

3.10.4 Nāwiliwili, Kalapakī, and Niumalu

Description

Nāwiliwili, Kalapakī, and Niumalu are coastal villages that are oriented to Nāwiliwili Harbor. All have access to Līhu‘e by way of Rice Street and to Puhi by way of Nāwiliwili Road. The three communities are adjacent to one another, but different in character. Kalapakī is a major resort, one of the largest on the island, with the Kaua‘i Marriott. Nāwiliwili is a major port facility with a small boat harbor and industrial area supporting the harbor. Niumalu is a quiet rural and nature preserve at the entrance to the beautiful Hulē‘ia Valley. All three land uses seem visually incompatible with each other but the dominant landscape features of the Hā‘upu Range and Nāwiliwili Bay dwarf them in comparison. No matter where one may be within each community, the landscape is ever present and transcends all built features.

The Līhu‘e Plantation Sugar Mill warehouse’s industrial character is seemingly overshadowed by the scale of Hā‘upu range and Nāwiliwili Bay.

Kalapakī is the smallest and northernmost of three adjoining ahupua‘a. Nāwiliwili and Niumalu are the other two and the home of ancient Hawaiians who lived along the shore. With the advent of sugar, shipping and trade required a port facility, and a boat landing was built in Kalapakī in 1849 near the mouth of Nāwiliwili Stream. Kalapakī remained a residence for the Rice family and Līhu‘e Ranch from 1879 to 1960. Kaua‘i Surf then opened and the site remains today a major destination resort with a hotel, conference facilities, and golf courses, presently in operation as the Kaua‘i Marriott Resort.

Kaua‘i Marriott is still one of the largest resorts on Kaua‘i, and the most centrally located in Līhu‘e. Nāwiliwili Bay became a harbor with the construction of a breakwater completed in 1921 by Grove Farm founder, George Norton Wilcox. By 1928, he directed construction of the port facilities which included the construc-



Kalapakī / Nāwiliwili Bay

tion of a seawall, pier, port terminal and the dredging of the deep water harbor. The port officially opened in 1930. Today it is Kaua‘i’s principal port and cruise ship terminal. Nāwiliwili Park is the main public open space with access to the seawall and beautiful pedestrian esplanade connection at Kalapakī Beach. A commercial center is clustered around the mouth of the Nāwiliwili Stream and serves the resort and tourist market. The port facilities have industrial and marine uses surrounding it including the Nāwiliwili Small Boat Harbor.

While the port has many large-scale land and marine structures, the most dominant built feature is the Līhu‘e Plantation Bulk Sugar Facility that sits perched above the piers on a bluff and provides an architectural landmark and historic reference for the vicinity.

Niumalu is a rural community tucked in behind the small boat harbor near the mouth of the Hulē‘ia Stream. The residential neighborhood is comprised of predominantly large lots with single family dwellings. A small hotel, the Kaua‘i Inn, sits at the corner of

Hulemalu Road and Niumalu Road directly across from Niumalu Park. Further upstream on Hulemalu Road one can view ‘Alekoko (or Menehune) Fishpond, which is on the National Register of Historic Places. The Hulē‘ia National Wildlife Refuge is adjacent to ‘Alekoko and was established in 1973 to protect wetland habitats for endangered Hawaiian waterbirds that nest and feed in the Hulē‘ia River Valley.



Kaua'i Marriott is still one of the largest resorts on Kaua'i and the most centrally located in Līhu'e

Challenges and Opportunities

The Nāwiliwili area has much to offer and because of its concentration of port facilities, resort uses, retail, and recreation it is a much-frequented destination. Improvements to Nāwiliwili should enhance its qualities as an attractive, walkable place, with good connectivity and transit options to and from Līhu'e. This can be accomplished by adding transit service, improved pedestrian walkways (i.e., Nāwiliwili Gulch), and coastal paths from the cruise terminal to the Harbor Mall and nearby destinations. Routes to and from the commercial port should be preserved, and improvements to recreational facilities should enhance Nāwiliwili as a draw.

While Nāwiliwili is a destination, it is somewhat iso-

lated for those who live there or visitors that wish to venture farther into Līhu'e. Adding a pedestrian/bicycle path along Nāwiliwili Gulch to Līhu'e Town could provide connectivity while enhancing recreational appeal. A comfort station and improved parking area at Kalapakī Park could enhance recreational opportunities. The LCP calls for improvements to the pedestrian connections between the existing boardwalk at the Marriott's Kaua'i Lagoons resort and the nearby retail shopping centers, including traffic calming measures for pedestrian safety. There may be opportunity to add some housing to certain areas such as the old Līhu'e Plantation Bulk Sugar Facility site and areas to the west in Nūhou that are already slated for golf course-orient-



The Līhu'e Plantation Bulk Sugar Facility is one of the few remaining iconic buildings of the sugar plantation period and provides a dominant reference from most vantage points within the harbor.



Pedestrian esplanade at Kalapakī

ed residential development, however apart from these areas, it is recommended that Nāwiliwili maintain its current size and density.

Nāwiliwili has been identified as an area that is vulnerable to the effects of climate change and sea level rise. The LCP recommends measures that can be taken to assess risks and vulnerabilities in Nāwiliwili and consider adaption and protection strategies for the critical port infrastructure, retail, beach, park, roads, and resort facilities that are located there.



Niumalu is rural in character with low density residential and agriculture zoning.



Nāwiliwili Small Boat Harbor is under the jurisdiction of the Department of Land and Natural Resources, Division of Boating and Outdoor Recreation.

3.10.5 Kapaia

Description

Kapaia is a crossroads with specialty retail and services. It is located in the valley between Līhu‘e and Hanamā‘ulu. The Kūhiō highway curves as the road descends from Līhu‘e in to the valley and then rises again towards Hanamā‘ulu. It is also the point at which Mā‘alo Road goes mauka to the rich agricultural lands of Hanamā‘ulu.

Challenges and Opportunities

Hemmed in by the steep valley of Hanamā‘ulu Gulch, Kapaia is not a setting that lends itself to substantial development. Kapaia provides a visual interlude to vehicles traveling between Līhu‘e and Hanamā‘ulu along Kūhiō Highway. It is less welcoming from a pedestrian standpoint. No pedestrian or bicycle facilities are provided to access the retail shops found at the crossroads of the Kūhiō Highway and Mā‘alo Road. This area does see pedestrian activity, with a concentration of civic uses (Immaculate Conception church and the Buddhist Temple) and pedestrians traveling along the highway to Wilcox Hospital. Further, the bridge does not provide a pedestrian or bicycle crossing and traffic accelerates down the hill toward Kapaia in both directions. Pedestrian facilities and traffic calming measures are called for add the needed measure of pleasantness to this neighborhood, which otherwise should remain of a small, unobtrusive scale.

It is likely that the new Kaua‘i landfill will be located on State land in the mauka area along Mā‘alo Road. If so, and if the truck access continues to be through Kapaia, will be a traffic issue that needs to be mitigated.



Kapaia Stitchery



Kūhiō Highway at Kapaia

3.10.6 Kīpū

The Kīpū area is characterized by agricultural uses and open space, including Kīpū Kai, a privately owned coastal reserve held in trust by the John T. Waterhouse Estate. These lands will eventually revert to the State. Hiking and off-road trails traverse the area. It is recommended that the area be preserved for agriculture, open space, and recreational uses.

3.10.7 Kālepa

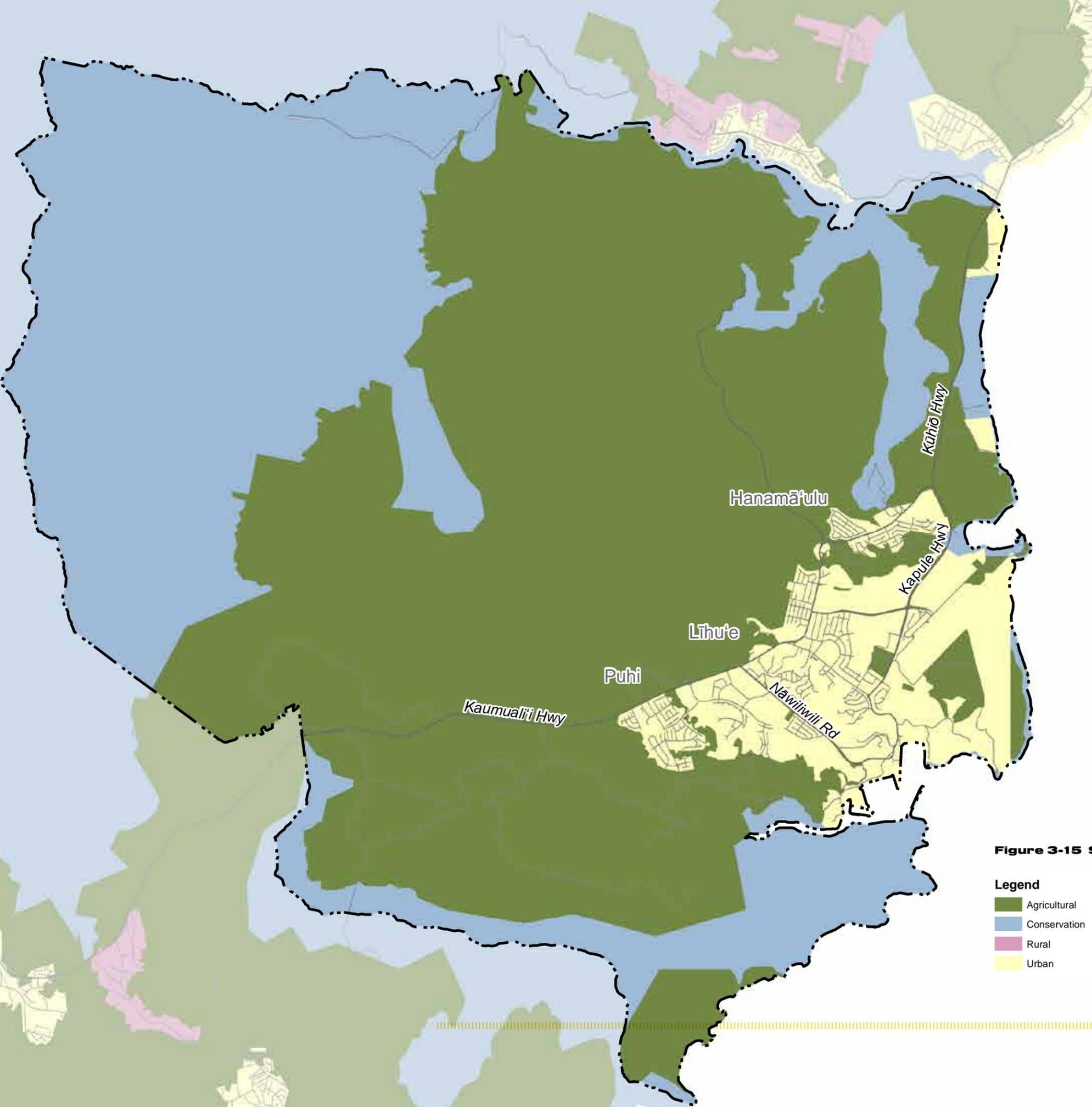
Near the northern end of the district, the Department of Hawaiian Home Lands (DHHL) owns a 526-acre tract of land called Kālepa Homesteads. The area has been designed for eventual buildout of 735 residential units, along with a school, parks, community center, and district DHHL office. Development of this area has no anticipated timeline, and may occur far into the future, if at all.



Kīpū Kai



Kālepa



3.11 EXISTING LAND USE & OWNERSHIP

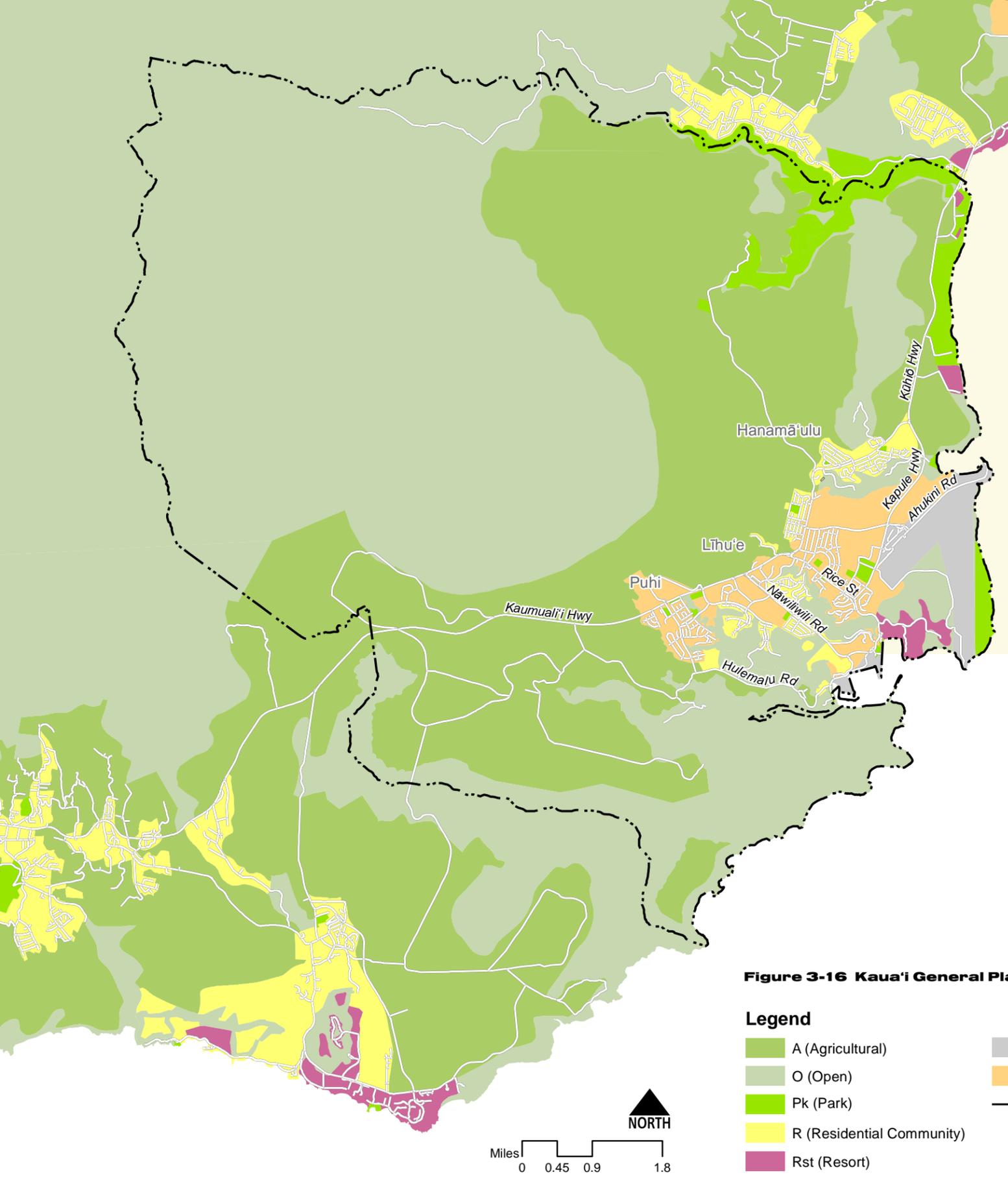
3.11.1 State Land Use Districts

The State Land Use Districts consist of Conservation, Agricultural, Rural, and Urban. The Conservation District comprises over 50% of Kaua'i island, followed by nearly 40% in the Agricultural District. The Urban District comprises only 4% of the island, and the Rural District is negligible.

The Līhu'e District contains the largest portion (31%) of the island's Urban lands. It ranks second in Agricultural lands (21%) behind Waimea-Kekaha (32%). Līhu'e District contains a smaller share (10%) of the island's Conservation lands. Within the Līhu'e District, more than half of the land is in the Agricultural district (55%, or 30,208 acres), followed by Conservation (28%, 19,9018 acres) and Urban (8%, 4,588 acres), with no acreage in the Rural District (PBR Hawai'i 2014). Figure 3-15 depicts the State Land Use Classifications within the Līhu'e District.

Figure 3-15 State Land Use Districts





3.11.2 County of Kaua'i General Plan

The Kaua'i General Plan designates lands as Open, Agriculture, Park, Residential, Resort, Urban Center, Transportation, and Military. The Open District comprises over 70% of the island, followed by nearly 20% in the Agricultural District. The proportion of the other designations in descending rank are Residential (3%), Urban Center (1%), Resort (1%), Military (1%), Park (<1%), and Transportation (<1%). Figure 3-16 and the Table at right show current General Plan Land Use designations within the Līhu'e District.

3.11.3 County Zoning Designations

Zoning designations are set forth in the Comprehensive Zoning Ordinance (CZO) for the County of Kaua'i. The designations identify permitted land use types and densities, and include (with numbers indicated permitted units/acre) Conservation (CON), Open (O), Agriculture (A), Residential (R-1, R-2, R-4, R-6, R-10, R-20), Commercial (C-G, C-N), Industrial (I-G, I-L), and Resort (RR-10, RR-20). The zoning designations also include Planned Development (PD), Special Treatment District (ST) overlays, and Special Planning Area (SPA) overlays. Figure 3-17 shows County zoning designations in the Līhu'e District.

Slightly over half of the Līhu'e District is zoned for Conservation or Open space. Much of the mauka lands are currently in active agricultural use or in conservation,

Table 3-1 General Plan Land Use Designations in Līhu'e

GP Designation	% of District	% of Island
Open	56	12
Agriculture	35	24
Park	<1	35
Residential	2	10
Urban Center	4	80
Resort	<1	12
Transportation	2	99
Military	<1	0

such as the areas surrounding Kālepa Ridge, Hā'upu Ridge and Kilohana Crater. The Planning Commission has recommended to the County Council that non-zoned lands within the State Land Use Agricultural District be zoned as Agricultural (Ordinance ZA-2014-6).

3.11.4 Special Management Area

The Special Management Area (SMA) is intended to preserve, protect, and where possible restore the natural resources in the coastal zone of the Hawaiian Islands. Controls and restrictions on development apply to the SMA, which is identified on Figure 3-18.

Figure 3-16 Kaua'i General Plan Land Use Designations

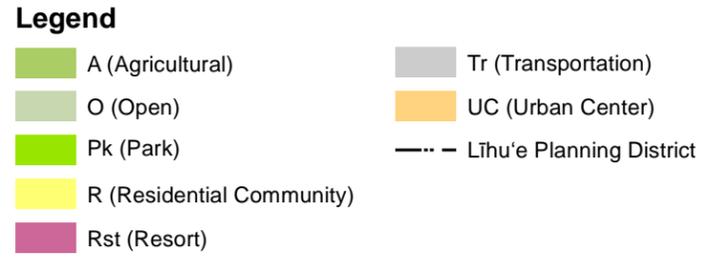


Figure 3-17 County Zoning Designations

Legend

A	NO ZONING	R-4
C-G	O	R-4/ST-P
C-G/ST-P	O/ST-C	R-6
C-N	O/ST-P	R-6/ST-P
CON	R-1/ST-P	R-8
I-G	R-10	RR-10
I-G/ST-P	R-2	RR-20
I-L	R-20	ST-R

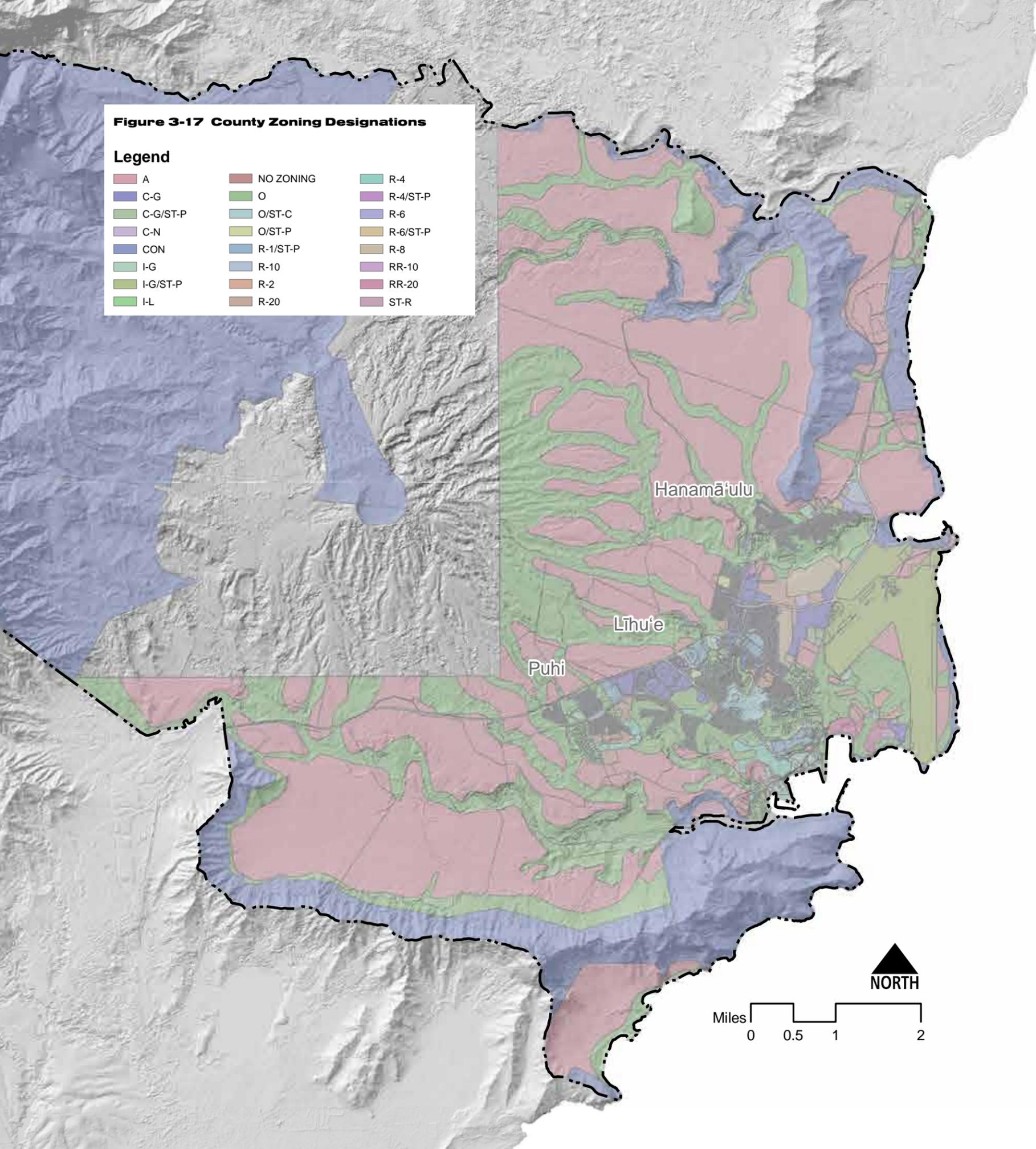
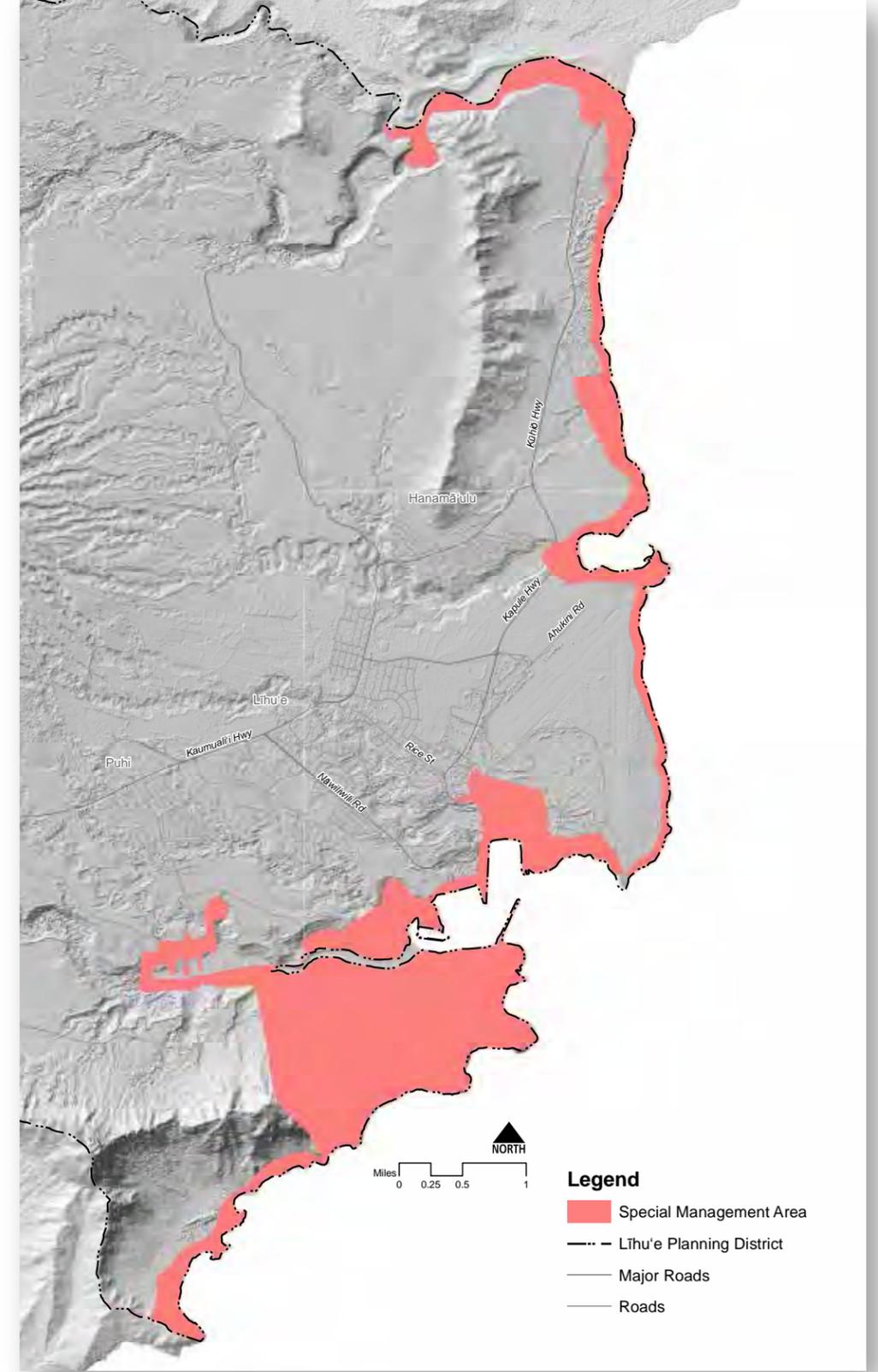


Figure 3-18 Special Management Area

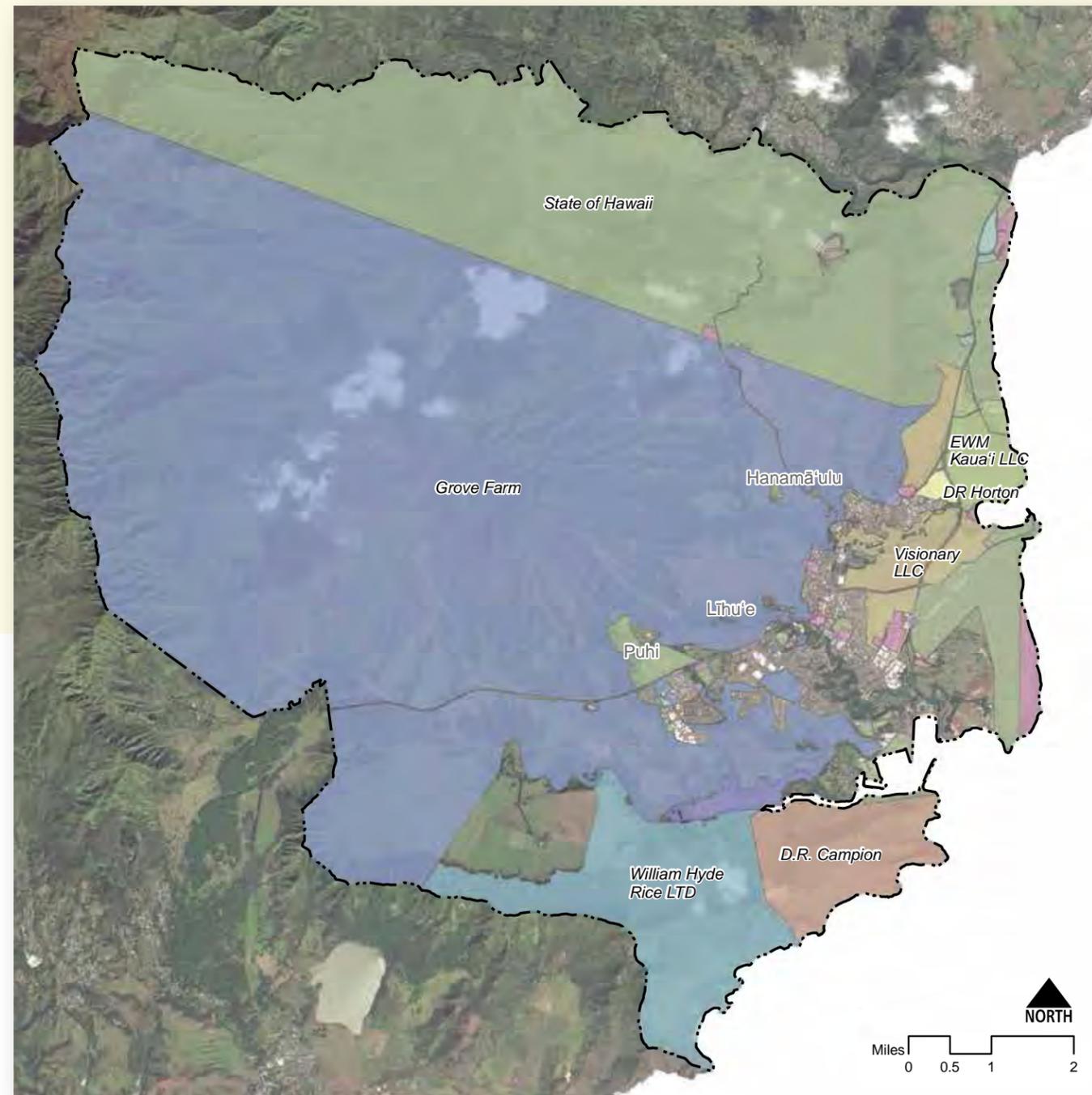


Legend

- Special Management Area
- Līhu'e Planning District
- Major Roads
- Roads

3.0 LĪHU‘E TODAY: NATURAL, BUILT, AND HUMAN ENVIRONMENT

Figure 3-19 Major Landowners in the Līhu‘e District



- Legend**
- Govt. County of Kauai
 - Govt. Federal
 - Govt. State
 - Govt. State DHHL
 - Grove Farm
 - DR Horton
 - Līhu‘e Planning District

3.11.5 Major Landowners

Since the early 1900’s, land ownership in the Līhu‘e District has been dominated by the plantations and by the Territory or the State. That pattern carries over to today. The largest private landowner in the District is Grove Farm, which, collectively with its subsidiary, Visionary LLC, owns much of the old Līhu‘e Plantation lands. The State owns significant amounts of land, with management split between the Departments of Land and Natural Resources, Agriculture, and Hawaiian Home Lands. Other major landowners include D.R. Horton, William Hyde Rice LTD, D.R. Campion, the Harry and Jeanette Weinberg Foundation, Inc., and EWM Kaua‘i LLC. These landholdings are depicted on Figure 3-19.

3.11.6 Important Agricultural Lands

The Hawai‘i State Constitution established a policy to “conserve and protect agricultural lands, promote diversified agriculture, increase agricultural self-sufficiency and assure the availability of agriculturally suitable lands” (Hawai‘i State Constitution, article 11, section 3). Pursuant to the constitutional mandate, the State Legislature adopted standards, criteria, and procedures to designate Important Agricultural Lands (HRS chapter 205, part III). Once designated, owners of these lands qualify for incentives.

In 2013, the State Land Use Commission approved a petition from the Grove Farm Company and the Hā‘upu Land Company to convert 11,048 acres of land to IAL, approximately 10,611 acres of these lands are within the Līhu‘e District. This is roughly a third of Grove Farm’s total land holdings of 32,996 acres, and 1,652 acres of Hā‘upu Land Company’s holdings.

State of Hawai‘i Act 183 defines IAL as those lands:

- Capable of producing sustained high yields when treated and managed according to accepted farming methods and technology;
- Contribute to the State’s economic base and produce agricultural commodities for export or local consumption; and
- Are needed to promote the expansion of agricultural activities and income for the future, even if currently not in production.

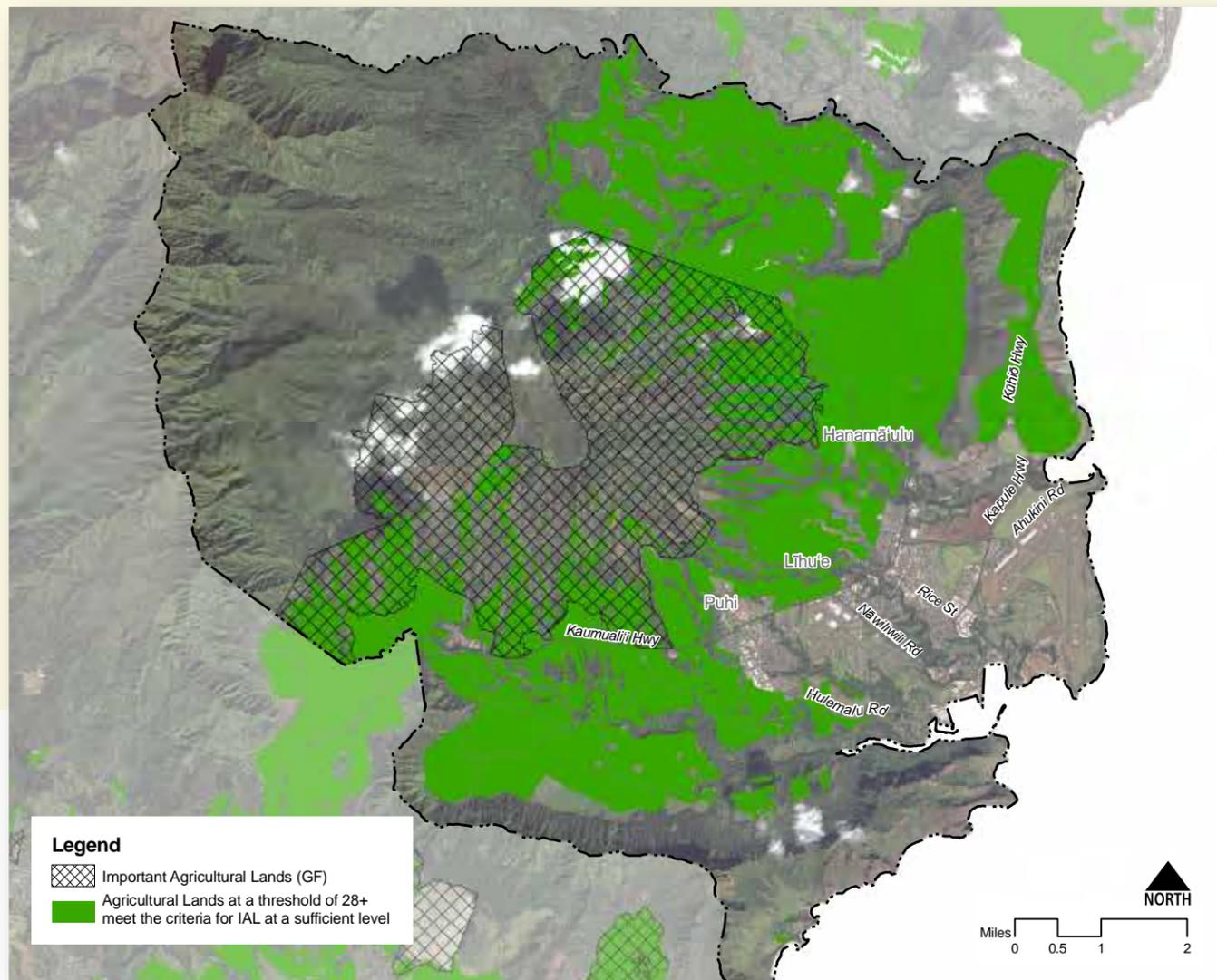
The COK Important Agricultural Lands Study defines eight criteria for identifying IAL, shown in the box to the left. Lands that score high enough in these areas (28 or higher on a scale of 0-40) are recommended for priority designation.

Figure 3-20 shows designated and candidate IAL in the Līhu‘e District.

COUNTY OF KAUA‘I IMPORTANT AGRICULTURAL LANDS CRITERIA

- Land currently used for agricultural production;
- Land with soil qualities and growing conditions that support agricultural production of food, fiber, or fuel- and energy-producing crops;
- Land identified under agricultural productivity rating systems, such as the agricultural lands of importance to the State of Hawaii (ALISH) system adopted by the Board of Agriculture on January 28, 1977;
- Land types associated with traditional native Hawaiian agricultural uses, such as taro cultivation, or unique agricultural crops and uses, such as coffee, vineyards, aquaculture, and energy production;
- Land with sufficient quantities of water to support viable agricultural production;
- Land whose designation as important agricultural lands is consistent with general, development, and community plans of the county;
- Land that contributes to maintaining a critical land mass important to agricultural operating productivity; and
- Land with or near support infrastructure conducive to agricultural productivity, such as transportation to markets, water, or power.

Figure 3-20 Important Agricultural Lands in Līhu'e District



3.11.7 Open Space and Conservation Lands

Slightly over half of the Līhu'e District is zoned for Conservation or Open space (see Figure 3-21). The LCP seeks to preserve the majority of these lands and identify unique features for preservation and restoration.

The Public Access, Open Space, Natural Resources Preservation Fund was established by County Charter and receives a minimum of one and one half percent (1.5%) of the County's annual certified real property taxes. These funds will be used to acquire lands or prop-

erty entitlements for the following purposes: outdoor recreation and education, including access to beaches and mountains; preservation of historic or culturally important land areas and sites; protection of significant habitats or ecosystems, including buffer zones; preserving forests, beaches, coastal areas, and agricultural lands; protecting watershed lands to preserve water quality and water supply; conserving land in order to reduce erosion, floods, landslides, and runoff; improving disabled and public access to, and enjoyment of, public land and open space; and acquiring disabled and pub-

lic access to public land and open space.

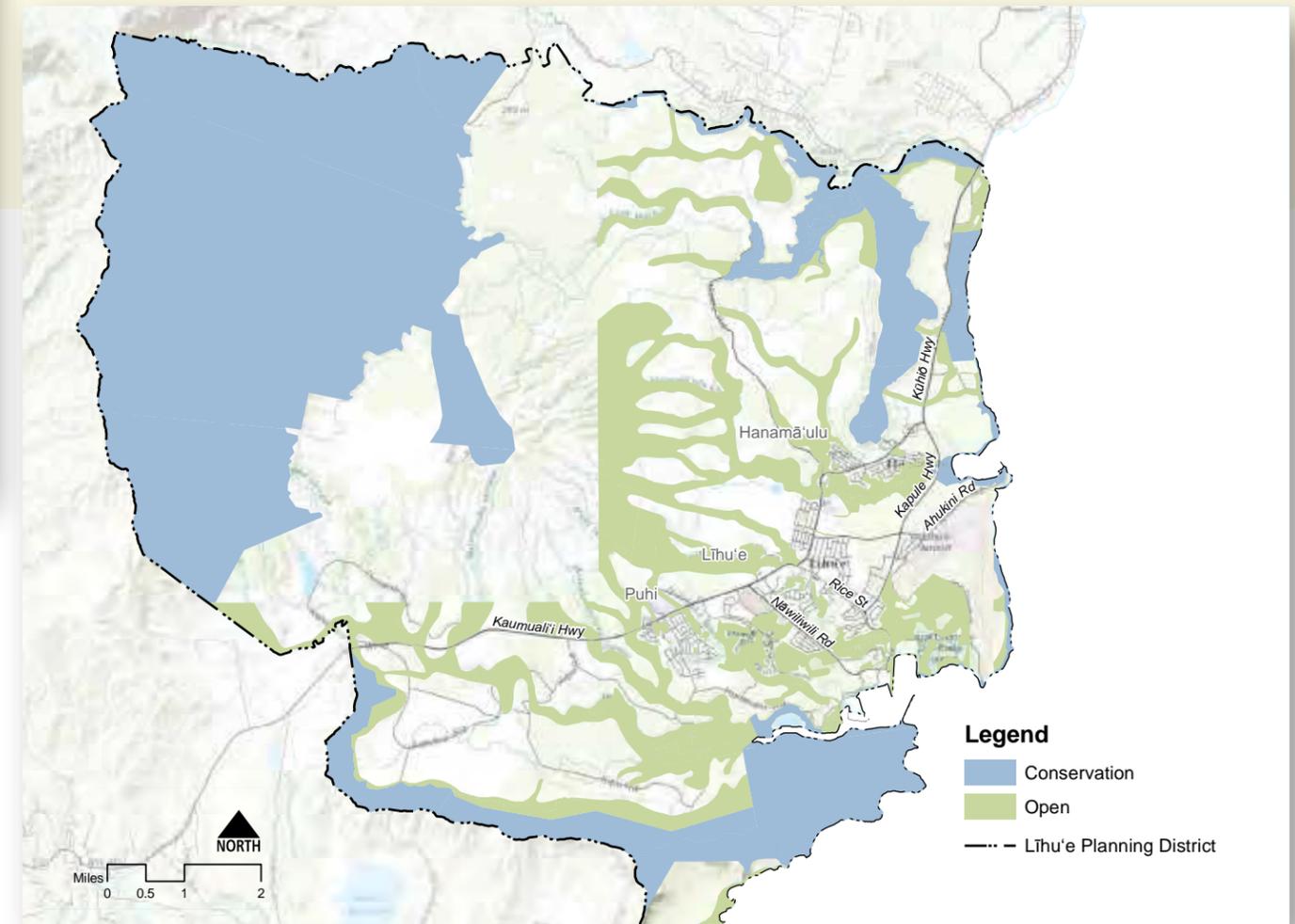
The County Charter provision expresses Kaua'i residents' desire that the island's special heritage sites and experiences will be preserved, the environment protected, and recreation and access opportunities for all of the people will be enhanced and protected for all time.

The Natural Resources Preservation Fund Commission and Planning Department are charged with the task of developing a biannual list of recommended priorities of lands or property entitlements to be acquired or for the funding of projects directly related to the act, and to incorporate a countywide community input process into development of this annual list.

The 2012 Annual Report of the Natural Resources Preservation Fund Commission identifies the sites currently under acquisition, those on hold, and results from community surveys and input. While none of the properties under acquisition or on hold are within the Līhu'e District, public surveys identified several properties in the District for the Commission's consideration:

- Ahukini
- 'Alekoko Fish Pond
- Hanamā'ulu Beach
- Kapaia Swinging Bridge
- Kīpū Falls

Figure 3-21 Open and Conservation Lands in Līhu'e District



Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
Data Source: County of Kaua'i Zoning GIS Layer

3.12 TRANSPORTATION

Līhu‘e is the hub of Kaua‘i’s transportation system where all major modes of travel converge including air travel, shipping and highways.

Airport

Līhu‘e Airport is located one and a half miles east of Līhu‘e Town. The facility is operated by the State Department of Transportation Airport Division and provides Kaua‘i with all inter-island and overseas passenger service and helicopter and air cargo operations. It is one of two airport facilities operating on the island.

Port Allen is the other airport for general aviation but has minimal facilities. The airport facility sits on 943 acres, has two 6,500 foot runways, terminal building and eight wide-body gates. Approximately 8,100 passengers go through the airport daily.

Harbor

Nāwiliwili is one of two commercial harbors on Kaua‘i, operated by the State Department of Transportation Harbors Division. Nāwiliwili Harbor is the principal port for Kaua‘i and consists of three piers for overseas and inter-island containerized and general cargo.



Nāwiliwili Harbor

The cruise ship industry has grown significantly. The County’s Harbor Master Plan calls for improvements in order to accommodate the simultaneous berthing of two large cruise ships. Other pier expansion is proposed for future cargo activities.

The harbor is in proximity to Līhu‘e Town and centrally located on the island for the distribution of shipped goods and material. Access is good for the harbor area using Rice Street and Nāwiliwili Road to move truck traffic northward on Kapule Highway or westward on Kaumuali‘i Highway.

Nāwiliwili Small Boat Harbor is managed by the State Department of Land and Natural Resources, Division of Boating and Ocean Recreation (DOBOR). The 32 acres site has 82 berths, 5 multi-hulled moorings, landing pier, 2-lane boat ramp, a vessel wash-down area, loading dock, fish hoist, pump-out station and harbor office and restrooms.

Land Transportation

The land transportation system serves multimodal users that include cars, freight trucks, bus transit, pedestrians and bicycles. Kaua‘i’s rural past did not de-



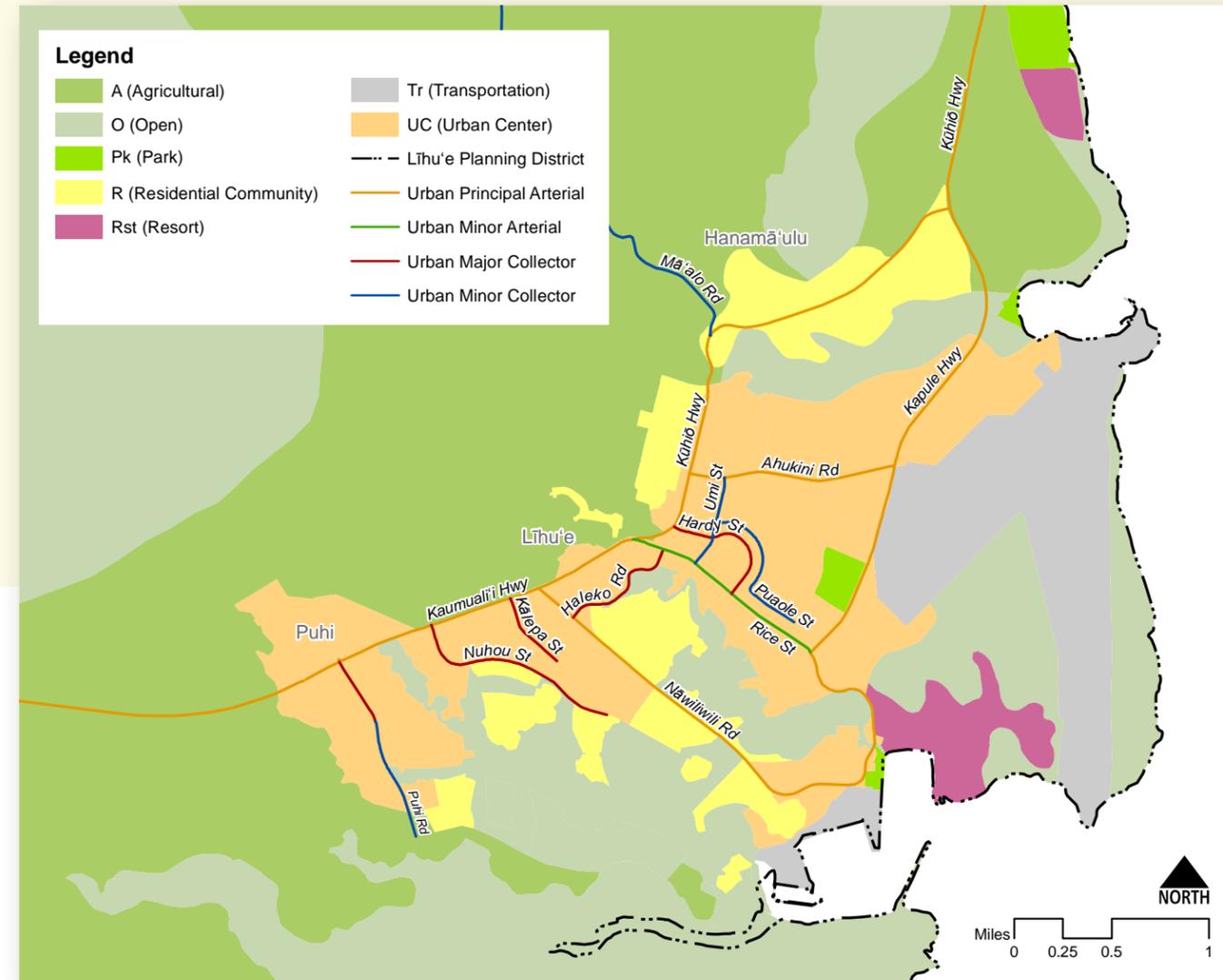
Līhu‘e Airport

velop dense urban environments, so sidewalks and bike facilities are still less developed than the existing roadway network. Kaua'i's island topography concentrates access and development along the coastal zone where there are no mountains. Līhu'e's location places it at the center of regional connectivity.

Kaua'i's primary thoroughfares, like many other islands in the state, are coastal highways that provide regional access. Kūhiō and Kaumuali'i Highways are the two major highways that meet in Līhu'e. While they function as arterials, they also serve as commercial main streets to the adjoining communities.

- Kūhiō Highway, Route 56 extends northward to the rural communities of Wailua, Kapa'a, Anahola, Kīlauea, Princeville and Hanalei.
- Kaumuali'i Highway, Route 50 connects south and westward to the crossroads of 'Oma'o and Lāwa'i and the towns of Kalāheo, Hanapēpē, Waimea and Kekaha.
- Both highways connect in Līhu'e at Rice Street near the historic center of town.
- Major roads that are connectors link commercial centers and thoroughfares in Līhu'e.
- Kapule Highway, Route 51 branches off of Kūhiō Highway from the north at Hanamā'ulu to provide a bypass to Līhu'e and a more direct connection to the Līhu'e Airport, harbor and industrial uses.
- Ahukini Road, Route 570 connects Kūhiō and Kapule Highways to the airport.
- Rice Street and Nāwiliwili Road, Route 58 both connect Nāwiliwili Harbor to Kaumuali'i Highway.
- Mā'alo Road, Route 583 connects Kūhiō Highway to Wailua Falls Lookout.

Figure 3-22 Existing Roadways



Distribution Streets

Distribution streets enable local traffic to move throughout the community, within and between residential, commercial, and other areas.

Līhu'e Town: Hardy Street, 'Umi Street and Haleko Road distribute traffic between connectors and local streets. Hardy and 'Umi have residential and commercial frontages. Haleko Road connects Līhu'e Town with Puhi.

Puhi: Puhi Road, Kaneka Street, Nūhou Street and Pīkake Street distribute traffic between the major connectors and local streets. The commercial uses are more suburbanized and located on pad, mall or big-box sites with surrounding parking. In Figure 3-22, major thoroughfares and connectors are highlighted in red and distribution Streets are in yellow.



Kūhiō Highway, Route 56, is one of two principal arterials in Līhu'e that serves east and north Kaua'i. It is 38 miles from Līhu'e to Princeville. Severe congestion requires a reversible lane to be created during peak periods from Monday through Saturday each week.



Kūhiō Highway serves as a commercial center within Līhu'e Town, in addition to being a principal arterial.



Route 50, Kaumuali'i Highway, is the other principal arterial in Līhu'e that connects to south and west Kaua'i. Kaumuali'i and Kūhiō Highways are joined at Rice Street and together serve as the primary "belt road" between the island towns and communities.



Kapule Highway provides the main link to the Līhu'e Airport, shown here near its intersection with Ahukini Road.

Transit

Kaua'i Bus is operated by the County's Transportation Agency offering fixed route and paratransit services. The bus service provides weekday service with a reduced weekend and holiday operating schedule. The agency has recently added service to Līhu'e Airport and limited service to Kōloa and Po'ipū. Paratransit service is door to door bus service for senior citizens and residents with disabilities. All buses are equipped with bike racks to serve cyclists. The following bus routes service Līhu'e:

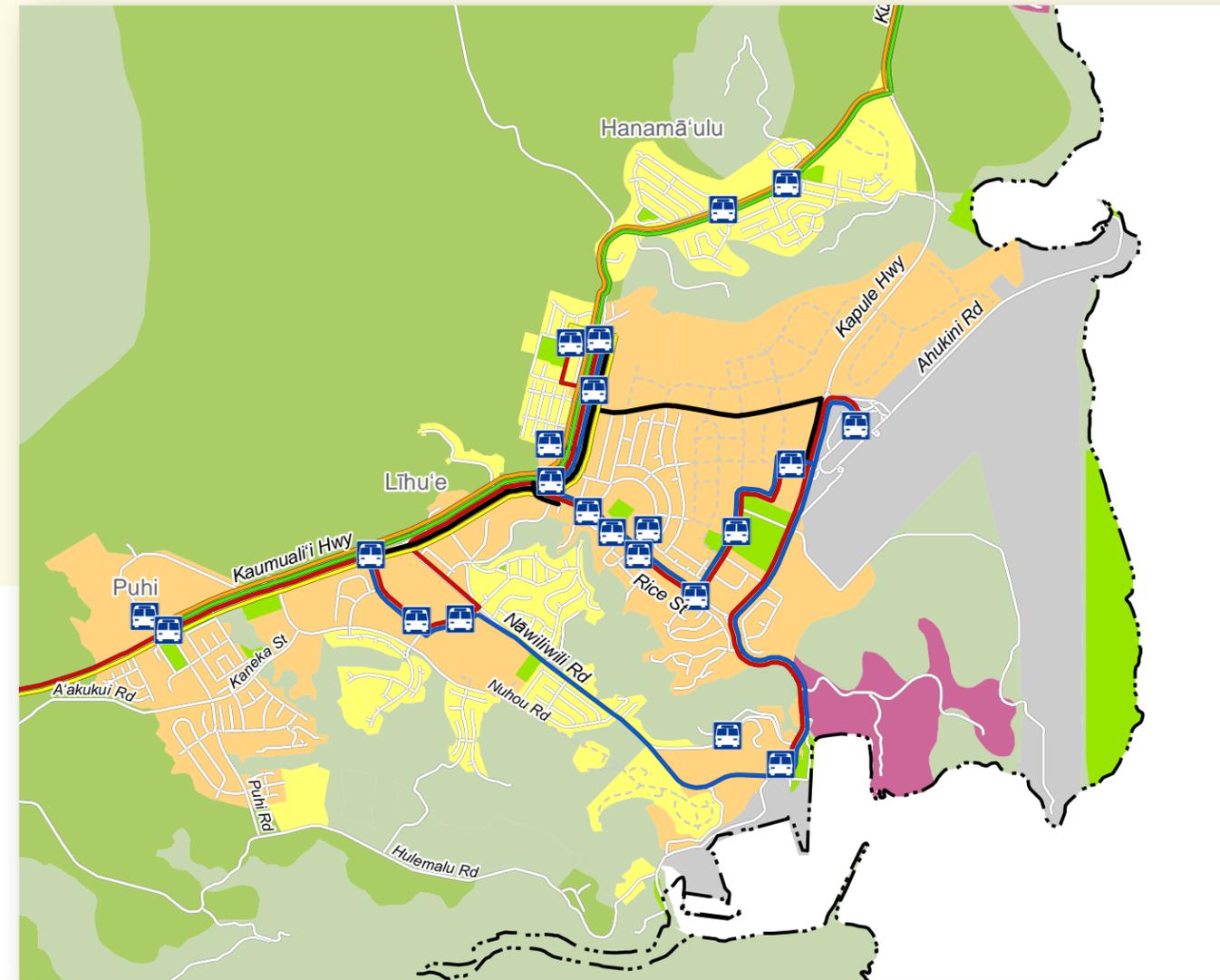
- 100: Kekaha to Līhu'e
- 200: Līhu'e to Kekaha
- 400: Hanalei to Līhu'e
- 500: Līhu'e to Hanalei
- 600: Līhu'e to Kapahi
- 700: Līhu'e Extension
- Līhu'e Lunch Shuttle

Private bus services also exist to shuttle passengers from the airport to resorts and other destinations. A shuttle runs from the cruise ship terminal as well.



Kaua'i Bus at the Hardy Street Station

Figure 3-23 Existing Bus Routes and Stops



Legend

- | | | |
|--|--|---|
| A (Agricultural) | Tr (Transportation) | Kōloa Shuttle |
| O (Open) | UC (Urban Center) | Kekaha-Līhu'e Mainline |
| Pk (Park) | Līhu'e Planning District | Līhu'e Shuttle |
| R (Residential Community) | Wailuā-Līhu'e Mainline | Līhu'e Lunch Shuttle |
| Rst (Resort) | Hanalei-Līhu'e Mainline | Kōloa-Līhu'e Mainline |
| | | Bus Stops |

3.13 PUBLIC FACILITIES & INFRASTRUCTURE

3.13.1 Water

The County's Department of Water (DOW) maintains nine potable water systems throughout the island. The largest is the Puhi-Līhu'e-Hanamā'ulu water system which services most of the Līhu'e Community Plan area. The northernmost portion of the District, from the Wailua River to the Kaua'i Beach Resort, is serviced by the Wailua-Kapa'a system. A pipeline exists to transfer surplus water supply between the two systems.

The DOW maintains most of the Puhi-Līhu'e-Hanamā'ulu water system, with DOW and Grove Farm jointly owning some sources and distribution. Developers are frequently required to provide improvements to the system to service their project areas. When built and approved to DOW standards, these improvements are conveyed to the DOW for operation and maintenance.

The Kaua'i Water Plan 2020, prepared in 2001, guides DOW operation and Capital Improvements. The population projections used to project anticipated demand are outdated and much lower than the current DBEDT projections used in this LCP. Today, the Puhi-Līhu'e-Hanamā'ulu water system is operating at capacity, and water source availability is a major consideration and potential barrier to new development in the Līhu'e District. A partial moratorium exists in the Development District, limiting the number and size of water meters available to each parcel.

In order to provide for anticipated growth in the areas of change proposed in the LCP, an update to the Water Plan is strongly recommended that includes analysis of potential sources, projections of demand and infrastructure needed, and a prioritized and budgeted list of projects.

Source, Storage, & Treatment

Although there are multiple sources, including deep vertical wells, the main source of potable water is surface water treated through a plant mauka of Līhu'e Town known as the Grove Farm Water Purification Plant. The

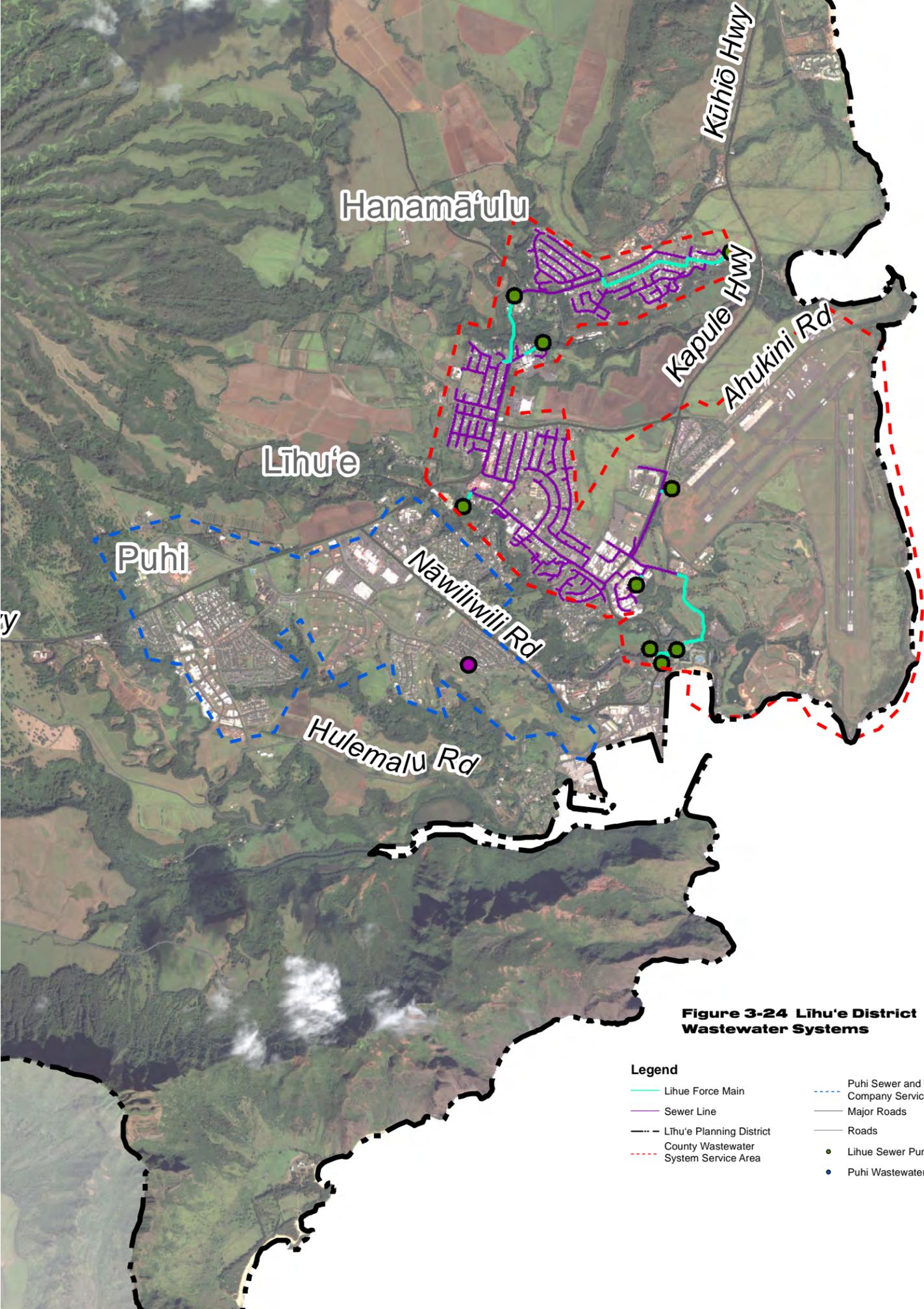


Figure 3-24 Līhu'e District Wastewater Systems

- Legend**
- Lihue Force Main
 - Sewer Line
 - Līhu'e Planning District
 - County Wastewater System Service Area
 - Puhi Sewer and Water Company Service Area
 - Major Roads
 - Roads
 - Lihue Sewer Pump Station
 - Puhi Wastewater Facility

facility opened in 2005 as a private-public partnership between Waiahi Water Company (a division of Grove Farm) and the County of Kauai, Department of Water, to develop the Kapaia Reservoir water source. The Grove Farm Water Purification Plant processes water collected at Kapaia Reservoir, via the Hanamā'ulu Ditch system and delivers water to the Department's Līhu'e- Hanamā'ulu-Puhi Water Systems. The initial capacity of the plant allows for approximately 3,000,000 gallons of water per day to be delivered to households in the area and ultimately serves nearly 15,000 residents. The facility is jointly owned by DOW and Grove Farm, and DOW will take ownership and full responsibility for operation and maintenance in February 2019 (Grove Farm, August 2014). Additional sources are being sought to accommodate future growth, as the Puhi-Līhu'e-Hanamā'ulu water system is presently operating at capacity.

Since the 1990s, the DOW has implemented a policy for the Līhu'e District that restricts the number of water meters to an existing lot of record. The policy is applied to new meter requests, building permit applications and subdivision applications. The existing water meter restriction policy limits water service to three 5/8-inch water meters or three single family dwellings per existing lot of record.

With regards to storage, planned improvements to the water storage system in Līhu'e District are expected to provide adequate storage capacity to meet projected demand.

Transmission

Water supply for Puhi-Līhu'e-Hanamā'ulu is distributed by four major transmission mainlines. These include a 15-inch Kokolau Tunnel main, a 16-inch Puhi Wells mainline, a 18-inch Kilohana Wells mainline, a 16-inch Mā'alo Road mainline. Trunk lines consist of 8, 12, and 16-inch pipes along Kaumuali'i Highway, Rice Street, Nāwiliwili Road, Kūhiō Highway, Ahukini Road, and Kapule Highway. The existing mainlines are adequate to handle projected peak flows over the LCP planning horizon, however many of the facilities were

built in the 50's and 60's and are deteriorating. DOW has flagged several needed upgrades in the Kaua'i Water Plan 2020, however these improvements do not constitute a limitation on new development.

The DOW requires adequate fire protection for new developments, as identified in its water system standards. If the transmission facilities fronting a proposed development can provide the recommended fire flow, no upgrade is needed. If fire flow is not available, the DOW recommends an upgrade of transmission facilities to provide adequate fire flow for the proposed development.

3.13.2 Wastewater

The Līhu'e Community Plan Area is serviced by two primary wastewater systems: the County of Kaua'i system managed by the Department of Public Works which stretches from Hanamā'ulu to residential areas just west of Rice Street, and the Grove Farm system which stretches from Nāwiliwili Road west through Puhi. These are described below and shown in Figure 3-24.

County System

The County wastewater system is comprised of approximately 80,000 linear feet of gravity sewer lines, five County operated wastewater pump stations (WWPS) and one wastewater treatment plant (WWTP) (see Figure 3-19). The treatment plant is located between the Līhu'e Airport and the Marriott's Kaua'i Lagoons Resort. The effluent from treatment is reused for irrigation at the Marriott's Kaua'i Lagoons Resort golf course and/or disposed through injection wells. The sludge is disposed at a municipal landfill in Kekaha.

In 2008, the County completed a Wastewater Facility Plan. It found that there is reserve capacity at the wastewater treatment plant sufficient to meet the County's projected need through the planning horizon (half of its 2.0 MGD capacity is used, with expansion possible on surrounding lands). Planned maintenance and upgrades to the WWTP include replacement of the gas chlorination system, biofilter recirculation pump, and aeration system. The County also found that there is

3.0 LĪHU‘E TODAY: NATURAL, BUILT, AND HUMAN ENVIRONMENT

reserve capacity remaining within the existing wastewater pump stations (WWPS) with anticipated improvements including replacement of the Haleko WWPS.

The Wastewater Facility Plan identified some problems in Līhu‘e’s gravity sewer trunk lines. The plan noted, “If additional wastewater flow from the new developments is transported to the WWTP through any of the Līhu‘e trunk lines, major rehabilitation or replacement is necessary. If overlooked, grease and corrosion will worsen the condition of the existing system and further reduce wastewater capacity.” Since that report, various short-term and mid-term improvements have been undertaken, including:

- Discussions with Grove Farm to re-route the Hanamā‘ulu WWPS flow to the Līhu‘e WWTP along Ahukini Road for the planned Wailani developments; and
- The Līhu‘e WWTP has been upgraded to an R-1 plant.

Additional plans are in place, including installation of new sewer lines for Ulu Mahi/Pua Loke, Nāwiliwili/Kupolo, and Kapaia. However, even with their full implementation, expansion beyond the current urban footprint and known development plans (e.g. Wailani, Hanamā‘ulu Triangle) would require further review and potential improvements. In addition, there is a private system serving commercial and resort areas of Nāwiliwili, and pockets of residential communities outside the two main systems that primarily rely on individual wastewater systems (IWS).

Grove Farm System

The Grove Farm System, operated by Puhi Sewer & Water Company, services their developed area west of Nāwiliwili Road encompassing areas such as Kukui Grove, Puakea, and Puhi. The system includes gravity sewer lines, wastewater pump stations, and one wastewater treatment plant. At this time, there are no problem areas; furthermore, they believe that they have more than sufficient reserve capacity in all three key elements of their system to service the undeveloped, but approved lots in their service area.

3.13.3 Electricity

Formed in the late 1990’s, the Kaua‘i Island Utility Cooperative purchased Citizens Utilities Company, the electric utility on Kaua‘i in 2002. The cooperative has nearly 36,000 customers/members islandwide, ¾ of whom are residential. Unlike water and wastewater systems, the power grid is interconnected island wide. The distribution system may be more extensive and reliable in some parts of the island than others; but sufficient power is generated to ensure firm and reliable service once distribution issues are overcome. KIUC has committed to achieving the generation of 50% of its power from renewable energy by 2023. It currently generates 15% from renewable sources such as hydro and solar power sources.

The electrical distribution system in the Līhu‘e Development District is adequate, with no shortages to any part of the urban footprint. There are two significant hydropower sources in Līhu‘e, four switchyards, and a major power generator in Kapaia.

The possibility of undergrounding utilities has been a discussion on Kaua‘i for many years. In regard to the Līhu‘e District, there are no immediate plans to move electric utility lines underground due to the extremely high cost of installing lines underground on Kaua‘i (currently five-to-fifteen times more than overhead systems, depending on the terrain). However, the undergrounding of utilities has been performed on a limited, case by case basis, where unique circumstances warrant it. KIUC, as a community owned cooperative, is open to discussions on the undergrounding of lines in key corridors in partnership with organizations that can assist with coordination and funding.

3.13.4 Solid Waste

The existing Kekaha Municipal Solid Waste Landfill (MSWLF) was projected to reach capacity in 2014. The County of Kaua‘i Department of Public Works Solid Waste Division is proposing a vertical expansion and the addition of a lateral cell 2 at the existing MSWLF. This will provide for continued safe disposal of municipal solid waste until 2021. Studies and design concepts for a new landfill

site and a possible resources recovery park above Hanamā‘ulu are in preparation.

3.13.5 Schools

There are four public schools in the Līhu‘e District, one community college, and one large private school (see Figure 3-25). Schools in the District and their 2012 enrollment are listed below:

Community College

Kaua‘i Community College (1,400 students)

High Schools

Kaua‘i High School in Līhu‘e (1,187 students)
Island School (362 students in Grades K-12)

Middle School

Chiefess Kamakahahei (889 students)

Elementary Schools

Kaumuali‘i Elementary (611 students)
Wilcox Elementary (933 students)



Elsie H. Wilcox Elementary School

Public Charter School

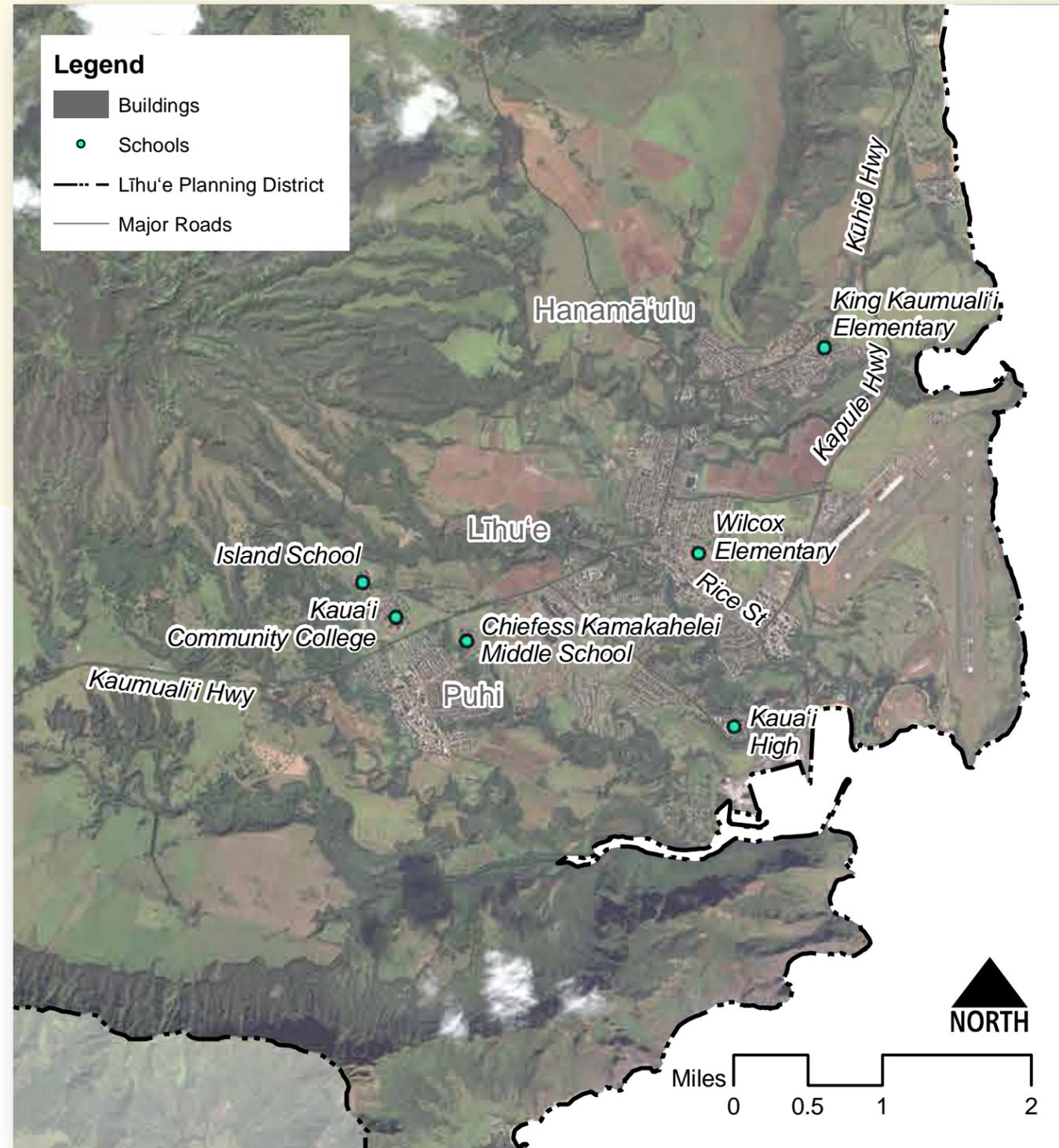
Kawaikini New Century Public Charter School (183 students)

In addition, the District is home to several preschools including Island School Preschool, Līhu‘e Christian Preschool, Līhu‘e Hongwanji Preschool, Līhu‘e Lutheran Preschool, and Pūnana Leo.



Kaua‘i Community College

Figure 3-25 Schools in Līhu'e District



3.13.6 Police and Fire Stations

Kaua'i Police Department, Līhu'e District

The County of Kaua'i Police Department main station and headquarters is located within Līhu'e on an 8-acre site owned by the County between Vidinha Stadium and Ahukini Road. This site houses the Kaua'i main police facility, Civil Defense Emergency Operating Center and the Offices of the Prosecuting Attorney.

Kaua'i Police Department's Līhu'e District provides police services from the south to the east side of Kaua'i, starting at the Maluhia Tree Tunnel (at about the 7 mile marker of Kaumuali'i Hwy), to Kukui Street in Kapa'a Town, a stretch of roadway about 16 miles long.

Everything mauka (mountain) to makai (ocean) along this stretch falls within the Līhu'e District. It incorporates the two busiest and most populated areas of Kaua'i, the Kapa'a and Līhu'e communities, including Puhi, Nāwiliwili, Hanamā'ulu, and Wailua.

Kaua'i Fire Department, Līhu'e Fire Station

The Līhu'e Fire Station, located on Rice Street, is one of seven fire stations located on the island. This station houses a pumper fire truck and hazardous materials heavy rescue truck. Līhu'e's back up station is Kapa'a Fire Station.



3.14 PARKS AND RECREATIONAL FACILITIES

There are many parks and recreation facilities within the Līhu‘e District that offer the resident and the visitor a wide array of opportunities. The Kaua‘i County Parks and Recreation Master Plan was completed in 2013. Table 3-2 classifies existing parks and provides recommendations and policy guidance for parks in each District.

Table 3-2 Park Types and Occurrence in Līhu‘e District

Type	Description	# in Līhu‘e	Acreage
Passive Parks	Beautification areas, mini parks, pocket parks, scenic overlooks, tot lots, and play areas designed primarily for use by small children. Facilities are usually limited to small, grassed or landscaped areas, sitting areas, or picnic areas.	0	0
Neighborhood Parks	Neighborhood parks serve as the recreational and social focus of a neighborhood. They provide a combination playground and open space area, designed primarily for unstructured recreation activities. They should be designed for the residents of the service area and accommodate a wide variety of age and user groups.	10	32.9
District Parks	District parks are oriented to the needs of several neighborhoods or large sections of the community. A district park is planned primarily to provide active and structured recreation opportunities that are not feasible or desirable at the neighborhood level. These parks usually have sports fields or similar facilities as a central focus, although passive activities for individuals and families may be accommodated. District parks require more support facilities, such as off -street parking and comfort stations.	1	3.28
Regional Parks	Regional parks serve the county as a whole and consolidate heavily programmed athletic fields and associated facilities at fewer, larger sites. With the co-location of multiple facilities, regional parks can take advantage of economies of scale, providing higher quality services, improved management and scheduling, and improved control of facility use.	2	68.6
Beach Parks	Beach parks combine the natural environment with recreational use in an oceanside setting. They focus on water-based recreation and passive activities. Beach parks should be designed to accommodate family and community events commensurate with the size of the park. Activities not requiring a beach front location should be limited and located in mauka sections of the park.	3	16.4
Linear Parks	Linear parks are developed landscaped areas and other lands that follow linear corridors, such as paths for bicycles and pedestrians, which also known as shared use paths or multi-use paths. As a travel way, these types of parks often serve to connect individual parks or open spaces to form a cohesive system. They enable continuous and safe movement by non-motorized modes of travel. In addition to the path itself, the linear park may provide rest areas, scenic overlooks, and junctures for interpretive or educational displays.	0	0
Special Use Areas	Special use areas include public recreation areas or lands occupied by specialized facilities. Some of the uses falling into this category include golf course, motocross track, and cultural preserves.	4	108.5
	TOTAL	20	229.68

County Regional Parks and Recreation Facilities

County neighborhood and beach parks in Līhu‘e District are listed in Table 3-3. Other County park facilities are listed below and shown on Figure 3-21.

- Vidinha Stadium, the only stadium/athletic complex on the island, located on 34 acres of land near Līhu‘e Airport;
- The Līhu‘e Neighborhood Center, situated in the Isenberg Community and from which the County runs multiple community programs;
- The Wailua County Golf Course;
- Tennis courts at the Līhu‘e District Park and Puhī Subdivision Park; and
- The Coastal Pedestrian/Bike Path (Ke Ala Hele Makalae).

Non-County Parks and Recreation Facilities

The State provides the following public recreation in the Līhu‘e Community Plan Area:

- The Ahukini Recreation Pier State Park, adjacent to the Hanamā‘ulu Beach park, with opportunity for pole fishing, crab netting, relaxation and passive recreation.
- The Wailua River State Park, a very large inland park that stretches from the ocean to the Wailua Falls and includes a wide array of experience, most notably, the Wailua Complex of Heiau, which became a National Historic Landmark in 1962, the rainforest, the largest navigable river in the State, and many experiences for hiking and boating, communing with nature, contemplation and research;
- The Kālepa Mountain Forest Reserve and the Līhu‘e-Kōloa Forest Reserve, both of which have opportunities for hiking; and
- The Nāwiliwili Small Boat Harbor, 2 miles southwest of Līhu‘e, features 82 berths.

Table 3-3 Neighborhood and Beach Parks in Līhu'e District

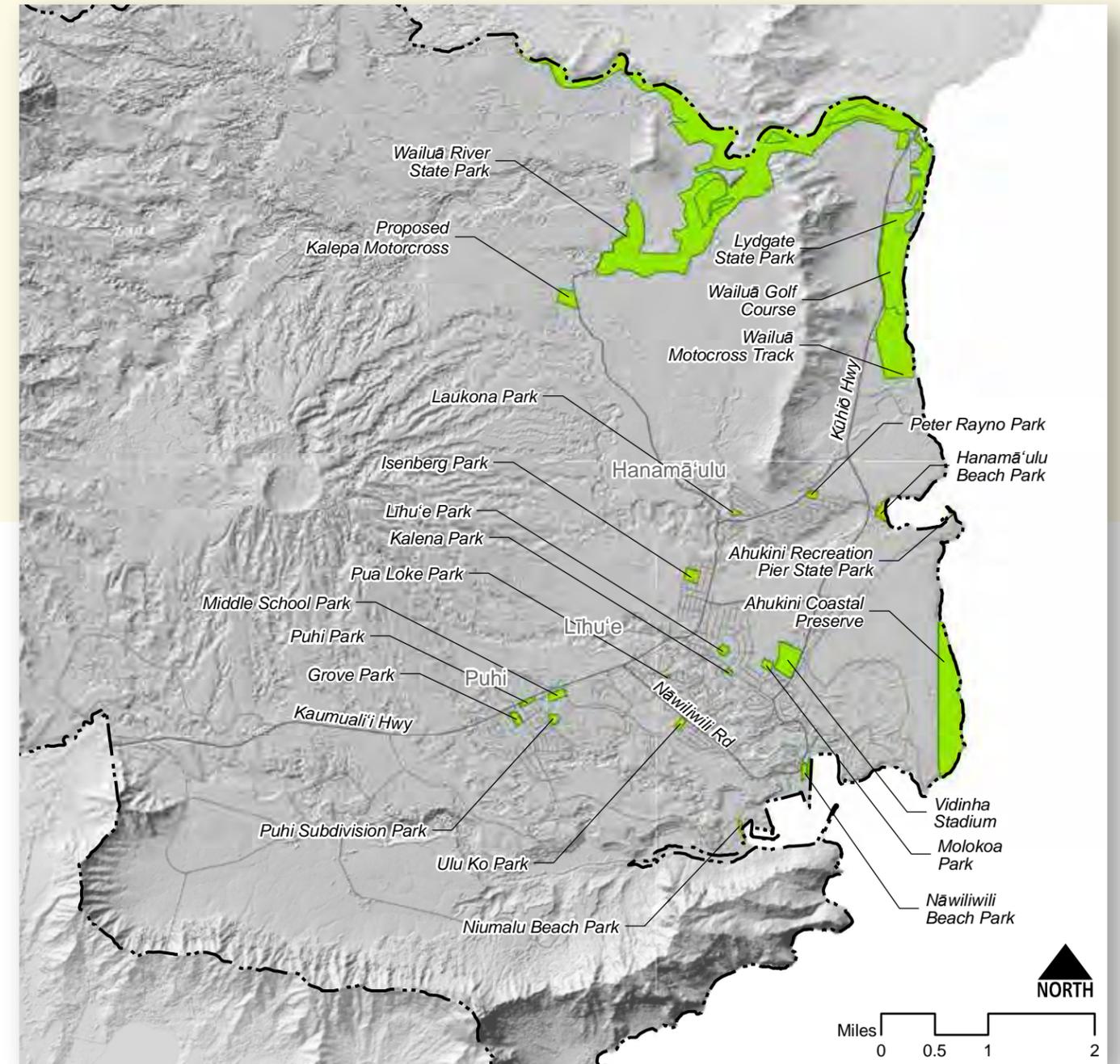
Name	Community	Type of Park	Acreage	Street
Hanamā'ulu Beach Park	Hanamā'ulu	Beach	6.45	Kūhiō Highway
Peter Rayno Park	Hanamā'ulu	Neighborhood	3.59	Kūhiō Highway
Wiliko Park	Hanamā'ulu	Neighborhood	2.28	Palikea Street
Lau Kona Park	Kapaia	Neighborhood	2.59	Paka Drive
Isenberg Park	Isenberg	Neighborhood	9.16	Kanakolu Street
Līhu'e Park	Town Core	District	3.28	'Umi Street
Kalena Park	Town Core	Neighborhood	1.33	Kalena Street
Nāwiliwili Park	Nāwiliwili	Beach	6.27	Waapa Road
Niumalu Park	Niumalu	Beach	3.41	Niumalu Road
Pua Loke Park	Līhu'e	Neighborhood	0.63	Awapuhi Street
Puhi Subdivision Park	Puhi	Neighborhood	3.40	Nani Street
Ulu Ko Park	Puhi	Neighborhood	4.00	Nāwiliwili Road
Molokoa Park	Līhu'e	Neighborhood	4.00	Rice Street
Lydgate Beach Park	Wailua	Regional Park	57.85	Nalu Road

The Hulē'ia National Wildlife Reserve is the only federally-owned recreational resource.

Private Recreational Facilities

There are two private golf courses open to the public, including the 18-hole Marriott's Kaua'i Lagoons Golf Course and the 27-hole Puakea Golf Course. Privately held recreational facilities include the Boys and Girls Club of Kaua'i Līhu'e Clubhouse, Puhi YMCA (pool and weight room) and Grove Farm soccer fields along Puhi Road.

Figure 3-26 County Parks Map



Source: County of Kaua'i Parks & Recreation Master Plan, 2013

3.15 PEOPLE OF LĪHU‘E

This section includes data and 2035 projections summarized from the Socio-economic Analysis and Forecast Report for the Kaua‘i General Plan Update, prepared by SMS Research & Marketing Services, Inc. (SMS Research) in February 2014.

3.15.1 Population

Resident population of the County of Kaua‘i is defined by the U.S. Census Bureau as the number of people living in the County on a specific day during the year, usually July 1. The resident population includes civilian and military personnel and their dependents, and some part-time residents. Excluded from these counts are non-residents (i.e., temporary residents, visitors, and part-time residents living on Kaua‘i for less than five months of the year).

Līhu‘e is the second most populated of the six plan-

ning districts within the County, after the East Kaua‘i District (that includes the communities of Wailua and Kapa‘a). In 2010, the Līhu‘e District had a population of 14,683 people. That was up from 12,022 in 2000 and amounted to a 22 percent growth for the decade (about 1.39% per year). The growth rate of the previous decade had been about 13 percent. In 2010, Līhu‘e residents made up about 22 percent of population of Kaua‘i County compared with 21 percent in 2000. Population forecasts for the Līhu‘e District through the LCP planning horizon are in Section 4.1.1.

3.15.2 Age, Gender, & Ethnicity

The age and gender distribution for Līhu‘e was very similar to that of the County as a whole and has changed relatively little in the last ten years. The median age for Līhu‘e is slightly older (42 years) compared with the County as a whole (41 years). The age distribu-

tion for Līhu‘e is a little older and a little younger: About 24 percent of the population is under 18 years of age compared with 23 percent for the County, and 17 percent of the population is 65 years and older compared with 15 percent for the County. Interestingly, the average age of the population of Līhu‘e has aged about two years over the last decade; a year less than for the population of the County as a whole. It appears that the major trend for Līhu‘e, however was not the aging of the adult population as much as a slowing of the growth rate for children and young adults.

Within Līhu‘e, the demographics shifted somewhat between 2000 and 2010. The ratio of females to males was 1.09 in 2010 compared with 1.03 in 2000. The population was a bit older (median age of 42 years versus 40 years in 2000) owing to a decrease in the percentage of children under 18 and an increase in adults between the ages of 45 to 54.

The ethnic make-up of the population continued to evolve during the last decade. The population within Līhu‘e has become more Caucasian and Hawaiian/Part-Hawaiian and less Asian, although Asians remain the dominant ethnicity within the District. When compared to Kaua‘i County, the single-race population of Līhu‘e is more Asian (31% County versus 48% Līhu‘e) and notably less Caucasian (33% County versus 19% Līhu‘e).

About 83 percent of Līhu‘e residents were 15 years of age or older in 2010. About half (52.1%) were married and living with their spouses. That was about the same as in the year 2000. The number of widowed, separated or divorced people was down about 2.4 percentage points and the number of persons who were single and had never been married was up about three points. This is consistent with the increase in younger adults and the trend toward later marriages across the State.



3.15.3 Households and Housing Units

Households

In 2010, 96 percent of the population lived in households in Līhu'e, a little more than for the County (94 percent). For Līhu'e and the County, the percentage of the population living in group quarters doubled between 2000 and 2010; for Līhu'e two to four percent, for the County one to two percent. Overall, there was also an increase in non-family households in Līhu'e and the County including single-person households. This is a similar trend to the State as a whole.

The number of single-person households has increased from 23 percent to 24 percent in Līhu'e. Līhu'e has a higher percentage of single-person households as well as larger households with five, six, or seven persons than the County overall. Overall, Līhu'e has a larger average household (2.95) and average family size (3.45) than the County (2.84, 3.31).

Within family households, there are slightly fewer with their own children younger than 18 years, down from 31 percent to 30 percent in Līhu'e. However, this is still high relative to the County at 27 percent.

Consistent with the household trends, a greater percent of the Līhu'e population age 15 or older has never been married (29%). Across Kaua'i County in 2010, 21 percent reported they had never been married.

Housing Units

Within Līhu'e there are a total of 5,296 residential housing units, an increase of 18 percent over 2000. So, while the population grew by 22 percent, and the number of households grew by 20 percent, the number of residential housing units grew by 18%. The differences are small, but reflect a long-range trend. Hawai'i Housing Planning Studies conducted since 1992 have shown a continuing trend toward slower growth in the housing stock than might be indicated by the growth



in population. In part this can be explained by an upward trend in the groups quarters population. It is also consistent with other housing trends discussed later in this paper.

The trend may affect Līhu'e more than other areas of the County. Līhu'e has 22 percent of the County population and 18 percent of the housing units within the County. The percentage of owner-occupied housing units has decreased from 56 to 54 percent within Līhu'e, which is significantly higher than for the County at 47 percent. Only 11 percent of the housing units in Līhu'e were vacant in 2010 compared with 22 percent

for the County. This is primarily due to the relatively low percentage of "seasonal, recreation, occasional use" housing units (4%) compared with 14 percent for the County. Average household size for owner-occupied units is 3.03 for Līhu'e and 2.96 for the County. Kaua'i County has an average household size of 2.64 persons for renter-occupied units, compared with 2.54 persons in the Līhu'e Development District. Housing forecasts for the Līhu'e District through the LCP planning horizon are presented in Section 4.1.2



3.16 ECONOMY

This section presents an overview of key aspects of the economy in the Līhu‘e District, including business patterns, employment, income, and tourism.

3.16.1 Business Patterns

Based on the US Census, County Business Patterns by Zip code report, Līhu‘e continues to be the largest business center on the island, and in fact a greater percent of the establishments on the island are concentrated in Līhu‘e in 2010 compared with 2004 (37.4 percent to 36.8 percent) (see Table 3 4). Nearly 45 percent of the people working on the island, work in Līhu‘e.

The trend from 2004 to 2010 for both the County and Līhu‘e is that the number of establishments and number of employed peaked in 2007, right before the recession, and has declined since that time. The increase in percent of establishments suggests that Līhu‘e was not as severely affected as other areas on the island.

Table 3-4 Employment and Business Establishments for Kaua‘i and Līhu‘e District, 2004-2010

Kaua‘i County	2004	2005	2006	2007	2008	2009	2010
# Employed	25,135	24,979	26,465	26,523	26,165	23,850	22,959
# Establishments	1,893	1,925	2,023	2,036	1,982	1,925	1,916
Līhu‘e District	2004	2005	2006	2007	2008	2009	2010
# Employed	10,182	10,129	10,876	11,641	11,567	10,502	10,239
# Establishments	696	710	753	753	746	718	716
% Employed	40.5%	40.6%	41.1%	43.9%	44.2%	44.0%	44.6%
% Establishments	36.8%	36.9%	37.2%	37.0%	37.6%	37.3%	37.4%

Source: US Census, County Business Patterns by Zip Code (2010 Data)

3.16.2 Employment

The number of Līhu‘e residents in the labor force increased 34 percent from 2000 to 2010 among residents 16 years and older. In 2010 there were 7,634 Līhu‘e residents in the labor force (64% of age 16+). However, the unemployment rate was 4 percent compared with the County overall at 3.8 percent.

The top three industries where Līhu‘e residents are employed are:

- Arts, Entertainment, and Recreation and, Accommodation and Food Service (20%);
- Retail Trade (18%); and
- Educational services, and health care and social assistance (15%).

A slightly larger percent of County residents were employed in the Arts, Entertainment sector (22%) and slightly fewer in Retail (13%). The average commute

Table 3-5 Kaua‘i County & Līhu‘e Number of Wage & Salary Jobs, 1990-2035

	1990	2000	2010	2020	2030	2035
Kaua‘i County	25,250	26,550	28,150	31,900	34,000	34,900
Līhu‘e District	n.d.	12,473	12,554	14,519	15,820	16,403

Source: Kaua‘i County General Plan Technical Study: Socio-economic Analysis and Forecast, SMS Research 2014

time for a Līhu‘e resident was 28 minutes compared with 20 minutes for residents of the County as a whole. This suggests that even though Līhu‘e is the largest business center, not all residents work in the area.

Major employment centers (i.e., centers of employment) in the Līhu‘e District include:

- Wilcox Hospital, first opened in 1938, is the primary medical care facility on the island;
- The municipal complex, which includes the County Building, State Office Building, Civic Center, and Kaua‘i War Memorial Convention Hall;
- The Hawai‘i State Judiciary Building, Police station and sports complex, which are located along Kapule Highway near the airport;
- Līhu‘e Airport, the principal airport on Kaua‘i;
- Nāwiliwili Harbor, the island’s primary commercial harbor;
- Kaua‘i Marriott Resort in Kalapakī and other major hotels and resorts;
- Kukui Grove Shopping Center and Wal-Mart in Puhi, a major retail hub for the island; and
- Kaua‘i Community College in Puhi.

SMS Research projects that the County of Kaua‘i will add jobs at a rate of 0.79 percent through the year 2020 (see Table 3-5). Between 2020 and 2030, job growth is expected to occur at an average annual rate

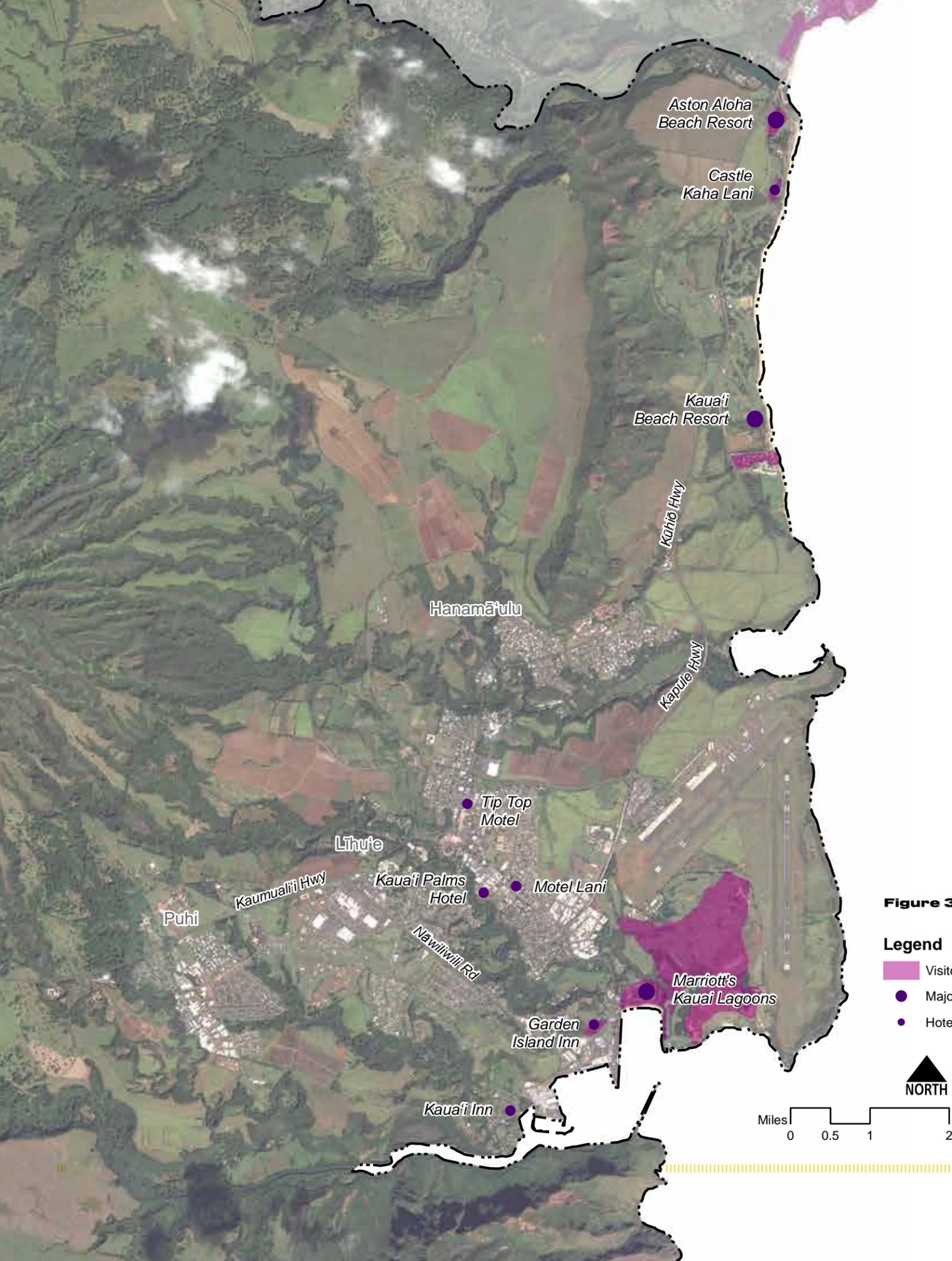
of 0.66 percent. The rate is expected to dip again to 0.53 percent during the period between 2030 and 2035, adding less than 1,000 jobs.

The Līhu‘e District has the highest growth rate and number of jobs in the County, with a projected annual growth rate of 1.06 percent until 2020, 0.90 percent between 2020 and 2030, and 0.74 percent between 2030 and 2035.

3.16.3 Income

The median earnings by household in Līhu‘e in 2010 was \$67,499. This was a 37 percent increase over 2000. Līhu‘e median earnings was eight percent higher than for Kaua‘i County at \$62,531. This is likely a reflection of the larger household size in Līhu‘e (6% of Līhu‘e HH have 7 or more persons compared with only 4% for the County) because other household income indicators suggest it should have be lower, such as Līhu‘e has a smaller percent of households with earnings and the mean earnings is lower compared to the County overall.

Median family income for Līhu‘e was \$70,506 in 2010, an increase of 30 percent over 2000. At the same time the County median household income increased 40 percent to \$71,847. The per capita income for Līhu‘e was \$23,614, 13 percent lower than for the County at \$26,592.



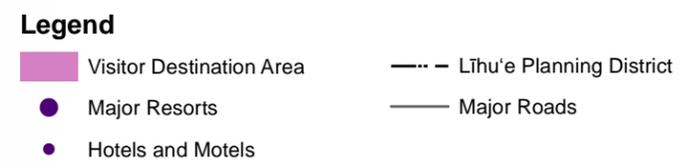
3.16.4 Tourism

Kaua'i's visitor industry is the largest sector of the Island's economy. It accounts for about 33 percent of the County's total output, generates more than a quarter of the jobs on Kaua'i, and contributes substantially to the county tax revenues (SMS 2014). Over the last decade, the industry drew about 1.1 million visitor arrivals per year.

All Planning Districts have Visitor Destination Areas (VDA), except Hanapēpē-'Ele'ele. Līhu'e has the third largest VDA in terms of acreage (342 acres), behind South Kaua'i (1,721 acres) and North Shore (1,097 acres). In terms of units, Līhu'e's VDA ranks last.

There are three major resort developments in the Līhu'e Community Plan area, the Aston Aloha Beach Hotel, Kaua'i Beach Resort, Kaua'i Marriott Resort, and the Marriott's Kaua'i Lagoons (see Figure 3-27). Kaua'i Beach Resort and Marriott's Kaua'i Lagoons have plans for continued expansion of the number of hotel rooms, all within their currently held land areas. There are also a handful of smaller visitor accommodation operations. According to the Hawai'i Tourism Authority (HTA) 2013 Visitor Plant inventory, Līhu'e District is home to approximately 20% of overall hotel rooms on the island (559 units) and 24% of the condominium hotel units (383). Other unit types are shown in Table 3-6. Major resort destinations on Kaua'i are located to the north of Līhu'e (Kapa'a, Princeville) and south of Līhu'e (Po'ipū).

Figure 3-27 Visitor Accommodations in Līhu'e District



Marriott Kaua'i Lagoons

Table 3-6 2013 Visitor Plant Inventory in Līhu'e District

Type of Unit	# Units
Apartment Hotel	0
Bed & Breakfast	0
Condominium Hotel	383
Hostel	0
Hotel	559
Individual Vacation Unit	68
Other	19
Timeshare	274
TOTAL	1,303

Source: Hawai'i Tourism Authority 2013 Visitor Plant Inventory (VPI)