

**Kaua'i General Plan Update  
East Kaua'i Community Place Type and Visioning Workshop  
Meeting Summary**

April 28, 2016, 8am-6:30pm  
All Saints Church Gym, Kapa'a

**MEETING PURPOSE:**

To garner community input on the vision and land use map for East Kaua'i for the Kaua'i General Plan (GP) Update. Topics covered included place typing, community character and form, degree of change, future development, and mapping.

**PUBLIC ATTENDEES:**

Danita Aiu	Doug Haigh	Gordon Oswald
Ren Agor	Roy Ho	Bill Peterson
Liberta Albao	Mart Hulsman	Sam Pratt
Greg Allen	John Jordan	Kamealoha Smith
Joanne Allen	Sue Kanoho	Laurie Quarton
Kimo Aluli	Nancy Kanna	Jarrett Rabot
Lopaka & Pualani Baptida	Ian Jung	Rayne Regush
Dana Bekeart	Moana Kini Maka	Mike Robinson
Matt Bernabe	Kipukai Kualii	Puanani Rogers
Karen Blair	Jeremy K. Lee	Fern Rosenstiel
Chris Blair	Daniel Logsdon	Neil Sams
Kurt Bosshard	Aggie Marti-Kini	D. Kaliko Santos
Ginger Bray	Aaron Martin	Peter Sit
Erik Burton	Lyn McNutt	Gabriela Taylor
Shane Cobb-Adams	Arlen Miner-Ho	Anne Walton
Sandy Combs	Michael Miyake	Chantry Williams
Sheri Cummings	John Moore	Annika Wilczewski
Marge Dente	Linda Moriarty	Peter Young
Bruce Etsler	Rus Nakamura	Joann Yukimura
Luke Evslin	Nadine Nakamura	Diane Zachary
Bob Freitas		

**PROJECT TEAM REPRESENTATIVES:**

County of Kaua'i: Marie Williams, Lea Kaiakamalie, Marisa Valenciano, Ruby Pap, Lee Steinmetz  
SSFM International: Cheryl Soon, Melissa White  
Opticos: Stefan Pellegrini, Drew Finke

**MEETING SUMMARY:**

Stefan Pellegrini of Opticos led the workshop. The workshop included four segments, beginning at 8am and ending at 6:30pm:

- 1) Opening Presentation (8-9 am)
- 2) Bus/Walking Tour (9 am – 12 pm)
- 3) Lunch & Mapping Workshop (12-2 pm)
- 4) Closing Presentations (5-6:30 pm)

The opening presentation included four parts:

- 1) Community Vision for East Kaua'i
- 2) Introduction and Policy Background
- 3) Overview of Place Types on Kaua'i
- 4) Components of Urban Form, Degrees of Change

A bus tour of Wailua, Kapa'a, and Anahola followed the opening presentation, with stops at each location. Participants regrouped back at All Saints Gym for lunch and a mapping workshop, followed by a group discussion and closing remarks. The closing presentation consisted of:

- 1) Summary of Morning Visioning Session & Bus Tour
- 2) Guiding Design Principles for East Kaua'i
- 3) Preliminary Recommendations for Land Use Map
- 4) Comments & Questions
- 5) Next Steps

**RECORDED COMMENTS:**

The following comments from attendees were recorded during the opening presentation on East Kaua'i Visioning, presented by Opticos.

- Describe your community in a word:
  - Ahupua'a
  - Livability
  - Sustainability
  - Vitality
  - Fun → Recreation
  - Community → 20-years Vision
  - Not crowded, safe, affordable, accessible
  - Anahola: More homes, safe mauka-makai HWY crossing
  - Kapa'a Town: more walkable, transit friendly
  - For local people too/services available for all
  - Retain rural-ness, cherish nature, no more hotels or large subdivisions

**BUS TOUR NOTES:** Team members recorded the following notes during the community bus tours.

**Wailuā:**

- Where is the water source coming from? Concerned that sustainable yield is going down due to climate change.
- Courtyards at Waipouli was an affordable housing condition of Kauai Lagoons. Affordable units will expire in 2019 and will go to resort. 82 units are currently rented and those families will need to go elsewhere. Only has a 10 year requirement.
- Temporary bypass needs a new intersection, can it be aligned with the Aleka loop intersection?
  - A: it is being considered and if it does go forward would be implemented with short term Kūhiō highway project. They are considering roundabouts on state highway.
- County is asking DOT to look at feasibility of new connection to bypass road from Olohena and homesteads.
- The roundabout in Kapa'a doesn't help pedestrians, so why not just have a traffic light?
- Part of problem of traffic is strip zoning that concentrates development along roads. Commercial uses along roads causes congestion.
- Other places have an extra right hand lane to direct local commercial traffic off road into a dedicated commercial area. This needs to be addressed.
- Kapa'a Business Association did a study on the Pouli Road Connection
- Traffic signal at Haleilio Road – the wait time is too long, and the sewer is smelly.
- The plan should go around the entire island including the ocean. Needs to establish surfing reserves and protect the shoreline for shoreline activities.
- Wailuā Nui is eligible to be a Federal Historic District. They have a heiau, traditional cultural properties. [Another commenter said "Don't give them away to the USA"]
- First settlements in State of Hawaii Happened at Wailuā. DHHL had a plan for a historic preservation corridor along the string of heiau's, but it was not implemented.
- Need a long term plan for addressing cultural issues.
- Infill: People are already doubling up on big lots. Can residential areas be connected to sewers? Septic systems are expensive.
- The average lot price is >400k, so that's a barrier too.
- Does it make sense to expand residential into the Midler lands? [Another commenter said: It's wetland – better to plant kalo.]
- Infill affects open space; quality of life.
- Houselots have drainage issues.
- Is the sewer plant at Wailuā at capacity?
  - A: No, but the pipe capacity flow needs to be upgraded. There are solutions.
- Plantation flumes are a grey area in terms of ownership.
  - Needs to be clarified.
  - When they overflow, it affects the Houselots.

- Should include the watersheds or ahupua'a in our analysis, it's not just about transportation and walkability.
  - A: Sea Level Rise is being taken into account in planning.
- How will the addition of a 4<sup>th</sup> lane impact business?
  - A: It will be done mostly through restriping, with some limited acquisitions.
- Evacuation routes will be underwater!
- There is a special Planning Commission hearing on Coco Palms Monday to determine its fate. A lot of people want it.

### Kapa'a

- Hokua Place will add 750 units.
  - They are revising the Traffic Impact Assessment Report now. It will need a State Land Use District (SLUD) Amendment, then zoning.
  - To call the area Urban Center in the General Plan is putting the cart before the horse without the SLUD designation.
  - It will add 150-300,000 gallons per day to the sewer.
  - Sewer line leaks - What will be done about that?
- The police substation is currently in the tsunami evacuation area. One alternate location for it is in the development next to the Middle School.
- My family are long-time property owners, since the fire of 1923. Kapa'a is zoned for density; lots of older homes won't be around in 20-30 years. The County can and should encourage older properties to become denser, and encourage public transit.
  - Include millennials. They don't like to do yard work, don't cook, want to walk places.
  - Mauka development killed Kailua Kona, used to be safe, vibrant, walkable. Need to have a proper balance of new development vs. older redevelopment [attendees indicated agreement].
- The town is already zoned for density, but doesn't have parking. Needs a central facility (maybe on DHHL land?). Also, the sewer needs to be run to the side streets.
- Between the Ball Parks, Pono Kai Resort is on State land along the beach → The County should acquire and make it into a park. [Agreement.]
- In back of Mormon church is the County nursery, should move it out of the prime area. Use it instead for parking, bike parking, etc.
- State lands have low income housing now, but would lose it if changed use.
- The County base yard (nursery) can be moved – what does the community want? Elderly housing?
- Flooding is a huge problem in Kapa'a. Flumes and reservoirs can't handle floods.

- Regarding parking on DHHL Lands: We are not a fix for other problems – we are not funded properly for our mission. The County has to pay for it. We need to address our wait list. We are not just a statistic or a playing chip. Need to talk to the beneficiaries, not just officials.
- People were already displaced from DHHL land for parking.
- This whole area was underwater in the 1990s flood.
- This land used to be a lo'i, so needs proper flood mitigation for development in new areas. Traditional settlement patterns honored this, and appropriate use based on history is not often a part of the conversation as it should be.

**Anahola:**

- We are divided into mauka and makai by the highway, because of highway speeds of 50-60. People don't heed the signs.
- Light industrial developments in town center area are a bad idea.
- Regarding the coastal path proposal: The community did not reject the coastal path through Anahola, but did lay out conditions where it could be acceptable. People didn't want it on the beach. If path did not come into community but came to edge of community, it could help residents walk to town.
- The coastal path should have a trailhead and parking of its own.
- Town center uses identified in the Town Center Plan are still applicable.
- A roundabout at the Town Center would be transformative and would require DOT cooperation. Has it been initiated?
  - A: Not at this location. DOT is looking at a roundabout at Keālia with a bridge. DOT is required to look at roundabouts when they look at intersection improvements.
- The Beach Park here is a sanctuary, an escape from tourists. That would change with a bike path, like it did in Keālia. Need some places to go and be ourselves. [Agreement from group].
- How much space are we willing to give to commercialization is the question? A bike path is commercialism.
- Development around post office is not environmentally responsible. It's part of the watershed (ahupua'a) and experiences flooding. Putting things there such as a gas station would not work, as tanks could leak underground.
- Keālia Kai is all gentlemen farmers from elsewhere that don't stay year round. That changes the character of the community. We need to determine the character of our community.
- Address the needs of people that live here already, rather than inviting people in. Even other Hawaiians coming in from other communities come in and create an ad hoc community that doesn't work well.
- Protect our fishing grounds.
- DHHL does follow County building code and we intend to work together and complement each other. Look regionally, think island-wide.
- A Sunday farmers market is going to start here as a community initiative.

- Need more consistent bus routes and higher frequency. Need more of them going into the neighborhoods with more stops so we don't have to walk so far between stops.
- A shuttle between the two centers in Anahola would be good.
- Have a multi-use path spur to the village. Could provide a walk/bike connection between centers. Would hope mainline bus will come every half hour. Need to slow down main highway traffic so people can cross safely to bus stops.
- Transportation solutions are all road oriented – why? I live in homesteads and all the solutions are routing traffic my way. I go to Lihue to shop because I can't get into town and if I do, I'm stuck.
- Need bus shelters and crosswalk at post office.
- Get a nice bus station in the town center.

### **MAPPING WORKSHOP NOTES**

Team members recorded the following notes during the mapping workshops.

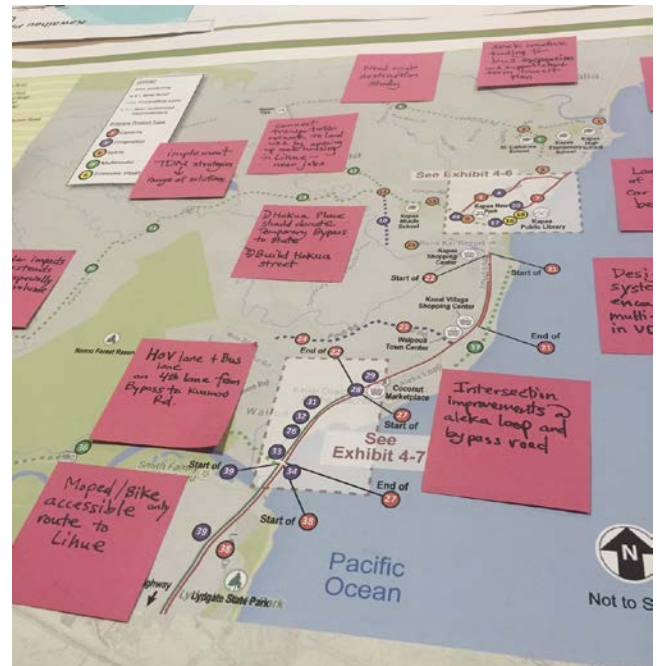
- Need Roundabouts.
- Coco Palms creates a bottleneck.
- 2-Way bypass at North End
  - Haua'ala Access
  - Roundabout?
  - Option to Divert Traffic?
- Need tax on fuel.
- Need bus routes to airport & all schools.
- Address visitor use of cars. Island-wide average is 20%.
- Get kids riding the bus at an early age.
- Don't dismiss the State wish list, even if there is no funding.
- Tell residents to not have so many vehicles. Some have 5 vehicles per address.
- Smaller houses = no more vacation rentals.
- Need change of attitudes.
- Give people transportation alternatives, expand the bus.
- The Kapa'a Transportation Solutions are a wish list, not a plan.
- How are state plans consistent with COK's multimodal plans?
- Local trips favor bikes/moped, but if you have to go all the way to Lihue, you still need a car.
- Need emergency bypass road for mopeds/bikes only, make roads more friendly for mopeds.
- Wailua Homesteads are impacted by traffic from people trying to get around Kapa'a – need to pay attention to that, # of cars & speed.
- Issues going from 4 lanes to 3 lanes – transit only lane for the 4th lane or defined HOV Lane.
- Hokua place should donate a road behind the middle school – create a temporary bypass, build a 'Hokua street'.
- Private government Agency/business can let employees work at home, keep cars off the road.
- Need origin/destination study to determine how many are short term trips/long term trips.

- Mode shifts – more density/affordable housing in Lihue'e & more affordable housing on North Shore and zoning that allows/re-achieves it.
- A shuttle feasibility study is underway.
- Short range transit plan – contractor was just selected and will start within 6 months. ½ % excise tax being proposed to fund increased frequency and bus routes.
  - Feedback loops: More improvement → more population → more infrastructure problems. We over-zoned originally – we planned for 90k by 1990. We have not approached that.

**TRANSPORTATION MAP NOTES:**

Comments recorded on post-it notes and placed on the Transportation maps are transcribed below and shown in the photo at right:

- Need origin destination study
- Seek creative funding for bus expansion and support short term transit plan
- Implement TDM strategies → range of solutions
- Connect transportation network to land use by opening up more housing in Lihue'e – near jobs
- Consider impacts on homesteads road... especially speed and volume
- Partner with DOE to encourage student use of bus
- HOV lane & Bus lane on 4th lane from Bypass to Kuamo'o Road
- Moped/Bike only accessible route to Lihue'e (near start of H39)
- Move Keālia bus stop South by beach
- Look at means of changing car culture behavior
- Design a system to encourage visitor multi-modal use in VDA areas.
- Intersection improvements at Aleka loop and bypass road
- Hokua place should donate temporary bypass to State, build Hokua street



**WRITTEN COMMENTS:**

Copies of written comments and handouts provided by attendees are appended to this Summary.