā'ulu	1.5 miles	\$907,000	Public Works	Suggested
CSP-6	Rice Street Streetscape Plan from 'Umi Street to Hardy Street	1,300 feet	\$2,126,000	Public Works	Suggested

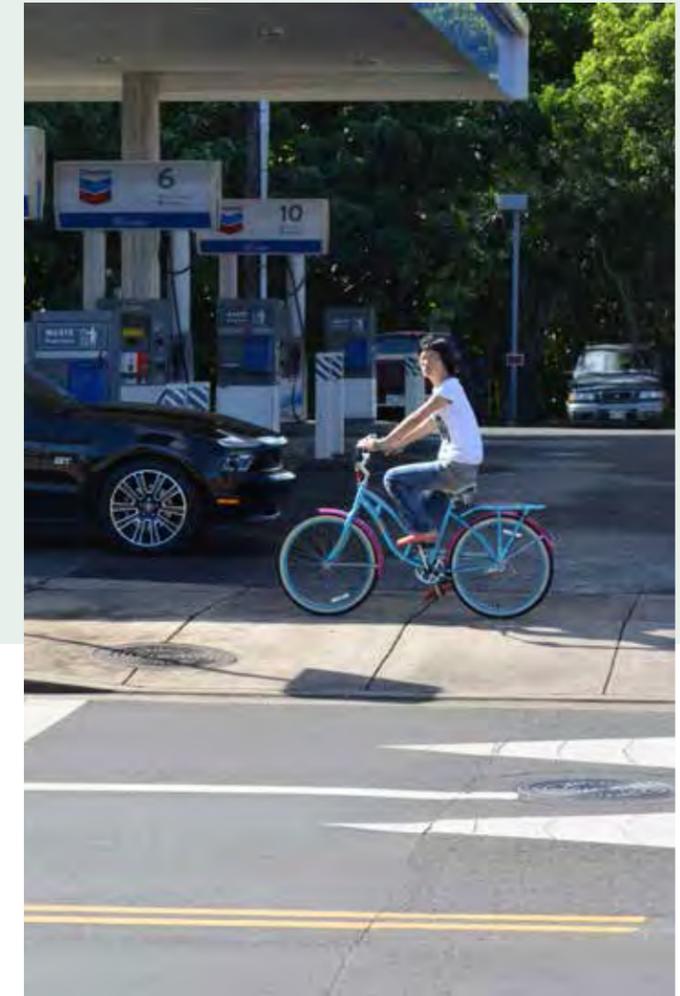
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**Table 6-8 Recommended BICYCLE FACILITIES CIP**

The projects in this table include projects in the current CIP and suggestions for projects that would promote bicycling. For suggested projects, cost estimates are approximate and subject to further discussion and refinement

Type/#	Project Description	Extent	Cost (\$)	Lead Agency	In CIP or Suggested
BIK-1	Ke Ala Hele Coastal Path: Lydgate-Kapa'a	n.d.	\$1,860,000	Public Works	County 6-Year CIP Program: Lydgate-Kapa'a Bike/Pedestrian Path (FHWA STIP \$1.86M) Phasing: FY14/15
BIK-2	Ahukini-Lydgate Bike/Pedestrian Path	n.d.	\$16,610,000	Public Works	County 6-Year CIP Program: Ahukini-Lydgate Bike/Pedestrian Path (FHWA STIP \$16.6M) Phasing: FY14/15 (Design): \$1.08M FY15/16 (Construction): \$10.7M FY17/18 (Design): \$0.8M FY18/19 (Construction): \$4M
BIK-3	Nāwiliwili-Ahukini Bike/Pedestrian Path, plus comfort station at Ahukini	n.d.	\$27,281,000	Public Works	County 6-Year CIP Program: Nāwiliwili-Ahukini Bike/Pedestrian Path (Funded by FHWA/STIP) Phasing: FY16/17 (Land/Design): 1M FY17/18 (Construction): 6M FY18/19 (Design): 1M FY19/20 (Construction):19.2M
BIK-4	Multimodal Path and bike lanes along Līhu'e-Hanamā'ulu Mauka Road	5.5 miles	\$8,182,000	Public Works	Suggested
BIK-5	Līhu'e Town Bike Lanes, Rice Street, Ahukini Road, 'Ehiku Street, Hardy Street, Ho'olako Street, Puaole Street, Ho'olako Street, Malae Street	n.d.	\$2,084,000	Public Works	Suggested
BIK-6	Puhi – Puhi Road, Kaneka Street, Nūhou Road, Kālepa Street, Pīkake Street,	5.8 miles	\$269,000	Public Works	Suggested
BIK-7	Nāwiliwili Gulch Multimodal Path	2.1 miles	\$1,749,000	Public Works	Suggested
BIK-8	Regional Bike Routes: Hulemalu, A'akukui Road, Nāwiliwili Road, Puaole-Kā'ana-Ninini Point, Wa'a Road, Nokekula Street	9.3 miles		Public Works	Suggested
BIK-9	Nūhou Extension		\$1,494,000	Public Works	Suggested



A bicyclist in Līhu'e

**Table 6-9 Recommended PEDESTRIAN CIP**

The projects in this table include projects from the current CIP and suggestions for projects that would promote walking. For suggested projects, cost estimates are approximate and subject to further discussion and refinement.

Type/#	Project Description	Extent	Cost (\$)	Lead Agency	In CIP or Suggested
PED-1	Civic Center and Town Core sidewalks, trees, and amenities: 'Akahi, 'Elua, 'Umi, Hardy, Puaole, Palai, Kā'ana, Rice (to Nāwiliwili), 'Eiwa, Rice Street Shopping Center, Kress, Hoala, Malama, Rice Street industrial area, Ho'olako, Hālau	12.2 miles	\$3,050,000	Public Works Building Division	Safe Routes to School Improvements: HDOT Grants (\$1.5M) County Six-Year CIP Match (\$1.5M) County Six-Year CIP Program: Līhu'e Civic Center Site Improvements. Bond (\$3.05M) SRTS: FY15-17 Civic Center: FY15-20
PED-2	Isenberg Subdivision sidewalks: Around Isenberg Park, 'Eha Street, 'Eono Street, Oxford Street, Poinciana Street	1.7 miles	\$1,500,000	Transportation	Safe Routes to School Infrastructure Improvements: HDOT Grants (\$1.5M), County Six-Year CIP (\$1.5M)
PED-3	Pedestrian Path around Līhu'e Park in the Civic Center	0.7 miles	\$3,050,000	Transportation	County Six-Year CIP Program: Līhu'e Civic Center Site Improvements. Bond (\$3.05M)
PED-4	'Ehiku Street at Kūhiō Highway, pedestrian sidewalks and crosswalks	1.2 miles	\$1,500,000	Transportation	Safe Routes to School Infrastructure Improvements: HDOT Grants (\$1.5M), County Six-Year CIP (\$1.5M)
PED-5	Safe Routes to School implementation for Chiefess Kamakahahei Middle School	4.1 miles	\$1,500,000	Transportation	Safe Routes to School Improvements: HDOT Grants (\$1.5M) County Six-Year CIP (\$1.5M)
PED-6	Pedestrian path between Pīkake Street to Haleko Road	0.2 miles	\$351,000	Transportation	Suggested
PED-7	Nāwiliwili Area Sidewalks and Pedestrian improvements: Wilcox Road, Kānoa Road, Wa'apā Road, Niumalu Road, Nāwiliwili Road, Rice Street	13.1 miles	\$4,891,000	Transportation	Suggested
PED-8	Two pedestrian bridge crossings of Nāwiliwili Gulch at Pua Nani Street to 'Umi Street and 'Apapane Street to Kāpena Street with sidewalk connections to Rice Street and Nāwiliwili Road.	'Apapane-Kāpena Bridge - 1100' Pua Nani-'Umi Bridge - 550'	\$10,227,000 \$5,178,000	Transportation	Suggested
PED-9	New replacement pedestrian bridge for the old historic Kaiaka Bridge	150 feet	\$1,062,000	Transportation	Suggested
PED-10	Kalapakī Beach Promenade extension, hardscape, landscape, lighting, furnishings, and bridge improvements	0.2 miles	\$1,505,000	Transportation	Suggested
PED-11	Puhi Area sidewalks: Nūhou Road (Kaumuali'i to Kaneka Street), Nani Street, Mua Street, Leleiona Street, Puhi Road (Kaumuali'i to Haleukana Street), Hanalima Street, Haleukana Street, Kaneka Street, Ono Street, Mano Street, around Kukui Grove	12.3 miles	\$4,562,000	Transportation	Suggested
PED-12	Hanamā'ulu Area sidewalks and crosswalks: Laukona Street, Laulima Street, Aikepa Street, Hanamā'ulu Road	5.5 miles	\$2,650,000	Transportation	Suggested

# 6.0 IMPLEMENTATION AND MONITORING

**Table 6-10 Recommended ROADWAY CIP**

The projects in this table include projects from the current CIP and suggestions for projects that would promote connectivity. For suggested projects, cost estimates are approximate and subject to further discussion and refinement.

Type/#	Project Description	Extent	Cost (\$)	Lead Agency	In CIP or Suggested
ROD-1	Līhu'e Hanamā'ulu Mauka Road: two-lane road with scenic lookouts and a multimodal path	7.1 miles	\$46,000,000	Public Works-Engineering	County Six-Year CIP Program: Līhu'e Hanamā'ulu Mauka Bypass Road Bond (\$9.2M), FHWA STIP (\$36.8M) Phasing: FY15/16 (Planning): \$1M FY16/17 (Land): \$1M FY18/19 (Design): \$4M Future Construction: \$40M
ROD-2	Puhi Road Rehabilitation (resurfacing from Kaumuali'i Highway to Kaneka Street)	0.36 miles	\$5,100,000	Public Works - Engineering	County Six-Year CIP Program: Puhi Road Rehabilitation Bond (\$0.386M), Highway Fund (\$0.94M), FHWA STIP (\$4.08M) Phasing: FY14/15 (Construction): \$2.4M FY15/16 (Design): \$0.2M FY16/17 (Construction): \$2.5M
ROD-3	Līhu'e-Hanamā'ulu Mauka Road Connectors at Nāwiliwili Road, 'Ehiku Road, Mā'alo Road, and Puhi. Two lane roadways with bike lanes or multimodal paths	2.30 miles	\$23,000,000	Public Works - Engineering	Suggested
ROD-4	Ahukini Realignment with sidewalks, bike lane	0.6 miles	\$7,544,000	Public Works - Engineering	Suggested
ROD-5	Street frontage including sidewalks, lighting, and on-street parking along Kikowaena Street, Leleiona Street, and Puhi Road surrounding the Grove Farm soccer fields in Puhi	0.2 miles	\$3,154,000	Public Works - Engineering	Suggested
ROD-6	'Ehiku Street extension to Līhu'e-Hanamā'ulu Mauka Road	0.3 miles	\$4,656,000	Public Works - Engineering	Suggested

**Table 6-11 Recommended COUNTY OWNED UTILITY CIP**

The projects in this table include projects from the current CIP and from planning documents prepared by Public Works' Wastewater and Solid Waste Divisions. They are subject to further review and evaluation.

Type/#	Project Description	Cost (\$)	Lead Agency	CIP or County Plan
UTL-1	Replacement of the gas chlorination system, biofilter recirculation pump, and aeration system at the Līhu'e Wastewater Treatment Plant (WWTP)	\$5,500,000	Public Works - Wastewater	County Six-Year CIP Program: Līhu'e WWTP Process Improvements: Bond \$0.5M, Sewer Trust \$5M Phasing: FY15/16 (Design): \$0.5M FY17/18 (Construction): \$5M
UTL-2	Haleko Pump Station Removal and Sewer Main Extension	n.d.	Public Works - Wastewater	County Six-Year CIP Program: Horizon Project Phasing: Beyond FY20
UTL-3	Install new sewer lines for Ulu Mahi/Pua Loke, Nāwiliwili/Kupolo, and Kapaia	n.d.	Public Works - Wastewater	County Plan
UTL-4	Kapaia Sewer Pump Station Removal and Sewer Main Replacement	n.d.	Public Works - Wastewater	County Six-Year CIP Program: Horizon Project Phasing: Beyond FY20
UTL-5	Līhu'e Refuse Transfer Station Improvements	n.d.	Public Works - Wastewater	County Six-Year CIP Program: Horizon Project Phasing: Beyond FY20
UTL-6	Exploration and construction of a new landfill site for the Līhu'e District	\$38,835,000	Public Works – Solid Waste	County Six-Year CIP Program: Municipal Solid Waste Landfill. Bond (\$38.8M) Phasing: FY15/16 (Planning): \$0.75M FY16/17 (Design): \$4.09M Construction: \$34M
UTL-7	Materials Recycling Facility at the Resource Recovery Park to receive, separate, and prepare recyclable materials	\$4,800,000	Public Works – Solid Waste	County Six-Year CIP Program: Materials Recycling Facility (General Fund \$4.8M) Phasing: FY 14/15 (Design): \$0.3M FY15/16 (Construction): \$4.5M
UTL-8	Construction of a Resource Recovery Park with a public drop facility, a household hazardous waste and electronic waste depot, a metals recycling facility, construction and demolition processing, used tire processing, a center for hard-to-recycle materials, a reuse center, and an education center	\$20,200,000	Public Works – Solid Waste	County Six-Year CIP Program: Resource Recovery Park (Bond \$20.2M) Phasing: FY16/17 (Design): \$3.03M FY 17/18 (Construction): \$17.17M
UTL-9	Build Material Recovery Facility/ Expand curbside recycling	\$5,000,000	County of Kaua'i	County Plan
UTL-10	Incorporate renewable energy at public facilities	n.d.	County of Kaua'i	County Plan



Kalapakī Beach



Līhu'e Park

**Table 6-12 Recommended PARKS AND RECREATION CIP**

The projects in this table are taken from the Parks Master Plan (2014) and some are from the current CIP.

Type/#	Project Description	Cost (\$)	Lead Agency	Approach (grants, IBID, etc)CIP or Parks MP
PKS-1	A new comfort station and parking scheme for the soccer complex at Lydgate Park.		Parks & Recreational Facilities	Parks MP
PKS-2	A comfort station for the Lydgate Park campsite.		Parks & Recreational Facilities	Parks MP
PKS -3	Redevelop the existing motocross area as a nine-hole youth golf course.		Parks & Recreational Facilities	Parks MP
PKS -4	Repair or replace outdoor lighting at Hanamā'ulu Beach Park. Reconstruct the comfort station.		Parks & Recreational Facilities	Parks MP
PKS -5	Development of a new regional park at Ahukini. Low-intensity picnic area development at Ahukini Coastal Park, in keeping with its natural beauty.	\$2,500,000	Parks & Recreational Facilities	Parks MP and County 6-Year CIP Program: Ahukini Regional Park Development (Bond funds) Phasing: FY15/16 (Planning): \$0.25M FY16/17 (Design): \$0.25M FY18/19 (Construction): \$2.0M
PKS-6	Antone K. Vidinha Stadium Complex with baseball field, locker room, gym/arena, and tennis court complex.	\$2,550,000	Parks & Recreational Facilities	County 6-Year CIP Program: Antone K. Vidinha Stadium Complex Bonds (\$2M), State Funds (\$0.125M), Park Trust Funds (\$0.425M) Phasing: FY17/18 (Planning): \$0.25M FY18/19 (Design): \$0.3M FY19/20 (Construction): \$2M
PKS -7	Enclose exterior spaces for storage at the War Memorial Convention Hall. Reorganize and expand the parking lot.		Parks & Recreational Facilities	Parks MP
PKS -8	Improvements to neighborhood parks: pavilion at Peter Rayno Park; comfort station and children's play equipment at Wiliko Park; internal walking path and play equipment at Laukona Park; tot lot at Pua Loke Park; and replacement of play equipment at Puhi Park and Hokulei Park.	Wiliko Park: \$2,500,000	Parks & Recreational Facilities	County 6-Year CIP Program: Wiliko Park Improvements (comfort station and pavilion) Bond (\$2M), Other Sources (\$0.15M) Phasing: FY19/20 (Planning/Design): \$0.15M Construction (beyond FY20): \$2M
PKS -9	Create a final master plan for Ulu Ko Park as an attractive neighborhood park. Design & construct new infrastructure for the park.	\$1,650,000	Parks & Recreational Facilities	County 6-Year CIP Program: Ulu Ko Park Improvements Bonds (\$1.5M), Park Trust (\$0.15M) Phasing: FY18/19 (Planning/ Design): \$0.1M Construction (beyond FY20): \$1.5M
PKS -10	Install a new children's play area at Niumalu Beach Park. Rehabilitate pavilion/restrooms.		Parks & Recreational Facilities	Parks MP
PKS -11	Implement planned improvements to Nāwiliwili Park as part of Ke Ala Hele Makalae.		Parks & Recreational Facilities	Parks MP

**Table 6-13 Recommended ECONOMIC DEVELOPMENT CIP**

The projects in this table are taken from the current Comprehensive Economic Development Strategy (CEDS) for Kaua'i (2010). The CEDS is currently undergoing an update, so these projects are subject to change.

Type/#	Project Description	Cost (\$)	Lead Agency
ECD-1	Nāwiliwili Harbor Commercial Area Signage Program		
ECD-2	Scenic & Heritage Corridors: Mā'alo Road, Kapule Hwy, Kūhiō Hwy, Kaumuali'i Hwy		
ECD-3	Līhu'e Historic Marker and Trail Program		
ECD-4	Līhu'e Arts Center Feasibility Study and Development	\$44,000 (study)	Office of Economic Development
ECD-5	Business Improvement District for Līhu'e Town Core to address festivals/parades/gatherings, street and sidewalk cleaning, landscape maintenance, parking and other issues.		
ECD-6	Main Street program for Rice Street neighborhoods		
ECD-7	Hold food events to promote Kaua'i agriculture		Kaua'i Agriculture Initiative (KAI)
ECD-8	Conduct a feasibility study for a Health & Wellness Retreat Center	\$150,000	Wilcox Hospital
ECD-9	Increase diversity of health care education and training		Kaua'i Community College
ECD-10	Consolidate calendar of art & cultural events. Create a Culture & Arts Cluster association.	\$40-50,000 to maintain	County of Kaua'i
ECD-11	Create affordable space for hālau, exhibitors, practitioners	TBD	TBD
ECD-12	Create an Culture & Arts Cluster Association		TBD
ECD-13	Develop interpretive trails and walking tours		TBD
ECD-14	Acquire, rehab, adopt existing historic facilities for new commercial purposes	TBD	TBD
ECD-15	Develop training and learning opportunities at KCC		Kaua'i Community College (KCC)
ECD-16	Expand and fund KCC internship program		KCC Hawai'i Space Grant Consortium
ECD-17	Conduct a feasibility study for a creative technology center	\$200,000-\$300,000	OED, Kaua'i Community College, Kaua'i Economic Development Board
ECD-18	Conduct a feasibility study for a Sustainability Center	\$200,000-\$300,000	OED, Kaua'i Community College

**6.4 REVITALIZATION INITIATIVES**

**6.4.1 County Holo Holo 2020 Initiatives**

The County Office of Economic Development (OED) works in partnership with the community to create opportunities for economic development and revitalization. Current OED initiatives are aligned with the Mayor's Holo Holo 2020 Initiative and span agriculture, energy, education, and tourism. OED has a number of projects planned and underway that are intended to revitalize Līhu'e. These include:

- Kaua'i Community College extension of satellite campuses and degree offerings
- Maintain educational activities/programs for careers in science and technology
- Create a 68-acre agricultural park at Kālepa in collaboration with the Agriculture Development Corporation and Kaua'i County Farm Bureau
- Increase Use of Alternative Energy Sources via implementation of Kaua'i Energy Sustainability Plan
- Police/Civil Defense Building photovoltaic System
- Restore Storm Irrigation System at Kālepa
- Increase commerce in towns across the island by maintaining unique character
- Materials Recycling Facility
- Install signage delineating moku, ahupua'a, and other cultural features
- Partner with Parks Department and Native Hawaiian groups on parks projects in Kīpū and Kīpū Kai, as well as preservation of 'Alekoko Fishpond
- Extend Ke Ala Hele Makalae coastal path for 15 connected miles
- Expand Līhu'e Civic Center Park/Lawn and

conduct space planning for the Līhu'e Civic Center Complex

- Creative Technology Center in Līhu'e
- Adolescent Treatment/Family Healing Center in Hanamā'ulu
- Increase LEED-certified buildings and/or LEED-certified elements in building projects
- Implement Safe Routes to School (SRTS) improvements for Wilcox Elementary and King Kaumuali'i Elementary
- Implement Complete Streets along Hardy Street



Musicians from OEDC perform in the Atrium of the County Building.



Members of the Kaua'i Art Factory mingle with the CWG and community members at the Mid-Project Community Meeting in Līhu'e in January 2014.

### 6.4.2 Community-Identified Revitalization Initiatives

Revitalization was a major topic and theme of discussion and community feedback throughout the LCP process. The public and community working group provided input and ideas for restoring Līhu'e's Town Core as a vital, vibrant destination for the surrounding communities and the island as a whole. There was general agreement that Rice Street is a focal point of the area. Other important issues in revitalization include preservation of the historic buildings, landmarks, trees, and other elements that define Līhu'e Town's character.

Community Working Group meetings 4 and 5 in September and October 2013 addressed revitalization through presentations on arts districts and incubators as mechanisms for revitalization. Several Kaua'i artists and fashion designers attended CWG Meeting 5 (October 17, 2013) for a presentation on the Hawai'i Fashion Incubator, and subsequently formed an organization, the Kaua'i Art Factory (KAF), with the goal of establishing an arts center in Līhu'e. KAF continued to provide periodic updates to the CWG and gave a presentation at the Mid-Project Community Meeting in Līhu'e on January 25, 2014 that included demonstrations by musicians, designers, and artists in the group. KAF is now working closely with other arts organizations and the County on identifying potential sites and securing funds to conduct a feasibility study for an arts center in Līhu'e.

A Līhu'e Revitalization District was suggested as another potential initiative to direct efforts and funding toward shared goals and provide incentives to attract businesses and residents to the area. Suggestions were also made to look at innovative ideas from other places (e.g., Santa Fe, San Francisco, New Zealand) to glean inspiration for public gathering spaces and attractions that are unique and appropriate to Līhu'e's character.

Planned transportation improvements that increase connectivity between the Town Core and other residential and commercial centers will also contribute

to revitalization by facilitating easier access for local residents.

Specific projects and concepts that were suggested for the Līhu'e Town Core are listed below. These will require further effort by the County through public-private partnerships with businesses and residents:

#### Historic Trail & Marker Program

- Walking tours of Historic Civic Center District
- Interpretive signs and markers

#### Festival Street with Banners and Events

- Rice Street as focal point
- Events, festivals, gathering places
- Establish a Business Improvement District

#### Enhanced Street Life

- Sidewalk dining
- Pedestrian-oriented retail
- Bookstore/coffee shop as a neighborhood gathering place

#### Pedestrian Alleyways

- Alleys along Kress and Rice Street to provide connectivity and walkable retail

#### Civic Center Renewal

- Landscaping & public art
- Creative Technology Center
- Open spaces for civic use

#### Arts District & Resource Center

- A hub for community events, performances, education, and the arts
- Public artwork by local artists
- Opportunities for youth to have a creative outlet
- Live/work areas and gathering places

#### Food Hub

- Showcase and marketplace of locally made food products
- Small manufacturing

#### 'Eiwa Transit Mall

- Local and regional transit hub

- Priority transit service

#### Convention Hall & Park Renewal

- Provide shared parking at Convention Hall
- Connect Park and Hall with town center via walking paths
- Update/revitalize uses of both sites

#### Kūhiō Highway Business District Revitalization

- Create a Main Street environment
- Complete Streets, pedestrian-friendly retail storefronts

Progress has been made on several of these initiatives to date with the participation of both public and private stakeholders. The County has approved funding for a feasibility study for an arts and culture center in collaboration with non-profit and private arts and

culture groups including the Kaua'i Art Factory. Interest and support is building for community-driven events and initiatives that draw interest to the Town Core such as Truck Stop Thursday's (photo at right). Several of these initiatives are included in the priority project list in the Kaua'i Economic Development Plan (part of the 2010 Statewide Comprehensive Economic Development Strategy), indicating awareness and support for advancing these programs.



Lights on Rice event in Līhu'e

**6.5 MONITORING & EVALUATION**

This chapter outlines the monitoring process, measures of success and the types of indicators that can be used to monitor the effectiveness of the policies and programs of the Līhu‘e LCP. A measure of success contains: a benchmark, a goal to strive for, and an “indicator.” This is something that helps a community to understand where it is, which way it is going, and how far it is from where it wants to be. Indicators in the Līhu‘e LCP will be used to serve as an information resource to measure current community conditions and trends based on selected quantitative and qualitative data gathered from a variety of sources.

**6.5.1 Plan Review & Updates**

Upon adoption of the Līhu‘e Community Plan, the County of Kaua‘i Department of Planning will review and track progress on indicators and measures of success every five years or as determined necessary by the Department. Proposed updates to the Plan will be implemented as needed and may be prompted by regulatory changes, approved developments, or other factors affecting the implementation of the vision for Līhu‘e.

**6.5.2 Measures of Success**

Eleven (11) Measures of Success have been identified for the Līhu‘e Community Plan:

1. Amount of development that occurs in Mixed Use Areas, and within a 10-minute walking radius of existing centers.
2. Number of housing units created in the Līhu‘e District.
3. Number of new business and commercial areas created that are walkable centers.
4. Increased patronage and ridership of Līhu‘e circulation routes.
5. Community surveys indicate the District is “headed in the right direction.”
6. No projects or non-productive agricultural subdivisions are approved outside the Urban Edge Boundary.
7. Increased miles of lanes for bicycle users.
8. Increased miles of pedestrian sidewalks.
9. Agricultural lands in productive use.
10. Revitalized town center with evening and weekend activity and special events.
11. Improvement in walk scores for Līhu‘e, Hanamā‘ulu, and Puhī.

**6.5.3 Indicators**

Indicators are metrics that gauge progress. Proposed indicators for each measure of success identified in the preceding section are shown in Table 6-14. Proposed indicators should be refined to ensure measurability.

**Table 6-14 Indicators Used in Monitoring the Līhu‘e Community Plan’s Measures of Success**

The projects in this table are taken from the current Comprehensive Economic Development Strategy (CEDS) for Kaua‘i (2010). The CEDS is currently undergoing an update, so these projects are subject to change.

#	Measure of Success	Indicators
1	Amount of development that occurs that is mixed use, and within a 10-minute walking radius of existing centers.	# of mixed use projects applied for # of projects approved that meet this standard
2	Number of housing units created in the Līhu‘e District. Including a breakdown of workforce, market, and affordable housing units.	# of units # of workforce housing units (80-140% of median income) # of affordable housing units
3	Number of new business and commercial areas created within walkable centers.	Square footage of commercial uses # of jobs created
4	Increased ridership of The Kaua‘i Bus.	# of riders increased or decreased during peak hours and seasons, such as correlates with commute traffic hours and school year
5	Community surveys that indicated the District is “headed in the right direction.”	# of positive survey responses
6	Number of exceptions to Special Use projects and non-productive agricultural subdivisions approved outside the Urban Edge Boundary. Maintenance of the rural character outside the UEB.	Ratio of Special Use Permits issued for projects within the UEB to those approved outside the UEB # of non-productive agricultural subdivisions approved
7	Increased miles of lanes for bicycle users.	# of new lane miles
8	Increased miles of pedestrian sidewalks. Improved walkability scores for Līhu‘e (using local measures for determining walkability).	# of sidewalk miles and paths
9	Acres of agricultural lands in productive use.	# of acres in agricultural use # of acres converted to agricultural use
10	Revitalized town center with evening and weekend activity and special events.	# of regular activities and events to draw people
11	Development of local measures to more accurately determine walkability of urban centers. Use of these measures to assess projects that will improve walkability within and between centers.	# of pedestrian paths/trails # of crosswalks at intersections and mid-intersections for large blocks # of other amenities aimed to increase pedestrian connections and safety

