LĪHU‘E CIVIC CENTER
SITE IMPROVEMENTS
DRAFT MASTER PLAN

Kaua‘i County Council Workshop
December 14, 2005
MEETING OVERVIEW

• Civic Center Project Description
  – Context and Scope
  – Progress to date
• Overview of the Issues, Constraints and Opportunities
• Draft Master Plan
  – Design Concepts and Components of the Plan
  – Traffic Study Recommendations
• Public Survey Results
• Proposed Phasing Plan
• Cost Estimates
• Council Workshop
• Next Steps
PROJECT SITE
PROJECT SCOPE

• Civic Center Site Improvements
  – Specific to the 2-block area of the Līhuʻe Civic Center
  – Develop a master plan to guide County capital improvement projects within the Civic Center
• Environmental Assessment
• Design and Construction
PROGRESS TO DATE

• Project kickoff at Līhuʻe Business Association (LBA) morning meeting
• Initial survey distributed to County staff and LBA (Appendix B – 46 responses)
• Site visits, topographic survey, background research, meetings with key community members and local businesses
• Two rounds of conceptual alternatives developed:
  - 4 initial concepts reviewed and refined by project team – 10/03
  - 2 refined concepts widely distributed – 12/03
• Public feedback on two refined conceptual alternatives included small focus group meetings with neighboring businesses, landowners, organizations, Council Members, County & State
• Emailed alternatives to LBA, Chamber of Commerce, County and State staffs for further input
• Based on feedback, developed preferred Draft Master Plan
• Joint public meeting held with Līhuʻe Town Core Urban Design Plan (Planning Department) – 1/05
• Public Survey posted on County website to gather feedback on Draft Master Plan – Feb-Mar/05 (Appendix C – 53 responses)
• Refined Draft Master Plan and prepared draft report – 7/05
• Traffic analysis done for each set of alternatives (included in TIAR 10/05)
EXISTING CIVIC CENTER

16-acre site:
- Several historic structures
- Historic County Lawn
- Recent renovations
- 2 commercial users
- State, Kauai Museum
- Parking covers nearly 50% (7.8 ac)
- County Lawn is less than 10% (1.5 ac)
- Lack of sidewalks/ADA within CC & Hardy and ‘Umi Streets
THE ISSUES

AS IDENTIFIED BY THE COMMUNITY…

• Civic Pride and Aesthetics
  – “Uninviting”
  – “Strip Mall Feel”
  – Lacks a Sense of Place
  – More Trees & Green Spaces
  – Underground Overhead Utilities
  – Cleanliness and Maintenance

• Historic Buildings
  – Source of Pride
  – Need for Enhancement
THE ISSUES

- **Transportation Networks**
  - Pedestrian Safety & Convenience
  - ADA Accessibility
  - Dangerous Roadways
  - Traffic
  - Parking
  - Bicycle Facilities
  - Transit
THE ISSUES

- **Business & Community Revitalization**
  - Consider opportunities with Līhuʻe workforce, residents, visitors

- **Natural Environment**
  - Connection to Nāwiliwili Stream
  - Sustainable Design

- **Community Facilities and Celebrations**
  - Civic Life
  - Place for everyone
EXISTING TRAFFIC

MOVEMENTS WITH
LEVEL OF SERVICE
E or F (failing):
-AM PEAK
-PM PEAK

Source: M&E TIAR 10/2005
The heart of Līhuʻe Town is the government and cultural center, surrounded by business and professional offices, shops and restaurants. Landscaping and well-marked pathways link the historic County Building, the Kauaʻi Museum, the County Civic Center, and the State Office Building in a campus setting. Parking is primarily provided in a new County-State parking structure located behind the County Office Building, allowing other parts of the campus to be opened up for pedestrian enjoyment.
DESIGN GOALS

• Develop a sense of place, have pride in the area. Embody and exude the spirit of a Civic Center.
• Create a safe, convenient, and pleasant pedestrian environment with continuous walkways.
• Increase public open spaces and landscaped areas. Beautify and expand the County Lawn. Provide more shade by planting more trees.
• Preserve and accentuate historic buildings.
• Bring the community back to the Civic Center. Create a place where people can gather, hold special events, enjoy spending time.
• Improve safety and circulation around the area.
• Support multi-modal transportation systems with bike paths and shuttle service.
• Simplify and organize parking.
• Develop implementation plan for the phased improvement of the master plan.
DRAFT MASTER PLAN

• Create a campus-like environment… opportunities for people to interact with one another outside of their cars, places for employees, visitors, residents to sit outdoors, each lunch, hold civic events, farmers market
• Extend the Historic County Lawn to the Museum… create a grand park along Rice Street (add 2.4 acres (15%) more green space)
• Improved pedestrian connections: pedestrian promenade between Council/Historic County Bldg and other County Buildings and path recalling historic road that once lead up to the Historic County Bldg.
• Central park above parking
• Improved bicycle facilities and creation of local shuttle route
• Specific locations for public art, monuments, gateway features
• Traffic recommendations: signalize Kūhiō/Hardy, add roundabout at Kūhiō/ʻUmi, signalize new 4-way intersection at Rice/Kele/County driveway
  – Improve safety for pedestrians while making left turns for vehicles easier and eliminate drivers’ need to cut-through civic center
• When warranted, consider mitigation at Akahi/Hardy and Halekō/Rice intersections
EXISTING CIVIC CENTER

EXISTING CIVIC CENTER
FROM KÜHIŌ HIGHWAY
EXISTING CIVIC CENTER

EXISTING COUNTY BUILDINGS AND PARKING LOT FROM RICE STREET
DRAFT MASTER PLAN

DRAFT MASTER PLAN OF COUNTY BUILDINGS AND PARKING LOT ALONG RICE STREET
PEDESTRIAN IMPROVEMENTS

EXISTING...
PEDESTRIAN IMPROVEMENTS

- PEDESTRIAN PROMENADE CONNECTING COUNTY BUILDINGS
- EXPANDED COUNTY LAWN ALONG RICE STREET
PEDESTRIAN IMPROVEMENTS

PEDESTRIAN PROMENADE IN FRONT OF HISTORIC COUNTY BUILDING
PEDESTRIAN IMPROVEMENTS

ENHANCED CROSSWALK AT SIGNALIZED INTERSECTION NEAR POST OFFICE, LANDSCAPED MEDIAN

EXISTING

PROPOSED

PROPOSED RICE STREET SECTION
UNDERGROUND PARKING

EXISTING PARKING LOT AT INTERSECTION OF Kūhiō Highway and Hardy Street
UNDERGROUND PARKING

PROPOSED PARKING LOT AT INTERSECTION OF KŪHIŌ HIGHWAY AND HARDY STREET
UNDERGROUND PARKING

EXISTING VIEW FROM HARDY STREET
UNDERGROUND PARKING

PARK ABOVE PARKING STRUCTURE

PROPOSED PLAN FROM HARDY STREET-CENTRAL PARKING AREA
PARKS ABOVE PARKING

SMITH BERETANIA PARK

HONOLULU MUNICIPAL PARKING
PARKING COUNTS

<table>
<thead>
<tr>
<th>PARKING</th>
<th>EXIST</th>
<th>MP</th>
<th>NET</th>
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<tbody>
<tr>
<td>County Lots</td>
<td>556</td>
<td>535</td>
<td>-21</td>
</tr>
<tr>
<td>‘Eiwa Street</td>
<td>20</td>
<td>0</td>
<td>-20</td>
</tr>
<tr>
<td>State Lots</td>
<td>145</td>
<td>144</td>
<td>-1</td>
</tr>
<tr>
<td>Totals</td>
<td>721</td>
<td>679</td>
<td>-42</td>
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Additional detail available in Table 7

Trade-offs:
- Loss of 42 stalls
- Cost of structures
+ Gain 2.4 acres of park/green space/civic space
+ Reduction of impervious surfaces
+ Improved ADA/pedestrian safety
**UPDATED PEAK PARKING DEMAND (ONSITE)**

<table>
<thead>
<tr>
<th>USER</th>
<th>DP REQM’T</th>
<th>PARKING SURVEY</th>
<th>EXISTING</th>
<th>MASTER PLAN</th>
<th>DP-MP</th>
<th>PS-MP</th>
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<tbody>
<tr>
<td>County (Includes full build-out of Pi‘ikoi Bldg.)</td>
<td>447</td>
<td>531*</td>
<td>556</td>
<td>535</td>
<td>+88</td>
<td>+4</td>
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<tr>
<td>State</td>
<td>249†</td>
<td>249†</td>
<td>145</td>
<td>144</td>
<td>-105</td>
<td>-105</td>
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<tr>
<td>Big Save</td>
<td>71</td>
<td>85*</td>
<td>0</td>
<td>0</td>
<td>-71</td>
<td>-85</td>
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<td>Kaua‘i Museum</td>
<td>26</td>
<td>22*</td>
<td>0</td>
<td>0</td>
<td>-26</td>
<td>-22</td>
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<tr>
<td>Kaua‘i Historical Society</td>
<td>5#</td>
<td>5#</td>
<td>0</td>
<td>0</td>
<td>-5</td>
<td>-5</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td>798</td>
<td>892</td>
<td>701</td>
<td>679</td>
<td>-119</td>
<td>-213</td>
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</table>

*Survey responses + DP calculations to estimate additional parking needs for unoccupied areas of Pi‘ikoi (21,000 SF and 50 additional employees) and the Annex (20 employees).
†Did not survey. Used calculations for DP requirements. Does not include parking requirements for the former police station as the State’s plans are not determined to date.
*Based on DPW parking plans.
#Based on current lease agreement.
• County survey included 69 County vehicles. Consider moving them offsite. War Memorial has 224 stalls that are often empty during regular work hours.

• Survey responses estimated 17 additional vehicles could be parked offsite. This number will change over time but good to know that there are other cars that could be parked offsite.

• There are also 28 on-street parking stalls. These stalls should be included in parking count.

• State is short ~105 onsite spaces. They currently use the former Police Station site to supplement their parking requirements. (141 stalls available for State Office Bldg. and Health Dept.)
  – It is their policy to charge for all parking (employee and visitor).
  – State employees/visitors believed to be parking in County parking lots to avoid fee.
PARKING ALTERNATIVES

• Incentive Programs
  – Free Parking at War Memorial
  – Charge for onsite
  – Example: $30/mo. X 250 stalls =$7500/mo.
  – Use to supplement site/landscaping maintenance

• Alternative public parking lots
  – War Memorial
  – Partner with owner of Lihu‘e Plantation Bldg.

• Reduce the need for parking
  – Encourage walking within Civic Center
  – Lihu‘e Shuttle
  – Bicycle Facilities

Potential locations for offsite public parking
LĪHUʻE SHUTTLE

To Kukui Grove at mid-day

From Hoʻolako St.

To Police Station

Proposed Route

Shuttle Stop
PROPOSED BIKE FACILITIES

- Bike Lane
- Bike Route
- Shared Path
BIKE PLAN HAWAIʻI (DOT 2003)
PROPOSED BIKE LANES

HARDY STREET SECTION

‘UMI STREET SECTION
HARDY/UMI ROUNDABOUT

- 4-way stop not sufficient
- Difficult intersection to signalize (multiple phases)
- Roundabout has high capacity (~2,500 vph)
- Splitter islands, crosswalks for pedestrian safety
- Easier crossing for Wilcox Elementary students
- Opportunity for community gateway feature
- Feedback from Steve Kyono/DOT on Kapa‘a Roundabout
  - Not a single negative comment about it
  - Handles traffic efficiently
  - Kaua‘i taking to it well
SUSTAINABILITY CONCEPTS

- Native plants for landscaping
- Catchment system for irrigation
- Biofiltration and bioswales designed into landscaped areas
- Permeable parking & paving surfaces
- Electric Līhu‘e Shuttle, County vehicles
- Photovoltaic charging stations-overhead panels used as shade structures
- Underground utilities within the Civic Center/Town Core
- Signage Plan/Wayfinding
PUBLIC SURVEY RESULTS

• Presented draft master plan and requested feedback at the joint public meeting
• Also posted online at County website from Feb – Mar 2005

• Of the 53 responses received (Appendix C):
  – 17 (23%) positive or very positive comments
  – 10 (19%) negative comments (concerns mostly about too much landscaping, maintenance costs and homeless)
  – 10 (19%) neutral/other comments
  – 16 (30%) blank
  – 3 specifically supported the closure of ‘Eiwa Street
  – No one commented negatively about the closure of ‘Eiwa

• In initial survey of County Staff and LBA (Appendix B):
  – 22 of 46 (48%) supported closing ‘Eiwa
  – 2 (4%) supported partial closure
  – 9 (20%) did not support closure
  – 1 (2%) recommended realignment with ‘Akahi Street
  – 10 (22%) didn’t know/needed more information
PRELIMINARY PHASING
## COST ESTIMATES

Order-of-magnitude cost estimates by Phase (May 2005):

<table>
<thead>
<tr>
<th>PHASE AND BRIEF DESCRIPTION</th>
<th>CONSTRUCTION COST*</th>
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</thead>
<tbody>
<tr>
<td>Phase 1: Hardy Street</td>
<td>$5,852,000</td>
</tr>
<tr>
<td>Phase 2: County and State Parking Area</td>
<td>$832,000</td>
</tr>
<tr>
<td>Phase 3: County Lawn Expansion and ‘Eiwa Street Closure</td>
<td>$1,388,000</td>
</tr>
<tr>
<td>Phase 4: Hardy Street Parking Lot</td>
<td>$5,280,000</td>
</tr>
<tr>
<td>Phase 5: County Lawn and Promenade</td>
<td>$698,000</td>
</tr>
<tr>
<td>Phase 6: Central Park and Parking Structure (2 levels below grade)</td>
<td>$7,902,000</td>
</tr>
<tr>
<td>Phase 7: Rice Street Parking Lot</td>
<td>$980,000</td>
</tr>
<tr>
<td>Phase 8: Kūhiō Hwy/Rice St Landscaping</td>
<td>$220,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$23,152,000</strong>*</td>
</tr>
</tbody>
</table>

*Note: Prepared by Rider Hunt. 35 percent contingency included in construction cost.*
## OTHER POTENTIAL COSTS

| DESCRIPTION                                                                 | COST (2005)                  |
|                                                                            |                               |
| Parking structure above grade at War Memorial                             | $35,000 per stall             |
| Parking structure above grade at Līhuʻe Plantation Bldg.                  | $40,000 per stall             |
| Traffic signal at ‘Akahi and Hardy Streets                               | $250,000                     |
| Traffic signal at Kele and Rice Streets                                   | $250,000                     |
| Parking control device per single entrance/exit to parking area (ticket  | $30,000                      |
| spitter and cashier booth)                                                |                               |
| Relocation of overhead utility lines underground                          | $350/linear foot             |
| Shuttle bus costs (estimate per service hour)*                           | $550/hour                    |

*Includes all costs associated with operation (labor costs, fuel, maintenance, etc). Per Janine Rapozo, County Executive on Transportation, 4/28/2005 email. All other cost estimates prepared by Rider Hunt.
THE NEXT STEPS

• Lihu‘e Civic Center Project
  – Council Workshop & Resolution
  – Environmental Assessment
  – Finalize EA and Master Plan
  – Design & Construction

• Any Questions or Comments…?