



COUNTY OF KAUAI

**HANAPEPE-ELEEELE
COMMUNITY DEVELOPMENT PLAN**



HANAPEPE-ELEELE COMMUNITY DEVELOPMENT PLAN

DECEMBER 1974

**FOR THE PLANNING COMMISSION, COUNTY OF KAUAI
BY MARSHALL KAPLAN, GANS, KAHN AND YAMAMOTO
HONOLULU, HAWAII**

The preparation of this report was financed in part through an urban planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended, the State of Hawaii, and the County of Kauai.



EDUARDO E. MALAPIT
MAYOR



BRIAN K. NISHIMOTO
PLANNING DIRECTOR

COUNTY OF KAUAI
PLANNING DEPARTMENT
P. O. BOX 111
LIHUE, KAUAI, HAWAII 96766

July 23, 1975

Mr. Alfred Louis, Jr., Chairman
and Members
Planning Commission
County of Kauai
P. O. Box 111
Lihue, Kauai 96766

Gentlemen:

I am pleased to transmit to you and the Planning Commission the proposed Hanapepe-Eleele Community Development Plan.

This proposed Plan represents many hours of effort by the Hanapepe-Eleele Citizens' Advisory Committee, public officials and members of the departmental staff. The Plan reflects their concerns and views regarding the improvement and growth of the area. As important, the Plan translates resident concerns into developmental guides, policies, and programs.

Lastly, the Plan represents a forward step in implementing and expanding the concept of the General Plan and its relationship to the development programs of the County.

Respectfully,


BRIAN NISHIMOTO
Planning Director



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Respectfully,

William W. Heston
William W. Heston
Planning Director

GENERAL SUMMARY

THE COMMUNITY DEVELOPMENT PLAN SETS FORTH GOALS AND POLICIES TO GUIDE FUTURE DEVELOPMENT AND IMPROVEMENT IN THE HANAPEPE-ELEELE PLANNING AREA. THE PLAN ALSO INCLUDES RECOMMENDATIONS TO HELP SOLVE AND REDUCE PROBLEMS FOUND WITHIN THE AREA. PROGRAM RECOMMENDATIONS INCLUDE IMPROVEMENTS WHICH BUILD UPON EXISTING ASSETS; WHICH ARE CONSISTENT WITH GOALS; AND, WHICH ARE ALSO DIRECTED TOWARDS IMMEDIATE ACTIONS. THE FOCUS OF THE PLAN, AND THUS ITS GOALS, IS ON ACHIEVING A POSITIVE, FORWARD-LOOKING POSITION IN THE PART OF THE COMMUNITY LEADING TO VISIBLE IMPROVEMENTS IN A BROAD RANGE OF POLICY AREAS: EMPLOYMENT, HOUSING, PUBLIC SERVICES, OPEN SPACE AND RECREATION; VOCATIONAL EDUCATION; ENVIRONMENTAL AND CULTURAL PRESERVATION; AND, OTHERS.

THE COMMUNITY GOALS

THE PHYSICAL ENVIRONMENT IS AN IMPORTANT COMMUNITY RESOURCE WHICH SHOULD BE PROTECTED AND PRESERVED. DEVELOPMENT OF THIS MAJOR COMMUNITY RESOURCE SHOULD BE GUIDED BY POLICIES AND PRINCIPLES THAT ARE IN TUNE WITH ENVIRONMENTALLY-SENSITIVE DESIGN AND MANAGEMENT PRACTICES.

THE ECONOMIC WELL-BEING OF THE COMMUNITY MUST BE AN IMPORTANT PART OF THE IMPROVEMENT PROGRAM. THE PROGRAM SHOULD STRESS IMPROVEMENTS IN THE STANDARD OF LIVING OF ALL OF THE RESIDENTS, EMPHASIZING THE NEED FOR IMMEDIATE ACTIONS. VISIBLE IMPROVEMENTS ARE NECESSARY EVIDENCES TO ESTABLISH A POSITIVE INVESTMENT CLIMATE TO ENCOURAGE PRIVATE INVESTMENTS AND RE-INVESTMENTS.

THE IMPORTANCE OF RETAINING THE CHARACTER OF HANAPEPE IS RECOGNIZED, PARTICULARLY WHILE ITS ECONOMIC IDENTITY IS CHANGING.

THE FOCUS SHOULD BE ON THE PRESERVATION OF A SMALL TOWN ATMOSPHERE, THOUGH STRESSING THE NEED FOR BETTER AND MORE HOUSING AND THE REDUCTION OF OUT-MIGRATION OF THE COMMUNITY'S YOUNGER PEOPLE.

THE COMMUNITY DEVELOPMENT STRATEGY

UNTIL NOW, COMMUNITY DEVELOPMENT HAS BEEN A NEGLECTED ITEM ON THE PUBLIC AGENDA FOR THE PLANNING AREA. RESIDENTS HAVE EXPRESSED A SERIOUS CONCERN ABOUT THE RESPONSIVENESS OF PUBLIC AGENCIES IN MEETING COMMUNITY NEEDS. GENERALLY, AGENCIES SHOULD ASSURE THE COMMUNITY THAT THEY ARE RESPONSIVE AND ACCESSIBLE TO THE PUBLIC.

THE KEY STRATEGY OF THE PROPOSED PLAN IS TO MAKE BETTER USE OF EXISTING COMMUNITY RESOURCES IN ORDER TO ALTER THE TREND OF NO GROWTH. EXISTING TOWN ASSETS REQUIRE IMPROVEMENT THROUGH RENOVATION AND REHABILITATION. THE DECLINING PORT FACILITIES SHOULD BE PROGRAMMED AND DEVELOPED TO ALTERNATE USES, STRESSING THE INCREASING ROLE OF LEISURE TIME ACTIVITIES. PROTECTIVE MEASURES SHOULD BE ADOPTED TO ASSURE THAT ADEQUATE PRESERVATION AND RESTORATION OF THE SHORELINE AND THE RIVER VALLEY RESOURCES.

THE ROLE OF PUBLIC AGENCIES IS BECOMING ALL THE MORE IMPORTANT IN ESTABLISHING A HEALTHY INVESTMENT CLIMATE FOR IMPROVING AND DEVELOPING THE HANAPEPE-ELEELE AREA. REHABILITATION OF THE TOWN AREA, ESTABLISHMENT OF A REGIONAL RECREATIONAL CENTER AND PUBLIC SERVICE COMPLEX, AND ACCELERATION OF PUBLIC IMPROVEMENTS ALL SERVE TO SIGNAL A FUTURE OF SOCIAL AND ECONOMIC IMPROVEMENT FOR THE COMMUNITY.

THE IMPROVEMENT PROGRAM SHOULD NOT NEGLECT THE SOCIAL SIDE OF COMMUNITY DEVELOPMENT. THE STRATEGY CALLS FOR COMPLEMENTARY

SOCIAL PROGRAMS FOR THE ELDERLY, THE DISADVANTAGED, THE SMALL BUSINESSMEN AND FOR YOUTHS WHO SHOULD BE GIVEN THE CHOICE OF REMAINING WITHIN THE COMMUNITY.

THE DEVELOPMENT PLAN AND PROGRAM

HANAPEPE TOWN SHOULD BE DEVELOPED INTO A REGIONAL SPECIALTY SHOPPING AREA AS WELL AS A MAJOR RECREATIONAL CENTER FOR THE LEEWARD AND WESTSIDE OF THE ISLAND. A TWO-PHASED IMPROVEMENT PROGRAM DESIGNED TO IMPROVE THE TOWN IS RECOMMENDED. PORT ALLEN AND ITS SMALL BOAT HARBOR SHOULD BE DESIGNED TO TAKE ADVANTAGE OF THE GROWING LEISURE TIME INDUSTRY. ADDITIONALLY, THE DEEP DRAFT HARBOR AND ADJACENT SITES ARE ASSIGNED INDUSTRIAL ROLES, TAKING ADVANTAGE OF THE DEVELOPMENTAL POTENTIAL ASSOCIATED WITH TRANSSHIPMENT AND WAREHOUSING. ELEELE CONTINUES AS AN EXPANDING RESIDENTIAL NEIGHBORHOOD, DESIGNED TO MEET HOUSING NEEDS OF THE PLANNING AREA.

EXISTING DEVELOPMENTAL POLICIES WOULD BE IMPROVED UPON BY ESTABLISHING DESIGN AND ZONING REGULATIONS SPECIFICALLY TAILORED TO MEET THE UNIQUE CHARACTER OF HANAPEPE; TO ASSURE THE TIMELY AND SOUND DEVELOPMENT OF PORT ALLEN AND ELEELE; AND, TO PRESERVE THE SCENIC AND ENVIRONMENTAL AMENITIES, AS WELL AS THE AGRICULTURAL PRODUCTIVITY OF THE PLANNING AREA.

THE IMPROVEMENT PROGRAM AND PROJECTS SHOULD INCLUDE THE MORE INNOVATIVE PROGRAMS RECENTLY ENACTED BY THE NATIONAL GOVERNMENT, COUPLED WITH STATE PROGRAMS AND LOCAL PROJECTS. CAREFUL PROGRAMMING OF THESE THREE PRINCIPAL SOURCES OF IMPROVEMENT FUNDING SHOULD PROVIDE INCREASED INCENTIVES FOR PRIVATE INVESTMENTS COMPLEMENTING PUBLIC IMPROVEMENT EFFORTS.

SPECIFIC IMPROVEMENT WORK PROGRAM

*PROTECTING THE CULTURE, AMENITIES AND CHARACTER OF HANAPEPE-ELEELE BY ESTABLISHING A SPECIAL RURAL PRESERVATION DISTRICT.

*ESTABLISHING A SCHEDULED COMMUNITY DEVELOPMENT PROGRAM.

*ADOPTING A THREE-PHASED IMPROVEMENT PLAN CONSISTING OF --

- 1 THE HANAPEPE COMMERCIAL DISTRICT
- 2 MAJOR PUBLIC SERVICE IMPROVEMENTS INCLUDING SEWERS, PARKS, AND DRAINAGE PROJECTS
- 3 BAY AND RIVER DEVELOPMENTAL IMPROVEMENTS

CONCLUSION

THIS PLAN OF STUDY BEGAN BY DETERMINING HANAPEPE-ELEELE RESIDENTS DESIRES AND NEEDS. RESIDENTS VALUED THE RURAL CHARACTERISTICS OF THEIR COMMUNITY -- ITS SLOW PACE AND QUIET ATMOSPHERE. YET, THE RESIDENTS WERE CONCERNED ABOUT THE LACK OF JOB OPPORTUNITIES IN THEIR AREA. SPECIFIC PROBLEMS WERE IDENTIFIED, SUCH AS HOUSING AND THE GENERAL RUNDOWN CHARACTER OF THE TOWN'S OLD COMMERCIAL DISTRICT. PRACTICAL COURSES OF ACTION WERE CLEARLY IDENTIFIED, DESIGNED TO TAKE ADVANTAGE OF, AND BUILD UPON AVAILABLE COMMUNITY RESOURCES FOUND WITHIN THE HANAPEPE-ELEELE AREA, AS WELL AS OTHER SOURCES OF ASSISTANCE.

AT END, THIS PLAN PROPOSAL SEEKS TO BUILD UPON EXISTING ASSETS. A FUNDAMENTAL RECOMMENDATION IS THAT THE QUALITIES VALUED BY THE RESIDENTS SHOULD BE RETAINED -- BECAUSE THE PRESENT RURAL CHARACTER OF THE AREA BOTH ADDS TO ITS ATTRACTION AND ALSO SATISFIES RESIDENT DESIRES AND NEEDS.

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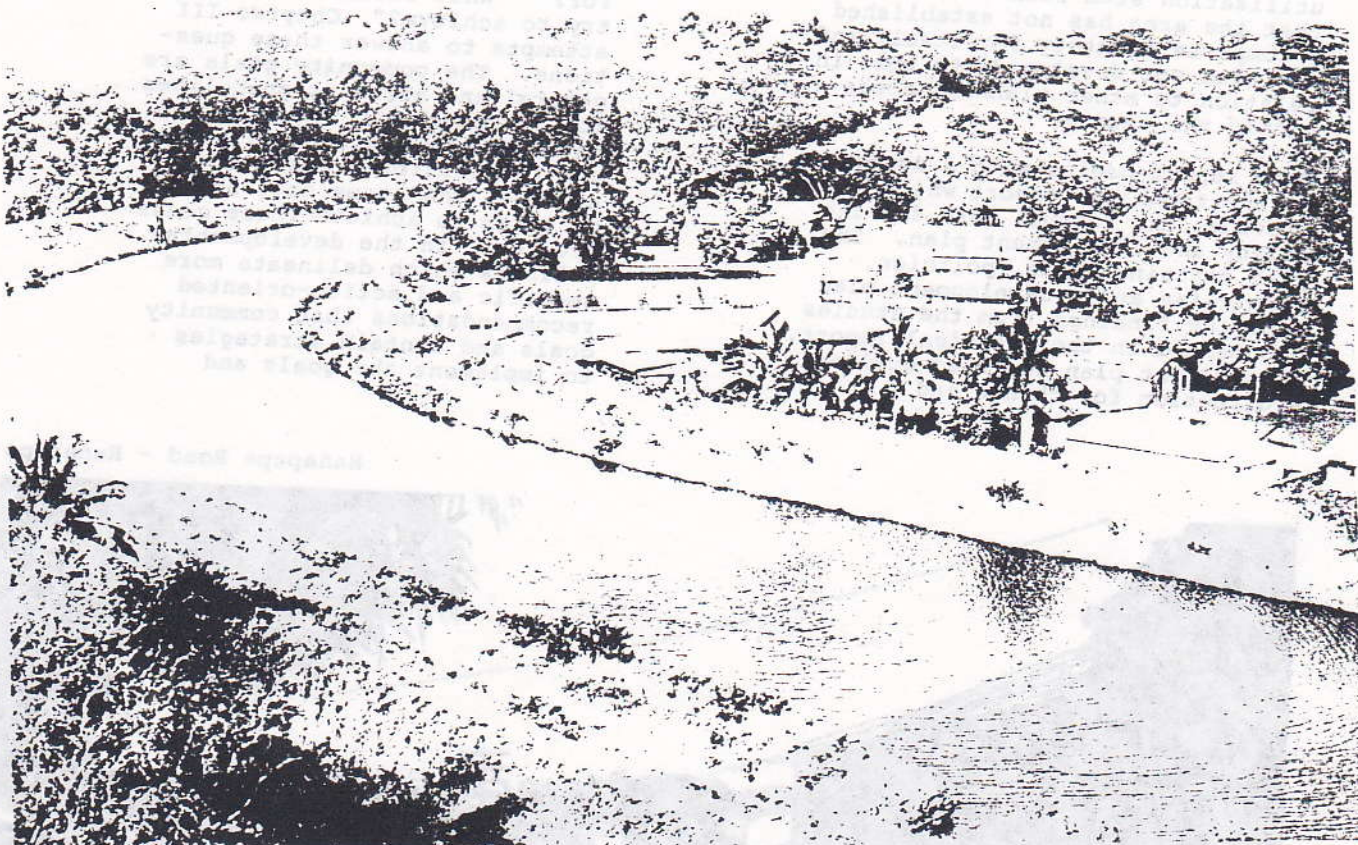
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Hanapepe Town

INTRODUCTION **1**

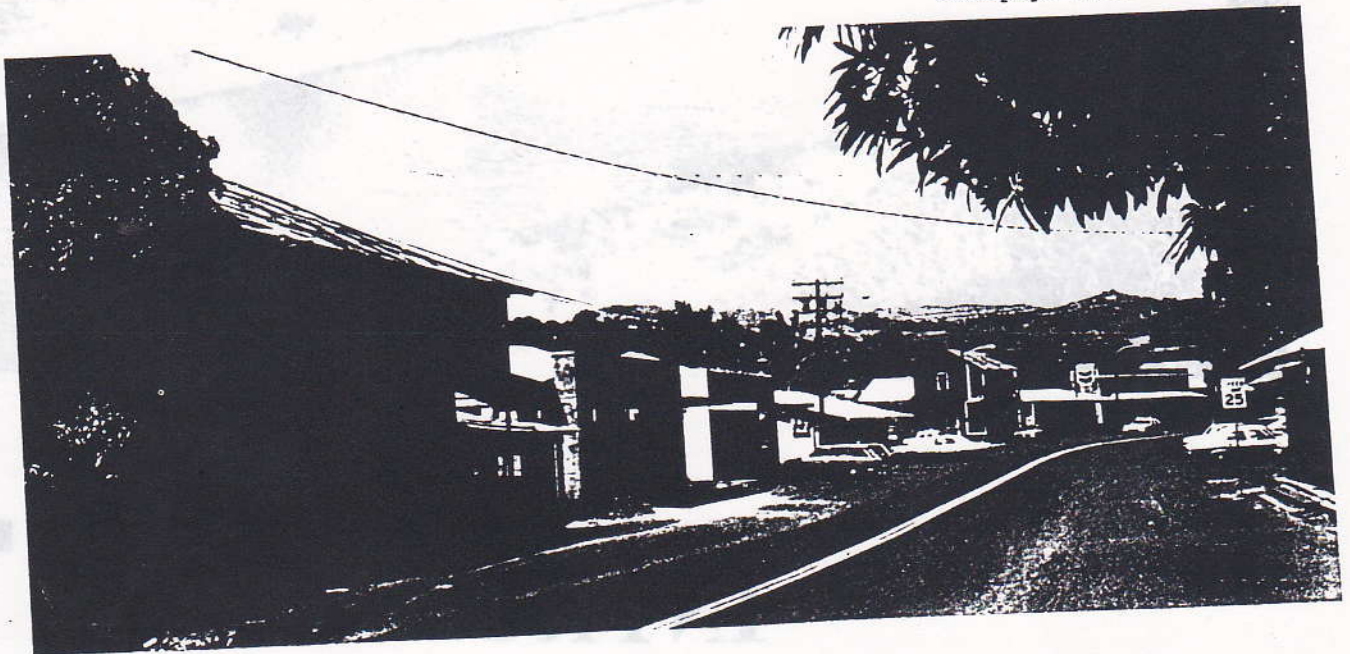
The Hanapepe-Eleele planning area consists of small settlements with relaxed slow-paced lifestyles. Hanapepe River and Valley and the waters of Port Allen add to the physical beauty of the area, yet these assets and others in the Hanapepe-Eleele area have not been fully utilized. Reasons for this underutilization stem from the fact that the area has not established a complete identity for itself and has also not developed its role in relation to other planning areas within the county.

This report begins with a summary of the technical report which provides the factual base for the policy and development plan. The plan contains goals, policies, strategies and a development plan applying findings from the studies documented in the technical report. This report plan seeks to outline a direction for change and

improvement in the Hanapepe-Eleele Planning Area with methods of building upon and reinforcing the character and identity of Hanapepe-Eleele are explored. Recommendations are made concerning the development role of the Hanapepe-Eleele Planning Area.

"What should the community aim for?" "What should the community try to achieve?" Chapter III attempts to answer these questions. The community goals are general and serve as guidelines for improvement. Physical and environmental, economic, social and institutional goals are stated. The steps that should be taken to achieve these goals are found in the developmental policies which delineate more specific and action-oriented recommendations than community goals and contain strategies to implement the goals and

Hanapepe Road - Hanapepe



policies. Chapter IV outlines developmental policies. Chapter V explores the implications of the implementation of the developmental policies. The implementation of one policy may have an additional beneficial effect on another policy. The many ramifications of this are discussed.

Chapter VI, the development plan, specifies development recommendations for each neighborhood within the study area relating to land uses, circulation, recreation, zoning and design controls. The underlying concept behind the plan is to develop the role of the Hanapepe-Eleele Planning Area as a regional service center. The major components of this plan which seek to reinforce this role are:

- Hanapepe Town as a specialized shopping area.
- Prototype regional public service centers consisting of public

works and eventually public safety.

- A regional park in Hanapepe Valley.
- Hanapepe Heights and Eleele Heights serving a regional housing market.

Methods available to implement these goals and policies are discussed in Chapter VII, which explores three necessary components for change - financial support, institutional requirements and community support. Special attention is devoted to discussing community development block grant requirements as the county may apply for funds to finance community development programs from the U.S. Department of Housing and Urban Development. Funds are provided for such projects as acquisition of fee simple and development rights, provision of public facilities, enforcement of building code activities and clearance and rehabilitation of buildings. This assistance is provided under a block grant and

Hanapepe Valley - Makai



should prove useful in complementing the existing capital budgets of operating agencies. Other sources of funding are also described.

Chapter VIII contains an action program which details an institutional framework for the implementation of the community development plan. A Special Rural Preservation District ordinance is one proposal. Under this ordinance, to assure the full responsive participation of citizens from all sectors of the community which is essential to the plan's success, a Hanapepe-Eleele Planning and Design Review Board would be established. The board would develop special standards and criteria in the planning area. Actions that should be taken by the county and state governments are also described.

The action program gives an idea of the sequencing of as well as the estimated funding requirements for proposed projects. The implementation program is divided into three phases, each including three years with the first phase to start in 1975. The projects which are recommended in the first phase are those which are expected to relieve the most severe problems of the community and, most importantly, to signal belief in the potential of the community and eliminate signs of neglect and indifference. This means addressing the problems of sewage disposal, drainage, water source development, short supply of low cost and elderly housing, run-down appearance of the town, and shoreline erosion and limited job opportunities facing the residents.

The second phase should consist of projects whose execution is foreseen to extend beyond the first phase such as the water, sewerage and drainage systems, housing

development and manpower training programs. This phase should also include projects which will improve circulation.

The last phase would include the extension of the runway at Burns Field, the construction of bridle trail facilities in the valley, construction of pathways through natural area of Burns Field and depending on the future of agriculture in the area, commercial resort developments.

The community development program is intended to act as a community "affirmation of faith" in the future of Hanapepe-Eleele. It is a pragmatic, immediate action-oriented program. A basic assumption is that initial investments in the area will have a relatively rapid return through triggering of future investments. The recommendations contained in the policy plan are also designed to identify the Hanapepe-Eleele Planning Area - allow to retain its own quality which distinguishes it from other areas. They also suggest a functional role for the community that will link other areas to the planning area and provide a direction for the future.



Hanapepe Valley - Mauka

SUMMARY OF THE TECHNICAL REPORT **2**

The technical report contains information which serves as background for, and foundation of the policy plan.

A description of the planning process, which involved developing awareness of residents' values, desires and concerns begins the report. These were derived through meetings of a citizens' advisory committee, selected interviews and a sample household survey.

COMMUNITY DESCRIPTION

Physical Description and Sub-Area Analysis

Data on soils, climate, natural hazards, historic sites along with descriptions of the sub-areas were contained in this section.

Historically, Hanapepe served as a regional center for leeward Kauai with its bay and eventual deep draft port facility and air strip. The study area which encompasses about 10,000 acres, has experienced a steady decline in importance despite these locational advantages.

Hanapepe Heights is a middle and upper income residential area. Hanapepe Valley, a narrow alluvial plain bounded by high valley walls, contains scattered residential development, some taro, vegetable and cane cultivation in the further reaches of the valley. The major commercial center of the study area and some residential uses are located in Hanapepe Town. Eleele Heights is another residential area. At Port Allen is a light industrial area, as well as a harbor and Eleele Shopping Center and some camp housing. Numila is a small pleasant plantation town

between Hanapepe Town and Kalaheo along the old Halewili Road. Kaumakani is another plantation town located between Hanapepe and Waimea.

A study of land use patterns shows three major land owners, McBryde, Robinson Family and the State of Hawaii. Availability and management of land is thus controlled in the study area thus influencing the local housing market.

Institutional Dimensions

The organization and functions of the county, state and federal agencies that affect planning and land use and management on Kauai are identified or described.

Socio-Economic Description

The population of the community as a whole has declined since 1940. The study area contains proportionally fewer Caucasians, more Japanese and slightly more Filipinos than does the County as a whole. The study area had roughly the same proportion of its population in the over 65 years age group as the county. Over 56% of the families in the study area had incomes below \$10,000.

With reference to economic activities, pineapple and sugar cane employment declined while employment in diversified agriculture increased. Textile and apparel manufacturing, the service industry, transportation, retail trade, the visitor industry, finance, insurance and real estate were sectors of the economy which experienced growth. An analysis of retail trade in Hanapepe Town showed a small percentage of leakages from potential retail expenditures of residents.

TRENDS: POSSIBLE FUTURE CONDITIONS

Population projections indicate that the most likely pattern of population change would be an annual rate of growth between 1% and 2%.

SUMMARY OF FINDINGS

Demographic

Young adults are migrating out of the labor force because of the lack of employment opportunities. The labor force in the planning area is aging. There is a high percentage of renter households. Rental household housing standards tend to be lower than owner-occupied units. There are more rental units in the planning area than owner-occupied units and a much higher proportion of the rental units are dilapidated or deteriorating. Eventual probable closure of McBryde camp housing will affect the retired occupants of this housing and the supply of rental units.

Economic

There is a lack of economic opportunity in the planning area due to a stabilized agricultural industry and no significant new employment base. Thus, there are limited, and other than in the sugar cane industry, generally low paying economic activities. A great number of individuals are on relatively low and fixed incomes. Investment capital is costly. When loans are obtained, interest rates may be as high as 11%-12% or more. Taxation policies are a problem as assessed improvements form a large share of total assessed value and create an added burden for property owners.

Land Management and Environmental Health

After heavy rains, cesspools overflow in the valley and potential

health problems are created. Sewage dumped off Port Allen waters is a problem, which will be eliminated when the proposed sewage treatment plant and outfall are completed. There is a similar problem in the Hanapepe Town area which additionally suffers from poor drainage. Heavy rains also carry off topsoil and add to erosion problems. Dust and ash are problems during cane harvests.

Environmental Assets, Underutilization of Resources

Assets which are presently underutilized include the peninsula which contains the Salt Ponds and the airfield, the remote reaches of Hanapepe Valley, Hanapepe River, the makai valley areas, the shoreline and Port Allen Harbor area.

Hanapepe Town Revitalization

Many buildings in Hanapepe Town are run-down and dilapidated. This contributes to the overall decline of the area.

Public Services and Recreation

Significant segments of the study area population do not see themselves as being greatly assisted by County and State related services. Other than private automobile, there are limited transportation facilities available. Residents in plantation towns have complained about the condition of the roads and certain intersections are also felt to be hazardous. The construction of Kaumualii Highway is said to have aggravated the drainage problem in the town area by blocking the flow of runoff waters makai. The town park is known as "the settlement pond" after heavy rains.

Complaints have been made concerning turbidity and the quality of potable water both in the county and plantation systems. Although the present consumption of water is to the capacity of existing resources this is not a problem since a new water source has been discovered.

There are limited recreational programs available particularly for the teenager, young adult, and elderly resident. Recreation areas lack landscaping, equipment, and benches and tables.

Household Survey

Survey respondents were generally satisfied with their overall living environment. Respondents valued highly the things that their communities possess: the small town atmosphere, the quiet, what respondents perceive as the convenience of the place and proximity to basic services. Although the level of satisfaction was high, respondents did not view their area as being free of problems. Scarcity of job opportunities ranks as the most critical concern with housing and the responsiveness of government officials also considered as serious problems. At the intermediate level are recreation facilities, the condition of the downtown business area, flooding and drainage, and the rubbish dump. Forty-five percent of the respondents favored resort development. However, many offered the unsolicited comment that jobs were needed, and tourism seemed the only realistic option. It appears that it is not tourism, per se, that is desired but rather some form of economic development that would provide jobs.

A Community Cost Analysis of a Golf Course Development

Three alternatives which would meet the land requirements of a regulation 18-hole golf course were analyzed.

1. The first alternative would involve removing the required 150 acres from Olokele sugar land. This would allow for the maintenance of

the airport and provision of back up space for housing or resort development. This is likely to result in a reduction of sugar cane production by as much as 2,100 sugar tons which might lead to a work force reduction of about 13 workers. Some of the workers may be absorbed into the service industry or into the golf course operation and maintenance personnel. A basic industry with more income generating power, the sugar industry, would be replaced by one with less income generating power - the visitor industry. There would also be a lowering of water consumption.

2. The second alternative is to build the golf course mauka of the airstrip, utilizing part of the airport site but allowing the airport to remain open. This would call for the conversion of 50 acres of cane land with no provision for back up space. This might reduce sugar cane production by about 700 sugar tons which could cost the jobs of perhaps four or five people. The service industry and golf course would be better able to absorb this smaller number. There would be less impact on income generation since only a part of the golf course will come from cane land. There would not be additional pressure on the water supply. The major drawback of this proposal is the lack of provision for back up space.

3. The third alternative is to close the airport and use the site for the golf course with provision for some back up space. There will be no adverse effects on sugar production and employment. Since there will be no reduction in cane land and assuming that the golf course contributes to an increase in visitor expenditures, there will be an increase in the overall multiplier effects generated. There would be an increased demand for water. The major drawback of this alternative is that one of the community's prime transport resource -- the airport -- would be lost.



Church by Hanapepe River Wall.

COMMUNITY GOALS **3**

The process of determining community goals involves a systematic identification of values, attitude and concerns of the residents. The basic directions of desired change then is developed from that process.

The translation of goals into activities takes place at the strategy and programming levels of the planning process. Although the goals of the plan are general and long term in nature, the thrust of the plan is at the immediate program level: it is action oriented and requires that the plan have a time frame shorter than that found in the Kauai General Plan. The goals and strategies concentrate on what can feasibly be accomplished in the near, predictable future so that elements of the plan emerge as visible

improvements as soon as practicable, within the community.

The strategy and program level plays an important coordinative and integrative role because the plan has as its base a broad socio-economic and environmental analysis of the area (See previous section). The problem is to mold possibly conflicting goals into a unified internally consistent whole, with community development goals, yet reconciled with limitations imposed by available resources. The plan recognizes that important relationships exist between the components of the analysis - physical, economic, social and institutional, and that those relationships should be understood if programs for the community are to produce the desired immediate short term results.

DIAGRAM ONE
PLAN POLICY HIERARCHY: HANAPEPE-ELEELE COMMUNITY DEVELOPMENT PLAN

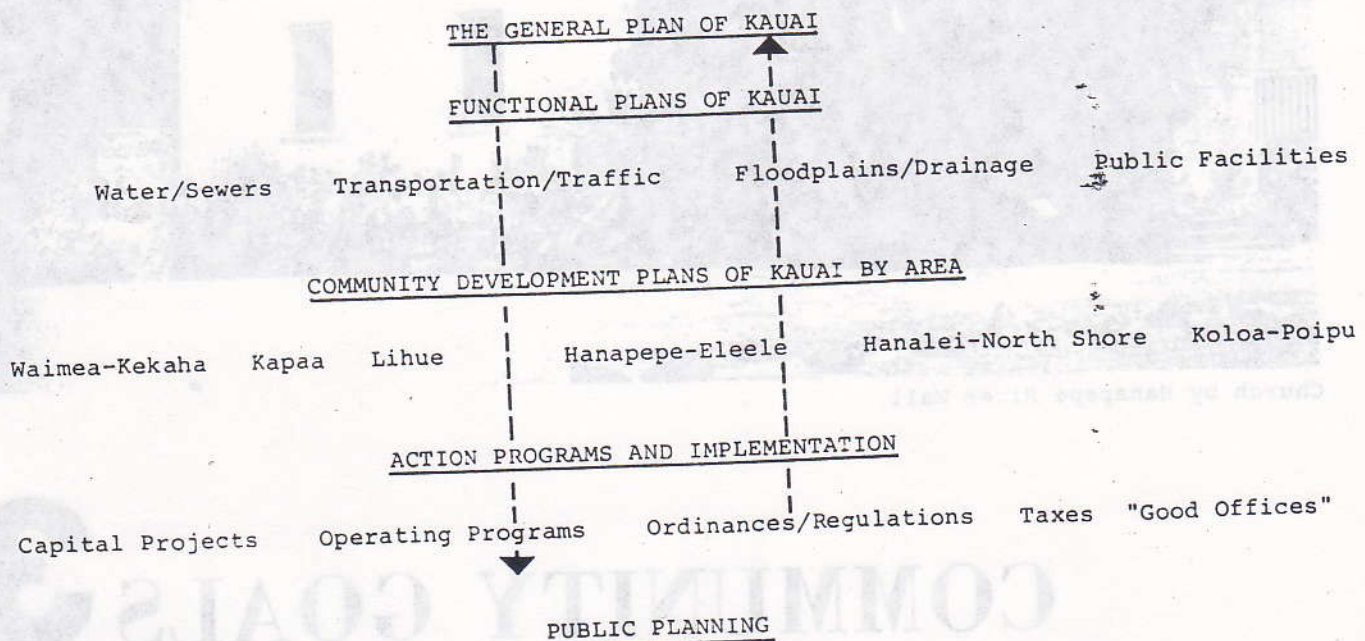
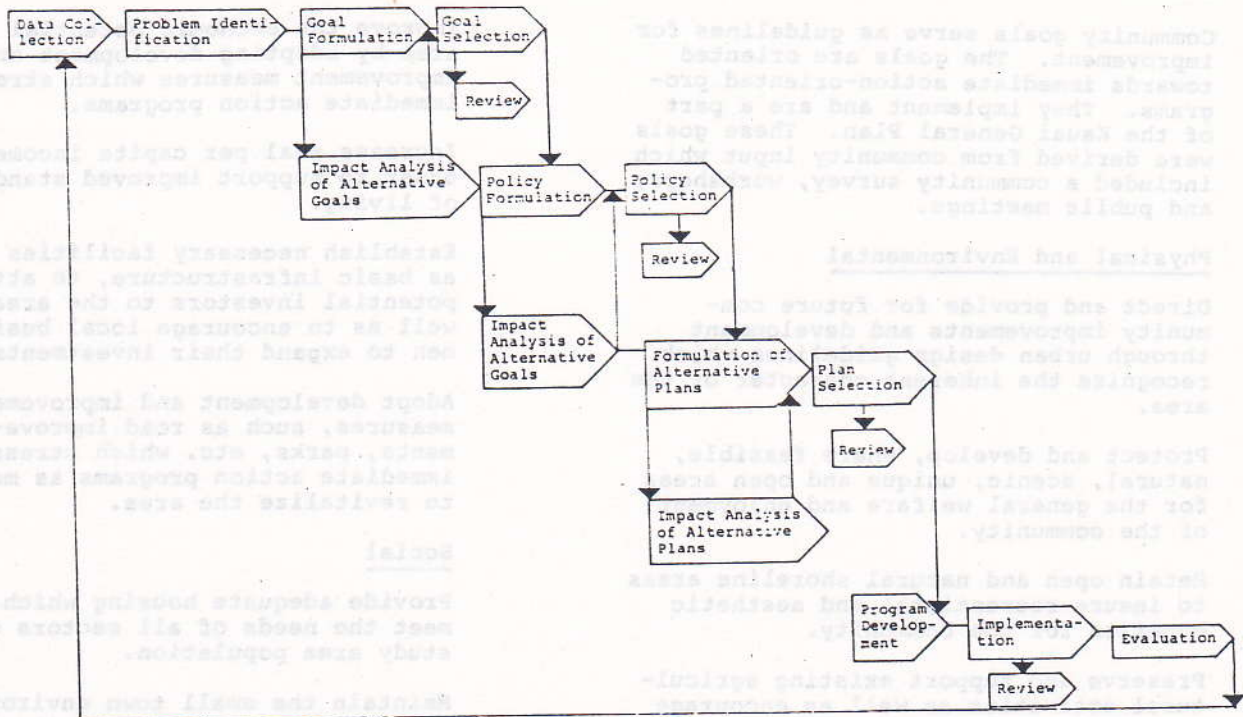


DIAGRAM TWO: THE PLANNING PROCESS



If the community goal is economic growth that would benefit local residents and reduce out-migration, for example, then one set of economic and housing strategies would result. If the goal is population growth, however, a very different set of strategies would result, which would induce immigration. Further it is realized that the assets of both the area and the institutions which would assist the area are limited and that community desires must be tempered with pragmatism.

The focus of the plan, and thus the goals, is problem solving and is improvement oriented. Program recommendations propose improvements which build upon existing assets and which are consistent with goals and are also directed towards fairly immediate solutions. Improvements proposed by the plan, including the goals, are also integrated and related to project proposals made previously within the County and State Capital Improvement Programs.

THE COMMUNITY GOALS

Community goals serve as guidelines for improvement. The goals are oriented towards immediate action-oriented programs. They implement and are a part of the Kauai General Plan. These goals were derived from community input which included a community survey, workshops, and public meetings.

Physical and Environmental

Direct and provide for future community improvements and development through urban design guidelines which recognize the inherent character of the area.

Protect and develop, where feasible, natural, scenic, unique and open areas for the general welfare and enjoyment of the community.

Retain open and natural shoreline areas to insure recreational and aesthetic benefits for the community.

Preserve and support existing agricultural activities as well as encourage the development of diversified agriculture.

Provide for a comprehensive drainage and sewerage system for all settled areas.

Develop soil conservation measures for those areas that drain into the Hanapepe River, and where the shoreline suffers from erosion.

Develop alleviative measures for air pollution problems.

Develop sufficient water sources in order to support present and planned activities.

Protect native species of wildlife, where feasible.

Economic

Improve the economic potential of the area by adopting development and improvement measures which stress immediate action programs.

Increase real per capita income in order to support improved standards of living.

Establish necessary facilities such as basic infrastructure, to attract potential investors to the area as well as to encourage local businessmen to expand their investments.

Adopt development and improvement measures, such as road improvements, parks, etc. which stress immediate action programs as methods to revitalize the area.

Social

Provide adequate housing which will meet the needs of all sectors of the study area population.

Maintain the small town environment and the feeling of "community."

Reduce the outmigration of population in the study area through improved housing, employment, and educational opportunities.

Expand recreational opportunities for all segments of the population.

Institutional

Improve the community's ability to implement local programs.

Improve communication between the community and government agencies.

Encourage a coordinated institutional approach to land management, regulation and conservation.

ALTERNATIVE GOAL APPLICATION TO COMMUNITY DEVELOPMENT

A number of directions of change are possible within the previously discussed goals. Some of the directions, particularly with regard to urban design are relatively independent in that they apply to structures and form directly and to economic inducements for investment indirectly. Others, however, are closely linked. Housing development, for example, is related to the availability of land and financing, and to continuing residential demand.

Stabilization

If stabilization is the alternative direction desired by the community, then the general goals to support stabilization would be population stability through reduction in the level of outmigration, increase in the number and types of jobs available, adequate housing for all segments of the population, and improvement in recreational facilities.

Realization of these goals would result in an increase in the number of elderly and young adults in the population, an increased demand for multi-family and single-family housing, increased demands for recreational facilities and programs, an increase in the level of employment in the area or in the number of residents who commute to work out of the area, and maintenance of existing level of demand for retail services.

Physical requirements for the realization of these goals would be the construction of additional multi-unit housing for the elderly and low-income families, multi- and single family housing for young adults and young families, expansion of recreational areas to cover present defi-

ciencies and increased demand, and an increase in employment opportunities at the rate of approximately 2% per annum either within the immediate area or within commuting distance. Limiting factors which would control and affect the realization of these goals would be within the following areas:

a. Land: Land is required for further housing and recreation needs. As a number of recreational projects are already included in the County and State Capital Improvement Programs, additional requirements would be minimal. Land requirements for housing would also be minimal due to the fact that the required units would be few and any multi-family units could be constructed on presently improved areas such as that containing the run-down camp housing at Port Allen.

b. Financial and Institutional. Governmental assistance would be required for the development of elderly and low-income housing. Mortgage money would have to be made available through either governmental or private financial sources for the small amount of middle-income housing that would be required. Governmental financing sources, such as the Farmers Home Administration could possibly be utilized.

c. Employment. Additional employment opportunities of the type that local residents are willing and able to fill would be required either within the area or within commuting distance. Given the recent employment history of both the study area and the entire island, this is a critical factor.

Slow Growth Alternative

General goals to support a slow growth alternative would be a low level of population growth (maximum

of 1% per year), adequate housing for all segments of the population, improvement in recreational facilities, and an increase in employment opportunities.

Realization of the goals would result in an increase in the number of young adults and elderly in the population, moderate in-migration, and increase in the demand for multi- and single-family housing, an increase in demand for recreational facilities and programs, a significant increase (3% per year) in the level of employment, and some increase in the demand for retail services.

Requirements for the realization of this set of goals would be the addition of approximately 11 units per year to the housing stock, including multi-family units for the elderly, low-income families and young adults and single-family housing for middle-income families, expansion of recreational facilities and programs to meet present deficiencies and increased demand, and a significant increase in employment opportunities both within the area and within commuting distance; an increase in some retail services.

Limiting factors which would affect the realization of this set of goals are:

a. Land: A significant amount of land, "something on the order" of the McBryde proposal for Eleele Heights, would be required to sustain a 1% annual rate of growth, even assuming that much of the multi-family housing could be constructed on redevelopable land. Given the unavailability of State land west of the river, and the probability that McBryde's 85-acre subdivision may only include lots and not houses in its development, the land factor would be a major limiting one to slow growth.

b. Financial and Institutional: Governmental financial and institutional involvement would be required for the development of elderly and low-income housing at the same level as for the "Stabilization" alternative. A higher level of private financing would be required to finance middle-income single-family housing, and multi-family rental units for young adults.

c. Employment: A higher level of employment generation would be required than for the previous alternative, both within and outside the area. Opportunities at a level to induce in-migration would be required in addition to opportunities for local residents.

Moderate Growth Alternative

General goals to support a moderate growth proposal would be: a moderate level of population growth (maximum of 2% per year), an increase in the number and type of jobs available, adequate housing for all segments of the population, and improvements in recreational facilities and programs.

Realization of these goals would result in an increase in all segments of the population, particularly young adults and young families, an increased demand for elderly and low-income housing at the same level as for the two previous alternative sets, an increase in demand for multi-unit rental housing for young adults and single-family middle-income housing - at a level higher than the previous set, an increased inadequacy of existing recreational facilities and the need for significant expansion beyond present CIP proposals, a high level of in-migration, a gradual deterioration of the area's small town social atmosphere, and a

significant increase for demand for retail services.

The realization of the goals would require a total of approximately 22 additions to the housing stock annually, including the same number of elderly and low-income units as in the previous sets of alternatives, and larger amounts of multi-family rental units and single-family middle-income housing, significant expansion of recreational areas with eventually another facility similar to Hanapepe Park required, investments beyond present CIP proposals to greatly expand public services, particularly water and waste disposal, expansion of employment opportunities of a type that would induce a high level of in-migration as well as provide jobs for local residents.

Limiting factors which would affect the realization of this set of goals are:



Hanapepe Town from Hanapepe Heights

a. Land: The addition of 22 units to the housing stock annually would require an adequate supply of convertible land to construct two developments roughly the size of McBryde's proposal at Eleele Heights. The same land availability limitations that apply for the other two alternatives apply here also but are proportionally even more restrictive, making the realization of this set of alternatives unlikely.

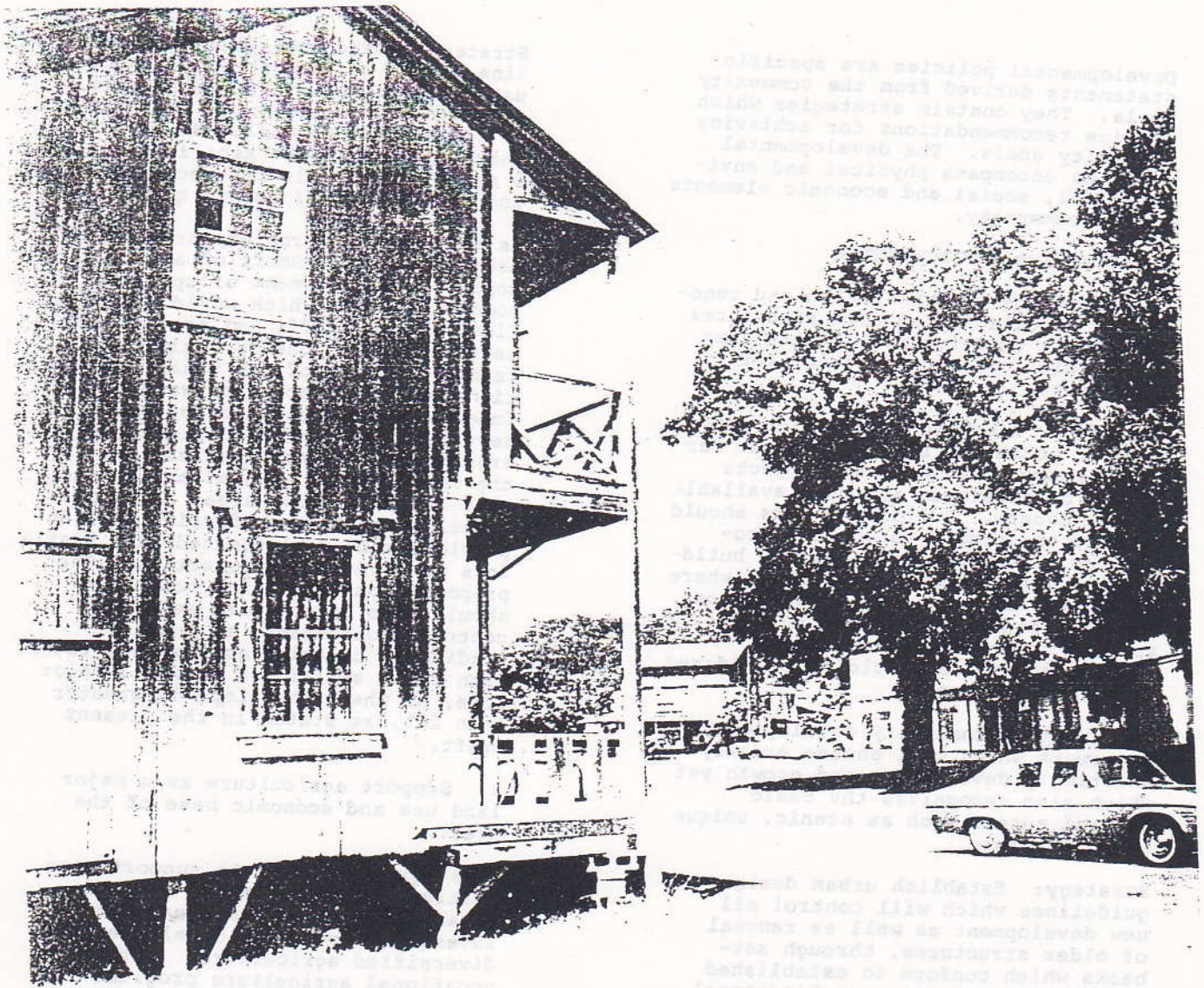
b. Financial and Institutional: The types of limitations discussed in the other two alternatives also apply here. Additionally, government financing and institutional support would be needed to realize the public works improvements that would be required.

c. Employment: Significant additional employment would be required both within the study area and within commuting distance and of a type that would not only provide jobs for residents but which would also induce significant in-migration.

Summary

A combination of community and county goals would probably be feasible for the study area, where community development would fit within the framework of the General Plan, yet proceed at a realistic pace. Realistic, though, in the sense that immediacy of goal realization is tempered with available fiscal programming and a great deal of community input in the form of time and energy.

However, economic growth of Hanapepe-Eleele area is contingent upon the economic health of the island of Kauai. Gone are the days of the plantation economy where all sources of community income were easily identified with a single source -- sugar cane production. The economy is much more complex today, with individuals employed in a number of industries apart from the sugar



Old Building - Manapepe Road

DEVELOPMENTAL POLICIES

4

Developmental policies are specific statements derived from the community goals. They contain strategies which outline recommendations for achieving community goals. The developmental policies encompass physical and environmental, social and economic elements of the community.

PHYSICAL AND ENVIRONMENTAL

1. Encourage rehabilitation and renovation of dilapidated town structures as well as outlying residential camp areas which are not scheduled for phase-out.

Strategy: A public information program of potential funding sources for redevelopment and renewal projects should be developed and made available by the county. Building owners should also be encouraged to upgrade properties to conform with health, building and zoning code regulations, where possible. If it is not possible for some structures to conform to codes, special treatment areas or local development zones should be considered to cover mixed uses.

2. Create a community development framework which will ensure orderly and timely development and growth yet which also recognizes the basic natural assets such as scenic, unique and open areas.

Strategy: Establish urban design guidelines which will control all new development as well as renewal of older structures, through setbacks which conform to established codes, height limits, architectural design standards which include materials compatibility, and also retention of existing character.

3. Protect the shoreline areas and near shore waters through "reserve" establishment for recreation and open space uses and also erosion prevention programs inland.

Strategy: Land uses along the shoreline should be restricted to those uses compatible with traditionally open shoreline uses, with no noxious or industrial uses allowed. The shorelines should be kept in as natural a state as possible for recreation uses and maintenance of scenic quality.

As most erosion problems are caused by heavy rains and runoff of agricultural topsoils, development of upstream ponding systems which would alleviate flood water runoffs and act as sediment collecting basins would help remove the bulk of the usual sedimentation load from shoreline waters. Immediate implementation of soil conservation programs with plantings in erosion prone areas upstream and in the valley would also alleviate sediment losses. Those areas along the shoreline that are suffering erosion problems should be treated with plantings or structural protection. The proposed county grading ordinance should also incorporate sediment control requirements as part of grading or clearing activities, rather than those activities of one acre or more, or where the slope is greater than 20%, as stated in the present draft.

4. Support agriculture as a major land use and economic base of the area.

Strategy: Continue to support cane cultivation as the major agricultural activity in the area, yet investigate possible development of diversified agriculture. Establish vocational agriculture programs for those residents who wish to engage in various forms of agricultural activities. If a large enough parcel of land could be obtained by the community for development of diversified agriculture, either on a communal or individual basis, such an undertaking would provide a positive social and economic activity

for the community. A community co-operative type management structure, also, for such an undertaking would be better equipped to handle the problems of marketing, harvest and manpower.

5. Reserve specific sites and areas for recreation development which are favorable for recreation uses.

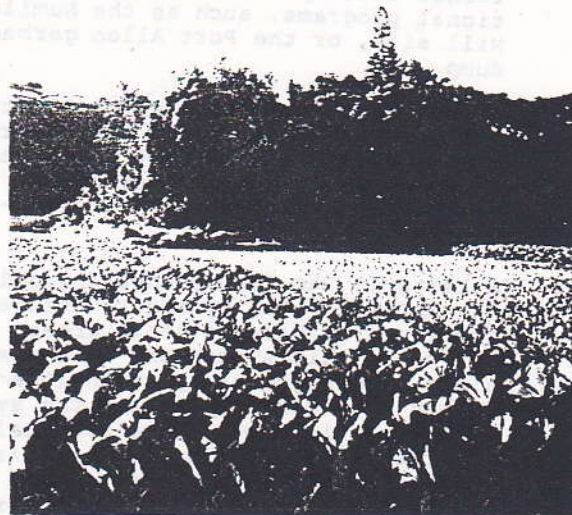
Strategy:

a. Investigate those natural areas, presently underutilized, such as Hanapepe Valley, the Salt Pond area, and the study area shoreline for recreational uses and park development. A program of development should be outlined in conjunction with community recreation needs which could be fulfilled within the foreseeable future. Those areas of outstanding scenic or unique qualities should be put on a reserve status for recreation uses in the future, to ensure their retention and preservation from development which would remove them from public use.

b. The possibility of utilization of secondary treated effluent should be investigated for irrigation of cane lands or recreation areas as this would ease the demand on fresh water resources.

c. Encourage development of a series of trails for hiking, horseback riding, or biking, where applicable, in the community and where such activities would open new recreation opportunities for the residents.

d. The benefits of and feasibility of large scale recreation developments, either commercial or public, should be compared against any drawbacks to the community. An example is the proposed golf course vs. removal of cane land and community cost and benefits (See Appendix B, Technical Report). Investigate areas



Taro Fields - Hanapepe Valley

Beach Area - End of Port Allen Runway



which could be reclaimed for recreational development or use for recreational programs, such as the Numila Mill site, or the Port Allen garbage dump.

6. Research into sources of water in the area should be aimed toward providing sufficient irrigation as well as domestic water for present day and for any future developmental activities.

Strategy: The County should acquire the McBryde water system to assure continued service to those areas served by this system and in a possible co-management approach (the County and McBryde) upgrade the system before acquisition. Developmental priorities should also be established by the county, in order to assure a constant adequate water supply for all users.

7. Establish an environmental protection policy which encompasses air, water, and waste disposal in order to protect the natural heritage of the study area and enhance the quality of life for the residents.

Strategy:

a. Alleviate some of the dust and ash problems with landscaping at roadsides and around residential areas. Residents should also be encouraged to participate in landscaping for dust control as well as area beautification.

b. Construction activities should be regulated so that dust and erosion problems are minimized with watering or other controls.

c. The residents should further their beautification program to include regular area clean-ups which would remove debris, and clean overgrown areas.

d. Clean and fill Port Allen garbage dump area for other uses, possibly light industrial or recreational. The county should establish several neighborhood pickup points for garbage as well as using the transfer station to encourage the residents to keep their neighborhoods free of litter.

e. Encourage clean-up of settling ponds and removal of rotting bagasse (which will diminish odors).

f. The County should provide regular pumping or troublesome cesspools until such time as sewerage facilities are developed.

g. A wildlife reserve should be established at Salt Pond for protection of declining species of wildlife that seek wetland habitats. This would also protect the Salt Ponds as an important historical site. Other areas which would provide such habitats should be investigated and set aside for possible reserves.

ECONOMIC

1. Create an ideal investment climate that will encourage private investments, either through town improvements or community inducements for new economic activities that will be of immediate economic benefit to the study area.

Strategy:

a. Encourage the rehabilitation and redevelopment of downtown Hanapepe as a first step in attracting new investments to the area. The community with this in mind should be made aware of government economic development programs and the possible financial benefit to them. The County or community should investigate and make public, sources of low interest loans for rehabilitation for businesses and housing.

b. Develop a program (either by the community or the County) which disseminates information about the study area, emphasizing its attractiveness as a potential investment-development area. The program should be aimed at attracting higher paying economic activities into the area which would attempt to diversify the continuing agricultural economic base of the area.

c. Encourage the implementation of Capital Improvement Projects which will encourage investment potential of prospective investors.

d. Develop vocational training and adult education programs, along with minimal re-training programs for the elderly, to upgrade the earning capacity of the residents; the County should investigate sources of funding for such programs; the County should also investigate social services and anti-poverty programs not now being utilized for the area.

e. Develop those underutilized resources such as Port Allen, Burns

Field and Hanapepe Valley for more productive uses which will be of economic benefit to the community. Consider developing a portion of the area to gain part of the island's tourist market.



Hanapepe Valley

Beach near small boat harbor - Port Allen



SOCIAL

1. Maintain the alternate lifestyle options for the residents.

Strategy:

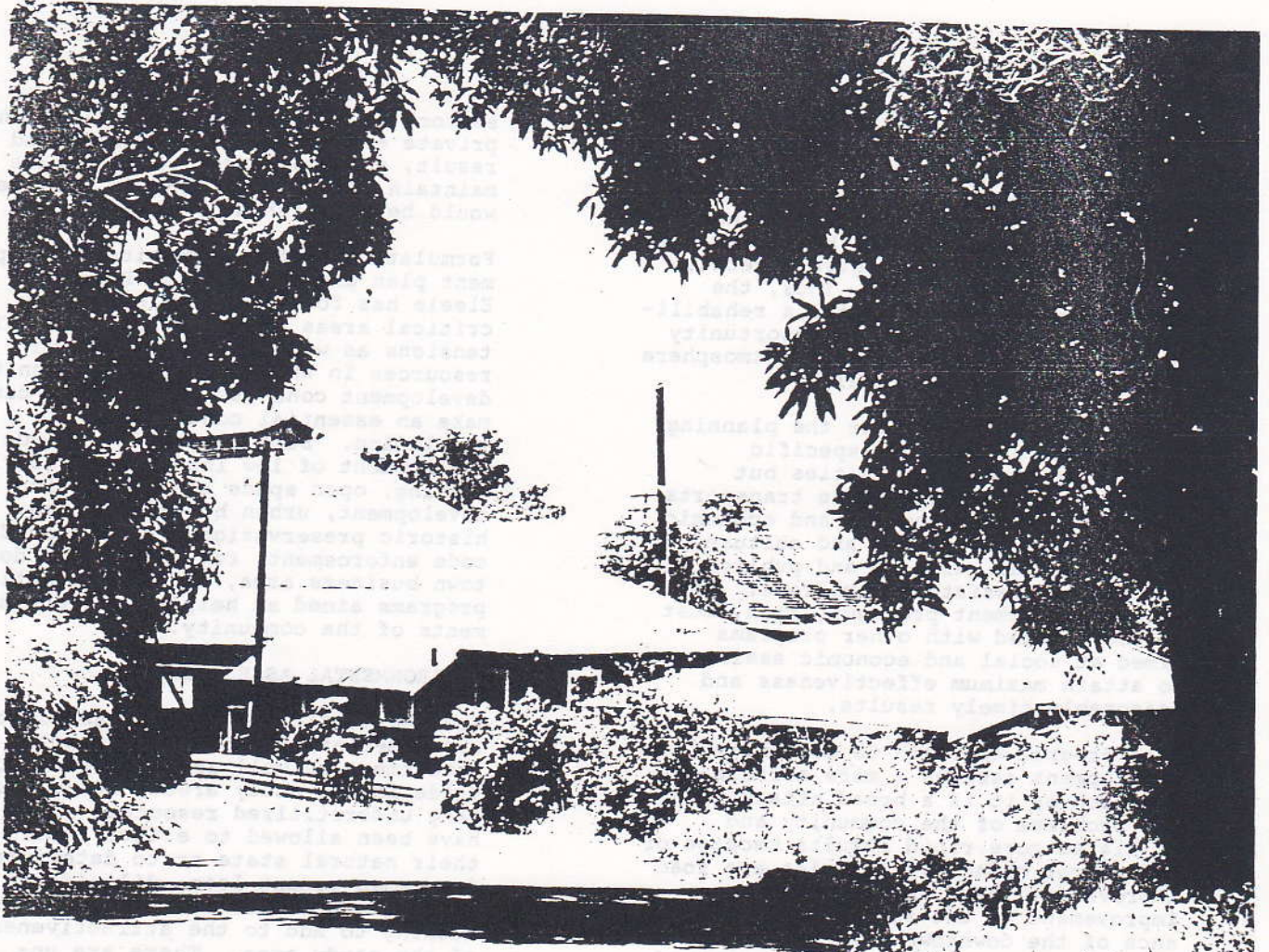
a. Housing, along with employment and recreation opportunities, are the answers to many of the residents' desires for individual lifestyles: the types of housing programs and sites, as well as financing should be outlined for each population groups' needs by the County. Examples are elderly housing, which should be

within walking distance of services, shopping and amusements, and would have primarily government financing. Low-income housing would also have primarily government financing, but should be interspersed with middle-income housing to reduce any possibility of social isolationism. Renters usually need apartment type dwellings or cluster type townhouses in the middle ranges, with some single family dwelling type preferences. Young adults would not necessarily fall into the renter category and if not would probably prefer apartment type units which could be either government or privately financed because of their own beginning financial structure.

b. The multi-cultural aspect of the study area's population should be recognized and sustained through continuing educational, recreational and vocational programs. This could either be under the jurisdiction of various county agencies or Department of Education programs. Any low-cost housing developments should have recreation area development either attached to the project or immediately available in the neighborhood. Larger residential developments should also consider dedication of some areas adjacent or within their projects for recreational uses.

c. The community should develop a stronger beautification program in cleaning up overgrown areas, park landscaping, storefront cleaning, trash pick-up from neighborhoods and streets, street landscaping, signs and lighting improvements. These tasks could either be community volunteer projects or funded projects for welfare recipients, students, or elderly residents.

d. The town character should be retained as much as possible in any redevelopment or renewal activities. Redevelopment and renewal activities should focus on helping the community establish an "identity for itself."



Ko Road

POLICY IMPLICATIONS: **5** PROGRAMMING FOR CHANGE

The primary concerns involved in creating a community development plan are directly related to growth and change: how much is needed or desirable and where it will occur. The economic, social, and environmental health of the area are measures which give direction to strategy development. Thus, the strategy statement indicates a rehabilitative as well as a social opportunity outlook in order to create an atmosphere conducive to economic health.

A development program for the planning area calls not only for specific housing or renewal activities but includes such components as transportation, education, manpower and economic development, recreation and culture, health, social services and public funding and assistance programs. Physical improvement programs, then, must be coordinated with other programs aimed at social and economic assistance to attain maximum effectiveness and reasonably timely results.

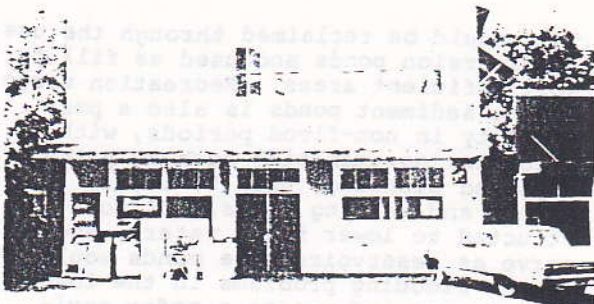
This program approach to community development assumes a more efficient approach as it is a broad attack on all the problems of the community and initiates more rapid results because of reciprocal effects. Examples are road improvement, park development or improvement of the zoning and appearance of the downtown area which will not only enhance the natural beauty of the planning area, but could probably induce some secondary industries to locate there. This might alleviate, to a certain extent, the employment problem. The resulting increases in employment opportunities may in turn convince some of the younger people to remain in the study area instead of seeking work elsewhere. This factor, along with visitors attracted to the town as a result of the physical improvements would lead to a larger population served by the commercial

sector. A more economic utilization of private and public facilities would result, and the forces which create or maintain social and economic decline would be diminished.

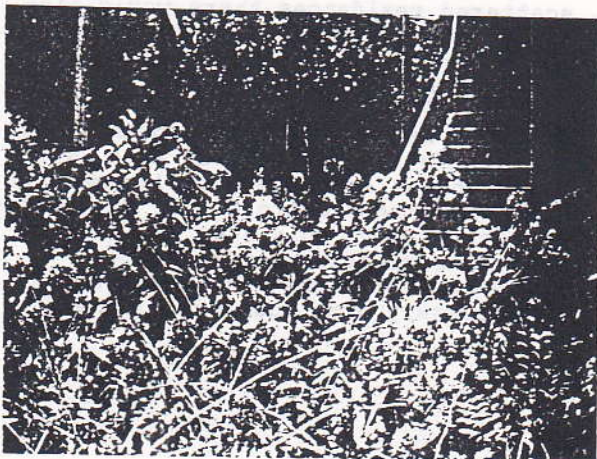
Formulation of the community development plan and program for Hanapepe-Eleele has focussed on pinpointing critical areas of social and economic tensions as well as underutilized resources in which proposed community development concepts and methods can make an essential contribution in resolution. Such proposals include development of low income and elderly housing, open space and recreation development, urban beautification, historic preservation, concentrated code enforcement, revival of the downtown business area, and social action programs aimed at helping various segments of the community.

ENVIRONMENTAL ASSESSMENT

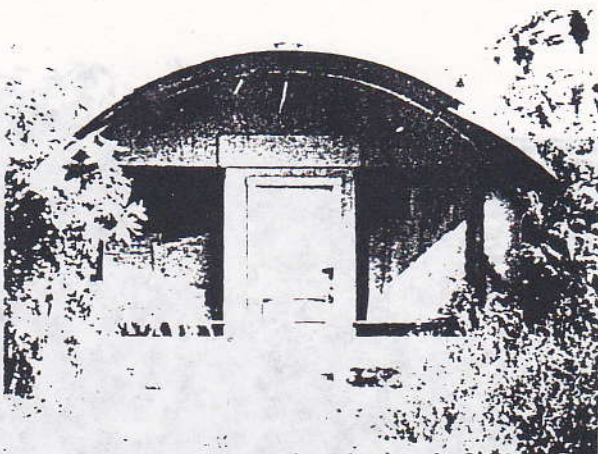
Area beautification and rehabilitation are immediate methods to attract investment as well as develop community pride in the study area. There are many underutilized resources which have been allowed to either remain in their natural state or to deteriorate. Overgrown vacant lots, dilapidated housing and commercial structures do nothing to add to the attractiveness of the study area. There are undeveloped areas of natural beauty which could be capitalized for visitor attractions. Dust and ash are wind-carried problems during harvest as the settled areas abut cane lands. These, however, are not as important to the residents as is the economic future of the area; yet, when related to economic inducement for investments, the rehabilitation of the town and control of dust may well be of major importance to the community's future.



Existing Building - Hanapepe



Miniature orchids at Shironishi's



Existing Building - Hanapepe

Hanapepe-Eleele Citizens' Advisory Improvement Committee

Community action, though, beyond the present beautification program would be needed, in conjunction with county or state assistance, to redevelop the town areas and initiate development of those underutilized resources which initiate development of those underutilized resources which would be of immediate economic benefit for the community. A community action group should be formed. This group, the Hanapepe-Eleele Citizens' Advisory Improvement Committee, would oversee and study town development and decide on timing and benefits, for example, of new housing development, park development in Hanapepe Valley, diversification of land uses into other agricultural uses, and the future of the Burns Field Peninsula area. Existing community groups such as the group which started the present beautification program - planting of bougainvillea at the town entrance, should be encouraged to participate.

An evaluation of physical and environmental policies and possible strategies gives a clearer direction towards creation of a community development plan by showing possible impacts on the community.

Water Resources

The recent discovery of a domestic water source in Hanapepe Valley seems to insure ample water for projected usage. The proposed sewage treatment plant also has potential for supplying recycled waste water; this might help to decrease the burden on ground water sources. Recycling of sewage for uses previously handled by domestic water supplies has been studied in many areas but the results have yet to prove conclusive. However, the county should investigate potential recycling as a resource. Upgrading the present sources and systems to remove occasional turbidity is another problem

which must be faced. Acquisition of the McBryde system will require an upgrading of their system in order to ensure quality of water for those served by this system, yet the county does not wish to acquire a system that requires such extensive work.

A joint program of maintenance and improvement by both the county and McBryde would possibly be one solution, with final county dedication upon achievement of satisfactory quality. Control of the water resources in the area also gives the county greater control over direction and timing of any new developments.

Soils

As much of the sediment runoff that colors the bay after heavy rains is carried by the Hanapepe River, a series of sediment basins could be constructed in the river to help alleviate runoff as well as serve a secondary purpose of collecting valuable topsoils.

This could be reclaimed through the use of diversion ponds and used as fill for soil deficient areas. Recreation usage of the sediment ponds is also a possibility in non-flood periods, with accompanying amenities such as pathways and plantings used to create picnic and walking areas. If constructed to lower flood waters, and to serve as reservoirs, the ponds would reduce flooding problems in the lower valley area and create a safer environment for the small truck farms and the present taro cultivation. The few scattered residences there would also be in reduced danger of annual floods.

Flood Prone Areas

The area behind the river mouth, known locally as the "saturated" area, will also benefit from the establishment of upstream flood controls. It may become possible to use this area for river-related recreation developments. Large-scale reclamation though would be necessary with much dredging and

The "saturated area" between Hanapepe River and Port Allen



Home destroyed by February, 1974 flood - Hanapepe Valley

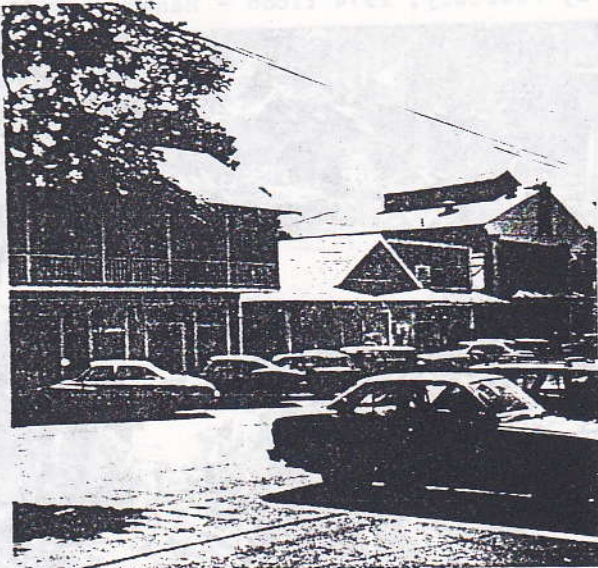


fill required to cover the wetter areas. As this area is bordered by the river on one side and a high bluff on the other, a natural flood basin is formed. Use of the lower part for housing development would be difficult in light of its flood prone characteristics, however, with upstream controls, other uses may be feasible, despite the large capital outlay that will be necessary for any development there. Advantage could be taken of the river for recreation activities, or diversified agriculture or aquaculture development should be explored. Aquaculture and its market has already been proven on Oahu and Maui.

Another problem in both the upper and lower river valley area is the nearness of the ground water table as overflowing cesspools after heavy rains creates a potential health hazard. The county should initiate a regular pumping program until such time that a sewerage system could be developed.

Air Quality

Large buffer type tree plantings around many of the residential areas would alleviate some of the dust and ash problems of harvest time by serving as windbreaks. A secondary benefit of tree planting would add to the scenic quality of the area, especially if the trees were of the large flowering type such as monkeypod or jacaranda. Whether or not a project such as this would require government funding or could be totally financed and activated with community funds and efforts remains to be decided. The benefits, outside of dust control and beautification, would be found in community involvement in such a project. Any construction or grading should be controlled also, to alleviate potential air pollution sources. The problem of the tradewinds carrying loose dust is paramount wherever cleared areas exist in the islands, however, a stronger grading ordinance may contain the



Hanapepe Road - Hanapepe

solution in requiring watering. The Department of Health presently finds it difficult to enforce vagrant dust problems, however much it recognizes the sources and problems. The county can, however, through creation of a strong grading ordinance, enforce some dust control.

Hanapepe Town Renewal

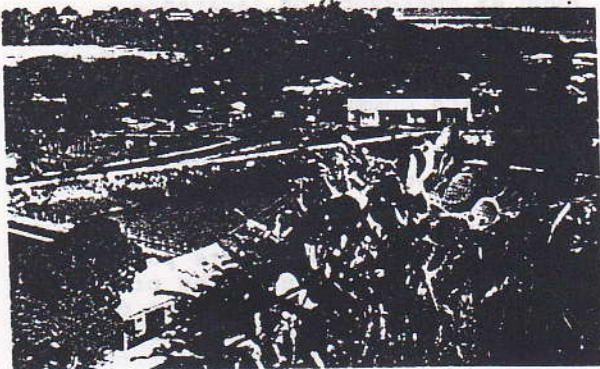
The Hanapepe town center has two major physical problems: the dilapidated, rundown character is the primary problem with parking and circulation a corrolary concern. The causes of the first relating to the gradual decline of sugar employment and the removal of major shipping facilities have been examined previously. Lack of investment at present, however, constitutes a lack of faith by the residents and other investors in their town.

This can be a vicious cycle as once residents lose faith in their community, investments are held back and the spiral of neglect begins. Government services are unable to maintain levels of performance. Thus, efforts in Hanapepe should be directed toward reversing the decline.

Retention of Character

The character of Hanapepe is best expressed, despite its rundown aspect, as a quiet community, physically defined by colorful vegetation and western-plantation style buildings enclosed by land characteristics which enhance its singularity. This character, well defined in its buildings, wide streets, flowers and trees and excellent climate, with any future development, should be retained as much as possible, to encourage a sense of community and continuation of the past.

California style buildings of anonymous two-story stucco structures add nothing to the existing character and visual life of the main street of town. Where these buildings occur, landscaping



treatments should be established to screen and soften these structures. The best method for ensuring continuing character and compatible design and uses for the town would be in the development of a community review committee. The committee would consider and define the character of the town and define also how it is best expressed in materials, landscaping, setbacks, densities and height limits. Possible guidelines will be delineated in the development plan (Chapter VI).

Future Directions for Development

A clear definition of the town's future would have to be established: the alternatives - as a tourist destination, as a commercial center, or as a combination of the two should be decided by the community. Lahaina, Maui, is an example of a town near a tourist destination center, which has capitalized on its colorful past and interesting buildings to become a tourist destination center on its own merit. Kamuela, Hawaii, is another example of a colorful town which capitalizes on its character, which is also a combination of climate, to attract many visitors and new residents.

If the goal is to attract some of the island's tourism market, then rehabilitation along the lines of Lahaina and Kamuela would be one feasible step, with the addition of specialty shops which would consist of Hawaiian or multi-cultural attractions, apparel manufacturing, textile design, souvenir manufacturing, displays on uses of native materials. These would also tie into renewal of the historic natural salt making at Salt Pond as a tourist attraction.

Town Renewal Alternatives

Some of the more dilapidated buildings, if too costly to redevelop to code, zoning, or safety conformance standards, should be removed outright and the

sites used either for pocket parks or on both sides of the town for municipal parking lots, if not for redevelopment for other structures. A park could be developed at the center of the town, near the church and backing on the floodwall, which could serve as a focal point for the town. This would open the area for residential use as a garden, a relaxation spot, with benches and tables, and as a point at which to relate the town to the flood wall and the river. The present town center park is underutilized and would better be suited to other uses.

Spot condemnation could also be one method for removing dilapidated structures. Community acquisition of State leases which have been unimproved and whose leaseholders do not show any inclination for improvement could be another method of community improvement. The community could form a group which could either develop, rehabilitate, or use those areas for recreation and also examine the feasibility of government financing. However, because many substandard structures contain both residential and commercial uses, the displacement costs may outweigh the economic benefits of renewal, unless provisions are made to house affected residents. Rental housing in the area is a severe problem, as many of the rentals are in those substandard structures. Strict code enforcement might be more harmful than helpful in that there would be the loss of community and sense of neighborhood experienced by those affected. Public acquisition and rehabilitation, either instigated by the county or the community is necessary for Hanapepe Town's future. Another alternative would be in the creation of a special treatment district for the entire town which would allow the continuation of mixed uses.

A major problem in Hanapepe is how to encourage owners to improve their property without causing economic hardship and tax burdens. Taxation mecha-

nisms will be discussed in a later section which also outlines possible changes in taxation to alleviate this problem. Another major problem is changing the residents' present attitude of acceptance of the town as is and developing an awareness of how the town can best serve the community in an improved condition.

Underutilized Town Resources

The physical setting of the town contains the potential to create a rather unique setting or backdrop for rehabilitation, including the adjacent river, which is not used in any sense because of the flood wall. The bluffs which enclose the town give a definition to the small line of shops, which when renewed and related to the river would further enhance the physical qualities of the town. Use of the flood wall for pathways or planting should be considered in town renewal to capitalize on the visual

asset of the river.

Commercial Land Requirement

The amount of land required for commercial uses in Hanapepe-Eleele can be determined in two ways:

1. Establishing the demand for commercial floor area and supportive space;
2. Using land use standards established for a variety of activities.

The demand for commercial space can be derived from the anticipated sales of personal services and retail goods (a modified trade area analysis based on consumer purchasing power). It is not a demand analysis which requires a market study. The demand for retail space is a combination of the demand from residents of the Hanapepe-Eleele trade area, tourist and/or other non-residents' visits to Hanapepe Town.

Table 1. Potential Retail Space Demand

	1985 Estimated Personal Consumption Expenditures (In 1970 \$)	Sales per sq. ft.	1985 Potential Retail Space Demand	1974 Potential Retail Space Demand	1974 In Use Retail Space
Convenience Goods	\$ 7,301,715	\$ 100	73,017	43,383	30,910
Shoppers' Goods	3,650,858	40	41,271	54,228	49,755
General Purchases	<u>1,277,800</u>	35	<u>36,507</u>	<u>21,691</u>	<u>15,325</u>
Total	\$12,230,373		150,795	119,302	95,990

The personal consumption expenditures of Hanapepe-Eleele residents for 1985 were described in "Retail Trade Activities" in the Technical Report. The estimated personal consumption expenditures of residents divided by sales per square foot (representing the amount of business which can be achieved annually in each retail classification for each square foot of retail floor area) yields the potential retail space demand. Retail services are provided on a purchasing power basis. A certain amount of consumer demand must be available before a store will locate in an area.

It should be noted here that it is assumed that Hanapepe-Eleele residents would prefer to shop in Hanapepe-Eleele rather than Lihue. This is based on the concept of interception, that is, if a shop is located closer to a resident, it is likely that the resident will shop at that store unless the other shop has superior merchandise and services. The power of attraction

of the latter store will decrease as its distance from the consumer increases.

Thus, 150,795 square feet of retail floor space will be required to serve Hanapepe-Eleele residents by 1985.

Three tour companies which operate on the island of Kauai were surveyed to get some idea of the volume of tourist traffic passing through the Hanapepe-Eleele area to Waimea Canyon. They released the following figures of approximate volume per year:

Tour Company A 77,168

Tour Company B 36,400

Tour Company C 2,600

The assumption is made that by 1985 the study area will have undergone redevelopment and will be an attractive and picturesque place to shop, arrangements will have been made with tour

Eleele Shopping Center



companies to have tour buses stop and discharge passengers in Hanapepe Town. If Tour Company A stops, this means four bus loads (capacity 53 people) a day, seven days a week. If we can make certain assumptions about the consumption of the passengers we may be able to estimate retail floor space demand. It is assumed that of the passengers, 60% will purchase something. Of the 60%, 50% will purchase convenience

goods - soft drinks, snacks, etc. and will spend \$1.00 each, 10% will purchase shoppers' goods, items bought for longer use, i.e., apparel, crafts, etc. and will spend \$10.00 each (in 1974 dollars).

The accompanying table illustrates differing assumptions relating to possible expenditures.

Tour Company A	1985 Est. Personal Cons. Expenditures	Sales Per sq. ft.	1985 Potential Retail Space Demand sq. ft.
Convenience Goods	\$ 23,150	100	231
Shoppers' Goods	<u>77,160</u>	40	<u>1,929</u>
	\$100,310		2,160

If Tour Company B stops in the area and the same assumptions are made, the following results occur:

Tour Company B	1985 Est. Personal Cons. Expenditures	Sales Per sq. ft.	1985 Potential Retail Space Demand sq. ft.
Convenience Goods	\$ 10,920	100	100
Shoppers' Goods	<u>21,840</u>		<u>546</u>
	\$ 32,760		646

If Tour Company C stops in the area and the same assumptions are made, the results are:

Tour Company C	1985 Est. Personal Cons. Expenditures	Sales Per sq. ft.	1985 Potential Retail Space Demand sq. ft.
Convenience Goods	\$ 780	100	7.8
Shoppers' Goods	<u>1,560</u>	40	<u>39.0</u>
	\$ 2,340		46.8

Using the most optimistic assumption that Tour Company A will stop in Hanapepe-Eleele, the total retail space estimated would be 152,955 square feet. If only Tour Company B stops, 151,450 square feet will be needed; Tour Company C, 150,841.8 square feet.

The above analysis does not include tourists who rent a car and drive around the island or those who are shown around by friends. It also does not include shoppers from Poipu and Koloa and Kekaha-Waimea who may be attracted to the area. These numbers, however, are felt to be small and would not greatly change the above projections.

Land Use Standards

The Oahu Revised General Plan recommends .2 acres of commercially zoned land per 100 population ^{1/} (total acreage including parking and street). Using a 1% growth rate Hanapepe-Eleele population in 1985 will be 4,247 persons. Eight and a half acres or 370,300 sq. ft. of commercially zoned space would be required to support this population level.

A study of commercial land requirements in the Hawaii Land Study based commercial retail land requirements on the criteria of 21.2 square foot required retail space per capita plus 2.5 square feet of parking for each of retail area. ^{2/} Using this criteria, 315,127.4 sq. ft. of retail commercial area would be required in Hanapepe-Eleele in 1985.

Field surveys show that at present there are 95,990 square feet of retail floor space and 164,255 square feet total commercial floor space in Hanapepe-Eleele. Approximately 25% of the commercial space in Hanapepe Town is vacant. If this unused space is excluded from calculations, then retail floor space occupies 64% of total com-

mercial space in Hanapepe-Eleele. If we use this ratio as a constant then needed commercial space in Hanapepe-Eleele will be:

	Retail (sq. ft.)	Commercial (sq. ft.)
Demand A	152,955	236,772 (5.43 acres)
Demand B	151,450	234,442.7 (5.38 acres)
Demand C	150,841.8	233,501.2 (5.36 acres)

The Community Development Plan proposes approximately 20 acres or 882,276 square feet of commercially zoned land in Hanapepe Town and approximately 160,000 square feet of commercially zoned land in Eleele - total 1,042,276.

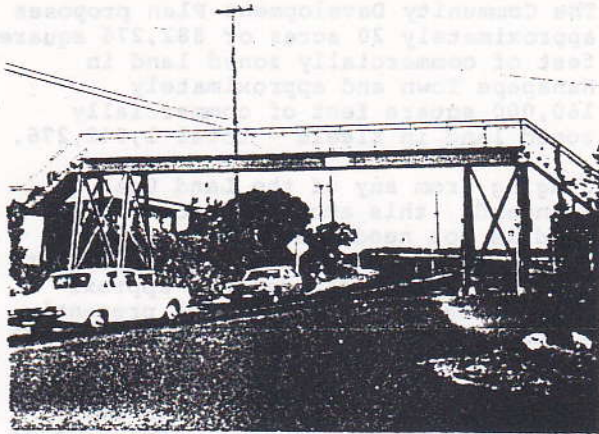
Judging from any of the Land Use Standards, this amount of commercial land is not needed and will not be needed in Hanapepe-Eleele by 1985. At the most optimistic demand, approximately one-third of the area presently allocated for commercial use in the CDP is needed. However, it will be difficult to reduce this area as there are presently many commercial uses scattered throughout the area. One part of the renewal effort should be to attract commercial uses from the Waimea side of the river to move into the renewal area and phase out commercial uses on that side of the river. Some of the lands allocated for commercial use may never be used commercially. This may occur because the large landholders are not interested in commercial enterprises in Hanapepe Town.

Traffic and Circulation

Realignment of the Kaunualii Highway to a more makai location of the existing alignment would widen the curve of the highway at the Eleele Shopping Center

and reduce the potential danger of the intersection. Numila cut-off road would not be affected. Pedestrians cross the highway by means of an overpass and there is some problem if any access to the Little League Ball Park is made from the highway, despite other access provided from a local street.

Circulation in Hanapepe is not a major problem except where parking is concerned. As many of the commercial structures were developed prior to the establishment of parking standards, many of the structures are not adequately served by parking spaces and loading zones. The establishment of an off-street parking area, in the form of a municipal parking lot would allow a



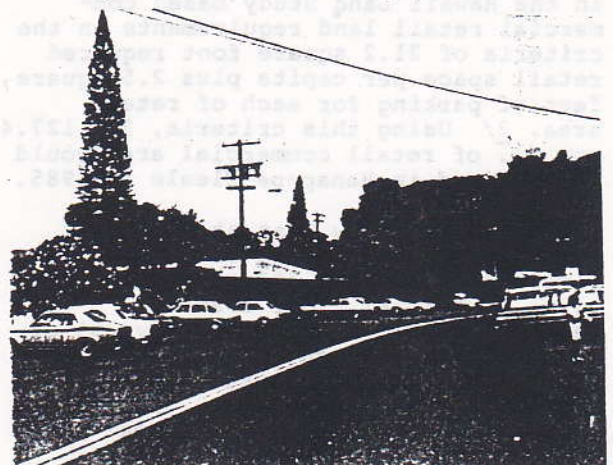
Kaumualii Highway at Eleele Shopping Center

more pedestrian-oriented street front and solve the town parking problems. Off-street parking could be developed either in areas previously occupied by dilapidated, unsound structures, or in the present town center park. Possible development of one-way traffic through town, with parking allowed on only one side of the street may be another solution. Another more future oriented resolution would be the development of a mall along the main road of town where no cars are allowed at all. All parking and circulation would be handled by secondary streets, allowing the main street of Hanapepe to become more diversified: walkways, bikeways, street furniture and landscaping could



Hanapepe Road - near Ko Road

Parking Conditions - Hanapepe Road



be considered with this development with accompanying economic benefit.

There have been many complaints from the residents about the condition of the roads in Kaumakani and Numila. These are, however, primarily plantation responsibilities.

Improving Public Services

A public improvement program, to assure an increased flow of public services, is essential in arresting the decline of the study area. Apart from the correction of environmental deficiencies of the community, the early installation of some of the more dramatic improvements, such as parks, playgrounds, well-paved roads, a sewerage system and good drainage is an expression of community improvement which assures individuals that the government is concerned for their safety, health and welfare. With an improvement in the physical conditions and service amenities of the community, the investment climate in the area may undergo a significantly positive change. Property owners, who were once reluctant to invest due to the town's generally rundown appearance, may be spurred to repair or otherwise improve their properties, knowing that their efforts would be part of an active program to upgrade the quality of the entire neighborhood.

Other public services can help eliminate the more significant barriers to community development that limit financial and managerial ability. Provision for social services, manpower training programs, and the like can increase the earning capability of people in the area to enable them to afford a better standard of living. Some programs can operate directly to increase the amount of income available for housing. Rent supplements, for instance, can provide a means for the lower income individuals and families to obtain better housing within their limited means. There are other forms of assistance

available for property owners who desire to make repairs and improvements.

Many capital improvement projects are planned for the area which are discussed in greater detail in a later chapter. Capital improvement projects display public commitment to improve the area. One possible strategy to induce private investments within the area to complement these many public investments, most notably, the sewage treatment plant, is to direct and encourage improvements within areas which are presently properly zoned, planned and ready for development. Two such areas are found within the study area.

The recently auctioned lots by the State within the Hanapepe Heights should be improved. The vacant lands which are leased should also be improved -- for example, the church lease along the highway on the west end of town. Another area of improvement might be the redevelopment of existing areas; at a minimum, condemned structures should be removed. These two types of activities are simple and direct; however, they provide a private commitment to investment - a sign - an initial indication of willingness to invest in the future.

Housing

Residential development in the study area should occur on State lands or in other areas such as that proposed by McBryde (A&B) where economic hardship is not created by removal of cane lands. The proposed McBryde project, located above Eleele Heights, would do much to alleviate some of the community's housing needs. The method of development may lead to problems, though, if single lot sales are the means because many residents may not be able to afford the cost, depending upon the type and style of buildings proposed by the developer. As many of the housing needs fall into the lower and middle income ranges,

meeting this need should be considered in development of this project. Another problem is whether or not water will be available to support the project. The present water system belongs to the plantation, however, the General Plan for Water (Kauai) shows a "full growth improvement" proposed for an indefinite time in the future.

Dilapidated camp housing near Port Allen should be removed to make way for the development of multi-family structures, in line with the County General Plan. This should occur only if relocation housing is available for those residents affected. Adjacent to this area is a parcel proposed for the construction of housing for the elderly. (It is questionable whether this site would be suitable in meeting the needs of the elderly, who should be near medical services, shopping, and entertainment.)

Other camp housing, such as found in Kaumakani and Numila are owned by the plantations with low rent offered to the employees. As most of the camp housing residents have expressed strong desires to remain in their neighborhoods and to keep the existing single family character (especially in Numila), a program of acquisition should be initiated for the residents. Pride of ownership usually works to upgrade the appearance of houses and the surrounding area would also benefit from improved appearance. The problem of camp housing phase out has yet to be clarified, so the future of Numila is questionable.

Recreation

Programs

The younger people of the plantation camps feel that their recreation opportunities are limited without public transportation and that even smaller children have no place to play outside of their own homes. A recreation

center is proposed in the Kauai County CIP, for Kaumakani, for the near future, but any recreation facilities for Numila are questionable and dependent upon the question of Numila's future. The county could initiate recreation programs in plantation buildings as an interim measure which would appeal to all ages and ethnic backgrounds in the community, not just teenagers. This would help foster a sense of community and given the scope of the programs, give a sense of purpose to those who were previously unoccupied. A program along those lines, encompassing both recreational and vocational aspects could also be developed for the entire community.

If Kaumualii Highway were realigned further makai, then a larger overlook of the Valley could be developed in a park form. Presently there is only a roadside turnout. As there is a proposal for housing below this area, the park could be contiguous, if not part of the development, and furnished with picnic tables, play equipment and landscaping and would be a valuable addition to the community. The view from this overlook park is of Hanapepe Valley and many visitors, daily, pull over to the side of the road to photograph and enjoy the view. Given enough developable area, a special parking place for tour buses could be created.

Smaller, pocket type parks should be developed in the residential areas, for free play, with some equipment. The emphasis is presently upon organized team sports. The school grounds should be further landscaped and play and game areas defined for community usage.

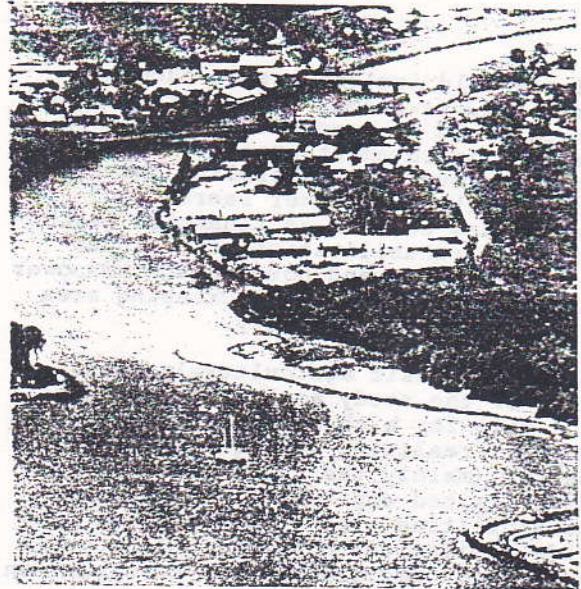
Underutilized Recreation Resources

An area adjacent to the Salt Ponds is presently used as a county beach park, with no attention paid to the Salt Ponds as an attraction. The ponds should be protected, with consistent water levels in order to support a habitat for the native birdlife. A few of the waterfowl are on the declining native species list

and need protection. The ponds are located at the edge of Burns Field peninsula which contains the small air strip. A sandy beach forms a continuous curve with that of the county park. It would seem feasible that the county park should be enlarged to include the Salt Ponds and the beach area to protect the Salt Ponds and to keep this lovely natural area for recreational use. Much of the Burns Field area, including the Salt Ponds, have been planned in the past for golf course development. As this is an important community issue, the question of the golf course will be dealt with separately (See Appendix B, Technical Report).

The perimeter of the airfield should have a trail development which would connect with trails, and a possible bikeway development into the town, leading to major recreation areas, and the valley. The river mouth should also be considered for recreation uses, once the problem of upstream siltation is controlled, as there is no river oriented recreation development in the area. Rivers as recreation resources have proven their value as exemplified by Wailua River on the other side of the island. The bridges at Hanapepe, however, may prove to be a drawback to any traffic upstream and would separate areas of the river. Canoeing, small boats or even a wildlife habitat development in specific areas along the banks should be considered as possible activities. A hiking trail along the river, from the mouth to the valley, which could also be developed as a bike trail is another option to consider for recreation development.

The river and the valley are valuable recreation resources which with minimal change could become one of the major natural attractions of the west side of Kauai. Development of a natural wilderness type park at the rear of the valley which would also relate to trails and river-oriented recreation sites through the lower valley would attract many



Hanapepe River Mouth

visitors to the area. Kokee State Park is an example of a high elevation type of development related to a spectacular, scenic valley. Presently, there is no public access to either the river or the mauka portions of the valley.

The future land uses in Port Allen can either be as present, the combination of light industrial uses and possible future development of similar facilities, or Port Allen could become a deep sea fishing center for the island. Deep sea fishing facilities are negligible on Kauai, and some of the best fishing in the State is in the area between Kauai and Niihau. Such a development would be able to attract many of the tourists that stay in nearby resort areas.

The key to the economic development of the study area lies in the setting up of the necessary facilities to attract potential investors to the area as well as encourage local businessmen to expand their investments. These facili-

ties should include basics such as drainage, sewerage, and water systems which would be complemented by other capital improvement projects such as road improvements, shoreline restoration, parks, and other recreation facilities as well as financial assistance for rehabilitation of business establishments and housing and manpower training programs for increasing area residents' employability.

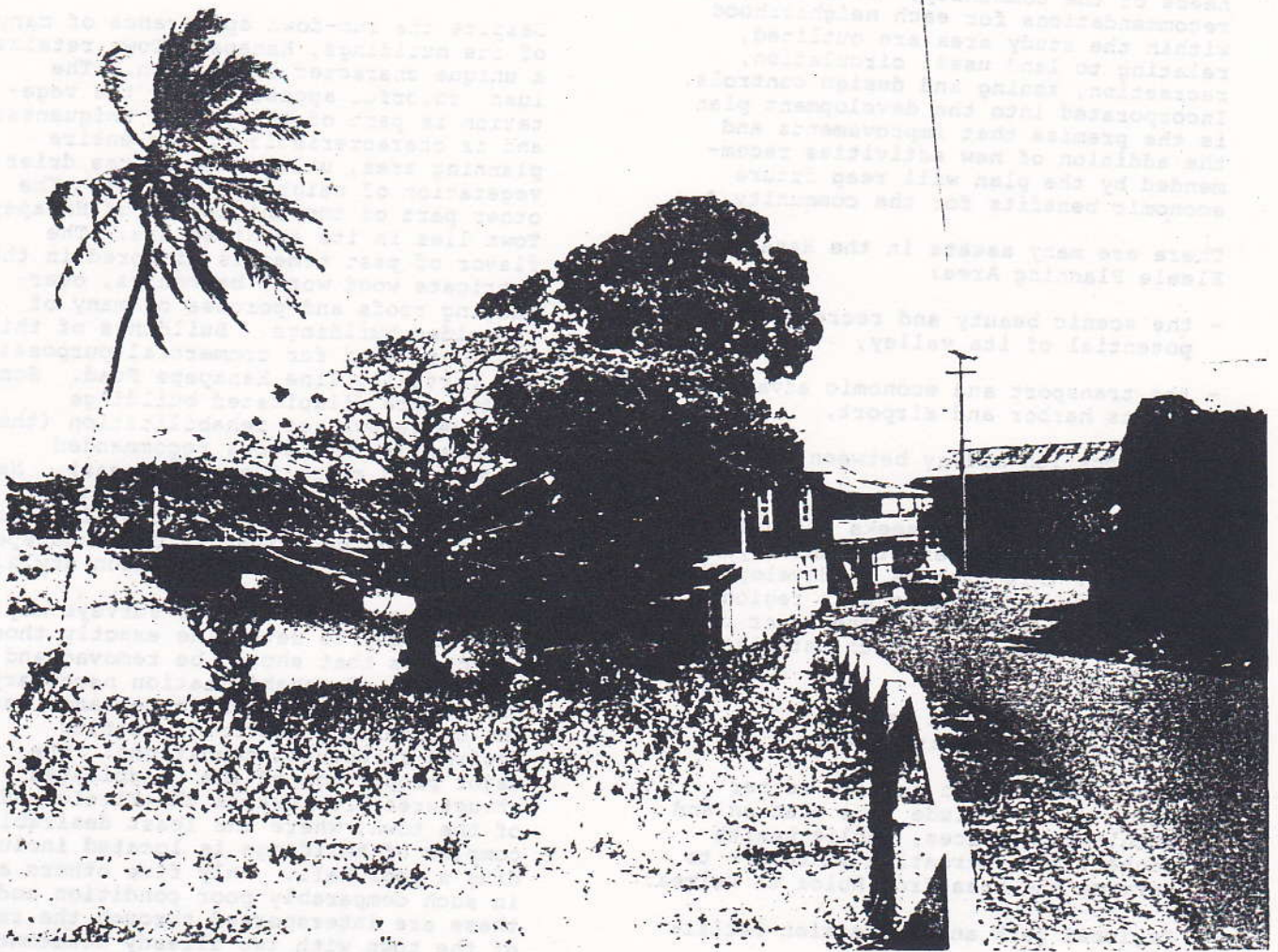
Given the basic agricultural orientation of the study area, the plan does not call for a change in orientation. Rather, realizing the agricultural sector (mainly the sugar industry) to have limited employment generation possibilities, the strategy is to provide facilities that will induce other employment sectors such as construction, utilities, communication, transportation, and wholesale and retail trades to grow and generate jobs.

In pursuing the economic development of the area, it has been stressed in the Plan that the area's economic resources be utilized in a way that will maximize the community goals. The statement of community goals includes recommendations for building upon existing assets, preservation of existing agricultural activities, the development of employment opportunities, the increase in real per capita income, and the expansion of recreational opportunities for all segments of the population. A proposed golf course development may prevent some of these goals from being achieved since it could lead to either the possible closedown of Burns Field and/or the reduction of sugar cane land.

If the airport is closed down to make way for a golf facility, the community would lose one of its prime locational advantages, a transport resource possessed by no other community in West Kauai. The airport, while being underutilized, is a valuable facility to attract future investments within the area. If, however, the airport is retained but fertile can lands are taken from cultivation for a golf course, this would result in a reduction of employment in the sugar industry unless other lands are found to replace that removal of sugar cane land. And moreover, the substitution of a high-paying economic activity will result in one with an uncertain income possibility.

Until more definitive data are available on all aspects of the golf course and tourist development, such as the role of agriculture and the need for a general secondary airport at Burns Field, it would appear to be wiser to hold off making public investments for a golf facility at this time. This means retaining the airport and cane fields in cultivation until a determination has been made of the role of agriculture and the need for a general secondary airport on the Westside. The beach, Salt Ponds, and Port Allen Peninsula are prime public assets.

The beach is the only public shoreline resource in the area. Proposals for a golf course/resort area will be considered in the future if sugar cultivation ceases in the area and Port Allen airport is no longer required.



Hanapepe River, town bridge

THE DEVELOPMENT PLAN 6

The development plan is an outgrowth of the policies and strategies, and attempts to answer some of the basic needs of the community. Conclusions and recommendations for each neighborhood within the study area are outlined, relating to land uses, circulation, recreation, zoning and design controls. Incorporated into the development plan is the premise that improvements and the addition of new activities recommended by the plan will reap future economic benefits for the community.*

There are many assets in the Hanapepe-Eleele Planning Area:

- the scenic beauty and recreational potential of its valley,
- the transport and economic advantages of its harbor and airport,
- its location midway between Waimea and Poipu.

The development plan seeks to build upon these assets, however, the underlying concept of this plan is to develop the role of Hanapepe-Eleele as a regional public service center. The major components of this plan which establish this role are:

- Hanapepe Town as a regional specialized shopping area.
- A regional public service center which would include fire station and ambulance services, public health center, and recreation centers - to service the area from Koloa to Waimea.
- Regional park and recreation facilities.
- A regional public works center.

*Map 1 illustrates proposed land uses for the study area.

- Hanapepe and Eleele serving a regional role.

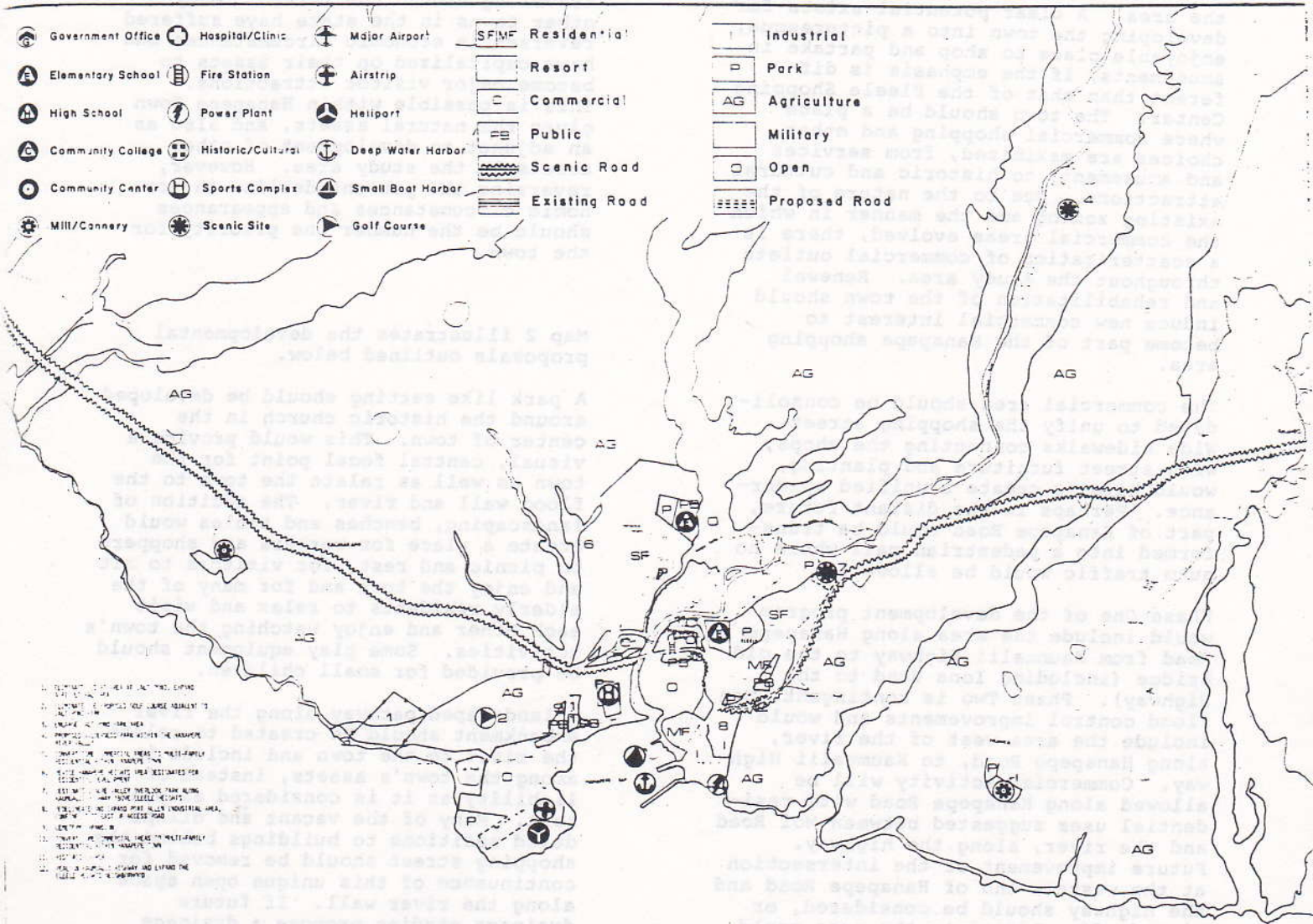
THE TOWN

Despite the run-down appearance of many of its buildings, Hanapepe Town retains a unique character of its own. The lush colorful appearance of the vegetation is part of the area's uniqueness and is characteristic of the entire planning area, unlike the sparse drier vegetation of neighboring areas. The other part of the uniqueness of Hanapepe Town lies in its architecture. The flavor of past times is mirrored in the intricate wood work, balconies, overhanging roofs and porches of many of the older buildings. Buildings of this style are used for commercial purposes and partially line Hanapepe Road. Some of the more dilapidated buildings require renewal or rehabilitation (the accompanying map shows recommended renewal and rehabilitation areas). New and rehabilitated structures should retain the present architectural theme which can be described as Old Hanapepe Town: early western plantation style.

Specific engineering site surveys may be necessary to determine exactly those structures that should be removed and the extent of rehabilitation necessary for others, as physical appearance was the determining factor in setting desired structural conditions. The major proportion of the dilapidated structures are towards the Eleele end of the town, where the least desirable complex of buildings is located including a pool hall. Only five others are in such comparably poor condition and these are interspersed through the rest of the town with two already condemned and one presently being rehabilitated.

The town should continue in its role of offering a variety of services and commercial outlets, despite its rivalry with Eleele Shopping Center. Hanapepe, in the future, should concentrate on attracting specialty shops and unique shops which would bring visitors to

- | | | | | |
|-------------------|-------------------|-------------------|---------------|---------------|
| Government Office | Hospital/Clinic | Major Airport | Residential | Industrial |
| Elementary School | Fire Station | Airstrip | Resort | Park |
| High School | Power Plant | Heliport | Commercial | Agriculture |
| Community College | Historic/Cultural | Deep Water Harbor | Public | Military |
| Community Center | Sports Complex | Small Boat Harbor | Scenic Road | Open |
| Mill/Canery | Scenic Site | Golf Course | Existing Road | Proposed Road |



1. TO MAINTAIN THE AREA AS A RURAL SETTING, EXISTING ZONING SHOULD BE MAINTAINED.
2. TO MAINTAIN THE RURAL SETTING, EXISTING ZONING SHOULD BE MAINTAINED.
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1 GENERAL LAND USE PLAN SHOWING EXISTING DESIGNATION AND RECOMMENDED CHANGES HANAPEPE-ELEELE COMMUNITY PLANNING STUDY : 1974

PREPARED FOR KAUAI COUNTY
BY MAPS-ALL, KAPLAN, GANS, KAHN AND YAMAMOTO

the area. A clear potential exists for developing the town into a picturesque, enjoyable place to shop and partake in amusements, if the emphasis is different than that of the Eleele Shopping Center. The town should be a place where commercial shopping and other choices are maximized, from services and amusement, to historic and cultural attractions. Due to the nature of the existing zoning and the manner in which the commercial areas evolved, there is a scatterization of commercial outlets throughout the study area. Renewal and rehabilitation of the town should induce new commercial interest to become part of the Hanapepe shopping area.

The commercial area should be consolidated to unify the shopping street. Wide sidewalks connecting the shops, with street furniture and planting, would help to create a unified appearance. Perhaps in the distant future, part of Hanapepe Road could be transformed into a pedestrian mall where no auto traffic would be allowed.

Phase One of the development program would include the area along Hanapepe Road from Kaumualii Highway to the old bridge (including Iona Road to the Highway). Phase Two is contingent upon flood control improvements and would include the area west of the river, along Hanapepe Road, to Kaumualii Highway. Commercial activity will be allowed along Hanapepe Road with residential uses suggested between Moi Road and the river, along the highway. Future improvement of the intersection at the western end of Hanapepe Road and the highway should be considered, or closed off. Access to the area could be via Moi Road.

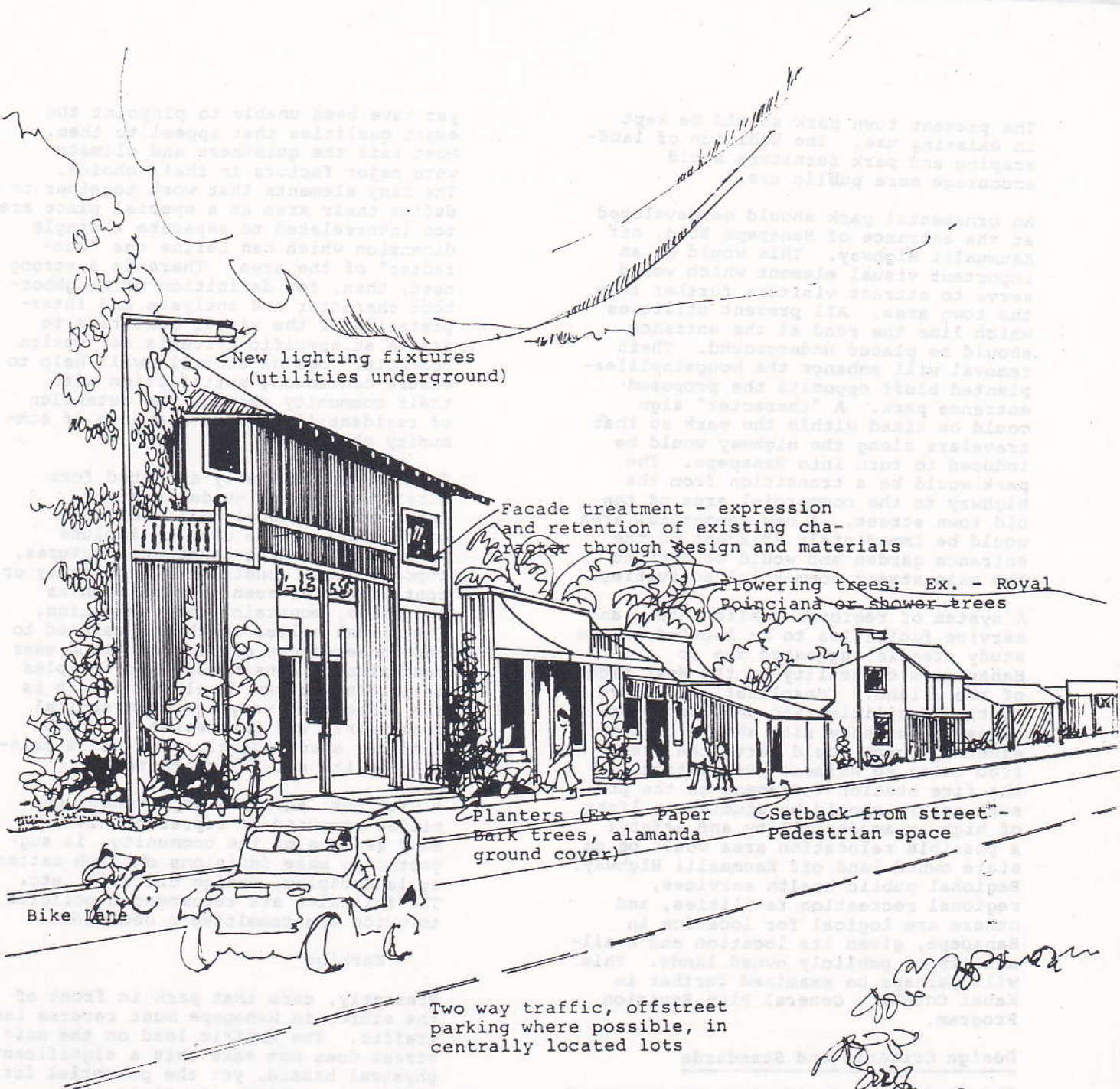
The emphasis, then, on town renewal and beautification is to create a unique and interesting place in which to shop and sightsee which would attract both visitors and residents from Poipu and Waimea and also divert those who are

traveling around the island. Many other towns in the state have suffered reverses in economic circumstances and have capitalized on their assets to become major visitor attractions. This is possible within Hanapepe Town given the natural assets, and also as an adjunct to development of other assets in the study area. However, reversing the present decline in economic circumstances and appearances should be the number one priority for the town.

Map 2 illustrates the developmental proposals outlined below.

A park like setting should be developed around the historic church in the center of town. This would provide a visual, central focal point for the town as well as relate the town to the flood wall and river. The addition of landscaping, benches and tables would create a place for workers and shoppers to picnic and rest, for visitors to sit and enjoy the town and for many of the elderly residents to relax and visit each other and enjoy watching the town's activities. Some play equipment should be provided for small children.

A landscaped pathway along the river embankment should be created to relate the river to the town and include it among the town's assets, instead of a liability as it is considered at present. Many of the vacant and dilapidated additions to buildings behind the shopping street should be removed for continuance of this unique open space along the river wall. If future drainage studies propose a drainage canal alongside the levee, the canal should be constructed in a natural fashion, i.e., simulating a small river to enhance a park like pathway. Two smaller, pocket parks should be developed at both ends of the pathway. The section of Land Exchange in Chapter VII proposes a method for accomplishing this.



MANAPEPE ROAD - STREET TREATMENT - DEVELOPMENT PLAN

The present town park should be kept in existing use. The addition of landscaping and park furniture would encourage more public use.

An ornamental park should be developed at the entrance of Hanapepe Road, off Kaumualii Highway. This would be an important visual element which would serve to attract visitors further into the town area. All present utilities which line the road at the entrance should be placed underground. Their removal will enhance the bougainvillea-planted bluff opposite the proposed entrance park. A "character" sign could be sited within the park so that travelers along the highway would be induced to turn into Hanapepe. The park would be a transition from the highway to the commercial area of the old town street. A new commercial area would be immediately adjacent to the entrance garden and would connect to the main street commercial activities.

A system of regional public safety and service facilities to be located in the study area is suggested due to Hanapepe's centrality on the West side of the island. Consolidation of fire station facilities and ambulance services on the same site should be considered, which would serve the area from Koloa to Waimea. Relocation of the fire station (adjacent to the present park), should be studied in light of highway accessibility and safety: a possible relocation area would be on state owned land off Kaumualii Highway. Regional public health services, regional recreation facilities, and others are logical for location in Hanapepe, given its location and availability of publicly owned lands. This will perhaps be examined further in Kauai County's General Plan Revision Program.

Design Criteria and Standards

The study area residents have expressed many opinions regarding their preferences for living in the study area

yet have been unable to pinpoint the exact qualities that appeal to them. Most said the quietness and climate were major factors in their choice. The many elements that work together to define their area as a special place are too interrelated to separate a single dimension which can define the "character" of the area. There is a strong need, then, for definition of neighborhood character and analysis and interpretation of the visual qualities to arrive at specific criteria for design controls. Design controls will help to ensure continuing satisfaction with their community through the retention of residential desired elements of community character.

Criteria in generally accepted form already exists as guidelines for retention of visual qualities of a given area. These usually include saving outstanding landscape features, topographical constraints, proximity or containment of scenic areas such as shoreline, mountains, or vegetation. The visual values which are related to the consequences of proposed land uses must also be considered as principles in guiding future development such as the effects of varying topographical constraints and the degree to which land can absorb development while maintaining its natural character.

A Citizens' Advisory Improvement Committee composed of representatives of many sectors of the community, is suggested to make decisions on such matters as landscaping, design criteria, etc. The following are recommended policies to guide the committee's decisions.

Parking

Presently, cars that park in front of the stores in Hanapepe must reverse into traffic. The traffic load on the main street does not make this a significant physical hazard, yet the potential for accidents remains. At times, the parked cars create difficulties in access to the stores. Parallel parking

should be adopted for store front parking, as an interim measure for safety reasons and for convenience of access, instead of the present diagonal parking.

Off-street parking places per 300 square feet are required for commercial establishment by the CZO located within 200 feet of the store. These requirements cannot be met on Hanapepe's main shopping street. CZO requirements for off-street parking, when applied to town commercial areas square footage, yield approximately 350 parking places required. The CZO standards, however, should be applied to the town only as general guidelines, since many of the commercial establishments operate on plantation time (after work), and others do not operate to the capacity of their total square footage. Approximately 215 diagonal, on-street parking stalls presently are available on the east side of the Hanapepe Bridge and 125 on the west (See Map 1). These would form a continuous line of parking along Hanapepe Road, in front of both vacant and utilized commercial areas. There are specific store parking places available, in setback areas or in lots as at Robert's and the shopperette, but most parking is presently diagonal along the street. However, full utilization of 340 diagonal parking stalls is not required at present due to limited demand. This same area would allow for approximately 204 parallel parking slots along the entire commercial length of Hanapepe Road, and still provide adequate parking for those commercial areas not serviced by lots or setbacks. Painted street stripes should designate parallel parking to avoid confusion among the users.

Movie parking at night and other evening activities would continue to create a temporary problem along Hanapepe Road, but the majority could continue to be temporarily accommodated at the Town Park, until a public parking lot is provided. There are a number of vacant and underutilized structures which do not need parking facilities,

creating excess space which could be used to supplement on-street parallel parking. The development of municipal parking lots at both ends of the town should be considered to handle parking in the future. This would leave the streets free for development of sidewalks and a bikeway, and minimal front of store parking. Parcels that contain dilapidated structures that should be removed could be converted to interim parking lots, or the Town center park could be used for this purpose.

Bike Paths

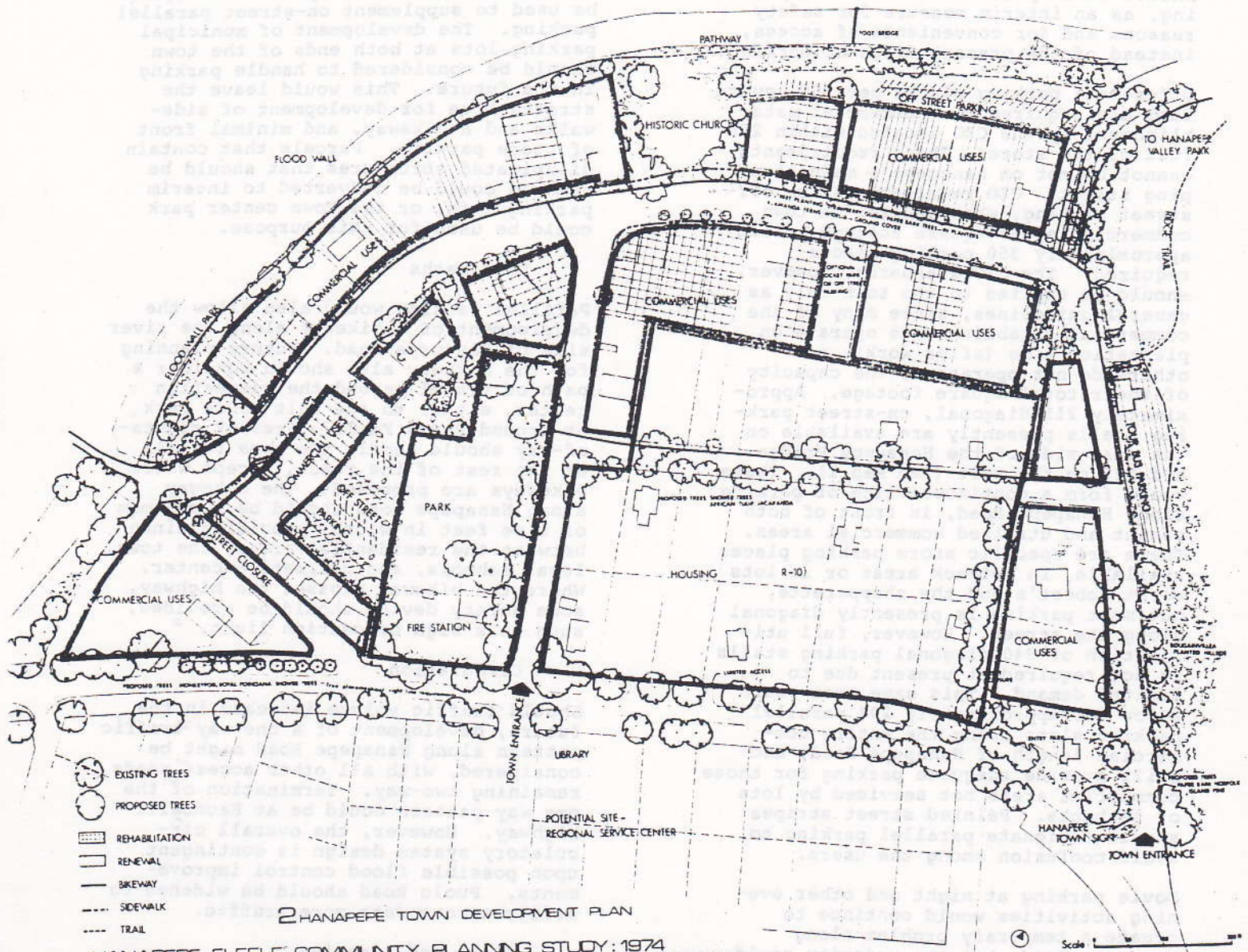
Parallel parking would also allow the development of a bikeway along the river side of Hanapepe Road. Future planning for the bikeway also should consider a path of travel beyond the recreation center, either to the Salt Ponds Park or around Burns Field. Present rights-of-way should remain the same for all of the rest of the roads, except where bikeways are proposed. The bikeway along Hanapepe Road should be a minimum of five feet in width, providing links between the residential areas, the town, local schools, and recreation center. Where the bikeway crosses the highway, some safety device should be provided, such as a sign or caution light.

Circulation

Should traffic volume increase in the future, development of a one-way traffic pattern along Hanapepe Road might be considered, with all other access roads remaining two-way. Termination of the one way pattern could be at Kaunualii Highway. However, the overall circulatory system design is contingent upon possible flood control improvements. Puolo Road should be widened to safely accommodate more traffic.

Signs and Lighting

Signs and light standards should reinforce the established character of the town and should be understated



HANAPEPE, "ELEELE" COMMUNITY PLANNING STUDY: 1974
 PREPARED BY MARSHALL KAPLAN, GANS, KAHN, & YAMAMOTO

rather than predominant in the overall town design scheme and be within the existing sign ordinance requirements. Flashing neon signs should be avoided, and store signs should be directly over the store fronts, with minimal advertising. Signs should be of wood, or understated materials with a simple message, e.g., Nishimura's Market, Shimonishi Feeds.

Street lighting should be within safety requirements, but harsh, high intensity overhead lights should be avoided along the main street. Ground and other indirect lighting should be considered for landscaping and to define pedestrian areas.

Bus Areas

Areas for tour buses to discharge and pick up passengers should be developed, possibly near the entrance to Hanapepe Town, thus allowing the visitors to walk through the town and along the river. The passengers then could re-enter the bus at the park area near the bridge.

Setbacks and Sidewalks

All new structures should conform to setback and other requirements of the CZO. Where a proposed new structure cannot conform to existing setbacks, special review should be initiated by the Citizens' Advisory Review Committee to establish reasonable setbacks which would possibly be appropriate in relation to existing structures and road rights-of-way. These recommendations would be incorporated into existing CZO procedure.

Sidewalks should be developed along both sides of the entire street frontage: these would fall within some of the present parking areas and in some cases could connect to those buildings which have covered porches, creating a continuous walkway. This will provide an undulating irregular line along the storefronts, adding a

pleasing ambulatory quality to the town. Sidewalk development will begin to define a more coherent character for the area by sharpening circulatory paths along the curvilinear street. Interior spaces will be opened to the pedestrian and given store window treatments, will entice shoppers to enter the stores. The sidewalks should be wide enough for walking, for accommodating street furniture such as benches and should include space for some planting, either in containers or in open areas adjacent to the sidewalks. Street furniture should be simple wood "old west" style benches and plant containers. Where the sidewalks connect to store porches, space in front of the stores should be allocated to accommodate plantings. These sidewalks should not be just pedestrian pathways, but should be used to make the principal shopping street a more interesting, attractive commercial corridor.

Building Design Criteria

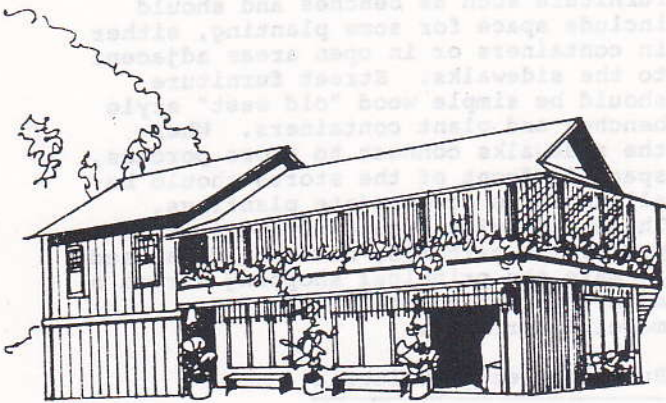
Height Limits

There is presently a 35-foot height limit allowed for the commercial area. However, any new structures along Hanapepe Road should be limited to two stories or less, rather than 35 feet as such, to be compatible with existing structures. Allowance of over two stories or 20 feet, should be by special permit or variance only, and subject to review.

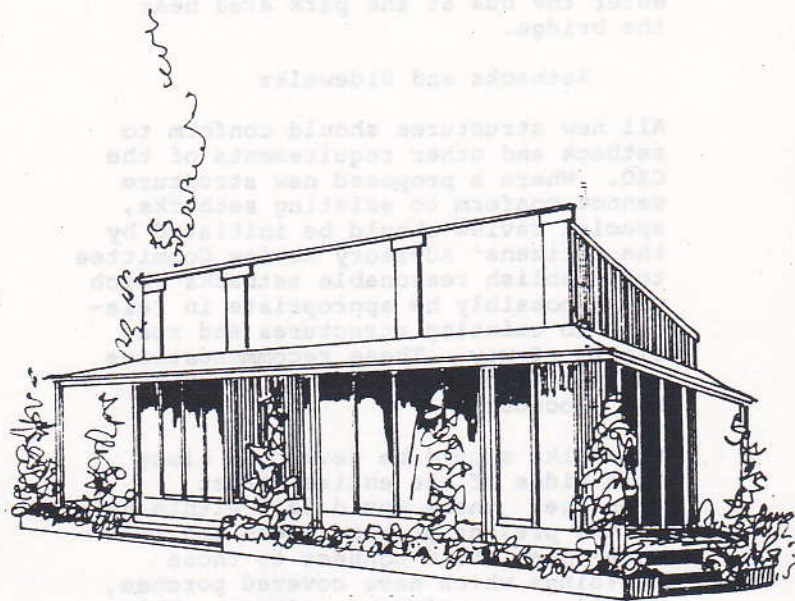
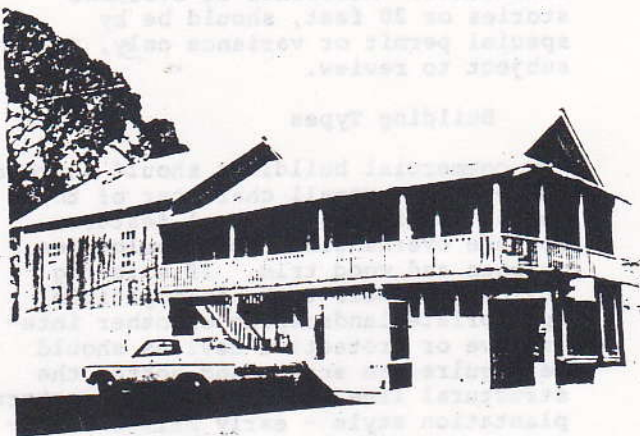
Building Types

New commercial buildings should express the present overall character of the town. Specific structural features include overhanging roofs, balconies, porches and wood trim. If existing buildings appear to be incompatible, appropriate landscaping or other integrative or protective devices should be required to screen and soften the structural lines. However, the western plantation style - early millwork carpentry perhaps should be limited to

The line drawings illustrate possible rehabilitation measures and changes in two older buildings in Hanapepe. The addition of landscaping in planters and pots softens the lines of the commercial buildings and adds to their attractiveness.



There is presently a 35-foot height limit allowed for the commercial area. However, any new structures along Hanapepe Road should be limited to two stories or less, rather than as such, to be compatible with existing structures. Allowance of over two stories on 15 feet, should be by special permit or variance and subject to review.



rehabilitation projects, with new construction only under specific design controls to create compatible aspects. Concrete and glass are not necessarily incompatible if attention is paid to the building's relationship with other structures, pedestrian ways, landscaping, and facade design.

Materials and Colors

Wood is suggested as the basic material for any new commercial structures because of the predominance of wood siding and millwork. However, there are more modern materials which would still be in keeping with the character of the early plantation-western architecture. Aluminum siding and roofing, in subdued colors could be quite suitable as well as easier to maintain for rehabilitation projects. Overall building colors should be quiet, subdued colors in the earth tones range. Trim and accents should be in contrasting tones to provide visual interest.

Landscaping

A sense of nature is an important asset to any urban space, especially in Hawaii, where attractive vegetation is an expected and prolific component of almost any urban setting. Landscaping in urban spaces softens hard lines of structures and gives a sense of visual continuity to streets. Special areas in the town should be defined or screened with planting. The whole length of Hanapepe Road should have landscaping which would screen service areas and provide a unifying background to certain areas. Landscaping should utilize both movable planter boxes and fixed plantings in areas adjacent to the proposed sidewalks. The combination of benches, sidewalks and landscaping would induce a fuller use of the town: the new "image" of the shopping street would encourage people to spend more time there.

The existing large mangos should remain, despite their location within street

rights-of-way. Other large accent trees should be planted, such as Golden Shower, African Tulip, and Royal Poinciana. These are also excellent shade trees and are colorful when flowering. Flowering shrubs such as bougainvillea, plumeria, jasmine and hibiscus should be considered for borders and for screening areas, as well as for establishing principal landscape features in planter boxes. Ground covers around shrub stems would help keep maintenance low, such as Alamanda, philodendron or Widelia. Since the climate of the study area is suitable for the growth of all these plants and trees, there should be no problem in large scale introduction.

Some areas, as a part of the existing beautification program already have been planted in flowering shrubs. These areas, however, need maintenance to curb their overgrown aspect. A line of accent trees should be planted along Hanapepe Road where it turns off from the highway. As a contrast to the bougainvillea-planted hillside on the river side of the town entrance road, narrower trees such as Norfolk Island Pine or Paper Bark placed immediately adjacent to the entrance would be very effective as accents, while still allowing views of the hillside.

HANAPEPE VALLEY

Many developmental directions are available for the valley, the most important of which is enhancement of existing agricultural land uses and improvement of public services. Diversified agricultural activities should be supported and assisted whenever possible, to ensure their future in the valley. A more secondary concern is the development of underutilized recreational assets.

A wilderness park should be developed beyond the existing cane fields and continue to the rear of the valley. This could possibly be under the jurisdiction of State Parks and should be developed with the idea of keeping the

area as a natural park. Camping and picnicking areas should be included in the park programming, as well as trail development, and a parking area which would keep traffic to a minimum within the park. Related to the park development should be development of the rest of the river as a recreation resource. Essential to this approach is the development of flood control measures such as sediment basins, and reservoir type ponds.

Flood control measures would also affect any recreational development in the lower valley near the river mouth.

Development of any sort in this area, however, is feasible with sediment control up river.

A regional oriented river recreation development should be considered with small boat activities, hiking along river trails, and development of wildlife refuges. Trails should be developed along the river connecting with those at the town flood wall and continue to the rear of the valley. Dredging and filling in the more swampy areas may be needed. This development should continue along the Bay front, include the athletic park, and continue to Burns Field and the Salt Pond, to emphasize the regional concept of a recreation center. Many forms of both passive and active recreation will be offered with such a development.

The proposed baseyard near the athletic field should become an important part of a regional service system. Part of the light industrial area in Port Allen could also serve as a public works baseyard for storage and equipment repair for the west side area from Koloa to Waimea. Relocation of the baseyard, in the future, to be contained entirely in the light industrial area at Port Allen, should be explored in the upcoming General Plan Revision Program. This would allow further expansion of the athletic field and the regional park aspect of the area. The



Hanapepe Valley Cane Lands

Fishing in the river



present warehousing and storage space adjacent to the athletic field should be considered as transitional only, with future consideration of relocation to the Port Allen light industrial area.

Design Controls: The Valley character is that of a rural-farm neighborhood and it should remain so despite the proposals for large-scale river mouth and wilderness parks in the valley. Residential structures should be single-story, with two stories possible upon approval by the Advisory Design Review Board. View lines should be maintained up and across the valley.

Circulation: All of the roads need immediate improvement with in-filling of potholes and paving. Possible widening and improvement of the main access road should have immediate priority. Improvement and widening of Ko Road would be necessary for access to the proposed wilderness park at the rear of the valley and the agricultural areas.

Housing: Much of the dilapidated camp housing in the lower valley should be removed and the residents relocated. Feasibility of development of new structures in this area is negligible due to the present flood hazard conditions. Similarly, little land is available in the upper valley for housing development as most of the land is either in taro, cane, or farm lots. If recreation development of the river valley area is considered important, then housing development for the community should be located elsewhere.

HANAPEPE HEIGHTS

This area should continue as a very desirable residential community. It is not scheduled to expand except for the addition of 29 houses to be built on recently released State land. A large area is designated as residential on the General Plan and it is suggested that this area be decreased in

scope to minimize cane land removal. However, this is primarily to keep the area open as an option for residential development should Eleele Heights fail to develop in a timely manner. Hanapepe Heights should be designated a special planning area to insure that untimely development does not occur.

Tall, leafy trees such as monkeypod, Norfolk pine, or jacaranda should be planted all around the community to act as dust buffers and to define the area as separate from the cane fields. Large spreading shade trees with an additional line of lower shrubs would add to the beauty of the area, and could also be used to define view lines makai.

The slope makes the development of bike lanes connected to the town area difficult, yet some bike lane development could be feasible along some of the residential streets.

Recreation development in the Heights should consist of a pocket park with play equipment for small children and with shade trees and benches and tables for other residents.

ELEELE

Any additional commercial facilities should be limited to the existing Eleele Shopping Center with no commercial development allowed along Kaunualii Highway, primarily because the highway is a high volume belt road and safe traffic flow should be emphasized. Eleele's future growth will lie in the development of housing on present cane lands, and the related development of Port Allen. It should not be related to Hanapepe Town development and should not be competitive with Hanapepe Town. This, however, would depend on the direction of development that Hanapepe chooses.

Design Controls: Building height limits at the shopping center and in the residential areas should remain primarily

single-story with two-story allowed for residential uses only. The shopping center should be landscaped to screen it from the highway and to separate the commercial from the light industrial uses on one side and the cane fields on the other. Improvements within the shopping center should also be considered - such as sign controls, attractive store front displays, side-walks and benches, and more landscaping within the parking lot. This too, could become a gathering place for the area residents.

Large shade trees, of the type previously mentioned, should be planted along the highway, to provide screening and dust control, and also to give the shopping center a more attractive setting. Similar types of landscaping should be considered to surround the residential areas, to separate the agriculture activities from the residential, and to provide dust and ash buffers. The low-cost housing area needs landscaping to define yards, play areas, and to visually incorporate it into the rest of the community.

Circulation: Kaunualii Highway should be realigned makai of (the General Plan) and existing alignment, in order to widen the curve of the highway at the Shopping Center. Realignment would improve the intersectional design to reduce traffic hazards for both vehicular and pedestrian traffic and access at the curve, and also provide a more cohesive community for Eleele. The proposed realignment would start at the top of the hill prior to the existing valley overlook and should flatten the curve at the shopping center. Approximately eight acres of land would be needed for the new alignment. The highway will continue to serve as the major transportation route around the island. With realignment, however, the former alignment (R.O.W.) could serve as part of the collector road within the proposed A&B subdivision addition. Access to the highway from Eleele should be

limited to two intersections: one below the overlook park and another near the shopping center, at right angles to the highway.

Many of the roads in Eleele are being improved in an on-going program of the Department of Public Works, yet there are several roads in the Heights that also should be considered for improvement and maintenance.

Bikeway development along the highway would not be feasible for safety reasons, yet some bikeway development should be considered along the residential streets, connecting to the school, and to the Little League Ball Park.

Recreation: Realignment of the highway and expansion of the Eleele Heights subdivision would allow the transfer of the Little League Ball Park to the Eleele School site. In addition to providing a playfield for children, at least three acres should also be allocated for adult recreational activity such as tennis and volleyball (as an example, existing standards include tennis courts - 1a/2,000 pop., basketball courts - 1a/5,000 pop., baseball diamond - 2a/6,000 pop.).

Standards derived from national standards (NRPA standards) suggest 2a/1,000 population for a neighborhood park and 2a/3,000 for a youth or softball diamond. These are minimal standards. Hawaii with its advantages of year round outdoor recreation and tradition of open space should require greater amounts of land for park use. However, a minimum of 5 acres for a neighborhood park and 2 acres for the little league field is recommended. At a minimum, ten acres should be allocated for park use in this area, exclusive of the school site. Additionally, the wisdom of keeping land open in case of future demand for park expansion is stressed. It is easier to retain land in open use to use for parks than to reclaim lands used in other ways for open and park space.

The Little League Park former site could then be converted to other uses with a portion used as a landscaped buffer and drainage site. Development of small pocket parks in the present and proposed residential areas is another recreational option that would please many of the children of the area. Landscaping and development of a portion of the school playground not proposed for Little League uses would also help to fill the community's recreation needs.

A larger valley overlook park should be developed with the highway realignment, which should contain picnic tables and benches. Some tour bus parking should be provided, also.

A trail should be created which would traverse the entire ridge line above the valley, from the overlook park to along the edge of the proposed subdivision, ending at Ko Road in Hanapepe. This could connect to another trail leading into the valley.

Housing: The area above what is known as Eleele Heights has been allocated by A&B for the development of single-family housing. Given the realignment of the highway, a larger area would be available, and a clearly defined community would develop. Both house and lot sales, not just lot sales should be a requirement of redistricting of the land from agriculture to urban.

PORT ALLEN

Port Allen, a transportation facility located off Hanapepe Bay, is an integral part of the community of Hanapepe-Eleele. As such, development of Port Allen is considered within the general context of the planning area and not as a community apart from Hanapepe-Eleele. (See Map 3, Page 55).

Industrial Role: Port Allen should continue in its role as the light industrial area for Hanapepe-Eleele com-

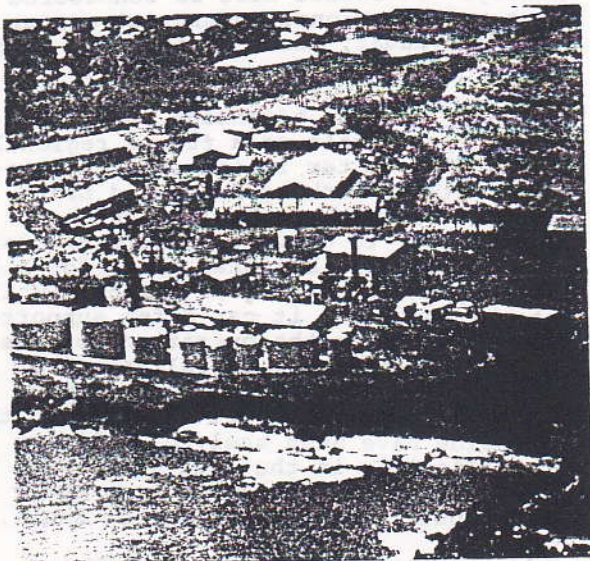
munity. It should also be considered as a major regional industrial center for West Kauai, based on its many locational advantages.

A major location advantage supporting Port Allen's role as a future regional industrial center is its central location between Barking Sands and Lihue. Because of this, it has the unique opportunity to capitalize on warehousing and other distributional needs for all development occurring at Kalaheo, while at the same time it can offer supportive services to the operations of the scientific-military installations at Barking Sands. As plans to develop another deep draft port facility on the Westside have been shelved, military installations in the area would have to depend upon Port Allen to move their large bulk cargo in and out of Kauai.

Additionally, given the fact that a majority of freight to Kauai will continue to arrive by water carriers, it may be possible that such increases in traffic may spill over to Port Allen as the Westside and Kauai, in general, continues to grow. Light industrial activities, however, should be limited to the Lihue side of the access road, with recreational attractions and residential developments on the opposite side.

The light industrial area should be enlarged for future expansion, to include all lands east of the access road up to the proposed realignment of Kaumualii Highway. Any and all access to this industrial site should be via Port Allen Road. This would lessen the traffic hazard of introducing direct highway access. See appendix for traffic separation standards and criteria.

The light industrial area would be served by an interior service road with all entering and exiting industrial traffic separated from other traffic through channelization and landscaping



Port Allen industrial area

treatment. The base yard that is presently being improved near the Hanapepe Park should be relocated to this industrial site at some time in the future. This would permit the consolidation of industrial activities at Port Allen.

Housing: The mauka portion of Port Allen above the port facilities contains the Eleele Shopping Center and the dilapidated plantation camp housing. Multi-family units should replace the plantation housing in conformance with the General Plan of Kauai. The housing for the elderly planned by Hawaii Housing Authority is presently underway within this area. Limited access to this area is proposed to separate residential traffic from other traffic.

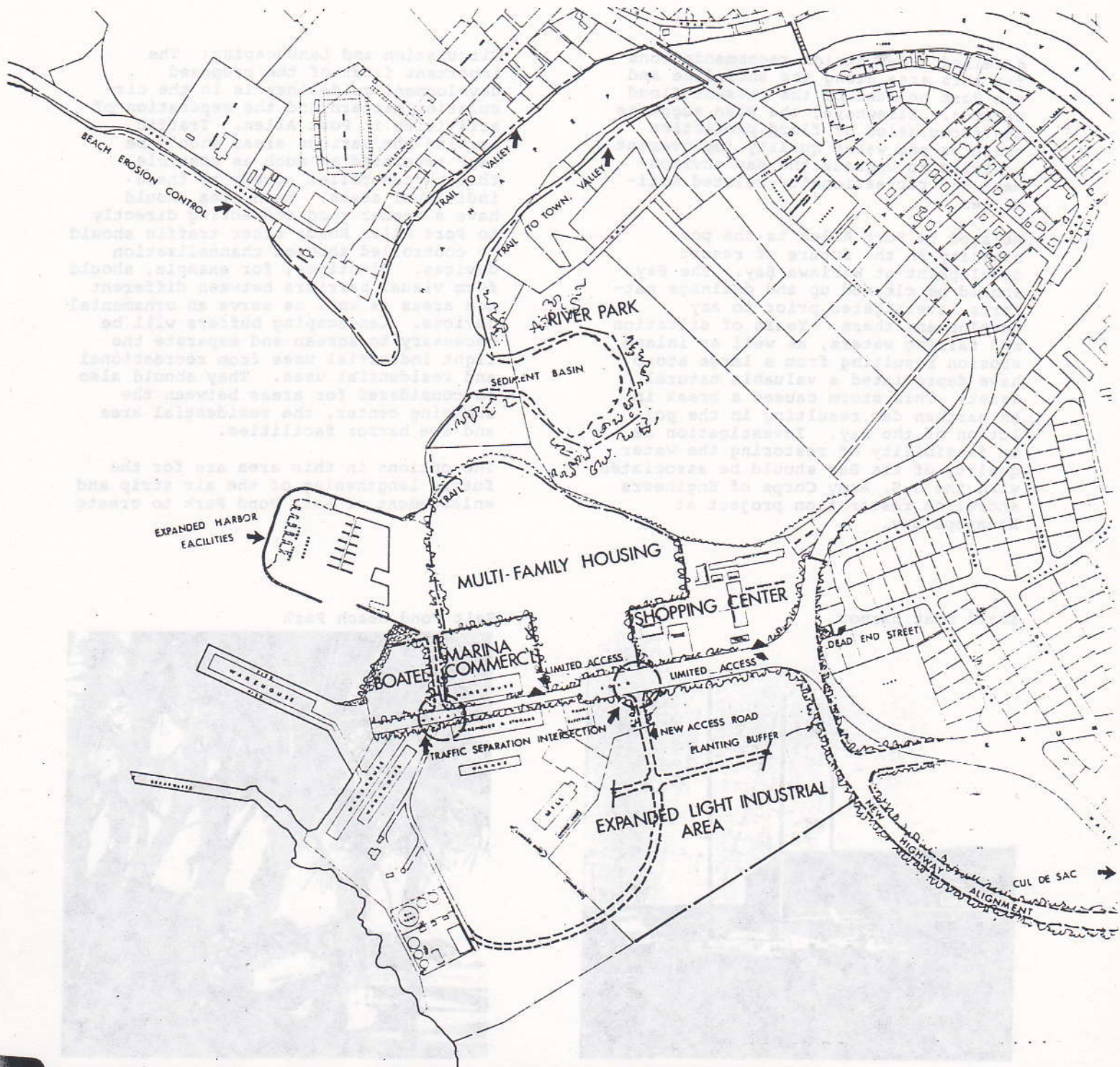
Marina: Development of a marina and a "boatel" would build on the existing asset of the small boat harbor. Commercial deep sea fishing facilities and tour boats could take advantage of the small boat marina development,



Small boat harbor storage

attracting people to the vicinity. Within the area immediately adjacent to the marina in the area proposed for multi-family development, some consideration should be given at the time of proposed development to open space and recreational needs of the residents, especially in the area nearest to the marina on the high bluff.

The area proposed for the deep sea fishing and marina complex includes portions of the plantation camp community. The use of the port area for such developments, together with the possibility of establishing a water-related recreational facility within the Bay and adjoining land areas are, however, contingent upon developing a reasonable flood protection plan for the lower part of the Hanapepe River. It would be premature to propose



3 ILLUSTRATIVE DEVELOPMENT GUIDELINES - PORT ALLEN

HANAPEPE-ELEELE COMMUNITY PLANNING STUDY: 1974

PREPARED FOR KALIA COUNTY
BY MARSHALL KAPLAN, GANS, KAHN AND YAMAMOTO

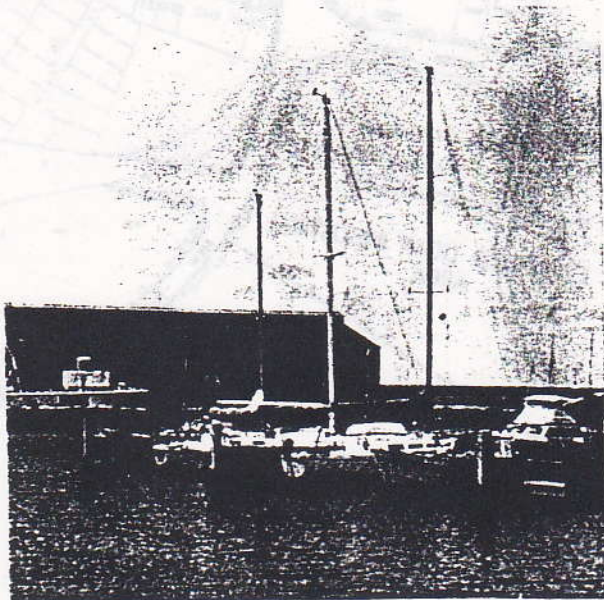
detailed urban design recommendations for this area along the shoreline and the Port because of the present flood hazards. Elsewhere, the Plan suggests the formulation of flood protection measures and water quality improvement policies to upgrade the Bay environment for recreationally-related activities.

Related to Port Allen is the possibility in the future of resort development at Wahiawa Bay. The Bay should be cleaned up and drainage patterns investigated prior to any development there. Years of siltation and tailing waters, as well as inland erosion resulting from a large storm have depreciated a valuable natural asset. This storm caused a break in an earthen dam resulting in the pollution of the Bay. Investigation as to feasibility of restoring the water quality of the Bay should be associated with the U.S. Army Corps of Engineers shoreline restoration project at Hanapepe Bay.

Circulation and Landscaping: The important facet of the proposed development guidelines is in the circulation pattern and the separation of activities in Port Allen. Traffic serving the various areas should be kept separated as much as possible through controlled access to these individual areas. Each area should have a feeder road connecting directly to Port Allen Road; other traffic should be controlled through channelization devices. Plantings, for example, should form visual barriers between different use areas as well as serve an ornamental devices. Landscaping buffers will be necessary to screen and separate the light industrial uses from recreational and residential uses. They should also be considered for areas between the shopping center, the residential area and the harbor facilities.

The options in this area are for the future lengthening of the air strip and enlargement of Salt Pond Park to create

Small boat harbor



Salt Pond Beach Park





Burns Field peninsula

a wildlife refuge. Given any resort development in the study area, the air strip would be invaluable, despite the present minimum usage.

The Salt Pond Park should be enlarged to include the beach frontage in front of the Salt Ponds with an accompanying clean up of the ponds to provide a better wildlife habitat for endangered waterfowl species. Consideration should be given to acquisition of more land mauka for the development of camping facilities which would leave the rest of the park for active recreation pursuits.

The historic use of the Salt Ponds for the making of salt should be restored. In times past, Hawaiians would produce salt here by transporting sea water in calabashes or small ditches to salt pans. After a series of procedures, salt crystals were obtained through evaporation of water by the sun. The



Salt Pond Beach Park

"Hui Hona Paakai Hanapepe" a salt-maker's organization should be encouraged in their revitalization of this art.

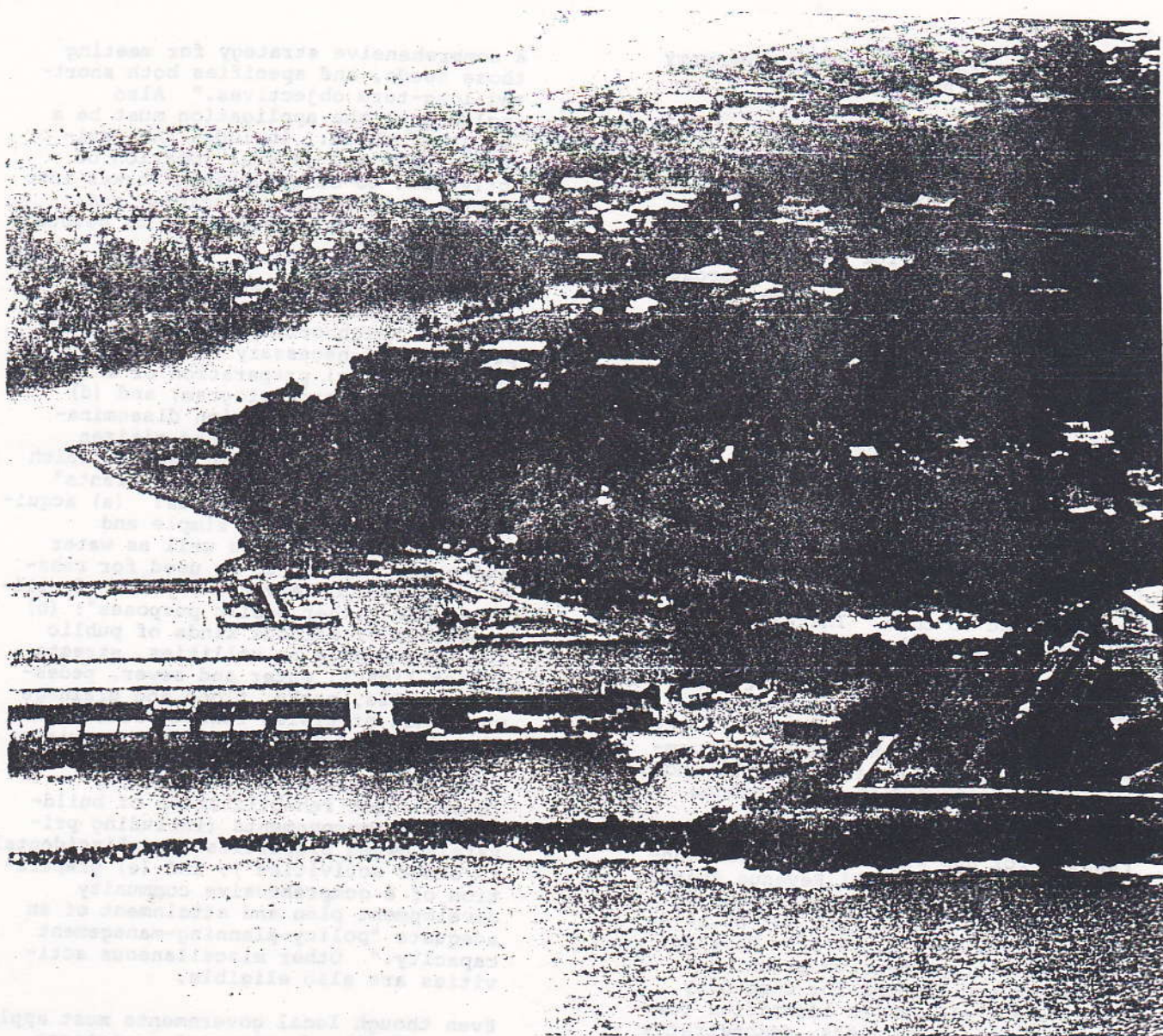
The Salt Pond Park extension will end at the existing road so as not to infringe on cane land.

As the Salt Pond Park would be an important part of the regional recreation concept, enlargement of the park would be necessary. Trails through the natural areas would act as connectors to other recreation developments closer to town. All of the land around the air strip, which is in a natural state, should be incorporated into the regional recreational concept and "reserved" for future recreation development, especially that along the shoreline. Should any development occur on the peninsula, shoreline setback requirements should be enforced by the county.

SUMMARY

Recreational developments such as trails and bikeways would create "connectors" between the community areas, while taking advantage of presently underutilized natural areas. Landscaping and beautification in the form of tree and shrub buffers and cleaning up vacant open spaces would also create a more cohesive community appearance. The area would no longer be a series of discrete communities, but a group of communities integrated through a comprehensive design process. Development of underutilized resources along with the improvement and beautification program should create an area that will attract many visitors and also satisfy the recreation needs of the residents.

Significantly, the Hanapepe-Eleele community will have a unique identity accentuated in the style of its buildings, consolidated shopping area and landscaping and river parks. This uniqueness will help define the area as a visual regional focal point. The services it will provide in recreation, retail trade, public safety and public works will make the area a regional focal point as well.



Port Allen, small boat harbor.

NECESSARY COMPONENTS **7** FOR CHANGE

FISCAL ASSESSMENT - FINANCING COMMUNITY DEVELOPMENT AND REHABILITATION

Examination of existing and potential sources of revenue is necessary in order to finance the costs of a rehabilitation program. The county must find alternative revenue sources to augment existing ones with the prospect of increased demand for services in the study area. A cooperative approach between the county and the community, directed by this study towards long range fiscal planning, should prove extremely useful in making more money available for community development and rehabilitation.

Existing Funding Sources

Federal Funds: Although programs still exist, in the federal statutes, to support improvement categories such as urban renewal, urban beautification, water and sewer grants, and historic preservation, funds have not been appropriated to them. Instead, Congress implemented general and special Revenue Sharing under which the county is allocated block grants to be apportioned among various projects and programs. It becomes the county's responsibility to decide which of the projects recommended for the study area will be wholly or partially funded through Revenue Sharing.

Funding for HUD programs has been consolidated under Special Revenue Sharing through the recently-adopted Housing and Community Development Act of 1974, effective January 1, 1975.* This Act provides a comprehensive planning framework and funding for community development plan which identifies community development needs, demonstrates

*Final HUD requirements for block grant applications are set out in Federal Register, Vol. 39, Nov. 13, 1974, pp. 40135-40154.

a comprehensive strategy for meeting those needs, and specifies both short- and long-term objectives." Also included in the application must be a "program" which: includes the estimated costs and general location of activities to be undertaken; takes into account environmental factors; and, indicates local resources to be devoted to the program.

Mandatory program elements include: (a) elimination of blighted and deteriorated neighborhood conditions; (b) provision of necessary community facilities; (c) preparation of a housing assistance program; and (d) allowance for information dissemination, public hearings, and citizen participation. Specific uses to which community development "block grants" may be devoted are numerous: (a) acquisition of various fee simple and development rights, as well as water and other rights, to be used for rehabilitation, conservation, public facilities, and "other public purposes"; (b) provision of various kinds of public facilities such as utilities, streets, street lights, water and sewer, pedestrian malls, parks, flood and drainage where not otherwise funded, solid waste disposal, and fire protection services; (c) building code enforcement activities; (d) clearance, demolition, removal, and rehabilitation of buildings and improvements (including privately owned properties when "incidental to other activities"); and (e) preparation of a comprehensive community development plan and attainment of an adequate "policy-planning-management capacity." Other miscellaneous activities are also eligible.

Even though local governments must apply for community development assistance, the new Act adopts a "special revenue sharing approach" -- funds are to be allocated basically according to comparative formulae (population, poverty, and housing overcrowding) rather than need as demonstrated in the application. A minimum emphasis thus is placed on

the initial application submission, and it is automatically approved unless rejected in writing within 75 days by HUD. Counties may receive not more than 10% of their entitlement as an advance to plan and prepare for implementation of activities. Discretionary funds in addition to the basic grant are available to correct allocation inequities and to fund innovative programs. Since funding is county-wide in scope, Kauai should include not only Hanapepe-Eleele community development, but also similar activities on an island-wide basis. Enforcement of program requirements occurs through submission of an annual performance report by each recipient, and a possible audit by GAO.

Generally, community development "block grant" assistance to Kauai should prove useful in filling in "pukas" in the existing capital budgets of operating agencies, thus enabling the agencies to move ahead with implementation of the recommendations contained in this report. Block grant funds also may be used as the local share in obtaining "701" and other community development-related funds.

Also consolidated in the 1974 Act are housing assistance and mortgage credit programs, as well as amendments to the 701 planning program. Of course, these programs are not covered in the community development block grant, and must be the subject of separate applications by the County or other appropriate institutions such as HHA, non-profit sponsors, or private individuals.

Authorization is provided in HHA's enabling legislation for that agency to advise and assist counties in obtaining housing, rehabilitation, and community development funds from the Federal government.* HHA also is empowered to

provide direct assistance, upon request, "in the development of programs to correct or eliminate blight and deterioration, and to effect community development."

Federal funds are available in the transportation field under the Traffic Operations Program for Increasing Capacity and Safety (TOPICS). This program finances small-scale projects such as the acquisition and installation of traffic signals and intersection improvements. The funds for the program were appropriated annually from 1969 through 1973 with an automatic 2-year extension, which means that funds will no longer be available after 1975.

The Federal-aid Highway Act of 1973 has expanded the coverage of federal transportation funds to include, in addition to the usual highway programs, small projects such as those eligible under TOPICS, bicycle and pedestrian facilities in conjunction with Federal-aid streets and highways. A maximum annual expenditure of \$40 million nationwide during any fiscal year is available for construction of bicycle and pedestrian facilities, with a maximum limit of \$2 million per fiscal year for each state. For FY 1975, the amount of \$12,034,725 still remains unallocated, to be available on a first come first served basis to those states which have not exceeded the \$2 million limit. The State of Hawaii's request for FY 1975 so far has amounted to only \$25,000.*

Title II of the 1973 Highway Act amends the Urban Mass Transit Act of 1964 to provide funds for public transportation systems including such items as bus transit terminals, buses, right-of-way acquisition, fixed rail lines, etc. Funds are available under a 90% Federal to 10% local matching basis.

*Ch. 356-16(4), H.R.S.).

*June 1974.

A review of the C.I.P. for the planning area has shown that federal funds are not being used to finance any improvement in the area.

State Funds: These funds are annually appropriated by the State Legislature for State C.I.P. projects for which financing may not be available or sufficient. Releases of both funds are dependent on the State's current fiscal condition. Almost two-thirds of the county CIP for the study area cost is funded by the State. The project category of parks and recreation has the largest existing appropriation followed by the sewer project (see attached tables).

County Funds: These funds come from two primary sources. One source is the County Operating Budget, which covers primarily labor-related items of expenditure for county operations and could thus be made to cover some expenses to be incurred by the County Public Works Department in connection with Hanapepe Town improvement. The other source of county funds in the Capital Improvement Program which allocates funds for specific capital improvements such as roads, parks, gymnasiums, or parking lot acquisition and development.

Funds from the County C.I.P. can be used as matching funds for projects which are eligible for Federal and/or State funding. Projects which are funded solely by the County have relatively smaller appropriations. This indicates that projects with large appropriations benefit from the combined funding capacity of the State and the County.

In absolute terms the parks and recreation projects have the highest total appropriation in the C.I.P. for the study area, however, in relative terms (i.e., relative to the amount appropriated for each project category for the total county), the drainage pro-

jects got the biggest percentage share -- 61% -- of the county total appropriated for drainage. The road projects received only 3% of the total county appropriations. Overall, the study area received about 15% of the total County C.I.P. appropriations which is somewhat higher than the study area's proportional share of the county's population. With such levels of expenditures, it can be expected that these investments will benefit the area in terms of added sales receipts and the like.

Potential Financial Sources for Improving Hanapepe Town Area

Tax Incentive Programs. A system of tax credits could be set up under which the property owner is allowed to deduct a specified percentage, generally 15 to 20 percent, of improvement costs from his State income taxes. Another form of tax incentive is to consider as tax deductible those improvements made by owners to properties in the town. These tax incentive programs would need State enabling legislation.

Local Improvement District. The Hanapepe Town area could be designated an improvement district. The purpose of the district would be to provide improvements to the downtown area which will attract people to shop, work, live, and spend leisure time there. The improvements will help in inducing new offices and retail establishments to set up shop in the town area as well as to attract new higher density housing to the surrounding areas within walking distance of the town area.

The County pays for the land acquisition and one-third of the improvement costs in an improvement district. If the County initiates the improvement, then it also pays the design fees. The property owners carry the balance. One way to finance the property owners' share is through special assessment. The amount of the charge is determined in one of the following methods:

Table 2
CAPITAL IMPROVEMENTS PROGRAM SUMMARY FOR THE COUNTY OF KAUAI
(in thousands of dollars)

	Existing Approps. ^{1/}	Funding Agency	Amount	Unexpended Approps.
I. Sewer Projects	8611.68	State) County) Fed.)	4076.68 1507 1028	3120.05 1260.08 1028
II. Solid Waste Management Program	651.37	State) County) Fed.)	327 293.37 31	327 175.80 31
III. Drainage Projects	1074.20	State) County)	675 399.20	480 355.58
IV. Road Projects	2845	State) County)	918.50 1926.50	906.72 1651.86
V. Bridge Projects	506.30	State) County)	111.30 395	111.30 375.74
VI. Parks & Recreation Projects	5612.18	State) County) Fed.)	3347.89 1953.14 311.15	3252.12 1779.95 311.15
VII. Government Facilities Projects	3373.10	State) County)	2149.67 1223.43	2105.21 1147.90
VIII. Planning Projects	155	State) County)	95 60	95 60
Totals	20828.83	100%	100%	18574.46
Means of Financing:				
State	11701.04	56.2%	56.0%	10397.40
County	7757.64	37.2%	36.6%	6806.91
Federal	1370.15	6.6%	7.4%	1370.15

^{1/} Includes 1974 State Aid to the County as embodied in Act 218-74 and the Capital Budget Ordinance for FY 1974-75 passed by the Kauai Council.

Table 3
CAPITAL IMPROVEMENTS PROGRAM FOR THE PLANNING AREA
(in thousands of dollars)

	Existing Approps.	Funding Agency	Amount	Unexpended Approps.
I. Sewer Projects				
A. Hanapepe-Eleele Sewer System	\$ 707	State) County)	\$ 600 107	\$ 523.95 51.41
II. Solid Waste Management Program				
A. Hanapepe Refuse Transfer Station	60	County	60	53.24
III. Drainage Projects				
A. Hanapepe Town Drain	335	State) County)	200 135	187.25 126.50
B. Hikiula Gulch Drainage	170	State) County)	120 50	101.75 50
C. Hanapepe Heights Drain	150	State	150	6
IV. Road Projects				
A. Hanapepe-Eleele Area Roads	80	County	80	72.48
B. Eleele Park, Access Road Paving	7.5	County	7.5	7.5
C. Hanapepe County Cemetery Roadway	5	County	5	5
V. Parks and Recreation Projects				
A. Salt Pond Park	206	State) County)	75 131	75 131
B. Salt Pond Golf Course	254.8	State) County)	213.03 41.77	150 41.77
C. Hanapepe Recreation Center (bleachers & tennis court)	65	State) County)	30 35	19.26 34.04
D. Kaumakani Parks Improvement	16.1	County	16.1	5.08
E. Kaumakani Sportsfield	95	State) County)	75 20	75 20

	<u>Existing Approps.</u>	<u>Funding Agency</u>	<u>Amount</u>	<u>Unexpended Approps.</u>
F. Hanapepe Park Locker Room	101	County	101	100.7
G. Hanapepe Recreational Park	142.5	State	142.5	142.5
H. Hanapepe Horse Riding Area	5	County	5	5
VI. Government Facilities Projects				
A. Hanapepe Baseyard	417	State) County)	232 185	232 167.84
B. Kaumakani Civic & Senior Ctr.	280	State) County)	200 80	200 80
Totals	\$ 3,096.90	100%	100%	\$2,664.27
Means of Financing:				
State	2,037.53	65.8%	64.3%	1,712.71
County	1,059.37	34.2%	35.7%	951.56

Sources of Data:

CIP Status Reports, Department of Public Works, County of Kauai.
Capital Budget Ordinance, FY 1974-75, as passed by the Council.
Act 218-74 (State Aid to the County of Kauai).

a. A uniform rate of assessment would be imposed on all properties within the improvement district. To determine the rate, the cost of the project is divided by the total assessable area to give the cost per square foot of property in the district. One disadvantage of this approach is that it does not recognize the fact that some properties in the district may not derive the same benefit as the others and yet have to pay the same assessment rate. For instance, residential properties in the downtown area will not benefit as much as commercial properties by the rehabilitation of commercial structures which increase the volume of business in the area. Another disadvantage is that properties which are farthest from the proposed improvements and therefore deriving the least benefit from them will be assessed at the same rate as those that are very close to the mall and getting substantial benefit from it.

b. To minimize some of the inequities of the uniform assessment approach, the zone method can be used in which the district is divided into parallel or concentric zones. The zones are assigned a percentage of the costs, which diminishes with the distance from the improvement. For example, properties within one block of the shopping mall will be in Zone 1 and will be assessed at 100% of the cost per square foot, while those within two blocks will be in Zone 2 and will be assessed at 75%; and so on.

c. A third way to determine the assessment rate is to base it on the assessed value of the property. The cost of the project is divided by the total assessed value of properties in the district to arrive at the cost per dollar of assessed value. This method is also subject to the same inequities as the uniform rate approach inasmuch as it is not directly tied to the extent of benefits accruing to the properties in the improvement district.

The substantial assessments against property for improvements must, for the sake of convenience and greater acceptability, be spread over a period of years. It is common practice for Counties to borrow funds to pay contractors by the issuance of special assessment bonds. These bonds are guaranteed by the government, but special assessment revenues are dedicated to their retirement.

In this way, government advances funds for the improvement, and property owners are allowed to pay off the obligation gradually. It is also possible for part of the special assessment revenues to go into a revolving fund for private improvements within the district. The fund could be used for low-interest loans to property owners who want to rehabilitate their properties and thus improve the appearance of the town.

Private Initiative. A vital element in the improvement program of the community is the private initiative of businessmen and property owners in support of the program. This initiative is expressed in a variety of ways in mainland cities, for example:

1. Donation of merchandise which can be auctioned off.
2. Donation of proceeds from benefit shows.
3. Earmarking of proceeds from a day's sales.
4. Sponsoring a car raffle.
5. Contributions from private individuals and foundations.
6. Volunteering personal time and effort for manpower requirements.

Funds can be used to furnish and landscape the town areas as well as to maintain and operate shopping streets or parks.

The community must realize that improvement cannot take place without the residents shaking off indifference and enthusiastically seeking ways and means to contribute to the development process.

INSTITUTIONAL REQUIREMENTS FOR CHANGE

This section discusses specific problems relating to the constituted scope of authority and operational functioning of agencies active within the County of Kauai. In assessing the more significant shortcomings and difficulties of these institutions, this portion of the report thus describes many of the institutional actions required to set the wheels in motion for change in the Hanapepe-Eleele Planning Area.

Planning

A number of planning opportunities exist which have not been exploited, and some existing planning instruments need to be modified for the Hanapepe-Eleele community. The present islandwide CZO needs to be modified by a Special Ordinance for the planning area, to allow for the mixed uses, small setbacks, and relatively high lot coverages (appropriate for a rural community such as Hanapepe Town); also, the Ordinance's parking requirements are not sufficiently flexible to allow a community to provide the necessary space without undue disruptions of the existing development pattern.

For example, the requirements that common commercial parking facilities be located within 200 feet of user businesses, and that each business have exclusive possession and control of the requisite number of spaces, may prevent the development of a large community parking facility in Hanapepe Town to meet off-street needs.

Thus, revised parking, traffic circulation, and street width requirements are

necessary to meet vehicular access needs innovatively, without destroying the character and amenities of the area. Traffic and street design requirements are governed by the Public Works Department, rather than the Planning Department -- calling for a coordinated effort of these and other agencies in preparing a Special Ordinance and Development Program for the planning area, within the rubric of the Comprehensive Zoning Ordinance. Concerns other than planning per se, such as public improvements, housing, and economic development should be included in a comprehensive approach.

In dealing with traffic and circulation problems specifically, the State Department of Transportation may be able to act in a coordinated fashion with the County Public Works Department to attack several distinct problems. State DOT has the authority to provide technical and funding assistance to local special assessment districts to improve streets and roads. This source of expertise and funding, if available, could be applied to widening and improving the streets in the plantation camps, to improving circulation and widening streets in Hanapepe Town, and realigning the present dangerous curve on the highway which centers the Town by the Eleele Shopping Center. Careful coordination with the plantations, of course, would have to be maintained with respect to any street improvements in the camp areas, since the plantations as abutting private owners would bear a share of the initial costs. However, County agreement to take over maintenance of the camp roads might make the arrangement more palatable to the sugar companies.

The Development Plan proposals include amendments to the Kauai General Plan as follows: (See Map 1))

Elimination of the resort area adjacent to the Salt Pond Park; enlargement of agricultural area;



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BY MARSHAL KARLAN, GANS, KAHN AND YAMAMOTO

Elimination of the proposed golf course adjacent to Salt Pond Park;

Enlargement of Salt Pond Park area;

Designation of a regional wilderness park within the Hanapepe River Valley;

Reduction of the commercial area within Hanapepe, especially west of the river;

Designation of portions of the existing commercial area in Hanapepe as residential;

Reduction of Hanapepe Heights area designated for residential development;

A cultural and public zone makai of Kaumualii Highway between the town entrance and Iona Road;

Realignment of Kaumualii Highway and expansion of the Eleele Heights neighborhood;

Relocation of the little league ball park next to school;

Designation of a 2-acre valley overlook park along Kaumualii Highway above Eleele Heights;

Redelineation of the Port Allen industrial area, primarily to confine the industrial area east of the access road;

Designation of a marina complex with commercial back-up space at the small boat facility at Port Allen adjacent to the designated multi-family area.

The additions to and modification of the objectives of the Kauai General Plan is also called for within the recommendations. The modifications include the following:

Support the concept of providing public services - ambulance, fire, library, health facilities, etc., on a service area basis and provide criteria for the selection of these service areas.

Improve communication between the community and government agencies.

Expand vocationally oriented curricula at the Kauai Community College aimed at degree candidates and adult educational needs.

Examine taxation policies with the aim of finding ways to remove disincentives to building rehabilitation.

Coordinated Land Management and Regulatory Strategy

A combined State and County land strategy is needed to implement proposed improvements to the Hanapepe Town area. Many buildings are dilapidated and/or underutilized, reflecting --

1. Landowners' reluctance to invest in improvements due to lack of economic incentives;
2. Absentee landlords whose investment objectives do not call for improvements;
3. Month-to-month State permits which offer little incentive to improve properties and which make it difficult to obtain financing for improvements;
4. Uneven enforcement of State lease conditions due to lack of staff capacity to inspect sites and marginal character of uses;
5. A landownership pattern which is concentrated in few parties and yet the presence of scattered land ownership of small parcels limiting land consolidation and improvement options.

The following land strategy is proposed:

Zoning provisions in the Special Ordinance should reinforce the goals of the development plan through legitimizing uses consistent with community improvement strategies and providing for the elimination of nonconforming uses (though amortization or more immediate enforcement techniques if applicable).

In a similar and complementary vein, State lease and permit provisions related to maintenance, rehabilitation and compliance with county requirements should be enforced. The State should periodically inspect its permit and leaseholders. The conditions in State leases and permits as well as DLNR statutory powers may be used as tools to upgrade properties.

Additional county actions supporting community development objectives should include building code enforcement and rehabilitation assistance to commercial and residential occupants.

The development plan in addition to proposing renewal and redevelopment areas recommends that sites be provided for parks and parking facilities. These sites may be provided through direct acquisition or through some form of land exchange.

Various approaches to land exchange are possible. A direct State to county transfer is the easiest approach. The State does not transfer its title but merely the right to manage and use the land to the county. Many county parks are on State-owned land and have been granted the use of this land through State Executive Order. The State usually specifies certain uses of the land. This would be the best approach to use in obtaining State land for an ornamental park near the entrance to Hanapepe Town or Hanapepe Road, and for any off-street public parking lots.

There is also the possibility of land exchanges between State and private owners. This is a much more difficult

process, due to the difficulty of arriving at an equivalent exchange, and the possibility that "public auction" requirements for sales of interests in State lands could apply. Also, DLNR as a general rule is reluctant to relinquish fee simple title to any public lands, even on an exchange basis (except with other public agencies such as HHA or Hawaiian Homes). There is the option of an exchange of development rights, that is, a property owner would be allowed to develop State land in exchange for allowing the State to develop, for example, a park on his property.

DLNR is willing to look into the possibility of all the above types of land exchange arrangements, but only after certain preliminary steps have been taken. These include getting at least the tentative approval of the property owner and the county, assuring that public purpose and public auction requirements can be appropriately dealt with, and finding appropriate parcels of equal value for trading purposes. In summary, the possibility of land exchanges should be explored to accommodate the following recommended uses: a central town park; several sites for parking areas; an ornamental park near the Town entrance; a new Public Safety Building; elderly housing by HHA.

Airport Zoning: One specific planning tool as yet not utilized in the planning area is airport zoning. The county might wish to see the area adjacent to the airport protected from inappropriate or inconsistent development, to prevent hazards to persons and property in the area, and to assure public access to the beach and Salt Pond as well as other natural areas in the vicinity. The county's own airport zoning powers are unspecified and therefore vague and perhaps limited by the fact that the airport at Hanapepe is owned and managed by the State DOT. However, DOT has the specific authority under Ch. 262, H.R.S., to adopt airport

airport zoning regulations, working in cooperation with County planning officials. The County Planning Department should investigate the potential usefulness of such zoning, and discuss the possibilities with State DOT.

Several islandwide problems with respect to planning instruments also impact Hanapepe-Ellele.

Beach and Mountain Access: Act 143 of the 1973 Hawaii Legislature mandated and required the counties "as a condition precedent to final approval of a subdivision...to dedicate land for public access by right-of-way or easement for pedestrian travel" either (a) "from a public highway or public streets to the land below the high-water mark on any coastal shoreline," or (b) "to areas in the mountains where there are existing facilities for hiking, hunting, fruit-picking, ti-leaf sliding and other recreational purposes." Sec. 2.09, Subdivision Ordinance should be amended to reflect this new requirement. More important is the statewide public policy reflected in Act 143. The County in all its planning and public works activities should be cognizant of the need to maximize pedestrian and bicycle access to scenic and recreation areas. Public access should be provided not only through new developments, but also and perhaps more importantly, in areas where access has already been cut off. Negotiation and legal action if necessary may be used to make these areas again available to the public through gift, purchase, or enforcement of ancient customary access ways.

Grading Ordinance: The proposed grading ordinance for the County needs to be strengthened by providing more specific requirements and standards as mandatory conditions applicable to all developments, and giving less discretion to the County Engineer. In particular, a requirement that cleared areas be watered down every two days when there is no rain needs to be added,

and also a requirement of prompt revegetation rather than simply mulching, as is stated in the present draft. The provision in the draft for clearing up to twenty acres at one time needs to be altered to require a staged clearing and construction operation involving at most five contiguous acres at one time, in a checker-board pattern for larger developments. Necessary accessways of course would be cleared, but mulching prior to revegetation on cleared parcels would have to be completed before contiguous sectors could be cleared.

Cane Buffer Zones: Investigation is needed as to whether inclusion of a buffer zone requirement around cane lands for any new subdivision should be in the subdivision ordinance.

The investigation should center on the size of buffer zone needed to offer substantial protection to adjacent residents, planting of trees, shrubs, and other vegetation as necessary, and the justifiability of withholding the buffer area from both cane and residential use. Adjacent parcels of course could include the entire buffer area for yard and garden purposes, enhancing the value of these lots despite the periodic burning problem.

Measures such as cane buffer zones and the grading ordinance would help to alleviate conflicts between urban and agricultural uses, as well as undesirable environmental side effects of both types of uses. Further efforts in this regard are necessary to deal with the substantial erosion, sedimentation, drainage and flooding problems in Hanapepe Valley. These are discussed below in sub-section 3 concerning water-related institutional problems.

Agriculture: Areas of consideration here are the protection of agriculture in the planning area and the balancing of agricultural land needs with housing and other development needs. The Kauai Task Force could pos-

sibly be asked to play a key role in resolving agricultural issues in the Hanapepe-Eleele area as well as in the North Shore planning area once preliminary questions and conflicts have been assessed. The Task Force is well-suited for this job due to the broadly representative nature of its membership. The County, as part of its special ordinance for the planning area, may wish to adopt a special diversified agriculture zone to protect the smaller parcels in the lower portion of the valley, to focus attention on the diversified farming potential of this area, and in particular to act as a first step in obtaining inputs from other agencies such as State Agriculture, and the Farmers Home Administration. The State Land Use Commission could double the protection for such a county zone by creating a special "diversified agriculture" district. This designation would contain conditions specifically tailored to diversified agriculture.

The Land Use Law, Ch. 205-5(b), authorizes the Land Use Commission to determine "compatible" uses in agricultural districts. To date, the Commission has defined allowable uses in a uniform manner in all agricultural districts throughout the State. Nevertheless, basic zoning due process concepts merely require uniformity of use within a particular district, not within all districts. The Land Use Law does not prohibit the creation of different types of State agricultural districts -- for agricultural parks, for diversified agriculture, or for large-scale capital-intensive agricultural production, for example. Creation of such districts would provide landowners with more specific assurances of continuance of their type of use and would give the Commission a more flexible districting tool. It would have the additional effect under Act 175 (HRS 1973) -- the agricultural taxation law -- of fixing the allowable type of agricultural use and thus the level of

taxation on the property affected. For diversified agriculture in particular, this approach could alleviate excessive tax burdens still remaining under Act 175 if the land could be devoted to a "higher" (more profitable in the short term -- e.g., cane) use.

Another institution involved in agricultural land decisions impacting Hanapepe is the Land Management Division of DLNR. Much of the cane land in the area is public land held under leases and permits from DLNR. Land Management personnel should play an active role, along with the Kauai Task Force and County planning officials, in determining whether cane operations on any of these lands could be terminated in order to free up land to meet pressing housing needs. DLNR should also work with the plantations and with the Department of Taxation, as well as the other agencies noted above, to allow plantations to dedicate their remaining leased land for agricultural purposes, to limit their taxes and assure them of a sufficient scale of operations for economic efficiency. DLNR would have to amend some leases and permits to provide for continued cane use during the dedication period (ten or twenty years). Of course, the same process of balancing urban and cane land needs should occur on privately-owned plantation land, without the direct involvement of DLNR.

Housing

One of the prime concerns in the planning area is the lack of sufficient housing for low-income and elderly housing, as well as the dilapidated and even dangerous or uninhabitable character of some of the existing housing stock. The roots of this situation are essentially economic and social, but institutional problems have also played a part. The Kauai Housing Development Program, working with HHA, has succeeded in bringing some needed additional housing to the

area, but more units, and more user-sensitive planning as to the location, type, and amenities of the units, are needed. The County has failed to enforce building code and zoning standards in the area, in part because of economic hardships that would be imposed on residents and commercial owners, but also because, as noted in this report, in many instances the county requirements fail to take account of the unique rural community values reflected in the character of the area.

Certainly one problem which should be dealt with immediately can be pinpointed: the presence of dilapidated, unsafe, and hazardous structures. These buildings should be promptly upgraded if possible, and if not, should be torn down. The basic institutional reason for the County's failure to do so appears to be the lack of funds for such an operation, with again a contributing factor possibly being economic hardship to owners who might be required to bear the substantial expense of upgrading structures or becoming liable for the County's expenses in razing operations. Another factor is that many of the structures are located on public land: lots managed by DLNR. Negotiations will be required between the County and DLNR as to actions to be taken, and institutional roles, involving these public lots. DLNR, for example, has the authority under Ch. 171-41 and 171-55 to impose a wide range of planning, design, and nuisance requirements on lease and permit lot holders. DLNR leases, in fact, appear to contain requirements of adequate maintenance and conformance to county requirements. Generally, DLNR adopts a policy of requiring users of State lands to conform to county requirements, but DLNR, like the county, presumably will be reluctant to impose hardships on the low-income families and small businesses owning and/or occupying the problem structures. Even assuming DLNR and the county come to substantial agreement as

to what actions should be taken, the basic problem is lack of funding for rehabilitation, for demolition and clearance, and perhaps for condemning abandoned lots for appropriate public uses and facilities.

Water Drainage and Flood Control

Since a new source has been located in Hanapepe, there no longer appears to be a problem with water supply within the foreseeable future. The problem lies in water quality. Water quality in the private plantation camps is poor. The plantations are willing and even eager for the County to take over their systems, but the cost of revamping the outdated and dilapidated components is currently more than the County can handle. The State Health Department has the authority, as yet unexercised, to set standards of water quality for such private systems, but is reluctant to impose substantial capital equipment costs on an already marginal industry. Rather than invest heavily in improved domestic water systems, the companies could simply choose to phase out operations. This is a vexing dilemma for which no solution has yet been found, but certainly a basic goal of the Hanapepe-Eleele Community Development Program should be the provision of an adequate supply of uniform quality domestic water to all area residents. As suggested subsequently, this problem should receive a high priority in the allocation of any additional community development funds becoming available to the county.

Need for Hanapepe River Study:
More generally, it is clear that existing baseline data and knowledge about water sources, water tables, flood hazard areas, drainage conditions, sedimentation sources, and areas of particular susceptibility to erosion, are simply not sufficient. Some of the gross effects of such conditions, such as excessive sedimentation at the mouth of the Hanapepe River, drainage problems

in the lower valley and shoreline erosion within the Bay are quite apparent, but a more detailed inventory of contributing factors and a study of alternative approaches to alleviating the problems is necessary. A number of institutions should be involved in such an inventory and planning study. The County Planning Department should play an organizing role, but lacks the technical expertise to carry out the job. Probably the Army Corps of Engineers should have basic overall responsibility with contributing efforts by the U.S. Soil Conservation Service, DLMR's Division of Forestry, the U.S. Geological Survey, and perhaps others. HUD also should be kept informed, due to the need to prepare flood hazard insurance maps by 1976.

A final water-related concern is the need for expansion and improvement of Hanapepe Deep Draft and Small Boat Harbor to enhance the tourist and commercial fishing potential of the facilities there. The Division of Harbors of the State Department of Transportation could play a role in providing planning and perhaps also funding assistance for such a project.

Education

There are no educational programs beyond the elementary school level in the planning area. There are no programs available for residents who wish to upgrade or learn job skills or even to learn "fun" skills, such as orchid growing or weaving. This is an undesirable situation not only from the standpoint of resident personal satisfaction but also from the standpoint of economic development.

Many agencies exist which have the power to address themselves to this problem. The Hawaii Department of Education is responsible for administering the State's public schools and thus could expand the number of vocational and agricultural courses offered

at Waimea High School or in available buildings in the Study Area. The University of Hawaii which handles curriculum development throughout the State community college system could similarly modify curriculum. The State Department of Agriculture could assist in the development of agricultural extension courses.

These State agencies could apply to the federal government for help in the development of these programs. The Small Business Administration provides technical assistance for the development of small business extension courses. Under ACTION, a federal agency which administers a number of volunteer programs, VISTA (Volunteers in Service to America) and SCORE (Senior Corps of Retired Executives) co-sponsored by the SBA, may be applicable. Both programs would place workers in the community for a fairly short time period, 3 to 6 months. These workers could function as extension workers in a variety of areas, dependent upon needs as determined by the community. A source of funding might be the Farmers Home Administration which provides agricultural loans for a variety of purposes which could be utilized in conjunction with training programs.

Taxation

Existing tax rates and assessment practices (as described in Chapter II of the Technical Report) cause a number of problems in the planning area. Some areas seem to be overassessed and others under-assessed, when detailed comparisons are made. This perhaps reflects a need for the State Department of Taxation to conduct a thorough reassessment in the area, to equalize tax burdens between owners within the area, and between Hanapepe-Eleele and other areas of the island. The County Tax Administrator should be approached with regard to the feasibility and potential outcomes of such a reassessment. Other tax problems also should

be discussed with the Tax Administrator, for example, the nominal (often one dollar) assessment on State leasehold or permit lands used by private parties. Only improvements on such lands, apparently, are assessed and taxed. Such nominal assessment causes two problems: first, the inequalities in the distribution of tax assessment burdens are exacerbated, second, the general problem of providing a disincentive for building rehabilitation is made more acute on State lands because the entire tax assessment is on the buildings and improvements and therefore any rehabilitation has a proportionately greater impact on tax burdens, providing a greater disincentive to initiate the improvements in the first place.

It would seem that the State Department of Taxation is not required to impose minimal assessments on users of State lands. Ch. 246-36, H.R.S., enables the Department to treat such users as owners, where occupancy has continued for a year or more, or where leases are long-term.

The most serious tax problem is the general disincentive to rehabilitate and repair buildings and other improvements due to equal assessment of both land and improvements. Any increase in the structural soundness and appearance of improvements thus results in a tax increase, which may cause property owners to be unwilling to rehabilitate even if the County can arrange for funding assistance for the rehabilitation itself. Finding ways to remove these disincentives to rehabilitation is important to the revitalization of Hanapepe Town.

An answer to this problem is suggested by Ch. 246-10(2), H.R.S., which provides for a seven-year moratorium on assessment increases related to building rehabilitation efforts in urban renewal areas. A second provision of the same section allows a similar tax

incentive for repair and maintenance activities pursuant to any county requirement, but only "for a period up to and including April 11, 1974." Discussions with the County Tax Administrator should focus on whether the State Tax Department in its discretion can extend the policy of the Ch. 246-10(g) incentive provisions to cover identical repair and rehabilitation efforts in community development program areas, particularly since urban renewal activity funds are now consolidated into the HUD community development block grants. If not, the County through its representatives in the State Legislature should seek appropriate amendments to Ch. 246-10(g). Possibly amendments to Ch. 246-36 should be sought as well.

The Need For Continuing Community Participation

Basic to the successful preparation and implementation of a community development plan is the informed support and participation of the citizenry, not only within the contextual framework of the plan, but also of the entire governmental process. It is thus essential that a mechanism be included as an integral part of the plan to facilitate and in fact encourage such participation. An example would be the Hanapepe-Eleele Citizens Advisory Improvement Committee. Data gathered from the community supports the contention that a need for such a mechanism exists. The community survey and interviews with business leaders both indicate that a high level of concern exists over the responsiveness of government to local concerns and that a significant portion of the area's residents are apathetic to the governmental process in general and skeptical of "plans" in particular. If it is accepted that the community's support and participation is essential to the plan's success, then the need to deal with that apathy and skepticism becomes evident.

There is in addition a related issue, a perception among many in the community that the lack of a meaningful community organization (a "pressure group" in the words of several area residents) has been one of the main reasons for the area's economic decline and perceived inability to compete successfully for the government's resources.

In addition to the above attitudes and perceptions, a more immediate concern exists. How can the community plan presently under consideration be implemented and administered? And at yet on another level, how can community problems be analyzed and dealt with on an on-going basis, as they occur?

A vehicle that would synthesize all these concerns and institutionalize the community planning process at the community level would be a permanent broadly based community organization. Such an organization could have these basic functions:

1. Utilize the community development plan as the framework for more precisely identifying need, determining financial and institutional resources that could be utilized to implement strategies, and functions as the instrument to channel such resources into the community on a continuing basis.
2. Using the community plan as the base, develop and modify on a periodic basis community goals and strategies for their realization.
3. Serve as a vehicle to educate the community about the government and the government about the community.
4. Serve as a focus for activities, such as beautification projects and recreational programs, which could be conducted without governmental involvement.

The organization should include representatives of the major sub-populations of the community-business, labor,

elderly, students, housewives, plus perhaps a few chosen at large to represent overall area interests. The organization could be divided into standing sub-committees responsible at least initially for the specific areas of concern outlined in the community plan:

1. Economic Development - Determination of development and rehabilitation goals and strategies.

2. Housing - Determination of the housing needs of specific sub-groups, and development of methods of meeting the need.

3. Recreation - Development of programs to meet the needs of the community.

4. Elderly)

5. Youth) Determination of needs and strategies per recreation, employment.

6. Voluntary Programs - Responsible for activities which would not require government involvement.

7. Design Review - Review proposals for the community within urban design guidelines.

8. Education - Develop programs to increase the level of knowledge within the community of the government and its programs as well as establish vocational-agricultural program curriculum.

9. Goal Development and Policy Integration - Review on a continuing basis overall community goals, not the specific responsibility of other sub-committees; insure that policies and implementing strategies of all sub-committees do not conflict.

Ad-hoc committees might from time to time be formed to deal with specific issues in addition to the standing sub-committees. A committee on the future of Port Allen is an example.

This community group should be able to request information from government agencies, i.e., clarification of policy, rules and regulations, and request that an agency representative occasionally visit with the organization or other local groups for mutual benefit. The organization should also be able to make specific recommendations regarding modification of policies that pertain to the area.

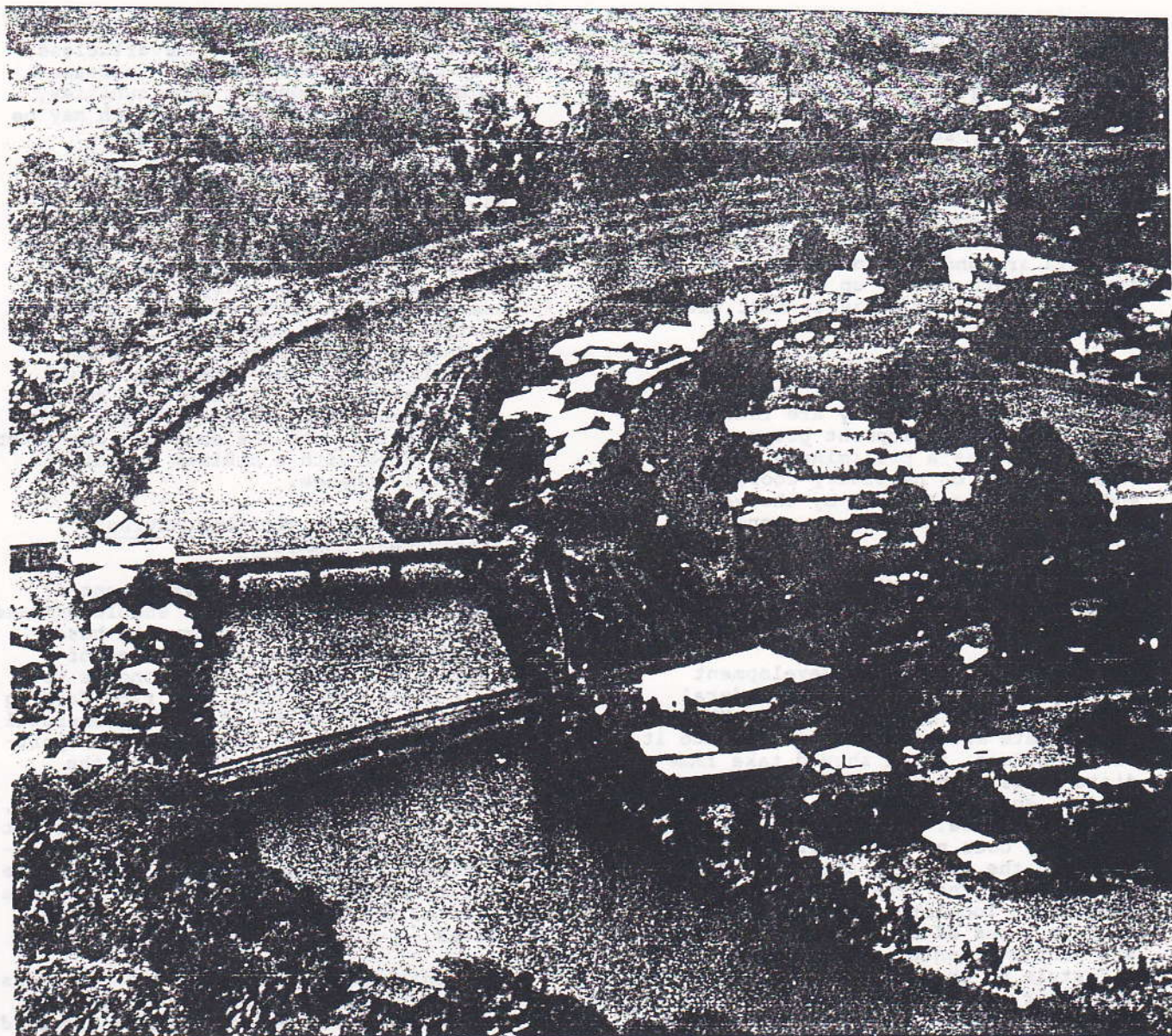
The organization of such a group could be set up within an ordinance, implementing the overall community plan. The committee's areas of responsibilities and relationships with government agencies would be defined by the ordinance.

Given the somewhat unique nature of such a group and the changed nature of the relationship between the community and the government that it suggests, professional staffing would be essential, particularly during the crucial initial stages of the organization's development.

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The organization of such a group would be set up within an ordinance, including the overall community plan. The committee's areas of responsibility and relationships with government agencies would be defined by the ordinance.

Given the somewhat unique nature of such a group and the changed nature of the relationship between the community and the government that it supports, professional staffing would be essential, particularly during the initial stages of the organization's development.



Hanapepe River, bridge and town

WORK PROGRAM **8** COMPONENTS

The program delineated in this Chapter is designed to give an indication of the sequencing of projects as well as the estimated funding requirements which are proposed to implement the policies outlined in this report. A description of the sequence of projects is a crucial part of the planning process. Some projects cannot and should not be started until necessary back-up projects are underway or completed. Projects which follow up on and complete introductory projects must also be programmed.

Along with project costs and improvement schedules, sources of funding and implementation authority are indicated. The community development program should serve as a preliminary basis for consideration of necessary coordinative and integrative actions by the various State, Federal, and County agencies involved.

PROTECTING THE CULTURE, AMENITIES, AND CHARACTER OF HANAPEPE-ELEELE: A SPECIAL RURAL PRESERVATION DISTRICT

Utilizing the community development block grant, other available Federal assistance, and assistance from HHA and other State agencies, in addition to its own resources, Kauai should take immediate steps to provide for the economic, social, and environmental health of Hanapepe-Eleele. It is clear that the community does not want drastic alterations in the existing character and lifestyle of the area; in fact, for many, this locality remains one of the last bastions of an easygoing, warm, and people-oriented rural-agricultural lifestyle on the island. That this very character contributes to its lack of tourist attraction, due to its failure to conform to modern urban concepts of design, aesthetics, and middle-class housing standards, is perhaps an added benefit in the eyes of such residents although specific improvements probably

would attract tourists. Nevertheless, they recognize the need for increased employment and housing opportunities, as well as the compromises which may be entailed in achieving these goals.

A Special Rural Preservation District as outlined in Appendix A offers a vehicle for balancing such concerns of community residents with a development program emphasizing selective alterations in community design, increased amenities for residents and visitors, provision of new public facilities, and expansion of employment and housing opportunities. The community should play a strong role in defining how such improvements and alterations are to be incorporated into the existing character of the area with a minimum amount of lifestyle change.

Hanapepe-Eleele Citizens Advisory Improvement Committee

Detailed planning and development of community design criteria should proceed at the outset from a community base. The Committee would be composed of representatives from all economic sectors of the community, and from farming areas as well as residential/commercial centers. Working with Planning Department staff and/or consultants, the Committee would develop special standards and criteria in a number of areas, to prevail in the event of any conflict with countywide requirements. The Committee's jurisdiction would include the entire planning area, not just Hanapepe Town or other residential/commercial areas.

The initial establishment and functions of the Citizens Advisory Improvement Committee would be governed by proposed special rural preservation guidelines and regulations for the Planning Area, as outlined in Appendix A. The Special Rural Preservation District Guidelines and Regulations should be incorporated as an integral part of the CZO and development regulations. It would

establish use districts in addition to those presently contained in the CZO, to be applied by the Committee, the County Planning Commission, and the Council. Such use districts would include: highway commercial; harbor improvement; light industrial; open space and environmental protection (shoreline and river setbacks); diversified agriculture. Generally, Committee actions of a quasi-legislative or quasi-judicial nature would be advisory to the Planning Commission. Other sections would deal with: drainage, sediment, and grading controls; aesthetic, architectural, and community design standards; dedication of parks, beach and mountain access; review and potential termination of non-conforming uses (amortization).

Once initial Rural Preservation District goals, criteria and standards have been detailed, the next step would be Planning Commission review and County Council incorporation into the CZO or other development regulations. Upon receiving the necessary approvals, the Rural Preservation District would become an integral and guiding component of the overall community development plan. The Citizens Advisory Improvement Committee would play an ongoing role in reviewing development proposals, building permits, capital improvement projects, and other activities impacting the planning area.

Special Assessment Districts

Three special assessment districts are envisioned to assist in financing public improvements scheduled in the community development program, and approved by the Improvement Committee as consistent with the character and needs of the district:

- 1) A rural transportation special assessment district to be sponsored by the State Department of Transportation under Ch. 46-78, H.R.S.

- 2) A downtown special improvement district to provide for all necessary public improvements in Hanapepe Town.

- 3) A water and sewer improvement district to provide necessary extensions of such facilities through the maximum feasible portions of the planning area.

The latter two districts would be created by the County Council under Ch. 67-10, H.R.S., as described previously. The rural transportation assessment district works in precisely the same manner as described in Chapter VII, except that the official petition to create the district, addressed to the County Council, originates from the State DOT, as provided by Ch. 46-78, H.R.S. More importantly, the State assumes the "cost of construction or improvement which would have been borne by the county had the project been initiated by the county," and also any costs "allocable to state land" and other land "exempted by the improvement district statutes from the payment of improvement assessments." The County Board of Water Supply, however, where it owns lands to be benefitted by the proposed improvements must bear its share of the costs.

It should be noted that the three improvement districts essentially constitute an alternative or supplemental funding strategy in the event County and other funding sources prove inadequate to meet fully the costs of necessary public improvements: it is not intended that planning area property owners and plantations bear the full brunt of improvement costs.

County and State Responsibilities

The following are actions that should be taken by the county and state governments to insure implementation of the community development program.

Action by:

The Mayor - Upon recommendation of the County Planning Commission, endorse the Community Development Program as being a sound statement of community development needs and a feasible means of meeting those needs over a reasonable period of time, and take the steps necessary to implement the programs.

- Endorse and support a Hanapepe-Eleele Citizens Advisory Improvement Committee.

The County Council

- Along with Planning Commission, recommend to Mayor proposed members of the Citizens Advisory Improvement Committee.* Amend the County General Plan to include the Community Development Program and endorse the policies contained therein (reserving decisions on specific program proposals until implementation).

- Amend or enlarge County Zoning Ordinance and other developmental regulations to include Special Rural Preservation District Guidelines and Regulations for Hanapepe-Eleele.

- Review Rural Preservation District criteria and standards.

The Mayor and The Council - Initiate a comprehensive study of real property taxation policies and practices

- *2 by Council
- 2 by Commission
- 1 by Mayor

and a study of special assessment taxes to increase their effectiveness as fiscal tools in community development and rehabilitation.

- Planning Commission
- Hold public hearings, consider and adopt the Community Development Program, and forward recommendations to the Mayor and the Council. Make necessary revisions on the Program to ensure approval by the Mayor and the Council.

- Advise the Mayor on appointments to the Citizens Advisory Improvement Committee.

- Work with Committee to develop standards and criteria.

- Form advisory community task forces to examine proposed implementation of specific aspects of the program.

- Review with appropriate departments and agencies the specific recommended program areas and set up their appropriate priority and time schedule.

- Prepare an Annual Improvement Program for the study area based on the Community Development Program in cooperation with the Department of Public Works, the Office of the Housing Administrator, the Office of Economic Development, the Department of Finance, and the Citizens' Committee. This program should spell out the detailed housing and other program targets, County policies, and specific actions that various

public agencies should undertake during a given fiscal year. This program should be submitted to the Mayor and the Council for approval.

Department of Public Works

- Initiate survey and planning phases for those program areas designated for clearance and redevelopment and conservation and rehabilitation.
- Carry out an expanded program of concentrated code enforcement in conjunction with other elements (e.g., capital improvements) of the Community Development Program in designated areas according to priorities established in the Annual Development Program.

Office of Housing Administrator

- Take the steps necessary to create additional public housing units for low-income families and the elderly residents in the study area.
- Take advantage of the provisions of the Housing and Community Development Act of 1974 to increase housing assistance to the study area.
- Disseminate information on financial assistance available to those desirous of undertaking home construction or improvement.
- Publish a list of home improvements that can be undertaken without reassessment of value of property for taxation purposes in cooperation with the Tax Office.

Office of Economic

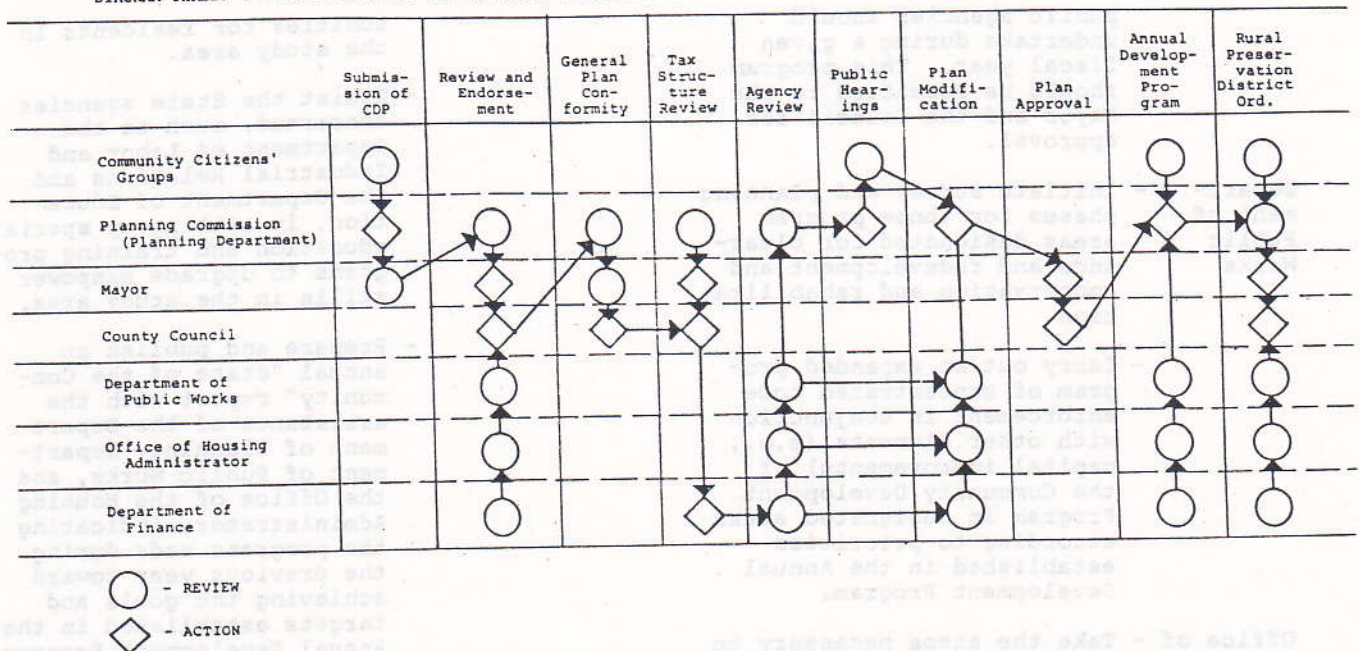
- Develop economic programs that will expand job oppor-

tunities for residents in the study area.

- Assist the State agencies concerned, such as the Department of Labor and Industrial Relations and the Department of Education, in setting up special education and training programs to upgrade manpower skills in the study area.
- Prepare and publish an annual "State of the Community" report with the assistance of the Department of Planning, Department of Public Works, and the Office of the Housing Administrator, indicating the progress made during the previous year toward achieving the goals and targets established in the Annual Development Program. Included should be any new problems and opportunities with descriptions of changes in the study area's housing stock, population composition, economic base, employment, etc.
- Investigate all possible sources of financing capital improvements in the study area.
- Administer the Special Assessment Fund to be generated by the establishment of a local improvement district.
- Utilize as far as practicable the County's C.I.P. and operating budget for public improvements in the study area.
- Further study of real property taxation policies and

Department of Finance

DIAGRAM THREE: PUBLIC ACTIONS AND THE COMMUNITY DEVELOPMENT PLAN



practices and the feasibility of local assessment taxes for the study area in cooperation with the Tax Office.

COMMUNITY DEVELOPMENT PROGRAM: IMPLEMENTATION SCHEDULE

The implementation program is divided into three phases, each spanning over three years, the first one to start in 1975. The first year of each phase could be used for seeking funding, design, and land acquisition if necessary. The rest of the phase could be devoted to actual construction.

The whole program is viewed as a combination of improvement, redevelopment, and conservation.

Improvement - This calls for improvement of public facilities and services in the study area in answer to the growing needs of the population,

and the elimination of signs of neglect and indifference which depress the community.

Redevelopment - This extends from the rebuilding of individual properties to the comprehensive redevelopment of large, underutilized sites in the study area.

Conservation - This covers the enhancement and development of the good qualities and best features of the study area. This can only be achieved by identifying these features, ensuring that their value is appreciated, and taking positive measures to preserve and incorporate them into the development plan.

The above elements of the program must be carried out with a firm sense of what is possible both in human and financial

terms. Bearing this in mind and considering the overall effect of the various projects and their influence on other facilities, priorities have been determined. The projects which are recommended to begin in the first phase of the planning period are those which are expected to relieve the most severe problems of the community and which will accompany those which are already funded. This means addressing the problems of sewage disposal, drainage, water source development, short supply of low-cost and elderly housing, the rundown appearance of the town, shoreline erosion and limited job opportunities facing the residents. Solutions to the drainage problems in Hanapepe Town are of top priority. Improvements to the town should not take place until a drainage study is completed. Comprehensive sewerage development is also of high priority. In addition to addressing these urgent problems in the first phase, for which funding may or may not be yet available, it is also suggested for practical purposes that those projects be started immediately for which funds have already been appropriated and are included in the County or State C.I.P.'s. This assures said projects of financial support and more or less speedy implementation. Phase I construction monies for the Hanapepe-Elleele sewage treatment plant have been released by EPA. Installation of a collector system will come later under Phase II of the project.

Included in the first phase would be improvements of the Hanapepe commercial district, the creation of new parks and the enlargement of existing parks.

The second phase of the implementation program will consist of projects whose execution is foreseen to extend beyond the first phase such as the water, sewerage, and drainage systems, housing development, and manpower training programs. Additionally, the second phase should include projects which will improve circulation through the instal-

lation of bikeways, repaving of roads, and construction of a municipal parking lot, enhance further the appearance of the town through the construction of parks and more landscaping, will start diversification of the area's economic base through possible investment options and development of the Port Allen area as a base for water sports-oriented activities, and the valley for land-based recreation activities.

The last phase would require further development of Hanapepe's scenic and locational assets by harnessing the investment potential of the Bay, the airstrip, the river, and the valley. The program would therefore include the extension of the runway at Burns Field, the construction of bridle trail facilities in the valley, trail development along the river from the mouth to the rear of the valley and along the ridge above the valley at Elleele, construction of pathways through the natural area at Burns Field, and a possible commercial resort development at Wahiawa Bay.

Funding for these projects would need the combined resources of the public sector (Federal, State, County) and the private sector. Some of them, as has been mentioned before, have financial support already, such as the water, drainage, and sewerage systems, the Hanapepe and Salt Pond Parks, the library, elderly housing at Elleele, and the small boat harbor at Port Allen. The others will have to tap the various sources or financial approaches outlined in another section of this study.

The following capital improvements budget (Section A) graphically illustrates the above phases.

Conclusion

This study began by determining Hanapepe-Elleele residents' desires and needs. Residents valued the rural characteristics of their community - its slow pace and quiet atmosphere. Yet, residents were concerned about the lack

of job opportunities in their area. Their list of concerns additionally included, housing, the level of responsiveness of government officials, the run-down appearance of the downtown area, the need for recreational facilities and flooding and drainage.

Specific courses of action were made explicit and are scheduled. The courses of action are designed to take advantage of, and build upon the under-utilized resources of Hanapepe-Eleele: revitalize Hanapepe Town, develop a regional recreation center in Hanapepe Valley, intensify marine-related activities at Port Allen, etc. The implementation of these proposals should increase job opportunities in Hanapepe-Eleele. The appearance of the downtown will be improved. More recreation facilities will be provided. Action will also be taken on other resident concerns.

The rural character of Hanapepe-Eleele, however, will be preserved. The qualities that the residents value will be retained. This plan seeks to build upon existing assets. The rural character of the area adds to its attraction and satisfies resident desires and needs.

In summary, the following basic actions should be taken to implement the community development plan. The County Council should adopt the community development plan by resolution, amend or enlarge the CZO and other development regulations to incorporate the Rural Preservation District guidelines and to comply with the recommended zoning changes and, if necessary, create special assessment districts under Ch. 67-10, HRS.

Upon consideration and review of the merits of an advisory body by the Council and the Planning Commission, the Mayor should appoint members to a Citizens Advisory Improvement Committee. The Planning Commission should work with the Committee to develop standards and criteria.

The Commission should also prepare an Annual Improvement Program for the area. This should be adopted by the Council as part of the Capital Improvements Program.

A. HANAPEPE-ELEELE COMMUNITY DEVELOPMENT PROGRAM

				IMPLEMENTATION			
		Agency Jurisdiction	Project Cost	Sources of Financing	1975-1978 Phase 1	1979-1982 Phase 2	1982-1985 Phase 3
I. Public Safety and Highways							
1. Highway realignment and widening	State Highway	\$2,000,000	Federal, State	x			
2. Bikeways through town and along the river	County-DPW	150,000	Federal, State			x	
3. Repaving of Kaumakani roads	County-DPW/Private	80,000	County, Private			x	
4. Municipal parking lot in Hanapepe	County-DPW	50,000	State, County/local assessment			x	
5. Comprehensive drainage	County-DPW	State and County CIP	Federal, State, County	x			
6. Extension of runway at Burns Field	State DOT	100,000	State				x
7. Halting shoreline erosion and building up Hanapepe Bay shoreline beaches	Corps of Engineers		Federal, State	x			
II. Public Health							
1. Comprehensive sewerage	County-DPW	State and County CIP	Federal, State, County	x		x	
2. Water source development and County takeover of McBryde's system	County-BWS	State CIP	State, County	x		x	
3. Clean-up of Wahiawa Bay	Corps of Engineers	\$75,000	Federal				x

A. HANAPEPE-ELEELE COMMUNITY DEVELOPMENT PROGRAM

			IMPLEMENTATION			
			Sources of Financing	1975-1978 Phase 1	1979-1982 Phase 2	1982-1985 Phase 3
Agency Jurisdiction	Project Cost					
III. Renewal and Housing						
1. Hanapepe town improvement <u>a/</u>	County-DPW/DPL	\$250,000	Fed., State, County	x		
2. Development of a shopping/pedestrian street <u>b/</u>	County-DPW	Private	State, County/local assessment	x		x
3. Landscaping in the town - planter boxes, street furniture, benches	County-DPW	20,000	State, County, Private	x		
4. Development of elderly housing at Eleele	HHA/HUD	1,418,524	Federal	x		
5. Development of additional elderly hsg.	County-DPW/OHA	500,000	Fed., State, Private	x		
6. Development of Eleele Hgts. resid. area	County-DPW/OHA	2,000,000	Fed., State, Private	x	x	
7. Landscaping - roadside buffer along highways and between canefields and residential area	County-DPW	30,000	State, County		x	
8. Reclamation of saturated area for possible recreational development	County-DPW	200,000	State, County			x
IV. Education-Culture-Recreation						
1. Development of a library	State Gen. Services	State CIP	State	x		
2. Enlargement of Hanapepe Park - more tennis courts, swimming pool, pavilion for organized activities, landscaping	County-DPW	State and County CIP	State, County	x		
3. Salt Pond Park enlargement	County-DPW	State and County CIP	State, County	x		
4. Development of a park in the town center	County-DPW	\$100,000	State, County/local assessment			x

a/ Project cost undetermined, depends on extent and location of structures to participate in renewal process.

b/ Would consist of:

- Street signs and furniture standards.
- Land use arrangements, especially public service units (fire station relocation).
- On-street parking and circulatory improvements as elements of urban design.
- Other urban design improvements.
- Cost of code enforcement, staff, inspection.

A. HANAPEPE-ELEELE COMMUNITY DEVELOPMENT PROGRAM

			IMPLEMENTATION			
Agency Jurisdiction		Project Cost	Sources of Financing	1975-1978 Phase 1	1979-1982 Phase 2	1982-1985 Phase 3
IV. Education-Culture-Recreation (cont'd).						
5. Small Business Development Program <u>d/</u>	State-DLIR/DOE	40,000	State	x	x	
6. Development of a valley overlook park adjacent to the new residential area (if realignment occurs)	County-DPW	40,000	State, County			x
7. Bridle trail facilities in the valley	County-DPW	25,000	State, County			x
8. Expansion of park adjacent to Eleele School	State/County	35,000	State			x
9. Trail development along the river from the mouth to the rear of the valley	County-DPW	50,000	State, County			x
10. Development of trail along Hanapepe ridge	County-DPW	\$40,000	State, County			x
11. Development of a park adjacent to the small boat harbor. Possible restaurant development on concession basis	County-DPW	50,000	State, County			x
12. Pathways through natural area at Burns Field	County-DPW	10,000	County			x
13. Development of a wilderness park at the rear of the valley	State DLNR	250,000	State		x	

d/ Would consist of:

Training Programs.
Adult Education.
Extension.
Curricular Development at High School and Community College Levels.
Small Business Development Loans.
Agricultural Business Development.
Agricultural Extension Service.

A. HANAPEPE-ELEELE COMMUNITY DEVELOPMENT PROGRAM

	Agency Jurisdiction	Project Cost	Sources of Financing	IMPLEMENTATION		
				1975-1978 Phase 1	1979-1982 Phase 2	1982-1985 Phase 3
V. Other						
1. Sediment basins along the river	Corps of Engineers	\$20,000	Federal		x	
2. Enlargement of small boat harbor for development of commercial marine-recreation activities	State DOT	State CIP	State	x	x	
3. Aquaculture development in saturated and valley areas	County-Kauai Task Force	25,000	State, Private		x	
4. Information pavilion development in town center park	County-DPW	25,000	State, County			x

APPENDIX A

APPENDIX A: OUTLINE FOR A PROPOSED AMENDMENT TO COUNTY ZONING ORDINANCE

HANAPEPE-ELEELE RURAL PRESERVATION DISTRICT: GUIDELINES AND REGULATIONS

Note to Draftsman:

Guidance as to the proposed substantive content of each of the outlined sections, particularly Section 3.00 (Aesthetic, Architectural, Community Design Standards) is contained in the Development Plan (Ch. VI of the Policy Report), except as noted below, and as noted in comments within the outline itself. Suggested approaches for provisions in the grading ordinance (Section 2.00 in the outline) are contained in Ch. VII of the Policy Report -- the section discussing "Institutional Requirements for Change." Also, grading and drainage requirements should be amended to reflect the results of the Corps-directed Hanapepe River Study, discussed in Ch. VII, "Coordinated Land Management and Regulatory Strategy," when the Study is completed. Recommendations on the consolidation of small parcels (Section 3.03) likewise are contained in the Coordinated Land Management Strategy discussion. Section 4.02 on beach and mountain access is designed to implement Act 143, 1973. Finally, the general functions and purposes of the Improvement Committee (Section 6.00) are set out in Ch. VIII of the Policy Report.

Preamble:

- preserve rural-agricultural lifestyles;
 - enhance employment opportunities;
 - provide space for needed commercial, light industrial, harbor and other facilities/uses;
 - maximize aesthetic, architectural, community design, and ecological use values;
 - legitimize harmonious mixing of low-intensity commercial, residential, public, recreational and other uses;
 - provide for efficient, orderly, and pleasant vehicular as well as pedestrian circulation;
 - upgrade housing opportunities;
 - increase recreational amenities;
 - minimize dangers from flooding, drainage, and seismic wave action;
 - improve the physical appearance of the community.
- 1.00 Use Districts (new developments in each subject to Citizens Advisory Improvement Committee use permit approval -- below)
- 1.01 Harbor Improvement District
- commercial fishing facilities;
 - related storage, repair, and other auxiliary facilities;
 - recreational boating slips and service facilities, waterfront recreation uses;
 - water-oriented land uses such as boatel, snack bar, bait shops, bus/taxi stands, etc.
- 1.02 Highway Commercial District (designed to apply where commercial facilities located adjacent to major traffic arterial)
- conditional uses;
 - highway-oriented light commercial uses (service station);
 - standards for safe ingress/egress;
 - standards for signs and displays;

- standards for density and intensity of use and improvements.

1.03 Light Industrial District

- permitted uses;
- noise and emission performance standards;
- sewage treatment plant;
- standards for density and intensity of uses and improvements.

1.04 Open Space and Environmental Protection District

- buffer around airport, Salt Pond, other open space areas;
- 300-foot shoreline setback;
*water-oriented uses excepted
- 40-foot river setback pursuant to Ch. 46-4(3);
- drainage buffer zones in areas designated by Committee in consultation with U.S. Army Corps of Engineers and Public Works;
- flood plain zoning.

1.05 Diversified Agriculture District (not applicable to cane and taro areas)

- special protections and/or incentives (e.g., tax) for new agriculture;
- aquaculture uses;
- agricultural parks;
- other diversified agriculture;
- ancilliary uses;
- approval means eligible for County funding assistance,

technical assistance in seeking aids and loans from State and Federal agencies.

1.06 Airport District

- no expansion or substantial new structures.

1.07 Town Development District (Mix-use zone)

2.00 Drainage and Sediment Controls (pursuant to 1974 legislation deadline)*

- applies to all new development;
- the proposed grading ordinance should be adopted with suggested revisions (e.g., cane buffer zones, better revegetation and checkerboard clearance standards, dust controls, etc.);
- special requirements for new structures in flood plain drainage, tsunami areas.

3.00 Aesthetic, Architectural, Community Design Standards (guidelines for Improvement Committee in reviewing non-conforming uses and proposed developments)

3.01 Traffic and Circulation (include pedestrian access (bicycles))

3.02 Parking

3.03 Consolidation of small parcels

3.03 Landscaping and Open Space

3.04 Relationship of Improvements to Neighboring Uses, harmonious balance

3.05 Compatibility of materials, colors, and architectural style with neighboring structures

*Separate from the Grading Ordinance

- 3.06 Historic/cultural themes for community design
- 3.07 Sign Controls, general
- 3.08 New Utilities Service Lines
 - underground where elevations, placement, or relationship with surroundings require elimination of interference with scenic amenities
- 3.09 Preservation of significant vistas
 - height controls and mauka-makai visual corridors, e.g., bluffs, river, parks, entranceway to Town
- 3.10 Design of Public/Community Facilities
- 3.11 Recreation/Park design criteria
- 3.12 Subdivision and multi-family design criteria
 - in addition to Subdivision Ordinance.
- 3.13 Street lighting and street fixture design
- 4.00 Dedication Requirements
- 4.01 Parks (take care of special problems with Little League, Overlook Park)
- 4.02 Beach and Mountain Access
- 4.03 River trails and ridge trails
- 4.04 Otherwise, CZO dedication applies
- 5.00 Nonconforming Uses
- 5.01 CZO Standards Apply except as excepted below
 - all lots and uses which are nonconforming under CZO remain

5.02 Improvement Committee functions

- First priority on task of examining each nonconforming lot, parcel, or use in light of Section 3.00 (Aesthetic, Architectural, and Community Design Standards);
- Task is to determine whether each use is consistent, compatible, and in harmony with the above standards, and with the goals and concepts of the Development Plan (if applicable -- i.e., the nonconforming use or parcel is in a residential or commercial area).

5.03 Termination of Nonconforming Uses

- All nonconforming uses shall be abated or terminated in accordance with the CZO if not found compatible under Section 5.02;
- Except, the owner, lessee, or other interested parties may petition the Committee to examine the use or parcel under Section 5.02, if the Committee has not already done so, within 90 days of any County finding or order that the nonconforming use is or shall be terminated or abated.

5.04 Amortization of Nonconforming Uses

- In addition to CZO provisions for abating or terminating nonconforming uses, the Improvement Committee may, after appropriate consultations, hearings, and findings, as set out in Section 6.01(b), establish specific amortization periods for categories of nonconforming uses;
- Any amortization period for the termination of a nonconforming

use shall be reasonably related to the amount of time necessary for depreciation of the original and subsequent investments in the use, to the predictable economic life of the use without major repairs or alterations as provided in the CZO, and to the degree of incompatibility of the use with Section 3.00 standards and with the Development Plan;

- In no event shall any amortization period be less than two nor more than twenty years.

5.05 Uses in Conformance with CZO as of Effective Date of Guidelines and Regulations

- The Improvement Committee may declare any use nonconforming in accordance with the provisions of this section, after notice, hearing, and findings, in accordance with Section 6.01 (b).

6.00 Hanapepe-Eleele Citizens Advisory Improvement Committee

6.01 Limitations on Powers

- (a) Quasi-Legislative. All proposals of general impact, not directed towards specific individual parcels or uses, must be approved by the County Planning Commission and County Council.
- (b) Quasi-Judicial. All approvals or disapprovals of special permits for individual development proposals or all actions relating to individual nonconforming uses shall be final unless appealed by the party directly affected or by neighboring owners, lessees, or users.

- (i) Notice. Reasonable advance notice to affected parties, not less than 30 days, including description of nature of and basis for proposed action.

- (ii) Hearing, right to counsel, cross-examination.

- (iii) Written findings and statement of conditions, orders, specifications for amortization, etc.

6.02 Review all Development Proposals, including any structure alterations requiring building permit -- issue or deny special use permit

6.03 Review all nonconforming uses in accordance with Section 5.00

6.04 Recommend changes, additions, or deletions in boundaries or substantive definition of use districts as established in Section 1.00

- include mapping of districts where not mapped in original adoption of ordinance;
- same power regarding other provisions of this Ordinance.

6.05 Constitution of Board

- appointed by Mayor with advice and consent of CPC;
- represent all economic, social, and ethnic sectors of the planning area community as far as possible (including farmers, agricultural managers, and employees);
- ten members, elect own chairman.

6.06 Functional Responsibilities

- establish advisory community task forces, which may change from time to time, with substantive responsibilities as deemed relevant by the Committee, to assist the Committee in implementing and revising this Ordinance and the Hanapepe-Eleele Development Plan;
- initially, the following task forces shall be established and shall review and critique relevant portions of the Development Plan and Rural Preservation District Guidelines and Regulations
 - * Elderly
 - * Youth
 - * Education and Manpower Development
 - * Community Design and Renewal
 - * Agriculture
 - * Environment, Parks, and Recreation
 - * Housing

APPENDIX B

APPENDIX B: COMPLIANCE WITH HUD COMPREHENSIVE PLANNING ASSISTANCE REQUIREMENTS

1. Planning Coordination

Pursuant to HUD CPM 6041.1A, Section 3-21, planning and technical assistance coordination activities were undertaken in the preparation of the Hanapepe-Eleele Community Development Program. Discussions were held with a number of state agencies in order to seek support and assistance in attaining the objectives of the program. Agencies contacted, including personnel

and divisions, are noted in the acknowledgments section. Inputs from several agencies are anticipated in the implementation of CDP work tasks, including DLNR, the Hawaii Housing Authority, DPED, the Department of Transportation, and the U.S. Army Corps of Engineers.

An effort has been made to keep current with the data collection, planning, and statistical forecast activities of various agencies, such as the current DPED efforts in developing groundwork for a statewide coastal zone management plan and in revising the State Comprehensive Outdoor Recreation Plan, as well as other DPED data generated for the statewide 1974 land use boundary and regulations review (State Land Use Commission).

2. Environmental Assessment (HUD PM 6041.1A, Section 4-6)

Hanapepe Valley

Recommendations contained in the plan for Hanapepe Valley will have several beneficial impacts. Presently during heavy rains, cesspools overflow and mix with the ground water causing a potential health hazard. The servicing of this area by the proposed sewage treatment plant would eliminate this problem. Heavy rains also create erosion problems. The development of upstream ponding systems will alleviate flood water runoff and act as sediment collecting basins as well as for possible recreation uses. Modifications of the proposed grading ordinance to require incorporation of sedimentation control requirements as part of any grading or clearing activities rather than in specified activities as in the present draft would additionally address this problem.

Certain adverse impacts could possibly occur, with the proposed developments, yet are avoidable with preventive and protective measures. The lower valley area is proposed for development as a part of a regional park. Some of the area would need fill and dredging, thus possibly removing existing wildlife habitats unless provisions were made to include such into the park. However, the area is subject to flooding at present, and is not usable without any improvement, and it is questionable whether there is any extensive wildlife, given the extent of the residential development in the area. The development of trails is also proposed in the valley and along the ridge above the valley. This will mean increased human usage of a presently undeveloped area and possible encroachment on plants and wildlife. Measures for restricted areal usage should be incorporated into the development of the proposed "wilderness" park in the rear of the valley, similar to other established wilderness areas, to protect the local environment of the area.

The plan recommends that the Army Corps of Engineers carry out a study of the river. Alternative proposals issuing from this study may entail both beneficial and adverse impacts, given the scope of improvements suggested. However, as the flood prone nature of the area is evident, it is assumed that the balance of the proposals would be beneficial in nature.

Hanapepe Heights

The present residential area will be retained and no expansion into present cane land is planned unless Eleele Heights fails to develop. Thus agricultural land will be preserved. The proposal for landscaped tree buffers around the area

will help protect the residents from dust and ash.

Eleele Heights

A realignment is proposed for Kaumualii Highway which will displace some cane land and open up additional area for residential uses. Increased residential construction would cause noise and dust problems, although temporary, unless palliative measures were taken for control.

The planting of trees along the highway and the cane fields is also recommended for Eleele to control the dust and ash which result from cane activities.

Hanapepe Town

Several proposals are made which would increase retail trade activity in the town. Initially, it is expected that earlier activities would occur in rehabilitated buildings; while in the future, some renewal activity will occur. Noise levels will increase during any construction, but this will be temporary. Along with the rehabilitation and renewal projects are proposals for landscaping which will further beautify the town. Both activities, however, are of a beneficial nature and will add to the long term economic vitality of the community.

The drainage study, which is being reviewed by the county, explores alternative solutions to the drainage problems in the town area.

Port Allen

Improvement of the small boat harbor and a more intensive use of the area is proposed. Possible water pollution problems may occur, but given the stricter controls and

requirements re: waste disposal and marine activities, the impact would be negligible. Beneficial effects would be the addition to the economic well-being of the community with the development of new activities in the harbor.

Burns Field

The plan recommends that the runway at Burns Field be extended in line with the DOT's future plans. This may have the effect of raising noise levels, but the traffic pattern does not impinge on any residential zones, so this would be minimal.

The plan to extend the Salt Pond would have a beneficial effect for the wildlife there, as endangered species of wildlife make their home in the pond. Consistent water levels in the ponds would allow the wildlife population a more stable environment than that which presently exists in the area.

The area adjacent to the Salt Ponds is designated for golf course and resort development on the general plan. The community development plan does not recommend these uses. This will have the effect of retaining more land in cane and decreasing the proximity of uses which might encroach upon the Salt Pond area.

Wahiawa Bay

The plan proposes eventual clean-up of the bay. Removal of silt would create a more favorable environment for marine life.

The plan in general proposes a 1% growth rate which will involve some immigration. There will not be fast and major changes in the lifestyle of the area.

The alternatives to the plan which may be explored are:

Minimal Improvement Alternative

If no changes or improvements are made to the area, environmental conditions will remain as they are at present. There will be continued loss of topsoil and cesspool overflow during heavy rains. Ash and dust will continue to bother residential areas during cane burning. Air quality and noise levels would stay at their current levels or if population declines, air quality may improve and noise levels decrease, but this would be negligible given continuing cane activities.

Intensive Improvement Alternative

Extensive renewal of Hanapepe Town, resort and golf course development adjacent to the Salt Ponds would be an intensive improvement alternative. The beneficial impacts of the proposed CDP would still be present - sewage treatment plant, improvement of Salt Ponds, sedimentation control, etc. The development of a pedestrian mall in Hanapepe Town and a possible revised circulation will improve traffic, parking and circulation problems.

3. Applicable Environmental Controls

Environmental controls applicable to the area include environmental assessments to be made under HUD community development block grants in order to satisfy NEPA requirements, NEPA EIS requirements applicable to Federally-funded housing projects, and state EIS requirements under Act 246, 1974 applicable to all projects which utilize State or County funds or which require amendments to existing county general plans. The water quality permit system administered by the State Health Department (Environmental Health Division) will apply, e.g., to the sewage treatment plant

and to any other "point" sources of effluent discharge. The Environmental Health Division is preparing a statewide plan for dealing with non-point sources of water pollution, and is also working with EPA to develop air quality "zones" and regulations applicable to indirect or "complex" sources of air pollution. Direct sources are now subject to regulation under Health Department standards. Noise control standards for vehicles have been prepared by the Health Department, and are enforced by local law enforcement officers.

APPENDIX C

DESIGN STANDARDS

Type of Facility	Function and Design Features	Spacing	R.O.W.	Widths Pavement	Desirable Maximum Grades	Speed	Other Features
Major Roads (Major Arterials)	Provide unity throughout contiguous urban area. Usually form boundaries for neighborhoods. Minor access control; channelized intersection; parking generally prohibited.	1-1/2 to 2 miles	120-150'	34' maximum for 4 lanes, parking and median strip.	4%	35-45 mph	Require 5' wide detached sidewalks, in urban areas, planting strips (5'-10' wide or more) and adequate building setback lines (30') for buildings fronting on street; 60' for buildings backing on street.
Secondary Roads (Minor Arterials)	Main feeder streets. Signals where needed; stop signs on side streets. Occasionally form boundaries for neighborhoods.	3/4 to 1 mile	80'	60'	5%	35-40 mph	Require 5' wide detached sidewalks, planting strips between sidewalks and curb 5' to 10' or more, and adequate building setback lines (30').
Collector Streets	Main interior streets. Stop signs on side streets.	1/4 to 1/2 mile	64'	44' (2-12' traffic lanes; 2-10' parking lanes)	5%	30 mph	Require at least 4' wide detached sidewalks; vertical curbs; planting strips are desirable; building setback lines 30' from right of way.
Local Streets	Local service streets. Non-conductive to through traffic.	at blocks	50'	36' where street parking is permitted.	5%	25 mph	Sidewalks at least 4' in width for densities greater than 1 d.u./acre and curbs and gutters.
Cul-de-sac	Street open at only one end, with provision for a practical turnaround at the other.	only wherever practical	50' (90' dia. turn-around)	30'-36' (75' turn-around)	5%		Should not have a length greater than 500 feet.

Source: DeChiara & Koppelman, Manual of Housing/Planning and Design Criteria, 1975.

REQUIREMENTS FOR TURNING RADII

Street development standards usually provide curb radii of 5-20 feet. The majority of passenger cars operating at low speed on lanes 10 feet or more in width are able to make a right turn with a curb radius of about 15 feet with little encroachment on other lanes. However, to ensure efficient traffic operation on arterial streets carrying heavy traffic volumes, it is desirable to provide corner radii from 15 to 25 feet for passenger vehicles and from 30-50 feet for most trucks and buses in order to expedite turns to and from the through lanes. Where large truck combinations turn frequently, somewhat larger radii for turns at intersections are required.

Technical Bulletin 44, Industrial Districts, Principles in Practice, Urban Land Institute, Washington, D.C.

Designation	Description and Function	Facilities and Equipment	Max. Distance Served	Number of Families Served
Playlot	Generally a small area set aside for the play activity of young children under immediate adult supervision; usually located a short walking distance from the dwelling unit.	Generally includes: children's slides, seesaw, sandboxes, climbing devices, swings. Drinking fountains and benches.	1/8 Mile	15-20
Playground	An area set aside for the play activity of children and young adults with some adult supervision; may include some quiet areas usually located a reasonable walking distance from the dwelling unit.	Generally includes: children and adult slides, seesaw, sandboxes, climbing devices, swings, tables for games. Drinking fountains and benches.	1/2 Mile	40-100
Play Field	A large area set aside for active play and sports with the possibility of many persons participating at one time; usually containing spectator and preparation areas. May be more than one mile from the dwelling unit.	May include: baseball and softball diamonds, football fields, tennis courts, running tracks. Parking lot. Drinking fountains; spectator seating.	1 Mile Walking 1/2 Hour Riding	2,000-4,000
Swimming Pool	An area set aside for swimming and other low-scale water sports of all age groups with the possibility of spectators; may be more than one mile from the dwelling unit.	May include: pools, shower rooms, diving boards. Parking lot. Drinking fountains, spectator seating.	1 Mile Walking 1/2 Hour Riding	2,000-4,000
Waterfront Development	An area adjacent to a body of water set aside for pedestrians.	May include quiet sitting areas, bicycle paths, shops, restaurants.	1 Mile	-
Square, Mall, Plaza	An area, usually surrounded by buildings, set aside for pedestrians.	May include: quiet sitting areas, bicycle paths, shops, restaurants.	1/4 Mile	-
Park	An area, often well landscaped, set aside for various levels of recreation ranging from quiet sitting to fairly active play; several of these may exist within proximity of each other.	May include: quiet sitting areas, bicycle paths, some play areas, drinking fountains, water areas.	1/2 Mile	40-100

Source: DeChiara & Koppelman, Manual of Housing/Planning and Design Criteria, 1975.

GOLF COURSES

The use of a golf course as the main feature of the open-space area in cluster or planned-unit developments is becoming increasingly common. Golf courses are attractive because they usually present a finely manicured, permanently green, well-landscaped vista. The course can meander over rolling terrain and fit into odd shapes, incorporating ponds and rock outcroppings.

A full 18-hole course requires from 160 to 200 acres of land. A 9-hole course needs about 100 acres. A par-3 course occupies about 30 acres. One drawback is that golf courses are expensive to build and to maintain. A golf course's main

asset, from a developer's standpoint, is that land values adjacent to the fairways are substantially increased. More important, from a planning standpoint, is that permanent open space is created, which enhances the aesthetic atmosphere and physical attractiveness.

The total course length ranges from 5,000 to 6,000 yards. One fairway requires a 100-yard width. One method used to conserve land is to double the fairways; that is, use two parallel fairways. This requires a width of about 150 yards, but reduces the total length. Another disadvantage in the use of a golf course is the relatively small numbers of people who can utilize it at any one time. Golf courses should be restricted to large developments where a range of other recreational facilities are available.

	Minimum Area Req.	Maximum Area Req.	No. of Parking Spaces	Population Served	Service Radius	Average Length
3-Hole Course	60 Acres	80 Acres	100 Cars	1 hole per 3,000 persons or 27,000 persons	1/2-3/4 hour by car or public transportation	Approx. 2,250 yards
18-Hole Course	120 Acres	160 Acres	200 Cars	1 hole per 1,500 persons or 25,000 persons	1 hour max. by car or public transportation	6,500 yards

Source: DeChiara & Koppelman, Manual of Housing/Planning and Design Criteria, 1975.

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FOOTNOTES

- 1/ Planning for Oahu, Department of General Planning, City and County of Honolulu, Honolulu, Hawaii, March 1974, p. 123.
- 2/ Hawaii Land Study, Economic Research Associates, April 25, 1969, Table 78, "Projected Commercial Retail Land Use on Oahu."

ACKNOWLEDGMENTS

This report was completed through the efforts and cooperation of the following persons and organizations.

Francis Ching, Former Mayor
William Mitchell, Former
Administrative Assistant

County Council - 1972-74

Shigeomi Kubota, Chairman
Eduardo E. Malapit
Jerome Hew
Abel Medeiros
Rose Ono Shaw
Burt Tsuchiya
Robert Yotsuda

Planning Commission - 1974

Welcome Albao, Chairman
Anthony C. Baptiste, Jr.
Richard Johnston
Masashi Kageyama
Alfred Louis, Jr.
Haruo Nakamoto
Gisao Tateishi

Planning Department Staff

Brian Nishimoto, Director
Tom Shigemoto
Gregory Kamm
Madeline T. Yamauchi
Tomoo Hiranaka

Building Division

Hiroshi Murashige

Finance Department - 1972-74

Theodore Akana

Department of Water

Larry Nishikawa, Deputy Director

Eduardo E. Malapit, Mayor
Cayetano Gerardo, Administrative
Assistant

County Council - 1974-76

Burt Tsuchiya, Chairman
Louie Gonsalves
Roger Hee
Abel Medeiros
Rose Ono Shaw
Jerome Hew
Robert Yotsuda

Planning Commission - 1975

Alfred Louis, Jr., Chairman
Anthony C. Baptiste, Jr.
Richard Johnston
Masashi Kageyama
Haruo Nakamoto
Gisao Tateishi
Reginald Doi

Department of Public Works

Akira Fujita, Director
Carl Schumacher, Road Division
Kiyoji Masaki, Engineering Division
Wilson Miyashiro, Parks and Recreation
Division
Satoru Masuda, Fiscal Officer

Finance Department - 1974-76

Wallace Rezentes

Board of Water Supply

George Pascua, Former Chairman

Office of Economic Development

Ramon dela Pena, Former Director

Police Department

Roy Hiram, Chief

Fire Department

Frank Rita, Chief

State of Hawaii

Department of Planning and
Economic Development

Ralph Ukishima, Special Plans Branch

Land Use Commission

Stanley Sakahashi, Vice Chairman
Tatsuo Fujimoto, Executive Officer

Department of Land and Natural
Resources

Land Management Division

James Detor
Sam Lee
Raymond Hee

Division of Fish and Game

Thomas Telfer

Division of Forestry

Ralph Daehler

Division of Water and Land
Management

Tatsuo Nishi

Department of Health

Ted Inouye
Eugene Akazawa
Noburo Takamura

Department of Taxation

Reginald Gage II

Board of Water Supply

Jerry Daly, Chairman

Office of Economic Development

James N. Kurita, Director

Department of Education

Warren Mizutani

Department of Labor and Industrial
Relations

Robert Yamamoto

Kauai Housing Development Program

Ron Gay, Director

Department of Transportation

Edwin Nakano, Highways Division
Ernest Kurosawa, Airports Division

Federal

Soil Conservation Service

John Smith-Heiser

U.S. Navy

Captain E.M. Porter, Commanding
Officer, Pacific Missile Range
Facilities
Al Akimoto, Naval Torpedo Station
Keyport Detachment

Farmers Home Administration

Arlen Scott

Individuals

R.N. Anderson, University of Hawaii
Survey
Richard Cox, Messrs. Ivy, Young and
Conrad; Alexander and Baldwin
George Cooper, Reporter, The
Garden Island
Tamara Wong, Reporter, The Garden
Island
Dr. Ronald Hattis, Hanapepe
Starr Hawksley, University of Hawaii
Survey
Jane Heysy, R.N., Public Health
Clinic
Jane Ibarra, R.N., Public Health
Nurse
Jeremiah P. Kaluna, Consulting
Engineer

Consultants - Marshall Kaplan, Gans,
Kahn and Yamamoto

James T. Yamamoto, Managing Partner
Robert D. Fraser
Thomas Foye
Lilia Minai
William E. Eads
Shiu-Lun Wang
Masaharu Rokushika
Mary Lou Yuen
Margaret H. Yamada

Advisory Committee Members

Hanapepe-Eleele Development Plan

Richard Ueoka, Chairman
Tom Okura, Vice Chairman
Robert Ozaki
John Short
Ajerico Pablo
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Norman Hashisaka
Curtis Yokoo
David R. Wellington
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Cheryle Garma
Diana Figaroa

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William Mitchell

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