

6. Enhancing Towns & Communities and Providing for Growth

Chapter 5, “Preserving Kaua‘i’s Rural Character” establishes the policy framework for land use and future growth. Within that framework, enhancing Kaua‘i’s towns and urban centers and directing new development to towns and urban centers are equally as important as maintaining open space between towns.

Rather than allowing development to sprawl along Kaua‘i’s main roads, the intent is to focus development in a way that supports Urban Centers and Town Centers, while allowing already-existing, outlying Residential Communities and Agricultural Communities to build out.

This chapter of the General Plan addresses (1) the special community assets of each planning district; (2) a preliminary vision for each planning district; (3) the particular issues and opportunities facing towns and communities; and (4) the location and character of recommended future residential and commercial growth. Towns and communities are discussed according to the five planning districts.

6.1 NORTH SHORE

The North Shore Planning District extends from Moloa‘a Bay on the east to Puanaiea Point on the west, which is eight miles west along the Nā Pali Coast from Hā‘ena. The North Shore includes the communities of Hā‘ena, Wainiha, Hanalei, ‘Anini, Kalihiwai, Kīlauea, and Princeville.

The North Shore is rich in natural resources, scenic resources, and outdoor recreation opportunities. It has become a major destination for visitors to Kaua‘i who are seeking outdoor recreation, particularly hiking and boating along the Nā Pali Coast. Economic growth is mostly concentrated in tourism-oriented businesses. Agriculture, which is important to the rural character of the North Shore, thrives in certain areas but is challenged in general due to high land prices and the alternative of developing large-lot residential subdivisions. The North Shore’s large wetland areas represent an important agricultural resource for the cultivation of taro and other wetland crops.

Over the past 30 years, the North Shore has experienced a relatively high rate of population growth. In 1970, the North Shore (Hanalei Judicial District) had only about four percent of the Kaua‘i population, by far the least of the five districts. By 1990, the North Shore was home to nine percent of the population. In the next census, the North Shore will have well over 10 percent of Kaua‘i residents and may surpass the West Side (Waimea Judicial District) in population size.

6.1.1 Community Assets

During the 1998-’99 General Plan Update process, North Shore residents and businesspeople attending community meetings listed the assets of their communities. The entire list was long

and diverse and is available in the GP Update Working Papers. Following is a selection of assets related to the North Shore, particularly the physical environment:

- Natural beauty of the North Shore.
- Rural scenes.
- Small town, rural, intimate environment.
- Hawaiian culture.
- Clean watersheds, rivers, waterfalls.
- Recreational opportunities – beaches, ocean, mountains.
- Historic one-lane bridges from Hanalei to Hā'ena.

The special places named and drawn on maps by community participants include: Nā Pali Coast, Kē'e Beach, the heiau at Hā'ena, Hanalei Valley and River (especially the taro farms), Hanalei Bay, Black Pot Beach Park, Limahuli Gardens, Pu'u Poa Beach and Marsh, Kaweonui, 'Anini Beach and reef, Wainiha Kū'au, Lumaha'i Beach, Nāmoloama Falls, Queen's Bath, Kīlauea Bay, the wildlife refuges, Kauapea Beach, Crater Hill, Kamookoa Ridge, Kalihiwai Falls, Kapinao Heiau, and Moloa'a Bay. In addition, Kīlauea and Hanalei have a number of historic buildings; and there are significant archaeological sites throughout the district. Many of these can be found on the Heritage Resources Map.

Stores and businesses are located in the historic towns of Kīlauea and Hanalei and in the Princeville Shopping Center. Princeville was master-planned as a resort/residential/golf course community that would absorb most of the growth on the North Shore and serve as the primary employment center. The development of Princeville, however, has not proceeded as fast as originally planned. On the other hand, many people have come to reside on the North Shore, giving it the highest growth rate among Kaua'i regions. As a result, residential growth has occurred in the town of Kīlauea and in agricultural subdivisions from Moloa'a to Kalihiwai. Many of these residents commute to work in the central parts of the island.

6.1.2 Preliminary Planning District Vision

The following is a preliminary vision for the planning district in 2020, based on community and CAC input. While it is intended to provide some guidance for specific areas, it did not have the benefit of a detailed community planning effort. The Preliminary Planning District Vision is not policy, and individual projects may vary from it.

Diversified agricultural businesses are spread across the district. In addition to being the state's major taro-producing region, the North Shore also produces a wide range of other agricultural crops, as well as meat and dairy foods. Many farmers grow crops for export, while an increasing number are providing food for local consumption.

Commercial development is kept within defined town boundaries, and development along Kūhiō Highway outside of towns is minimized. Strip development along the highway is avoided, especially commercial and institutional buildings. New commercial buildings are designed to be compatible with the historic architecture of Kīlauea and Hanalei. The County

and State have discouraged growth north of the Hanalei Bridge, in recognition of limited infrastructure and the special character of the area.

Easy-to-understand zoning regulations call for siting residences away from beach and out of floodplains. Buildings are limited to 25 feet in height. Multi-unit resort and residential structures are allowed only in Princeville. Public views of open areas and natural features from the highway and along the shoreline are preserved. New development is located where it will not significantly affect public views.

There is an extensive network of well-maintained mountain trails marked for hiking. Some are also open for off-road bicycling. Beach parks and recreation areas are clean, safe and well-maintained.

The area from **Hā'ena** to **Hanalei** is recognized for its unique natural and cultural resources. The residential communities at Hā'ena and Wainiha are little changed from 20 years ago. Long a favorite destination of off-island visitors, the region is carefully managed to preserve the quality of life for residents as well as the quality of the visitor experience.

Narrow rural roads, bike paths, and one-lane bridges are an essential component of the Hā'ena-Hanalei area, distinguishing it from other parts of Kaua'i. These features slow traffic on the road and encourage the relaxed pace of life and neighborliness that is essential to the area's character. They also reflect the proportion and scale of the small coastal settlements, which contrasts with the deep river valleys and the tall cliffs between Lumaha'i and Hā'ena.

At the end of the road in Hā'ena, the State actively manages Hā'ena State Park, using revenues from entrance fees to provide parking, maintain facilities, and undertake ongoing restoration of archaeological and cultural sites. State park officers work with the community in caring for the natural areas and native Hawaiian sites and in managing the Park and the Nā Pali Trail for sustainable use and enjoyment. They collaborate with the Hanalei Visitor Center, in order to manage the number of cars and visitors flowing into Hā'ena each day. Located in Princeville mauka of Kūhiō Highway, overlooking the Hanalei Valley, the Visitor Center provides information, parking and a van shuttle service to Hanalei Town, Limahuli Gardens, and Hā'ena State Park.

Hanalei has friendly people and caring merchants. With its surrounding taro fields and its inventory of historic sites and buildings, Hanalei is a place of great beauty and cultural interest. The taro mill and taro cultivation continue to expand, restoring areas cultivated in ancient times. Small businesses are thriving. Walkways link all parts of town. A shuttle bus helps local residents to get around, as well as giving visitors the option of leaving their car at Princeville. Public parking is provided in the rear of buildings and/or screened from the road by landscaping.

Princeville continues to develop gradually, through implementation of its updated master plan. As the North Shore's primary visitor destination, Princeville provides a wide variety of visitor accommodations, including two full-service hotels. Princeville is known for its golf courses, gracious Hawaiian architecture, and extensive, well-maintained landscaping. The shopping center and library anchor the town center. A centrally-located meeting facility provides for community gatherings. Bicycle/pedestrian paths connect all neighborhoods to the town center. New development mauka of the highway includes a high-tech center near

the airport and a visitor center, which serves as a gateway to the Hanalei-Hā'ena region. Both residents and visitors use a network of equestrian and hiking trails to explore Princeville's mauka lands.

Kīlauea's character is expressed in its stone plantation buildings, the farms surrounding the town, and its active community association. A by-pass road runs makai from Kūhiō Highway on the Hanalei side of town, providing the preferred route to the enlarged commercial area in the town center and the Kīlauea Point National Wildlife Refuge. The by-pass road has a safe walkway and bike path and is the preferred route for getting to the Kīlauea Point Wildlife Refuge. The pedestrian-friendly town remains rural in character, with smooth traffic flow and residential areas protected from commercial/industrial development.

At **Moloa'a**, the Moloa'a Hui's agriculture park is fully developed and serves as a model for similar private ventures around the state. Other landowners in the area are offering lands for use by small farmers.

6.1.3 Issues & Opportunities

Based on community feedback during the 1998-'99 General Plan Update process, this section outlines regional issues and opportunities that will be subjects for future community planning. Because most issues could be viewed as opportunities and vice-versa, they have been compiled as a single set.

Sharing of Recreation Resources with Visitors. Many visitors travel to the North Shore to enjoy its beaches and unique natural areas. The impact is especially great in the Hanalei-Hā'ena region, which has a large share of visitor attractions. Heavy visitor use can displace residents or significantly change the quality of the experience, especially at beaches and parks. Residents need to work with businesspeople and parks agencies to identify: (1) parks and natural areas where visitors will be welcomed and accommodated, with levels of use based on parking or other easily managed limits; and (2) parks and natural areas where it is important to more strictly limit access in order to preserve the resources and/or the quality of the recreation experience. For example, Hā'ena State Park could be managed to accommodate large numbers of visitors (with better facilities); while, on the other hand, the DLNR already limits camping and boat landings in the Nā Pali Coast State Park.

Availability of Land Planned for New Residential Development. Urban residential-zoned lands are essentially built-out in Hanalei and Kīlauea Town, but there continues to be a demand for non-luxury housing on the North Shore. In response to the General Plan Update, landowners have proposed: (1) an extension of Princeville mauka of the highway, which would include lower-priced residential villages; (2) expansion of Kīlauea Town to the north, with residential and commercial development served by a new road connecting Lighthouse Road to Kūhiō Highway; and (3) rural residential development along the coastal areas and hillsides of Wainiha.

Development of Agricultural Subdivisions. In the past 25 years, many agricultural subdivisions have been developed with County roads and water service. The house-lots created through subdivision and CPR are gradually building out. When fully developed, they will contribute to population growth and demand on services.

Towns and Location of New Commercial Development. North Shore residents desire more stores and other businesses, in order to avoid traveling long distances to the East Side for necessary purchases and services. Several shopping centers have been proposed on sites near Kīlauea. Some sites lie on the makai side of the highway within or close to the existing town center. Other sites lie on the mauka side of the highway, divorced from the town.

6.1.4 Land Use Map and Policies

The policy relating to the North Shore is found in the Land Use Map and in the text statements below. General Plan policies focus on islandwide and regional issues relating to urban land use, development, and roads. Detailed policies for specific areas may be established through community-based development plans.

6.1.4.1 Land Use Map

On the North Shore, only Princeville has a substantial amount of vacant land previously designated for urban development. This is consistent with the longstanding strategy to concentrate urban development within Princeville, in order to reserve other areas for agriculture, rural settlement, and open space. Kīlauea is the only other Residential Community where significant growth would be possible. Urban development in the Hanalei and Wainiha-Hā'ena areas is undesirable because of the special character of the area, limited roads and other services, and environmental factors.

Designated on Previous General Plan Land Use Map. Major planned housing, resort hotel, and condominium projects on the North Shore have an estimated capacity for about 950 single-family residential units, 400 multi-family residential units, and 1,380 visitor units (see Appendix Tables C and D).¹ Nearly all of the vacant land capacity is located in Princeville, on the plateaus makai of Kūhiō Highway. Princeville has built out slowly, with a mix of single-family residential units, condominium apartment units, and a single hotel. Note that land designated Resort may be zoned and developed for hotel use, transient vacation rentals, or residential units. Of the existing multi-family units in Princeville, approximately 65 percent are used as visitor accommodations (including timeshare), and the remaining 35 percent are occupied by residents.

Designated Through General Plan Update. The Land Use Map incorporated in this General Plan includes the re-designation of the Princeville Mauka Village to Residential Community and the redesignation of lands northwest of Kīlauea Town to Residential Community. The North Shore Land Use Map re-designations are summarized in Table 6-1.

The Land Use Map also includes re-designation of approximately 40 acres northwest of Kīlauea Town from Agriculture to Residential Community. This redesignation is intended to provide for the orderly expansion of Kīlauea Town with additional residential and commercial uses, subject to community input and more detailed planning to be considered in conjunction with a future zone change proposal.

In addition to the approximately 40 acres of Residential Community, 10 acres shall be reserved for park use northwest of Kīlauea Town, for a total of 50 acres for future expansion,

¹ For multi-family projects within a Visitor Destination Area, it was assumed that 65 percent of the units will be used for visitor accommodations.

subject to community input and more detailed planning to be considered in conjunction with a future zone change proposal.

**Table 6-1
Lands Re-Designated on the General Plan Land Use Map, North Shore**

Location	Planned Use	Previous GP Land Use Map Designation	New GP Land Use Map Designation
Princeville Mauka	Residential (≈ 210 SF units and 490 MF units), commercial, industrial, schools	Agriculture	Residential Community
Kīlauea Town Expansion	Residential, commercial	Agriculture	Residential Community

New Road Corridors. The Land Use Map designates a corridor for a future road that would bypass Kīlauea Town to connect Kūhiō Highway with the lighthouse road. The depiction of this corridor is general and schematic; the actual alignment of the future road may vary from the Map.

6.1.4.2 Policies

- (a) The North Shore shall remain primarily a rural, agricultural area, with resort use and other urban development concentrated in Princeville. The towns of Hanalei and Kīlauea shall also provide for housing and other urban uses.
- (b) Kīlauea
 - (1) Kīlauea Town is a desirable residential community and, subject to community consensus and detailed planning in conjunction with future zone change proposals, could be an appropriate location for future residential development, with supporting institutional and commercial uses. Any future development shall be planned to enhance pedestrian and vehicular circulation and to be compatible with the character of the existing town.
 - (2) A new road shall be developed to provide an alternate access from Kūhiō Highway and an alternate route to Kīlauea National Wildlife Refuge that bypasses Kīlauea Town.
- (c) Princeville Mauka. The intent is to provide an urban village to consist primarily of affordable housing, with a commercial area for resident shopping and services and sites for a new elementary and/or a middle school. A site near the airport will provide for light industrial use.
- (d) Provide for development of a visitor center overlooking Hanalei Valley for visitor orientation and activities.
- (e) Maintain the historic roadway and one-lane bridges from Hanalei to Hā'ena in accordance with Policy 5.5.1.1(c).

6.1.4.3 Rationale for Map and Text Policies

The North Shore population is expected to continue growing, but at a slower rate than in the 1970-2000 period. The general intent of the re-designations is to increase employment opportunities on the North Shore, to provide lands for urban residential growth, and to encourage competition in the residential market.

Princeville. The Princeville re-designation continues the longstanding strategy of concentrating North Shore development at Princeville. It is the only North Shore community that provides the full range of urban-level services, including wastewater treatment. The resort/residential community is expected to build out gradually, consistent with historical growth. The approval of urban zoning for planned areas is dependent upon the provision of adequate facilities, including roads.

Mauka of the highway, the light industrial site will provide space for North Shore businesses and fulfill a prior condition of zoning. Princeville Corporation intends the “Mauka Village” to provide affordable housing to satisfy County and State housing requirements. The potential 700 units would be built out over a 20-year period, providing competition in the North Shore housing market. Unlike the makai resort/residential community, the Mauka Village will be oriented to local residents. It will also provide a site for a North Shore middle school and a third elementary school, if needed. Princeville will serve the village with its privately-operated water and wastewater treatment systems.

Kīlauea. As stated in the policy, Kīlauea is a desirable residential community made up of local residents. There is substantial capacity for additional housing in the agricultural subdivisions that stretch from Kalihiwai to Waipake and beyond. However, there is little vacant urban residential land. Subject to community consensus and detailed planning in conjunction with future zone change proposals, a potential area for expansion is the area to the northwest, between the planned by-pass road and Kīlauea Town. This area could also provide for additional commercial and institutional uses (churches, day-care centers, etc.) in a location convenient to Kīlauea residents.

6.2 KAWAIHAU

The Kawaihau district extends from the Wailua River north to Moloa‘a, including the Kapa‘a-Wailua basin, Keālia and Anahola. The Kapa‘a-Wailua basin is home to a large portion of Kaua‘i's population. An urban corridor extends along Kūhiō Highway from Haleilio Road in Wailua to Kawaihau Road, at the northern edge of Kapa‘a Town.

6.2.1 Community Assets

During the 1998-'99 General Plan Update process, Kawaihau residents and businesspeople attending community meetings listed the assets of their communities. The entire list was long and diverse and is available in the GP Update Working Papers. Following is a selection of assets related to the Kawaihau District, particularly the physical environment:

- Rural scenery, open space, and agricultural lands.
- Scenic mountain views.

- Recreational opportunities – beaches, ocean, mountains.
- Walking paths and bridges.
- Plantation town heritage.
- “Working Town” environment.

The special places named and drawn on maps by community participants include: Sleeping Giant, Wailua River, Lydgate Park, Kapa‘a Park, Makaleha Springs, the Arboretum and reservoir, ‘Ōpaeka‘a Falls, Anahola Beach Park and river, ‘Aliomanu reef, Fuji Beach, Waipouli Flats residential area near the beach, ancient canoe landing area in Waipouli, Blue Hole in Wai‘ale‘ale, and coconut groves. Residents also valued the region’s cane haul roads and canal systems. In addition, there are significant archaeological and historic sites throughout the district. Many of these can be found on the Heritage Resources Map.

6.2.2 Preliminary Planning District Vision

The following is a preliminary vision for the planning district in 2020, based on community and CAC input. While it is intended to provide some guidance for specific areas, it did not have the benefit of a detailed community planning effort.

Coming from Līhu‘e, highway travelers enjoy a greenbelt from the Kapule Highway junction to Wailua River. Accented by Kālepa Ridge, the greenbelt provides visual relief and a clear separation between the Līhu‘e-Hanamā‘ulu urban area and the Kapa‘a-Wailua urban area. Passing beyond Kapa‘a Town, the highway opens to rural scenery and a dramatic view of Keālia Beach. From here to Moloa‘a – and beyond to the North Shore – the landscape is rural and open, punctuated by small settlements and the town of Anahola.

The **Kapa‘a-Wailua urban corridor** is vibrant and active, a “working town” with banks, grocery stores, hardware stores, and shopping centers. Resident needs are met by small, locally-owned businesses, which are thriving because of high patronage by visitors as well. Some small businesses cater principally to visitors. Sidewalks along Kūhiō Highway make it convenient and safe to walk. A bicycle path extends along the coast from ‘Anini to Anahola.

The Kapa‘a By-Pass Highway furnishes an alternate route for those traveling between the North Shore and Līhu‘e. The two-lane By-Pass is designed as a parkway, with generous roadside landscape buffers. The buffers incorporate large trees and other low-maintenance plantings, as well as bikeways. Because of the Kapa‘a By-Pass, traffic moves smoothly through the Kapa‘a-Wailua corridor. Connector roads link the By-Pass to Kūhiō Highway, providing alternatives to reach commercial areas along the coast and improving circulation within the valley.

Wailua has one of the state’s largest, oldest and most important complexes of heiau and other ancient Hawaiian sites. Most of the sites lie within the Wailua River State Park. The rebirth of Hawaiian culture in the late 1900’s, combined with growing visitor interest in cultural sites and experiences, led to a new appreciation of the Wailua complex. Native Hawaiian organizations have taken on the leading role in caring for the archaeological sites and interpreting them to visitors. While the Fern Grotto and other scenic and recreational attractions maintain their appeal, visitors are increasingly interested in the historic sites and

the Hawaiian culture. The Wailua Visitor Center provides orientation to the culture and history of Kaua‘i and the Wailua region, as well as information about attractions and activities around the island. Guides versed in Hawaiian culture lead interpretive tours of Wailua’s ancient cultural sites. Visitor fees and gift shop revenues support improved maintenance of the Park, as well as cultural research. Recreational use of Wailua River is managed under a master plan developed with strong community participation. The plan provides for a sustainable level of use, balanced between community use and visitor-oriented commercial operations.

Defined by the Waikaea and Moikeha Canals, historic **Kapa‘a Town** is noted for its “western plantation” style architecture and its walkable, small town character. Served by sidewalks and parking on both sides of the highway, the town’s small shops and restaurants appeal to both residents and visitors. Cleaned up and landscaped with trees along their banks, the canals give strong definition to the edges of the historic town. Kayakers paddle the canals, while others take advantage of the pathways along the canal banks for recreational walking and bicycling. Kapa‘a Beach Park is now an open-space “town park,” opening up physical and visual access between the town and the beach. Large trees shade picnic and barbeque areas, and the enlarged beach pavilion hosts community events. A municipal lot located mauka of the highway provides parking for shoppers and visitors.

While retaining and enhancing its unique historical and architectural heritage, Kapa‘a is a real working town with a vibrant community of businesses and neighbors. The signs of a healthy town are high occupancy of commercial buildings, diverse occupational opportunities, low crime, and residents patronizing local businesses. Visitors enjoy the “sense of place” and are attracted to return.

Guided by the Department of Hawaiian Home Lands long-range master plan, **Anahola** has grown and developed. In addition to more homes and farm homesteads, DHHL has also built a village center for stores and community services. Mauka lands are being used for forestry and diversified agriculture. Local businesses mill the timber and use the native hardwoods for making furniture, musical instruments, and other hand-crafted products.

Residents treasure the **open, uncrowded beaches** from Wailua Bay north to Kapa‘a Beach, Keālia Beach, Donkey Beach, and Anahola Beach. They value the ocean and coral reefs as sources of food and recreation. Beach access is readily available, with parking. Residents share the beach and ocean resources with visitors, developing rules to prevent crowding and conflicts. The Coastal Trail from Līhu‘e to Anahola is popular with residents and visitors alike as a walking and bicycling route. Also popular are the back-road bicycle routes which lead through the valleys along old agricultural roads.

6.2.3 Issues & Opportunities

Based on community feedback during the 1998-’99 General Plan Update process, this section outlines regional issues and opportunities that will be subjects for future community planning. The first section below addresses the long-term build-out of residences in the Kapa‘a-Wailua basin. Other issues and opportunities follow.

6.2.3.1 Development in the Kapa‘a-Wailua Basin

The vast basin between the Wailua River and the Kapa‘a Homesteads continues its transition from agricultural to residential use. Home-building continues to increase, as small holdings are divided up. Conversion of land from Agricultural zoning to Residential zoning, the subdivision of agricultural lots, and the building of Additional Dwelling Units (ADUs) have all contributed to increasing the population of this area. Local roads and water systems were not designed to support residential uses and, in many cases, are overburdened. Fire protection is a problem because of poor road access and lack of fire-flow capacity in the water systems. Traffic, water, fire protection and drainage problems will compound as the number of residences continues to grow.

The GP Update Project prepared a detailed “**Build-Out Analysis**” of the Wailua Houselots-Wailua Homesteads-Kapa‘a Homesteads area. (The analysis excluded the Urban Mixed Use and Resort-designated lands.) As of 1998, the area had an estimated 4,700 dwelling units, making it the largest residential community on Kaua‘i. Based on 1999 General Plan Land Use Map designations (Urban Residential, Rural Residential, and Agriculture), the analysis found that an *additional* 4,000 units could be developed if GP-designated lands were fully zoned, subdivided, and built out. About 2,400 more units could be built in Urban Residential areas; about 500 more in Rural Residential areas; and about 1,100 more in Agricultural areas. This would increase the housing units and population of the area by 85 percent. (If every eligible lot added an Additional Dwelling Unit, that would add another 2,500 units, increasing the total build-out to an *additional* 6,600 units – a 140 percent increase.)

The Build-Out Analysis examined a second future scenario that assumed that all of the Agricultural land would gradually convert to Rural under the State Land Use code and would be granted R-2 zoning, allowing two dwelling units per acre. The result was an *additional* 8,000 dwelling units – double the basic scenario and a 240 percent increase.

The Planning Department requested that County service agencies review the Build-Out Analysis. Key agency comments on the basic scenario are summarized below:

- **Roads (DPW).** The GP Update provided estimates of automobile traffic based on the Build-Out Analysis totals. Traffic was distributed among the three main roads connecting the valley to Kūhiō Highway: Kuamo‘o Road, Olohena Road, and Kawaihau Road (Wailua Houselots was not included because it has direct access to the highway). The DPW found that all three roads would need to be increased to four lanes, in order to accommodate average daily traffic at Level of Service “C”. Kawaihau would need to be converted to a 50-mile-per-hour highway in order to have sufficient capacity. The terrain around Olohena Road and lower Kuamo‘o Road, as well as the historic resources in Wailua State Park, make building four lanes extremely difficult. Widening along Kawaihau Road would involve acquisition of residences and relocation, as a project cost “above the financial capabilities of the County.” As a final note, traffic at the levels projected would severely affect traffic operations at intersections with Kūhiō Highway and the future By-Pass Highway
- **Drainage (DPW).** DPW estimates that stormwater runoff in the Kapa‘a-Wailua basin might increase 20-40 percent as the result of the build-out and

the increased amount of impermeable surfaces. According to the DPW, this would present downstream drainage problems and would require more and larger detention basins.

- **Water Supply (DOW).** The DOW projected a need for approximately ten new wells and four new storage tanks to provide adequate water supply for the build-out scenario. Transmission and distribution lines would also need to be upgraded. Costs were not estimated, but it was noted that additional funding might be needed. DOW commented as follows:

“The distribution of units in the agricultural designation will require water system infrastructure improvements that are spread out over a large area. Longer pipelines that service fewer customers would result. Per residence located in the agricultural subdivision, there would be a higher capital and long-term operational, maintenance and replacement cost for the water system.”²

- **Fire Protection (Fire Department).** The Fire Department expressed concern about fire flow rates (water system), road access to affected areas, and its ability to respond given the limitations of existing stations, equipment and personnel. While it did not provide any specific data about Kapa‘a-Wailua, the Fire Department advocated that the DOW upgrade fire flow standards in Agriculture and Open areas and that the County upgrade its standards for road access onto properties with residential occupancy. Although the Fire Code calls for a width of 20 feet on all fire apparatus access roads, the Fire Department noted that this standard was applied only to commercial properties. (In fact, many County roads have paved width of less than 20 feet.)

In conclusion, the County should take measures to assure that adequate roads and other facilities are available to serve the homestead areas as they build out to their zoned densities. In addition, the County should refrain from zoning changes that would increase density, considering the potential cumulative impacts.

6.2.3.2 Other Issues and Opportunities

Neighborhoods and Activity Centers in the Homesteads. The Kapa‘a-Wailua Basin is large, and there is little to connect the various neighborhoods and communities. Shopping, services, active parks, and schools are located in Kapa‘a, generally near the highway. Individual residential areas have a sense of neighborhood, but parks and other gathering places are few. There is no park in the Kawaihau Road area, though Kapa‘a Elementary School provides a focus for the neighborhood. On the other side of the basin, Wailua Homesteads Park is a center of community activity. The convenience store on Kuamo‘o Road provides shopping for neighborhoods located far away from commercial centers.

Laid out for agricultural homesteads during Territorial Government days, the road system provides only wide-spaced connections between communities and limited north-south connections. Aside from the Kuamo‘o and Kawaihau Residential Communities and the

² Letter dated September 21, 1999, from Ernest Y.W. Lau, Manager & Chief Engineer, DOW to Dee M. Crowell, Director, Planning Department.

neighborhood along Kamalu Road at the base of Mt. Nounou, the community is dispersed with common orientation only to the distant coastal area. As important as it is to consider the magnitude of future growth in this large area, it is also important to plan at the community level for centers, gathering places, and improved circulation.

The Proposed Kapa‘a By-Pass will be a new highway carrying traffic north-south and running parallel to Kūhiō Highway between Wailua and Kapa‘a. Providing significant interim traffic relief, the DOT’s “Temporary By-Pass” follows an old canehaul route connecting Kūhiō Highway at Waipouli with Olohena Road mauka of Kapa‘a Town. The intent of the future By-Pass is to provide additional highway capacity and an extended route for through-traffic in the corridor. The DOT originally proposed to expand Kūhiō Highway to four lanes through Kapa‘a Town. Kapa‘a business people opposed the expansion because it would have eliminated on-street parking and made Kapa‘a a less desirable place to walk and shop. As of early 2000, the DOT had discontinued its original Environmental Impact Statement and was reassessing the alternatives. Following are some of the key issues relating to the By-Pass:

- One set of alternatives calls for a new bridge across the Wailua River. Any proposal to bridge the river needs to be carefully evaluated for impacts on sacred sites and on Wailua River State Park.
- Connector roads are needed to link the By-Pass with Kūhiō Highway. Building connectors in conjunction with the By-Pass will reduce the impact on Kapa‘a Town businesses and improve circulation within the valley.
- There will be a demand to develop commercial facilities and residences along the By-Pass and the connector roads. Land use policy for these areas should be planned in advance of highway construction.

Vacant Lots in the Kapa‘a-Wailua Highway Corridor. Currently, vacant lots along this developed highway corridor provide open space relief. Some are zoned for resort and high-density residential use; other properties mauka of the highway are still zoned for agriculture. With highway access, these lots remain attractive for urban development. How might future development affect the character of this important corridor? Is a new, detailed plan needed?

Reuse of Amfac/JMB Lands. Amfac is selling about 1,400 acres of former sugar lands mauka of Kūhiō Highway between Wailua Homesteads and Kapa‘a. Old canals and ditches in this low-lying area did double-duty providing irrigation water and capturing stormwaters. Portions of the area are wetlands, some of which are considered by the U.S. Fish & Wildlife Service as important for the recovery of endangered waterbird species. The proposed Kapa‘a By-Pass Highway would cross these lands. There are several opportunities and issues related to this land:

- These lands and canals already serve an important drainage function. They could be further developed to retain larger quantities of stormwaters, as a means of reducing flood hazards to urbanized coastal areas.
- Some of the wetlands could be developed as refuges for endangered Hawaiian waterbirds.

- A portion of this area could be developed as a regional park or a soccer complex.
- Given its location near the coast and likely to be served by the planned Kapa‘a By-Pass, this is a likely area for future development. Land to the north, just south of Kapa‘a has previously been designated Urban Center. Urban use would have to be carefully balanced against flood hazards in this low-lying area.

Wailua Cultural Center. As one of the most important Hawaiian sites, Wailua is an excellent location for a center for the study and teaching of Hawaiian culture. The cultural center, located next to the state park, researches and teaches language, history, dance, and many other aspects of native Hawaiian culture. It could develop interpretive materials for visitors and train interpreters who would work in a corresponding visitor center.

6.2.4 Land Use Map and Policies

The policy relating to the Kawaihau District is found in the Land Use Map and in the text statements below. General Plan policies focus on islandwide and regional issues relating to urban land use, development, and roads. Detailed policies for specific areas may be established through community-based development plans.

6.2.4.1 Land Use Map

Designated on Previous General Plan Land Use Map. The Kawaihau Planning District has substantial capacity for additional residential development, as described in Section 6.2.3.1 (Build-Out Analysis). Lands previously designated for urban use but as yet mostly undeveloped include an area located near Kapa‘a, south of Olohena Road. This area was previously designated for Urban Mixed Use and is shown as Urban Center on the new GP Land Use Map. Owned partly by the State and partly by Amfac/JMB (or its successor), this “expansion area” for Kapa‘a has already accommodated the Kapa‘a Middle School.

Major planned housing, resort hotel, and condominium projects in the Kawaihau District have an estimated capacity for about 1,730 single-family residential units, 70 multi-family residential units, and 1,460 visitor units (see Appendix Tables C and D).³ There are only two planned housing projects in the Kawaihau District: (1) the Department of Hawaiian Home Lands’ (DHHL) Master Plan for Anahola; and (2) a 130-unit project in Waipouli by Niu Pia Farms (has potential for resort use).

The Department of Hawaiian Home Lands owns about 4,160 acres in Anahola, extending mauka into Kamalomalo. Currently, DHHL has about 350 residential leases and about 50 agricultural leases in the area. Plans call for developing an additional 1,400 residential lots and about 330 agricultural lots. Because of the magnitude of the proposed residential development, the State Department of Health has recommended development of a wastewater treatment plant. As an alternative to costly wastewater treatment, DHHL is will also consider developing at a lower density, with fewer, larger lots.

³ For multi-family projects within a Visitor Destination Area, it was assumed that 65 percent of the units will be used for visitor accommodations.

DHHL's 1987 Anahola-Kamalomalo and Moloa'a Development Plan also calls for a "Town Center" with commercial facilities and reserve areas for schools and other services to be located along the highway, south of the main residential area.

Designated Through General Plan Update. The area planned for future residential and commercial development at Anahola has been designated Residential Community on the Land Use Map. Development is expected to occur in a number of increments over a long period. Aside from the Department of Hawaiian Home Lands Master Plan for Anahola, landowners proposed no major re-designations during the 1998-'99 GP Update effort.

New Road Corridors. Also shown on the Land Use Map is a corridor for the Kapa'a Bypass between Waipouli and the Moikeha Canal, along with as connector roads. This is a schematic representation that purposely does not address the Wailua River crossing. This schematic representation is not intended to represent the actual alignment or to preempt the evaluation of alignment alternatives that the State DOT will prepare as part of the project Environmental Impact Statement.

6.2.4.2 Policy

(a) Regional Growth and Public Facilities

- (1) Locate new growth in and around the Waipouli-Kapa'a urban center and on DHHL lands in Anahola.
- (2) Although not designated on the Land Use Map at this time, the former sugar lands bounded by Olohena Road and Wailua Houselots should be reserved for future urban development, including public facilities and parks; provided that wetlands and floodplains designated Open should not be used for habitable structures.
- (3) Give priority in capital improvements and the extension of County services to existing communities, such as the Wailua and Kapa'a Homesteads and areas planned for growth.

(b) Wailua and Kapa'a Homestead Areas

- (1) Reexamine zoning and development regulations with regard to the cumulative demands of future development on public facilities and services. Avoid rezoning that would increase residential densities, unless adequate facilities are provided.
- (2) Take measures to assure that roads, water supply, and fire protection are adequate to serve the cumulative amount of development allowed under existing zoning.

(c) Support agricultural, residential, and limited commercial development of the Hawaiian Home Lands at Anahola, with the recommendation that projects be sited to avoid the appearance of strip development along the highway and that the highway frontage be enhanced with landscaping.

6.2.4.3 Rationale for Map and Text Policies

The policies on regional growth are intended to support growth within the Kapa'a-Wailua area and the DHHL lands at Anahola and to discourage the expansion of residential development in rural outlying areas designated Agriculture.

As the build-out analysis indicated, Kapa‘a-Wailua has significant infrastructure needs that are growing as the residential and agricultural communities continue to build out. The County should give these needs a high priority. To finance roads and other improvements, it may be necessary to gain the participation of property owners who will benefit from the improvements – not only those who apply for a new subdivision or permit, but also those who own lands previously subdivided and developed. This can be accomplished through an improvement district, by which benefiting landowners pay a share of the cost of improvements.

Kapa‘a By-Pass. The Kapa‘a By-Pass is an essential project to relieve one of Kaua‘i’s most congested travel corridors. The project will benefit North Shore residents as well as Kawaihau residents. The By-Pass should also include roads connecting it to Kūhiō Highway. The road will also provide access to the former plantation lands to be reserved for future urban development.

Urban Reserve. A large portion of the area suggested in the policies as “urban reserve” (lying between Wailua Houselots and Olohena Road) is designated Open, due to the presence of wetlands, canals, streams, and floodplains. Portions of the area have been identified by the U.S. Fish & Wildlife Service as essential waterbird recovery habitat. Other, non-wetland floodplain areas would be well suited for athletic fields. These lands could double as stormwater detention basins.

6.3 LĪHU‘E

The Līhu‘e Planning District is the “heart” of Kaua‘i. Extending north to the Wailua River and south to Hā‘upu Ridge, the district serves as the main business, government and transportation center of the island.

The Līhu‘e region includes the communities of Līhu‘e, Hanamā‘ulu, Kapaia, Niumalu, Nāwiliwili, Puakea, and Puhi. It is the hub of the island's transportation system, its government center, and its commercial center. In 1998, the region had approximately 3.4 million square feet of retail, office, and industrial development – over 60 percent of the island's total inventory.

On the GP Land Use Map, large portions of Līhu‘e are designated Urban Center (formerly Urban Mixed Use). With the previous UMU designations and zoning for two large, master-planned projects – the Līhu‘e-Hanamā‘ulu Infill project and Puakea – the County essentially adopted a strategy of focusing Kaua‘i’s growth around its main urban center. The result will be a new “Greater Līhu‘e,” with new development extending north to Hanamā‘ulu Valley and south to Puhi.

6.3.1 Community Assets

During the 1998-’99 General Plan Update process, Līhu‘e residents and businesspeople attending community meetings listed the assets of their communities. The entire list was long and diverse and is available in the GP Update Working Papers. Following is a selection of assets related to the Līhu‘e District, particularly the physical environment:

- Scenic mountain views.
- Coastline, for both recreational opportunities and for the pristine beauty of undeveloped areas.
- White sand beaches and natural bays.
- Niumalu’s quaint character and narrow roads.

The special places named and drawn on maps by community participants include: Wailua Golf Course, Kālepa Ridge, Hanamā‘ulu Bay, Kalapakī Bay and its surrounding reef, Nāwiliwili Harbor, Niumalu Park, Menehune Gardens, Grove Farm Homestead, Hā‘upu mountains, Alakoko (Menehune Fishpond), Hulē‘ia, Kaua‘i Community College, Kilohana, Kīpū Kai, Kīpū Falls, and the coastline from Ahukini Landing to Niumalu. In addition, there are significant archaeological sites throughout the district. Many of these places and sites are shown on the Heritage Resources Map.

6.3.2 Preliminary Planning District Vision

The following is a preliminary vision for the planning district in 2020, based on community and CAC input. While it is intended to provide some guidance for specific areas, it did not have the benefit of a detailed community planning effort.

Kaua‘i’s urban development is focused in and around Līhu‘e Town. Growing residential communities in Līhu‘e/Hanamā‘ulu and Puakea/Puhi provide homes close to employment and shopping centers. With 50 percent of the island’s jobs, the Līhu‘e Planning District is the center of vital services for the island: State and County government; Wilcox Hospital; Nāwiliwili Harbor; Līhu‘e Airport; Kaua‘i College at Puhi; the Kukui Grove Center; War Memorial Convention Center; Vidinha Stadium and Sports Complex; and the Kaua‘i Veterans Center. The district is also home to 80 percent of the island’s industrial businesses.

Hā‘upu Ridge frames the Līhu‘e District and divides it from the Kōloa District, its silhouette creating a vivid and memorable image. Other key landmarks are Kālepa Ridge and the gently-sloping Kilohana Crater. The important scenic qualities of these landmarks have been preserved.

The stream valleys which cross the Līhu‘e Plain, such as Hanamā‘ulu Valley and Hulē‘ia Valley, are maintained as important watercourses and floodplains. The valley wetlands filter stormwater flows, capturing erosion sediments before they reach the ocean.

The two highways which together circle Kaua‘i meet at Līhu‘e Town. Extending west, Kaumuali‘i Highway is a four-lane parkway, divided by a landscaped median. Extending east, Kūhiō Highway begins as a four-lane commercial street through Līhu‘e Town, transitions to two lanes through Kapaia and Hanamā‘ulu, and changes to a four-lane parkway north of the junction with Kapule Highway. Directing development to the Hanamā‘ulu-Līhu‘e-Puhi core, the County has maintained open space and important highway views between Puhi and the Knudsen Gap and in the Kālepa Ridge corridor. This corridor is maintained as a greenbelt, providing a transition between the island’s two largest urban centers.

The heart of **Līhu‘e Town** is the government and cultural center, surrounded by business and professional offices, shops and restaurants. Landscaping and well-marked pathways link the historic County Building, the Kaua‘i Museum, the County Civic Center, and the State Office Building in a campus setting. Parking is primarily provided in a new County-State parking structure located behind the County Office Building, allowing other parts of the campus to be opened up for pedestrian enjoyment. The County, the Kaua‘i Visitors Bureau, and the Kaua‘i Museum collaborate in staffing a visitor center, which provides orientation to Līhu‘e and to visitor attractions around the island.

Mauka of Līhu‘e Town, Kaua‘i Electric’s Līhu‘e Energy Center generates a portion of the island’s electrical energy. Generating capacity is added in small increments as needed to meet new demand or to replace older generators at Pt. Allen. Increased use of new fuel cell technology is reducing the need for centralized power generation and distribution.

Located next to Vidinha Stadium, the State Judiciary Center and the Police Station are linked with the town center by interior roads and bicycle/pedestrian paths. Frequent shuttle bus service provides easy circulation around “Greater Līhu‘e,” reducing the need to use automobiles for short trips. Similar architecture, landscaping and signage link the government centers, presenting a unified image. Knitting the two areas together, about half of the master-planned Līhu‘e-Hanamā‘ulu Infill project is developed.

Līhu‘e Airport is the central facility for both passenger and air cargo traffic. It accommodates new aircraft designs and supports the needs of both the visitor industry and exporters of agricultural products. The Kaua‘i Bus connects the Airport to Līhu‘e and other communities, allowing residents to leave their cars at home when they travel to Honolulu or the Neighbor Islands. Surrounding lands accommodate industrial businesses, including the County’s Reuse and Recycling Center. Large trees and tropical plantings accent the Airport Gateway, extending along both sides of Kapule Highway and Ahukini Street. Buffered by the Kaua‘i Lagoons Golf Course, the Running Waters and Kaua‘i Marriott Hotels provide ample visitor accommodations for the Līhu‘e area.

Nāwiliwili Harbor accommodates cruise ship stopovers and cargo operations. The cruise ship terminal provides one-stop shopping for visitor activities and tours. A landscaped walkway from the cruise ship terminal leads down to **Kalapakī Beach** and adjacent shopping and restaurants. Nāwiliwili Park is a haven for visitors as well as residents. Well-landscaped with canopy trees, the park provides restroom and recreational facilities. Well-maintained walkways link the park to the Kalapakī commercial area and the cruise ship terminal. **Niumalu** remains a quiet residential village, with low traffic volumes.

Wailua Golf Course continues to be an important part of Kaua‘i’s public recreation system, as well as providing for reuse of effluent for the Wailua Wastewater Treatment Plant. The expanded Lydgate Park integrates a wide variety of recreational facilities, including beach and picnicking areas, Kamalani Playground, a sports complex, and tent-camping areas.

Puhi is home to shopping and educational centers, surrounded by mature and newer residential neighborhoods. Kukui Grove Center offers a wide variety of businesses, meeting resident needs and attracting visitors as well. It also serves as a center for community events and performances. The surrounding residential community continues to build out slowly with a variety of single-family and townhouse projects. UH-Kaua‘i College offers undergraduate

programs, with a special focus on technology, communications, agriculture and culinary arts. The four-year campus also offers theater and exhibit space for performances and events. Undergraduate and graduate courses are offered through interactive video connection with other UH campuses.

6.3.3 Issues & Opportunities

Based on community feedback during the 1998-'99 General Plan Update process, this section outlines regional issues and opportunities that will be subjects for future community planning. Because most issues could be viewed as opportunities and vice-versa, they have been compiled as a single set.

Water Resources. To achieve full development around Līhu'e, additional water supply is needed for businesses and residential neighborhoods. The County Water Department and major landowners need to collaborate on developing new water sources and transmission facilities.

Sewer Service. While the new wastewater plant serving Puhi will grow to accommodate future development, the Līhu'e-Hanamā'ulu area is limited by the capacity of the County's Līhu'e wastewater system. Attracting new development to this area will require investment in the County wastewater system.

Renewal of Central Līhu'e. This has been a long-term goal, as reflected in the 25-year-old Līhu'e Development Plan report. The acquisition and renovation of old Līhu'e Shopping Center for modern County offices was a major step towards this goal. However, revitalization of the Central Līhu'e will require additional government investment and a careful plan to attract visitors and other sources of business – especially in light of the dispersal of new government offices to the Airport area.

Circulation. As the island's transportation hub, Līhu'e will need to cope with future automobile traffic and potentially higher levels of traffic congestion. Providing alternatives to the individual automobile will become increasingly important, particularly the development of convenient and efficient public transit services and safe routes and facilities supporting bicycle transportation.

DHHL Wailua Lands. The Department of Hawaiian Home Lands has acquired 345 acres mauka of Kūhiō Highway, at the northern end of Kālepa Ridge. The land abuts Wailua River State Park, and surrounds the Māla'e Heiau. Most of this property is suitable for urban development – potentially resort and commercial as well as residential. A portion of the property may be needed for the Kapa'a By-Pass Highway. This property offers many opportunities for DHHL, and its eventual use will be important to the County and this region of the island.

DHHL also owns property on the makai side of Kūhiō Highway, overlooking Lydgate Park south of the Holiday Inn hotel. The property has good potential as a future resort and may be developed by DHHL as an income-producing asset. As of 1999, DHHL had no specific plans for the site.

6.3.4 Land Use Map and Policies

The policy relating to the Līhu‘e District is found in the Land Use Map and in the text statements below. General Plan policies focus on islandwide and regional issues relating to urban land use, development, and roads. Detailed policies for specific areas may be established through community-based development plans.

6.3.4.1 Land Use Map

Designated on Previous General Plan Land Use Map. The previous General Plan Land Use Map included several areas designated for future urban development. These lands are contiguous to existing development with similar GP designations; some have received zoning. They are retained on the map. Major planned housing, resort hotel, and condominium projects in the Līhu‘e District have an estimated capacity for about 1,430 single-family residential units, 1,050 multi-family residential units, and 400 visitor units (see Appendix Tables C and D).

Designated Through General Plan Update. The revised General Plan Land Use Map incorporates two re-designations – one in Puakea and one at the Kaua‘i Lagoons (see Table 6-2). The Puakea re-designation encompasses most of the Hulemanu plateau, between Pū‘ali Gulch and Hulemalu Road. It does not include the area south of Hulemalu Road, which slopes down into Hulē‘ia Valley. The intent is to reinforce the policy of concentrating residential growth in “Greater Līhu‘e”.

The re-designation of lands at Kaua‘i Lagoons represents a reconfiguration of land uses within the existing property. Golf course lands are re-designated Open; the area designated Resort has been reduced, reflecting the actual land needed for a planned second hotel; and areas adjoining Kapule Highway and the Airport are to be re-designated to Urban Center, in order to provide for future industrial use.

**Table 6-2
Lands Re-Designated on the General Plan Land Use Map, Līhu‘e**

Location	Planned Use	Previous GP Land Use Map Designation	New GP Land Use Map Designation
Puakea / Hulemanu	Residential , industrial commercial, golf course	Agriculture, Open	Open, Residential Community, Resource
Kaua‘i Lagoons	Resort, industrial, golf course	Agriculture, Resort	Resort, Urban Center, Open

New Road Corridors. The Land Use Map also shows the planned extension of Ahukini Street mauka giving access to a planned roads bypassing Līhu‘e and Puhi. These roads will provide an alternative route between Līhu‘e and points west.

6.3.4.2 Policies

(a) Regional Growth and Public Facilities

- (1) New growth shall be concentrated in the Puhi-Līhu‘e-Hanamā‘ulu urban center.

- (2) Give high priority to the development of adequate water sources and facilities to support planned development in the Puhī-Līhu‘e-Hanamā‘ulu urban center.
- (b) Puakea
- (1) The project shall be oriented to residential development at urban densities.
 - (2) Preserve views from the interpretive site overlooking Menehune Fishpond. Future buildings on the heights above the overlook shall be set back out of view.
 - (3) Development shall be set back from Pū‘ali Stream. Drainage and water quality issues shall be addressed through zoning.
- (c) Kaua‘i Lagoons. In addition to providing an area for industrial development, the intent is to provide for future expansion of the Līhu‘e Wastewater Treatment Plant, located within the site and to secure a long-term commitment for disposal of wastewater effluent through golf course irrigation.

6.3.4.3 Rationale for Map and Text Policies

Hulemanu Plateau. Re-designation of the Hulemanu plateau for future urban use is a logical extension of the Puakea master-planned community. Puakea is close to Līhu‘e, jobs and shopping. The project is served by a wastewater treatment plant, and a new middle school is being built to support the growing student population. The policy to preserve the bluffs overlooking Hulē‘ia Valley is intended to preclude development of steep lands and to preserve the visual quality of this important landform and the historic Alakoko Fishpond. Zoning should be granted based on the completion of prior project phases and the availability of public facilities.

Kaua‘i Lagoons. At Kaua‘i Lagoons, the reduction in Resort-designated lands more realistically reflects future plans. Providing for future industrial development on the margins of the property near the Airport is an efficient use of land and will provide competition in the industrial market. The County’s Līhu‘e WWTP is located within the property, near the Airport, and disposes of effluent within the golf course. The County needs to extend its agreement for effluent disposal. If more land will be needed for the WWTP, this provides a good opportunity to plan for future expansion.

6.4 KŌLOA-PO‘IPŪ-KALĀHEO

The Kōloa-Po‘ipū-Kalāheo district lies between Līhu‘e and the West Side. From Hā‘upu Ridge on the east, it extends to Wahiawa Gulch on the west. Encompassing most of Kaua‘i’s south shore, the district extends along the coastline from remote Kīpū Kai westward to Māhā‘ulepū, Po‘ipū, Kukui‘ula Bay, Spouting Horn, Lāwa‘i Bay, Makaokaha‘i Point and Nōmilu Fishpond, and Wahiawa Bay.

Located on the sunny south shore, the Kōloa-Po‘ipū-Kalāheo Planning District is home to Kaua‘i’s largest resort destination as well as some of the most active agricultural businesses. Hotels and resort condominiums are centered around the beaches and golf courses of Po‘ipū. Visitors are drawn to bicycling and ocean recreation activities, as well as attractions such as the Allerton Gardens at Lāwa‘i Kai, the historic towns. Large- and small-scale agricultural

activities are located principally in the sunny, well-irrigated coastal lands makai of Kūhiō Highway. Corporate agriculture operations, such as the A&B coffee plantation and the seed corn facility, are located in the area west of Kukui‘ula and the area south and east of Kōloa. Smaller farms and private agricultural parks occupy leased lands throughout the region. Range-fed cattle and other livestock are raised on the pasturelands around Lāwa‘i and Kalāheo, as well as on lands further mauka.

6.4.1 Community Assets

During the 1998-’99 General Plan Update process, Kōloa-Po‘ipū-Kalāheo residents and businesspeople attending community meetings listed the assets of their communities. The entire list was long and diverse and is available in the GP Update Working Papers. Following is a selection of assets related to the Kalāheo-Kōloa-Po‘ipū District, particularly the physical environment:

- Beaches and beach access
- Scenic mountain and ocean views.
- Native forests and ecosystems.
- Portions of undeveloped “wilderness” coastline.
- Abundance of trees.
- Historic character and plantation architecture of Kōloa Town.
- Lots of small businesses.

The special places named and drawn on maps by community participants include: Lāwa‘i Kai, Hyatt Hotel, Hā‘upu mountain range, Māhā‘ulepū, National Tropical Botanical Gardens, Pālama’s Pond, Nomila Beach, Glass Beach, Kukuiolono Golf Course and Japanese Gardens, Tunnel of Trees, Lauoho Road (Old Lāwa‘i Cannery), Mountain Park, and Waitā Reservoir. In addition, there are significant archaeological and historic sites throughout the district. Many of these can be found on the Heritage Resources Map.

6.4.2 Preliminary Planning District Vision

The following is a preliminary vision for the planning district in 2020, based on community and CAC input. While it is intended to provide some guidance for specific areas, it did not have the benefit of a detailed community planning effort.

Commercial development is concentrated in historic commercial areas, with the exception of the new shopping center across from Brydeswood, just west of Kalāheo. There is no strip commercial development.

Kaumuali‘i Highway is a four-lane parkway up to the turn-off to Kōloa-Po‘ipū at the Maluhia Road “Tree Tunnel.” Maluhia Road actually consists of two tree tunnels with four traffic lanes between them. The old tree tunnel and the parallel new tree tunnel roadway each carry two lanes of one-way traffic. Along the new road, trees are beginning to fill out and grow tall. There is also a paved bicycle route, which is separated from automobile traffic.

Scenic roadway corridors are maintained along Kaumuali‘i Highway from Knudsen Gap to Lāwa‘i and from Kalāheo to ‘Ele‘ele. In these corridors, agricultural fields and pastures lie in the foreground and distant views are preserved. Heavy landscaping screens older developments built too near the highway. Kōloa Road and other major roads in the district have landscaped shoulders with large canopy trees.

Kōloa's history is preserved through the plantation/western architecture in the town core, its historic churches, and other historic buildings. In the town core, renovations and new buildings follow the style of “Old Kōloa Town.” Shaded by building canopies and large trees, pedestrian walkways connect “pockets” of public parking at each end of town. The town provides Kōloa and Po‘ipū residents with vital services such as grocery stores, the Post Office, and the Neighborhood Center. Both visitors and residents are also attracted to Kōloa because of its unique shops, restaurants and taverns. Outside of town, the former Kōloa Sugar Mill is in active use as a light industrial center and a food processing and packing facility. Coffee, papaya and other export crops are being grown on former sugar lands.

Po‘ipū is a beach resort that accommodates both a residential community and the island’s largest Visitor Destination Area. Supported by the growing community of Kukui‘ula to the west and by historic Kōloa Town to the north, Po‘ipū is home to about 40 percent of Kaua‘i’s resort accommodations and is a major center of employment. Po‘ipū is known for its many outdoor recreation opportunities, afforded by its beaches, surf breaks, diving spots, golf courses, and tennis facilities. The number of visitor units has grown moderately since the year 2000, with condominium projects being added mauka of Po‘ipū Road. Bicycle tours use old agricultural roads belonging to Grove Farm and McBryde. Walkers, joggers and bicyclists enjoy the continuous pedestrian/bicycle pathway that runs along the shoreline from the Spouting Horn to Māhā‘ulepū.

Developing under a community master plan, **Kukui‘ula** has a mix of resort units and residential neighborhoods built around a golf course and wetland/lagoon. New urban development in the region is focused here, retaining other productive agricultural lands in cultivation. The roadway system within Kukui‘ula provides an alternative route for traveling west to Kalāheo and Port Allen, as well as a mauka-makai road paralleling Po‘ipū Road and joining Kōloa Road and Maluhia Road bypassing Kōloa Town.

‘Ōma‘o and **Lāwa‘i** are valued as small rural residential communities. Pasturelands, hills and stream valleys give variety to the landscape and create separation between settlements, preventing the appearance of sprawl. The small commercial area around the old Lāwa‘i Cannery is developed with shops and services that serve the nearby residential neighborhoods, as well as people traveling along Kaumuali‘i Highway or Kōloa Road. Edges around the existing communities are maintained, and sprawl is avoided. A scenic roadway corridor along Kōloa Road maintains separation between Kōloa and Lāwa‘i.

In **Kalāheo**, numerous homes dot the hillsides mauka of town and around Kukuiolono Park. The population of the Kalāheo is growing, as homestead and agricultural subdivisions created in the 1970’s and ‘80s are built out with homes. In the town center, business properties are gradually being renovated with building designs supporting the paniolo theme. Public parking lots help to relieve traffic congestion, and sidewalks encourage people to walk around town. Businesses have expanded mauka and makai of Kaumuali‘i Highway along the larger intersections. An active business association promotes the paniolo town

theme and sponsors an annual town celebration. On the western edge of town, near Brydeswood, a shopping center with a large grocery store helps to provide for the needs of a growing population.

A reminder of the region's sugar plantation history, the old McBryde Mill at **Numila** is used as a coffee processing plant. A visitor center and gift shop feature the history and agricultural products of the area. As one travels beyond Kalāheo towards Hanapēpē/Pt. Allen and the West Side, the broad agricultural fields of coffee, seed corn and diversified crops spread out across the coastal plain. Agricultural operations on these highly-productive lands preserve rural open space and expansive views of the landscape and the ocean.

6.4.3 Issues & Opportunities

Based on community feedback during the 1998-'99 General Plan Update process, this section outlines regional issues and opportunities that will be subjects for future community planning. Because most issues could be viewed as opportunities and vice-versa, they have been compiled as a single set.

Māhā'ulepū. Grove Farm has proposed low-scale resort development extending east from the Hyatt Regency to Māhā'ulepū, mauka of the shoreline area (which lies in the State Conservation District). Significant archaeological, historic and natural features are located in the shoreline area. The lands proposed for development are designated Open and Agricultural on the General Plan Land Use Map. Grove Farm has outlined the land areas proposed for re-designation but has not proposed any specific development or number of visitor units. Access to the Māhā'ulepū and Kawaihoa Bay beaches is currently allowed over unpaved canehaul roads, and use by both residents and visitors is increasing. Grove Farm's proposal calls for preserving significant cultural and natural resources, setting aside the shoreline area as a natural resource park, and improving public access to the shoreline. Community and environmental groups have expressed concern that development would lead to overuse and degradation and loss of special natural resources. They value the scenic qualities of the area and question the need to extend resort facilities further along the southern shoreline.

East-West Highway Transportation. The *Kaua'i Long-Range Land Transportation Plan* (LRTP) calls for widening Kaumuali'i Highway to four lanes through Kalāheo Town. The right-of-way for such a widening would require acquisition of properties in Lāwa'i and Kalāheo and would leave no room for a divider or landscaping. This project should be carefully evaluated in light of its effect on the towns and the loss of rural character. The LRTP also calls developing a new road connecting Po'ipū with Port Allen through the Kukui'ula Project. This would entail bridging the Lāwa'i Valley and possibly other stream gulches, depending on the route selected. If the by-pass route were extended to Nāwiliwili through the Hā'upu Mountains (existing canehaul road and tunnel) – also proposed in the LRTP, the road could relieve the need for widening through Lāwa'i and Kalāheo.

Wastewater Disposal. There is no County wastewater system serving the Kalāheo-Kōloa-Po'ipū Planning District. Currently, 13 privately-owned treatment plants serve the resort developments in Po'ipū. All but one dispose of effluent using injection wells. As these systems age, they are subject to failure. In addition, County septage pumping logs reveal that Kōloa Town, Lāwa'i Town and Lāwa'i Estates have chronic problems with failed individual

wastewater systems (septic tank or cesspool). Alexander & Baldwin has developed a 1.1 mgd aerated lagoon plant to serve the Kukui‘ula project and Kōloa Town. It could be converted into a County regional plant, serving the entire Po‘ipū area, but this would be expensive. What should be the long-range plan for wastewater treatment and disposal in this growing resort area?

Commercial Development in the Kōloa-Po‘ipū Corridor. As part of the Kukui‘ula project, A&B is planning to develop a shopping center along Po‘ipū Road. Commercial development is also being proposed on former Knudsen Trust land west of Kōloa Town, between Maluhia Road and the West Kōloa By-Pass. Finally, commercial development will also be attracted to the intersection of the East Kōloa By-Pass Road and Maluhia Road north of Kōloa Town. The location of new commercial development could affect existing businesses in Kōloa Town.

Proposed Residential Developments. Former Knudsen Trust lands along both sides of Kōloa Road are being proposed for “Rural Residential” on the General Plan land use map. If developed fully, a strip of residential development would join Kōloa, Lāwa‘i, and ‘Ōma‘o, replacing the open space corridor which currently separates those communities.

Traffic Circulation in Kalāheo. As the subdivisions of homestead lands build out, population and traffic will increase. This will place a heavier burden on local roads throughout Kalāheo. Road improvements and new connections between roads will be needed to ease traffic circulation.

Pedestrian/Bicycle Paths. Developing paths connecting Kōloa, Po‘ipū and Kukui‘ula is a long-term goal of the community. Parts of the pathway along the shoreline between Po‘ipū and Kukui‘ula are in place. Missing pieces of the shoreline pathway and other parts of the network need to be acquired.

6.4.4 Land Use Map and Policies

The policy relating to the Kōloa-Po‘ipū-Kalāheo District is found in the Land Use Map and in the text statements below. General Plan policies focus on islandwide and regional issues relating to urban land use, development, and roads. Detailed policies for specific areas may be established through community-based development plans.

6.4.4.1 Land Use Map

Designated on Previous General Plan Map. The previous General Plan Land Use Map included several areas designated for future urban development but not developed or only partially developed as of 1999. These lands are contiguous to existing development with similar GP designations; some have received zoning. They are retained on the map. Major planned housing, resort hotel, and condominium projects in the Kōloa-Po‘ipū-Kalāheo District have an estimated capacity for about 2,820 single-family residential units, 530 multi-family residential units, and 2,490 visitor units (see Appendix Tables C and D).⁴

⁴ For multi-family projects within a Visitor Destination Area, it was assumed that 65 percent of the units will be used for visitor accommodations.

Designated Through General Plan Update. The Land Use Map incorporated in this General Plan includes three re-designations, itemized in Table 6-3. Both the Brydeswood area and the west Kōloa Town areas were shown on the “Major Planned and Proposed Projects” map, prepared as part of the GP Update and first exhibited in 1998.

An area west of Kalāheo, extending north of Kaumuali‘i Highway, is recommended for re-designation from Agriculture to Residential Community. Known as Brydeswood, this area is intended to provide expansion of residential development as well as needed sites for commercial facilities and schools.

As part of the transition to the new GP Land Use Map designations, the original area of Kukuiolono Park is re-designated from Public Facility to Park. An additional area to the west, also owned by the McBryde Trust, has also been re-designated from Agriculture to Park in order to enlarge the park and provide for expansion of its golf course to 18 holes.

An area between the existing town and the planned West Kōloa By-Pass Road, south of Kōloa Road, has been re-designated from Agriculture to Residential Community.

**Table 6-3
Lands Re-Designated on the General Plan Land Use Map, Kōloa-Po‘ipū-Kalāheo**

Location	Planned Use	Previous GP Land Use Map Designation	New GP Land Use Map Designation
Brydeswood	Residential (≈ 220 SF units), commercial, public facilities	Agriculture	Residential Community
Kukuiolono Park (additional area)	Park, golf course	Agriculture	Park
West Kōloa	Commercial	Agriculture, Open	Residential Community

New Road Corridors. Also shown on the Land Use Map are corridors for two future roadways. The West Kōloa By-Pass is designed to provide an alternate route for traffic between Maluhia Road and Kukui‘ula, as that project builds out. The corridor runs along the western edge of Kōloa Town and turns east to join Maluhia Road, opposite the East Kōloa By-Pass. This corridor is schematic. A specific alignment will be established based on future planning.

The corridor extending through Kukui‘ula to the west, paralleling the south shore, would provide an alternate route between Po‘ipū and Port Allen, giving access to the West Side without traveling north to pick up Kaumuali‘i Highway.

6.4.4.2 Policies

(a) Regional Growth and Public Facilities

- (1) Assure that adequate transportation facilities are provided in conjunction with the future development of lands in the Kukui‘ula-Po‘ipū area and in the Kalāheo-‘Ōma‘o area.

- (2) Preserve the Maluhia Road tree tunnel. When more lanes need to be built, design them as a second, parallel tree tunnel.
- (b) Kōloa
 - (1) Improve circulation within and around Kōloa Town.
 - (2) In conjunction with development of the West Kōloa By-Pass Road, extend Kōloa Town to the west and provide for traffic circulation between the town and the By-Pass Road.
 - (3) Confine commercial zoning and uses to Kōloa Town; refrain from commercial development along Maluhia Road and the East Kōloa By-Pass.
 - (c) Po‘ipū-Kukui‘ula
 - (1) Provide additional beach park areas and ocean recreation facilities. Encourage alternative recreational activities on private lands.
 - (2) Develop a network of pedestrian and bicycle trails connecting Kōloa, Po‘ipū, and Kukui‘ula.
 - (3) Expand Kukui‘ula Small Boat Harbor to accommodate growth in recreational and charter boating.
 - (d) Brydeswood. Commercial, public facility and residential uses shall be buffered from view of the highway; and access to the commercial center shall be provided through an internal road.
 - (e) Māhā‘ulepū. Involve the community in planning for the future of Māhā‘ulepū. Planning should take into consideration various interests and factors, including but not limited to: the long-term need for managing Māhā‘ulepū lands to preserve their significant natural and cultural features; the owner’s desire to develop revenue-producing uses in a way that is sensitive to the area’s unique qualities; the need to secure permanent public access to the shoreline; and the potential to create a coastal park.

6.4.4.3 Rationale for Map and Text Policies

West Kōloa. The intent is to expand Kōloa Town to the west and provide for circulation between the town and the West Kōloa By-Pass, while retaining the ‘Ōma‘o Stream gulch and flood hazard area in Open designation. Zoning should not be granted until funds are committed for building the By-Pass Road.

Kukuiolono Park. Owned by the McBryde Trust, Kukuiolono Park functions as a public park and provides a key recreation resource for the Kalāheo area. The expansion would allow the Trust to enlarge the golf course to 18 holes and to expand other park uses. The Conservation District rules prohibit development of golf courses. In accordance with its use as an active park, the original park area should be redistricted from State Conservation to Urban or Agriculture by the State Land Use Commission.

Brydeswood. The intent is to provide land area contiguous to Kalāheo Town as a site for future commercial development and for the potential development of a school, within the setting of a residential community. This is a logical extension of the existing residential community. Larger commercial sites that would accommodate a grocery store and other shopping facilities are not available within the town. In addition, Brydeswood could also provide for a school site, if needed.

Māhā‘ulepū. This area needs a community-based planning effort that engages the landowner and local community interests, drawing upon the County government, the State DLNR, and various professional experts, as needed. Options for the area include some development in exchange for a park and/or preservation areas; or purchase of the land for a State park.

6.5 WEST SIDE

For purposes of the General Plan, the two planning areas Waimea-Kekaha and Hanapēpē-‘Ele‘ele are combined. This section summarizes urban development policy for the entire West Side, from Mānā to Wahiawa. Noted for its low-key development, dry and sunny climate, and rural lifestyle, the West Side offers surprising diversity: small-towns; broad expanses of agricultural land; the unique resources of the Waimea Canyon and Kōke‘e State Parks and mauka wilderness areas; the high-technology Pacific Missile Range Facility; and the unique coastal sand dunes at Barking Sands and Polihale.

The West Side maintains an active sugar plantation, preserving the vast green sugar fields and the working sugar mill at Olokele. The “historic sugar corridor” links the plantation and mill with the towns and other historic sites. Visitors come to the West Side to enjoy the historic sugar corridor, shopping in the small towns, the Waimea Canyon and Kōke‘e parks and trails, and ocean activities out of the small boat harbors. During the last 20 years, the number of visitor units has grown to 500-600 – still less than ten percent of the island total. Businesses and employment have increased due not only to increased visitor activity, but also to an expansion of high technology activity associated with PMRF, and expansion of aquaculture and diversified agriculture.

6.5.1 Community Assets

During the 1998-’99 General Plan Update process, West Side residents and businesspeople attending community meetings listed assets of their communities. The entire list was long and diverse and is available in the GP Update Working Papers. Following is a selection of assets related to the West Side, particularly the physical environment:

- Discrete communities – i.e., the open space between communities, no urban sprawl.
- Low density; no tall buildings on the West Side.
- Sunny climate – no rain.
- The mountains, for hunting and for gathering maile and mokihana.

- Ancient Hawaiian sites, rich heritage and history.
- Camping grounds and beaches.

The special places named and drawn on maps included: Salt Pond; the tidepools around Pū‘olo Point; taro lands in Waimea and Hanapēpē; Waimea Landing; Menehune Ditch; Swinging Bridge; Waimea Theater; Davidson’s Beach; Kōke‘e. Many of these can be found on the Heritage Resources Map.

Key economic assets include the Pacific Missile Range Facility and the State parks, both of which generate jobs and business for the West Side. PMRF has evolved into a world-class testing and evaluation facility which, in addition to military testing, attracts business from private high-technology companies. A number of companies with work at PMRF have established offices at the Waimea High-Tech and Visitor Center, itself a joint project of the Kaua‘i Economic Development Board and the County that opened in 1999. Continued federal funding is important to maintain PMRF. Also important is maintaining agricultural use and pumping of groundwaters in the adjoining State-owned mauka lands; without pumping and use of the groundwater flooding down through upland dikes, the Mānā Plain (and PMRF) would revert to wetlands.

West Side residents and businesses also value Kaua‘i Veterans Memorial Hospital as an asset in terms of both hospital access and providing jobs for community residents.

Many visitors travel through Waimea and Kekaha to reach Kōke‘e and Waimea Canyon. Many also take a North Shore boat tour out of the small boat harbor at Pt. Allen. Vision 2020 addresses opportunities for developing visitor business and jobs on the West Side through (1) emphasizing outdoor recreation and cultural tours (mountains and ocean); and (2) building inn- and residential visitor accommodations that fit in with the architecture and lifestyle of the West Side community.

6.5.2 Preliminary Planning District Vision

The following is a preliminary vision for the planning district in 2020, based on community and CAC input. While it is intended to provide some guidance for specific areas, it did not have the benefit of a detailed community planning effort.

The West Side prides itself on its small towns and lack of urban sprawl. Agricultural lands have been preserved from sprawling subdivisions. Retail shops and commercial business are contained within the towns. New resort development occurs in village clusters, hidden from the highway except at Waimea Plantation Cottages at Kīkīaola. Kaumuali‘i Highway between Hanapēpē and the Russian Fort affords travelers broad views of sugar fields and natural features, looking both mauka and makai.

‘Ele‘ele and Hanapēpē are the gateway to the West Side. As Kaumuali‘i Highway turns south and descends from the uplands of Kalāheo, views of the ocean open up together with views of the Hanapēpē River valley. Over the years, residential developments in ‘Ele‘ele and on Hanapēpē Heights have brought more families to the area. ‘Ele‘ele businesses serve local residents, while visitors are especially attracted to Old Hanapēpē Town. The historic character of the town is cultivated through careful renovation of historic buildings and

appropriate design of new buildings. Hanapēpē is a center for artists and craftspeople, offering numerous shops, galleries, and restaurants.

Port Allen is a center for industrial and port activities. Expanded and improved commercial harbor facilities accommodate the new generation of large cruise ships and their large passenger loads. Around the small boat harbor, new shore facilities and adjacent commercial developments attract visitors to patronize commercial fishing charters, boat tours and other ocean recreation activities, while still providing ample access to commercial fishermen and recreational boaters.

Waimea is the civic center of the West Side, home to the high school and other community facilities as well as to a variety of restaurants and retail stores. As the gateway to Waimea Canyon and Kōkeʻe State Parks, the town attracts a large amount of business from visitors as well as from residents. Waimea also attracts visitors because of its many historic sites. The community continually seeks to enhance its historic sites, to improve walking connections among the sites and businesses, and to reinforce the historic character of the town. Historic buildings are well-maintained, and new buildings are designed to be consistent with the historic architecture. Well-located parking and good walkways help to minimize traffic congestion. The expanded High-Tech and Visitor Center attracts a wide range of both mainland- and locally-based companies. An expanded and improved Kīkīaola Harbor, with adjacent commercial facilities, supports ocean recreation and fishing for both residents and visitors. Small-scale visitor accommodations at Kapalawai and Waimea bring jobs and prosperity, while contributing to the historic and open space character of the region.

Framed by the ocean and by large open spaces being cultivated in various agriculture and aquaculture crops, **Kekaha** retains its simple, small-town charm. Diversified agriculture companies and small farmers now cultivate the lands once used by the Kekaha Sugar Company. The town looks out on a well-maintained beach park, which has parking, comfort stations, and “oases” of plantings and picnic facilities. The beach is enjoyed by residents and visitors from all over the island. Small-scale accommodations provide hospitality for a limited number of visitors. Good pedestrian walkways connect the beachfront with town stores located a few blocks mauka. The renovated sugar mill houses shops, a museum about West Side culture and history, and an area devoted to the making and sale of hand-crafted items. A small industrial area, set apart from residences, provides opportunities for manufacturers and other industrial businesses. The parks and streets are landscaped with trees and other vegetation that is suited to the sunny, dry climate and can be maintained with minimal irrigation.

6.5.3 Issues & Opportunities

Based on community feedback during the 1998-'99 General Plan Update process, this section outlines some important regional issues and opportunities that will be a subject for future community planning. Because most issues could be viewed as opportunities and vice-versa, they have been compiled as a single set.

Potential Loss of Sugar Plantations. As of 1999, two sugar companies remained in business. At Kekaha, Amfac/JMB continues to cultivate State lands but will close its Kekaha Sugar Mill. In Makaweli, Gay & Robinson continues to grow sugar and to operate a sugar mill at Kaumakani. Due to unfavorable economic conditions, Amfac/JMB is phasing out of

sugar; and Gay & Robinson has expressed concern for the long-term viability of its sugar operations. If sugar goes, new crops will be needed. Seed corn and shrimp aquaculture are growing agricultural industries, but could only use a fraction of the land that would be available if the sugar plantations closed. Impacts would include loss of agricultural jobs. On the positive side, the West Side has some of the best agricultural lands in the state and would be in a good position to compete for new agricultural operations.

Additional Development of Makaweli Lands. During the General Plan Update, the Robinson Family Partners proposed long-range plans for developing additional coastal lands for resort and marina use, and lands mauka of the highway for residential use. (This could also be listed as an issue.) Resort developments could provide replacement jobs, in the event that Gay & Robinson closes its sugar operations. Conversely, selective development could provide an economic return that would allow the continuation of less profitable agriculture.

Kekaha Landfill. Kaua‘i needs to expand the Kekaha Landfill or develop a replacement landfill facility within the next five years. Selecting the appropriate option is an islandwide issue, balancing environmental impacts, costs of operation and other factors. Consideration should be given to the fact that a local community – Kekaha today, and possibly in the future – must accept the impacts of an islandwide problem and play host to a service that all Kaua‘i citizens enjoy.

Long-Range Use of Pū‘olo Point. Pū‘olo Point includes Native Hawaiian salt ponds and Native Hawaiian sites, as well as pristine tidepools and offshore coral reef formations. The salt ponds are actively used to make salt. The shoreline area is frequently used for marine science field visits. Community members value the area and advocate redeveloping it as a park. Port Allen Airport currently occupies the site. Known by its original name, Burns Field, it is a single-runway general aviation airport with minimal facilities. It is used for helicopter tours and recreational aviation. The State DOT has proposed construction of heliport facilities at Burns Field. Many community groups are opposed to increased helicopter operations, asking instead that the airfield be converted to park use.

Commercial Boating. These businesses are growing and will provide job opportunities on the West Side. There is concern, however, that fishermen and recreational boaters may be squeezed out. State small boat harbor facilities need to be expanded and improved.

Access to Mountains and Beaches. Between Wahiawa and Waimea, access to the mountains and beaches is controlled by private landowners. Allowing limited access to some beaches and some hiking trails could provide new recreation opportunities for residents and economic opportunities for landowners.

Kekaha By-Pass Road. A mauka by-pass road could relieve traffic on the beachfront highway, providing an alternate route for heavy trucks traveling to and from the landfill, as well as for other through traffic serving PMRF and agricultural operations. If the County decides to expand the landfill, building a by-pass road is one way to mitigate impacts and support improvement of the beachfront roadway.

Kōke‘e State Park. As of the late 1990s, the State Department of Land & Natural Resources was preparing a new master plan for Kōke‘e. Its attractiveness to “ecotourists” and the many recreational activities at Kōke‘e could support increased visitors and new business

opportunities on the West Side. However, park roads, wastewater disposal, trails and other infrastructure need to be upgraded to support expected increases in use.

6.5.4 Land Use Map and Policies

The policy relating to the West Side is found in the Land Use Map and in the text statements below. General Plan policies focus on islandwide and regional issues relating to urban land use, development, and roads. Detailed policies for specific areas may be established through community-based development plans.

6.5.4.1 Land Use Map

Designated on Previous General Plan Land Use Map. The previous General Plan Land Use Map included several areas designated for future urban development. These lands are contiguous to existing development with similar GP designations. Some have received zoning. They are retained on the Land Use Map. Major planned housing, resort hotel, and condominium projects on the West Side have an estimated capacity for about 1,670 single-family residential units, 180 multi-family residential units, and 600 visitor units (see Appendix Tables C and D).

Designated Through General Plan Update. The Land Use Map incorporated in this General Plan includes five re-designations, itemized in Table 6-4. All except the Pū‘olo Point change were shown on the “Major Planned and Proposed Projects” map, prepared as part of the GP Update and first exhibited in 1998.

Table 6-4
Lands Re-Designated on the General Plan Land Use Map, West Side

Location	Planned Use	Previous GP Land Use Map Designation	New GP Land Use Map Designation¹
Kīkīaola Makai (partly developed)	Visitor units (≈ 250 units)	Urban Residential	Resort
Kīkīaola Harbor	Boat harbor, commercial, industrial	Urban Residential, Open	Residential Community
Waimea Expansion	Residential (≈ 270 SF units), golf course	Agriculture	Residential Community, Open
Kapalawai	Visitor units (≈ 250 units)	Open	Resort
Pū‘olo Point	Future park	Public Facility	Open

The area makai of the highway, including the Waimea Plantation Cottages and extending to the harbor lands, is re-designated “Resort” from “Urban Residential.” The shoreline buffer area is designated Open. The entire area, including the existing Cottages and the shoreline buffer is approximately 120 acres. The intent in designating Kīkīaola lands Resort is to provide for expansion of visitor accommodations in Waimea.

The area surrounding Kīkīaola Boat Harbor (approximately 35 acres) is recommended to be designated Residential Community, to be used for various activities serving the harbor. The shoreline buffer area would be designated “Open.” The intent in re-designating Kīkīaola Harbor lands is to provide for expanded small boat harbor facilities and related uses.

Commercial and industrial zoning and uses should be oriented to serving harbor users and should complement Waimea Town Center commercial area, rather than establishing a competing commercial node.

Lands mauka of Kaumuali‘i Highway up to the toe of the bluff, lying between Waimea Town and Kōke‘e Road, are recommended for re-designation from Agriculture to Open and Residential Community. The intent is to provide for future expansion of Waimea Town by re-designating “islands” of land to Residential Community. Uses in the mauka portion of the area are intended to be primarily residential. Uses in the makai, lowland area are designated Open and are intended for golf course and other recreation uses. The lands nearest the hospital may be used for expansion of high-technology offices.

Lands at Kapalawai, between Kaumuali‘i Highway and the coast, are recommended for re-designation to “Resort”; provided that a shoreline buffer area shall be designated “Open.” The intent in designating these lands Resort is to provide a second site for inn- and residential-style visitor accommodations on the West Side. Resort structures shall be screened from view of Kaumuali‘i Highway.

As of 2000, the State Department of Transportation controlled Pū‘olo Point, where the Airports Division maintains a small airfield. The General Plan Land Use Map re-designates Pū‘olo Point as Open with the intent that it be redeveloped within the next 20 years as a natural resource park.

6.5.4.2 Policies

(a) Regional Growth and Public Facilities

Resort structures shall be inn- or residential-style architecture, similar in style to the Waimea Plantation Cottages.

(b) Waimea Expansion

- (1) The lowlands shall be designated Open in order to provide for a golf course, other recreation facilities, a drainage detention basin, expansion of the County park, and the disposal of treated water from the Waimea Wastewater Treatment Plant.
- (2) The slopes and crest of the bluffs shall be preserved free of buildings. Views of the bluffs from the highway shall generally be preserved.
- (3) Residential Community areas shall be developed with open space breaks.

(c) Kapalawai

The resort shall be set back and screened from view of the highway.

(d) Pū‘olo Point

The State government is requested to plan for the long-range decommissioning of the airport and redevelopment of Pū‘olo Point to a natural resource park.

6.5.4.3 Rationale for Map and Text Policies

Kikīaola Makai. The Resort designation confirms the direction already taken with the Project District zoning and the development of the Waimea Plantation Cottages. Increasing the number of visitor units will provide additional jobs and bring more business to Waimea. Kaua‘i Vision 2020 foresees increased inn- and residential-style visitor accommodations on the West Side.

Kikīaola Harbor. The State and Federal governments have budgeted funds for major improvements to the small boat harbor, including dredging, piers, and shoreline enhancement. Additional development is needed around the harbor. Plans call for parking, additional piers, support facilities for commercial fishing, a staging area for cruise ship tenders, and other harbor- and visitor-related commercial and industrial uses. Improving the harbor facilities will attract increased harbor use, harbor-related businesses, and jobs.

Waimea Expansion. There is little land around Waimea and Kekaha for future residential use. Most lands planned for future Residential Community development belong to the Department of Hawaiian Home Lands, which limits their use to Native Hawaiians. On the entire West Side, the only non-DHHL lands designated for future residential development are the A&B lands at ‘Ele‘ele Nani. Lying directly adjacent to Waimea Town, the designated lands constitute the logical area for future urban expansion. The mauka boundary of the Waimea Expansion is the elevation where the land breaks from a gentle slope into the steep bluff. Designated Open, the bluffs are an important land feature marking the edge of the coastal plain and establishing a sense of place; therefore, they should be preserved free of development. The golf course and other recreation activities provide amenities for the community, as well as complementing the low-scale resort use. In addition to affording disposal of wastewater effluent, preserving wetland area, and providing a stormwater detention basin, the Open-designated lowlands will ensure that open space and views are preserved along the highway.

Kapalawai. There is a proposal to construct 250 hotel units on 170 acres of land surrounding the old Robinson family estate. The density and scale of the proposed development is in keeping with the inn- and residential-style visitor accommodations foreseen in Kaua‘i Vision 2020 (Ch. 2). The resort will not be visible from the highway and will therefore preserve open space and views along the Scenic Roadway Corridor. In addition, the development will rehabilitate the historic Robinson residence and the fishpond that is located within the site. In addition to complementing other visitor attractions on the West Side, the Kapalawai resort would provide jobs and create business for Waimea Town.

6.6 ENHANCING TOWNS & COMMERCIAL AREAS

6.6.1 Overview

Historically, residential communities have been centered around towns where stores, the post office, churches, and other business and civic uses are located. Following the national pattern, Kaua‘i has also developed shopping centers of various types that are typically located on large sites outside of historic towns.

Kaua‘i residents place a high value on their historic small towns and local businesses. Efforts to preserve historic character and revitalize businesses are ongoing in Waimea, Hanapēpē, Kōloa, Kapa‘a and Hanalei. The character and vitality of these towns is found in several common characteristics:

- Historic buildings.
- Direct access from the highway or an arterial road.
- Buildings built up to the property line, with entrances directly from the public sidewalk.
- Buildings enclosing a small-scale “public space” consisting of the roadway, on-street parking, sidewalks, and storefronts.
- A variety of small storefronts along the sidewalk creating an interesting pedestrian experience.

On a parallel track, Kaua‘i continues to develop small and large shopping centers, as well as stand-alone “big box” stores such as Wal-Mart. Some are visitor-oriented, though most are oriented to residents and general business. The advantage of the larger shopping centers is access to ample parking and major stores. Kukui Grove is Kaua‘i’s largest mall and the only one of regional scale, with a full variety of department and specialty stores. Other large centers are anchored by major grocery stores, such as Safeway and Foodland. What they all have in common is large areas of parking separating storefronts from the public sidewalk – sacrificing pedestrian-friendliness for automobile accessibility.

6.6.2 Policy

Town Centers are shown on the General Plan Land Use Map as a red boundary within Residential Communities. They are intended to represent: (a) the historic town areas of Kōloa and Kapa‘a, which have been designated as special districts under the CZO and the Development Plan Ordinance; and (b) for other towns, the primary area for commercial and other non-residential uses.

(a) To enhance Town Centers, the County should:

- (1) Provide sidewalks or unpaved pedestrian pathways along the main roads, matching the character of the town.
- (2) Provide passive parks with trees, landscaping, and inviting places to picnic and relax.
- (3) Modify the CZO to allow historic buildings and other older structures on small commercial lots to redevelop, without imposing new building setbacks or off-street parking requirements.
- (4) Where parking is provided onsite, encourage placement of the storefront next to the sidewalk and parking the rear of the lot.

- (5) Provide on-street parking and/or develop a Town Center parking lot to serve older structures in towns that have critical parking needs. Consider using an improvement district or other funding mechanism where landowners contribute to funding the improvements.
 - (6) Assure that the aesthetic character of buildings blends in and matches the general scale and character of the town, through the development of town design standards
- (b) Wherever possible, new large retail centers or stores (to include shopping centers, grocery stores) shall be located contiguous to existing towns, within walking distance of residential development.
 - (c) When zoning is granted for new commercial development at the edge of a town, it should be sited on an axis perpendicular to the highway or arterial road and screened from the road by a landscape buffer. Access to the shopping center should be provided via an access road off of the main roadway.
 - (d) New “big-box” stores shall be allowed only in Urban Center-designated areas. “Big-box stores are generally those of 60,000 to 100,000 square feet or greater.

6.6.3 Implementing Actions

- (a) The Planning Department shall prepare amendments to the CZO providing design standards for commercial development in existing towns and new commercial projects, based on General Plan policy. The design standards shall be general in nature and shall address the size, scale and character of buildings. They shall take into account the operational needs of businesses, while giving precedence to regional character over chain branding.
- (b) More detailed design standards may be developed through a development plan or other study of a specific town or urban center. Detailed standards shall be adopted as a Special Treatment District.
- (c) The Planning Department shall review zone change applications involving the development of a major store or a shopping center for consistency with adopted General Plan, development plan, and CZO policies concerning commercial development.