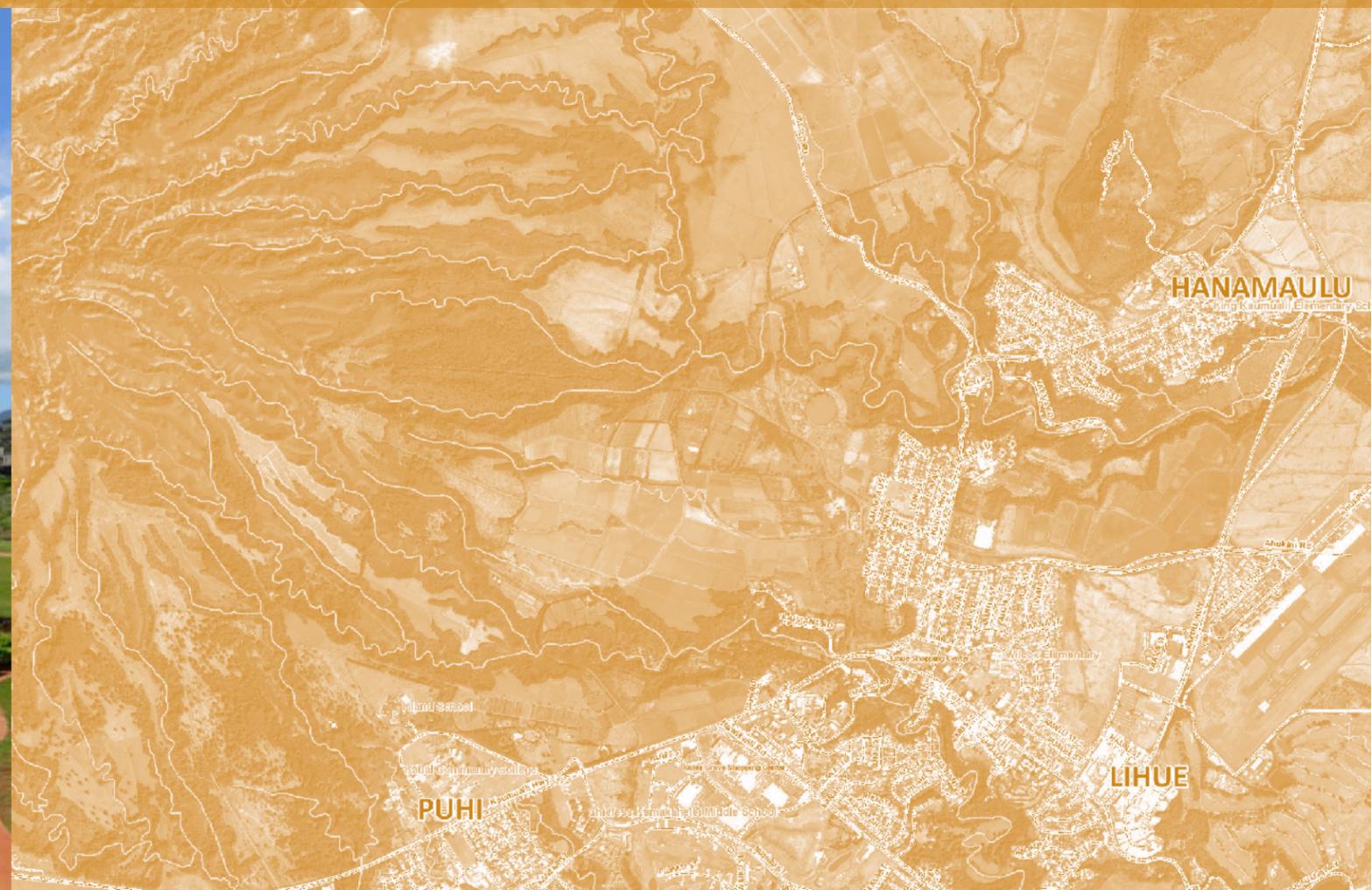
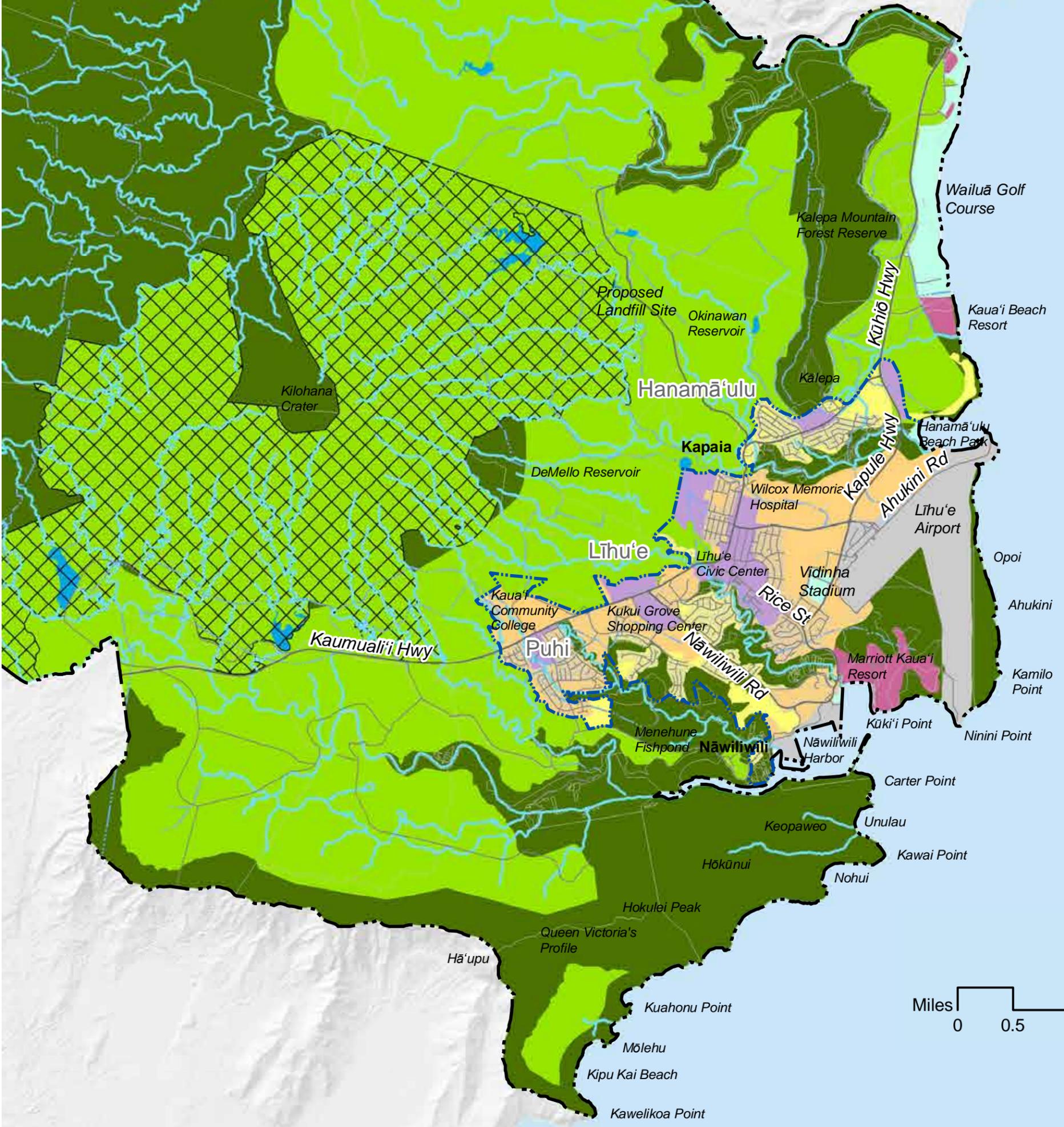


5.0 POLICIES AND GUIDELINES





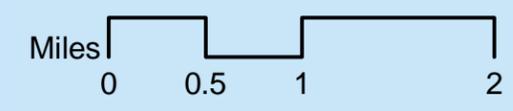
5.1 LAND USE

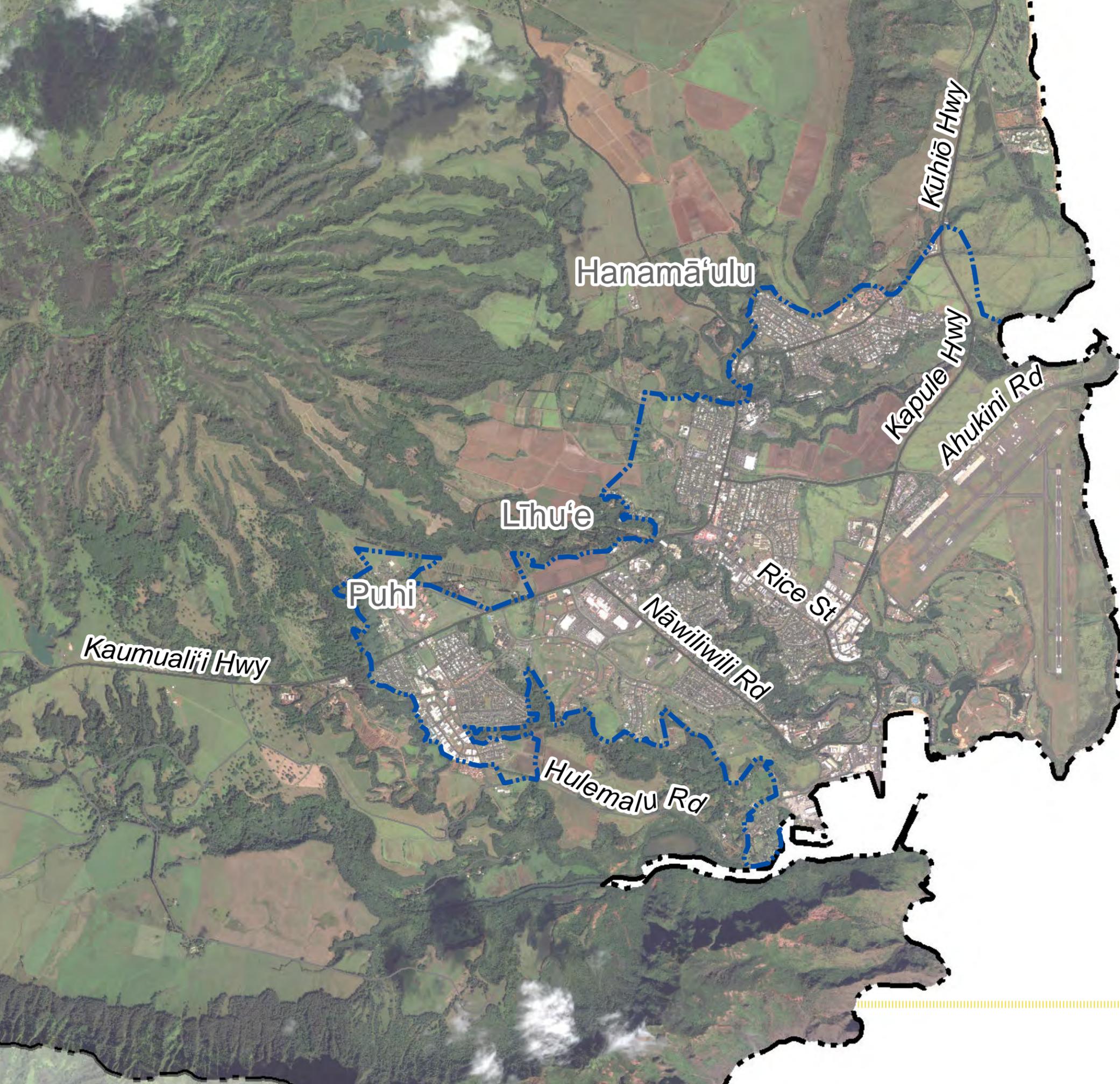
This Chapter includes policies and guidelines to implement the vision for the Līhu'e District. These include policy recommendations from studies and plans conducted by various County and State departments that apply to the Līhu'e District and are recommended for implementation during the LCP planning horizon.

5.1.1 Land Use Map

The Līhu'e LCP Land Use Map (Figure 5-1) shows recommended land uses in the Līhu'e Planning District. The Land Use Designations approximate those contained in the Kaua'i General Plan Land Use Map.

Figure 5-1 Proposed Līhu'e Community Plan Land Use Map





5.1.2 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 proposed Urban Edge Boundary will facilitate preservation of agricultural lands and uses by focusing future growth and development within the areas identified as existing centers and proposed new centers. There are no Important Agricultural Lands (IAL) designated within the UEB, and the great majority of lands that may qualify as candidate IAL are outside the UEB as well (see Figure 5-3). Providing for concentrated and compact growth in these delineated areas and implementing a UEB will greatly enhance the County's ability to encourage and enforce preservation of the Līhu'e District's agricultural lands into the future.

Figure 5-2 Proposed Urban Edge Boundary for Līhu'e District

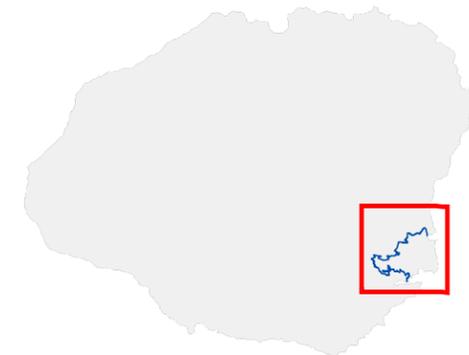
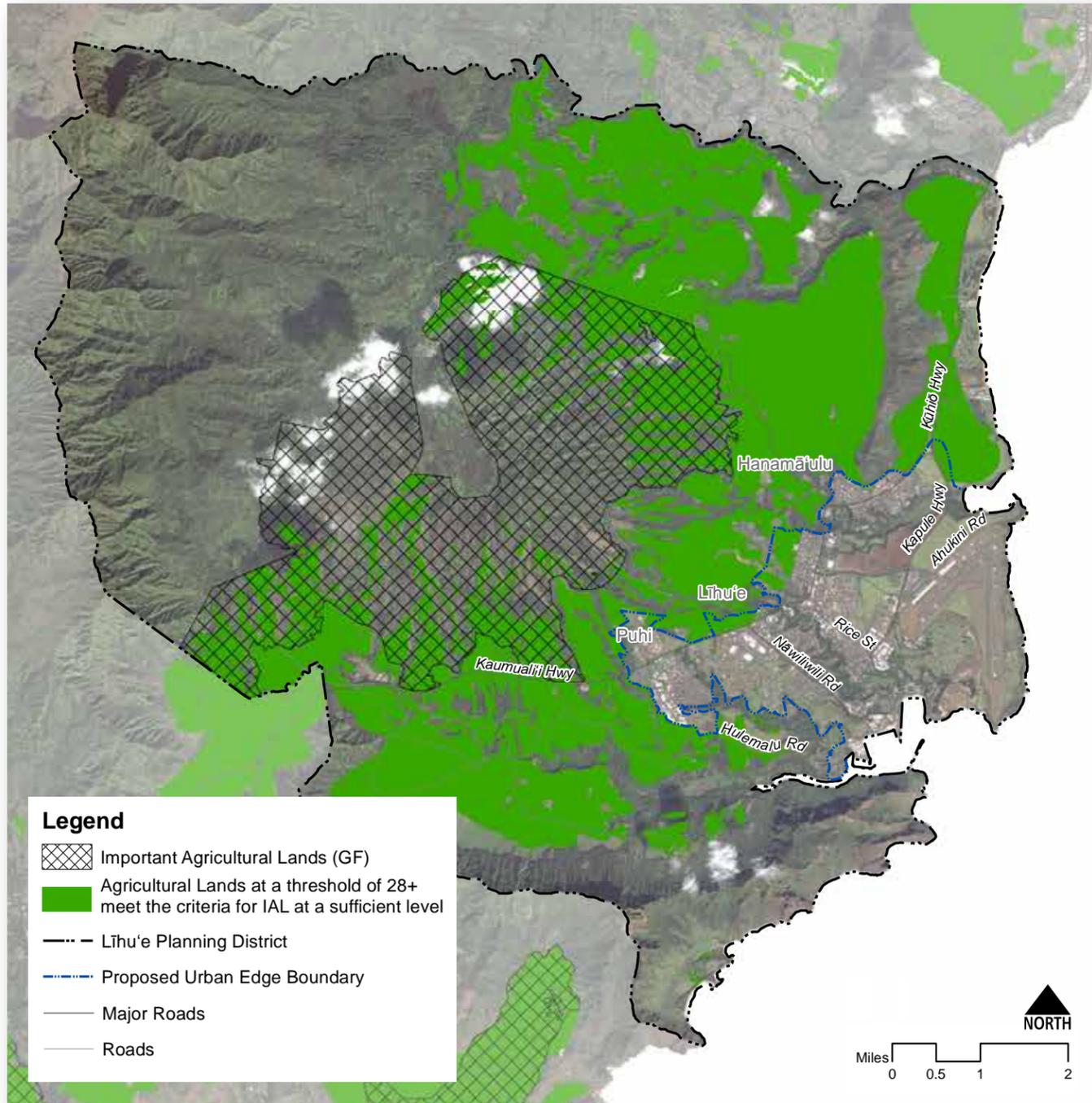


Figure 5-3 Proposed Urban Edge Boundary in Relation to Important Agricultural Lands



5.1.3 Urban Areas

General Plan guidance on urban areas is shown at right. It clearly calls for steering away from sprawl and dispersed growth, and instead focusing on compact development with clear boundaries and green spaces between towns. This approach has been validated during the LCP process through community input and outreach, and it informed the recommendations for future land use and growth contained in the preceding Chapter.

Policies

The following policies pertain to urban areas within the Līhu'e District.

- Adopt land use designations and associated development regulations to create the walkable, compact, mixed use development called for in the Vision and Guiding Principles.
- Concentrate the majority of development within a 10-minute walking radius of the existing urban centers of Līhu'e, Hanamā'ulu, Puhi, and Nāwiliwili.
- Prioritize the revitalization and intensification of the Līhu'e Town Core as the focal point of the Līhu'e District.
- Provide for commercial and industrial uses sufficient to support the basic needs of each community.
- Encourage mixed uses within the urban cores of Līhu'e, Hanamā'ulu, Puhi, and proposed new centers.
- Implement the design standards and guidelines set forth in the Līhu'e Town Core Urban Design Plan (Ordinance 894).

- Implement an Urban Edge Boundary to clearly delineate boundaries of future urban development within the Līhu'e District.
- Delineate strong edges between the communities of Līhu'e, Hanamā'ulu, and Puhi through land use designations and the Urban Edge Boundary.
- Consider a Transfer Development Rights (TDR) Program in Līhu'e as a mechanism for encouraging higher density development within the urban core.

KAUAI GENERAL PLAN GUIDANCE ON URBAN AREAS

Businesses, residences and other urban uses are concentrated in Kauai's towns and residential communities, occupying only five percent of the total land area. To minimize highway traffic and avoid urban sprawl, new residential communities are centered around the major towns and job centers of Līhu'e-Hanamā'ulu-Puhi and Kōloa-Po'ipū...

Expansion of urban areas, particularly new shopping centers and other retail developments which attract a large amount of vehicular traffic, are controlled to avoid urban sprawl and strip development along the highway. Town edges are clearly defined, and scenic corridors are maintained along the highways and major roads between towns.

5.1.4 Rural Areas & Open Space

While there are no lands designated “Rural” within the Līhu‘e District, there are areas that the LCP recommends remain in open space or low intensity development. Separation between larger communities will help to perpetuate a rural sense of place as emphasized in the Kaua‘i General Plan.

The General Plan guidance on rural places informed the development of policies for low-intensity use or open space areas within the Līhu‘e District. This guidance is shown at right. It emphasizes compact, distinctive communities separated by expanses of open lands.

Policies

The following policies pertain to rural areas and open space in the Līhu‘e District:

- Maintain existing development intensity in Kapaia, Niumalu, and Kīpū.
- Retain Pū‘ali and Kīpū Kai in open space use.

KAUA‘I GENERAL PLAN GUIDANCE ON RURAL AREAS

Small towns and communities that have a distinct character and are compact rather than spread out.

Wide expanses of open lands – natural areas and lands in active cultivation; provide separation between towns and communities. The rhythm of communities alternating with open lands is pleasing; and the separation highlights the special identity of each community.

Buildings are relatively small in scale and low in height; complementing rather than dominating the landscape.

- Maintain open space and agricultural uses outside of the Urban Edge Boundary.
- Retain green space buffers to provide defined edges between communities.

5.1.5 Agricultural Lands

The General Plan identifies diversified agriculture as products other than sugar and pineapple. Diversified agriculture has strong potential to be a major force in the pursuit of the vision for economic diversification. Further, keeping valuable agricultural lands in productive use helps preserve rural island character and further sustainability goals. There are approximately 30,000 acres of agricultural lands in the State Agricultural Land Use District in Līhu‘e.

State Act 183 directs the counties to ensure that “agricultural policies, tax policies, land use plans, ordinances, and rules shall promote the long-term viability of agricultural use of important agricultural lands.” There are eight broad guidelines applicable to County policies on agricultural lands, shown at right.

Policies

The following policies pertain to agricultural lands in the Līhu‘e District:

- Preserve Important Agricultural Lands (IAL) and other agricultural lands in the Līhu‘e District through implementation of an Urban Edge Boundary and other ordinances, policies, and actions which discourage development on IAL and other agricultural lands outside the Urban Edge Boundary.
- Consider County incentives for IAL and other agricultural lands for food production to support the goal of increased self-sufficiency. These may include:
 - Grant assistance;
 - Real property tax systems that support the needs of agriculture;

- Property tax assessments based on agricultural use valuation;
- Agricultural business planning, marketing, and implementation grants;
- Other programs and mechanisms that promote investment in agricultural businesses or agricultural land protection, such as the purchase of development rights; and
- Agricultural education and training for new farmers; upgrading the skills of existing farmers and other agriculture-related employees through the use of mentoring, business incubators, and public or private scholarships; and increasing the returns of farming by adding value to food processing and other tools and methods.
- Support landowner/farmer-initiated designations of agricultural lands that meet criterion #5 of Act 183 (SLH 2005), “land with sufficient quantities of water to support viable agricultural production.”
- The General Plan Update (commencing 2015) should examine agricultural policies, ordinances, and best practices to manage concerns and should recommend an island-wide approach to mitigate potential conflicts.
- Use IAL maps and tools when reviewing landowner/farmer-initiated petitions or for evaluating priority lands for designation by State or County.

COUNTY RECOMMENDATIONS ON IMPORTANT AGRICULTURAL LANDS FROM THE COUNTY OF KAUA‘I IMPORTANT AGRICULTURAL LANDS STUDY PROCESS

1. **Promote the retention of IAL in blocks of contiguous, intact, and functional land units large enough to allow flexibility in agricultural production and management;**
2. **Discourage the fragmentation of IAL and the conversion of these lands to nonagricultural uses;**
3. **Direct nonagricultural uses and activities from IAL to other areas and ensure that uses on IAL are actual agricultural;**
4. **Limit physical improvements on IAL to maintain affordability of these lands for agricultural purposes;**
5. **Provide a basic level of infrastructure and services on IAL limited to the minimum necessary to support agricultural uses and activities;**
6. **Provide a basic level of infrastructure and services on IAL for future agricultural use through the use of incentives;**
7. **Facilitate the access of farmers to IAL for long-term viable agricultural use; and**
8. **Promote the maintenance of essential agricultural infrastructure systems.**

5.2 PARKS AND CIVIC SPACES

The Līhu'e Community Plan maps existing and proposed Parks, Open Space, and Civic Spaces to guide implementation of policy. These are shown on Figure 5-4. These areas serve as important connectors, recreational resources, and place-making features in the fabric of each of the communities in the Līhu'e District. The County of Kaua'i's Parks Master Plan (2013) defines four goals:

- **Parks and Recreation Facilities:** Provide a diversity of recreation opportunities which meet public needs, make suitable use of Kaua'i's resources, and are compatible with surrounding uses.
- **Physical and Cultural Resources:** Maintain the ability of recreation sites or resources to provide the highest quality recreation experiences possible by protecting their natural qualities.
- **Recreation Programs:** Offer and coordinate a range of recreational activities which meet the physical, social, and cultural needs of all people.
- **Planning and Coordination:** Create an ongoing planning process to guide implementation of recreation facilities, monitor community recreation needs, and evaluate existing programs and facilities.

Community survey data in the Parks and Recreation Master Plan indicated the top three priorities additions to parks in the Līhu'e District as: 1) Walking and bicycling paths; 2) Skate parks; and 3) Recreational beaches. Specific Parks Master Plan recommendations for the Līhu'e District are listed under recommended Capital Improvement Projects for parks (section 6.3.4).

Policies

The following policies pertain to parks and civic spaces in the Līhu'e District. These are drawn from the

Parks Master Plan and other community suggestions and recommendations:

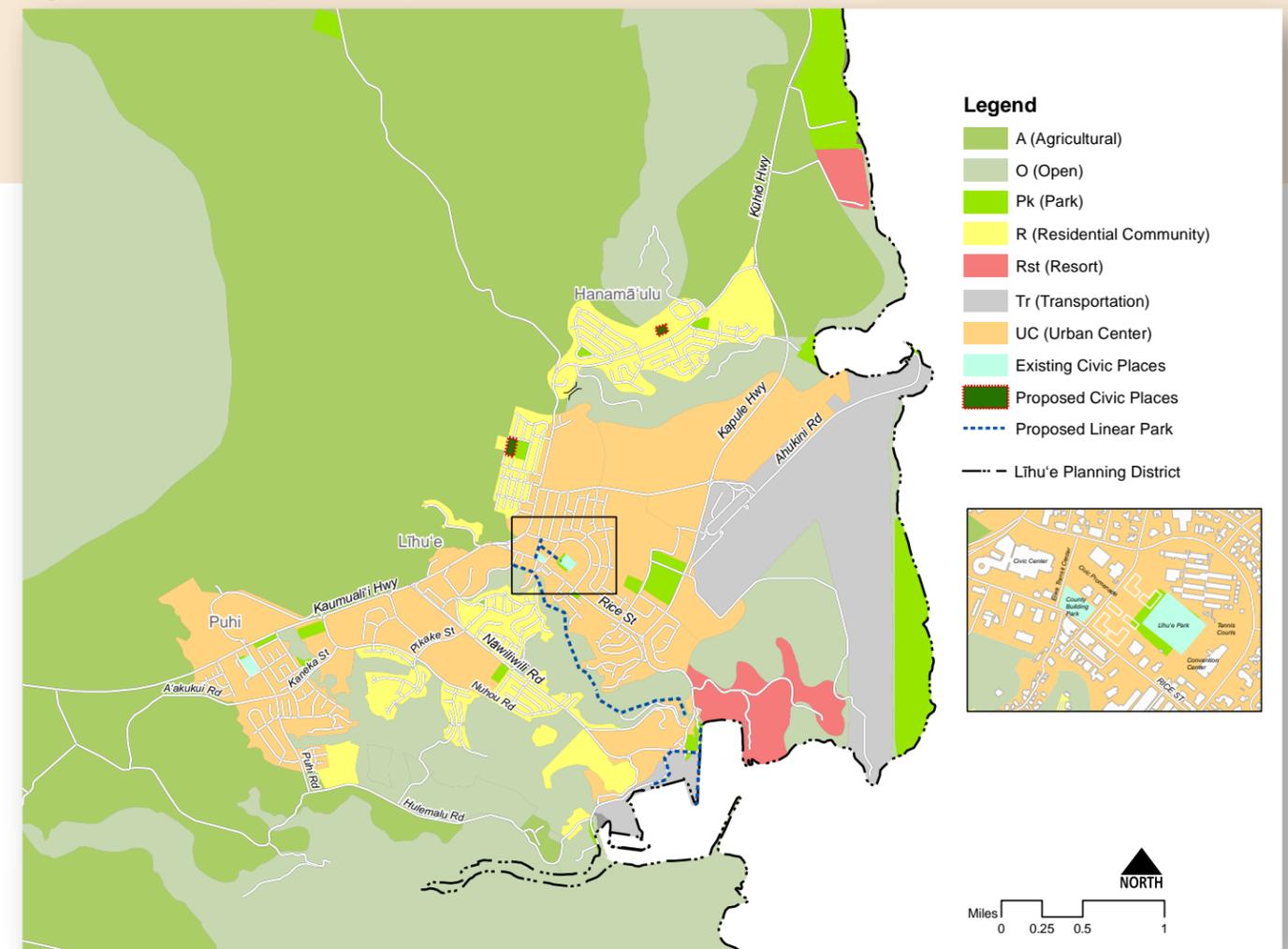
- Implement the recommendations and priority projects contained in the Parks Master Plan for County park facilities in the Līhu'e District.
- Consider a repurposing or reallocation of uses at the Līhu'e District Park, including relocation of the little league and pony league ball fields to the Vidinha Stadium area. Work with the park users and community to optimize park use and vibrancy. The park's topography could lend itself to a variety of interesting zones for users to interact with.
- In the mauka area of Hanamā'ulu, develop a central park that serves as a community gathering space and the central focus for the redevelopment. Provide bike and pedestrian connections to all adjacent neighborhoods. Test the idea of a community center for the park's anchor.
- Provide new linear parks at the following locations:
 - Nāwiliwili Promenade: Extend the Kalapaki Beach promenade (boardwalk) and Nāwiliwili Beach Park from Nāwiliwili Stream along the breakwater wall to the end of the jetty. Provide a connection to the cruise ship terminal along Nāwiliwili Road, Wilcox, Kanoa and Wa'apā Roads with sidewalks and street trees.
 - Rice Street Pedestrian Ways: Through-block pedestrian ways to provide more direct access between the convention center and Rice Street center.
 - Nāwiliwili Gulch Trail: A multi-use path to connect Nāwiliwili through the gulch to Haleko Road and further north to the Līhu'e-Hanamā'ulu Mauka Road. Provide

one or more trans-gulch trails that intersect with the gulch trail at appropriate points to provide convenient pedestrian and bike connections from the neighborhoods of Pua Loke and surrounding areas to Rice Street.

- Revitalize existing neighborhood parks and provide safe routes for pedestrians and bicyclists to access parks.

- Allow use of the County Building Park for historic, ceremonial, and formal purposes.
- Implement the 'Eiwa Transit Mall as a major transfer center, public interface, and connection between Rice Street and businesses along Kūhiō Highway.
- Retain the Grove Farm soccer fields in Puhi as both a soccer and open field.
- Develop a pedestrian and transit mall on

Figure 5-4 Parks, Open Space, and Civic Places Map





‘Eiwa Street between the State Office Building and the Civic Center to connect the buildings and nearby parking areas.

- Work in partnership with the State Department of Health and other agencies, citizens and students to address water quality concerns at Kalapakī, Niūmalu, and Hanamā’ulu beach parks.
- Integrate the Civic Center Historic District with a network of open spaces that link together the entire campus.

5.3 HERITAGE RESOURCES

Heritage Resources include important landforms such as mountains, hills, stream valleys and gulches, high cliffs and bluffs that have ecological, recreational, cultural and scenic value. Most of these features lie within the State Conservation District, where land use is regulated by the State DLNR Lands within County jurisdiction are generally designated as Open on the General Plan Land Use Map. The General Plan calls for preservation of scenic resources and public views, which is consistent with the policy for the Līhu‘e District described below.

Policies

The following policies pertain to heritage resources in the Līhu‘e District:

- Preserve open space buffers between communities to preserve distinct community edges and provide visual indicators of separation.
- Encourage development around the natural constraints of topography (e.g., gulches, steep slopes).
- Maintain and protect the stream valleys that cross the Līhu‘e Plain, such as Hanamā’ulu Valley and Hulē’ia Valley, as important water-courses and floodplains.



Important viewplanes to the mountains should be preserved, such as this view mauka of Nāwiliwili

- Protect riparian areas and stream quality by limiting development, grazing, and other activities that impact water quality.
- Preserve viewsheds and scenic qualities of features including views of Hā’upu Ridge, Kālepa Ridge, and Kilohana Crater.
- Delineate limits of development for lands

- mauka of Kūhiō Highway and in relation to the proposed Līhu‘e-Hanamā’ulu Mauka Road.
- Preserve important archaeological sites and historic sites within the Līhu‘e District as identified in Chapter 3 and on the Heritage Resources Map in the General Plan.
- Retain the area of Pū’ali in open space use.

5.4 TRANSPORTATION

The Kaua'i Multimodal Land Transportation Plan (MLTP) sets goals and policies for land transportation projects that further the General Plan's vision of Kaua'i as a predominantly rural island with distinct yet connected communities. Among the MLTP's goals is to provide connectivity between settlement areas through a multimodal approach and to increase travel by modes other than the automobile. Another goal is to retain Vehicle Miles Traveled (VMT) by automobiles at 2010 levels. The MLTP addresses transportation needs within communities and identifies programs for transit, bicycle facilities, pedestrians, and County roadways. Key elements of these programs that pertain to the Līhu'e District are shown in Table 5-1.



Table 5-1 Kaua'i Multimodal Land Transportation Plan Programs: Key Elements for Līhu'e

COUNTY ROADS PROGRAM

Upgrade Street Design Standards

- Implement "Complete Streets" policy through development of a Kaua'i Living Streets Manual
- Design street sections to accommodate all modes of transportation
- Address smart storm water design

Missing Link Connections

- Identify and prioritize bypass/alternative roads
- Identify future neighborhood to neighborhood connectors

Town Core Street Rehabilitation

- Implement improvements in the Līhu'e Town Core Urban Design Plan
- Invest in street upgrades in other core areas to support economic vitality
- Upgrade maintenance in key corridors

Network and Connectivity Standards

- Include in zoning and subdivision requirements
- Develop standards taking into account all modes of transportation, including single occupancy vehicles, freight, emergency and service vehicles, bicycles, pedestrians and transit

Traffic Calming Mitigation

- Develop a toolkit of mitigation types appropriate to local roads
- Develop rules for prioritization of needed mitigation projects
- Develop a process for working with neighborhoods on traffic calming mitigation projects

TRANSIT PLANNING

Bus Stops

- Continue to install shelters
- Improve pedestrian access
- Apply accessibility design criteria

- Add passenger amenities to make bus travel more comfortable

Improve Commuter (mainline) Routes

- Increase service frequencies
- Extend hours of service
- Relocate stops to the highway
- Adjust routes of circulators to meet ridership needs
- Upgrade fleet to larger buses

Improve Local Circulators (shuttles)

- Update routes based on demand and efficiency
- Improve service levels
- Initiate New Local Circulators (shuttles)
- Develop performance criteria for routes
- Implement new local transit shuttles

BICYCLE PROGRAM

Town Connector Trails

- Connect Puhi-Līhu'e-Hanamā'ulu
- Use separated paths where feasible

Town and Village Bicycle Lanes

- Give priority to bicycle facilities within "Safe Routes to School" and transit corridors
- Connect local destinations
- Provide access to separated paths
- Give low priority to low-speed, low volume local streets

Coastal Trails and Other Multiuse Trails

- Connect recreational and outdoor destinations to housing and lodging areas
- Support longer distance commuting
- Give visitors an alternative to driving

PEDESTRIAN PROGRAM

Safe Routes to School (SRTS)

- Identify all safety and access needs near each school by 2015
- Make needed sidewalk and crosswalk improvements by 2020
- Continue to promote walking to school

Future Town Core Planning

- Develop town core plans for larger towns in Līhu'e District
- Incorporate schools, small parks, plazas and mixed use zoning in plans

Town Core Implementation

- Fully implement all pedestrian provisions of the Līhu'e Town Core Urban Design Plan by 2020
- Implement pedestrian provisions of future town core plans
- Develop a form based code to guide the design of developments

Access to Transit

- Identify sidewalks and crosswalks needed for safe access to transit
- Implement pedestrian access needs as bus stops are upgraded

Trail/Path Identification

- Map and prioritize existing walk routes as part of the district development plans
- Protect high priority routes in development review
- Acquire and improve high priority routes

Pedestrian Safety Improvements

- Identify safety needs based on accident reports
- Address safety needs with annual spot improvements



The adoption of the Kaua'i Complete Streets policy in 2010 reinforces an integrated policy approach for safe and connected pedestrian and bicycle facilities as part of creating vibrant communities, improving health, and ensuring a high quality of life for current residents and future generations.

The transportation policies and recommended projects in this Līhu'e Community Plan are focused on supporting the programs set forth in the MLTP, General Plan, and Kaua'i Complete Streets policy to create multimodal facilities and support multimodal access through compact and walkable development. Patterns of sprawl which require automobiles for the creation of connectivity are discouraged. Facilities that provide visitors with an alternative to driving are strongly encouraged.

Improvements in transit service, pedestrian, and bicycle facilities are required throughout the District if the General Plan goals and the Multimodal Land Transportation Plan policies are to be met. This section describes policies and recommended improvements to the transportation system in the Līhu'e District. Specific Capital Improvement Project recommendations are identified in Chapter 6.



5.4.1 Roadways and Parking

The road improvements identified in Figure 5-5 include a new regional connector, improved sub-area and local connectivity, and pedestrian ways to help revitalize commercial development in town center neighborhoods. A Shared Parking and Parking Management Study is recommended to support the workplace and commercial mixed use development in the Līhu'e Town Core. A number of radial connectors are recommended to provide access from the major sub-areas of the Līhu'e district to the Līhu'e-Hanamā'ulu Mauka Road including Puhī, Nūhou, and Līhu'e town. A Special Area Plan (SAP) is being developed for the area surrounding the Civic Center and its results will determine the location of public parking and other amenities.

The Līhu'e-Hanamā'ulu Mauka Road should be a priority over widening of Kūhiō Highway. Future extension to Wailuā is possible and should be considered. Multiple connections between the Līhu'e-Hanamā'ulu Mauka Road and Kūhiō Highway in Puhī, Līhu'e, and Hanamā'ulu will allow greater use as both an intra-regional and inter-regional multi-modal facility rather than just a bypass road.

Construction of the Līhu'e Hanamā'ulu Mauka Road will alleviate congestion along the Kaumuali'i-Kūhiō Highway corridor and allow Kūhiō Highway to be redesigned for multimodal use. A complete streets treatment with bus transit, bike and pedestrian access is envisioned. It supports the General Plan goal of redeveloping Līhu'e's urban core and helps implement the Kaua'i Multimodal Land Transportation Plan goal of maintaining VMT at 2010 levels.

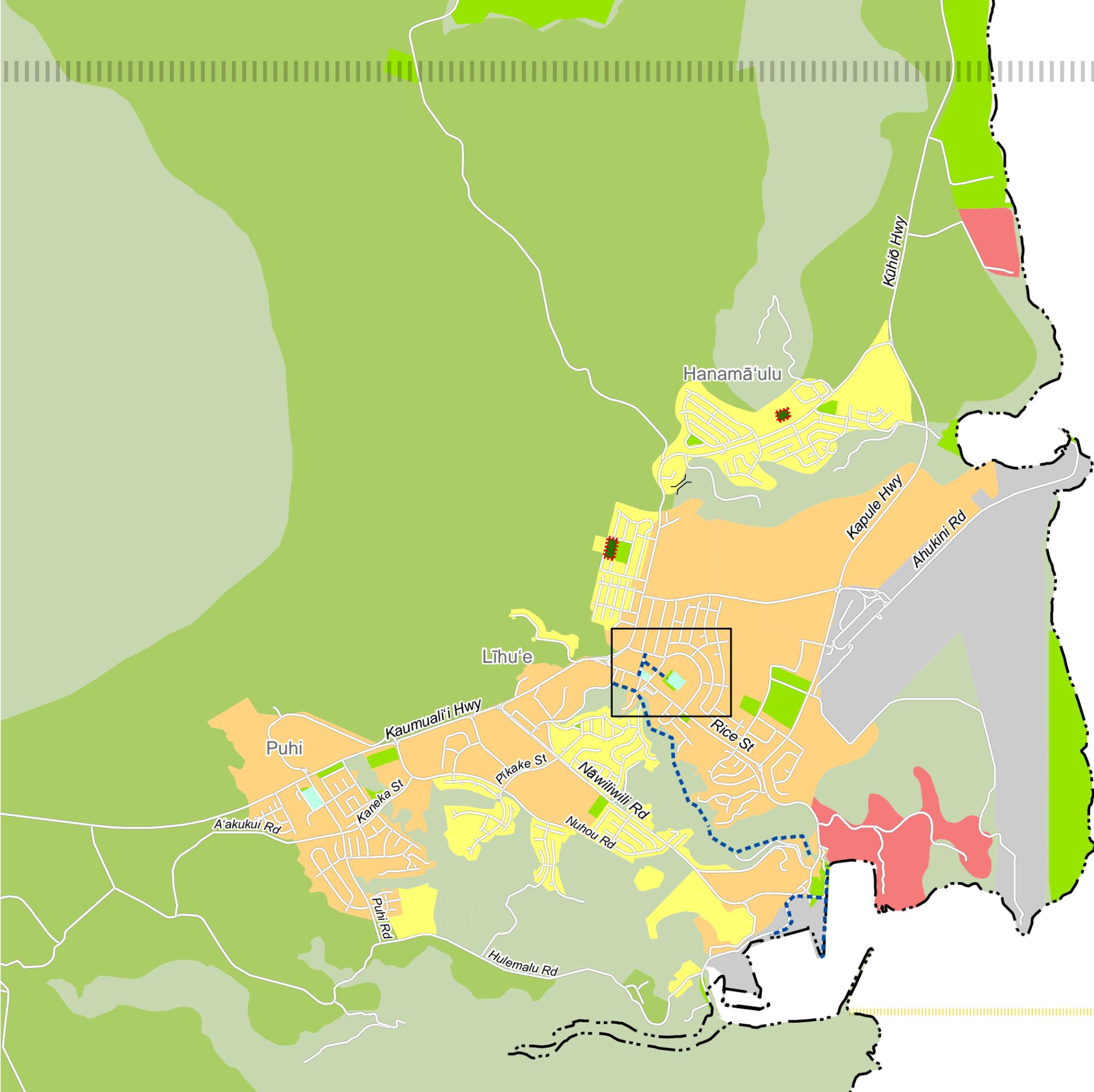


Figure 5-5 Future Roadways and Parking in the Līhu'e District

Legend

- A (Agricultural)
- O (Open)
- Pk (Park)
- R (Residential Community)
- Rst (Resort)
- Tr (Transportation)
- UC (Urban Center)
- Existing Civic Places
- Proposed Civic Places
- Proposed Linear Park
- Līhu'e Planning District



5.4.2 Bus Transit

The proposed bus network is composed of two parts: a major spine or trunk line, and a series of circulators that provide local service. These are shown in Figure 5-6 and described below. The trunk line will connect Puhi, Nūhou, Līhu'e and Hanamā'ulu with a priority transit corridor. The priority transit corridor system may feature dedicated lanes, limited stops, frequent headways, and enhanced features to facilitate fast loading and unloading of passengers. The trunk line is proposed to help focus development along this corridor so that neighborhoods along it can benefit from quick and efficient access to places, jobs, goods and services. The trunk line will have its hub in Līhu'e next to the Civic Center where a transit mall will provide transfers to other bus routes.

The second part of the network are two bus circulators that provide local service between Līhu'e and Puhi-Nūhou-Nāwiliwili, and Līhu'e and Hanamā'ulu. The Līhu'e Circulator will pick up priority corridor transfers from a main transit mall in the Civic Center District. It will circulate through all of the existing Līhu'e neighborhoods, Wailani, the airport, town center and industrial areas. The Puhi-Nūhou Circulator will pick up transfers at the Puhi Road Station and circulate through Puhi, Nūhou, and Nāwiliwili to Līhu'e.

The mainlines inbound from East and North Kaua'i will travel on the Kūhiō – Kaumuali'i Transitway to KCC before returning. Similarly, the inbound from South and West Kaua'i will access the transitway and turn around at Hanamā'ulu. The inbound routes will add bus trips to the frequency of the transitway.

Figure 5-6 Future Bus Transit in the Līhu'e District

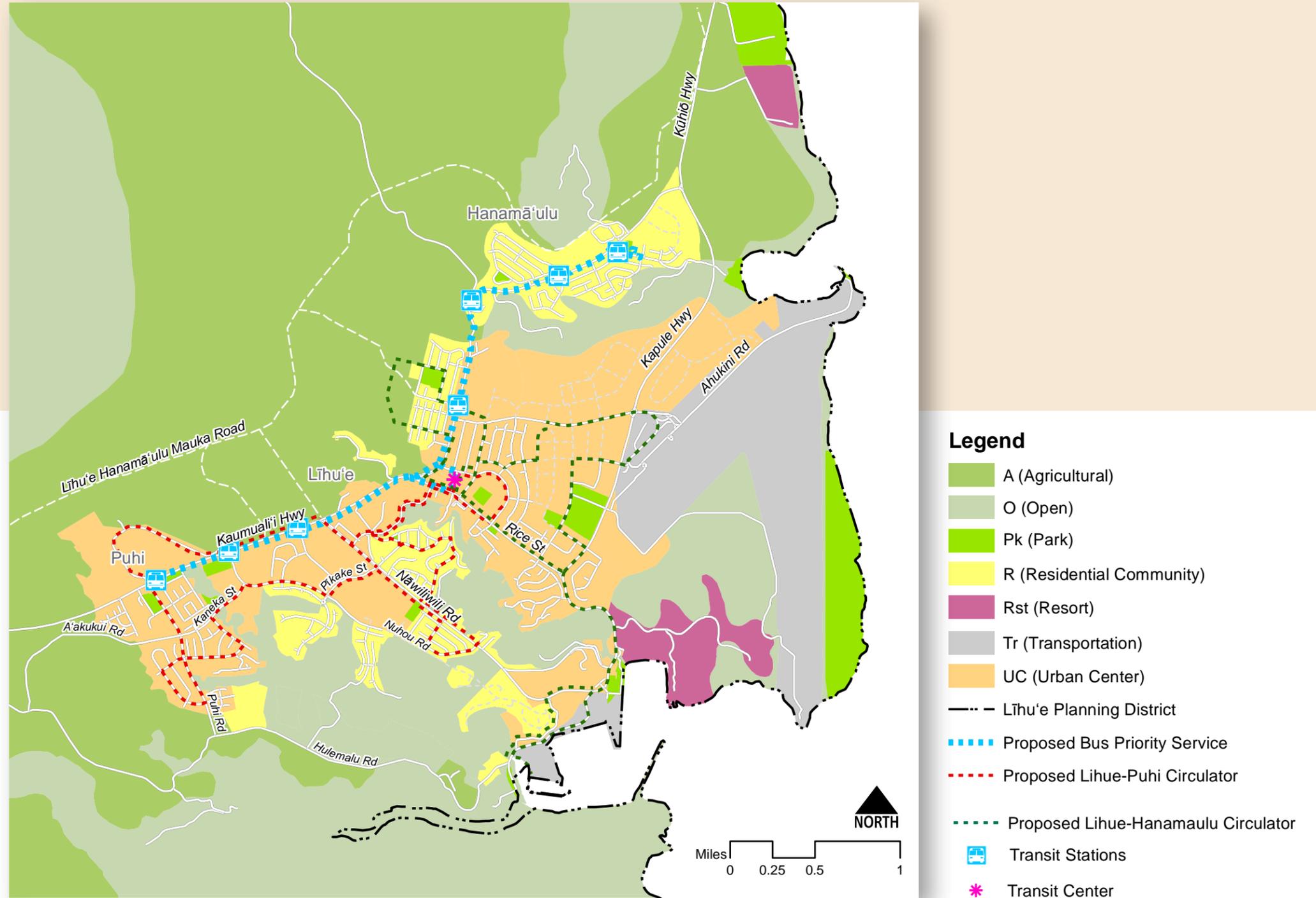
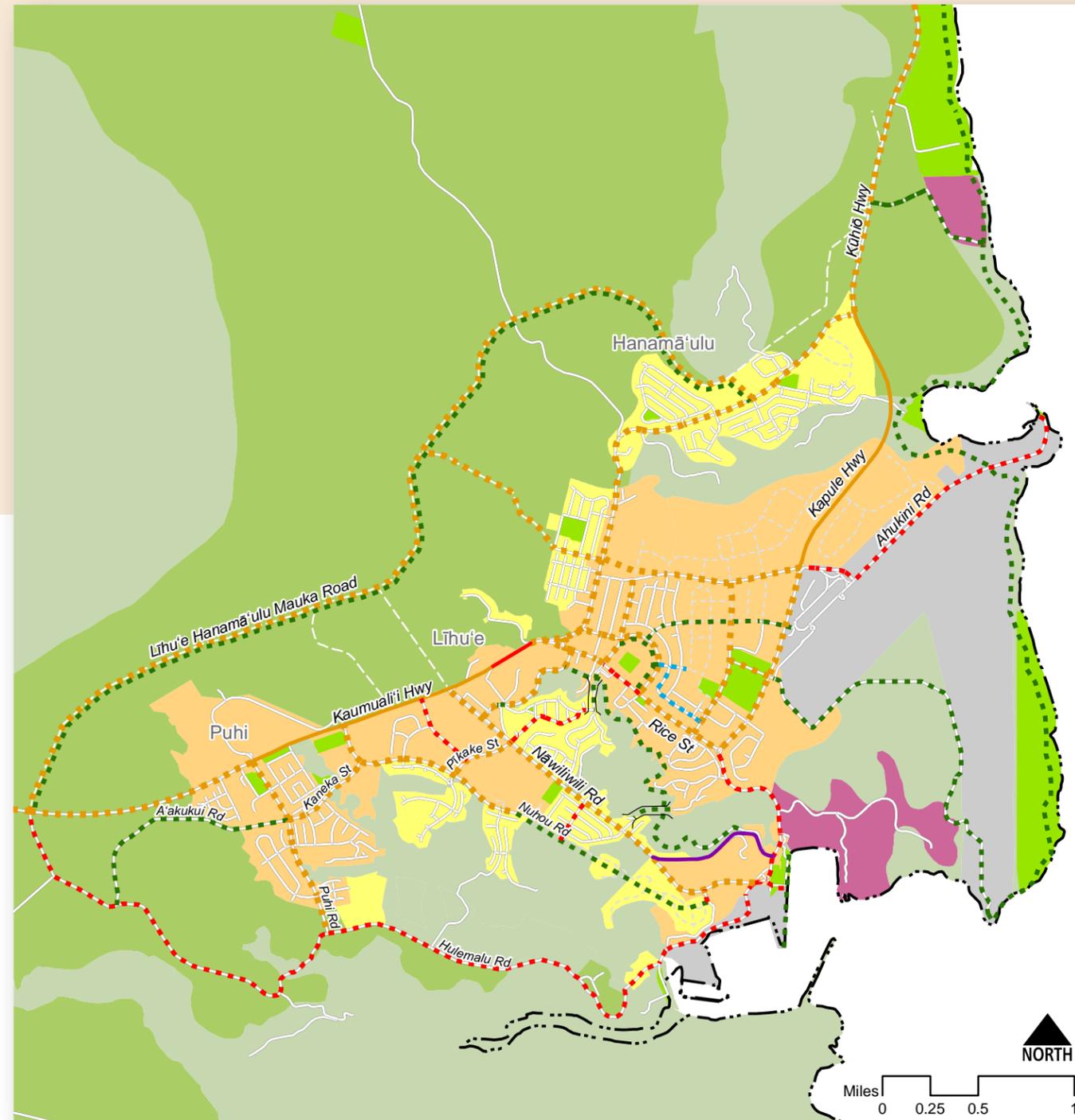


Figure 5-7 Future Bicycle Facilities in the Līhu'e District



5.4.3 Bicycle Facilities

The proposed bicycle facilities network shown in Figure 5-7 provides regional connectivity to East Kaua'i along the coastal trail system, mauka access that bypasses Līhu'e from Hanamā'ulu to Pūhi and a rural bike route that traverses southern portions of the Līhu'e District along Hulemalu Road. The proposed facilities will accommodate a range of users, including commuters, recreational cyclists, and cyclists of all ages. Two pedestrian/bicycle bridge crossings are planned for Nāwiliwili Gulch, as well as a multi-use path inside the gulch. These trails and routes are scenic and will provide recreational opportunities for residents and visitors. The rest of the bike network provide connectivity throughout the Līhu'e urban areas along major arterials and collector streets and connects transit stations with the greater community.

Legend

- A (Agricultural)
- O (Open)
- Pk (Park)
- R (Residential Community)
- Rst (Resort)
- Tr (Transportation)
- UC (Urban Center)
- Līhu'e Planning District
- Existing Bike Lane
- Existing Path
- Existing Shared Roadway
- Proposed Bike Lane
- Proposed Path
- Proposed Shared Roadway
- Proposed Bike Boulevard
- Special Study Area

5.4.4 Pedestrian Facilities

Walkability is a key component of the vision for the Līhu'e District, which envisions compact, vibrant communities accessible by a range of transportation modes. One way in which the walkability of a place can be assessed is through a walk score. Walk Score (www.walkscore.com) is an example of such an assessment. Walk Score rates the walkability of communities by zip codes on a scale of 1 to 100 (Not Walkable to Very Walkable). Table 5-2 shows Walk Scores of the main communities in the Līhu'e District. Note that while the Walk Score of Līhu'e is 71, which is a rating of Very Walkable, this rating is primarily based on the proximity to key destinations, and does not fully reflect the availability or non-availability of accessible pedestrian facilities.

The LCP recommends significant pedestrian improvements in these major areas: 1) the Līhu'e Town Core, to improve walkability and vibrancy; 2) along transit corridors to provide pedestrian access to the transit station locations; 3) between circulator bus stops and industrial areas, to provide improved connectivity and transit between workplaces and homes; 4) along sub-collector roads to provide safer walking access to smaller local roads; and 5) between Hanamā'ulu and Līhu'e, recommendations are being made to restore an ADA accessible bridge and sidewalk connection around the Hanamā'ulu Stream bridge to provide safe pedestrian access between the two areas. Figure 5-8 shows locations of proposed improvements.

Policies

The following policies pertain to transportation in the Līhu'e District:

- Implement the programs and policies outlined in the Kaua'i Multimodal Land Transportation Plan that are applicable to Līhu'e District.
- Provide more transit connections between Līhu'e, Hanamā'ulu, and Pūhi through a priority transit corridor and new circulator routes.
- Increase funding for public transit in accordance with the MLTP's goal of maintaining no

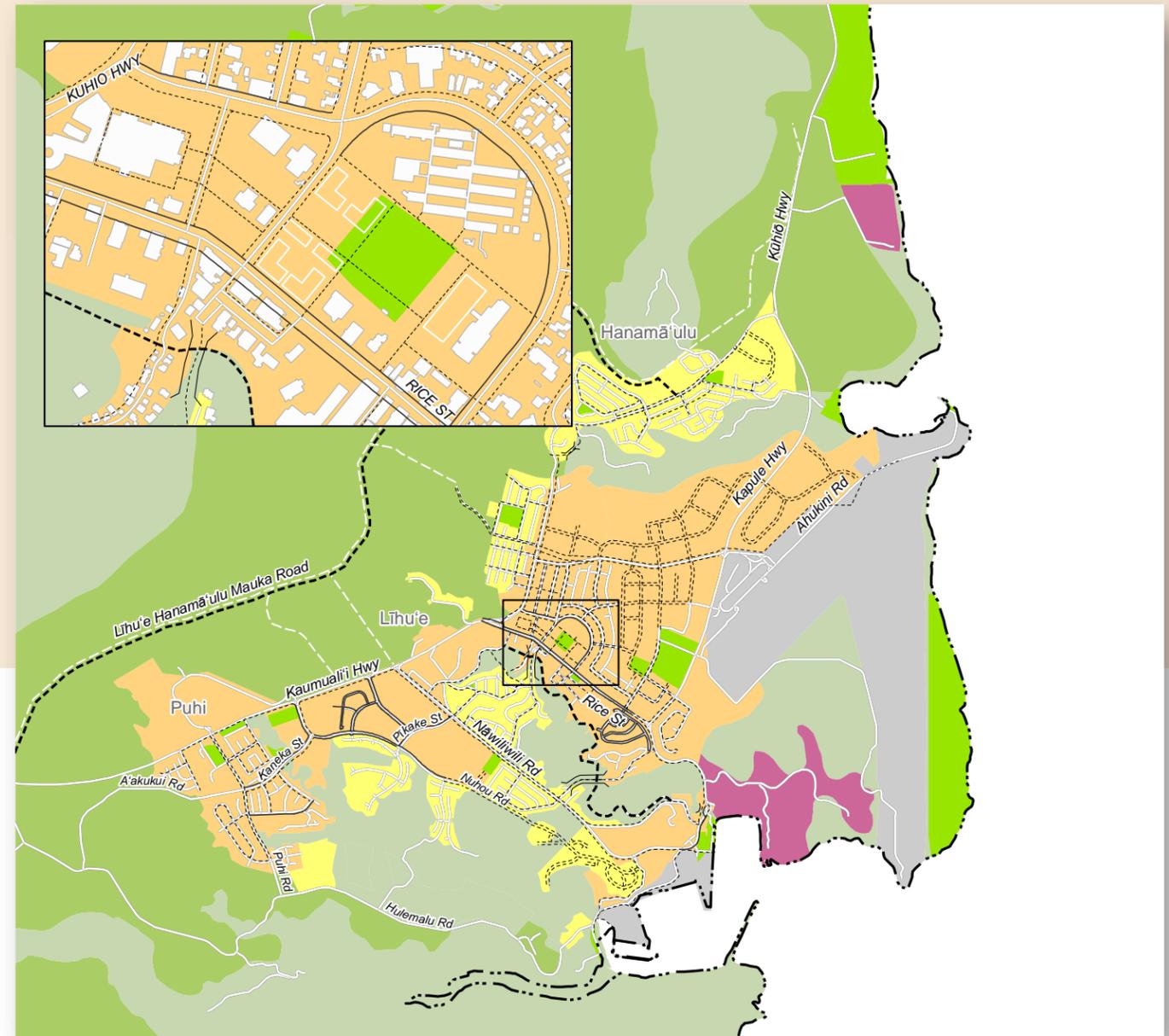
- increase in vehicle miles traveled (VMT).
- Improve pedestrian access and safety along routes to major bus stops, including sidewalks and lighting.
- Plant and preserve street side trees to provide shade, calm traffic and encourage a more hospitable walking environment.
- Implement recommendations from the Līhu‘e Town Core Parking Audit study currently under development. These include a Līhu‘e Town Core Multimodal Access and Circulation Plan, consideration of Shared Parking and Parking Districts for the area between the Līhu‘e Civic Center and War Memorial Convention Hall, and development of a Rice Street streetscape plan.
- Design new neighborhoods to be walkable, with smaller block sizes and mixed land uses that provide commercial services within a 5-minute walk of most residences.

- Design town centers to include denser housing, a focal gathering place, civic uses, and neighborhood-oriented retail to promote walkability.
- Develop the Līhu‘e-Hanamā‘ulu Mauka Road as the regional connector to relieve traffic congestion along Kūhiō and Kaumuali‘i Highways.
- Transition Kūhiō Highway between Rice Street and Ahukini Road to become a County roadway and implement a Complete Streets treatment. Use measures to calm traffic and make the roadway more pedestrian friendly and multimodal.
- Provide visitors with viable alternatives to driving, including shuttle service to resorts, access to transit, bike share facilities and car share facilities at resorts.

Table 5-2 Walk Scores for Līhu‘e District Communities

Place	Walk Score	Notes
Līhu‘e	71 - Very Walkable	Most errands can be accomplished on foot. Nearby schools include ‘Ōlelo Christian Academy and Wilcox. The closest grocery store is Star Market. Nearby coffee shops include Tip Top Motel & Cafe, Plantation Coffee Co. and Dani’s Restaurant. There are 14 restaurants within a 15 minute walk.
Hanamā‘ulu	26 – Car-Dependent	Most errands require a car. The closest park is Peter Rayno Park. Nearby schools include King Kaumuali‘i Elementary School and ‘Ōlelo Christian Academy. Nearby coffee shops include Starbucks and Tip Top Motel & Cafe. Nearby restaurants include SUBWAY.
Puhi	25 – Car Dependent	Most errands require a car. The closest grocery stores are Star Market, Costco, and Times Supermarket.
Nāwiliwili	63 – Somewhat Walkable	Some errands can be accomplished on foot. There are 20 restaurants within a 15 minute walk including Keoki’s, Mariachi’s Authentic Mexican Cuisine and Gingbua Thai. Nearby schools include Kaua‘i High School, and Wilcox Elementary.

Figure 5-8 Future Pedestrian Facilities in the Līhu‘e District



Legend

- A (Agricultural)
- O (Open)
- Pk (Park)
- R (Residential Community)
- Rst (Resort)
- Tr (Transportation)
- UC (Urban Center)
- Līhu‘e Planning District
- Bridge
- Existing Sidewalks
- Proposed Sidewalks
- Proposed Path

Source: www.walkscore.com



County Civic Center complex in Līhu'e

5.5 PUBLIC FACILITIES AND INFRASTRUCTURE

The recommendations contained in the LCP are intended to drive priorities for infrastructure planning within the Līhu'e District. As discussed in Chapter 3, the Līhu'e District for the most part contains adequate utility infrastructure to accommodate planned growth, and expansion of infrastructure should be consistent with the areas of change and growth envisioned in the LCP. Concentrating growth within and adjacent to existing urban centers as the LCP recommends will help to minimize the amount of new infrastructure needed over the LCP planning horizon.

Policies

The following policies pertain to public facilities and infrastructure in the Līhu'e District:

- Support a comprehensive water planning strategy for the entire Planning District, which should include, but not be limited to, consideration of water access, infrastructure, quality, and drainage, and the attendant oversight and maintenance. Water source regulation currently falls under HRS Chapter 174C, and is facilitated through CWRM. Storage and transmission of water for the County domestic water system falls under the jurisdiction of DOW by County Charter, and DOW is responsible for water planning related to the domestic system.
- Develop adequate water sources and facilities to support the LCP's recommended Areas of Change in and around the urban centers of Līhu'e, Hanamā'ulu, and Puhi

- Strongly urge DOW to update its Water Plan to show consistency with the LCPs recommended growth patterns and to identify priorities, projects, and expenditures accordingly.
- Provide for expansion of the Līhu'e Wastewater Treatment Plant at Marriott's Kaua'i Lagoons and secure a long-term commitment for disposal of wastewater effluent through golf course irrigation.
- Perform sewer upgrades to allow for further commercial and residential development in Hanamā'ulu mauka of Kūhiō Highway.
- Implement recommended upgrades to the County wastewater treatment and disposal system as outlined in the County of Kaua'i Infrastructure Study for the General Plan.
- Continue to reduce reliance on fossil fuels for energy production, instead focusing on energy efficiency and renewable sources of energy generation.
- Develop a new landfill site to meet the long-term solid waste disposal needs of the Līhu'e District and the island.
- Improve existing park facilities. Consider re-purposing Līhu'e Park to increase use.
- Increase recreational opportunities in the region through new multi-use paths along the Līhu'e-Hanamā'ulu Mauka Road and through Nāwiliwili Gulch, and connect these to new bicycle lanes and sidewalk facilities.
- Extend the coastal recreational multi-use path (Ke Ala Hele Makalae) from Lydgate Park to Nāwiliwili.
- Work with landowners to provide space for a new community center in Hanamā'ulu.
- Increase safe pedestrian and bicycle access to schools.
- Support the long-term growth and expansion of Kaua'i Community College by encouraging supportive uses and access to areas makai of Kaumuali'i Highway.

5.6 HOUSING

Housing Planning Studies since 1992 have shown that Kaua'i's housing market is one in which demand exceeds supply. There is a limited range of housing selection for households with incomes below 80 percent of the County median. There is greater need for rental housing than for ownership units.

The County adopted a Workforce Housing Policy for the County of Kaua'i (Ordinance 860) in 2008. The ordinance includes workforce housing requirements for residential and resort developments, and codifies procedures used to administer housing development programs. Requirements applicable to residential and resort developments are shown in the text box.

A major change on the demand side is the recent increase in the percentage of total new units funded by the public sector. In recent years, public sector has been more successful in producing units, and private sector has been less successful. The result is that publicly funded units have been an increasing share of total housing production.

Policies

The following policies pertain to housing in the Līhu'e District:

- Increase residential density and allow intensification or new development in the LCP's recommended Areas of Change.
- Increase the supply of rental housing in the Līhu'e District, as indicated by market conditions.
- Increase allowable residential densities through permitting "mother-in-law units" in the Hanamā'ulu core, contingent upon requiring adequate on-site parking to accommodate inhabitants.
- Encourage a greater mix of housing types to accommodate a variety of income levels, specifically within the Līhu'e Town Core and Puhi areas.
- Allow for high-density residential uses at the former Līhu'e Mill site.
- Support the development of housing for elderly and special needs groups.

WORKFORCE HOUSING ORDINANCE (ORDINANCE 860) REQUIREMENTS FOR RESIDENTIAL AND RESORT DEVELOPMENT

For a residential development consisting of twenty-six (26) units or more, a developer shall be required to satisfy a workforce housing requirement based on project's total number of residential units. Workforce housing units shall be sold to households earning from eighty percent (80%) to one hundred forty percent (140%) of Kaua'i median household income, in accordance with the following income group assessment:

- (A) Twenty percent (20%) of total units priced to be affordable to households earning up to eighty percent (80%) of the Kaua'i median household income.
- (B) Thirty percent (30%) of total units priced to be affordable to households earning up to one-hundred percent (100%) of the Kaua'i median household income.
- (C) Thirty percent (30%) of total units priced to be affordable to households earning up to one-hundred twenty percent (120%) of the Kaua'i median household income.
- (D) Twenty percent (20%) of total units priced to be affordable to households earning up to one-hundred forty percent (140%) of the Kaua'i median household income.

For resort projects in Visitor Destination Areas, amendments into the Visitor Destination Area, and Resort District zoning amendments which will generate a need for new employees to fill one hundred (100) or more full-time equivalent jobs, or have density for more than ten (10) residential dwelling units or twenty (20) hotel rooms, a workforce housing requirement shall be assessed based on an analysis of the number of jobs to be generated, the availability of workers to fill those jobs, the resultant number and incomes of workers to be supported by those jobs, the estimated number of workers requiring housing assistance, and the amount of housing inventory available to those workers.

5.0 POLICIES AND GUIDELINES

- Seek data and develop measures of how the housing supply meets affordability.
- Support the development of sufficient affordable housing units by ensuring that a sufficient number of new housing units built in Līhu'e are based upon socio-economic need.

5.7 ECONOMIC DEVELOPMENT

The economic goal on Kaua'i is to have a balanced and resilient economy that provides jobs to support households so that residents can live and work on Kaua'i. Diversification of revenue sources including tourism, military, technology, agriculture, industrial, retail, and creative industries sectors is essential to that goal.

The State of Hawai'i's Comprehensive Economic Development Strategy (CEDS) outlines an economic development vision and strategy for the State of Hawai'i and each of its respective Counties. The CEDS identifies key cluster industries and recommends priority projects to promote economic stability, economic diversification, and regional competitiveness. Currently, the only project that the CEDS identifies for the Līhu'e District is related to improvements at the airport, however several of the elements of the CEDS vision for the island apply to the Līhu'e District. The text boxes identify Kaua'i's important economic clusters and the economic development vision for the island as outlined in the 2010 CEDS.

KEY KAUA'I CLUSTER INDUSTRIES

- Food and Agriculture**
- Health and Wellness**
- Sports and Recreation**
- Culture and Arts**
- Science and Technology**
- Sustainable Technologies and Practices**

The Līhu'e CP policies pertaining to the economy are consistent with the CEDS vision and with those priority projects that pertain to the Līhu'e District.

Policies

The following policies pertain to the economy in the Līhu'e District:

- Support implementation of priority projects for the Līhu'e District as outlined in the 2010 Comprehensive Economic Development Strategy and its next update (anticipated in 2015).
- Continue to support diversification of Kaua'i's economy through developing and strengthening key economic clusters and growth industries for Kaua'i identified in the 2010 CEDS.
- Identify County resources, programs, and incentives to support and enhance Kaua'i's key economic clusters and potential growth areas, including commercial kitchen and business incubators, a creative technology center, an arts center, and tax incentives for entrepreneurs and small businesses.
- Encourage development of small scale hotels and bed and breakfasts in Līhu'e Town that are linked to the Town Core and in keeping with the character of the community.
- Support visitor accommodations and attractions that are consistent with the character of the individual communities and with the rural agricultural quality and sustainable vision for the island.
- Enhance and upgrade agricultural infrastructure in the Līhu'e District, including irrigation, and meat and dairy processing.
- Increase the diversity of health care education and training.
- Incentivize and promote energy efficiency in the Līhu'e District.

KAUA'I CEDS ECONOMIC DEVELOPMENT VISION (2010)

- **Economy is strong, stable, and diversified.**
- **While the visitor industry still provides the largest number of jobs, new businesses in agriculture, health and wellness, sustainable technologies & practices, art & culture, science & technology, and sports & recreation provide an increasing proportion of total jobs.**
- **There are many job opportunities with higher wages.**
- **Wages allow people to comfortably support their families.**
- **Unemployment is low (3-5%).**
- **Kaua'i Island Utility Cooperative (KIUC) is robust and is a leader in promoting energy conservation and renewable energy.**
- **We have decreased energy consumption and increased our use of renewable energy.**
- **We have preserved Kaua'i's special environment and culture.**
- **Locally-grown products are consumed locally and exported. We have become more food self-sufficient.**

5.8 HAZARD MITIGATION

The Kaua'i County Multi-Hazard Mitigation Strategy (2009) identifies a series of actions that contribute to hazard mitigation and overall disaster risk reduction. The actions were suggested by county agencies, organizations, and community members through meetings and consultations. Mitigation actions relevant to the Līhu'e District have been adapted into policy recommendations below.

Policies

- The LCP's policies support the implementation of actions recommended in the Kaua'i County Multi-Hazard Mitigation Strategy (2009). They include:
- Ensure widespread awareness for reducing disaster risks and mitigating impacts of hazards in policies, planning, and program implementation.
 - For new construction of public buildings, des-

ignate areas to serve as a shelter.

- Review and ensure agreements are in place among private utilities, the executive government agencies, Kaua'i Civil Defense (KCD), and the Red Cross to ensure that high priority facilities and shelters are maintained.
- Consider options to secure funds to retrofit facilities with hurricane shutters, roof tie downs, and other improvements, such as emergency power generation equipment.
- Continue to develop agreements with hotels and resorts to house their own guests and worker families during hurricanes and other major natural disasters.
- Consider a study of emergency access routes to provide alternate road access during and following accidents and natural disasters.

- Identify special needs populations and sheltering requirements, and facilitate dialogue with key segments of the population to ensure that there are places for these populations to shelter and remain safe during disasters.
- Certify hotels and condominium units as official shelters.
- Ensure public awareness of flood risks and ways to mitigate flood hazards, including participation in the National Flood Insurance Program.
- Implement the drought mitigation strategies in the drought mitigation plans for the State of Hawai'i and the County of Kaua'i.
- Identify and reduce hazardous fuels. Identify areas with potentially hazardous fuels. Reduce "flash" fuels in high use areas.
- Minimize fires through land use policies and control. Encourage land use that reduces fire dangers, such as vegetation clearing and clean-up programs.
- Update tsunami evacuation route planning and maps.
- Apply policies to identify and mitigate landslide hazards and risks to communities.
- Participate in the inspection, repair, and maintenance of dams and levees.
- The corridor of Kūhiō Highway between Hanamā'ulu and Wailuā is vulnerable to tsunami and coastal hazard/sea level rise. An alternate road or realignment of the highway mauka of its current alignment should be prioritized as part of improvements to the highway in this area.

5.9 CLIMATE CHANGE

The Sea Grant College Center for Island Climate Change Adaptation Policy (ICAP) recommends planning for a one foot rise in sea level by 2050 and a three foot rise by 2100. In Līhu'e, these measures are felt most acutely in Nāwiliwili. To be consistent with adaptation, structures and facilities in that area should be eventually moved in a more mauka direction. There should either be no new facilities or any built (such as bridge replacement) should be designed for up to six feet rise in sea level to provide cushion.

Accelerated sea level rise impacts will be felt at all hazard categories, across all sectors, regions, and ecosystems. Adaptation strategies include: accommodation, protection, and retreat. The LCP policy recommendations for climate change in the Līhu'e District are adapted from the Kaua'i Climate Change and Coastal Hazards Assessment (UH Sea Grant Program 2014). They are intended to address gaps in planning information and guidance and put in place measures for community resilience to coastal hazards.

Policies

- Increase public access to and awareness of climate change risk, mitigation, and preparedness information.
- Determine potential effects on beach erosion in Nāwiliwili and on critical infrastructure (roads, water, wastewater, energy, and docks).
- Develop a risk and vulnerability assessment for port facilities and resort area at Kalapakī with consideration of climate change and sea-level rise impacts.
- Develop an adaptation plan for improved protection of critical port facilities based on a vulnerability assessment.
- At the County-wide level, review floodplain and shoreline setbacks (in Ordinance 863 of 2008), and update the Multi-Hazard Mitigation Plan.

- Reduce the sensitivity to climate change and alter exposures and increase resilience to cope with change.
- Conduct a Hazard, Risk, and Vulnerability Assessment for coastal areas in the Līhu'e District that assesses hazard risks and vulnerabilities, identifies priority planning areas and projects, and encourages climate change adaptation strategies appropriate to the District.
- Minimize development within coastal hazard areas and direct future growth away from high risk areas.
- Avoid or minimize coastal resource impacts when addressing risks to new or existing development.
- Require development proposals to include analysis of coastal hazard impacts and include mitigation measures where applicable.
- Consider shoreline lands and protected areas as candidates for acquisition by the Natural Resources Preservation Fund.
- Consider multiple scenarios of sea level rise and associated flooding, wave inundation, and erosion impacts when developing and approving Capital Improvement Projects.
- Develop a beach management strategy to address loss of beach areas, including loss of lateral access, or changes in beach management due to sea level rise.
- Take into consideration the impacts of climate change (higher temperatures, sea level rise, extremes in rainfall as floods or drought, and potential increases in tropical storm frequency or severity) in land use, development, and planning.
- Take into consideration potential socio-economic impacts from climate change for Kaua'i. Many sectors will be impacted by climate

- change: water resource management, disaster risk management, public health, agriculture, and tourism.
- Create sea level rise inundation maps to model potential impacts and at-risk areas.

5.10 POLICIES FOR LĪHU'E DISTRICT COMMUNITIES

5.10.1 Līhu'e Town Core and Civic Center

The Līhu'e Town Core has a concentration of important institutions: the Civic Center Complex, the County and State office buildings, and the Kaua'i Museum, Kaua'i Historical Society, and Grove Farm Homestead Museum, major repositories for the cultural and historical record of the island. Development and street patterns should reinforce and strengthen the Town Core and restore the vitality of Līhu'e as the heart of the island. Settlement patterns and the ability to grow have a direct effect on Līhu'e's position as the island's major urban center. There is a need for renewal and revitalization of the Līhu'e Town Core so that it may fulfill its role in the vision for the Līhu'e District. Policies for the Līhu'e Town Core and Līhu'e Civic Center draw from those outlined in the Līhu'e Town Core Urban Design Plan and the Līhu'e Civic Center Site Improvements Master Plan, and are outlined below.

Policies for Līhu'e Town Core and Civic Center

- Continue to implement the design guidelines and recommendations contained in the Līhu'e Town Core Urban Design Plan and its associated Ordinance.
- Provide wide, ADA-accessible sidewalks in high-traffic pedestrian areas such as the Civic Center and along commercial streets like Rice Street, Kūhiō Highway, and the 'Ewalu and Kress/Kalena neighborhoods. Shelter pedestrians from the elements by providing awnings on storefronts and plant street trees where sidewalk widths permit.
- Provide pedestrian elements that enliven the streetscape such as benches, signage, and other amenities.
- Coordinate with State agencies to encourage visual continuity and consistent pedestrian

experience throughout the Town Core.

- Prepare a plan for shared used parking and public parking management for the Līhu'e Town Core.
- Prepare a multimodal access and circulation plan for the Līhu'e Town Core, including the Civic Center, Convention Hall, Rice Street, and areas in between. Design roadways to serve pedestrians, bicycles, and public transit as well as private vehicles.
- Develop Rice Street as the main destination, with walkable retail, festivals, and visual elements to draw foot traffic. Consider development of a Business Improvement District (BID) to formalize plans and address issues such as sidewalk cleaning, landscape maintenance, and parking.
- Coordinate street improvements with the County's Līhu'e Civic Center Site Improvements Master Plan.
- Implement a "road diet" for Rice Street, reducing from four lanes to three and adding bicycle and on-street parking facilities to encourage pedestrian activity and encourage businesses to orient to the street.
- Revitalize the Kūhiō Highway Business District by creating a walkable environment and a "main street" feel with Complete Streets features.
- Utilize existing historic buildings and open spaces to contribute to the neighborhood character and pedestrian experience.
- Prioritize infill within the Town Core over developing green fields sites elsewhere in the District.
- Relocate overhead utilities underground to improve safety during high wind conditions. Priorities include those located along Rice

Street, Kūhiō Highway, Hardy Street, 'Umi Street and within the Civic Center.

- Consolidate parking and implement street modifications called for in the Līhu'e Town Core UDP to transition the area to a "park once" environment, where locals and tourists can arrive by car or transit and be able to complete several errands at once.
- Improve and increase utilization of civic and open spaces within the Līhu'e Town Core to provide spaces for informal and formal gatherings and events.
- Increase pedestrian access between Kress Street and Rice Street.
- Optimize the use of the Convention Hall, Wilcox School, and Ball Park Area.
- Incorporate creative designs, wayfinding tools, and historical elements into the sidewalk and crosswalk paving.
- Preserve historic elements of the 'Akahi-'Elua Street neighborhood as called for in the Līhu'e Town Core UDP Ordinance. These include the following design guidelines:
 - Architectural styles should focus on preserving and reinforcing the small-scale, plantation-style cottage house characteristics of the existing 1930s to 1940s houses.
 - New development should respect and maintain the building mass and design of existing small-scale plantation-style cottage houses that have architectural elements such as front porches.
 - The height and front facade of historic buildings should be preserved.
 - The height and the scale of new buildings or major renovations should be compatible with adjacent residences.

◦ Other design guidelines for building materials, roofs, landscaping, and more contained in the Līhu'e Town Core UDP Ordinance.

- Apply Form Based Code to incentivize the types of retail and commercial uses desired throughout the Town Core.
- Explore incentives for developers to encourage increased density and walkable mixed use that incorporates affordable housing.
- Explore incentives for developers to encourage increased density and walkable mixed use that incorporates affordable housing.
- Implement revitalization initiatives that attract businesses and make Līhu'e a destination for arts, retail, technology, and events.

5.10.2 Greater Līhu'e

Areas outside the Līhu'e Town Core are also key to the identity and long-range vision for Līhu'e as the heart of the island. These include Isenberg Mauka, Wailani, Haleko Road and the former Līhu'e Mill. Policies for these areas are outlined below.

Policies for Greater Līhu'e

- Allow for residential development in those areas within a ten minute walking radius of the Town Core, including the former Līhu'e Mill site and Isenberg Mauka.
- Designate Isenberg Mauka for future residential development with supportive commercial and public uses. Plan for bike facilities there and provide connectivity to Isenberg and the greater community.
- Redevelop the Līhu'e Mill site as a destination and an extension of the Town Core, with residential and commercial uses.
- Consider eventually permitting development from Isenberg Mauka up to the Līhu'e-Hana-

mā'ulu Mauka Road.

- Provide connectivity between Wailani and the Town Core.
- Realign Ahukini Highway for a short distance and cross over Kūhiō Highway to connect with 'Ehiku.
- Improve connectivity between Isenberg subdivision and the greater community.

5.10.3 Hanamā'ulu

Policies for Hanamā'ulu are intended to support it as a residential center and provide for access to basic services and commercial goods within walking or biking distance. The community has long desired a community center for a gathering place and hub.

Policies for Hanamā'ulu

- Recognize density issue in the residential areas of Hanamā'ulu and explore upzoning.
- Convert mauka industrial area to residential use.
- Provide for increased commercial uses along Kūhiō Highway to service the community.
- Re-zone lands mauka of Kūhiō Highway for residential development.
- Explore and encourage development of a community center in consultation with the community.
- Support the planned development of a substance abuse treatment center in Hanamā'ulu.

5.10.4 Puhi, Pū'ali, and Nūhou

Puhi will continue to grow and serve as a major commercial and employment center for the island. Intensifying mixed use within areas along Puhi Road and on Kaumuali'i Highway can create more of a town center and serve students and faculty of KCC as well as residents. Development should be concentrated close to the existing town center and should be dis-

couraged in more remote parts of Nūhou. Pū'ali should be retained as open space and avoid further suburban sprawl.

Policies for Puhi, Pū'ali, and Nūhou

- Encourage residential and commercial growth of areas makai of Highway along Puhi Road.
- Enliven the Puhi town center through mixed use and high density residential in areas surrounding Kukui Grove and along Puhi Road.
- Preserve Pū'ali as open space, and rezone to preclude future development.
- Provide for increased commercial development along the makai side of Kaumuali'i Highway near the Puhi Road intersection to support the KCC population and the local community.
- Encourage a Land Use Amendment to establish Urban designation for KCC and Island School to accommodate future expansion of both campuses.
- Consider future development of select areas mauka of the highway to be developed as KCC's enrollment reaches capacity.

5.10.5 Nāwiliwili-Niumalu-Kalapakī

Nāwiliwili and the associated neighborhoods of Niumalu and Kalapakī should be an attractive, walkable place, with good connectivity and transit options to and from Līhu'e. This can be accomplished through transit, improved pedestrian walkways (i.e., Nāwiliwili Gulch), and coastal paths from the cruise terminal to the Harbor Mall and nearby destinations. Development should not be greatly intensified, but improvements should enhance Nāwiliwili as a draw. Niumalu should retain its rural character and charm.

Policies for Nāwiliwili

- Greatly enhance pedestrian safety, connectivity, and access.
- With growth of cruise ship facilities at harbor, need pedestrian walkways and crosswalks to nearby retail and resort destinations.
- Connect to coastal recreational path (Ke Ala Hele Makalae).
- Consider residential development of old sugar building site and adjacent areas; maintain the rest of Nāwiliwili at current densities.
- Maintain identity, make more attractive and accessible to visitors.
- Provide a multi-use path along Nāwiliwili Gulch to create connectivity between Nāwiliwili and Līhu'e Town Core.
- Retain Niumalu's rural character.
- Consider sea level rise effects in planning.

5.10.6 Kīpū

Kīpū should remain largely in agricultural and open space use, with appropriate recreational uses.

Policies for Kīpū

- Preserve existing agriculture, open space, and recreational uses.

5.10.7 Kālepa

The area should remain in open space use until such time as the Department of Hawaiian Homelands proposes development of Kālepa Homesteads. Kālepa lies outside the proposed Urban Edge Boundary for Līhu'e District. In order to uphold the vision of compact, connected development in Līhu'e District, one alternative that could be explored is a land swap that would move DHHL housing one or more proposed Areas of Change within the urban core of Līhu'e District in return for retention of Kālepa in open space use. This would require partnerships and coordination between mul-

iple parties, including DHHL, the County, and private landowners. The County DHHL should coordinate to ensure that future DHHL development is supported by adequate infrastructure and is consistent with the LCP vision and objectives.

Policies for Kālepa

- Coordinate with the Department of Hawaiian Homelands to ensure that development, if and when it occurs, is consistent with the LCP vision and objectives.
- Encourage exploration of alternatives that would retain Kālepa as open space while providing homestead housing in compact walkable areas closer to town.

5.10.8 Kapaia

The area should remain stable, maintaining its rural character. Pedestrian safety can be improved through traffic calming measures and pedestrian improvements such as crosswalks and sidewalks across the Kapaia Bridge.

Policies for Kapaia

- Retain Kapaia's rural character.
- Provide improved pedestrian safety and amenities.