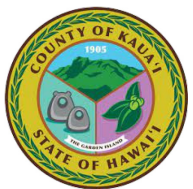


Līhu'e Town Core Multifamily Housing Feasibility Study

County of Kaua'i

TOD Council Presentation
February 20, 2026





TOD CIP Planning Funds

- Līhuʻe Civic Center Redevelopment Feasibility Study
 - Līhuʻe Civic Center Mobility Plan
- Līhuʻe Town Core TOD Multifamily Housing Study
- Līhuʻe Wastewater Treatment Plan and Collection System Improvements

What's Inside?

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Introduction

SECTION

1

Project Background

The Needs Assessment of the Consolidated Plan 2025-2030 identifies a **housing shortage in Kauaʻi County, especially of workforce and low-income housing**. This project builds on findings from the *Līhuʻe Civic Center Redevelopment Feasibility Study Findings + Recommendations (2024)* and analyzes multiple sites within the Līhuʻe Town Core to **assess the potential of increasing workforce housing availability through a district-wide approach**.



Project Goals

- Analyze opportunity infill sites in central Līhu‘e to **identify spatial capacity, key cost drivers and regulatory barriers of workforce housing.**
- **Visualize form and character** of potential development scenarios.
- Identify how to **update regulations to support housing production** in central Līhu‘e.
- **Quantify potential build-out capacity** through infill development for the Līhu‘e Wastewater Treatment Plan capacity study and system upgrades.



Līhu'e Town Core Today

Līhu'e is an anchor point for jobs, services and transit connections, making it a **walkable, well-suited location to expand housing options** so that community members can more easily access their everyday needs and wants.



Study Methodology

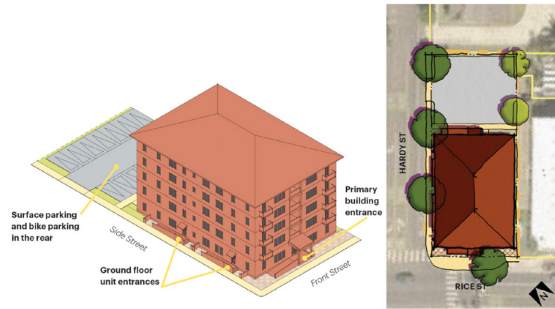
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Methodology

1. Site Testing

Test out possible development scenarios on typical lots.



2. Feasibility Study

Test financial viability.

Testing Round 1
Lihue MileSite Framework I Housing Feasibility Study
Summary Tab

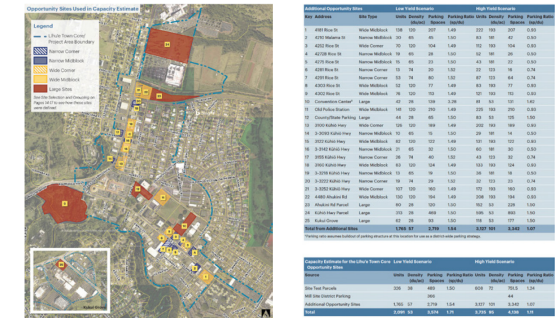
Financing Gap				
Financing Gap per Prototype	Number of units	60% AMI	80% AMI	120% AMI
3-Story and Below, Stick Frame Constr	64	\$ (15,272,257)	\$ (26,811,717)	\$ (10,965,965)
Four-Story Stick Frame	43	\$ (23,352,244)	\$ (17,860,564)	\$ (6,789,039)
Podium Construction	138	\$ (103,093,508)	\$ (86,402,323)	\$ (54,840,385)
Public Parking Garage	50	\$ (65,380,987)	\$ (50,546,671)	\$ (48,942,201)
Total Across Entire Site	295	\$ (227,049,135)	\$ (150,443,051)	\$ (121,237,071)

Financing Gap per Unit				
Financing Gap per Unit	60% AMI	80% AMI	120% AMI	
3-Story and Below, Stick Frame Constr	64	\$ (238,473)	\$ (418,324)	\$ (171,343
Four-Story Stick Frame	43	\$ (542,843)	\$ (412,736)	\$ (157,885
Podium Construction	138	\$ (747,054)	\$ (626,104)	\$ (397,398
Public Parking Garage	50	\$ (1,307,618)	\$ (1,010,932)	\$ (978,844
Total per Unit Across Entire Site	295	\$ (718,638)	\$ (645,570)	\$ (410,975)

Public Parking Garage Scenario Testing						
Proposed Monthly Pricing	60% AMI	80% AMI	120% AMI			
Total Gap	\$ (60,388,987.01)	\$ (1,207,779.74)	\$ (4,554,467.01)	\$ (1,091,089.34)	\$ (43,956,201.38)	\$ (879,004.03)
Total Gap per unit	\$ (1,207,779.74)	\$ (2,808,978.01)	\$ (34,208,236.54)	\$ (14,950,218.38)	\$ (776,884.03)	
25.00	\$ (64,132,987.01)	\$ (1,282,659.74)	\$ (8,298,467.01)	\$ (1,165,969.34)	\$ (47,684,201.38)	\$ (853,884.03)
50.00	\$ (62,884,987.01)	\$ (1,257,699.74)	\$ (7,050,467.01)	\$ (1,141,009.34)	\$ (46,446,201.38)	\$ (828,924.03)
75.00	\$ (61,636,987.01)	\$ (1,232,739.74)	\$ (5,802,467.01)	\$ (1,116,049.34)	\$ (45,198,201.38)	\$ (803,964.03)
100.00	\$ (60,388,987.01)	\$ (1,207,779.74)	\$ (4,554,467.01)	\$ (1,091,089.34)	\$ (43,956,201.38)	\$ (779,004.03)

3. Capacity Estimate

Assess how much housing could be constructed within the Town Core.



4. Zoning Analysis

Identify potential zoning barriers.

Zoning Analysis for Narrow Center Site Tests					
Regulatory Topics	Existing Standards	NC1A	NC1B	NC1C	NC1D
Standards from Base Zoning, General Commercial (CG)					
Min. Lot Size (sq ft)	6,500	13,000	13,000	13,000	13,000
Min. Lot Width (ft)	100	75	75	75	75
Min. Lot Depth (ft)	100	100	100	100	100
Max. Total Lot Coverage	90%	80%	75%	85%	80%
Distance between Buildings (ft)	10 for each story over two or 1/2 the height of highest building, whichever is greater.	n/a	n/a	n/a	n/a
Driveway Width (ft)	14 one way, 20 two way	20	10	10	10
Parking (stall/sq ft)	5 from public street	n/a	n/a	n/a	n/a
Standards from Overlay: SPA-D Rice Street Neighborhood Design District					
Front Yard Build to Line (ft)	10 (north side)	10	10	10	10
Min. Side Street yard (ft)	Same as base zoning, 5, 10 if facade has vehicular access.	5	5	5	5
Min. Side Interior yard (ft)	0	5	5	5	5
Min. Rear yard (ft)	0	5	5	12	12
Density (units/acre)	40	125	89	74	300
Max. Height of Principal Structure (ft)	50	74	84	80	80
Parking Ratio (sp/100)	1.5	0.74	0.63	1.82	1.13
Parking Location	In the rear and screened.	Yes, with blank wall screening.	Yes, with blank wall screening.	Yes, with blank wall screening.	Yes, with blank wall screening.

Zoning Analysis for Medium Midblock Site Tests					
Regulatory Topics	Existing Standards	NC1A	NC1B	NC1C	NC1D
Standards from Base Zoning, General Commercial (CG)					
Min. Lot Size (sq ft)	6,500	13,000	13,000	13,000	13,000
Min. Lot Width (ft)	100	75	75	75	75
Min. Lot Depth (ft)	100	100	100	100	100
Max. Total Lot Coverage	90%	80%	80%	80%	80%
Distance between Buildings (ft)	10 for each story over two or 1/2 the height of highest building, whichever is greater.	n/a	n/a	n/a	n/a
Driveway Width (ft)	14 one way, 20 two way	20	20	20	10
Parking (stall/sq ft)	5 from public street	n/a	n/a	n/a	n/a
Standards from Overlay: SPA-D Rice Street Neighborhood Design District					
Front Yard Build to Line (ft)	10 (north side)	10	10	20P	10
Min. Side Street yard (ft)	Same as base zoning, 5, 10 if facade has vehicular access.	n/a	n/a	n/a	n/a
Min. Side Interior yard (ft)	0	5	5	5	5
Min. Rear yard (ft)	0	5	5	15	15
Density (units/acre)	40	150	81	65	61
Max. Height of Principal Structure (ft)	50	80	80	80	65
Parking Ratio (sp/100)	1.5	0.57	0.5	1.5	0.68
Parking Location	In the rear and screened.	Yes	Yes	Yes	Yes

5. Site Visualizations

Illustrate possible development scenarios in the Town Core.

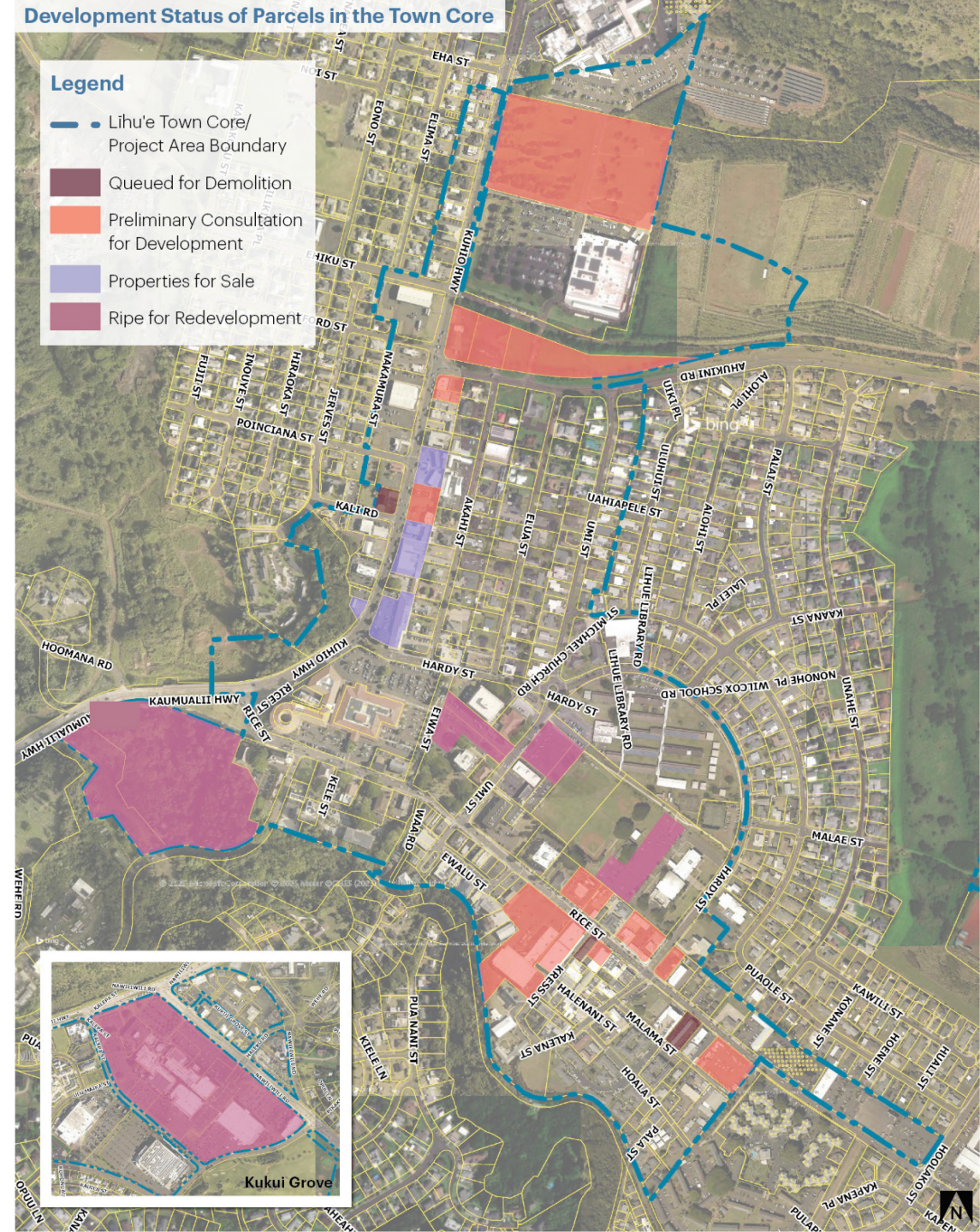


Site Selection

The County and design team identified potential housing opportunity sites based on the development status of the parcel.

- Queued for demolition
- Under pre-liminary consultation for development
- Currently for sale
- Ripe for redevelopment

A total of 29 opportunity sites were identified for possible redevelopment with housing across the Town Core.



Site Testing Assumptions

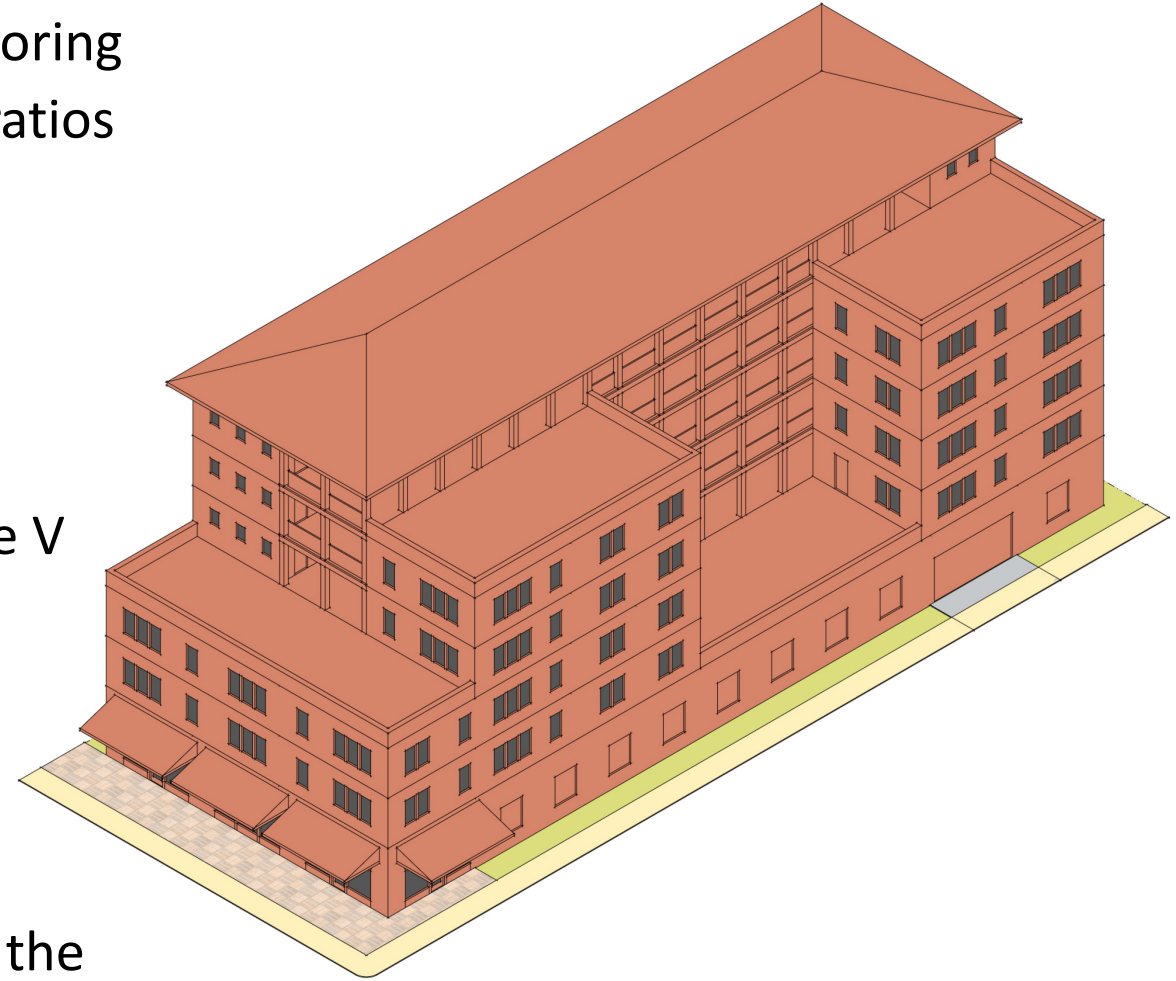
Zoning standards: Varied from existing code by exploring taller buildings, higher densities and lower parking ratios than currently allowed.

Unit sizes: Market informed standard unit sizes vs compact unit sizes to increase efficiency.

Construction typology: Type V "Stick-frame" vs Type V over Type II "Podium".

Parking strategy: Structured, Tuck-under or surface parking.

Site Design: Follows site design guidance laid out in the Town Core Urban Design Plan.





Key Findings

SECTION

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Site Testing Feasibility Findings

Prototypical Site Tests Financing Gap per Unit ¹								
Site Test Code	Height	Parking Type	Unit Size	# Units	Parking Ratio	60% AMI	80% AMI	120% AMI
NC2B	5-story	Tuck-under	Small	31	1.13 sp/un	\$(396,399)	\$(271,595)	\$(22,251)
NC1B	5-story	Surface	Standard	30	0.63 sp/un	\$(453,924)	\$(326,472)	\$(102,489)
NM2B	5-story	Surface	Standard	25	0.68 sp/un	\$(471,701)	\$(346,073)	\$(95,091)
WM2B	5-story	Surface	Standard	40	1.15 sp/un	\$(526,153)	\$(395,680)	\$(135,019)
WM1B	7-story	Structured	Small	133	0.93 sp/un	\$(530,960)	\$(406,835)	\$(158,857)
NM1B	6-story	Structured	Small	56	0.50 sp/un	\$(558,953)	\$(428,496)	\$(167,872)
NC2A	5-story	Tuck-under	Standard	23	1.52 sp/un	\$(595,442)	\$(473,660)	\$(230,364)
NM1A	6-story	Structured	Standard	49	0.57 sp/un	\$(682,436)	\$(559,968)	\$(315,305)
NM2A	5-story	Tuck-under	Standard	20	1.50 sp/un	\$(690,611)	\$(564,983)	\$(314,001)
NC1A	6-story	Structured	Standard	38	0.74 sp/un	\$(777,826)	\$(659,224)	\$(422,278)
WM1A	7-story	Structured	Standard	94	1.32 sp/un	\$(790,509)	\$(666,363)	\$(418,345)
WM2A	7-story	Structured	Standard	83	1.49 sp/un	\$(820,972)	\$(699,316)	\$(456,274)

Mill Site Tests Financing Gap per Unit ¹								
Site Test Code	Height ²	Parking Type ³	Unit Size	# Units	Parking Ratio ⁴	60% AMI	80% AMI	120% AMI
MS1B	7-story	Structured	Small	381	1.62 sp/un	\$(558,444)	\$(433,609)	\$(194,515)
MS2B	7-story	Structured	Small	290	2.3 sp/un	\$(651,075)	\$(526,275)	\$(277,852)
MS1A	7-story	Structured	Standard	295	2.10 sp/un	\$(769,658)	\$(645,570)	\$(410,975)
MS2A ⁵	7-story	Structured	Standard	187	3.33 sp/un	\$(992,554)	\$(865,695)	\$(612,259)

Key Cost Drivers

- Parking
- Construction Type
- Unbalanced Unit Count vs Net Leasable Area (NLA)

Site Testing Feasibility Findings

- Reducing parking requirements would directly alleviate the cost of construction for larger buildings.
- Tests show a **sweet spot on the higher end of stick-frame construction at four to five stories** with surface parking at a lower parking ratio.
- Encourage/incentivize **compact unit sizes** to maximize unit count within the same NLA. This may require an expectation shift in the market.

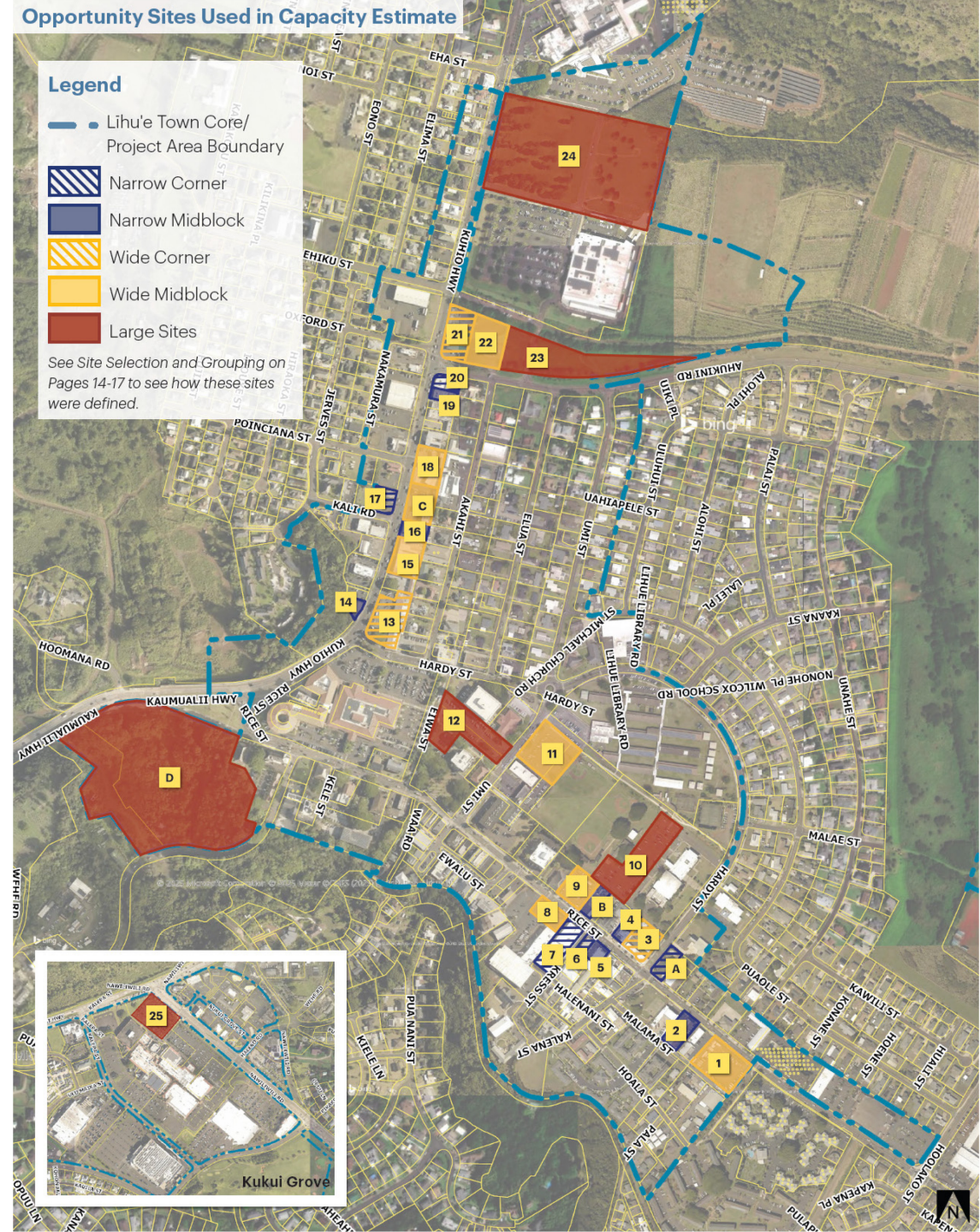


Capacity Estimate

The Kaua'i County General Plan (2018) allocated **4,604 new housing units needed** in 2010-2035 to the Līhu'e Planning District.

- The high yield scenario (3,735) would satisfy up to 81% of this target.
- The low yield scenario (2,091) would satisfy up to 45% of this target.

Capacity Estimate for the Līhu'e Town Core Opportunity Sites		Low Yield Scenario				High Yield Scenario			
Source	Units	Density (du/ac)	Parking Spaces	Parking Ratio (sp/du)	Units	Density (du/ac)	Parking Spaces	Parking Ratio (sp/du)	
Site Test Parcels	326	38	489	1.50	608	72	751.5	1.24	
Mill Site District Parking			366				44		
Additional Opportunity Sites	1,765	57	2,719	1.54	3,127	101	3,342	1.07	
Total	2,091	53	3,574	1.71	3,735	95	4,138	1.11	



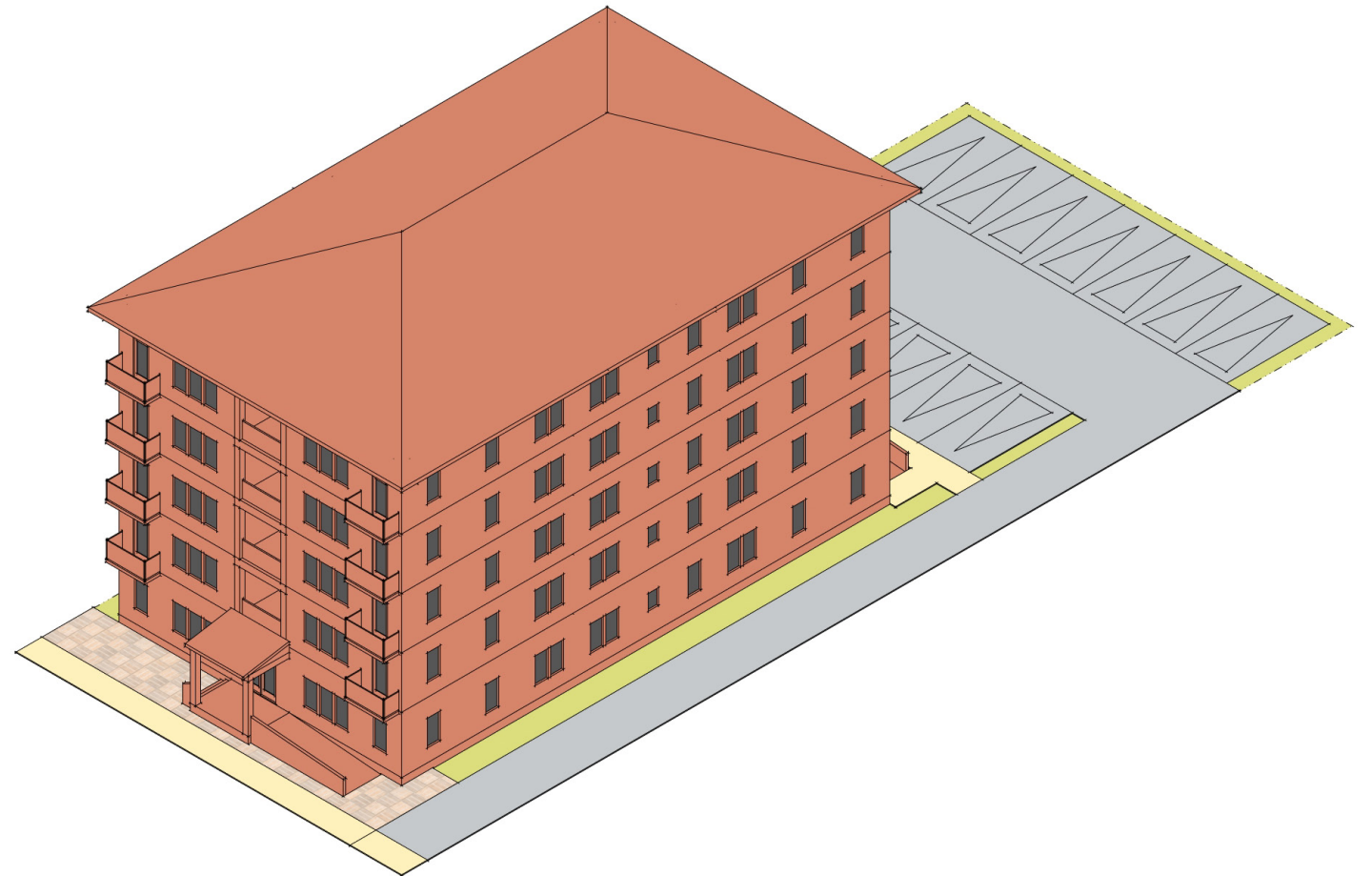
Identified Zoning Barriers to Workforce Housing

Direct Barriers

- Density Standards
- Maximum Height of Principal Structure
- Parking Ratio

Indirect Barriers

- Min. Lot Width
- Driveway Width
- Min. Yards
- Distance Between Buildings
- Active Ground Floor Use



High Level Conclusions

- All lots studied in the Lihu'e Town Core can spatially support higher density housing than what exists.
- 5 stories is the "sweet spot" that maximizes density and financial feasibility.
- TOD characteristics of Town Core can accommodate reduced parking to enable higher density.

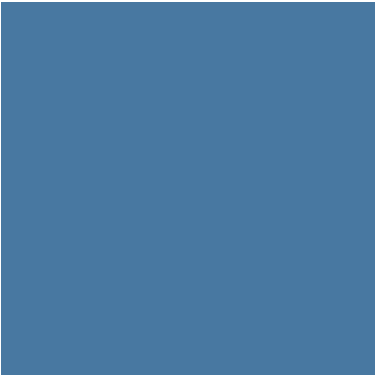




Example Case Studies

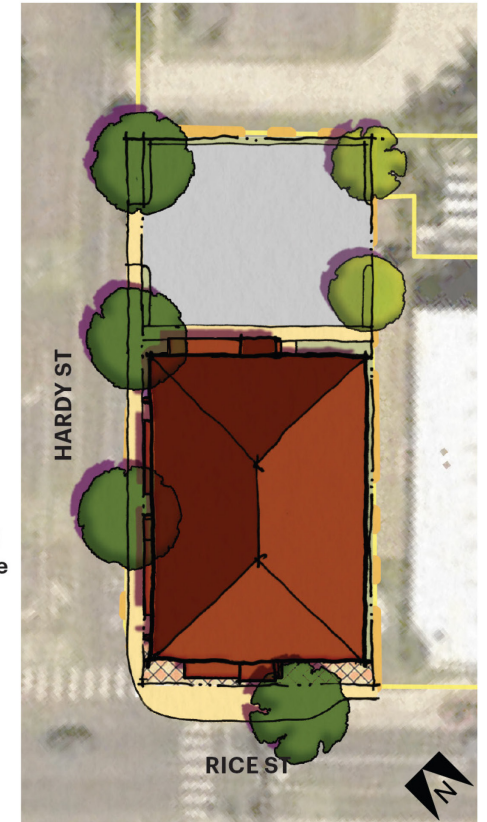
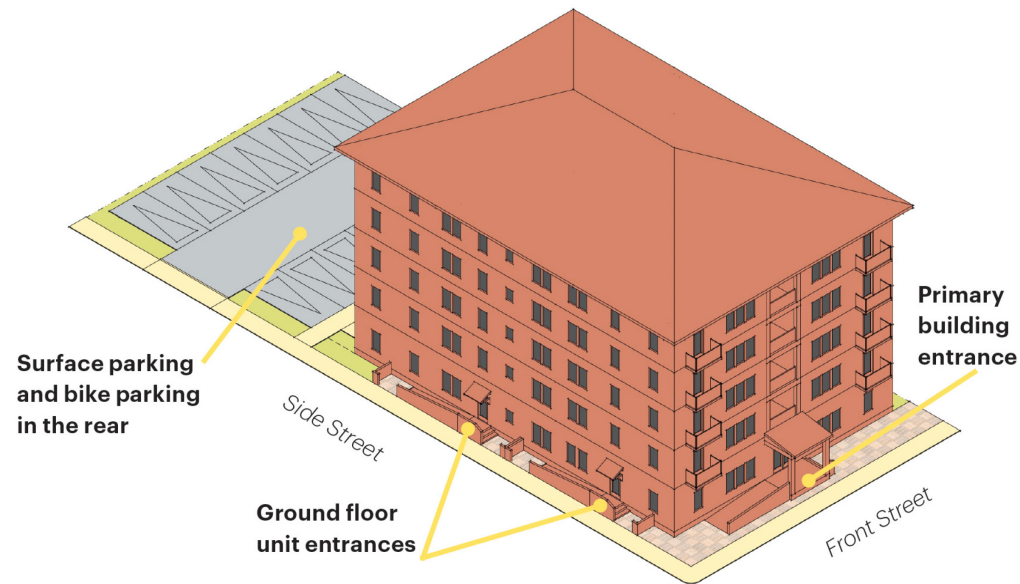
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Prototypical Infill Lot - Narrow Corner

- Standard unit sizes yielding **30 units**.
- Parks at **0.6 spaces per unit** with surface parking.
- **Stick-frame** construction.
- **Second lowest financing gap** per unit of prototypical sites tested (\$326,472 at 80% AMI).



Rice Street + Hardy Street Conceptual Rendering



Large Site - Mill Site

- Standard unit sizes yielding **295 units**.
- Parks at **1.5 spaces per unit** + provides 173 spaces for district parking.
- **Combination of stick-frame and podium** construction.
- **Medium to high financing gap** per unit (\$645,570 at 80% AMI). Stick-frame buildings had lower financing gap than podium buildings.



Mill Site Conceptual Rendering





Next Steps

SECTION

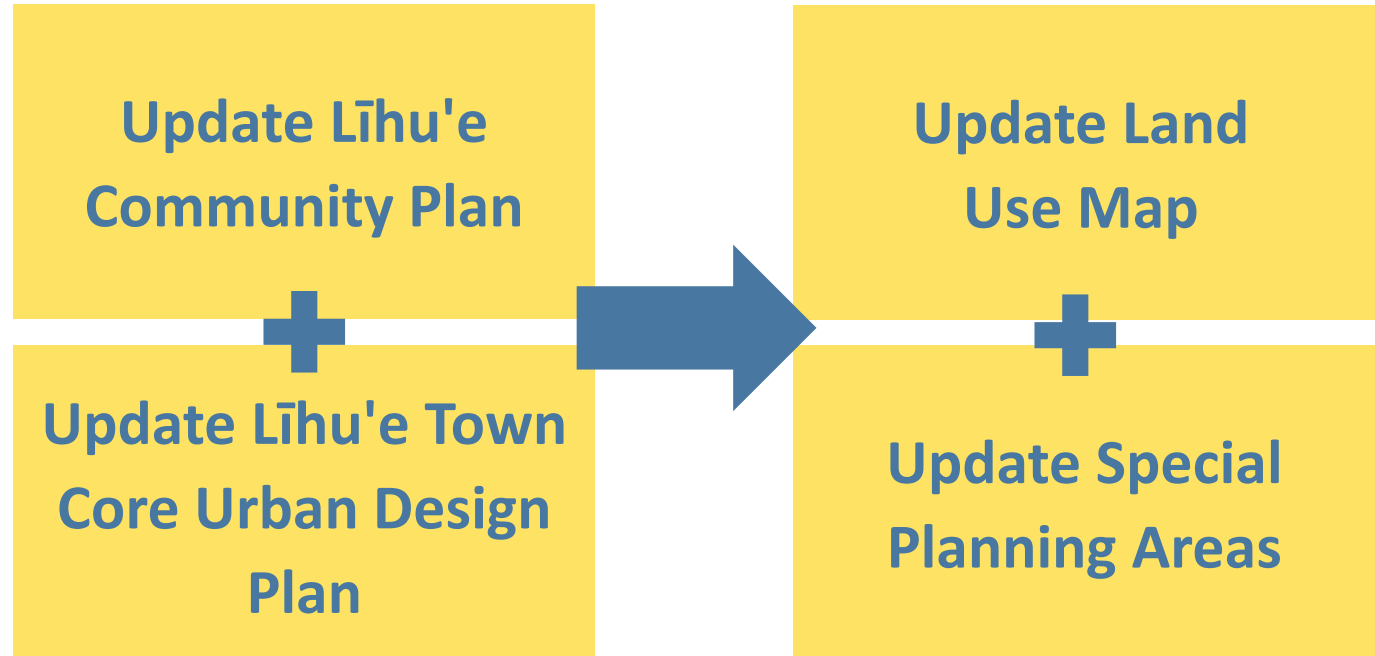
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Next Steps

Ongoing (2026)

Līhu'e Wastewater Treatment Plan Collection System Improvement Study

Expected to begin 2028





Q&A



Mahalo!