

BLACK POT BEACH PARK MASTER PLAN COMMUNITY SURVEY SUMMARY

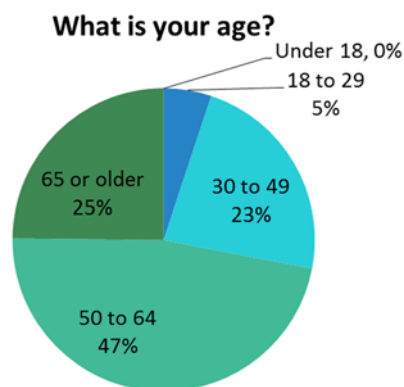
SURVEY COLLECTION

Responses were collected on-line via SurveyMonkey and hard copy questionnaire. Hard copy questionnaires were distributed at the community meeting on July 19, 2016, with some respondents returning their completed forms via postal mail or email. The on-line survey was open to the public from July 14, 2016 to August 30, 2016, with the link posted on the project website and Facebook page, and also circulated via email and at the community meeting.

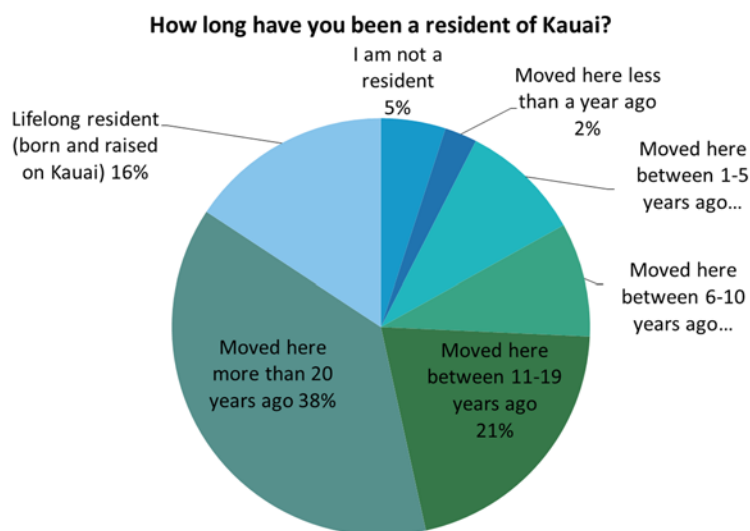
RESPONDENT CHARACTERISTICS

A total of 159 respondents took the survey, including 144 that submitted response via the on-line survey and 15 that submitted hard copy questionnaires. 105 of the 144 on-line responses were recorded as “COMPLETE” by SurveyMonkey, meaning the respondents answered all 42 questions and clicked DONE on the last page of the survey.

58% (88 of 153 respondents) were male, and 42% (65 of 153) were female. Almost 72% of respondents (113 of 157) were over age 50. None were under 18 years old, and 5% (8 of 157) were between 18 and 29 years of age. 95% of the respondents (151 of 159) were residents of Kauai, with only 5% reporting to be non-residents or choosing to remain anonymous. More than half (54%, 86 of 159 respondents) resided in Hanalei or Princeville, followed by Kīlauea (20%, 32 of 159 respondents). The 6 respondents from the continental United States included Encinitas and Napa, California; Ohio, Montana and Washington.



38% (60 of 159 respondents) indicated that they moved to Kauai more than 20 years ago, 21% moved to the island between 11-19 years ago, followed by 16% (25 of 159) reported to be born and raised on Kauai.



Zip Code Residence	Response %	Response Count
Hanalei 96714	27.7%	44
Princeville 96722	26.4%	42
Kilauea 96754	20.1%	32
Anahola 96703	3.8%	6
Kapaa 96746	8.2%	13
Lihue 96766	3.8%	6
Kōloa 96756	2.5%	4
Hanapepe 96716	0.6%	1
Kalaheo 96741	1.3%	2
Eleele 96705	0.6%	1
Continental US	3.4%	6
Anonymous	1.3%	2

The three most popular user group categories that respondents associated with were:

User Group Category	Response %	Response Count
Picnicker, swimmer, beach-goer	59.75%	95
Surfer, stand up paddler	48.43%	77
Nearby neighbor, landowner	23.90%	38

The three least popular user group categories that respondents associated with were:

User Group Category	Response %	Response Count
Jetski or catamaran operator	1.9%	3
Commercial user, visitor industry representative	3.8%	6
Camper	8.2%	13

CAMPING FACILITIES, BATHROOMS AND SHOWERS

Q6. The alternatives present different locations for the bathrooms/showers. Alternative A shows a makai bathroom/showers located away from the main park entrance/drop-off area, and a mauka bathroom/showers between the boat trailer parking area and the canoe halau. Alternative B shows a makai bathroom/showers next to the main park entrance/drop-off area, and a mauka bathroom/showers between the boat trailer parking area and an open lawn. Which locations do you prefer?

50% of respondents (60 of 120) preferred the location of bathrooms/showers in ALTERNATIVE A. 33% of respondents (40 of 120) preferred the location of bathrooms/showers in ALTERNATIVE B. The remaining 16.7% respondents (20 of 120) chose OTHER, COMBINATION OF ALTERNATIVE A/B.

Of the 20 responses that chose OTHER, COMBINATION OF ALTERNATIVE A/B, 10 indicated that they did not like either alternative or that they preferred no change if that meant no longer being able to park on the beach.

Q7. Please help us understand why you selected the answer above.

Of the 78 responses to this question, only 32 responses specifically addressed the location of the bathrooms/showers. Convenience, accessibility, traffic and congestion were key factors in determining preferences.

Reasons for preferring the location of bathrooms/showers in ALTERNATIVE A

- It keeps the beach as the beach and parking and bathrooms further away from the beach.
- Better layout, uses existing facility locations (restrooms, ramp, washdown)
- Alt. A perhaps limits over use of bathrooms by tour buses and other transients who are not actual park users. It also puts bathroom/shower near mauka canoe halau, where large number of users will be located.

Reasons for preferring the location of bathrooms/showers in ALTERNATIVE B

- More info is needed regarding number of stalls, design of interiors and ease of maintenance. This is a very key issue to consider.
- I like having a restroom nearest the car so I don't have to walk across the park and others settled in the park when I arrive or depart. Also, having it upfront keeps it in view of drivers. Loiterers desire isolated areas.
- Bathroom should be near entrance drop off.
- Showers close to beach and surfing area

- Allows usage of bathrooms for campers and boaters as opposed to everyone in the parking lot.
- Not as crowded if people are getting out of cars and others are washing off. People congregate in both areas. Keep them separate
- Prefer the makai bathroom/shower away from the entrance/drop off area
- Plan A looks to be conservative and preservative where plan B looks to be geared toward more commercial use.
- Both plans look good, but Plan A may result in less congestion around the boat ramp.
- Alternative A would provide less congestion.
- Nice to have showers close to the ocean
- If the parking in plan B eventually became insufficient to meet demand, more parking could be added in the central part of the park if the bathroom was placed like in plan A.
- Like the bathroom/showers away from the main park entrance, and 2nd bathroom near the boat & canoe halau area.
- Too much congestion at one place. Shower should be away from the entry
- Two busy parts of the park don't need to be close to each other.
- More convenient for Beach Goers.
- Makes better use of the land size provided.
- I don't mind the bathrooms being set back a little, that way it's not the first thing you see when entering area
- both shower locations give easy/quick access from heavy use locations in the proposed plan. i like the set back of the main shower location from the pier giving a better experience to users.
- More centrally located to camping areas.
- I believe that families with small children would prefer that child access a toilet facility away from trafficked areas
- closer to main parking
- makes more sense to have showers close to where people come and go, especially for people with young kids and gear they are lugging
- It's helpful to have children shower the sand off right before they get into a vehicle.
- I like that the main park entrance is closer to the showers and bathrooms
- Showers/bathrooms more accessible to beach area.

Q8. Alternative A shows a large drop-off area at the park entrance, and a smaller drop-off near Weke Ramp. Alternative B shows two drop-off areas of similar size (one at the park entrance and one near Weke Ramp). Which drop-off configuration do you prefer?

44.7% of respondents (51 of 114) preferred the drop off configurations presented in ALTERNATIVE A. 39.5% of respondents (45 of 114) preferred the drop off configurations presented in ALTERNATIVE B. The remaining 15.8% of respondents (18 of 114) selected OTHER, COMBINATION OF ALTERNATIVE A/B.

Of these 18 responses, 9 answered NO PREFERENCE or NEITHER, and 7 preferred beach drop-off or drop-off as close to the beach/picnic areas as possible.

Q9. Why do you prefer the selected drop-off configuration?

61 respondents answered this question. Reasons respondents gave for selecting their preferred drop-off configuration are listed below.

<i>Reasons for preferring the drop off configurations in ALTERNATIVE A</i>	<i>Reasons for preferring the drop off configurations in ALTERNATIVE B</i>
<ul style="list-style-type: none"> • More room for front parking • Large drop off at entrance better for heavy use--larger vehicles like shuttle vans • Larger area should be at the main entrance. • Fine as long as we keep cars off the beach; need double the size for kayak and kamper drop off • Most people will want to go to the shore, alternative A does that • By experience the area can get congested. The larger drop off will facilitate flow. Must be kept clear though and used for its intended purpose. • The two drop offs seem like a waste of space, and would jam up the parking lot • Based on traffic flow I believe Plan A provides a smoother flow to traffic. • If tour buses are going to be dropping people off, a larger space will lessen the annoyance of their large vehicles in the area. • Large drop off at entrance will get more use • More people that I see drop near the pier • More practical to allow more cars at main drop off and better circulation • Looks like it can handle the numbers of visitors better • No need to drive through parking to drop off • By taking the ability to pull up and park on the beach, the drop off area will be crowded with surfers, kayakers, paddle boarders dropping off their gear. • 1 area of congestion is better than 2. People can walk a few steps to launch kayaks. • There's still a river side 'campers drop off'. Don't need a big circle twice. Neither is needed if there is still beach access by car. • From my observations over the past decade, more people will use the park entrance drop off than the weke ramp drop off. • Makes more sense so less congestion • "A" looks to keep through traffic more on the park periphery, dissuades tour groups from 	<ul style="list-style-type: none"> • Plan B gives more safe possibilities for dropping off kids, etc. • works better overall • A plan has more parking near the beaches, while B sends cars too far back. • For families, the need is to be as close to the water as possible. Both alternatives will take away the most important family feature - beach parking. This is a huge loss for all ohana. • Perhaps less congestion • If alternate overflow and additional parking is available, would not need larger drop off at entrance. Must leave less congestion at entrance to allow local trucks, surfers, families to get onto beach to park and enjoy while still leaving open to tourist, visitors etc. • Multiple drop offs will be necessary to better manage congestion • Surfers & SUP & kayakers Need a lot of room to load & unload • Think drop-off will end up being used for short term parking not just drop-off/pick-ups • Gets cars further from the beach and river. • Plan B first drop off is closer to all park facilities and it leaves the lawn/green space more open. Plan A first drop off is too far from beach access, bathrooms and showers and it paves too much of the lawn/green space. • Smaller area means greater park space, less road and paving • Utilizes less park space and is adequate for the purpose of dropping off passengers. More park space, less road. • With two drops only one will be really used • bigger areas = less congestion • My guess is that all of the boat charters would prefer to have a large area for their clients to gather. Also, it's a shame to use part of the new parcel for a drop-off area. • more traffic flow

fully entering park. Additionally, kayak users are a relatively small group and do not require a large drop-off area.

- In general I feel the drop off areas are too far from the beach. Consider KORE activities for example and wheel chair access to the beach is important

- 1st drop off closer to the bay side of the pier where most people will be going.
- Prefer two drop offs, and like the first one centrally located to all park facilities. Plan B keeps more lawn/green space open.
- better traffic distribution
- I think this will be less congested and provide multiple options rather than focusing all of the drop off traffic into one area
- More lawn space on the mauka side of pier.
- Spreads out the drop off vehicles and give kayak unloading a separate space since it takes a bit of time to unload boats especially if people are using rental cars and boats that can be new and unfamiliar.

Q10. Do you think an additional camping area mauka of Weke Ramp (as shown in Conceptual Plan A) is a good idea?

55.5% of respondents (61 of 110) answered YES to a new mauka camping area (ALTERNATIVE A).
44.5% of respondents (49 of 110) answered NO to a new mauka camping area (ALTERNATIVE B).

Q11. Please help us understand why you chose the answer above.

74 respondents answered this question. Reasons respondents gave for answering YES or NO to an additional camping area mauka of Weke Ramp are listed below.

Reasons for preferring an additional camping area mauka of Weke Ramp (like ALTERNATIVE A)

- Camping is very popular for local families, especially Hawaiian families who have lived on Kauai a long time.
- Most campers today are on the beach side lawn. Having over flow camping area off the main beach side lawn is a good thing.
- Current makai camping area is insufficient on busy weekends and holiday. Breaking campers into two area may mitigate some of the "wall to wall" feeling created in current camping area... provided that reasonable permit limits are established and enforced.
- Provides more camping area
- The space in the newly-acquired land along the river is much better for camping and day use, than cluttering it with the canoe hale
- We need as much camping room as possible even to the left of the pier.
- Prefer that new camping area replace camping at the front end. Leave the beach

Reasons for not wanting an additional camping area mauka of Weke Ramp (like ALTERNATIVE B)

- don't feel it will be used. Folks want to look over the bay
- not needed as more puts too much stress on the facilities mainly the restrooms
- Hard to monitor and probably will have a lot of mosquitos.
- There is not enough space to camp in this area in general it is better used as a picnic day use area. People will camp there regardless of how it is set up.
- I think the smaller camping area is better - less crowds clogging up the green space
- More overnight campers, more trash
- Prefer less camping
- most campers are going to squeeze into the makai camping zone. It's more attractive.
- I am not sure about the flash flood danger in that location.
- desire minimal camping at the park, because campers tend to take up the available space

front lawn for day visits so that everyone can enjoy that area without feeling like you are in someone's living room of tarps.

- Makes sense to spread out camping.
- Walking through people's campsites when they are all makai is not very private for the campers. You feel like you are walking through folks living rooms.
- I would be afraid to camp at Black Pot now as "the regulars" seem to have taken over. Maybe more camping spots will make it feasible for others to use and enjoy.
- I think moving the camping area to the mauka of Weke Ramp to open up park space for those not camping would be preferable.
- Great place to camp
- There are times when a large number of campers use the park. Having 2 camp areas would allow more privacy for camper groups
- Better to allow more families from all parts of Kauai to enjoy Hanalei on the weekends.
- Anytime you can provide (hopefully locals) the opportunity for ohana to spend time together is always a good thing.
- Not sure if it will be ideal for campers, more of a river camping experience than ocean.
- Offers more spread out camping options.
- more privacy
- Provide camping overflow in the grassed area mauka of the pier access
- More camping areas needed.
- Do not want extra campers
- Local Campers put up HUGE MULTIPLE TENTS that take up the WHOLE park lawn
- provides for 2 types of camping areas--one louder and one more quiet
- Prefer no camping on beach--keep it mauka
- More park area and additional space which is needed, especially on popular weekends
- Yes, but only for special permitted events
- Some campers may prefer a less crowded spot to camp by the river
- This should be the only camping area! Camping in the park makai of Weke Road creates very possessive attitudes that make the park uncomfortable for others
- Like the location. Away from traffic hazard.

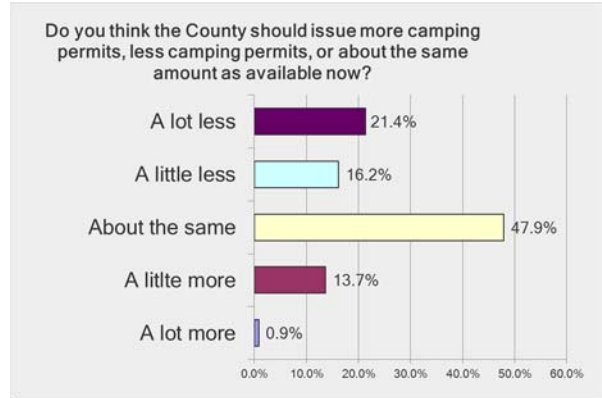
- it will be too congested
- Too many homeless already. County/state should help them find housing and support not make it easier for more. .
- No I am not up for too many camping permits there. I would prefer to maintain the integrity of the space as much as possible and feel that the campers can sometimes overrun the area and/or that they do not leave a soft footprint.
- more concrete
- Campers often leave trash on the grounds
- I think camping may disturb the homeowners in the area.
- Not necessary.
- Camping area adequate
- I wonder about the wisdom in allowing any camping without officers to enforce rules and safety.
- It's too crowded for more camping
- We do not need any camping at Black Pot. Black Pot should be for the locals and no camping should be allowed.
- Much safer for little children . Taking the pressure off daily beachgoers
- Plenty of camping room as is
- I prefer Plan B, where most of the parking is concentrated away from the beach, and there is more lawn/shade tree/camping space makai of the parking.
- Camping attracts too many bums
- Too many people camping ruin the experience and provides opportunities for Homeless and Unsavory to stay in the area.
- Sometimes campers take over the park with their giant tents and tarps
- Camping area is good enough as is
- people only camp a few times a year
- Campers take over the entire park on holiday weekends.
- Too many people
- Too many problems come with campgrounds; homeless (long term campers), noise, dirty bathrooms, etc.

Q12. The Department of Parks and Recreation's Park Rules and Regulations allow camping for up to 50 campers per night on Fridays and Saturdays, with one additional night allowed on holiday weekends. When you think about camping at Black Pot, do you think the County should issue more camping permits, less camping permits, or about the same amount as available now?

47.9% of respondents (56 of 117) prefer to keep the SAME NUMBER of camping permits.

37.6% of respondents (44 of 117) prefer LESS camping permits.

14.6% of respondents (17 of 117) prefer MORE camping permits



Q13. Please help us understand why you selected the answer above.

75 respondents answered this question. Reasons given for wanting more, less, or about the same number of camping permits are listed below.

*Reasons supporting
A LOT LESS CAMPING
PERMITS*

- Not enough areas for current permits
- Too many problems come with campgrounds; homeless (long term campers), noise, dirty bathrooms, etc.
- We don't need big crowds camped out and the facilities do not provide adequate service for that many campsites
- The proposed plan will minimize overall space due to the parking. It may be time to keep the area as day use only due to the overwhelming use that already exists.
- Too many people camping ruins the camping experience at little Black Pot Beach.
- Too congested
- Very fragile location. Camping should be kept to under 25. On major holidays 50 .
- With 70,000 residents on island, if each comes to Black Pot only 2x /year, that means 200 residents/weekend day at Black Pot. Camping should only be for residents.
- It's too small an area for camping
- Less if the campers are tourists. Local folks should take high priority on getting camping permits for Black Pot. Commercial tourism should be limited.
- Unfortunately the campers consistently leave behind trash and generally make the area less desirable to the rest of us.
- For safety of campers.
- It is not the amount of the permits but the number of people using one permit.
- It's already way crowded. More campers will encourage more people. Anini and Tunnels are much bigger and spread out
- When its gets crowded with campers parking is a problem, over use of restrooms a problem wear and tear on the facilities
- Park should be for day-use. No camping .

*Reasons supporting
A LITTLE LESS
CAMPING PERMITS*

- Too busy w/ people traffic. Not safe for campers. Better at Waioli Beach park
- A lot of people crowding that prestige area
- This area is best used as a day-use location. Families that camp "claim" their territory with all sorts of markers plus music. This destroys the experience for the day trippers.
- Family day use should be the focus.
- Camping overruns the park.
- Over use costs more maintenance of the park and is harder on the nature resource
- Keep the bums out
- Too much impact already
- Lawn is often wall to wall with tents and large tarped structures on weekends, many more persons occupy the large tarps than are probably permitted. The camping permits should have numbers corresponding to designated camping spot locations. Each camping spot would have a permanent posted number marker.
- Park is at its maximum for a positive beach experience
- Turns into a shanti town over the holidays. Too much "wear and tear" on our park!
- Need to keep to locals and not airbnb. People in Germany and Norway sell our beach camping sites on line and use our online reservations system to occupy our best camping areas.
- less stress on the infrastructure
- At times the park is significantly overcrowded with campers. This may be a product of no enforcement of the existing permit system as opposed to 50 campers being a number over capacity. Unlikely that when an extended family of 20 is camping all 20 have permits.

*Reasons supporting the
SAME NUMBER OF
CAMPING PERMITS*

- Too many campers would overrun the place
- Already packed as is, will be not as crowded with additional space
- Campsites are unsightly. Music/people too loud and messy.
- I do not want to see it get abused.
- Monitor to ensure the campsites are not over utilized. Then a decision can be made on increasing or decreasing permits.
- The park feels maxed. More would add to it
- If expansion is too big, Black Pot will lose its charm and become like every other park. Maintaining a Hawaiian influence and restoring Black Pot to it's original element as close as possible should be the goal – not expansion to provide doubling of capacity or the ability of tour buses to over run the local hangout.
- It seems like there are enough facilities for this number of campers. More campers require more facilities and maintenance.
- Two camping areas and same amount of people, it will be nicer, less congested
- Sometimes the night parties are out of control. Infrastructure, (bathrooms,etc) even when improved can't handle much more.
- Only add more permits if more space is provided.
- I seem too crowded now, although the bathroom gets way more than its share of use.

*Reasons supporting
A LITTLE MORE
CAMPING PERMITS*

- Confirmed residents should have 75% of camping permits
- Capacity right now seems manageable
- 50 campers is enough. Preserve Black Pot, don't build Disneyland.
- Currently, it is a bit overcrowded. But with the additional land and camping area in Alternative A, that excess could be accommodated. Do NOT increase the number of camping permits at this time. Wait until after the plan is implemented to see whether or not it would be reasonable to increase the number of camping permits, based on experience.
- Now is too crowded. After rebuild should be ok.
- This place can only handle so many people.
- One more night/week, especially with expanded camping area, IF more clean up employees added
- Camping lessens need for daily parking congestion and problems and allows for family weekends and visitors alike to enjoy park
- More as long as the septic system can handle. This is a place close to many people's hearts and camping out with family is a super healthy, important activity, much needed for family and community well-being, so the more who can enjoy it, the better.
- Half the time you go to get a permit for this zone you're told that they're sold out. Yet, when you go to the beach that weekend you find that no one is camping!!!! It's so frustrating!
- Camping should be allowed daily, not everyone has weekends off and some would prefer to camp on weekdays since it is quieter then weekends which tend to bring larger and louder crowds
- It is incredibly difficult to obtain camping permits for Black pot, and an increase in the number of permits issued would allow for more local residents to use the area, if the resources/facilities could handle such an increase in traffic.
- If you could find another area for a few more tents, perhaps in lieu of all the boat trailer parking, the park could accommodate more of the families who travel from other areas for canoe races, etc.
- The population is growing on Kauai with less recreation areas.
- Local residents should be prioritized.

*Reasons supporting
A LOT MORE CAMPING
PERMITS*

Q14. After reviewing the elements proposed in the alternatives, should anything be added to the draft plan to improve the park experience for campers?

43.0% of respondents (43 of 100) answered YES, they wanted to add elements to the draft plan to improve the camping experience.

57.0% of respondents (57 of 100) answered NO, there was no need to add elements to the draft plan to improve the camping experience.

Q15. If yes, please explain.

46 respondents answered this question. Comments specific to improving the park experience for campers is summarized below.

<i>FACILITIES</i>	<ul style="list-style-type: none">• More showers, bathrooms and trash can areas• More regular bathroom cleaning on weekends and peak times• Add barbeque grills at each camp spot• Add some fire pits ..concrete rings.• Pavilions and food prep/clean-up stations with a sink for camping• Add pavilions to the new area south of the pier near the beach• horseshoe pit? volleyball area?• More picnic tables• Widen park entrance to allow easy access to from beach by vehicles and boat trailers when it's busy weekend or events -- narrow entrance creates conflict with pedestrians and trucks.• Take out the walkways in plan a and leave more open space for camping---people will drive atv's and cars on walkway-• Main concern is maintenance and cleaning and potential pollution from restrooms. Keep the one tiny bathroom clean.
<i>BEACH AND ENVIRONMENTAL CONCERNS</i>	<ul style="list-style-type: none">• Close off beach access for vehicles (it pollutes sand and water)• No parking on the beach sand. Have enough parking for locals• Allow parking on the beach like we have always had. Don't make it a Mainland or Oahu park.• I am concerned about environmental impacts of the park(s). Where does runoff from the roads and parking go? What about septic? Sea level changes and big surf which we will get more of? What about the boat traffic? What new plans for effluent? Education of park users? Respect/honor for Hawaiian culture
<i>LANDSCAPING</i>	<ul style="list-style-type: none">• Add palm trees on beachfront and canopy trees on River side.• Remove Ironwoods from River side and Beachfront.• Emphasis on preserving environment and aesthetics
<i>CAMPING</i>	<ul style="list-style-type: none">• Someone ensure their safety• No alcohol. Stay ahead of the game before the problem gets big.• Limit how many permits can be reserved by one person so more parties can camp instead of say two very large parties.• If you must allow camping, it should be for residents. No visitors. No commercial campers who rent elaborate camping equipment and are given a "permit". Do tourists get permits from Parks and Rec? Or do they get one from their equipment rental providers?• Designated numbered camp site locations that correspond to the camping permit. This would simplify permit enforcement and help distribute campers relieving congestion. Also establish rules and enforce to set reasonable limits on the use of generators, artificial lighting, stereo equipment, etc.

Q16. What would you change about the proposed camping facilities, bathrooms and showers?

60 respondents answered this question. Comments about changes that respondents wanted to make to the proposed camping, bathrooms and showers are summarized as follows.

FACILITIES

- Better waste management system. Needs to be advanced at all. Contain water or use for landscaping. Use best waste systems
- All toilets should have individual doors with exterior entrances for easier cleaning and less vandalism. Wash basins should be outside.
- Restrooms with separate changing areas so toilets are available
- Add showers. 2 shower poles with 4 heads each, one on each side of the centrally located bathroom.
- Put back the screens for the showers if you're not providing a changing/ dressing room
- Increase the privacy for the shower facilities.
- I think the added restrooms should be very nice for all.
- More bathrooms, more stalls
- More day use areas, picnic tables, covered pavilions
- How about a fish cleaning area ?
- Add shower to the bathroom near the boat ramp.
- Harden showers with stainless steel fixtures, new tile for longevity and to reduce vandalism.
- Bathrooms with a drain to be hosed down and cleaned easily
- Make sure bathrooms and camping areas are well maintained
- Better supervision of the workers to maintain the facilities
- Better trash and recycling stations located in several places.
- Take the walk path out of Alternative A
- The facilities proposed are barely enough for just the swimmers, kayakers, fishermen, and picnickers let alone visitors.
- Keep the proposed facilities, etc. under permits and management.
- Throw the plans away and leave it as it is. Stop taking everything away from the locals and leave this small piece of the beach for the locals that frequent the area. It's all we have left.
- Park facilities throughout Kauai are embarrassing and disrespectful to residents/tax payers and environmentally deplorable. These should be state-of- the-art, clean, spacious, use less water, have native plants, take care off run off, have recycling, water stations, signs about what not to flush or use in showers, educational, and demonstrate to both residents and visitors how we love our island.
- Very well thought out plans. Just make sure to ask county employees responsible for maintenance which plan is best.

BEACH AND ENVIRONMENTAL CONCERNS

- Do NOT eliminate the option to drive and park on the sand. Cars on the beach is a huge convenience of Black Pot
- keep access to tailgating at oceans edge

LANDSCAPING

- No coconuts. They are expensive to maintain and dangerous.
- Plant canopy trees like False Kamane along the beachfront. Most of the Bay does not have shade trees, and shade is so important in the

CAMPING

heat of the day, especially for the keiki and kupuna. Palm trees require much maintenance and do not provide much shade.

- Add a few picnic table pavilions in mauka camping area of Alt. "A".
- Maybe two more small bathrooms closer to the camps.
- Keep camping bathrooms far from day beach user facilities.
- Electricity should be available to campers.
- True designation of camping spaces, tables, etc
- No campers
- As long as it supports the permitted campers needs without exceeding their capacity.
- Limiting or eliminating camping may be something to look at. The practice is always abused and burdens daily park users.
- Move the campers further away from the beach and make them accountable for trash left behind. If they trash the area, then they are fined and not given any more permits.
- I love to camp but think removing camping in the area would solve issues with problems at night.

SURFING, SUP, CANOES, CATAMARANS, AND NON-MOTORIZED CRAFTS

Q17. Which alternative provides better accessibility for surfers, stand up paddlers and others with ocean-going equipment?

39.2% of respondents (40 of 102) selected ALTERNATIVE A to provide better accessibility for surfers, stand up paddlers and others with ocean going equipment.

29.4% of respondents (30 of 102) selected ALTERNATIVE B to provide better accessibility for surfers, stand up paddlers and others with ocean going equipment.

31.4% of respondents (32 of 102) preferred OTHER, COMBINATION OF ALTERNATIVE A/B to provide better accessibility for surfers, stand up paddlers and others with ocean going equipment.

Of the 32 responses that chose OTHER, COMBINATION OF ALTERNATIVE A/B, 18 indicated a desire to include vehicular access on the beach to unload equipment conveniently.

Q18. Why do you prefer the selected alternative? Please explain.

74 respondents answered this question. Reasons respondents gave for preferring the accessibility for surfers, SUP, and others with ocean-going equipment as follows.

<i>Reasons for preferring the accessibility offered in ALTERNATIVE A</i>	<i>Reasons for preferring the accessibility offered in ALTERNATIVE B</i>
<ul style="list-style-type: none"> • More parking closer to beach • More parking up front for easy access to equipment • Access to the beach and to check out conditions of waves, wind n river • Access to shower and bathroom is close and easy. • This plan better supports everyone's sport and gives them a sense of space. 	<ul style="list-style-type: none"> • Nicely laid out • Better for canoe clubs • Splitting the launches give the small guy a chance against those die-hard boaters. • Large better ramp for boats and jet skis • Get the boat cleanup area away from the launch site. • Like the 2 drop off areas closer to the beach and river, more centrally located.

- Canoe/Kayak launch is next to trailer parking. This helps launching kayaks (i.e. 2 man and sailing) that are too big for cars.
- You need to consider the older surfer who may need to carry a SUP quite along way in your current plan A. Today these people can park on the beach for easy access.
- It leaves the beach open. We surfers can walk from our cars to the beach.
- Less space used for drop off.
- More areas for people to camp and visit..
- Surfers can figure out how to carry their equipment from the designated parking spots. Can SUP's with heavier boards drop off at canoe/kayak launch?
- Easier access
- More parking lets more enjoy the area easier.
- Parking is moved away from the ocean

Q19. Which drop-off configuration do you prefer?

40.4% of respondents (40 of 99) selected ALTERNATIVE A as the preferred drop-off configuration.
 35.4% of respondents (35 of 99) selected ALTERNATIVE B as the preferred drop-off configuration.
 24.2% of respondents (24 of 99) selected OTHER, COMBINATION OF ALTERNATIVE A/B as the preferred drop-off configuration.

Reasons respondents gave for selecting OTHER, COMBINATION OF ALTERNATIVE A/B included a preference to add beach access to unload equipment conveniently, preferring NEITHER ALTERNATIVE, or not having a preference. Other reasons are listed below:

- Combine A and B
- Drop off zone is worthless, will not work
- Without the drop of areas there would be more space for the park and camping
- Without numbers and clear dimensions, there will be a line up of cars waiting down Weke Road
- The one closest to the park ranger "Pay to park" station

Q20. Why do you prefer the selected drop-off configuration? Please explain.

40 respondents answered this question. Reasons respondents gave for selecting their preferred drop-off configuration are listed below.

<i>Reasons for preferring the drop off configurations in ALTERNATIVE A</i>	<i>Reasons for preferring the drop off configurations in ALTERNATIVE B</i>
<ul style="list-style-type: none"> • Offers more parking, as the additional drop off is a waste of space • seems larger allowing for better flow. • Plan B would have more people driving through small parking lot to 2nd drop off. Would create jams in lot. • Better use of land area • More room for drop offs. • Less cars moving through parking area • Larger area to drop off Kayaks, Paddleboards, surf boards. Taking the beach parking away will greatly impact the number of people needing to use the drop off area. • more space., longer "run" = less congestion • Seems to maximize parking close to where people/surfers will access the beach 	<ul style="list-style-type: none"> • Larger zone for loading toys. • Closer to the water. • This prevents vehicular access to the beach which I approve. Emergency vehicles only. • One focuses on river and other on the Bay • Ocean and river drop off accessible • Deer Park/lawn area by the ocean • First drop off is closer to the beach where surfers and SUP paddle out. The second round drop off is at the riverside for kayaks. In plan A the first round drop off is too far away from all park facilities and paves to much of the lawn/green space. • Less space consumed for drop off • More park space, less road • easier access and exit • Less congestion

- SUPs will use kayak launch because less distance to carry their board
- More central
- Keeps the launch area for larger vessels closer to the edge of the park, rather than cutting up the park, as in Alternative B.
- Keeps drop off traffic closer to park perimeter while providing sufficient access.
- Less congestion

- More access to grassy area mauka of the pier.
- Offers more than one area for drop offs. It may help with congestion.
- Provides kayak drop off

Q21. Should kayaks and small watercraft with trailers use Weke Ramp to launch?

71.4% of respondents (70 of 98) responded YES, kayaks and small watercraft should use Weke Ramp.
28.6% of respondents (28 of 98) responded NO, kayaks and small watercraft should not use Weke Ramp.

Q22. Please help us understand why you chose the answer above:

59 respondents answered this question. Reasons given for answering YES or NO to kayaks and small watercraft using Weke Ramp are listed below.

<i>Reasons for USING Weke Ramp for kayak launch (like ALTERNATIVE A)</i>	<i>Reasons for NOT USING Weke Ramp for kayak launch (like ALTERNATIVE B)</i>
<ul style="list-style-type: none"> • If you fix the ramp • May be helpful. Not sure about turn around with length of vehicle and boat. • Should not be allowed to drive on the beach. • kayak unloading area should be expanded • Seems like the best place to launch kayaks • Public ramp everyone with legitimate reasons for use should have access • Like the idea of smaller boats launching away from powerboats. • There is no surf there. it is safer • Why not? It's been used for years. Leave it alone. Traditional launching area. • Help with traffic and flow of users • To help with traffic when dropping off kayaks and small craft • Only kayaks and canoes, etc. No power watercraft • To keep the larger boat launch area for bigger boats and trailers clear. • Less traffic to the beach • Anything needing a boat trailer should use boat ramp facilities. • All should have equal opportunity • everyone should have access...surfers, kayakers, SUP, canoes, etc. • easier for them, not a big difference 	<ul style="list-style-type: none"> • Dangerous and territorial. Keep the little guys separated • No need if allowed at end of black pot as now and extra parking created for rental cars and visitors, especially if entrance is a bit wider. • Most kayaks need either a grass or sand area to setup and launch from. It's rare to launch off a concrete boat ramp. • Need to separate the boats and kayakers from surfers and Sup • Very steep ramp. River is usually contaminated. Kayaks can launch from the beach better. • There are alternative sites such as the beach area near the pier that kayaks could use- especially the commercial kayak tours, which currently seem to create a traffic flow problem at the ramp. Anything with a trailer should be allowed to use the Weke ramp. • Trailed boat owners would be kept waiting for the smaller carry-able boats to be launched. Ramps can become quite busy with boaters launching or pulling their vessels • One ramp is adequate • Keep Black Pot unique, local and Hawaiian! Don't ruin a great hangout by making too many restrictions. Part of the charm of Black

- To keep larger boat launch area clear for big boats and trailers.
- A ramp is to launch from trailers as long as the launchers all respect each other. No one deserves preference.
- easy in and out with separate drop off area
- I think they should be allowed to then make the decision which is less busy at the time of launch.
- not needed anywhere else and the ramp is so close to the channel anyway

- Pot is the ability to launch directly from the sand on the bay.
- Ramp is dangerous and has a drop off
 - In times of heavy use its probably smart to separate them
 - all motorized craft should use mauka ramp
 - less congestion
 - Better to keep vehicles with trailers out of the main parking area.
 - That area should be used by larger boats.
 - Trailers should generally be directed to the mauka trailer ramp to reduce parking congestion makai. Only one commercial company that uses a stacking trailer has a permit to drop off multiple kayaks. It should be permissible for them to make one drop-off per day (am) and one pick-up per day (pm) at Weke ramp. Most non-commercial kayak users carry their boat on roof, not a trailer.

Q23. Which canoe halau location do you prefer?

48.9% of respondents (46 of 94) preferred the canoe halau location shown in ALTERNATIVE A.
 26.6% of respondents (25 of 94) preferred the canoe halau location shown in ALTERNATIVE B.
 24.5% of respondents (23 of 94) selected OTHER for their preferred canoe halau location.

Of the 23 that answered OTHER, COMBINATION OF ALTERNATIVE A/B, 19 had no opinion or preference, or felt it better to leave it to the canoe clubs to decide. Other related reasons are summarized below.

- Which one is the historic location? That's the one I prefer (probably Alt. A??)
- The one that's cheaper to build.

Q24. Why do you prefer the selected canoe halau location?

34 respondents answered this question. Reasons respondents gave for selecting their preferred canoe halau location are listed below.

<i>Reasons for preferring the location of the canoe halau in ALTERNATIVE A</i>	<i>Reasons for preferring the location of the canoe halau in ALTERNATIVE B</i>
<ul style="list-style-type: none"> • Further away from main beach users • Located in area that does not take up too much open space. It has showers nearby and access to the river is close and easy. • Closer to boat launch, seems appropriate • Creates a sandy launch near trailer parking • Closer to ramp and bathrooms • Better traffic flow for all general users. • More separation, further away from canoe paddlers and beach goers 	<ul style="list-style-type: none"> • More facilities for canoes; parking, bathrooms • Closer to the Weke ramp • It's not so much in the middle of everything (it is a busy spot), also closer to trailer spot for picking up their canoes, etc. • A little more removed from the public bathrooms • Fits better with the launch and area usage

- Keeps more of the lawn open for other recreational uses, and the canoe launch is more at the end of the lawn.
- Plan B would have open/wasted space between the Halau and boat ramp area.
- Are the 2 clubs going to share the hale?
- More room to load/unload
- Reduces makai park congestion, places halau closer to mauka bathrooms and shower, gives halau more privacy

Q25. After reviewing the elements proposed in the alternatives, should anything be added to the draft plan to improve the park experience for surfers, stand-up paddlers and others with ocean-going equipment?

52.2% of respondents (48 of 92) answered YES, they WANTED TO add elements to the draft plan to improve the park experience for surfers, stand-up paddlers and others with ocean-going equipment. 47.8% of respondents (44 of 92) answered NO, they DID NOT WANT TO add elements to the draft plan to improve the park experience for surfers, stand-up paddlers and others with ocean-going equipment.

Q26. If yes, please explain.

53 respondents answered this question. 24 responses were specifically in support of driving and parking on the beach. Other comments related to improving the park experience for surfers, SUP and other ocean users are summarized as follows.

<i>FACILITIES</i>	<ul style="list-style-type: none"> • How are you going to obtain the properties and develop? Where is the money? • Add a rinse off station near the river adjacent to the parking lot • Washdown area near the drop off
<i>PARKING AND DROP-OFF AREAS</i>	<ul style="list-style-type: none"> • Keep beach parking • Emergency access for lifeguards and firemen not shown. • Special functions (KORE, Make-A-Wish) should have beach access. • Handicap access not shown, necessary for KORE, Make-A-Wish • We should be able to carry our equipment. If not, we probably should not be going out in the ocean. • Provide direct drop-off on the sand on the bay side. • Add an area near the pier to drop off old people, paddle boards. • Expand drop off areas • It might be good to have a place to drop your boards in the turn around if you have heavier equipment such as a rack so you can drop it off, park and then grab it on the way to the beach. It would have to be honor system but could potentially work. • 5 minute loading and unloading zone • There should be a spot to just drive by and check the surf, especially if there is no driving on the beach. Wider park road entrance for those parking on beach and to lessen conflict with traffic and pedestrians accessing beach down the road etc.

BOATING

- Redesign camping area as drop off/parking. Move camping to Hodge piece. Reduce camping permits.
- Surfers and paddlers priority shouldn't be about themselves, but about the preservation of our community.
- Plan for permitted commercial boaters to operate, allow use of bathrooms, boat ramp and wash down area, and designated parking areas for a fee.
- Is there a way to utilize the pier for its original purpose - loading or unloading from a boat?

Q27. What would you change about the proposed facilities to make the park better for surfers, stand-up paddlers and others with ocean-going equipment?

51 respondents answered this question. 15 responses were specifically in support of driving and parking on the beach. Other comments about changes that respondents wanted to make to the proposed facilities for surfers, SUP and other ocean users are summarized as follows.

FACILITIES

- No changes, it works the way it is!
- Better bathrooms (use of security)
- more showers
- Are use of pavilions by permit only?
- Plans do not indicate existing showers and hose bibs/sinks at beach edge for rinsing equipment
- A place to rinse off equipment away from crowds would be nice
- Showers with hose attachments and a multi-purpose rack to rinse kayaks stand ups and one mans
- Waikiki style large board storage rack with spaces available to local residents for a fee via a lottery system.
- Wider road entrance to beach
- More parking
- Support the permitted operators by providing them a place and facilities to operate
- Handicapped accessibility
- Availability of fresh water hook up to fill boat water tanks, possibly from the pier
- Environmental and educational things mentioned earlier. Perhaps aerial map of reef, river, etc. for education/safety.

BEACH AND ENVIRONMENTAL CONCERNS

- Keep beach access
- Charge a fee for beach parking (e.g., \$25.00 per year permit).
- Safe steps into the water, less slip.
- If Harbor Master removes Hobie Cats from middle of bay, then there needs to be an alternative area one can drive a Hobie Trailer to and setup and launch.
- Allow cars to drop off closer to river-bay point.
- Area near the pier for drop off of old people, paddle boards, kayaks, etc.
- Easy access to beach for emergency vehicles
- At least 2 shower poles with 4 heads each near the front bathroom

LANDSCAPING

- River gets blocked by sand a large percentage of the year. So the local fishermen back their boats into the water next to the park. Who is going to permanently keep the river mouth dredged?
- Launch in the river from the park area, not from the sandbar in front of the Park
- Clear ironwoods from Plan A/B campsite.
- Varied plant life replacing Ironwood trees, not just Palm trees. Make it reflect a more natural coastal look.
- Less trees in the parking and boating area. It makes it more difficult to maneuver

CAMPING

- Move camping area to Hodge piece.
- minimize camping or eliminate. or allow only on long weekends.

PARKING AND LANDSCAPING

Q28. Which parking layout do you prefer?

47.1% of respondents (49 of 104) preferred the parking layout in ALTERNATIVE A.
 34.6% of respondents (36 of 104) preferred the parking layout in ALTERNATIVE B.
 18.3% of respondents (19 of 104) selected OTHER, COMBINATION OF ALTERNATIVE A/B.

Of the 19 respondents who chose OTHER, COMBINATION OF ALTERNATIVE A/B, 2 respondents indicated NO PREFERENCE, 4 indicated NO CHANGE “keep the same,” and 3 wanted MORE PARKING. Other suggestions given for the parking layout are listed as follows.

- Use Plan A with pier beach boat access
- Use Plan B parking design minus the 2nd drop off at the kayak launch
- More spaces closer to beach/park
- Locals should have priority for the spot or have beach access
- The over flow parking should be in the back and the visitors should be directed to the back
- Whichever has less concrete
- Too much run off from paving--goes where? Use grass or some other surface. Smaller lots rather than 1 big one-leave room to grow by acquisitions.

Q29. What do you like most about the parking layout?

65 respondents answered this question. Reasons respondents gave for selecting their preferred parking layout are listed below.

<i>Reasons for preferring the parking layout in ALTERNATIVE A</i>	<i>Reasons for preferring the parking layout in ALTERNATIVE B</i>
<ul style="list-style-type: none"> • Reduced impact • Plan A will give campers access to their cars. • Fewer stalls = fewer people. Fewer spaces = more park and beach area • More camping and separation of parking areas--beach-goers and surfers in front area and boat parking in other 	<ul style="list-style-type: none"> • Easy access and overflow capability • More spaces are necessary to prevent overflow parking on Weke Rd. • More parking for rental cars is better -- keeps beach for locals and residents with heavy paddle boards etc. -- most tourists dont want

- Seems to allow for more open space.
- Green space is closer to the park.
- Parking closer to ocean, less distance to carry stuff
- More parking with a cohesive flow for ingoing and outgoing traffic.
- I would like to see less parking and more park available, but understand that there will be growth. Maybe provide for additional parking spaces as in Plan B as future growth occurs.
- More spaces facing ocean
- Looks reasonably thought out. Only caveat is I wonder how many spaces are needed on an average day currently and want to be able to handle an increase as time goes on.
- I like the split between the two areas, looks more green, not such a desolate looking parking lot in the middle of everything
- In Alternative B, the parking area is the main feature of the park. In Alternative A, it is better-integrated, not as dominant. And the size is adequate (compared to peak Labor Day survey of 180 spaces, the 214 spaces in Alternative A is enough).
- Provides more makai parking, limits the feeling of a single shopping center like parking zone found in "B", visually breaks up parking, creates larger useable mauka camping and river use area.
- Large lot in the back of plan B is not good for surfers or SUP people. It makes for a long walk to the car. The added spaces in plan B are not worth the inconvenience. I currently park in the location of the ocean side lots in plan A and that walk is far from the beach.
- It leaves the beach open

- to park on beach anyway if there's marked stalls.
- More parking options
 - Bigger park and lawn area by the ocean
 - Its further from the water so would be more ecological.
 - With the inevitable increase in both resident and visitor populations, the 158 (+80) spaces in plan B are necessary and a forward thinking plan. Plan B puts less cars in the middle of the park, keeping quite a bit more lawn/green space open on the ocean front, including the lawn on the south side of the pier. If parking needs surpass that of plan B in the future (including no parking allowed on the beach) the larger central parking area as pictured in plan A could be added to plan B as long as the bathroom is built in location of plan A.
 - It presents the most parking spaces as well as the use of a grassed area for overflow parking, which will surely be needed.
 - Plenty of parking.
 - Easier to look for empty spots. Can see both sides of big lot as driving thru
 - More parking, have seen current lots full, 3 rows of car stretched from pair to the river.
 - Ultimately more parking is needed in this area. Everyone would like this to be a less used area but that is not going out happen.
 - If you have ever been to black pot on a sunday when there is surf the can be 100-150 cars on the beach! so the more parking the better.
 - Most parking further away from ocean.

Q30. Alternative A proposes 134 marked parking stalls and 80 overflow parking stalls, in comparison to Alternative B which proposes 158 marked parking stalls and 80 overflow parking stalls. Should the plan provide more parking (like Alternative B) or less parking (like Alternative A)?

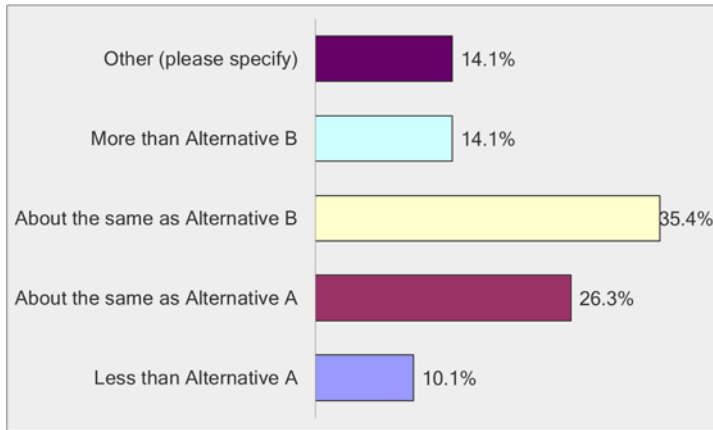
10.1% of respondents (10 of 99) prefer LESS PARKING THAN ALTERNATIVE A.

26.3% of respondents (26 of 99) prefer ABOUT THE SAME AMOUNT OF PARKING AS ALTERNATIVE A.

35.4% of respondents (35 of 99) prefer ABOUT THE SAME AMOUNT OF PARKING AS ALTERNATIVE B.

14.1% of respondents (14 of 99) prefer MORE PARKING THAN ALTERNATIVE B.

14.1% of respondents (14 of 99) selected OTHER as their preferred option.



Q31. Would you like to receive email communications from the County about future policy discussions concerning parking on the beach?

80.2% of respondents (89 of 111) answered YES, they WANT TO receive email from the County about future policy discussions concerning parking on the beach.

19.8% of respondents (22 of 111) answered NO, they DO NOT WANT email from the County about future policy discussions concerning parking on the beach.

Q32. The alternatives propose to remove the ironwood trees along the shoreline because of recent incidents of trees falling on cars, and because their root systems contribute to beach erosion. What kind of trees would you prefer to replace the ironwoods along the shoreline?

50.9% of respondents (56 of 110) preferred CANOPY TREES.

18.2% of respondents (20 of 110) preferred PALMS OR COCONUT TREES.

4.5% of respondents (5 of 110) preferred NO TREES.

26.4% of respondents (29 of 110) selected OTHER as their preferred option.

Reasons respondents gave for selecting OTHER included comments about using certain plant species, a desire for native species, safety and maintenance.

- Use poinciana, heliotrope, native shade
- A mix of canopy trees (monkeypod, kukui, milo, e.g) and palms (hala, royal palms, NO coconuts)
- Decorative short palms, bush palms. Some pretty canopy trees, plumeria, flowering trees.
- Palm varieties other than cocos. Falling coconuts and fronds will either be a constant maintenance or they will damage parked cars or injure people.
- Maybe some heliotropes and naupaka bushes mixed with a few samoan coconut trees
- Beach heliotrope and the salt tolerant shade trees. no palms due to maintenance issues
- Not false kamani (too much leaf litter). Ideally trees that allow grass to grow beneath them.
- False kamani trees
- Trim the ironwoods and leave as is
- If you take out the ironwoods, there will be no shade which is very much needed. They have held that beach well over the 42 years that I have been there. All the palms that were planted have fallen down and needed to be trimmed more that the ironwoods did .Kukui's drop a lot of nuts which could be a danger when the lawn is mowed .How long will it take for those kind of trees to grow enough to provide shade for everyone?
- Trees that prevent erosion and provide shade
- Choose trees that do not drop large seeds or are dangerous (Palms)

- Place a shade tree in strategic place based on park layout---not along viewplanes as a border
- Prefer native trees, no matter palms or kukui, should be NATIVE!
- A mixture of Native/endemic plants that provide shade, flowers, fruit, aesthetics. Not hedges!
- All trees need maintenance.
- Low maintenance trees. Come trim the trees--part of the county parks, etc.

Q33. After reviewing the landscaping and parking elements proposed in the alternatives, what other elements do you think should be added to the draft plan?

43 respondents answered this question. Six responses favored keeping the park the same/no change. Other responses are summarized as follows.

LANDSCAPING

- Remove trees along pier and mauka land (hao)
- Monkey pod trees? Less maintenance?
- Shade is important for campers and visitors to enjoy the beach.
- In Australia they had nice flowers around bathrooms adding color and beauty. like impatiens.
- No shrubs or hedges that block sightlines in parking areas
- No coconut trees--liability of coconuts falling on people.
- I don't favor Kukui trees, they would seem a bit out of place. I would plant what grows well close to the ocean, such as heliotropes and naupaka. Samoan coconuts because they grow smaller so less maintenance and they're tasty
- Remove ALL ironwoods. Replace those not on shoreline with Canopy Trees such as Monkey Pod, etc...

PARKING

- Beach front parking. Limited access is ok. It is a nice feature for us surfers. Sorry used to this, change be tough sometimes.
- Permit system for locals to have beach access or priority parking
- Consider adding off beach parking lot with shuttle
- Provide for Bus stop or shuttle stop to limit driving
- Need limited vehicle access to beach for safety personnel and groups dealing with the disabled (like KORE)
- Circular access. Entry on Weke road, exit directly to the highway.
- Designated cross walks from parking areas to bathrooms, beach.
- A speed bump (10 mph) as you enter/exit first round drop off just past where the boat trailers would turn right to go back to boat launch(the big trailers wouldn't have to drive over it).
- An easement for a designated dog path to the beach so people walking their dogs wouldn't be breaking County Park ordinance to get to state owned beach.
- The parking lot in "A" should have an exit at the mauka end tying into the road to the boat ramp, and be designated one-way (entering makai, exiting mauka) to improve traffic flow and efficiency. Similarly, the makai parking in "A" should be a one-way loop either clockwise or counter-clockwise.

OTHER

- BBQ pits and fire pits
- No concessions (other than 1-2 food trucks). No surfboard rentals, etc on the beach. No commercial development.
- Place for food trucks to park - maybe in overflow parking area?

- Show the "furniture" (picnic tables, park benches). Important to have these in the new park area south of the pier, to make it usable. Also important to include these for planning and budget.
- Provide a historic panel or memorial plaque to tell the history of Black Pot and invite users to learn why the area is special: 1) Fort Barclay--sister of Fort Alexander---1818 Russians; 2) fishing history including Henry Tai Huk's sampan and hut with a black pot which always had fish stew for locals and visitors---Hukilaus
- Plans that include environmentally friendly ways to deal with big surf and river flooding. Surf was up to the parking lot last year.
- Restore what was originally there. Fix Hanalei River--needs 12 feet depth again. The river head engineered incorrectly--more erosion.

Q34. What would you change about the proposed landscaping elements and parking facilities?

41 respondents answered this question. One respondent wanted to keep the park the way it is, and five others did not have any changes to the proposed landscaping or parking elements. Comments about changes to the proposed landscaping and parking facilities are summarized as follows.

LANDSCAPING

- Get rid of all non native plants like the hau bush along the river to STOP EROSION.
- Remove all Ironwoods and replace those not along shoreline with Canopy Trees such as Monkey Pod. Keep view from parking lot to bay open without bushes or trees blocking view
- Don't remove existing trees unless they present a real hazard
- Prefer a mix of canopy and palms
- No hedges
- Maintain coconut trees so liability from falling nuts is not an issue
- Use canopy trees that do not drop nuts (no kukui, false olive, or coconuts). Beach Heliotrope is nice.
- More shade
- Plant MATURE trees so we don't have to wait 10 years for shade.
- Limited grassy areas near the beach with more tables. Play area is on the beach not in the grassy eating areas.

PARKING

- Any more parking than in Plan A would be taking away too much. More parking needs to find another location with shuttle.
- More parking spaces. What happens when its filled?
- There is no info about the number of handicapped spaces.
- There is probably not enough trailer parking in either plan.
- Could more parking be allowed west of the pier?
- Allow surfers to continue parking on the beach as always
- Add a bus stop
- Fewer cars mean fewer people so density will be less. The beach experience will be much more enjoyable.
- Drainage that somehow handles parking and road run-off so it doesn't go into ocean

OTHER

- Complete acquisition then decide. Use present boat ramp -- restore and widen until then.

- No marina! Make a law against a marina for the infringing development with their plans for a marina.
- Make sure there is plenty of access from parking to beach. (i.e.; not just one or two paths to the park/beach area.)
- You might consider some kind of music pavilion or dance stage for events that could be held there .
- Since the water level in Hawaii is expected to rise, it would be useful to factor that into the planning for the park.

BOATS, MOTORIZED WATERCRAFT

Q35. Which boat ramp configuration do you prefer?

54.4% of respondents (49 of 90) preferred the boat ramp configuration in ALTERNATIVE A.
 28.9% of respondents (26 of 90) preferred the boat ramp configuration in ALTERNATIVE B.
 16.7% of respondents (15 of 110) selected OTHER, COMBINATION OF ALTERNATIVE A/B.

Of the 15 respondents who chose OTHER, COMBINATION OF ALTERNATIVE A/B, 10 respondents indicated NO PREFERENCE or NO OPINION, and 1 respondent wanted to “leave it alone.” Other suggestions given for the boat ramp configuration are listed as follows.

- Most fishing boats cannot launch up the river because of the depth and need to launch near the river where it is traditionally deeper, especially in the summer months. Having a ramp up the river is great for all the commercial activities.
- By pier, beach launch when rivermouth is closed by sand
- Not sure about the feasibility of the road off of Weke and then the turnaround.
- Fix the current ramp.

Q36. Why do you prefer the selected boat ramp alignment?

37 respondents answered this question. Reasons respondents gave for selecting their preferred boat ramp alignment are listed below.

<i>Reasons for preferring the boat ramp alignment in ALTERNATIVE A</i>	<i>Reasons for preferring the boat ramp alignment in ALTERNATIVE B</i>
<ul style="list-style-type: none"> • A little better alignment • Makes more sense for launching boats in reference to sand bar shift • It is better because of how the sand moves • More parking the better • I can't tell if that is the existing ramp that Sheehan built, but it must be all weather and built to prevent silting up---needs study • No new construction, less money spent. • better for boater & fisherman • More mauka. Acquiring the triangle portion is a high priority for the Master Plan. • More efficient and easier to access • Less paved area = more park space 	<ul style="list-style-type: none"> • Better parking and drop off options • Not assuming county will acquire the land they want • Like washing area away from the boat ramp. • I prefer the longer ramp • The county doesn't have to purchase additional land for this option. • Easier enter and exit approach

- more room for the boats and trailers
- Parking looks sufficient, separates light craft
- Plan B will not work. for the last 10+ years the bank is not deep enough to launch a boat. That's why everyone launches boats near the river mouth. Our current boat ramp is not maintained by the county and is never usable.
- Easier maneuverability, more trailers parking
- Keeps trailers further from the people, especially children, enjoying the park (Safety)
- Keeps the boat ramp from chopping up the park, as in Plan B where all of the park land upstream of the boat ramp will be wasted space, not inviting and not used.
- Places boats at the edge of the park providing more space for other park users, and utilizes an existing and proven ramp location.

Q37. Which alternative offers better trailer circulation and trailer parking options?

50.6% of respondents (40 of 79) preferred the trailer circulation and parking options of ALTERNATIVE A. 32.9% of respondents (26 of 79) preferred the trailer circulation and parking options of ALTERNATIVE B. 16.5% of respondents (13 of 79) selected OTHER, COMBINATION OF ALTERNATIVE A/B.

Of the 13 respondents who chose OTHER, COMBINATION OF ALTERNATIVE A/B, 7 respondents indicated NO PREFERENCE or NO OPINION, and 1 respondent liked NEITHER ALTERNATIVE. Other suggestions given for trailer circulation and parking options are listed as follows.

- Get canoes to Hanalei club
- Need an exit other than to Weke Road
- Plan A is slightly better but parking needs much better spacing and direct back up from spaces

Q38. Why do you prefer the selected alternative for trailer circulation and trailer parking?

32 respondents answered this question. Reasons respondents gave for selecting their preferred trailer circulation and trailer parking options are listed as follows.

<i>Reasons for preferring the trailer circulation and parking in ALTERNATIVE A</i>	<i>Reasons for preferring the trailer circulation and parking in ALTERNATIVE B</i>
<ul style="list-style-type: none"> • More stalls and additional space • More separate from other areas • Keeps trailers and trucks out of traffic • Kayak trailers can park close to launch area like the pull through parking configuration • Expanded area of the Park via the acquiring the triangle, and then the trailers would fit in better with the overall area. • More space to maneuver trailers. 	<ul style="list-style-type: none"> • Easy to turn around • Remove the tree in the middle, leave more open space, less obstacles

- Seems more logically designed
- Uses existing infrastructure
- Larger area for trailer maneuvering. Uses existing wash down. Permitting a new one could be difficult and time consuming.

Q39. After reviewing the elements proposed in the alternatives, should anything be added to the draft plan to improve the park experience for boaters?

27 respondents answered this question. 13 respondents indicated NO OPINION or NOTHING TO ADD. Comments specific to improving the park experience for boaters is summarized as follows.

BOAT RAMP AND TRAILER PARKING

- By pier, beach launch when river mouth closed by sand
- I would like to see the boat ramp of plan A put into plan B, assuming the county can acquire the triangle land area. Then the canoe halau can move to the east side of the lawn and allows more open lawn for camping and other recreation.
- More trailer parking seems to be needed, especially on weekends
- A shower area by the bathrooms.
- HOSE BIB ENGINE FLUSH

NON-MOTORIZED WATERCRAFT

- Keep beach parking for OC-1, kayaks for easy access to the water.
- Think about heavier kayaks (2 man & sailing) that have to be "wheeled" to beach when taken off trailer. Make sure there is a clear path to the water to do this

COMMERCIAL BOATING

- Cite Boat Tour boaters that come in to Black Pot to pick up Tourist! I have seen this happen several times and it is dangerous for keiki, swimmers and others in the water on water craft.
- Provide facilities to commercial permitted operators who contribute and operate legally
- Delineate some of the overflow parking to tour boat parking to alleviate parking congestion in town. 60-80 stalls or just wide open like we do in Port Allen.
- Local/residential boaters vs. commercial boaters?
- There should be a ranger to monitor the boaters.

OTHER FACILITIES

- Where are the lights going to be? Shut gate at night, provide security personnel
- Food truck area

Q40. What would you change about the proposed boat ramp and/or trailer facilities?

20 respondents answered this question. 10 respondents indicated NO OPINION or NOTHING TO ADD, and 1 respondent favored LEAVE IT AS IS. Comments specific to the proposed boat ramp and/or trailer facilities are as follows.

BOAT RAMP

- By pier, beach launch when river mouth closed by sand
- Make the boat ramp extra wide and all weather---protect from silting and surges

PARKING

- Ensure Hanalei River is accessible, often the river is too shallow to allow boats to use the proposed ramp
- I would actually like to see the boat ramp moved to the front parking area and move the parking spaces further back.
- More parking for trailers
- Utilize permeable paving for all parking areas including boat a trailer area. Take out "green spots" and curbs etc. Paint parking lines on ground but open whole area to drive or park any which way so special events can be handled.

OTHER COMMENTS

Q41. Is there any other information based on your park experiences that you would like us to consider when preparing the draft master plan?

49 respondents answered this question.

11 respondents favored CONTINUED parking on the beach.

9 respondents favored STOPPING parking on the beach.

4 respondents commented on the need to improve and maintain restrooms.

Other comments are included below.

*BEACH PARK
FACILITIES*

- Keep the same just fix everything
- No need to change much. Maybe expand parking a bit, remove ironwood trees. Use the funds for maintenance & operations.
- The area is SO territorial. Remember those kids getting attacked by locals last year? Try to break up the land so folks can't lay claim to giant stretches of park and beach.
- It will be awesome to make platforms by the showers with hoses to wash off surfboards/equipment, kind of like it is now.
- Life guard at the pier.
- The new space south of the pier needs to be better-incorporated into the park, or it will not be used.

*PARKING AND
TRANSPORTATION*

- No parking on Weke road
- Add more parking and have permits for locals, which we pay for annually but allows us first parking options. Visitors can go to visitor parking
- Consider people with special needs who may not be able to walk from the new drop off points to the beach.
- Easy accessibility to the beach. It's crazy trying to get in and out. It's definitely more crowded in the last 5 years. Having designated areas for activities seems like a good idea
- Include facilities for biking, walking, and multimodal transit so that we can get away from all the cars!
- A bicycle rack would be a nice feature too.
- Consider using a permeable trail and parking surface that will maintain good surface while draining away water.
- Parking west of the pier.

ENVIRONMENTAL CONCERNS

- Minimize traffic and ease parking. I will miss parking on beach, but if this helps curb traffic build up near the pier, I'm all for it. I think the pathways around the area are ideal and another pathway between boat ramp and kayak ramp in both A & B should be considered to avoid crowds walking through parking lot.
- Need to address water quality at Black Pot, more important than facilities. The water quality is the single most important import issue the County should be addressing and focusing funds towards upstream waste the empties into the bay.

CAMPING

- Only residents should be allowed to camp if camping is to be permitted at all.

BOATING

- All boat launching is subject to the whims of the river and surf. Vehicle beach access is necessary.
- Remove stone wall fingers in the river mouth

COMMERCIAL ACTIVITIES

- Charge a fee to tour buses to stop at the park.
- I was wondering why Pats Taqueria lunch wagon does not have a spot on either plan?
- Please truly consider what the locals need to help make a better life for them ,the people of the island that work so hard and hardly even get to go to the beach anymore .Make something that they will respect and love .Not some addition to the Visitor industry
- In all decision making the hierarchy of interests should run from protected native Hawaiian uses, local non-commercial residential uses, non-commercial visitor use, and lastly commercial use.

HISTORY

- Tell as much history as possible in descriptive panels--- emphasize PONO AND SHARING---fort barclay was built on black pot--- russians in Hawai'i, fishing methods in Hanalei, hukilau, oio fishing, squid hooking, akule fishing--aweoweo and papio hooking off the pier. water safety, even a picture of the built up d-8 tractor used to dredge the channel in the 70s.--- perhaps a description of the shipwrecks---"Haaheo o Hawaii" and several others---went on the reefs----one with a family of missionaries---the John Dunlap in the 1860s---the whaleboat that is in the Smithsonian that came from a paddle wheeler stranded on Kure--- only one of the crew survived the surf off anini----perhaps a mention of the steamer that came up from Honolulu to see the firefall in 1904----possibly mention the US Navy ship that visited Hanalei in 1860s when Kamehameha 4 visited the wylies. they sent a boat up hanalei river and had a picnic and games----all these events are described and pictures shown in Koamalu and Elsie Wilcox's history of Hanalei----also not to be forgotten---shipping cattle and rice and other products before and after the pier. Rice was barged down Hanalei river. carted out on the pier and manhandled into whale boats. cattle were shipped salted and in barrels and possibly live in the summers.

*COMMUNITY
CHARACTER AND
VALUES*

- Changes at kee made the parking more accessible to tourist vehicles at the expense of locals being able to find parking most days. When the facilities and parking lots were not developed most tourists turned back and stopped at Haena or Hanalei and Kee remained relatively accessible to locals. Now we have not been able to park there in our last ten tries. Please do not make the same mistake at Black Pot. . Keep access for locals.
- We have been visiting Kauai regularly since 1970. The more casual and less restrictive atmosphere makes it one of our family's favorite location. This is one of Kauai's last unique beach experience since the restrictions at Ke'e. Please preserve it.
- Current plan does not offer enough for us old guys and does not consider that residents pay the taxes that support the park.
- Listen to the community, those who have been here for many generations.
- Just where is the money coming from for this project. Much is being talked about, many people involved (being paid) etc. The county has enough to take care of with lots of tax dollars not going to the right areas of need. Too many years have gone by with no real plan and then way too many tourists and people on the island.

PLANNING PROCESS

- Many thanks for all the details, your work and outreach to our community in drafting this Black Pot Master Plan.
- POLICIES on parking/driving on the beach, commercial use, events, and enforcement are as critical as the physical facilities to the future experience at the park. They should not be left out of the plan. I will submit written comments on this.
- Consider my plan "C," which is the option of the community "really" having a say in the proposed master plan.