

2.0 PROJECT DESCRIPTION

This section provides background information, identifies the project's goals and objectives, describes the proposed improvements, delineates construction activities and provides approximate costs.

2.1 BACKGROUND INFORMATION

2.1.1 Līhuʻe Civic Center

The Līhuʻe Civic Center is an approximately 16-acre site in the heart of Līhuʻe Town, Kauaʻi. It is the government seat of the island, with both County and State offices, and is surrounded by a mix of public uses, commercial, retail and office buildings. It is also the site of civic gatherings, celebrations and parades. The project site is bounded by Rice Street, Hardy Street, ʻUmi Street, and Kūhiō Highway and bisected into two blocks by ʻEiwa Street. Several civic buildings and much of the eastern block of the Civic Center have been listed on both the State and National Registers of Historic Places. This includes the Historic County Building, the Annex and the old State Judiciary building. (See Figure 3 and Figure 5.)

2.1.2 Project Need

In 1989, the County of Kauaʻi purchased the old Līhuʻe Shopping Center, an 8.7-acre property directly west of the original Civic Center. Moved by community input, the Council purchased the site with the vision to expand the existing Civic Center and create a central location for the County's headquarters. The vision for the new Civic Center is best described in the County's 2000 General Plan Update:

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. (Kauaʻi General Plan Update 2000, p. 6-17)

Since then, the County has renovated many of the old shopping center buildings into offices and moved several agencies into the renovated buildings. However, the County felt the Civic Center still required site improvements to bring the vision of the Civic Center to fruition. Currently, large parking lots surround the County buildings with nearly 50 percent of the site covered by asphalt (7.8 acres). There are no sidewalks connecting the two halves of the Civic Center and people often drive from one side to the other. The County of Kauaʻi Department of Public Works subsequently contracted PBR Hawaii to develop a master plan of site improvements

for the Līhu'e Civic Center. The proposed master plan for the Līhu'e Civic Center is shown in Figure 1.

2.1.3 Project Objectives

The following project objectives were compiled from input gathered from community members, neighboring businesses, the Līhu'e Business Association, County and State representatives and staff and the project team.

- Create a campus-like Civic Center by increasing public open spaces and landscaped areas. Beautify and expand the County Lawn. Provide more shade by planting more trees.
- 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, ADA-accessible walkways.
- Provide a balanced design solution that supports multi-modal transportation systems and provides accommodations for pedestrians, bicyclists and transit service – not just cars.
- Preserve and accentuate historic buildings.
- Simplify and organize parking.
- Improve safety around the area. Eliminate cut-through vehicle traffic.
- Bring the community back to the Civic Center. Create a place where people can gather, hold special events, eat lunch, where they enjoy spending time.

These objectives played an integral part in the development of the master plan.

2.1.4 Planning Process

In 2003, the County of Kaua'i Department of Public Works contracted PBR Hawaii to develop a master plan for site improvements at the Civic Center to assist the County in identifying improvement projects at the Līhu'e Civic Center and phasing its construction. It did not include significant improvements or changes to the buildings since the County had already initiated or completed most of the building renovations.

At the beginning of the project, kick-off meetings were held with the Līhu'e Business Association and all County department heads. As part of these meetings, a survey was distributed to key stakeholders including all County employees working at the Civic Center and the Līhu'e Business Association. Input was also sought from the State of Hawai'i and the neighboring businesses and organizations such as the Kaua'i Museum, Hawaiian TelCom (formerly Verizon Hawaii), Big Save, the Līhu'e Post Office, Kaua'i Historical Society, and the surrounding banks, businesses, and office building owners. Small focus group meetings were held in where several early conceptual plans were presented to them and the participants commented and critiqued the various plans.

During the first year of the project, various alternatives were developed and input was gathered from all the County agencies, the State of Hawai'i, neighboring businesses and facilities as well as the Līhu'e Business Association and other interested community members. Multiple conceptual alternatives were developed, reviewed by the project team and interested community members, and refined into a draft master plan for the Līhu'e Civic Center Site Improvements as submitted in July 2005 to the County Council. Input was gathered at various public meetings and posted on the County's website for public input. Input was also received from the County Council on several occasions including meetings to review early alternative conceptual plans in 2004, a workshop in December 2005 and a regular Council meeting in August 2006.

2.2 EXISTING USES

The Līhu'e Civic Center is comprised of County and State government office buildings, the County Lawn, parking lots, and a transit stop (see Figure 3 and Figure 5). There are two outparcels within the project bounds— the Kaua'i Museum and Hawaiian Telcom. Although significant improvements were not considered for these



outparcels, improvements to the surrounding streets were considered as part of this master plan.

Historic County Building

Most of the County of Kaua'i offices are located in the Historic County Building on the eastern block of the Civic Center, and in the Mo'ikeha, Pi'ikoi, and Kapule

buildings on the western block. The County buildings on the western block were originally built around 1966 as part of the Līhu'e Shopping Center. In 1989, the County purchased the property and has been renovating the interiors into office space in phases. The Mo'ikeha and Kapule Buildings are fully renovated and occupied while there are portions of the Pi'ikoi Building that are currently vacant and available for future offices.

Mo'ikeha Building

On the eastern block, several buildings are considered historic, including the



Historic County Building which was built in 1912, and the State Courthouse and County Annex buildings, both built in the 1930s. The Historic County Building currently houses the County Clerk's office, Councilmember offices, Council Services, and the Elections Division. The building also houses the Kaua'i Historical Society, which maintains a library of historic resources and provides guided history tours and educational programs. The County Annex Building was designed by Hart Wood, a local architectural icon. The building is currently vacant but the County is working on a plan to relocate the Elections Division of the Office of the County Clerk to the Annex.

County Lawn

The County Lawn in front of the Historic County Building is considered historic and is included in within the Līhu'e Civic Center Historic District as described in both the State and National Registers of Historic Places. It includes the double row of royal palm trees that once lined a dirt road that lead to the steps of the Historic County Building. Some of the palms have been removed for safety due to age, illness, or damage sustained during the hurricanes. There are also several large monkey pod trees that



edge the County Lawn and several memorial and commemorative sculptures on the east and west corners facing Rice Street. Some community members have voiced concern over filling the historic County Lawn with too many memorials.



Līhu'e Courthouse

Three parcels at the northeast corner of the Civic Center are State-owned. They consist of the former Līhu'e Courthouse lot, the State Office Building parcel, and a metered outdoor parking lot which connects to the adjacent County parking lot within a looped driveway. The historic Courthouse building is a two-story building with one level partially sunken below grade, pitched tiled roof and stucco exterior. In contrast, the State Office Building is a modern, four-story structure with below-grade parking.



State Office Building

There are two commercial uses within the Civic Center project bounds. One of them is

Hawaiian TelCom, the local telephone company. It is nestled between the County's Mo'ikeha and Kapule buildings but it owns the parcel on which its building is located. The other commercial use is the Līhu'e Big Save Market, which is physically adjoined to the County's Pi'ikoi Building. Big Save currently leases the space from the County on a short-term, five-year lease, which has been renewed until 2010.

Four roadways form the boundaries of the project site. On the south, Rice Street is a four-lane collector road that runs east-west connecting Kūhiō Highway with Nāwiliwili Harbor. Historically, it is one of Līhu'e's main streets with several

commercial uses lining both sides of the street. Many in the community voiced concern that the widening of the street to four lanes and relocation of crosswalks near the Civic Center have made it difficult to cross between the Civic Center and the Līhu'e Post Office and would like to see this area made more pedestrian friendly.



Narrow sidewalk on the Civic Center side of Rice Street. Kou trees planted in narrow landscape strip crowd pedestrians towards oncoming traffic.

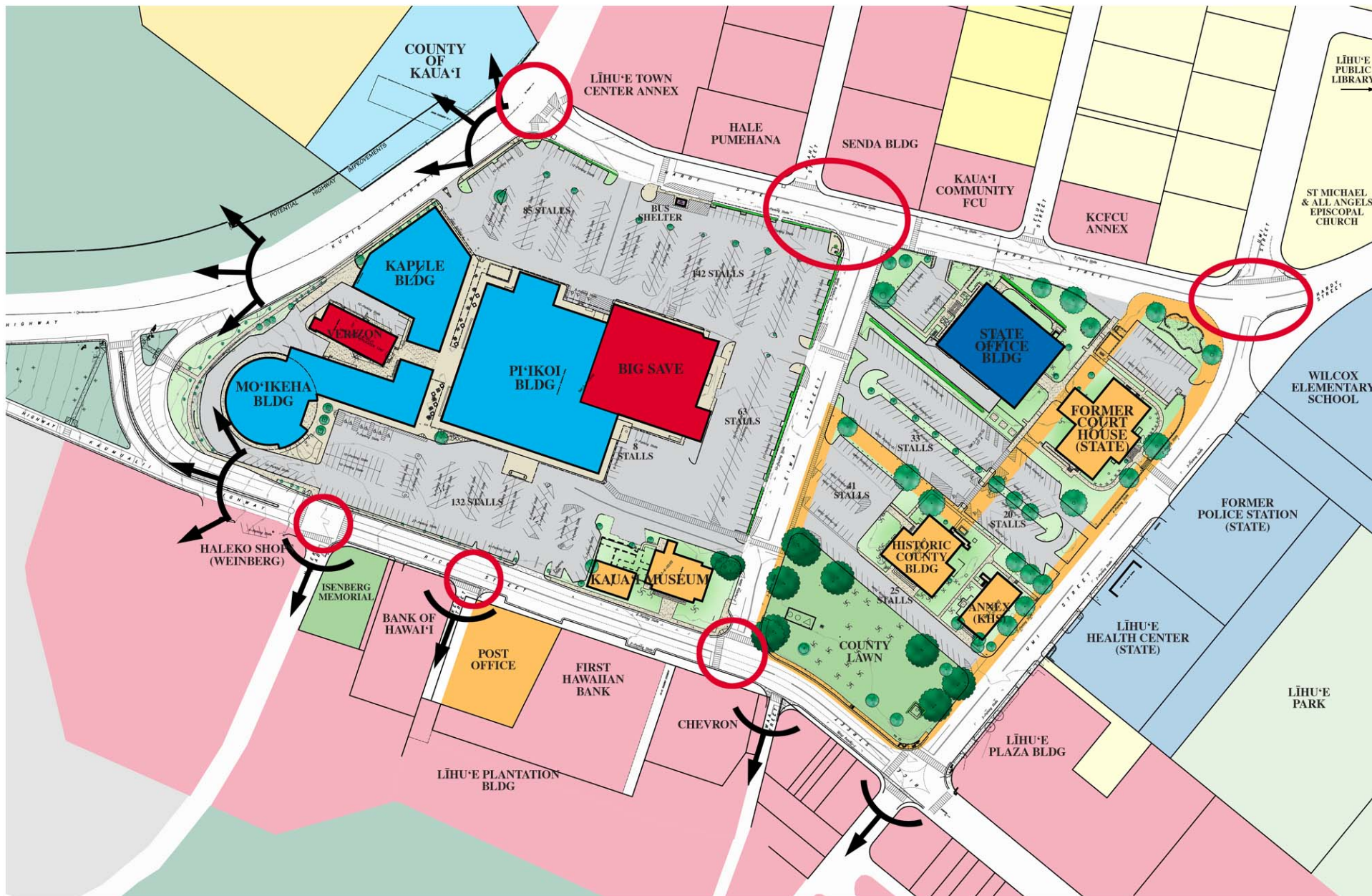
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On the west, Kūhiō Highway is a major four-lane roadway which carries regional traffic to, from and through Līhu'e. Just north of the Civic Center it is flanked on both sides by commercial uses. However, right across from the Civic Center, the topography drops off into a large depression that is part of a drainageway that connects to Nāwiliwili Gulch.

View of Hardy Street near the bus stop. There are no sidewalks on the Civic Center side of the street (left side of photo).

Hardy Street on the north side of the Civic Center connects Kūhiō Highway on the west to Rice Street on the east. It is a two-lane roadway with a 60-foot right-of-way. Adjacent to the Civic Center, there are sidewalks on the north side of the street but none on the south side along the Civic Center. The County's bus stop is also located on the south side of Hardy Street.

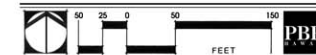




LEGEND

- HISTORIC BUILDING/
PROPERTY
- COUNTY USE/PROPERTY
- STATE USE/PROPERTY
- COMMERCIAL USE
- RESIDENTIAL USE
- TRAFFIC CONFLICTS/LOW L.O.S.
- VIEWS

Figure 5
Existing Project Site
**LĪHU'E CIVIC CENTER
SITE IMPROVEMENTS**



‘Umi Street is a two-lane roadway that runs north-south along the east side of the Civic Center. It connects Rice Street to Ahukini Road and also has a 60-foot right-of-way. Similar to Hardy Street, there are no sidewalks on the Civic Center side of the street but there are sidewalks on the opposite side fronting the commercial and office buildings.



View of 'Eiwa Street. No sidewalks on either side of the street.

Splitting the Civic Center in two, 'Eiwa Street provides access to the adjacent parking lots of the Civic Center and is often used by drivers as a short cut through the area. There is on-street parallel parking on both sides of the street but no sidewalks. 'Eiwa Street forms offset intersections with both 'Akahi and 'Elua Streets at

Hardy Street on the north and Wa'a Street at Rice Street on the south. These offset intersections make turning movements difficult for drivers.

2.3 SURROUNDING USES

Surrounding the two-block area of the Civic Center is a variety of land uses including commercial and public uses, residential buildings, parks and open space. See Figure 5. South of the Civic Center across Rice Street are several busy commercial uses, including the Halekō Shops, Bank of Hawai'i, First Hawaiian Bank, Lihu'e Credit Union, Chevron gas station, and several office buildings. Also on Rice Street are the historic Lihu'e Post Office, which is heavily used, and the Isenberg Memorial, a small park at the corner of Halekō Road.

North of the Civic Center, opposite Hardy Street, are several commercial, retail and office buildings. They include the Kaua'i Community Federal Credit Union and its Annex, the Senda Building, Hale Pumehana, and the Lihu'e Town Center Annex which has a mix of retail and office space. Northeast of the Civic Center at intersection of Hardy and 'Umi Streets are two public uses— the Lihu'e Public Library and St. Michaels and All Angels Episcopal Church.

East of the Civic Center, across 'Umi Street, are more offices and commercial businesses. The Lihu'e Plaza Building is a two-story building at the corner of Rice and 'Umi Streets with a mix of retail and office spaces. Further north are several public uses including the State Health Center, Wilcox Elementary School, and the

former police station. Līhu'e Park and the Kaua'i War Memorial Convention Hall are further east on the interior of the neighboring block.

West of the project site, opposite Kūhiō Highway is a large drainageway on Kaua'i County and Amfac/Līhu'e Plantation property. The drainageway connects under the highway to the old Līhu'e Mill site and to Nāwiliwili Stream.

2.4 DESCRIPTION OF THE PROPOSED SITE IMPROVEMENTS

2.4.1 Proposed Master Plan

The proposed master plan for the Līhu'e Civic Center site improvements project is provided in Figure 1. It addresses the various goals and visions for the Civic Center, creating a pedestrian-friendly, campus-like environment by closing 'Eiwa Street to through traffic, unifying the two-block site, and opening the site to more park and open space. It recommends creating pedestrian promenades and pathways to connect the civic buildings to one another, and centralizing parking in parking structures to provide expanded park and open space within the Civic Center. Where appropriate, the master plan shows how bicycle and transit facilities can be accommodated within the Civic Center improvements. Opportunities for public art, gateway features and landmarks are also identified.

The focus of the master plan is the public realm between the buildings as well as the adjacent streetscapes. The proposed master plan does not include any architectural programming or major changes to the existing buildings but it does provide general recommendations for the exteriors or accesses where relevant.

In addition, the master plan does not include major changes to the two outparcels within the Civic Center project bounds— the Kaua'i Museum and Hawaiian Telcom. Besides maintaining existing vehicle accesses and pedestrian connections to the surrounding Civic Center, no major site improvements are recommended since the properties are owned by private entities. However, special attention was paid to the alignment of pedestrian connections and views in and around the Kaua'i Museum since the museum is undergoing expansion plans to add an entrance on the north side of the buildings. Input on the Civic Center master plan was specifically sought from the museum's architect in order to coordinate the two projects.

2.4.2 Key Project Components

The following sections briefly highlight some of the important aspects of the master plan. To further illustrate the proposed improvements, simplified computer-generated three-dimensional models are presented below. They show both the existing Civic Center and the Civic Center with the proposed improvements in a series of before and after images. The landscaping in these renderings is meant to be conceptual and is subject to change.

2.4.2.1 Expanded County Lawn and Central Park

One of the main goals and visions for the Līhu'e Civic Center Site Improvements project is to increase the green spaces within the Civic Center. With the proposed

closure of 'Eiwa Street, the County Lawn is expanded west to the Kaua'i Museum and a central park is proposed east of Big Save. These improvements will open up the Civic Center's façade along Rice Street with a continuous stretch of greenery and provide multiple locations within the Civic Center for public events.



Before and After Views of the County Lawn



The expanded County Lawn, which will be approximately 36,000 square feet larger, would be improved and landscaped through the replacement of the fallen palms in front of the Historic County Building, the creation of pedestrian walkways, and the installation of more trees and site amenities including benches, trash receptacles and lighting. Similarly, the Central Park will add 37,500 square feet of open space at the center of the Civic

Center. A performance space, shade trees and park amenities are envisioned for this park. Depending on need, underground parking could be provided below this park (see Section 2.4.2.4 for more information).

The two expanded open spaces will provide opportunities for the County to host festivals, farmers markets, and other large community gatherings right in the heart of Līhu'e Town. It will provide government workers and nearby residents and seniors with a pleasant place to meet and eat their lunches. It is an opportunity for the Civic Center to become a focal point for the community, a gathering space and a true amenity for those who live and work in Līhu'e.

2.4.2.2 Pedestrian Network and Promenades

To encourage walking within the Civic Center, a pedestrian network with promenades and shaded walkways are proposed. A continuous walkway will connect the Mo'ikeha Building to the Historic County Building and County Annex. The parking spaces in front of the Historic County Building will be replaced with a 30-foot wide promenade. Also, a new walkway connecting this promenade with the

sidewalk on Rice Street as well as sidewalks on all sides of the Historic County Building will be installed reminiscent of the old road that used to lead to the Historic County Building and loop around it.

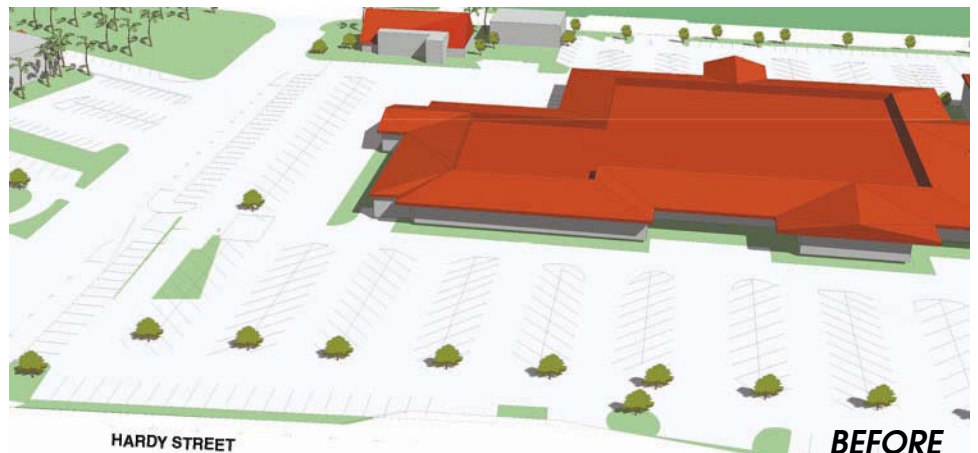


View of the Pedestrian Promenade in Front of the Historic County Building

The covered walkway between the Mo'ikeha, Kapule and Pi'ikoi

Buildings will be renovated and the walkway will connect directly to the intersection of Kūhiō Highway and Hardy Street.

Before and After Views of the North Side of the Civic Center Showing Conceptual Pedestrian Paths Linking the Buildings, Parking Areas and Surrounding Streets.



A continuous sidewalk will also be installed on the northern side of the Pi'ikoi Building and will connect to the proposed central park/parking structure to the east of Big Save. Pathways will also connect surrounding public streets and interior parking lots to all State and County Buildings within the Civic Center. Wherever possible, direct links are made from internal pathways to crosswalks in the surrounding streets.

The promenade between the Mo'ikeha Building and Pi'ikoi Building and on the north side of the Kaua'i Museum will be landscaped with medium canopy shade trees. Since the area is adjacent to a loading area, the promenade will be buffered with a wall and/or thick landscaping to shield the sights and sounds of the trucks. Seating areas and trash receptacles will be provided along the promenade so that there are places for people to sit, relax, or have lunch outdoors. Seating areas could be designed as either benches or tree planters with seat walls.

2.4.2.3 Accessibility

Given the relatively flat topography of the Līhu'e Civic Center, all walkways will meet accessibility standards as required by Title II of the Americans with Disability Act (1990). Also, the proposed facilities and pathways will comply with appropriate administrative rules of the State of Hawai'i Disability and Communication Access Board (HAR Title 11 §216-219). Accessible parking stalls and other amenities such as water fountains will be indicated throughout the area with appropriate signs and markers.

2.4.2.4 Parking Facilities

The parking lots within the Civic Center will be redesigned to be more efficient, organized, and landscaped. Canopy trees will be planted to provide shade and reduce the heat island effect within the Civic Center. Pedestrian paths will connect parking areas to the buildings within the Civic Center and provide accessible connections to the public streets.

There are a total of 721 parking stalls within the County and State parking lots. This includes 20 parallel parking stalls on 'Eiwa Street. At full build-out, the proposed master plan could have as much as 756 parking stalls, an increase of 35 stalls from existing conditions. No changes to the State parking facilities are proposed except for a minor change in the access to the State's underground parking garage.

Table 1: Parking Summary

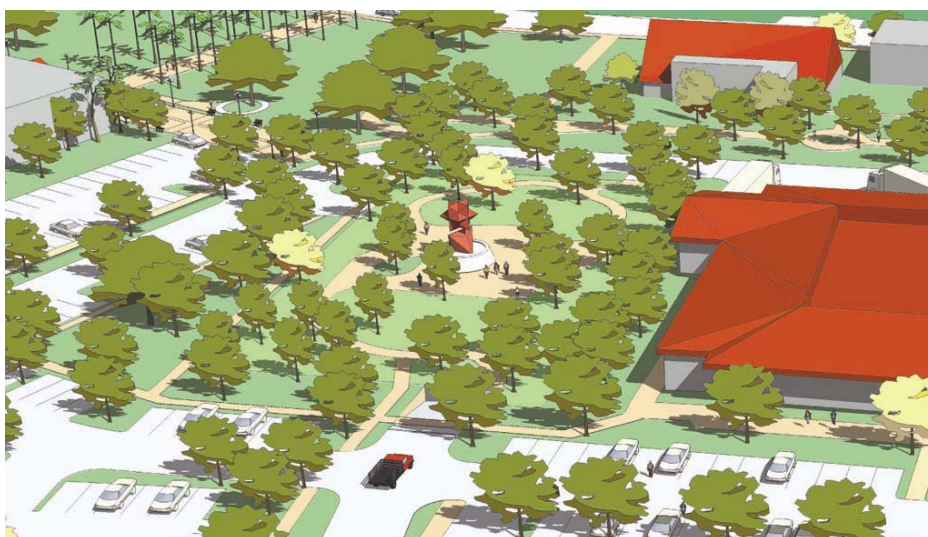
	Existing Number of Parking Stalls	Proposed Number of Parking Stalls	Difference
County Parking Lots	556	611*	+55
State Parking Lots	145	145	0
'Eiwa Street	20	0	-20
TOTAL	721	756	+35
*Note: This assumes two parking decks below grade at the Central Park and full build-out of the underground deck at the Hardy Street lot. See discussion in the following text.			

Two locations for potential below-grade parking structures are identified in the master plan. The first is located at the corner of Hardy Street and Kūhiō Highway, as recommended in the County General Plan. It is envisioned as having two parking

levels— one at grade and the other below grade. The topography in this area lends itself well to a below-grade deck. Access to the lower level could be reached directly from Hardy Street (see “before” and “after” renderings below). Other ramps between the two parking decks will be located as appropriate. The estimated capacity of this parking lot could be as much as 260 stalls (125 stalls on the lower deck and 135 stalls at grade). For cost considerations, the lower deck could be half the size to save on grading costs but only about 200 stalls would be provided. Cost estimates for both are provided in Section 2.5.

Before and After Views of the Hardy Street Parking Lot

The area fronting Hardy Street will also be redesigned with a wide sidewalk and shade trees leading to the County bus stop, improving pedestrian accessibility and comfort. The corner of Hardy Street and Kūhiō Highway could also feature a sculpture or other landmark to signal the gateway to the Civic Center.



*Central Park with
Parking Decks below
Grade*

A second parking structure is proposed to the east of the Pi‘ikoi Building. It is envisioned primarily as a central park but with parking decks, as needed, below grade (see rendering below). The design

of this area is purposefully left flexible in the master plan. During the development of the master plan, two opposing views regarding parking were voiced. Some felt that ample parking should be provided within the Civic Center and that the number

of parking stalls in the master plan should equal or exceed the current amount. Others felt that the space within the Civic Center was too important to be used for parking and that either the parking should be located offsite or the number of parking stalls should be reduced in order to encourage people to walk or use public transit.

Because this area is one of the last phases of development, the actual design could be determined at a later time after the initial phases of improvements are completed and an updated estimate of parking requirements are studied. To provide some guidance, however, each deck of parking in this designated area is estimated to have 75 parking stalls. In order to match or exceed existing parking counts, two parking decks are required for a total of 150 stalls. This total is included in the parking summary provided in Table 1 and is also used for the cost estimates in Section 2.5. In the other extreme, no underground parking could be provided and the area could be developed into a park. The proposed solution provides flexibility in what is ultimately built and can be weighed against cost and need when appropriate.

The remaining parking areas will be at-grade surface lots and will include sidewalks and landscaping with canopy trees. By redesigning the parking facilities and locating much of the parking below-grade, the amount of landscaped, pervious area is increased by nearly 2.4 acres in the proposed master plan.

Alternate offsite parking areas were also identified in the proposed master plan to help reduce the need for parking within the two-block project site. These include the County's War Memorial Convention Hall parking lot, which has over 240 stalls that could be used for employee parking during work hours, and partnering with neighboring landowners to build public parking near the Līhu'e Plantation Building across Rice Street and the Līhu'e Plaza Building across 'Umi Street. These offsite parking facilities could be structured parking to increase capacity. For example, adding a second level to the War Memorial parking lot would double the capacity to over 400 stalls and could serve as employee parking and public parking for area businesses, park users and the War Memorial. To further support the use of the War Memorial parking lot or any other offsite parking lot for Civic Center users or employees, a frequent shuttle that runs between the Civic Center and the offsite parking lots should be provided.

2.4.2.5 Public Art, Gateway Features, Monuments, & Landmarks

Certain areas in and around the Civic Center have been identified as possible locations for public art and special civic features. They are shown as purple stars in the master plan in Figure 1.

The County Council requested that flagpoles be erected as one of the landmark features. An ideal site for new flagpoles would be at the prominent intersection of Kūhiō Highway and Rice Street fronting the Mo'ikeha Building.

Another significant entry point for the Civic Center is a proposed roundabout at the 'Umi Street and Hardy Street intersection. A large sculpture symbolic of Līhu'e or the Civic Center could be commissioned for this spot. Another option would be to landscape the roundabout with natives or feature landscaping.

Other landmarks or civic features that will be installed include public art, sculptures, fountains, directional signage such as maps of the Civic Center and relocated monuments from the County Lawn. Concern about the growing number of monuments being added to the County Lawn was voiced during some of the community meetings. Some of these monuments could be relocated to the proposed sites which would enable greater public access to them as they would be better showcased along pedestrian paths. It will also clear the County Lawn, opening up the area for public events and festivals.

2.4.2.6 Bicycle and Transit Amenities

To support alternative modes of transportation to and from the Civic Center, bicycle and transit amenities will be provided throughout the Civic Center. Bicycle racks will be provided in at least three places within the Civic Center— at the southwest corner of the Pi'ikoi Building, on the north side of the Pi'ikoi Building, and at the southeast corner of the Historic County Building along the promenade. The County may also install bike racks along public streets, where there is adequate sidewalk widths to support neighboring businesses. Bicyclists would be able to walk their bicycles along any of the pedestrian paths or simply ride in through any of the driveways and parking lots. Bicycle lanes will also be striped in Hardy and 'Umi Streets with shared routes along Kūhiō Highway and Rice Street which are too narrow to provide dedicated bicycle lanes without condemning private property. The bicycle amenities are shown in yellow in the master plan (Figure 1).

To support transit, there will be two bus stops within the Civic Center. The first is the existing stop on Hardy Street which would remain in its current location. The existing shelter would be renovated and a new curb cut provided so the buses can pull out of the traffic lane to make the stop. Sidewalks and landscaping along Hardy Street will also be installed to improve access and comfort for those using the stop. There will also be pedestrian paths connecting the bus stop directly to the Civic Center through the parking lot. The second bus stop would be added at the porte-cochere fronting the Pi'ikoi Building on the Rice Street side of the building. These transit stops are both located off-street and conveniently located for current and future transit routes to and from the Civic Center including the possible Līhu'e shuttle.

2.4.2.7 Landscaping

The landscaping for the Civic Center will include native plants and trees, particularly those symbolic of Kaua'i or historically significant to Līhu'e. The proposed master plan recommends replacing the fallen or missing royal palms and preserving all the large monkey pod trees in the County Lawn. Also, as noted earlier, canopy trees will

be planted along pedestrian promenades and in parking areas to provide shade and comfort. Street trees will be consistent along both sides of the roadway and trees planted in the medians will be more vertical and upright to open up distant views. Street trees along commercial areas will be trimmed so their lowest branches are roughly twelve to fifteen feet high to avoid blocking storefronts and signs.

2.4.2.8 Signage

A variety of signs will be installed at the Civic Center to help visitors navigate around the facilities as well as to inform them of the rich history that surrounds them. The directory and map located between the Pi'ikoi and Mo'ikeha Buildings will be updated and improved so they are legible. A duplicate directory will be installed on the north side of the buildings. Another directory will be located near the Historic County Building or Annex.

Signs and plaques that provide information about the historic buildings and other significant features around the Civic Center will be installed. They will have a consistent design and format to help unify them. They also could be numbered and made part of a walking tour for the Civic Center which could later be expanded to include all of Līhu'e in conjunction with the County's Urban Design Plan for the town core.

2.4.3 Roadway Improvements

A traffic study was prepared by M&E Pacific, Inc. and is attached in its entirety as Appendix A. The traffic study analyzed existing and projected traffic conditions, both with and without the proposed improvements. The study identifies opportunities to balance pedestrian safety and connectivity with vehicle mobility. It also considers community character in its recommendations. The master plan shown in Figure 1 shows proposed roadway improvements for the streets adjacent to the Civic Center based on community priorities and recommendations from the traffic study. The following are brief descriptions of the improvements proposed for the roadways surrounding the Civic Center. More detailed traffic analyses are provided in Section 5.6.1.

2.4.3.1 Rice Street

Within the Civic Center, Rice Street is lined with historic buildings and is envisioned as the "main street" of Līhu'e. However, the street was recently widened to four lanes and a popular crosswalk near Kele Street was removed. Many community members feel that although traffic flows have improved, Rice Street has become dangerous especially for pedestrians. One of the main improvements proposed in the master plan is to realign the existing County driveway with Kele Street and provide crosswalks in all four directions. The intersection will also be signalized to make crossing at this intersection safer.

Rendering of New Intersection and Crosswalks at Rice and Kele Streets

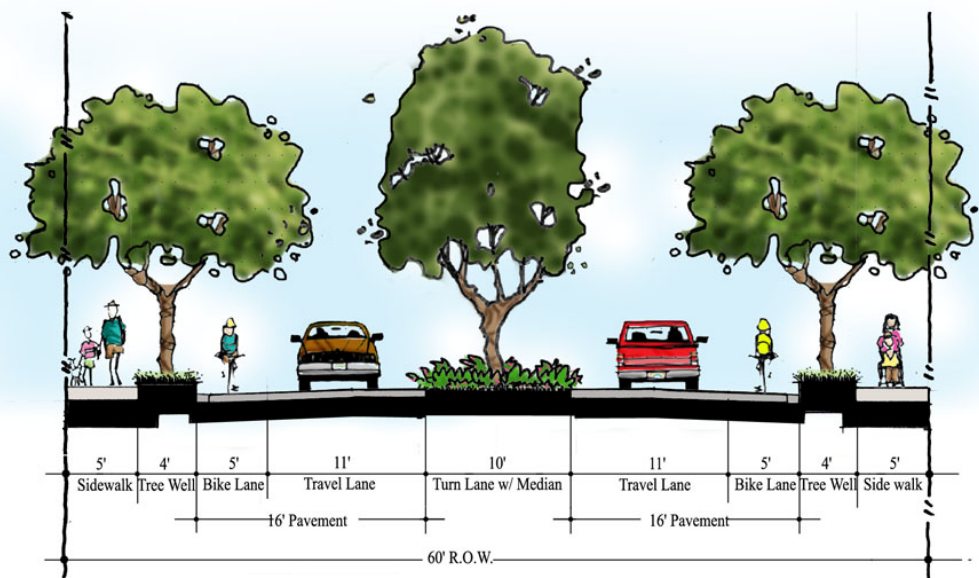
In order to break up the roadway and provide a pedestrian refuge, the proposed site improvements include construction of a three-foot landscaped center median. Although the street section along Rice Street varies, wide sidewalks (minimum five feet) and street trees in either tree wells or landscape strips will be provided wherever possible. The recessed parallel parking stalls in front of the Post Office and First Hawaiian Bank will be maintained since the street section in this area is wide enough to accommodate them. Cyclists will continue to share the road, since there is not enough space to include striped bike lanes within the right-of-way.



The existing traffic signals at the intersection of Rice Street and Kūhiō Highway will be adjusted to accommodate forecasted traffic growth. Once Kaumuali'i Highway is widened to four lanes south of Rice Street, two left turn lanes from Rice Street will be built.

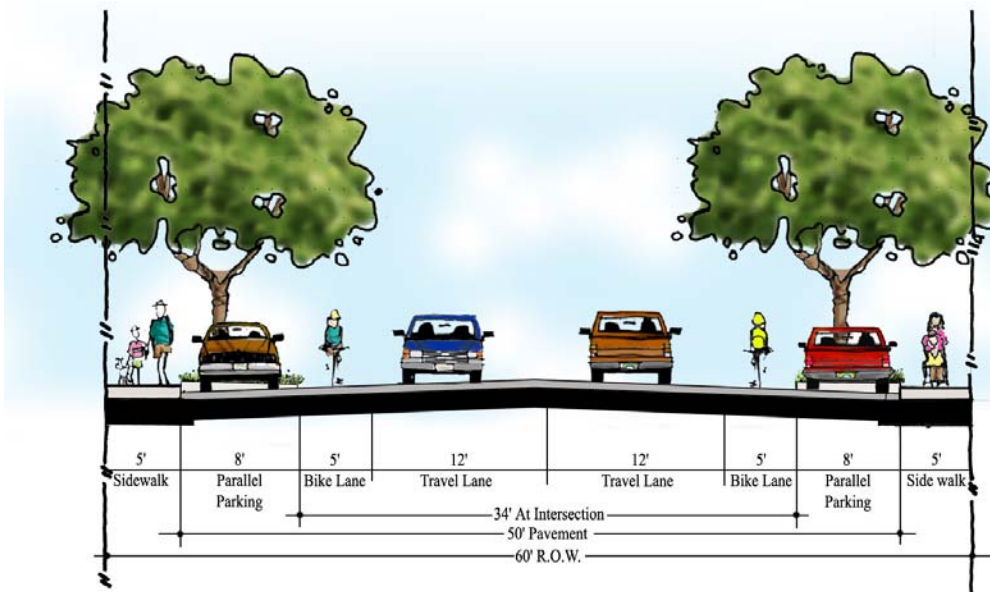
2.4.3.2 Hardy Street

Hardy Street is proposed as a two-lane roadway with a landscaped center median and turn lanes. Bike lanes will be striped on both sides of the street. The intersection of Hardy Street and Kūhiō Highway will be signalized. Existing traffic levels already warrant signalization of this intersection which will improve left turn movements from both Hardy and Kūhiō. A new four-way intersection will be created at Hardy and 'Akahi Streets and the relocated County driveway. Traffic signals will be installed when increases in traffic levels make turning movements difficult. Breaks in the median are provided at every driveway on Hardy Street and left-turn queuing lanes will be provided particularly at the new Hardy/'Akahi/ County driveway intersection, to allow through traffic to pass cars waiting to make left turns from Hardy Street.



*Proposed Hardy Street
Section*

At the intersection of Hardy and 'Umi Streets, a roundabout is recommended due to the unusual geometry of the intersection and the difficulty of signaling the intersection. A roundabout would not only be cheaper than traffic signals, but it provides an opportunity to create a landmark for the Civic Center and it would not require condemnation of adjacent properties. Crosswalks are setback from the vehicle entry and exit points to provide drivers with a clear view of pedestrians. Splitter islands near the roundabout will help shelter pedestrians crossing the street.



2.4.3.3 'Umi Street

Traffic forecasted for 'Umi Street is expected to increase but remain low enough to maintain it as a two-lane roadway. On-street parallel parking is provided to supplement parking needs for the Civic Center. Bike lanes will also be provided.

Proposed 'Umi Street Section

2.4.3.4 'Eiwa Street

In order to achieve a more campus-like environment, 'Eiwa Street will need to be closed. Although some citizens voiced their concern about losing it as a shortcut between Hardy and Rice Street, the proposed improvements to the other roadways should make turning movements at the remaining intersections easier and safer. The removal of 'Eiwa Street also eliminates the offset intersections of 'Akahi/Hardy/'Eiwa Streets and Rice/Wa'a/'Eiwa Streets. Access to Big Save's loading area will be maintained via a service road which will be paved to look like a pedestrian path but designed to support the weight of the delivery trucks. Removable bollards should be provided along Rice Street so that the service road is not used by cut-through traffic. The service road will be designed to accommodate the wide turning movements of their delivery trucks, including a forty-foot container truck.

2.4.4 Overhead Utilities

All overhead utilities are recommended to be relocated underground within and on roads adjacent to the Civic Center. This will improve views from the Civic Center and reduce the danger of toppling during high wind events. It will also eliminate them from the sidewalks, clearing a wider area for pedestrians and street amenities.

2.5 PROPOSED DEVELOPMENT TIMETABLE AND PRELIMINARY COST ESTIMATES

The proposed phasing plan for the Lihue Civic Center Site Improvements project is broken down into eight phases (Figure 6). Phases are not tied to any specific length of time and can be either combined or extended over time depending upon available funds. However, the design of the improvements to Hardy Street is expected to commence later this year.



Figure 6: Preliminary Phasing Plan

Rider Hunt Levett & Bailey prepared construction cost estimates for the proposed master plan. Table 2 summarizes the order-of-magnitude construction cost estimates for each phase. The detailed breakdown of these estimates is provided in Appendix B. The following estimates include a 35 percent contingency.

Other potential costs that may be incurred but are not determined at this time were described throughout Section 2.4. They include items such as offsite parking structures, additional traffic signals at 'Akahi and Hardy Streets, new shuttle bus services and the relocation of overhead utilities underground. These estimated cost of these items are summarized in Table 3 and are subject to change since it is not determined at this time when or if some of these improvements would be implemented.

Table 2: Order-of-Magnitude Cost Estimates by Phase

PHASE AND BRIEF DESCRIPTION	ESTIMATED CONSTRUCTION COST*		
	With Full Build-out of Under-ground Parking	Half of the Underground Parking	No Under-ground Parking
Phase 1: Hardy Street Improvements [†]	\$5,852,000	\$5,852,000	\$5,852,000
Phase 2: Rice Street Parking Lot with Rice/Kele Street crosswalks and signal	\$1,230,000	\$1,230,000	\$1,230,000
Phase 3: County Lawn Improvements	\$698,000	\$698,000	\$698,000
Phase 4: Hardy Street Parking Lot	\$9,096,600**	\$5,280,000	\$1,475,000
Phase 5: County and State Parking Areas (off 'Umi Street)	\$832,000	\$832,000	\$832,000
Phase 6: Pedestrian Promenade, 'Eiwa Street Closure, Parking	\$1,388,000	\$1,388,000	\$1,388,000
Phase 7: Central Park and Parking Structure	\$7,902,000	\$4,251,000**	\$600,000
Phase 8: Kūhiō Hwy/Rice Street Landscaping	\$220,000	\$220,000	\$220,000
TOTAL	\$27,218,600	\$19,751,000	\$12,295,000
<p>Notes:</p> <p>*Prepared by Rider Hunt Levett & Bailey (May 2005) unless otherwise noted. All estimates include 35 percent contingency.</p> <p>**Extrapolated from Rider Hunt estimates.</p> <p>[†]\$3,300,000 of the cost estimate covers work estimated and escalated from the County Department of Public Works 3/22/05 cost estimate. Includes improvements to Hardy Street from Kūhiō Highway to Rice Street.</p>			

Table 3: Other Potential Costs

DESCRIPTION	ESTIMATED COST
Parking structure above grade at War Memorial	\$35,000 per stall
Parking structure above grade at Līhu'e Plantation Building	\$40,000 per stall
Traffic signal at 'Akahi and Hardy Streets	\$250,000
Relocation of overhead utility lines underground	\$350 per linear foot
Shuttle bus (estimate per service hour)	\$550 per hour*
<p>*Note: estimate includes all costs associated with operation (labor, fuel, maintenance, etc.) and was provided by Janine Rapozo, County Executive on Transportation (4/28/2005). All other costs prepared by Rider Hunt (May 2005).</p>	

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