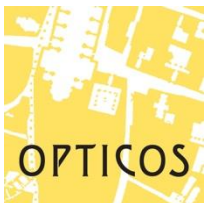




Līhu'e Civic Center Redevelopment Feasibility Study

Hawai'i Interagency Council for
Transit-Oriented Development

November 15, 2024



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Introduction

SECTION

1

Project Background

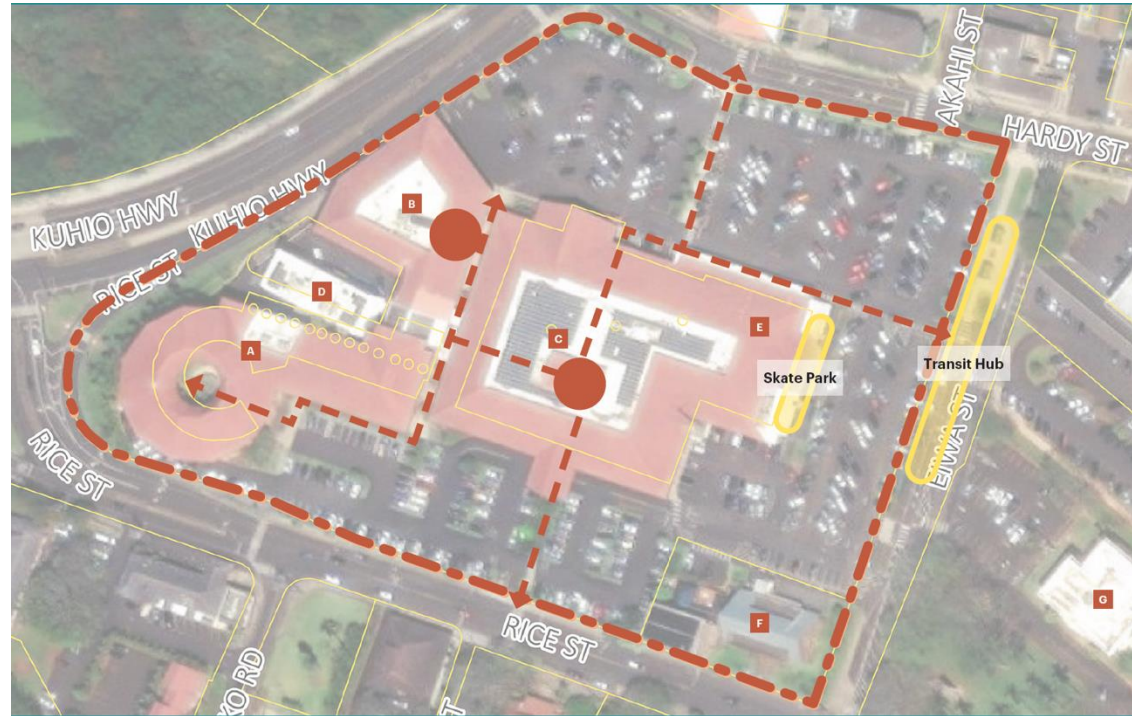
Project Intent

The County evaluated the **feasibility of residential development** on the existing surface parking surrounding the County Civic Center building to see if this might be a suitable location for new housing **to help address the housing shortage.**



The Civic Center Site Today

The site is occupied by a 1966 shopping center adaptively reused for **County offices surrounded by surface parking**. Eiwa Street, on the east, serves as a **transit hub** for Līhu'e.



Legend

A Mo'ikeha Building	D Hawaii Telecom	Pedestrian Network
B Kapule Building	E Youth Center (Planned)	Atriums and Lobbies
C Pi'ikoi Building	F Kaua'i Museum	Activity Areas
	G Historic County Building	Project Area Boundary
		Parcel Lines

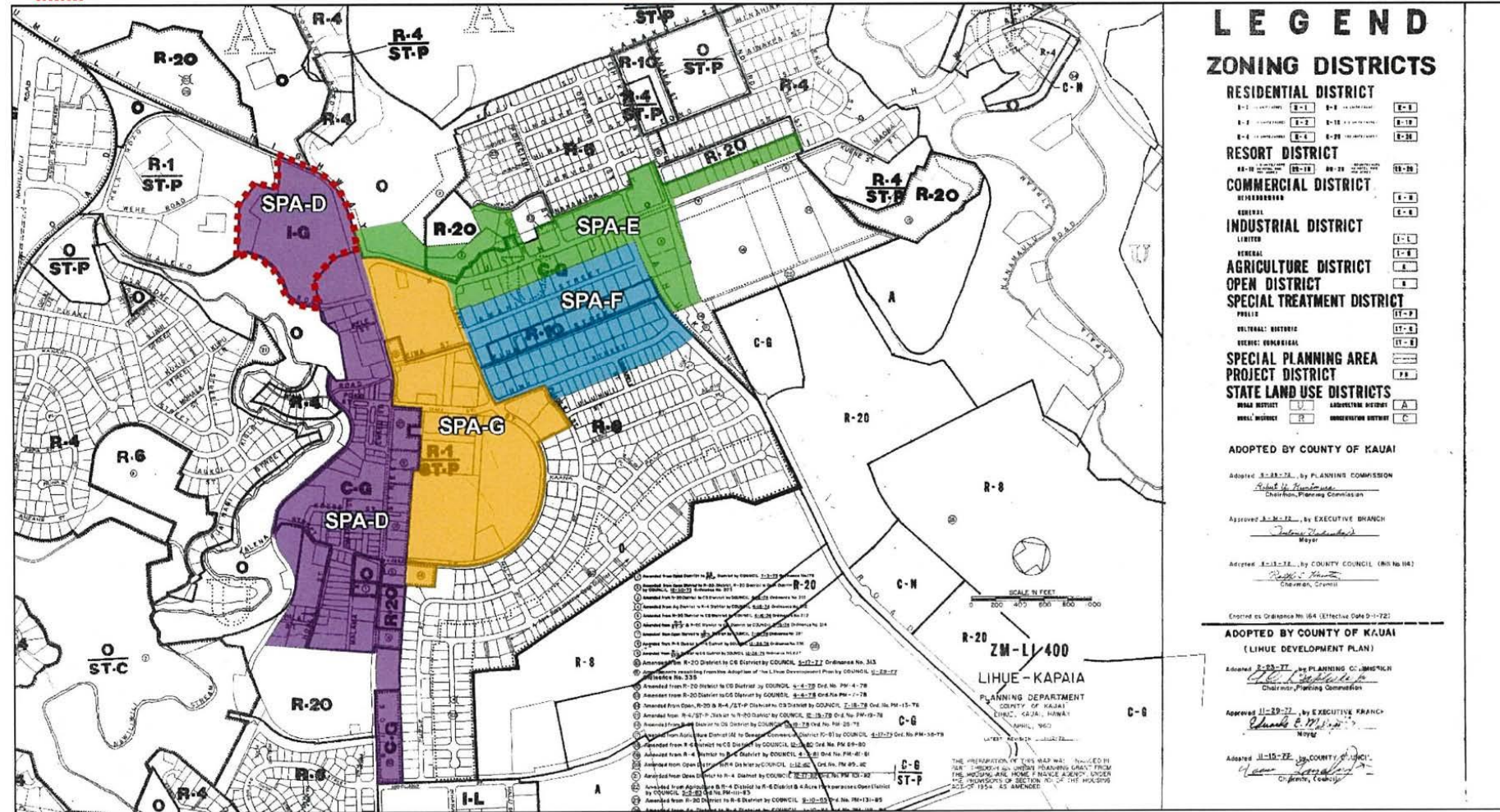
Site Facts and Features	
Site Area	9.7 ac
Existing Building Area	170,027 sf (3.9 ac)
Year Built	1966
Existing Building Use	County Office Building
Parking Spaces on Site	493
Bus Routes	Headway
100 Kekaha to Lihu'e	Every 1hr
200 Lihu'e to Kekaha	Every 1hr
400 Hanalei to Lihu'e	Every 1hr
500 Lihu'e to Hanalei	Every 1hr
800 Wailua to Lihu'e	2x per day
850 Lihu'e to Wailua	3x per day
70 Lihu'e Shuttle	Every 1hr

Testing Feasibility of Redevelopment Alternatives

Based on County housing goals, this project explored redevelopment alternatives that imagine a different future for the Civic Center than what was envisioned in 2010.

Map Showing Proposed Amendment to Zoning Map ZM-LI-400 Special Planning Area (SPA) "D" Also Known As the "Rice Street Neighborhood"

- SPA-D: Rice Street Neighborhood
- SPA-E: Kuhio Highway Neighborhood
- SPA-G: Civic Center Neighborhood
- Proposed Amendment to SPA-D (Lihue Mill Area)
- SPA-F: Akahi/Elua/Umi Streets Neighborhoods



Planning Context

The Civic Center is being considered as a potential housing infill opportunity site after more than a decade of policy direction, growing housing need, infrastructure investment, and transit planning.



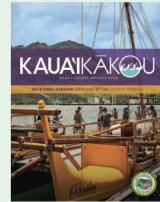
2015 Lihue Community Plan

The Community Plan confirms the policy direction set by the 2010 Town Core Urban Design Plan and establishes a vision, guiding principles, and policies for the next 20 years of development in the Town Core.



2018 Strategic Plan for Transit-Oriented Development (TOD)

The State of Hawaii established a state vision for livable communities supported by TOD and identified multiple priority TOD planning projects in the Lihue town core, including potential redevelopment at the Old Police Station site and the development of Pua Loke Affordable Housing.

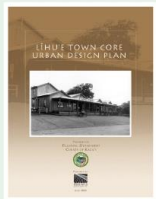


2018 Kauai County General Plan

Lihue is identified as the destination for nearly half of the new housing units on the island by 2035. This island-wide plan identified a growing need for additional housing on Kauai and allocated growth by Planning District. The Lihue Planning District was allocated 4,604 new housing units from 2010-2035, representing 47% of total growth on Kauai. (Reference: Kauai County General Plan, Figure 1-4)

2023 Governor's Housing Emergency Proclamation

In October 2023, Governor Green issued his second Emergency Proclamation related to affordable housing, aiming to eliminate barriers to developing affordable and workforce housing and highlighting the dire housing need throughout the state.



2010 Lihue Town Core Urban Design Plan

This plan envisions and plans for a mixed-use and transit-oriented Town Core and supports infill development in the area. The plan designates the Civic Center as a "center of civic and community activity". The plan did not envision housing at this site.

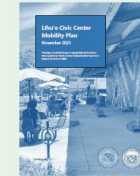


2015 onward: TIGER Grant Funding and Implementation

In 2015, Kauai County receives \$13.8m in grant funding for a variety of transportation infrastructure improvements improving non-vehicular connectivity in the Town Core. Implementation is ongoing and includes "road diet" projects and the addition of bicycle lanes on Rice Street and Hoolako Street.

2020 Mayor's Request for Developer Proposals

In 2020, Mayor Kawakami released a request for proposals (RFP) to developers to build housing on the Civic Center site. Inspired by a model he'd visited elsewhere in Hawaii, the mayor hoped to address the housing crisis by making public land available for housing development. While the RFP did not yield any developer responses, the Mayor's Office still sees the Civic Center as a housing opportunity site and hopes that this feasibility plan can offer a tangible plan and specifications to make housing a reality on this site.



2023 Civic Center Mobility Plan

The Mobility Plan studied the current and projected transportation infrastructure needs in the Civic Center vicinity. Recognizing that the Civic Center is already a hub for the Kauai Bus, the Mobility Plan explored the addition of micromobility solutions to the area. The Plan also addressed the management of existing parking, particularly underutilized parking, through policy and design recommendations.

Market Potential Analysis

Studied **market potential for middle-income housing** on the Civic Center site

Identified optimum unit types, sizes, and target rents or sale prices for three affordability levels:

- **60-80% AMI** (“affordable”)
- **80-120% AMI** (“workforce”)
- **120% and above** (“market rate”)

5-year forecast absorption on the Civic Center site: **370-485 new units**

Annual Forecast Absorption
THE LIHU’E CIVIC CENTER SITE
Kaua’i County, Hawaii

	ANNUAL UNITS ABSORBED		CAPTURE RATES
MULTI-FAMILY FOR-RENT			
Total	52	70	15 – 20%
60% to 80% AMI	15	20	
80% to 120% AMI	19	26	
>120% AMI	18	24	
MULTI-FAMILY FOR-SALE			
Total	10	12	15 – 20%
	4	5	
		7	

PERCENT MIX	UNIT CONFIGURATION	Total BASE RENT/ PRICE	UNIT SIZE	BASE RENT/PRICE PER SQ. FT.
MULTI-FAMILY FOR-RENT				
..... Workforce (80 to 120% AMI)				
20%	Studio/1ba	\$1,650 to \$1,850	500 to 600 sf	\$3.08 to \$3.30
30%	1br/1ba	\$2,000 to \$2,100	700 to 750 sf	\$2.80 to \$2.86
30%	2br/2ba	\$2,600 to \$2,700	1,000 to 1,100 sf	\$2.45 to \$2.60
20%	3br/2ba	\$2,800 to \$3,000	1,200 to 1,350 sf	\$2.22 to \$2.33
..... Market-Rate (120% AMI and up)				
15%	Studio/1ba	\$2,300 to \$2,500	500 to 600 sf	\$4.17 to \$4.60
35%	1br/1ba	\$2,950 to \$3,100	700 to 750 sf	\$4.13 to \$4.21
25%	2br/2ba	\$3,750 to \$4,100	1,000 to 1,100 sf	\$3.73 to \$3.75
25%	3br/2.5ba	\$4,300 to \$4,600	1,200 to 1,350 sf	\$3.41



Redevelopment Scenarios

SECTION

2

Overview

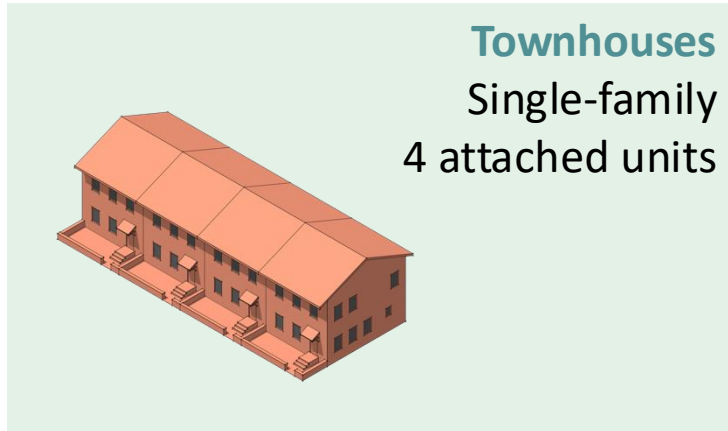
Building types compatible with the vision for adjacent areas of the Līhu'e Town Core were tested for feasibility and "test fit" on the Civic Center site

- 6 types were initially studied
- 4 of the six types effective at delivering workforce housing
- 95-204 units can be accommodated
- 385-420 parking spaces would need to be relocated
- Focus on scale and compatibility with previous Līhu'e Town Core planning efforts

Initial feedback led to testing a more intense alternative on a portion of the site



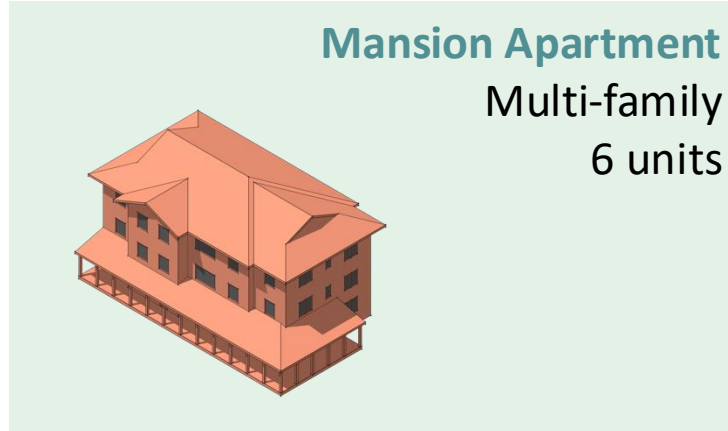
Building Prototypes



Townhouses
Single-family
4 attached units

Sale Price per Unit	
Market Rate	\$900,000 - \$1,000,000

- Market-rate for-sale product
- Feasibility requires **sale price near \$1 million**
- Due to price, **does not provide workforce housing**



Mansion Apartment
Multi-family
6 units

Financing Gap per Unit	
60% AMI	\$1,051,491 gap
80% AMI	\$1,022,991 gap
120% AMI	\$741,216 gap

- **Least feasible** of multi-family building types
- **Not shown in site scenarios** as a result



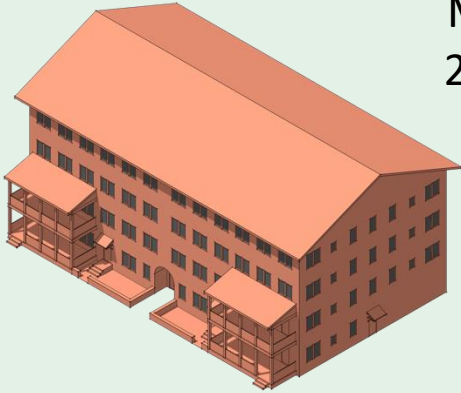
Single-Loaded Courtyard
Multi-family
21 units

Financing Gap per Unit	
60% AMI	\$319,740 gap
80% AMI	\$276,311 gap
120% AMI	\$135,168 gap

- **Fourth smallest financing gap** for 120% AMI units

Building Prototypes

Double-Loaded Corridor
Multi-family
21 - 28 units

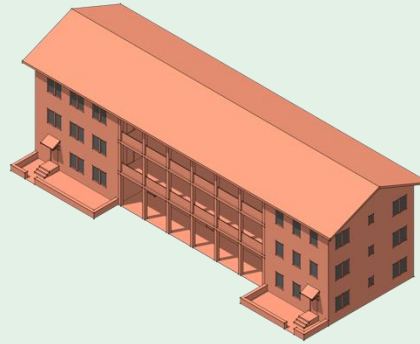


Financing Gap per Unit

	Standard Unit Sizes	Small Unit Sizes
60% AMI	\$335,160 gap	\$146,354 gap
80% AMI	\$290,817 gap	\$107,711 gap
120% AMI	\$124,955 gap	No gap; \$33,786 profit

- **Third smallest financing gap** for 120% AMI units
- **Micro-units returned a profit at 120% AMI**

Single-Loaded Corridor
Multi-family
12 – 21 units



Financing Gap per Unit

	Standard Unit Sizes	Small Unit Sizes
60% AMI	\$287,994 gap	\$54,270 gap
80% AMI	\$248,094 gap	\$13,555 gap
120% AMI	\$103,232 gap	No gap; \$96,909 profit

- **Second smallest financing gap** for 120% AMI units
- **Micro-units returned a profit at 120% AMI**

Multiplex
Multi-family
12 – 18 units



Financing Gap per Unit

	Standard Unit Sizes	Small Unit Sizes
60% AMI	\$290,133 gap	\$163,442 gap
80% AMI	\$247,790 gap	\$129,242 gap
120% AMI	\$81,322 gap	No gap; \$28,408 profit

- **Smallest financing gap** for 120% AMI units
- **Micro-units returned a profit at 120% AMI**

Sitewide: Low Residential Yield (95 units)



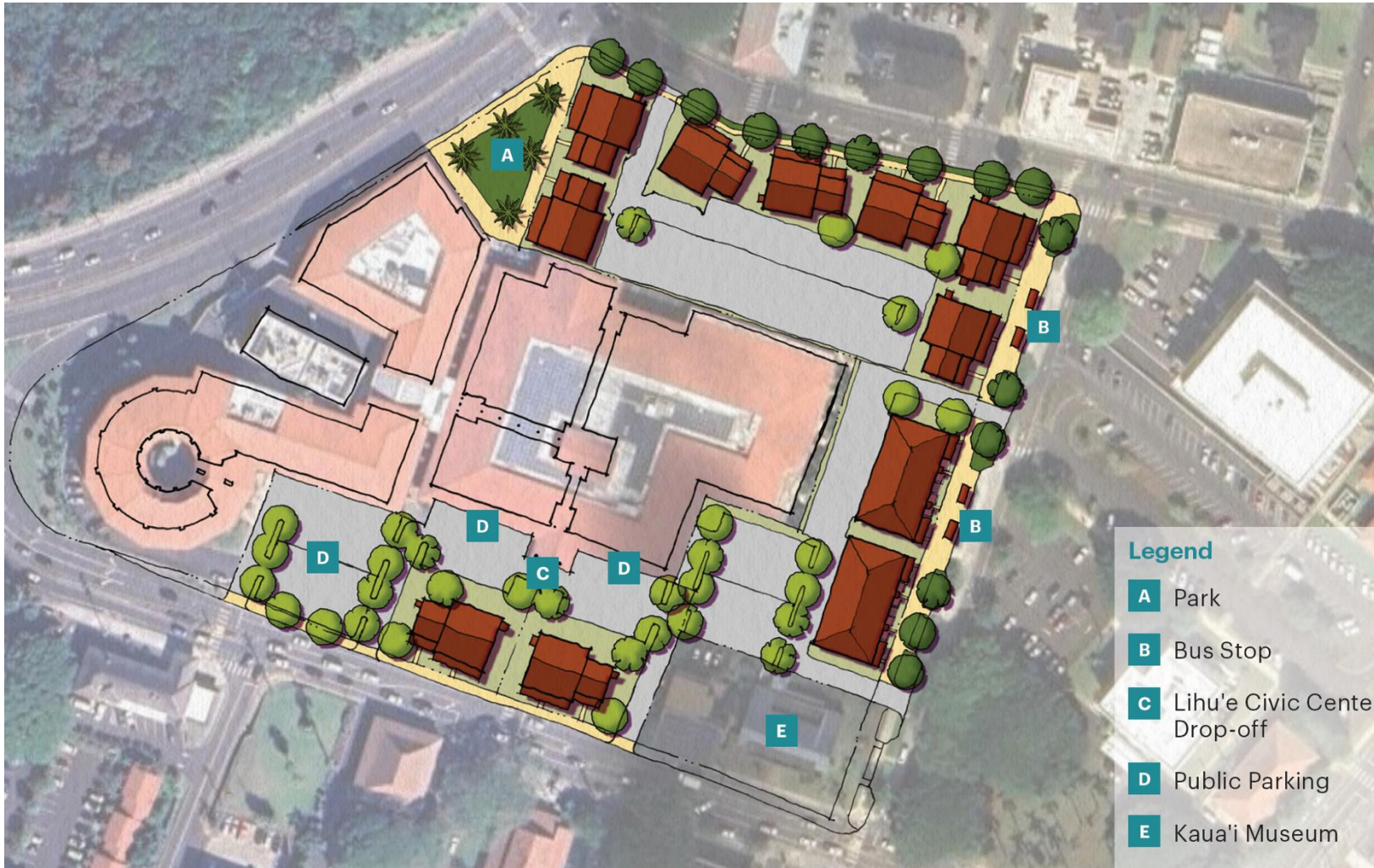
Legend

- A** Park
- B** Bus Stop
- C** Lihu'e Civic Center Drop-off
- D** Public Parking
- E** Kaua'i Museum
- F** Pedestrian Paseo

Program Summary

Site Area	3.6 ac
Total Units	95
Unit Mix	
Studio	27 @ 500 sf
1 Bedroom	24 @ 700-750 sf
2 Bedroom	12 @ 900 sf
3 Bedroom	32 @ 1175-1600 sf
Residential Surface Parking	102 spaces
Garage Parking	16 spaces
Total Residential Parking	118 spaces
Residential Parking Ratio	1.2 spaces/unit
Parking Spaces Relocated	386
Density	26.4 du/ac

Sitewide: Medium Residential Yield (150 units)



Program Summary	
Site Area	3.8 ac
Total Units	150
Unit Mix	
Studio	35 @ 500 sf
1 Bedroom	41 @ 700-750 sf
2 Bedroom	33 @ 900 sf
3 Bedroom	41 @ 1175-1600 sf
Residential Surface Parking	130 spaces
Tuck-under Parking	20 spaces
Total Residential Parking	150 spaces
Residential Parking Ratio	1.0 spaces/unit
Parking Spaces Relocated	396
Density	41.7 du/ac

Sitewide: High Residential Yield (204 units)



Program Summary	
Site Area	3.8 ac
Total Units	204
Unit Mix	
Studio	78 @ 500 sf
1 Bedroom	84 @ 700-750 sf
2 Bedroom	42 @ 900 sf
Residential Surface Parking	144 spaces
Tuck-under Parking	60 spaces
Total Residential Parking	204 spaces
Residential Parking Ratio	1.0 spaces/unit
Parking Spaces Relocated	422
Density	53.7 du/ac

Section across Eiwa Street: 3-4 Story Scenarios



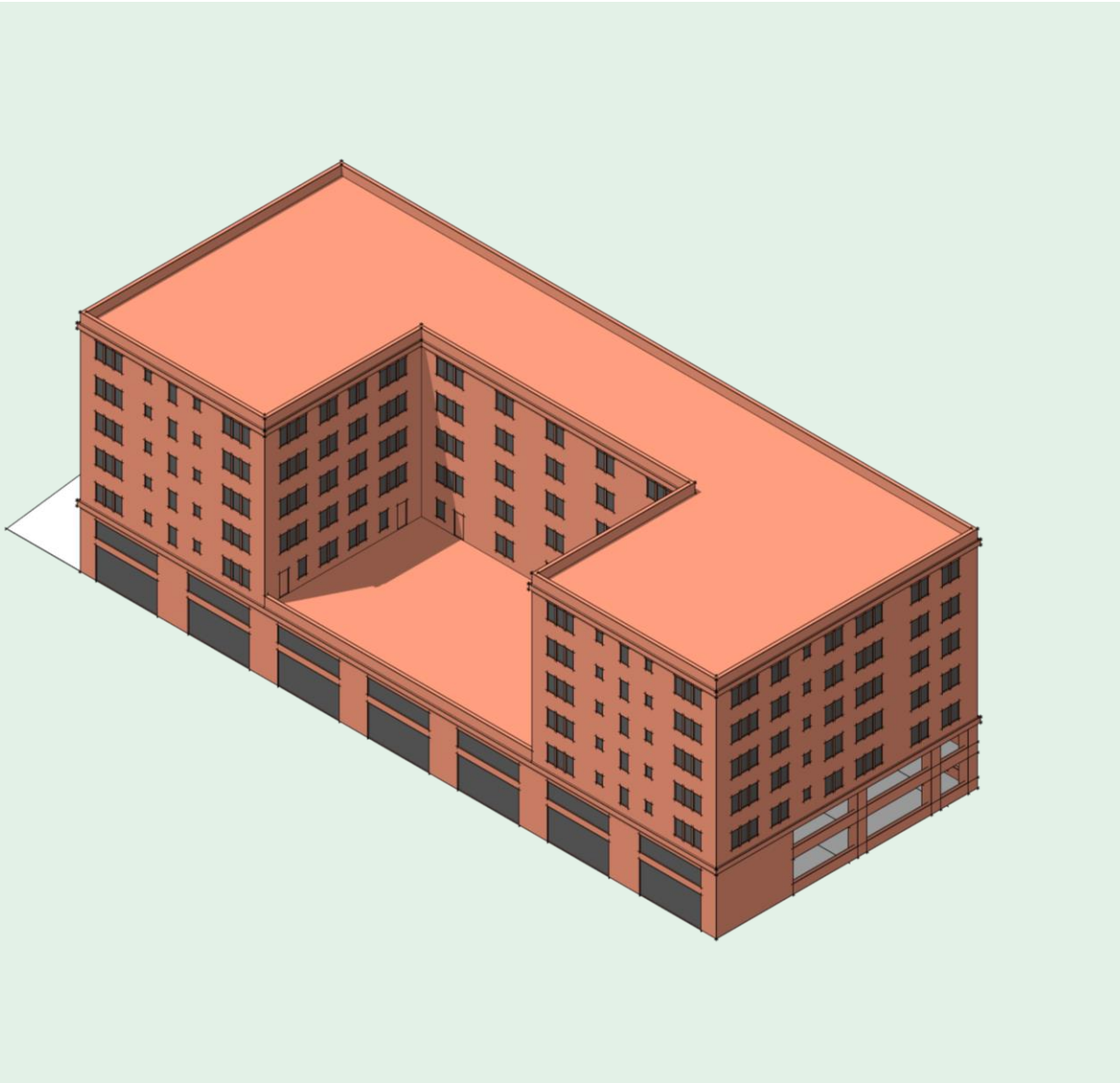
Parking Strategies

- Move employee parking **offsite**
- Consider **shared** parking
- Lean into **alternative mobility** choices
- If needed in the long term, explore a **parking structure**
- Utilize recommendations and policies from the Līhu'e Civic Center **Mobility Plan**



— Civic Center Boundary

— Five Minute Walking Shed



7-Story Redevelopment Scenario

SECTION

3

Scenario Overview

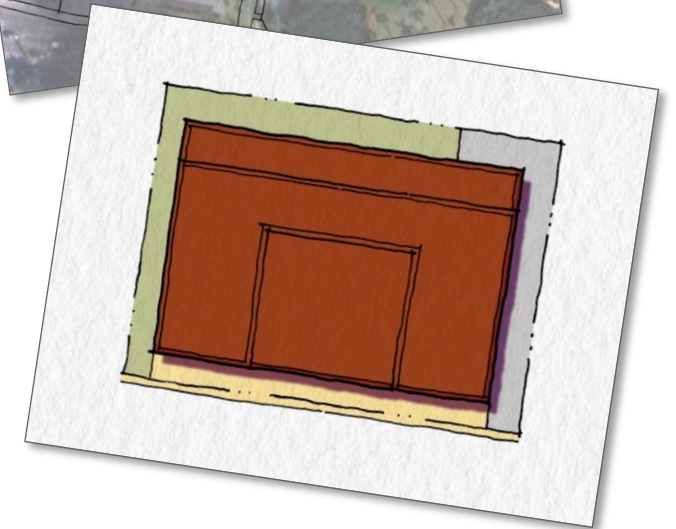
This scenario is a theoretical test of a much taller, larger building type

Pros:

- May improve financial feasibility
- More intense development would remove less surface parking than the 3-4 story scenario in exchange for similar unit yields

Cons:

- Not included as a pre-existing vision for any neighborhood in Līhu'e Town Core



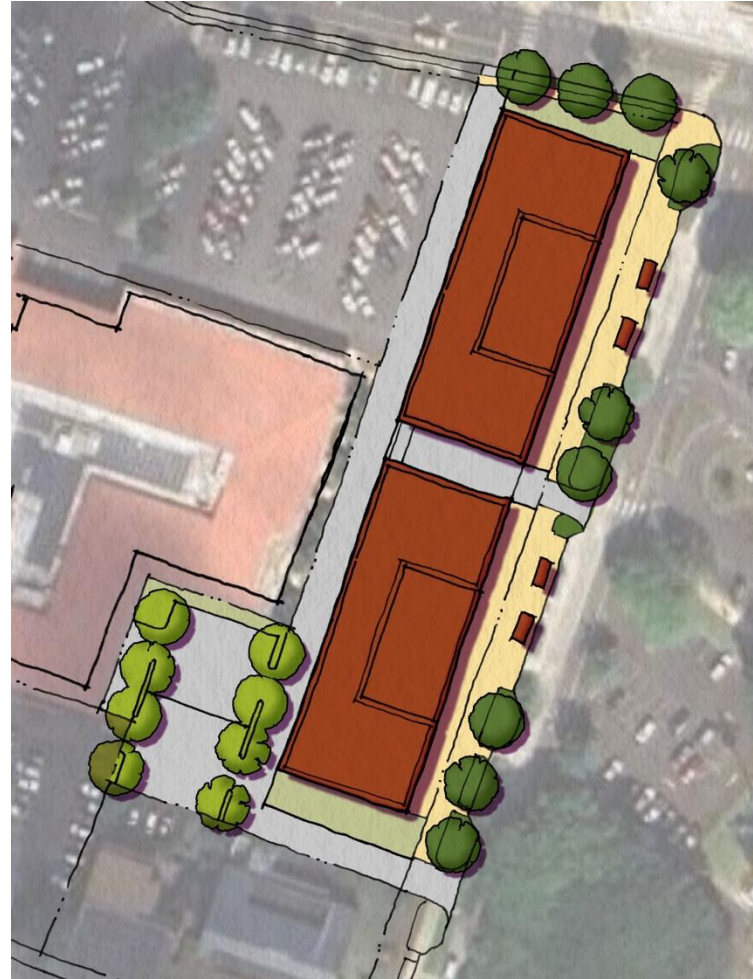
Building Prototype: 7-Story Podium



Financing Gap per Unit

60% AMI	\$363,782 gap
Market Rate	\$49,725 gap
Mixed Income (20% BMR)	\$98,136 gap

No significant change in feasibility for any categories compared to 3-4 story scenario



Program Summary

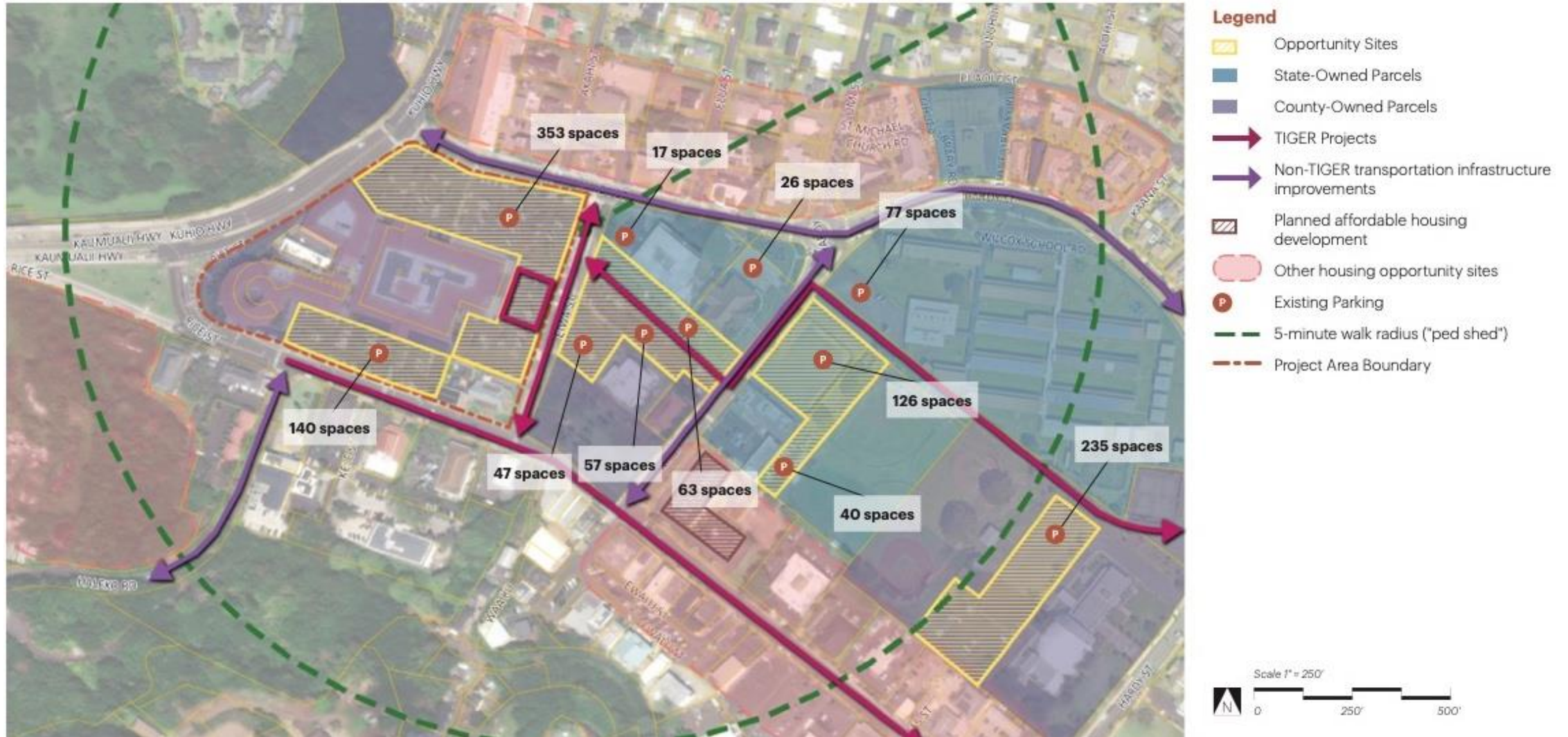
Site Area	1.6 ac
Total Units	160
Unit Mix	
Studio	55 @ 500 sf
1 Bedroom	60 @ 650 sf
2 Bedroom	50 @ 800 sf
3 Bedroom	-
Residential Surface Parking	22 spaces
Structured Parking	138 spaces
Total Residential Parking	160 spaces
Residential Parking Ratio	1.0 spaces/unit
Public Parking Preserved	8 spaces
Density	100 du/ac

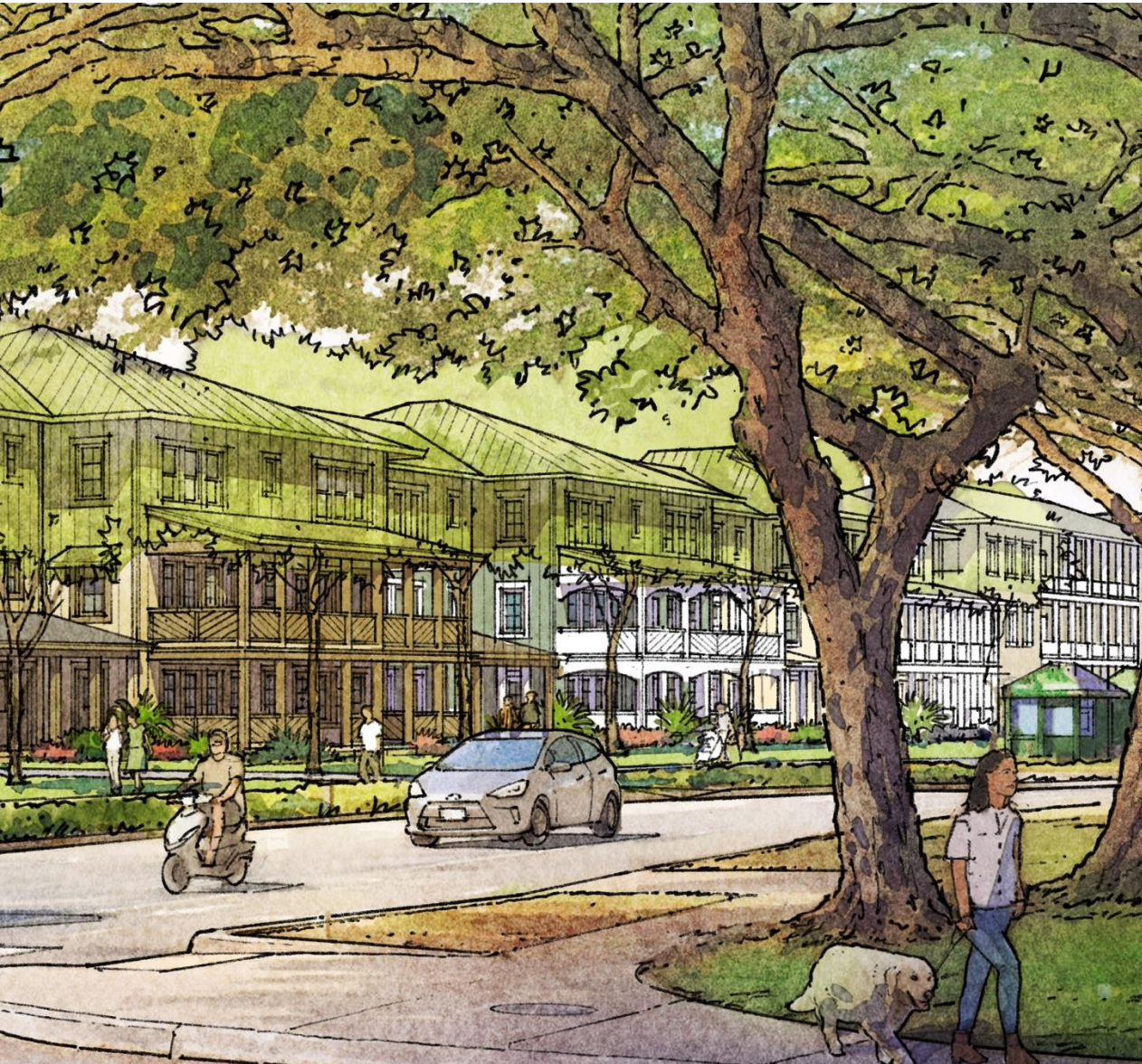
Section across Eiwa Street: 7 Story Scenario



Town Core Housing Development Opportunities

Multiple sites in the area could offer opportunities for housing development, potentially bringing new energy to the Civic Center and Rice Street and sharing the benefits of a district-wide parking and infrastructure strategy as well as recent and planned transportation improvements.





Form and Character

SECTION

4

Civic Center form and character today



Eiwa Street Existing Conditions



Eiwa Street Conceptual Rendering



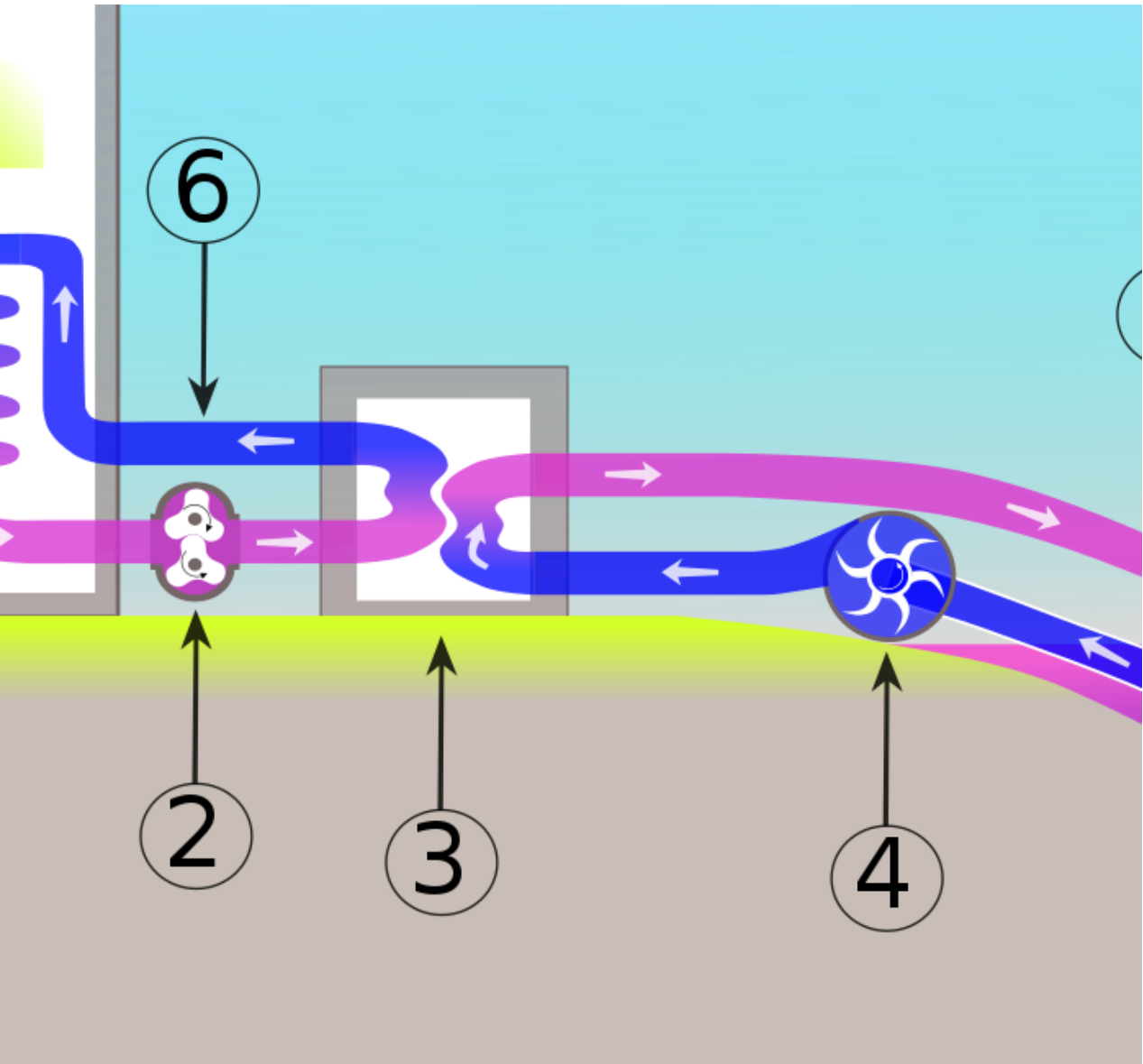
Hardy Street

Existing Conditions



Hardy Street Conceptual Rendering





Infrastructure

SECTION
5

What is an Ecodistrict?

- An ecodistrict provides utility-level coordination and infrastructure to support **sustainable and green infrastructure**
- Coordination can be in administration, financing, operations, issuing bonds, education and advertising, planning, or other areas to reduce the barrier to entry of sustainable infrastructure





Ecodistrict Components

1. Transportation

2. Water

- Domestic
- Irrigation

3. Sewer

- Collection
- Treatment
- Graywater Reuse

4. Rainwater Management

5. Domestic Energy

- Electricity
 - Wind
 - Solar
 - Battery Banks
 - Other Renewables
- Heating/Cooling
- Gas

6. Telecom



Prioritization Survey

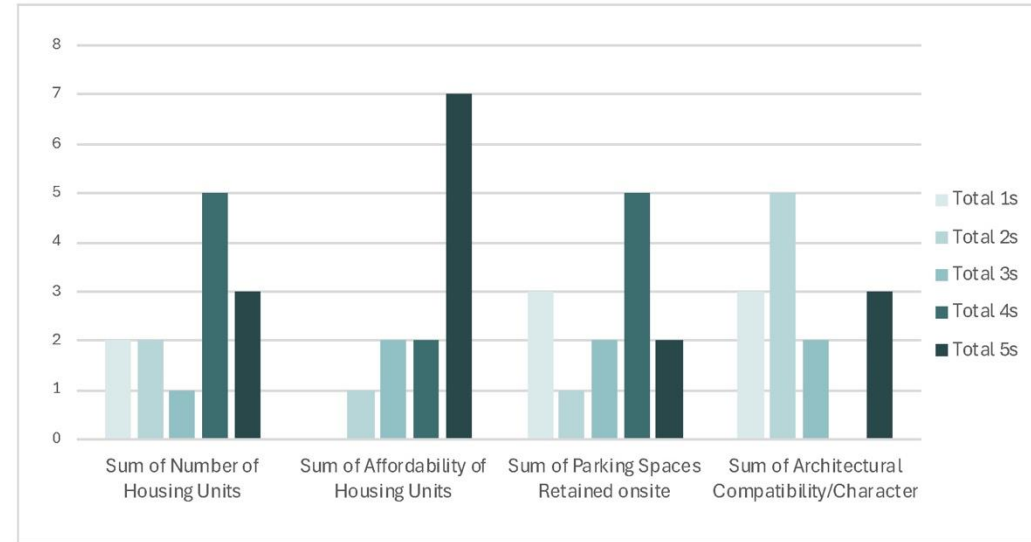
SECTION

6

Survey Findings

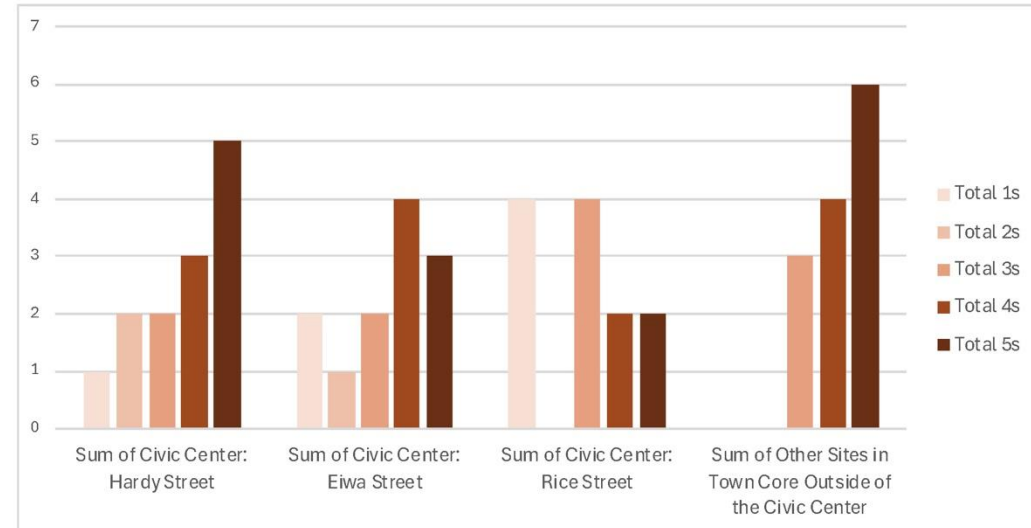
Question 1: Where along the spectrum do you fall for each of these factors?

	Number of housing units: Minimize housing onsite (1) to As much housing on site (5)	Affordability of housing units: Market rate (1) to Workforce housing (5)	Parking spaces retained onsite: More onsite parking reserved (1) to parking can be relocated offsite (5)	Architectural compatibility/character: respect form, scale and character of context (1) to consider taller and larger buildings onsite (5)
Number of responses	13	12	13	13
Most common response	4	5	4	2
Average response	3.4	4.3	3.2	2.6



Question 2: Where would you support new housing development?

	Civic Center along Hardy Street	Civic Center along Eiwa Street	Civic Center along Rice Street	Other sites in the Town Core outside of the Civic Center
Number of responses	13	12	12	13
Most common response	5	4	3	5
Average response	3.69	3.42	2.83	4.23





Implementation & Next Steps

SECTION

7

Implementation & Next Steps

Pathway 1 Vision Update + Zoning Amendment

County updates Lihue Town Core Urban Design Plan; vision includes housing

Pursue Pathway 1, Vision Update and Zoning Amendment.

Analyze Infill Housing Potential in the Broader Town Core

The scope of this study did not include evaluation of infill housing feasibility at one block of the Civic Center. However, there are additional infill development opportunities in the Lihue Town Core. These other parcels could be considered either instead of or in addition to redevelopment on the Civic Center itself. At the closing workshop, community poll responses indicated support for the larger Town Core beyond the Civic Center as a location for infill housing.

Complete Feasibility and Capacity Analysis for the Lihue Town Core

Analysis of housing feasibility in the Town Core would inform future planning efforts addressing infill housing

development in this broader area. Understanding infill housing feasibility on a range of prototypical sites in the Town Core would help ground future visioning efforts in reasonable expectations for what the market may be able to provide. This feasibility analysis could be complemented by a capacity analysis which would demonstrate the number of housing units that the Town Core could expect to receive as infill development. This capacity analysis would inform the proportion of projected growth that could be reasonably expected from infill development as compared to larger-scale greenfield development at the perimeter of Lihue.

Update the Lihue Town Core Urban Design Plan

Address Housing in an Updated TCUDP

The 2009 Lihue Town Core Urban Design Plan (TCUDP) established a community vision for future development in the Town Core. In the 15 years since this plan was adopted, housing has become an increasing priority in planning efforts and growth projections have increased. Given the developments in policy direction and growth projections in the 15 years that have elapsed since the TCUDP's adoption, the community

would benefit from revisiting this plan and considering updates to the vision for the Town Core to address housing more directly.

Coordinate with the Lihue Community Plan

If possible, the community visioning process for an update to the TCUDP should be coordinated with an update to the Lihue Community Plan to ensure consistency between these plans and unite them under a comprehensive vision for Lihue as a whole.

Update Zoning

Reflect the TCUDP Vision with Updated Zoning

The updated Town Core Urban Design Plan should be implemented through a zoning amendment

that reflects the community's vision for the form and character in the Town Core and enables the community's desired housing choices.



Q&A



Thank you!